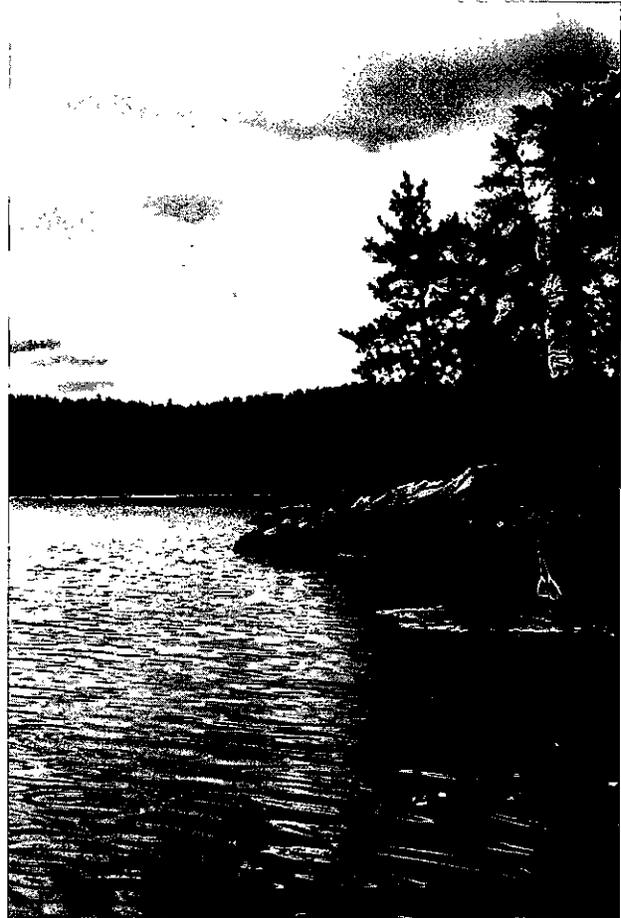


# *Parks & Recreation Advisory Commission*

Thursday  
May 17, 2012  
Regular Meeting 5:30 p.m.



City Hall Cowles Council Chambers  
491 E. Pioneer Avenue  
Homer, Alaska 99603

Prepared and Produced by the City Clerk's Office -5/14/2012 - rk



**NOTICE OF MEETING  
REGULAR MEETING AGENDA**

- 1. CALL TO ORDER**
- 2. AGENDA APPROVAL**
- 3. APPROVAL OF THE MINUTES** *(Minutes are approved during Regular Meetings Only)*
  - A. Minutes from the Regular Meeting April 19, 2012 Page 5
- 4. PUBLIC COMMENT UPON MATTERS ALREADY ON THE AGENDA** *(Three minute time limit)*
- 5. VISITORS** *(Visitors normally have 10 minutes for their presentation.)*
  - A. Miranda Weiss, Homer Playground Project
  - B. Jessica Marx, Homer Softball Association
  - C. Hans Rinke, Area Forester, State of Alaska Division of Forestry – Fire Safety
- 6. STAFF & COUNCIL REPORTS/COMMITTEE REPORTS/BOROUGH REPORTS**
  - A. Community Recreation – Mike Illg Page 15
  - B. Staff Report – Julie Engebretsen, Planning Technician/GIS Page 17
  - C. Parks Maintenance – Angie Otteson
  - D. Kachemak Drive Path Committee Report – Bumpo Bremicker
  - F. Advisory Planning Commission – Memorandum dated May 10, 2012 Re: Implementing the Comprehensive Plan Page 19
- 7. PUBLIC HEARING**
  - A. Jack Gist Park – Land Use Agreement and Permit Page 21
- 8. PENDING BUSINESS**
  - A. Uniform Park Signage Page 23
  - B. Jack Gist Park – Land Use Agreement and Permit Page 27
  - C. Karen Hornaday Park Status Update Discussion
  - D. Commissioner Attendance at Council Meetings Page 51
- 9. NEW BUSINESS**
  - A. Cruise Ship Passenger Enhancement Project Page 55
  - B. Scheduling and Planning Park Day 2012 Page 63
- 10. INFORMATIONAL MATERIALS**
  - A. Strategic Plan 2012 Page 67
  - B. Commission Annual Calendar 2012 Page 69
  - C. Resolution 11-90(S) and Information Packet, Council Meeting Minutes Excerpt April 23, 2012 Page 71
- 11. COMMENTS OF THE AUDIENCE**
- 12. COMMENTS OF THE COUNCILMEMBER** *(If one has been assigned)*
- 13. COMMENTS OF STAFF MEMBERS**
- 14. COMMENTS OF THE COMMISSION**
- 15. COMMENTS OF THE CHAIR**
- 16. ADJOURNMENT THE NEXT REGULAR MEETING IS JUNE 21, 2012** at 5:30pm in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer Alaska



Session 12-06, a Regular Meeting of the Parks and Recreation Advisory Commission was called to order by Chair Bumpo Bremicker at 5:33 p.m. on April 10, 2012 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

**PRESENT:** COMMISSIONERS LOWNEY, ARCHIBALD, BRANN, BREMICKER, AND BELL

**ABSENT:** COMMISSIONER LILLIBRIDGE (EXCUSED)

**STAFF:** PLANNING TECHNICIAN JULIE ENGBRETSSEN  
RECREATION SPECIALIST MIKE ILLG  
PARKS MAINTENANCE COORDINATOR ANGIE OTTESON  
DEPUTY CITY CLERK I RENEE KRAUSE

### **APPROVAL OF THE AGENDA**

Chair Bremicker called for a motion to approve the agenda.

BRANN/ARCHIBALD – MOVED TO APPROVE THE AGENDA.

There was no discussion.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

### **APPROVAL OF MINUTES** (*Minutes are approved during Regular Meetings Only*)

A. Minutes for the February 16, 2012 Regular Meeting

Chair Bremicker noted that there were three sets of minutes for approval and recommended approving them separately.

He called for a motion to approve the minutes of the regular meeting on February 16, 2012

BRANN/LOWNEY – MOVED TO APPROVE THE MINUTES.

No discussion.

The minutes were approved by consensus of the commission.

Chair Bremicker called for a motion to approve the minutes for the special meeting on March 29, 2012.

BELL/ARCHIBALD – SO MOVED.

There was no discussion.

The minutes were approved by consensus of the commission.

Chair Bremicker called for a motion to approve the minutes for the Special meeting of April 10, 2012.

ARCHIBALD/BRANN – MOVED TO APPROVE THOSE MINUTES.

There was no discussion.

The minutes were approved by consensus of the commission.

## **PUBLIC COMMENTS REGARDING ITEMS ON THE AGENDA**

There were no public comments on the agenda items.

## **VISITORS**

A. Mr. Bill Evans, Karen Homaday Park Landscaping Recommendations

Mr. Evans was unable to attend this meeting. Staff will provide more information during report later in agenda.

B. Kachemak Bay Water Trail Association, Dave Brann

There was a brief moment while the commissioners moved to the audience as the monitor was not viewable from the table side.

Mr. Dave Brann provided a short visual presentation and report on the proposed Kachemak Bay Water Trail, what it was, where it will go and the intent and purpose of the Kachemak Bay Water Trail Association. Mr. Brann reported that the Association would be presenting to Council in June at the first meeting and they were seeking support in the form of a resolution which a proposed draft was submitted to the Commissioners. Mr. Brann acknowledged that the item was on the agenda under new business and asked if there were any questions.

Chair Bremicker thanked Mr. Brann for the presentation and information.

Mr. Brann responded to a few questions regarding a map of proposed location of the water trail and a recent trip on the water.

## **RECONSIDERATION**

There were no items scheduled for reconsideration.

## **STAFF AND COUNCIL REPORTS/COMMITTEE REPORTS/BOROUGH REPORTS**

A. Community Recreation – Mike Illg

Mike provided a summary of his report and reported on the interest that he has fielded on inquiries from the public on renting offices, Boys and Girls club expressed the possibility of additional funding and possible long term lease, and various other entities regarding the HERC building. He announced the Bike Rodeo, HoPP is looking for volunteers for Build Week on the playground; he will be on Coffee Table and will be talking about recreation in general and he requested some items to mention on the show. He will not be going into details just mentioning some of the things the commission is working on. Mr. Illg also mentioned that needs assessment and should have a progress report for the May meeting.

Ms. Engebretsen confirmed that the driveway will be relocated at Mariner Park at the end of summer as one item to mention.

Commissioner Archibald mentioned upcoming events at Karen Hornaday Park and that there are numerous events that are scheduled at the park such as Concert on the Lawn, and the Highland games Camp Ground Host program.

Additional items to mention Baseball; Jack Gist Park; Adopt a Park/Trail Program; One more vacancy to fill on the Commission. Commissioner Brann mentioned that the Rotary will be painting the Restrooms at Ben Walters Park. He also mentioned advocating for Bike Safety along Kachemak Drive.

Ms. Engebretsen responded to a question regarding a putting a page on the website regarding trails

using available software that staff can start working on and would be a better use of time and funds instead of paper.

B. Staff Report – Julie Engebretsen, Planning Technician/GIS

Ms. Engebretsen reported that a conversation with Mr. Evans and expected more information from him at a later time; she reported that he has never been to the park personally but has recommended that the Commission focus on what brings the public to the park; he will submit some general recommendations regarding landscaping that could be followed in addressing the landscaping issues at the park.

She noted that Jack Wiles had recommended one additional person in the community that may be interested in working out a landscaping plan, but felt it would be more helpful to flesh out where exactly the commission wanted someone to look at and after the installation of the playground before doing anything.

Chair Bremicker recalled the discussion at the special meeting. He opined that the Day Use Area would be the area needing focus and would benefit from landscaping. Commissioner Lowney pointed out on the map the proposed areas for landscaping that HoPP would possibly have money, plants and labor available to implement it at the same time. HoPP has \$5000 to offer, Commissioner Lowney was not sure if this would take more money and if so, the commission would have to approve allocating money from the \$90,000 for the Day Use Improvements. Staff recommended a special meeting before the next regular meeting to discuss the park. She further recommended that the commission have further discussion on this under the item under Pending Business.

Ms. Engebretsen then noted that for follow-up was the uniform signage and asked if this could be on the May agenda. The commission agreed to this.

The entrance to Mariner Park is scheduled for relocation later this summer.

Commissioner Brann asked about reduction in the speed limit from the base of the spit to the entrance. Ms. Krause responded that the City received permission to reduce the speed limit. Ms. Engebretsen agreed and further stated that there is an agreement in the works and nearing or recently completed that allows the City to manage the Right of Way parking and speed limits on the Spit.

Additional discussion on keeping the reduced speed year round and then bringing the Bike Path to Kachemak Drive/Mariner Park entrance from Ocean Drive ensued. Chair Bremicker agreed and that maybe a recommendation should be sent to Council. Ms. Engebretsen agreed and stated it should be on the CIP list. Commissioner Archibald asked about the vaulted toilets. Staff responded that Council did not approve the funding in the budget.

Ms. Engebretsen provided an update on Town Center parks and trails and no additional action has been done since the residents turned down the proposed city hall bond. The Budget is in the packet and she outlined the process briefly stating that if they wait it will be less likely that they receive funding. A potential land trade – there has been no new discussion since last year.

Chair Bremicker requested Town Center to be on the May agenda for discussion.

Commissioner Brann requested an update on the proposed pocket park on Kachemak Way. Ms. Krause noted that the commission had requested a meeting where staff, the property owner and other interested parties could discuss the proposed park. Chair Bremicker noted he did speak with the property owner and if the Commission would like to add it to the May agenda he could relay the information he had.

Commissioner Archibald inquired about approaching the new owners and Staff responded that there is no evidence of a new owner and maybe pursue it this fall as staff had quite a full plate already.

C. Parks Maintenance – Angie Otteson

Ms. Otteson provided a brief status update on the red shed, different entities have expressed interest in the old playground equipment that is being removed, so decision was made to put it in the City Surplus Sale, she will be going to Fairbanks to attend Playground Inspection training; Ms. Otteson opined that she would like to see the fitness equipment installed along the Spit Trail.

Commissioner Brann commented on the condition of the Picnic Pavilion on the Spit and alluded that the structure is posing some possible liabilities. Ms. Otteson stated that it is being looked into on the best method to rehabilitate the structure.

Ms. Otteson further stated that she will provide information on signage for the next regular meeting.

D. Karen Hornaday Park Committee Report – Robert Archibald

Commissioner Archibald reported that Miranda Weiss with HoPP provided a more in-depth description on what they proposed to provide; Phil Needham representing Little League was not agreeable to losing any parking. All in attendance was excited about improvements to the parking area. Most were hesitant to make any decisions before seeing exactly what was up there when the snow is gone.

Mr. Archibald reported that consensus to withhold performing any landscaping work such as installing new sod should wait, more efforts placed on engineering, concept B2 as drawn could be modified and when the snow leaves they will have a better idea on the visual aspects of the area. Having grass would be great but logically a waste of money. The campground host program is well received by the Committee. The committee also held a discussion on the special meeting on April 10, 2012.

He further reported that they will meet on May 3, 2012 and stated that the main emphasis was getting a grasp on drainage and how to set elevation on the dirt up there and not waste money doing something else before that.

Chair Bremicker asked if any consideration was given to the speed bumps on the road into the park. He asked if the Staff had any discussions.

Discussion evolved that ironically it is the best dirt road in the city and it was wide which encouraged speeding; suggestions have been made about putting gravel along the side of the road to make a safe pedestrian path; installing speed bumps at designated crosswalks with signage to prevent going around the speed bumps, even one set, consisting of two speed bumps would deter speeding and are believed to be very effective; picking a good location to install them that would also have higher pedestrian crossings.

Commissioner Archibald provided a suggestion from one of the committee members that included using a helicopter to seed the area.

E. Kachemak Drive Path Committee – Dave Brann

Commissioner Brann reported that they have submitted all the documentation and revised Resolution and it is scheduled to be on the Council agenda at the next meeting. If Council approves it they will be looking into getting the letter to the property owners finalized and sent out; they will be clearing brush and installing simple wood signs denoting it as a trail to deter campers.

Chair Bremicker reported the site visit and performing a laser level to site down the slope in order to create a trail for cyclists to avoid the steep slope, did some clearing and flagging. He opined that it was possible and did require some work in the area. There were no large trees in the area. This would tie into the Mud Bay Trail. The proposed would result in two trails one along the road and the other wandering along and more of a walking trail.

Commissioner Brann reported having contact with the AKDOT coastal engineer and they were very helpful and were very promising in their response on the proposed trail. He has taken pictures on where proposed signage for bikes on the road signs for the DOT and they have responded that it may be possible to have the Bikes on The Road signage installed by summer. He notated the recommended areas where signage could be installed.

Chair Bremicker commented that very minimal portions of the trail will be in the state right of way.

There was additional discussion on the proposed pathway along Kachemak Drive. Staff confirmed that there were a few information packets available at the Clerk's Office.

### **PUBLIC HEARINGS**

No public hearings were scheduled.

### **PENDING BUSINESS**

A. Recommendation to Support the Improvement of a Portion of the Day Use Area in Karen Hornaday Park

Chair Bremicker read the title into the record. He asked for discussion on this for clarification.

Commissioner Archibald opened discussion on the proposed area to be used in the day use area and some of the following ideas such as parking, new picnic area, the playground, improvements will be to the east of the parking area. He stated that the committee did have a recommendation but it has gotten away from him and he apologized not having it for the commission to consider.

Further discussion was conducted on the probable fill, grade and improvements to the day use area and that consideration should also be given to passive use also. When promoting the park all recreation and users should be considered. Staff stated that accommodation should be considered during all phases of improvements especially with regards to parking. This was one of the major concerns when discussing the planned improvements.

Commissioner Brann wanted to suggest supporting the installation of a horseshoe pit.

Ms. Krause attempted to re-direct the commissioners to the item on the agenda which was a recommendation in support of the HoPP request to match funds of \$5,000 to put in landscaping in the designated areas just below the playground.

The commissioners discussed in more detail on the improvements; the total area; drainage; getting a visual of the area; making something happen on the HoPP schedule when the commission is not ready for it; this money will not be wasted if not used for landscaping; keeping and renovating the red shed; \$90,000 will not stretch too far. Commissioner Lowney recommended that a site visit should be done in June after the Build Week has been completed. A suggestion on installation of a horseshoe pit and seeding with wildflowers was brought up by Commissioner Brann.

Chair Bremicker noted for the record that the commission at this time had no recommendation on matching funds for the day use improvements as requested by HoPP.

Commissioner Archibald stated that the committee would like to recommend the removal of the yellow "pipe" fence. Ms. Otteson acknowledged that removal is scheduled just not sure when it will be done.

**NEW BUSINESS**

**A. Trails Brochure**

Ms. Engebretsen opened discussion by reading from the Strategic Plan, "Document current and historical trails, create a pamphlet to show hiking trails, beaches, recreational access points, parks, campgrounds and basic rules and etiquette", she noted that the commission first discussed this back in 2005 and the first document is a copy of this document that was created. She described the creation, distribution and content of the brochure. Documenting historic trails was addressed in city code when subdividing and she is not sure this should be a priority of the commission any longer; she was not in favor of producing a new paper brochure and felt that the city website would be the direction to take.

Discussion from the commission included the following points:

- Directions were not very clear
- The idea was a general overview and location of the trailheads
- Maps are over 15 years old
- Availability of information is almost non-existent
- Accommodating the local and visitor aspects
- Who is responsible for removing or updating information
- Missing new trails since last brochure was printed
- Recommend putting Trail Brochure Update as mid-term goal to update in town trail location
  - Put this as a budget request for this budget cycle
- Adding additional recreational opportunities to the Trail Brochure making it a one-stop document

Staff will make sure visitor's center will have copies of the large brochure. Ms. Engebretsen explained that the current document was a snap shot and that a new brochure could reflect a different intent. She additionally explained that the cost in 2005 was \$2000 and depending on what the commission would like would depend on the cost. Mr. Ilg recommended the commissioners do some legwork in visiting websites and maybe bringing to meeting samples that would represent a design direction.

Chair Bremicker agreed with Commissioner Bran regarding having it on future agendas so that they could have a discussion and present what they found to the rest of the commission.

**B. Recommendation to Express Support for the Kachemak Bay Water Trail**

Chair Bremicker brought the item to the floor for discussion.

Commissioner Brann stated he has a conflict of interest. Commissioner Archibald declared he may have a conflict also.

**BELL/LOWNEY - MOVED THAT COMMISSIONER BRANN HAS A CONFLICT OF INTEREST ON THE KACHEMAK BAY WATER TRAIL.**

Commissioner Brann explained is involvement in the promotion of the Water Trail. He did not have any financial gain or involvement. Chair Bremicker explained his understanding with Commissioner Brann's involvement not being a conflict since there is no economic gain. Commissioner Bell opined that the perceived conflict in a person's mind could taint or reduce the validity of the Commission's recommendation that they should vote he has a conflict. Commissioner Lowney stated that they did not know the future of this trail and it deserves the strongest recommendation possible. Chair Bremicker noted that if the commission excludes Commissioner Brann and then excludes Commissioner Archibald there will be no recommendation. Ms. Engebretsen stated that going through this process is just as important also, even if the commission votes against the two having a conflict; addressing each declaration of conflict. This will show that the commission was thinking of the best interests of the public.

**VOTE. YES. ARCHIBALD, LOWNEY, BELL**

VOTE. NO. BREMICKER.

Motion carried.

Commissioner Archibald declared that he had a conflict.

LOWNEY/BELL – MOVED THAT COMMISSIONER ARCHIBALD HAS A CONFLICT ON THE ISSUE.

Commissioner Archibald stated his reasons for believing he may have a conflict of interest. Commissioner Bell opined that he did not meet the threshold that Commissioner Brann and he should be able to participate in the recommendation. Commissioner Lowney agreed. Chair Bremicker stated that he agreed also and if anyone complained they can express that they kept one and denied one.

VOTE. NO. LOWNEY. BELL, BRANN, BREMCKER

Motion carried.

Chair Bremicker opened for discussion the recommendation for the Water Trail.

LOWNEY/ARCHIBALD - MOVED THAT THE PARKS AND RECREATION ADVISORY COMMISSION SUPPORTS THE 125 MILE KACHEMAK BAY WATER TRAIL.

There was a brief discussion.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

#### C. Karen Hornaday Park Trail Connections

Ms. Engebretsen opened discussion on the trail connections to Karen Hornaday Park and funding. She noted that the commission should decide what kind of trail is desired for the Woodard Creek crossing and from the Miller Lane area. She referenced Reber Trail as a comparison which was not ADA accessible due to the steepness but is this the same level of trail that the commission desired for all trails to the park; or would a footpath/bike path be acceptable?

The commissioners and staff discussed the feasibility and need for an accessible trail not just for persons in long term care of the independent living facility. Having a shorter route for younger children would be beneficial as well as a bridge over the creek; previous groups were the initial push for this accessible connection; a decision on what are we doing on the other bank is the question; seek input from the hospital regarding a bridge connection would help whether they want a footpath or wait for the bridge; earlier discussions and input from the hospital were not favorable for a connection higher up near the long term facility due to traffic concerns; considerations to install a crossing higher up where the sloping is narrower and shallower; lower near Cityview is really steep and deep which would require more strategic placement of a bridge; crossing by the road would hinder accessibility from the hospital but help the neighborhood and the independent living center.

Staff will contact the hospital and long term care and get their input on accessibility and the bring information back for the next meeting in her staff report. Chair Bremicker inquired about easements also for the next meeting.

Ms. Engebretsen explained that when all the questions are answered between all the user groups, then you can address a budget request from the HART funds. Until all these decisions and details are in order you cannot ask for the funding.

Commissioner Archibald noted that Jack Cushing might be interested in providing some additional work on that one road. He may be a good source in figuring out what needs to be done there.

Commissioner Lowney asked for more details regarding the Reber Trail in relation to the park. Ms. Engebretsen explained that it doesn't connect directly to the park but there is frequent access from Wright Street that may need some attention.

A discussion ensued regarding alternate access to Reber Trail from Fairview, vicious dogs, creating a trail connection to Wright Street; access is not all owned by the City and there is only a half right of way; getting permission from the land owner; before approaching the property owner should have a comprehensive plan; clearing along city land to park entrance; fitness equipment could be placed on a trail that is around the park.

### **INFORMATIONAL MATERIALS**

#### **A. Strategic Plan 2012**

Staff commented that if the commissioners ever fall short of having something on the agenda this will be included in each packet to assist in staying on track. No action is required.

Commissioner Lowney noted the goal of the Parks and Recreation Department and requested the HERC building also be included for discussion on an upcoming agenda, sooner rather than later. The commissioners were reminded about the Council worksession on April 30, 2012 5:00-7:00 p.m. There was a brief discussion on the worksession components.

Commissioner Archibald requested information on other entities in the state that have a Parks and Recreation Departments and how they are funded. He asked Mr. Ilig if he could provide this information at the next meeting.

#### **B. Commission Annual Calendar 2012**

There was brief discussion on the items shown on the calendar. Staff noted that the discussion for the Annual Park Day is scheduled for the May Agenda. This meeting the commissioners should schedule a worksession for the annual Spring Park & Beach Walk Through. Staff explained for the benefit of the new commissioners what is usually done.

The commission agreed by consensus to schedule the walk through at Karen Hornaday Park since so much is going on and chose May 4, 2012, Noon and to meet at the park.

#### **C. Commissioners Attendance Schedule for 2012 Council Meetings**

The following commissioners volunteered to attend Council Meetings as follows:

April 9, 23, 2012 Council Meetings – Brann, Archibald and Bremicker

May 14, 29, 2012 Council Meetings – Lowney

June 11, 25, 2012 Council Meetings – Brann

#### **D. Amended and Approved Resolution 11-090(A) Non-motorized Pathway along Kachemak Drive**

#### **E. New Commissioner Lars Bell Application and Appointment Letter**

### **COMMENTS OF THE AUDIENCE**

Lindianne Sarno, city resident, and a commissioner on the EDC felt it was vitally important to address fire safety and encouraged the Commissioners have someone come and speak to them regarding proper fire safety and prevention. They are expecting a very dry summer this year.

**COMMENTS OF THE COUNCIL MEMBER** (if one is assigned)

There were no City Council members present.

**COMMENTS OF STAFF MEMBERS**

Mr. Illg commented on the draft agreement for the Memorandum of Agreement for Jack Gist Park. This is just a draft.

Ms. Engebretsen stated it was great to be back. Great Meeting. Look forward doing more work with the Parks and Rec. She will look into the Borough Program and would only need a request from this commission and the EDC.

Ms. Krause had no comments.

**COMMENTS OF THE COMMISSION**

Commissioner Lowney commented that it was a good meeting, the last few have been very productive and looking at the prospect of crossing things off their list; the commission may need to add more to their short terms goals the way they are burning through them. She noted that Lars and she met with Mike over the needs assessment. They are looking to submit something to the commission in June. Need some feedback. Beautiful day let's go enjoy more of it.

Commissioner Bell commented that if the commissioners have ideas on the type of questions they would like to receive answers please forward to them so they can get the answers. He questioned about commissioners attending the HoPP build week and the open meetings act.

Commissioner Archibald announced that he may miss the next two meetings definitely the May meeting. He requested confirmation on the worksession on recreation with council.

Commissioner Brann thanked the commission for support on the water trail, reminded them about the informational meeting, excited about the progress they are making with Karen Hornaday Park. He welcomed Julie back and thanked staff for their efforts acknowledging all the efforts of the clerk to put things together and keeping them on track.

**COMMENTS OF THE CHAIR**

Chair Bremicker addressed Commissioner Bell's concern on the possible multiple commissioners at the HoPP Build week in relation to Open Meetings Act. Good meeting everyone! Thanked Lars and all the staff help and assistance makes him feel spoiled. Keep up the good work. Just getting the road access changed into Mariner Park seems to take quite a bit of effort, but it's all a process and can be frustrating.

**ADJOURN**

There being no further business to come before the Commission Chair Bremicker adjourned the meeting at 8:40 p.m. The next regular meeting is THURSDAY, MAY 17, 2012 at 5:30 p.m. at the City Hall Cowles Council Chambers.

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RENEE KRAUSE, CMC, DEPUTY CITY CLERK I

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Approved:





## CITY OF HOMER

Community Recreation  
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### Staff Report

To: Parks & Recreation Advisory Commission  
From: Mike Illg, Community Recreation Coordinator  
Date: 5/9/12

1. HERC Building. This is seemingly an ongoing discussion, energy and enthusiasm for this concept. There will be some discussions regarding a possible resolution by a city council member to consider the proposal of utilizing the HERC building for recreational purposes. I will keep you all informed as this progresses.
2. HoPP. I will be working on the playground project as one of the safety officers during the May 20-27 build week. I have been working close with AML/JIA risk specialist Sean DeWalt in a strong effort to defray all potential risk. Mr. DeWalt will be attending the first two work days to assist with starting the project off on the right foot. I have also been assisting with the background check process for those who will be assisting with childcare.
3. School District Agreement. City Manager Walt Wrede and I recently met with local HHS and HMS principals to discuss the renewal of our joint use agreement with the school district. Our current agreement expires on June 30, 2012. While there may be some minor changes, we are confident that we will secure a two year agreement will be status quo with the continued accessibility and charges to be paid to the schools. More on this as it comes.
4. Needs Assessment. I have recently met with Megan Murphy from MAPP to review the potential creation and details of a parks and recreation needs assessment. While their information encompasses many health and wellness related demographics in Homer, she provided some important information and direction for the possible completion of our own assessment or survey. There is a MAPP Community Meeting on Friday, May 18<sup>th</sup> from 9am to 1pm (lunch provided) at KBC Room 202. This is an opportunity to learn more about MAPP and how it can contribute to existing health and wellness efforts.





# City of Homer

## Planning & Zoning

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### Staff Report

**TO:** Parks and Recreation Advisory Commission  
**FROM:** Julie Engebretsen, Planning Technician  
**MEETING:** May 17, 2012  
**SUBJECT:** May 17th 2012 Staff Report

April/May/June are the busiest times for Planning. I have not been able to accomplish as much as I had hoped for Parks and Recs. Below is an update of where things are at. I'll keep working on the tasks Parks and Recs has requested!

1. Reber Trail/Fairview dog problems. I contacted the Homer Animal Shelter and talked with Sherry Bess. She said she had not heard of any recent problems with loose dogs in that area. She said its important to call her when there is a problem – otherwise nothing will happen! When you have or hear of a problem, please contact her. If you know who the owner is that helps or, or at least a good description of the dog. She can then contact the owner to address the issue of loose dogs.
2. Parking and Beach Enforcement. Again this year, the city has a parking and beach enforcement employee. If you are concerned with motorized behavior on the beach, call when you see a problem. The police department logs the calls and complaints, even if they can't respond immediately.
3. USFW life grant application. There is a group of citizens/HoPP working with the City to acquire more funding for landscaping at Karen Hornaday Park. There will be a resolution in front of Council later this month for a grant application of \$25,000. It does NOT require a cash city match – the city's portion will be in kind services. This means it won't be taking money from the appropriations the Commission and Council have agreed upon. Carey Meyer will be at the meeting if you have any questions.
3. Budget – Mike, Angie and I are all super busy as we gear up for the summer season, and we couldn't meet to talk about this item. This will be on the June agenda (After build week!)
4. Trails brochure – after shorebird weekend I intent to visit the Chamber of Commerce with copies of the trail brochure as discussed at the last meeting.
5. KH Park bridge/trail location. As of the writing of this staff report I have not had time to meet with the long term care coordinator at South Peninsula Hospital about the trail to KH park. I am hoping to do this before the meeting.





# City of Homer Planning & Zoning

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## MEMORANDUM

May 10, 2012

**TO:** Economic Development, Port and Harbor and Parks and Recreation Advisory Commissions  
**THROUGH:** Rick Abboud, City Planner  
**FROM:** Homer Advisory Planning Commission  
**SUBJECT:** Implementing the Comprehensive Plan

Recently the City of Homer adopted a Comprehensive Plan. The Planning Department facilitated the creation of the plan, which all of you were encouraged to contribute to its formation. Once approved by the City Council and accepted by the Kenai Peninsula Borough, it is expected that we as a city and you as representatives of various commissions and committees should have a hand in seeing that the various goals and objectives are evaluated and acted upon.

It is not expected that every implementation item might come to fruition in the plan timeframe, but we hope that most will. Perhaps some of the suggestions are just not ready for implementation yet and some might be examined and changes suggested for the next review and amendment in the next 5 years. As a commission or committee, you should be familiar with the various sections that you helped to write and should plan actions to see that help fulfill your goals. The Planning Commission has been doing just that. Just recently, we have created a mixed-use district to encourage a wide range of commercial activities along East End Road and we amended code to allow for additional residential infill by allowing some second residences to be permitted outright. The Planning Commission is now starting to review plan suggestions for the Spit and would like to encourage your participation.

We are developing a schedule for review, below is a rough timeline of upcoming tasks. City staff will provide updates to each Commission periodically on the progress and seeks to provide opportunity for input.

Short term: 1 Year

Midterm: 2 Years

Long term – over the next 5 years

### Short term:

- Rezone the area between the harbormaster's office and ice dock road to Marine Commercial.
- Revise the Marine Commercial zoning district code (permitted and conditional uses).
- Revise Marine Industrial zoning district code. (Midterm?)

*Ongoing City /Staff tasks:* ROW MOU with the state, implement parking plan for fee and short term parking during the summer, Spit trail extension, other harbor improvements such as restrooms, cruise ship related improvements, trail along the edge of the harbor, etc.

**Midterm:**

- Examine the zoning on both sides of Homer Spit Road between Bob's Trophy Charters, and the Heritage RV Park, and rezone to Marine Commercial based on needs and comp plan recommendations.
- Rezone the city owned lots at the base of the Spit on the Mud Bay side from MI to OSR
- Review Spit zoning districts for screening requirements, landscaping and storm water concerns
- Based on the success or failure of increased parking regulations, review and revise spit parking standards (ongoing)

**Long Term:**

- Site Planning for Pier 1 lot

## PUBLIC NOTICE

Public notice is hereby given that the City of Homer will hold a public hearing by the Parks and Recreation Advisory Commission on Thursday May 17, 2012 at 5:30 p.m. at Homer City Hall, 491 East Pioneer Avenue, Homer, Alaska on the following matters:

**Memorandum off Understanding/Land Use Agreement and Permit between the City of Homer, the Jack Gist Recreational Park Association and Moose Pretzel Disc Golf Club for use of Jack Gist Park, Lot 2 of the Jack Gist Subdivision.**

Anyone wishing to present testimony concerning these matters may do so at the meeting or by submitting a written statement to the Parks and Recreation Advisory Commission, 491 East Pioneer Avenue, Homer, Alaska 99603, by 4:00 p.m. on the day of the meeting.

For additional information, please contact the City Clerk's Office at 235-3130

\*\*\*\*\*

PLEASE PUBLISH ONCE

ACCOUNT 100.101.5227





## CITY OF HOMER

### PUBLIC WORKS

3575 HEATH STREET HOMER, AK 99603

TELEPHONE (907)235-3170  
FAXSIMILE (907)235-3145  
EMAIL: [aotteson@ci.homer.ak.us](mailto:aotteson@ci.homer.ak.us)

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#### MEMORANDUM

TO: Parks & Recreation Advisory Commission

THRU: Carey Meyer, Public Works Director

FROM: Angie Otteson, Parks Maintenance Coordinator

DATE: 9 May, 2012

SUBJECT: Uniform Park Signage

For parks and recreational areas signage becomes the key element that ties together the various facilities, sets the boundaries, and creates an experience that teaches and captures the imagination.

Any signage incorporated for a park should look outdoorsy and recreational, and should basically be about two things: You can have fun here and you can learn here.

In creating a park signage system, the following are the "Signage Super 10"; best practices that should be addressed, taken from an article in Parks & Recreation Business Magazine, July 2009:

1. Create a clear, cohesive identity for the entire park system. Cohesive signage ties the park system together and creates a sense of unity.
2. Create a cohesive signage program for each park. By sticking to a pre-determined set of graphic standards, and then applying those individually to each park, a sense of a large system with much to offer is created, as well as a sense of unity with each park.
3. Set a hierarchy for the specific information to be conveyed. Set priorities for each park: every park needs to provide navigation information, identify specific buildings and parking, direct traffic, and inform visitors of rules and regulations.
4. Set a hierarchy for navigation signs. The main entrance sign would be the most important and therefore the largest. Secondary signs include those for specific facilities or areas within the park. Trail signage should be smaller and boundary signs that define the geographic borders of the park can be even smaller.
5. Use signage to create the visitor's experience. Interpretive signage options have some common denominators: they inform people and draw them into the natural world. Nature

trails should provide information on wildlife, animal tracks, indigenous trees and bushes, and navigation maps with the distances of various hikes. Old, renovated buildings can have historical signs that incorporate old photographs, comparisons of the old building vs. the new, etc. Display any information that shows the passage of time and the changes that have taken place.

6. Use consistent materials that are appropriate to the area. Parks need a large amount of signage so it's best to choose humble, easy to find materials, particularly natural ones indigenous to the area.
7. Use consistent, recognizable shapes to add cohesiveness. The repeated use of common shapes is one more visual reference visitors can use to navigate.
8. Factor in the speed at which visitors will be traveling for specific designs. The faster people are going, the larger and simpler the sign should be.
9. Logo everything to extend the branding.
10. Don't just adhere to ADA rules-honor them and welcome those with disabilities. A good signage scheme will make it easy for those with disabilities to find and access the facilities.

This is a good list to get the discussion going on what kind of signage the Commission would like to see and I would recommend including dollars for new signage in the budget talks.

Following is the list of parks and trails in Homer and will have photos of existing signs as a lay down at the commission meeting.

(1) official dedicated parks on plat, deed or record.

(2) used for recreational purpose, but not yet officially dedicated as such by plat or deed.

Parks/Recreation (1)	acres	location
Baycrest Park	1.65	top of hill outside town, west end, pull out/overlook
Bayview Park	0.06	top of Main St.
Ben Walters Park	2.48	next to McDonald's, edge of Beluga Lake bottom of Bunnell
Bishops Beach Park	2.10	St.
Diamond Creek Recreation Area	275.00	maintained by SnoMad's
End of the Road Park	0.43	small wedge of land between ferry terminal & Land's
Fishing Lagoon	17.17	on spit
Hickerson Cemetery	3.34	
Jack Gist Park	14.60	Adams Dr. off East End. Across from Williams. St.
Jeffrey Park	0.38	on Ben Walters, small piece of land in "bubble" in front
Karen Hornaday Park	40.00	above town, off Fairview, main camping area off spit
Louie's Lagoon	45.58	on spit, access to area is before house boat, beach is
Mariner Park	111.58	first area on right at top of spit, has gazebo, RV camp
Pioneer Cemetery	0.28	
Skateboard Park	0.18	in front of Boy's & Girl's Club
Triangle Park	0.20	in front of McD's, small wedge of land
WKFL Park	0.40	top of Heath St. next to Fire Hall w/ gazebo

W.R. Bell Park	2.75	between Fairview Ave. and Reber Rd.
Woodside Pocket Park	0.05	small area on bottom of Pioneer, opposite Arts Cour
<b>Parks/Recreation (2)</b>		
Bypass Park/RV Dump	0.38	next to Public Works off Fish Dock Rd./spit, near Petro Marine...picnic tab
Coal Point Park	0.25	harbor/bay
Pier 1 Theatre Park	1.00	City owns theatre land small wedge of land in front of Pioneer Inn
Pioneer Creek Park	0.04	
Seafarer's Memorial Park	0.23	on Spit...existing memorial
Superintendent's Park	1.85	land above Animal Shelter in front of Public Works
Woodard Creek Park	0.25	undeveloped/new on Bartlett
	<b>522.230</b>	
<b>Trails</b>		
	miles	
Beluga Slough Trail	0.25	from Bunnell/Bishop's Beach up to Islands & Oceans
Calhoun Trail	0.25	from Bayview to Danview to Fairview high school to Main
Fairview Trail	0.40	Pioneer to Bypass
Poopdeck Trail	0.13	
Reber Trail	0.38	west end of Fairview Ave. up to end of Reber Rd off bike path along spit
Spit Trail	4.00	
	<b>5.41</b>	
Kachemak Drive Sports Park (proposed)	40.00	not currently in line for development, City owns 4 lots
Paul Banks Day Use Park (proposed)	5.00	undeveloped, adjacent to Calvin Coyle Trail behind F
Sedge Memorial Park	??	proposed by USCG, near docks on Spit





**CITY OF HOMER**  
**PUBLIC WORKS**  
3575 HEATH STREET HOMER, AK 99603

TELEPHONE (907)235-3170  
FACSIMILE (907)235-3145

## MEMORANDUM

TO: Parks and Recreation Commission

FROM: Carey Meyer, Public Works Director *CSM*

THRU: Walt Wrede, City Manager

DATE: May 11, 2012

RE: **Jack Gist Park – Users Agreement Approval**

---

Public Works, at the direction of the City Council, has been preparing an agreement that would establish a formal understanding between the City and the users of Jack Gist Park. The proposed agreement is between the City and the Jack Gist Recreational Park Association (JGRPA).

The JGRPA was formed to, among other things, work with the City to develop and maintain recreational opportunities at the park property to the benefit of varied user groups and the community; and to schedule and coordinate the use of all sport fields and assist with construction and maintenance on park property.

Currently, the main users of the park fields are the Homer Softball Association, Mariner High School Softball, and the Homer Disc Golf Association. These organizations are members of the JCRPA.

Attached is the proposed agreement. It has been reviewed and approved by the City Attorney.

Also attached are maps of the park showing the existing softball fields and the proposed disc golf course. One map shows the original layout of the disc golf course and the other map shows the current modified layout (that adjusts the course and provides a buffer along the south side of the park to minimize potential impacts to adjacent property).

Also attached is a summary of the volunteer and fund raising efforts in support of disk golf users at the park

**Recommendations:** The Parks and Recreation Commission pass a resolution approving the agreement between the City and the Jack Gist Recreational Park Association and recommend City Council authorize the City Manager to execute the agreement.



## LAND USE AGREEMENT AND PERMIT

This LAND USE AGREEMENT AND PERMIT ("Agreement") is entered into by and between the City of Homer, Alaska ("City"), a municipal corporation, and the Jack Gist Recreational Park Association ("JGRPA"), an Alaskan nonprofit corporation, this \_\_\_ day of August, 2011.

### RECITALS

WHEREAS, the City owns real property known as Lot 2 of the Jack Gist Subdivision, more fully described in Exhibit A ("Park Property"); and

WHEREAS, JGRPA was founded, in part, to work with the City to develop and maintain recreational opportunities at the Park Property to the benefit of varied user groups and the community; and

WHEREAS, the City intends to authorize JGRPA, within limits set by the City, to schedule and coordinate the use of all sport fields on the Park Property and assist with construction and maintenance on Park Property; and

WHEREAS, written authorization from the City will be required on all decisions affecting the use of the Park Property;

NOW, THEREFORE, in consideration of the mutual agreements and considerations described herein, the receipt and sufficiency of which are hereby acknowledged, the City and JGRPA agree as follows:

### I. AGREEMENT

1. NONPROFIT STATUS. JGRPA certifies that JGRPA is organized as a nonprofit corporation in Alaska in good standing and warrants that it will remain organized as a nonprofit organization in good standing during the term of this Agreement and any renewal terms.

2. LAND USE AGREEMENT AND PERMIT. Subject to the conditions and limitations of this Agreement, the City hereby grants permission to JGRPA to schedule sport field use and to maintain and operate the facilities, fields, and parking lots on Park Property for the enjoyment of the public as more specifically provided for in Section 5 of this Agreement. The City may revoke the permit granted under this Agreement immediately and without notice. Through this Agreement the City conveys no interest in the Park Property and this permit is issued to allow JGRPA to use Park Property only for authorized purposes specifically identified in this Agreement or approved in writing by the City. The permit represents a nonexclusive privilege authorizing special use of the City's land. The City reserves the right to permit other land use activities in the permit area. A breach of any provision of this Agreement will result in termination of the Agreement and revocation of this permit and may result in a claim for damages by the City and other criminal and civil penalties as applicable under law.



3. EQUIPMENT AND FACILITIES. All current and future structures, facilities, signage, fences, and dug outs shall be City property with the exception of easily removable and mobile equipment owned by JGRPA or any other corporation, entity, non-profit or for-profit public or private group or association, whether organized or unorganized using Park Property (hereafter referred to as "User Group"). Equipment owned by JGRPA or another User Group may not be removed from Park Property without sixty (60) days prior written notice given to the City based on a site restoration plan approved by the City. The City shall have the option to purchase the equipment prior to the removal of such equipment from Park Property.

4. TERM AND RENEWAL. The term of this Agreement will commence on the date that it is executed by both parties. Unless the Agreement is terminated by either party or the permit revoked by the City, the term of this Agreement will expire three (3) years after the date the Agreement is executed, or three (3) years after the date a renewal term commences. The term of this Agreement and any successive term may be extended for a renewal term of three (3) years if (a) JGRPA provides a written notice of request for renewal to the City before the expiration of the previous term; and (b) the City gives its consent to the renewal in writing.

5. SPECIFIC USES PERMITTED OR REQUIRED BY JGRPA.

A. JGRPA shall develop an annual schedule of games and events to occur on Park Property, including but not limited to, adult and youth softball games and practices, softball tournaments and clinics, and disc golf games and tournaments. JGRPA must attempt to schedule the fields and other facilities giving equal opportunity to all User Groups with due respect to traditional and seasonal demands of each Group. The annual schedule must be approved by the City prior to being finalized and the City shall place the final schedule on its website for public access. The City may reserve dates for City sponsored event and activities;

B. JGRPA shall supervise all User Groups to ensure that Park Property is used consistent with City intent and the best interest of the community;

C. JGRPA shall meet with the City to consult regarding any and all schedules, activities, parties, and other donated labor and materials prior to activity commencements;

D. JGRPA shall supervise use of the parking lots by all User Groups to ensure that Park Property and City parking procedures are used and the parking lots are properly maintained;

E. JGRPA shall notify all participants of the inherent risks of parking near the sports fields and inform these participants of the risk assumed by the participant when he or she utilizes the Park Property parking lots; and



F. JGRPA shall maintain Park Property and ensure that the Property complies with all applicable health and safety standards. JGRPA's maintenance responsibilities shall include, but not be limited to:

- i. dragging the infields prior to games,
- ii. chalking base/foul lines,
- iii. repairing infield/outfield divots or damages,
- iv. watering the sporting fields,
- v. performing minor fence repairs, and
- vi. performing routine litter pick up and disposal on Park Property after all games and events.

Any and all construction projects must be pre-approved in writing by the City and JGRPA must comply with any and all conditions imposed upon such construction by the City.

G. JGRPA may store equipment on Park Property and provide User Groups with equipment storage facilities.

6. CITY MAINTENANCE. The City may close Park Property on a daily basis if needed to control vandalism or inappropriate off-hours usage. The Park Property is not maintained in the winter by the City. The City shall provide JGRPA with keys to the Park Property at the beginning of summer but all sets of keys provided to JGRPA must be returned to the City at the end of the season. The City shall provide waste receptacles for garbage during the summer months and shall empty these receptacles as needed but JGRPA shall enforce the "leave no trace behind" principle with its User Groups. The City shall provide 1 to 2 portable toilets on Park Property from May 1<sup>st</sup> through September 15<sup>th</sup> as funding permits. JGRPA shall be required to provide additional portable toilets as needed at its own expense. There is currently no sewer, water or electrical capabilities on Park Property. JGRPA may provide generators, water holding tanks, storage units, and additional portable toilets at its own expense.

7. OVERNIGHT USE. Park Property is intended to be a day use park and any special requests for overnight camping must be approved by the City at least thirty (30) days prior to the special event. The City may allow JGRPA to provide a caretaker or volunteer host to reside in the park in a temporary trailer or recreation vehicle under an approved volunteer or caretaker agreement with the City.

8. FEES AND DONATIONS. JGRPA may charge reasonable fees to or solicit donations from all User Groups and members to support maintenance efforts on Park Property and to fund operational obligations such as insurance and maintenance supplies. These fees are the responsibility of JGRPA to manage under the fiscal obligations of its board of directors. Should JGRPA dissolve its non-profit status,



change its status associated with the Park Property, or terminate this Agreement, then the funds and assets earned for Park Property shall be used to resolve any outstanding expenses of JGRPA and any remaining funds and assets shall be donated to the City for use on the Park Property. JGRPA shall be allowed to solicit fee sponsors or recognize donors and hang banners of team sponsors, supporters, and/or donors on Park Property. Banners must be removed once the summer season is over or no later than September 30<sup>th</sup>. All signs/banners must be approved by the City for content and placement.

9. **DEFENSE AND INDEMNIFICATION.** JGRPA will indemnify, defend, save and hold harmless the City, its elected officials and appointed officers, agents and employees from any and all claims, suits, demands, actions or liability, including without limitation costs and attorneys' and other professional fees, resulting from personal injury, death or property damage arising out of JGRPA activities or events or the occupancy or use of Park Property by JGRPA and its participants, spectators or others who are on or near Park Property in connection with JGRPA events or activities and/or the events or activities of User Groups scheduled or sanctioned by JGRPA on Park Property. However, this provision will not apply to any claim to the extent the claim arises from the gross negligence or intentional or willful act of the City or its officers, agents or employees. This defense and indemnification obligation includes claims alleging acts or omissions by the City and its officers, agents, contractors and employees which are said to have contributed to the loss, failure, violation or damage. JGRPA's indemnification obligation under this section will survive the termination of this Agreement.

10. **LIABILITY INSURANCE.** JGRPA shall purchase special event general liability insurance coverage at its own expense during any activity or event conducted by JGRPA or any other User Group on Park Property or JGRPA shall require any and all User groups to purchase such insurance prior to conducting any activity or event on Park Property. The policy purchased by JGRPA or any of its User Groups shall name the City as an additional insured with respect to the activities conducted on Park Property. The minimum limit of coverage will be not less than One Million Dollars (\$1,000,000) per occurrence and Two Million Dollars (\$2,000,000) aggregate. The general liability insurance will include bodily injury, personal injury, and property damage with respect to the Property and the activities conducted by JGRPA or any other User Group. JGRPA shall deliver to the Director certificates of insurance required by this section no later than seven (7) days before each activity or event on Park Property. This insurance shall be primary and exclusive of any other insurance held by the City. Failure to provide insurance as required by this section, or a lapse in coverage, is a material breach of this Agreement and permit, and the City may revoke the permit.

11. **TERMINATION AND REVOCATION.**

A. **By City.** The City may terminate the Agreement and revoke the permit granted hereunder immediately without cause and without notice.



B. By JGRPA. JGRPA may terminate the Agreement only on condition that it provides written notice of termination to the City no later than fifteen (15) days prior to the date JGRPA intends to terminate the Agreement.

12. VACATION AND REMOVAL OF PROPERTY. No later than thirty (30) days after expiration of the term or upon expiration of a renewal term or after the date on which the City terminates this Agreement under Section 4 or 11 of this Agreement, JGRPA shall vacate the Park Property after removing all equipment and property that it or one of the User Groups has placed or caused to be placed on the Property. If any chattel, improvement, materials or other property of JGRPA is not removed within the time required by this section, then it becomes property of the City and may otherwise be disposed of by the City without obligation to JGRPA.

13. NOTICES. At the signing of this Agreement, JGRPA shall provide City with the names of two (2) contact persons with authority for activities and events under this Agreement and addresses and telephone numbers for such contact persons that the City may use to communicate and give notices to JGRPA. All written notices given by JGRPA to the City shall be either hand delivered or mailed to the Director at the following address: City of Homer, Public Works Director, 3575 Heath Street, Homer, Alaska 99603. Mailed notices shall be deemed given when they are sent as determined by the postmark date.

14. RELATIONSHIP OF THE PARTIES. No employment or agency relationship is created by this Agreement. JGRPA personnel, members, participants or volunteers and the personnel, members, participants or volunteers of any of its User Groups, will at all times be considered agents or employees of JGRPA and not of the City. JGRPA will assume full responsibility for the actions or inactions of JGRPA User Groups, personnel, members, participants or volunteers, and JGRPA will be solely responsible for the supervision, direction and control of such persons or groups.

15. PERMIT FEES AND TAXES. No permit fees will be assessed. All applicable taxes or assessments shall be paid by JGRPA.

16. ASSIGNMENT. Neither this Agreement nor the permit granted by its terms may be transferred or assigned without the City's prior written consent.

17. SEVERABILITY. Any provision or clause of this Agreement that is deemed invalid by a court or otherwise by law will not affect the validity of the remainder of the Agreement.

18. GOVERNING LAW AND VENUE. This Agreement and the rights and obligations of the parties hereunder shall be construed in accordance with the laws of the State of Alaska. Any legal proceeding in connection with this Agreement will be in the trial courts of the State of Alaska, Third Judicial District at Homer. It is understood that consultation and negotiation are the preferred first option for resolving all disputes arising under this Agreement.



19. NO WAIVER. A waiver by the City of any provision or clause of this Agreement will not be construed as a continuing waiver of such provision or clause, or a waiver of any other provision or clause of this Agreement. Any waivers of the permit conditions will be in writing and signed by both parties.

20. NO PARTNERSHIP. No provision of this permit shall be construed to create a partnership or joint venture or any other arrangement between the City and JGRPA under which the City would be liable for the debts, losses or liabilities of JGRPA.

21. INTEGRATION. The parties intend this Agreement to be the complete and exclusive expression of their agreement and the permit granted to JGRPA. No representations or promises not contained in this document have been made by the City. No modification to this Agreement may be made unless in writing and executed by both parties.

22. INTERPRETATION. This Agreement has been submitted to the scrutiny of all parties and their counsel if desired, and it will be interpreted in accordance without consideration to or weight given to its being drafted by any party or its counsel. This Agreement will be interpreted according to its fair meaning and intent and not for or against either party.

CITY: CITY OF HOMER:

By: \_\_\_\_\_

Title: \_\_\_\_\_

PERMITEE: JACK GIST RECREATIONAL PARK ASSOCIATION (JGRPA)

By: \_\_\_\_\_

Title: \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
Jo Johnson  
City Clerk



STATE OF ALASKA )  
 ) ss.  
THIRD JUDICIAL DISTRICT )

THIS IS TO CERTIFY that on this \_\_\_\_\_ day of August, 2011, before me, the undersigned Notary Public, personally appeared Walt Wrede, known to me to be the City Manager of the CITY OF HOMER, a municipal corporation organized and existing under the laws of the State of Alaska, and he acknowledged to me that he executed this instrument on behalf of said corporation for the uses and purposes therein set forth.

IN WITNESS WHEREOF I have hereunto set my hand and seal the day and year first herein above written.

\_\_\_\_\_  
Notary Public for Alaska  
My Commission expires:\_\_\_\_\_

STATE OF ALASKA )  
 ) ss.  
THIRD JUDICIAL DISTRICT )

THIS IS TO CERTIFY that on this \_\_\_\_\_ day of August, 2011, before me, the undersigned Notary Public, personally appeared \_\_\_\_\_, known to be the \_\_\_\_\_ of JACK GIST RECREATIONAL PARK ASSOCIATION, who executed the within and foregoing instrument, and acknowledged before me that said instrument was his/her free and voluntary act and deed for the uses and purposes therein set forth.

IN WITNESS WHEREOF I have hereunto set my hand and seal the day and year first herein above written.

\_\_\_\_\_  
Notary Public for Alaska  
My Commission expires:\_\_\_\_\_

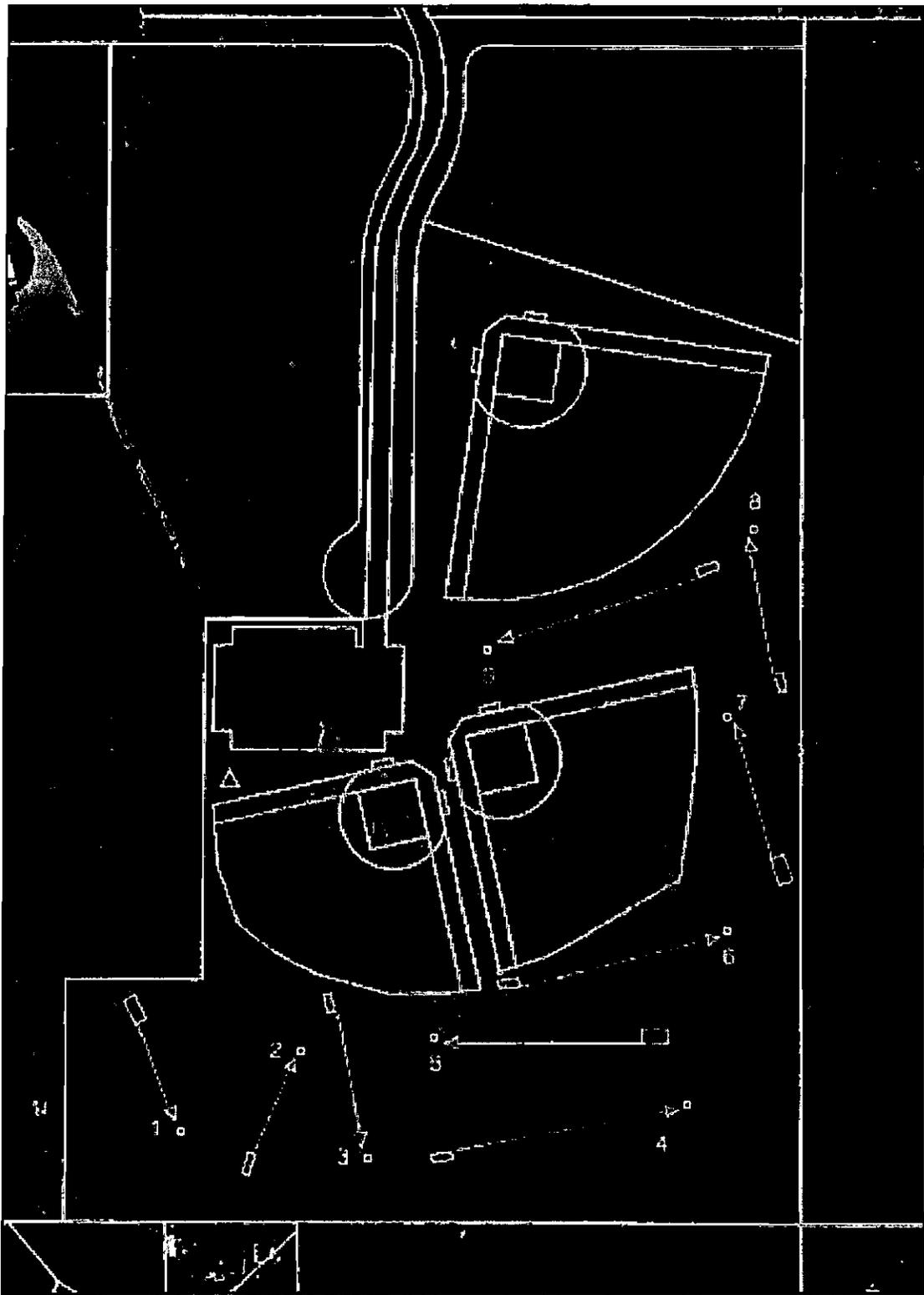


**EXHIBIT A**

**LAND USE AGREEMENT AND PERMIT**

Lot 2 of JACK GIST SUBDIVISION, a subdivision situated in the SW  $\frac{1}{4}$  of the north  $\frac{1}{4}$  of sec. 15, T. 6 S, R. 13 W, S.M., ALASKA, according to Plat 99-63 filed in the Homer Recording District, Third Judicial District, State of Alaska



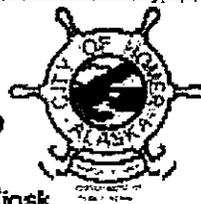


0 50 100 200  
 Feet

The property lines have not been surveyed.  
 This graphic is for general planning purposes only  
 and is not intended for any construction activities.

**Jack Gist Park  
 Proposed Disc Golf Course**

- - Baskets
- - Tee Pads
- △ - Information Kiosk



**ORIGINAL DESIGN**



# **Jack Gist Park Disc Golf Course Summary of Volunteer Efforts**

## **Volunteers**

Last summer 10 volunteers worked over 100 hours picking up garbage, clearing brush, and pruning branches in preparation for the installation of a disc golf course at Jack Gist Park.

### **Volunteers:**

Kurtis Schoenberg	Thad Gunther
Jud Hancock	Hiram Lohr
Chris Gordon	Matt Vitorisky
Matt Forney	Matt Alward
Edan Badajos	Zoe Andyke

## **Fundraising**

The Jack Gist Recreational Park Association raised over \$3000 in sponsorship and donations and now has nine disc golf baskets ready for installation as soon as the ground thaws.

Alaska Disc Golf Association provided five baskets valued at \$1500  
Moose Pretzel Disc Golf Club provided one basket valued at \$300  
Bulletproof Nets donated \$500  
Homer's Jeans donated \$250  
Homer Hounds donated \$250  
The Female Athlete and Team Store provided shipping valued at \$300  
Hancock Construction and Tyson Alward have committed to providing labor and equipment this summer for the installation of the disc golf course.

Using the donated funds, the Jack Gist Recreational Park Association purchased three baskets, nine ground sleeves, and nine locking collars.

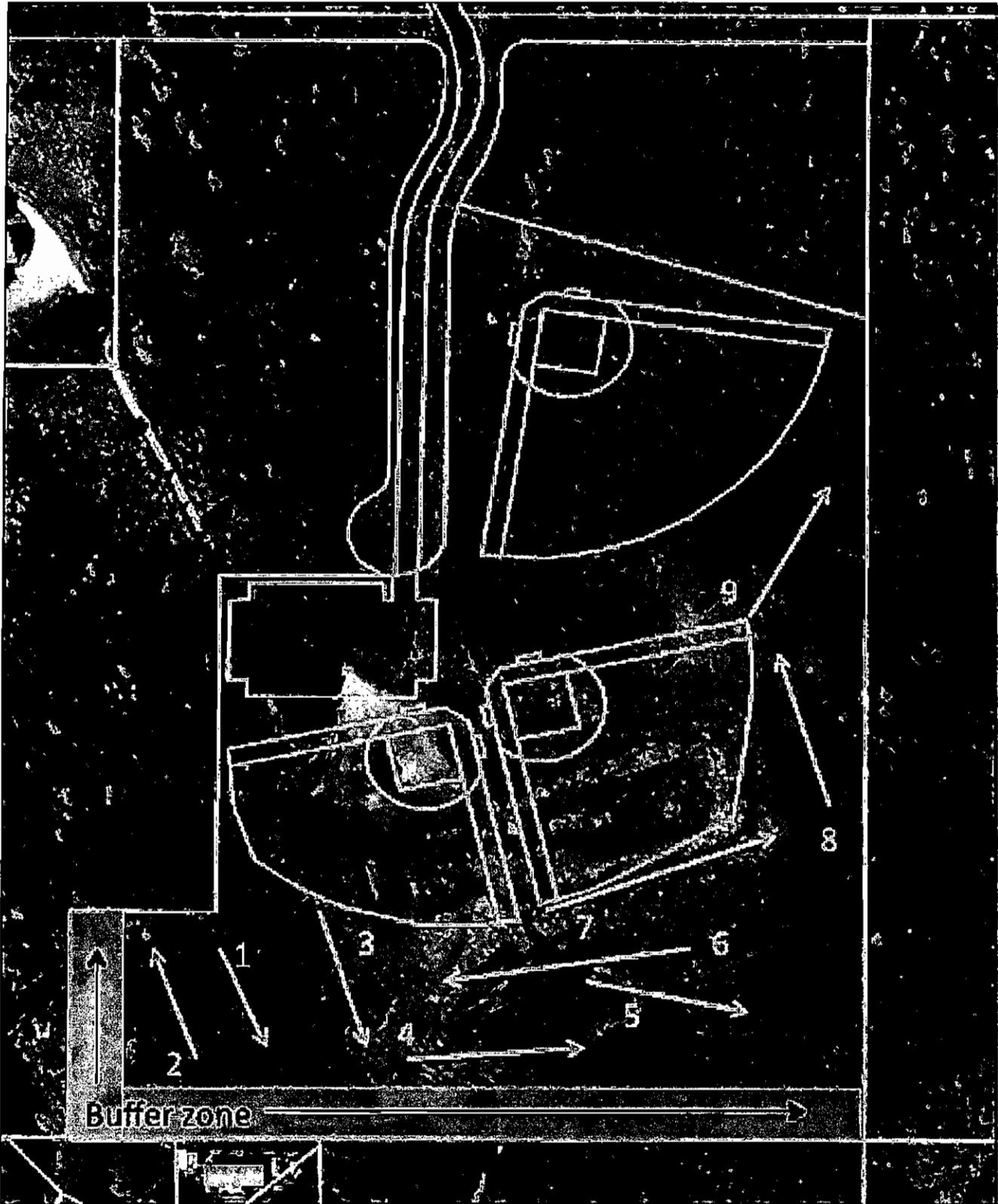
### **Proposed schedule for summer 2012:**

May – finish trash pick-up, brush clearing, and pruning branches  
June – install baskets, grand opening tournament

## **Course Design**

The proposed course layout has been modified and now includes a buffer area around the southwestern corner of the park. See attached map.

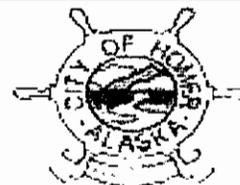




0 50 100 200  
 Feet

The property lines have not been surveyed.  
 This graphic is for general planning purposes only  
 and is not intended for any construction activities.

**Jack Gist Park  
 Disc Golf Course**



**CURRENT MODIFIED DESIGN**



# Office of the City Clerk

Jo Johnson, CMC, City Clerk

Melissa Jacobsen, CMC, Deputy City Clerk II  
Renee Krause, CMC, Deputy City Clerk I



491 E. Pioneer Avenue  
Homer, Alaska 99603-7624  
(907) 235-3130

(907) 235-8121  
Extension: 2227  
Extension: 2224

Fax: (907) 235-3143  
Email: [clerk@ci.homer.ak.us](mailto:clerk@ci.homer.ak.us)

## MEMORANDUM

---

**TO:** PARKS AND RECREATION ADVISORY COMMISSION  
**FROM:** RENEE KRAUSE, CMC, DEPUTY CITY CLERK I  
**DATE:** MAY 11, 2012  
**RE:** ATTENDANCE AT COUNCIL MEETINGS

---

### Background

The commissioners addressed attendance at Council meeting last month for May and June. It would be beneficial to schedule attendance for the remainder of the year.

I know that not everyone has a predictable schedule but if something comes up and you cannot make it to a council meeting that month then we can make alternative arrangements.

The next several months leading up to budget are critical for the commissioners to attend council meetings to be in front reporting all your good work and the many projects you are involved in; remember the squeaky wheel gets the grease!

So who is ready to volunteer for July?!

Please review the next page and put you name down for a month or few!



**2012 HOMER CITY COUNCIL MEETINGS**  
**PARKS AND RECREATION ADVISORY COMMISSION ATTENDANCE**

It is the goal of the Commission to have a member speak regularly to the City Council at council meetings. There is a special place on the council's agenda specifically for this. After Council approves the consent agenda and any scheduled visitors it is then time for staff reports, commission reports and borough reports. That is when you would stand and be recognized by the Mayor to approach and give a brief report on what the Commission is currently addressing, projects, events, etc. A commissioner is scheduled to speak and has a choice at which council meeting they will attend. It is only required to attend one meeting during the month that you are assigned. However, if your schedule permits please feel free to attend both meetings. Remember you cannot be heard if you do not speak.

The following Meeting Dates for City Council for 2012 is as follows:

May 14, 29, 2012	<u>Commissioner Lowney</u>
June 11, 25 2012	<u>Commissioner Brann</u>
July 23, 2012	_____
August 13, 27, 2012	_____
September 10, 24, 2012	_____
October 8, 22, 2012	_____
November 26, 2012	_____
December 10, 2012	_____

Please review and if you will be unable to make the meeting you are tentatively scheduled for please discuss.

PLEASE NOTE: When additional commissioners are appointed the proposed schedule above will reflect those added commissioners.





**CITY OF HOMER**  
**PUBLIC WORKS**  
3575 HEATH STREET HOMER, AK 99603

TELEPHONE (907)235-3170  
FACSIMILE (907)235-3145

## MEMORANDUM

TO: Parks and Recreation Commission

FROM: Carey Meyer, Public Works Director *CSM*

THRU: Walt Wrede, City Manager

DATE: May 11, 2012

RE: **Cruise Ship Passenger Enhancement Project**  
**Spit and Downtown Restroom Locations**  
**WKFL and End of the Road Park**

---

Public Works and Port & Harbor are working together to facilitate the design and construction of trail and restroom improvements as part of the Cruise Ship Passenger Enhancement Project.

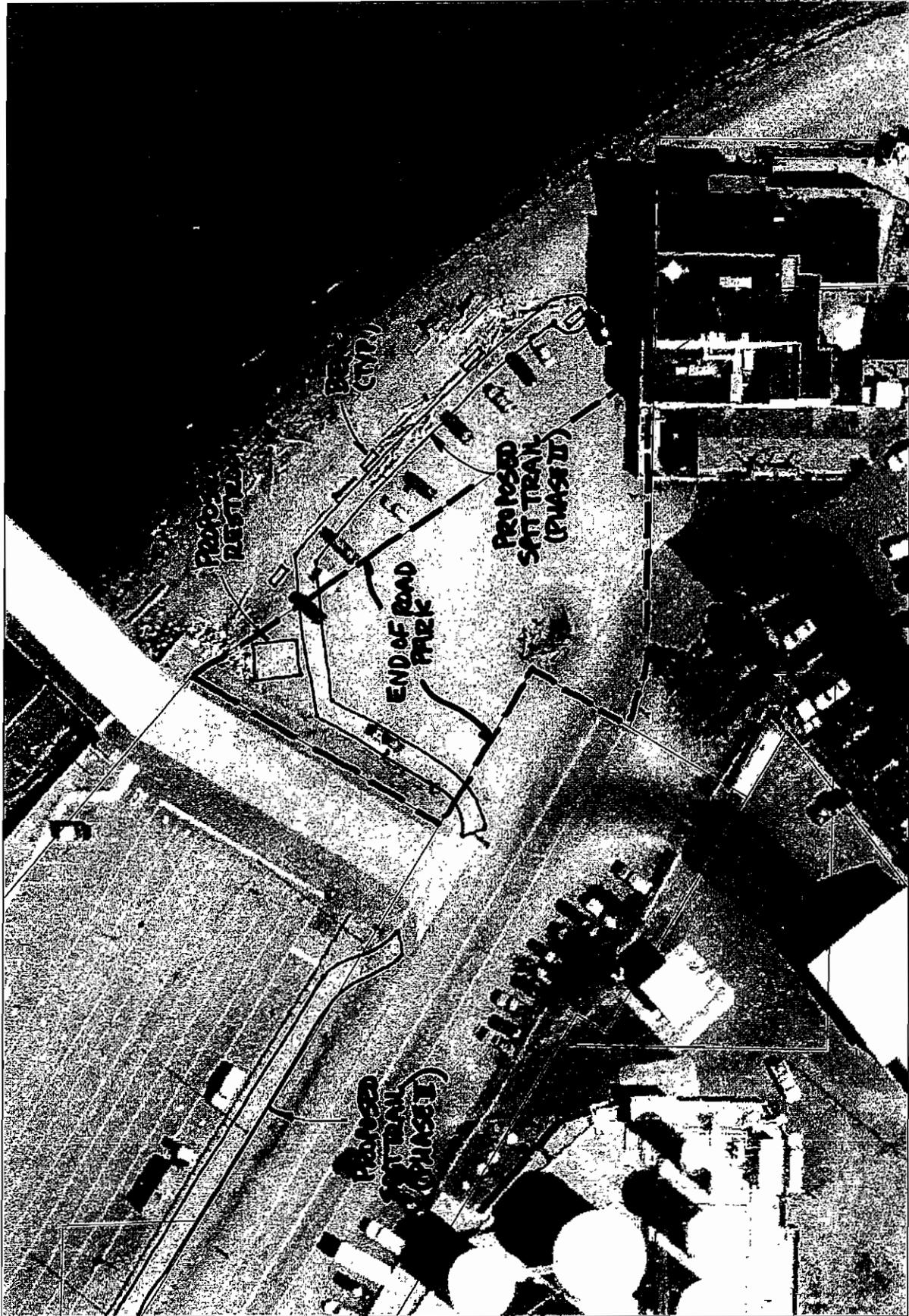
The trail portion of the project will consist of extending the Spit Trail (along the top of the Spit Road side of the Small Boat Harbor) out to the End of the Road Park; and extending a similar trail (along the 30 Acre side of the Small Boat Harbor) to the Deep Water Dock.

Four restrooms will be constructed; two downtown (one at WKFL Park) and two on the Spit (one at the End of the Road Park).

Attached are conceptual plans showing Option A and Option B for the location of the proposed restroom at WKFL Park. Also attached is a conceptual plan for the location of the restroom at the End of the Road Park.

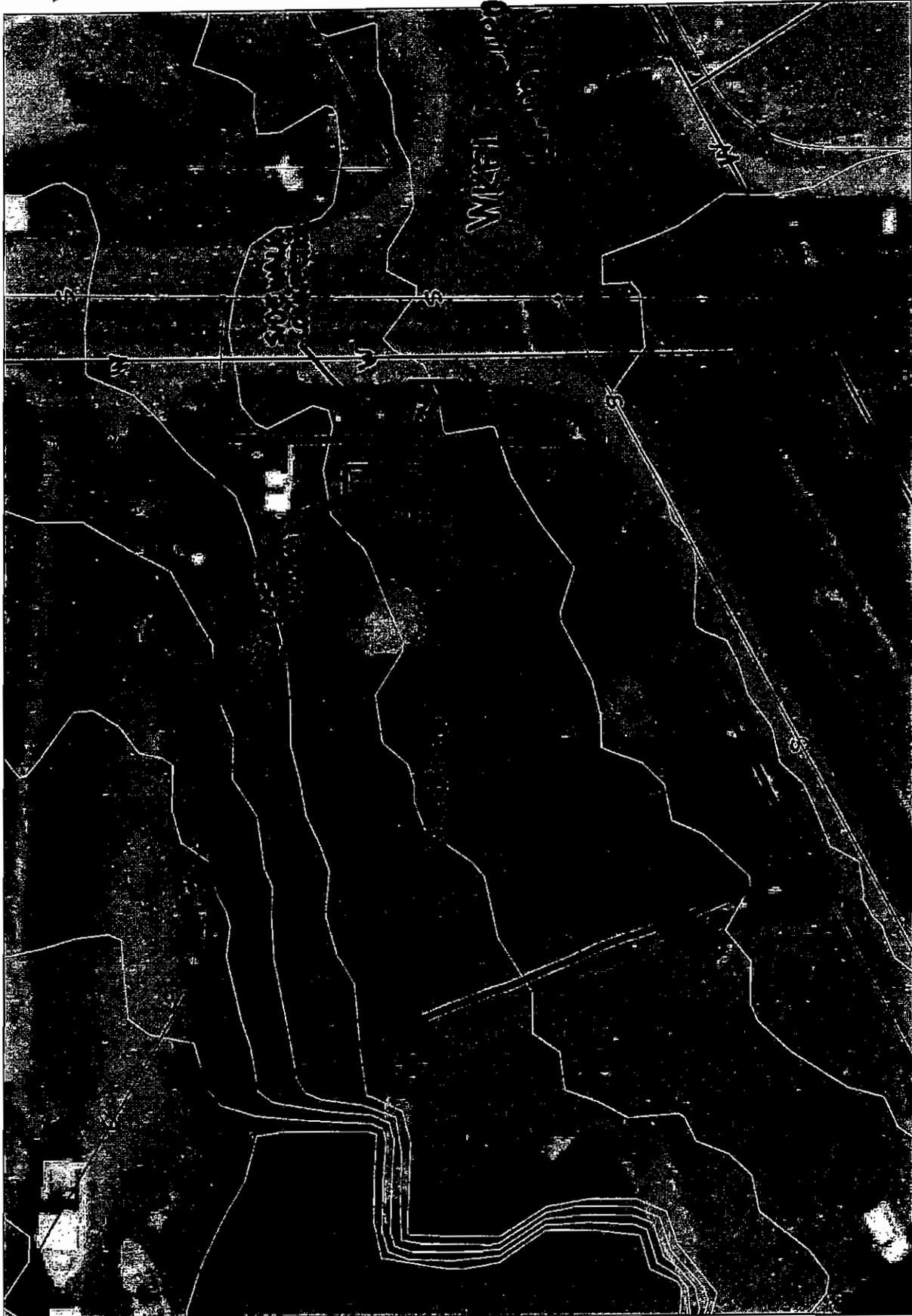
Please review and comment on the proposed locations of the restrooms at these two parks.





1 inch = 40 feet

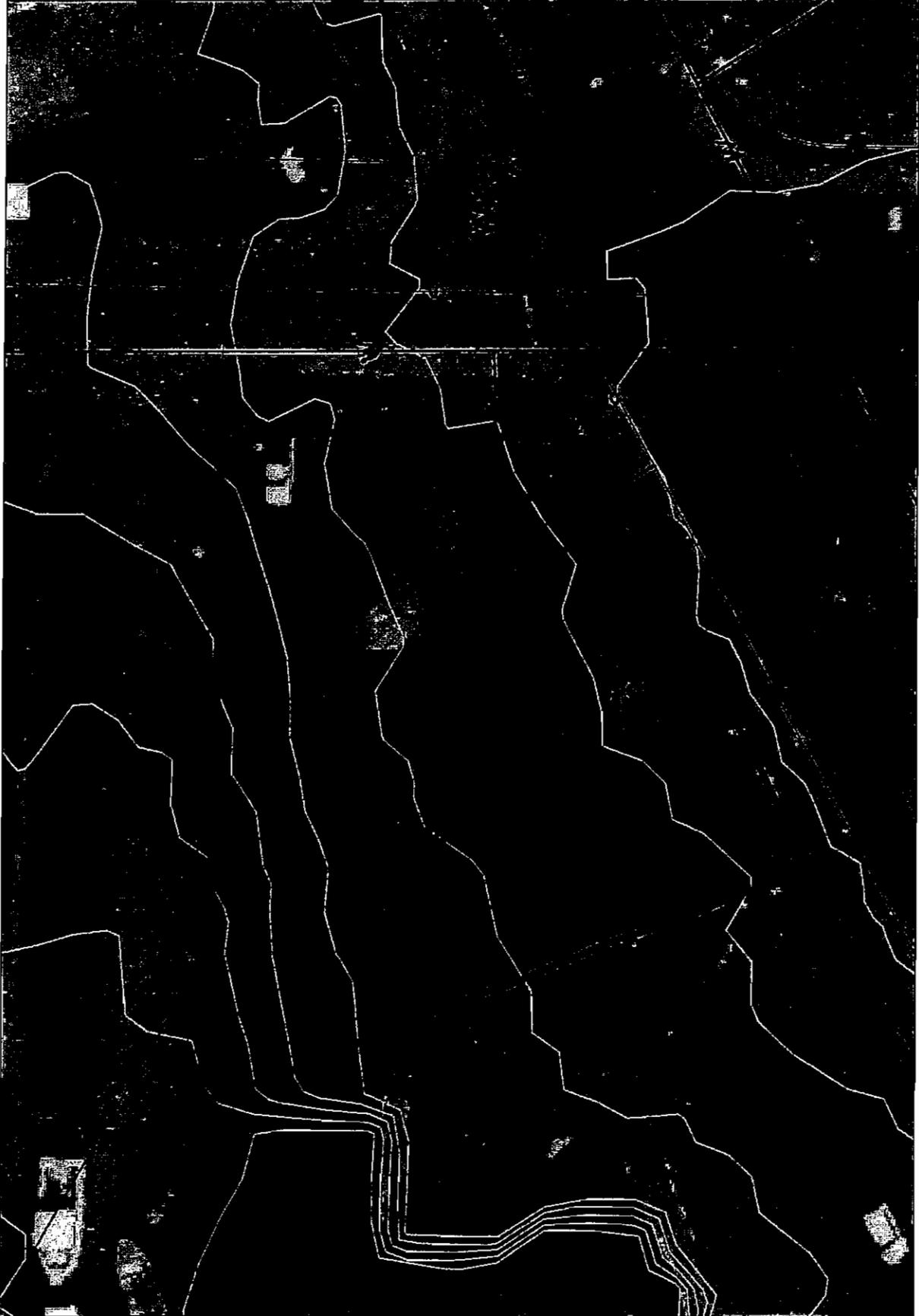




WISSEL

1 Inch = 20 feet





0M

1 inch = 20 feet



# Office of the City Clerk

Jo Johnson, CMC, City Clerk

Melissa Jacobsen, CMC, Deputy City Clerk II  
Renee Krause, CMC, Deputy City Clerk I



491 E. Pioneer Avenue  
Homer, Alaska 99603-7624  
(907) 235-3130

(907) 235-8121  
Extension: 2227  
Extension: 2224

Fax: (907) 235-3143  
Email: [clerk@ci.homer.ak.us](mailto:clerk@ci.homer.ak.us)

## MEMORANDUM

---

**TO:** PARKS AND RECREATION ADVISORY COMMISSION  
**FROM:** RENEE KRAUSE, CMC, DEPUTY CITY CLERK I  
**DATE:** MAY 11, 2012  
**RE:** PLANNING PARK DAY

---

### Background

The Commission normally sets a date to hold the annual Park Day event that they host on a Saturday with hours ranging from noon until 4:00 p.m. in August.

Previously commissioners have provided the talent and equipment to roast the hotdogs, serve them to the participants and the Parks and Recreation Budget has paid for the cost of charcoal, hotdogs, condiments, buns and a healthy snack such as carrots and celery sticks, or chips too have been provided and bottles of water. This amount has been as high as \$1500.00 but in recent years the funds expended have been less. The commission currently has just under \$1000.00 for this event in their budget. Other times commissioners have been appointed/volunteered to seek donations from local merchants for supplies such as hot dogs from Save U More, condiments & bottled water from Safeway, etc.

The commission could also plan a park day event that involves cleaning up and minor improvements at a city park instead of hosting a bar-b-que/picnic or using the funds to support another event.

Since Park Day is normally held in August of each year it is at the May meeting the commission decides what it wants to do and planning is done during the June and July meetings.

### Recommendation

Determine if the commission will hold the annual Park Day event or if the commission would like to support another event this year. Make a motion in support of the commission decision; request the item to be on the June agenda and request staff to start initial planning stages.



# PARK DAY

HOW DO YOU WANT TO RECOGNIZE ANNUAL PARK DAY?

WHAT TYPE OF FOOD TO SERVE?

PROVIDE DRINKS? SNACKS?



WHO WILL DO THE COOKING?

WHO WILL BRING THE GRILL(S)?

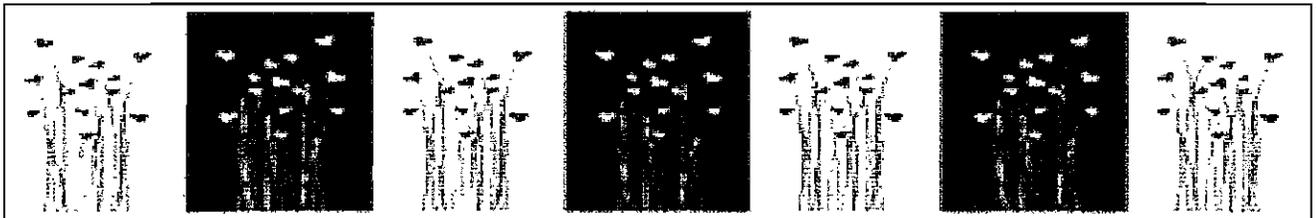
LOCATION?

TIME?

DAY OF EVENT?

GAMES?

ADVERTISING?





**PARKS AND RECREATION ADVISORY COMMISSION**  
**STRATEGIC PLAN 2012**

**MISSION STATEMENT**

The Commission is established to advocate in an advisory capacity to the City Manager and the City Council on the problems and development of parks, recreation facilities and public beaches within the City.

*STRATEGIC GOALS OF THE COMMISSION* – What is the focus for the commission?

**General Goals of the Commission**

- Advocate for obtaining open and green space
- Receive Notification of future land disposals with attention to park and recreation needs
- Keep existing green space and public open space
- Preserve areas of natural beauty and access
- Receive Notification of vacations of public access
- Receive Report on City cemetery maintenance costs, future land use, budget orientation funds, how many plots and where the revenues are applied from plot sales
- Raise Public Awareness of Parks and Recreation Opportunities on the Homer Spit

*STRATEGIC OBJECTIVES OF THE COMMISSION* – Must have achievable results, an action statement.

**3-5 Year Projects**

- Advocate for a Parks and Recreation Department – obtain information on each city on the Peninsula that has a Parks and Recreation Department and Commission
- Establish a Campground Host Program at Karen Hornaday Park
- Develop a Park in the Area known as Town Center and plan for pathways and trails

**1-2 Year Projects**

- construct a pedestrian/bike path along Kachemak Drive
- Support Playground Improvement Project at Karen Hornaday park
- Document current and historical trails, create a pamphlet to show hiking trails, beaches, recreational access points, parks, campgrounds and basic rules and etiquette
- Continue work on Karen Hornaday park drainage, the parking lot, and master plan implementation
- Increase the city budget for parks and recreations
- Mariner Park driveway access and pedestrian access from the Homer Spit Road and bike path crossing of Homer Spit Road.
- Create an overall uniform sign design for city parks and recreation areas.
- Review Town Center Plan to Identify Short Term Projects

*ACTIONS OF THE COMMISSION* –Who will do what, when and how?

- Have a committee go to City Council with recommendations, action plan and time frame.
- Every time there is a memo from the Commission to City Council a Commissioner should go to the meeting and speak about it.
- A commissioner should attend every council meeting to speak with council and keep them informed about what they are working on.

- One member of the Commission attend meetings of other user groups – skiing, co-host, etc. Create better working relationship and communication with user groups.
- Educate other city commissions, committees and boards
- Staff to send notice of commission projects

*SHARED ACTIONS STAFF/COMMISSION*

- Focus and monitor the HNMTTP implementation
- Research and create best use plans for all parks, with WKFL being the next park.

**PARKS AND RECREATION ADVISORY COMMISSION ANNUAL CALENDAR**  
**2012**

<b><u>MEETING DATE</u></b>	<b><u>SCHEDULED EVENTS OR AGENDA ITEMS</u></b>
<input type="checkbox"/> FEBRUARY 16, 2012	LAND ALLOCATION PLAN REVIEW & RECOMMENDATIONS TO COUNCIL
<input type="checkbox"/> MARCH 15, 2012	APPOINT/VOLUNTEERS TO ATTEND CITY COUNCIL JOINT WORKSESSION ON LAND ALLOCATION PLAN 2012 3/27/12
<input type="checkbox"/> APRIL 19, 2012	SELECT SPRING PARK &/ OR BEACH WALK THROUGH
<input type="checkbox"/> MAY 17, 2012	PLANNING PARK DAY OR SIMILAR EVENT SPRING PARK AND/OR BEACHES WALK THROUGH
<input type="checkbox"/> JUNE 21, 2012	COMPLETE ARRANGEMENTS FOR PARK DAY OR SIMILAR EVENT INITIAL BUDGET REVIEW – WHAT DOES THE COMMISSION WANT?
<input type="checkbox"/> JULY 19, 2012	REVIEW CAPITAL IMPROVEMENT PLAN  PARK DAY  BUDGET TALKS
<input type="checkbox"/> AUGUST 16, 2011	BUDGET REVIEW & RECOMMENDATIONS TO CITY MANAGER & CITY COUNCIL
<input type="checkbox"/> SEPTEMBER 20, 2012	FALL PARK WALK THROUGH AND BEACH WALK; ELECTIONS; SELECT KHP CLEAN UP DAY
<input type="checkbox"/> OCTOBER 18, 2012	KAREN HORNADAY PARK CLEAN-UP
<input type="checkbox"/> NOVEMBER 15, 2012	STRATEGIC PLAN REVIEW & PLANNING REVIEW OF KAREN HORNADAY MASTER PLAN & PROGRESS
DECEMBER	NO MEETING SCHEDULED  HAPPY HOLIDAYS!



# Office of the City Clerk

Jo Johnson, CMC, City Clerk

Melissa Jacobsen, CMC, Deputy City Clerk II  
Renee Krause, CMC, Deputy City Clerk I



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Email: [clerk@ci.homer.ak.us](mailto:clerk@ci.homer.ak.us)

## MEMORANDUM

---

**TO: PARKS AND RECREATION ADVISORY COMMISSION**

**FROM: RENEE KRAUSE, CMC, DEPUTY CITY CLERK I**

**DATE: MAY 11, 2012**

**RE: RESOLUTION 11-090(S); INFORMATIONAL PACKET AND EXCERPT FROM  
APRIL 23, 2012 COUNCIL MEETING**

---

### Background

Following pages are the revised Resolution that went before Council on Monday, May 14, 2012 along with the Preliminary Engineering Design Packet, Maintenance and Funding Plans. I also created and submitted the pages referenced in all documents including the Resolution and created a page citing those References. All pages were then numbered for convenience.

### Recommendation

No action required. Informational at this time.



public hearing at 5:00 p.m. There is a question and answer fact sheet available. A presentation to City Council is scheduled for May 14<sup>th</sup>.

F. Employee Committee Report

**13. PENDING BUSINESS**

A. **Memorandum 12-056**, from Mayor, Re: Appointments of Ken Castner, Bob Howard, Sharon Minsch, Lloyd Moore, Terry Yager, and Councilmember Mary E. (Beth) Wythe to the Water and Sewer Rate Task Force.

Memorandum 12-069 from City Clerk as backup.

APPROVED with discussion.

Councilmember Howard was also appointed to the task force.

B. **Resolution 11-090**, A Resolution of the City Council of Homer, Alaska, Supporting the Concept and Construction of Non-Motorized Pathways to Increase the Safety for Motorized and Non-Motorized Users Along Kachemak Drive Located Within the City Limits, from the Base of the Homer Spit to East End Road. Lewis/Zak/Parks and Parks and Recreation Advisory Commission.

**Resolution 11-090(S)**, A Resolution of the City Council of Homer, Alaska, Supporting ~~The Concept And~~ Construction of a Non-Motorized Pathways to Increase ~~The~~ Safety for Motorized and Non-Motorized Users Along Kachemak Drive Located Within the Homer City Limits, from the Base of the Homer Spit to East End Road. Lewis/Zak/Parks and Parks and Recreation Advisory Commission.

POSTPONED to May 14.

**14. NEW BUSINESS**

**15. RESOLUTIONS**

A. **Resolution 12-034**, A Resolution of the City Council of Homer, Alaska, Urging the North Pacific Fishery Management Council to Adopt Measures that Reduce the Halibut Prohibited Species Catch in the Gulf of Alaska Groundfish Fisheries. Lewis.

ADOPTED without discussion.

B. **Resolution 12-035**, A Resolution of the City Council of Homer, Alaska, Approving a New Five Year Lease at the Homer Airport Terminal for Hertz / Pioneer Car Rentals Inc. and Authorizing the City Manager to Execute the Appropriate Documents. City Manager.

Memorandum 12-066 from City Manager as backup.



There was no discussion.

VOTE: (amendment) YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Six people applied to the task force within the time limit, two applied after the deadline and one was told he could not apply since the deadline had passed. Councilmember Wythe applied timely and Council has appointed Councilmember Howard to fill the other council seat.

VOTE: (main motion as amended) YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

B. **Resolution 11-090**, A Resolution of the City Council of Homer, Alaska, Supporting the Concept and Construction of Non-Motorized Pathways to Increase the Safety for Motorized and Non-Motorized Users Along Kachemak Drive Located Within the City Limits, from the Base of the Homer Spit to East End Road. Lewis/Zak/Parks and Parks and Recreation Advisory Commission.

**Resolution 11-090(S)**, A Resolution of the City Council of Homer, Alaska, Supporting ~~The Concept And~~ Construction of a Non-Motorized Pathways to Increase The Safety for Motorized and Non-Motorized Users Along Kachemak Drive Located Within the **Homer** City Limits, from the Base of the Homer Spit to East End Road. Lewis/Zak/Parks and Parks and Recreation Advisory Commission.

Motion on the floor from September 12, 2011 – Motion for the adoption of Resolution 11-090 by reading of title only. Council referred Resolution 11-090 to Planning and Zoning due to issues of land use and utility right-of-ways. Some easements in place for sewer and water include limitations. The proposed trail is a land use issue rather than recreation.

Mayor Hornaday called for a motion to substitute Resolution 11-090(S) for Resolution 11-090.

WYTHE/LEWIS - SO MOVED.

WYTHE/ROBERTS - MOVED TO POSTPONE TO THE NEXT MEETING.

Reference information pertaining to the support of the trail was requested for the next packet. It should include page numbers from the following:

- Homer Non Motorized Transportation and Trails Plan
- Homer Area Transportation Plan
- Climate Action Plan
- Homer Accelerated Roads and Trails Policy Manual
- Capital Improvement Plan
- Planning Commission's recommendation

VOTE: (postponement) YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

## NEW BUSINESS

## RESOLUTIONS

- A. **Resolution 12-034**, A Resolution of the City Council of Homer, Alaska, Urging the North Pacific Fishery Management Council to Adopt Measures that Reduce the Halibut Prohibited Species Catch in the Gulf of Alaska Groundfish Fisheries. Lewis.

Mayor Hornaday called for a motion for the adoption of Resolution 12-034 by reading of title only.

LEWIS/BURGESS – SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

- B. **Resolution 12-035**, A Resolution of the City Council of Homer, Alaska, Approving a New Five Year Lease at the Homer Airport Terminal for Hertz / Pioneer Car Rentals Inc. and Authorizing the City Manager to Execute the Appropriate Documents. City Manager.

Memorandum 12-066 from City Manager as backup.

Mayor Hornaday called for a motion for the adoption of Resolution 12-035 by reading of title only.

WYTHER/LEWIS - SO MOVED.

There was no discussion.

VOTE: YES. NON OBJECTION. UNANIMOUS CONSENT.

Motion carried.

- C. **Resolution 12-036**, A Resolution of the City Council of Homer, Alaska, Approving a New Short Term Lease (Six Months) for Peninsula Scrap and Salvage on a Portion of Lot 12, Homer Spit Subdivision No. 5 and Authorizing the City Manager to Execute the Appropriate Documents. City Manager.

Memorandum 12-067 from City Manager as backup.

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CITY OF HOMER  
HOMER, ALASKA

Zak/Lewis/Parks and  
Recreation Advisory Commission

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**RESOLUTION 11-090(S)**

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

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

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

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WHEREAS, The Homer City Council has shown support for this non-motorized pathway by in approval of the ~~Homer Non-Motorized Transportation and Trail Plan, Homer Area Transportation Plan, Climate Action Plan, HART Policy Manual~~ and 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 active transportation, motorized and non-motorized transportation, offers the potential for improved~~ improves public health and safety, encourages tourism, economic development, a cleaner ~~cleans the~~ environment, reduces transportation costs, and enhanced ~~community connections, social equity, and more 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 employed with the permission of property owners.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, hereby supports the ~~concept and~~ construction of the non-motorized pathways along Kachemak Drive ~~in, over, and upon property~~ within the City of Homer, and that said ~~improvements are necessary for the use~~ will enhance safety and benefit of the public; and

47 BE IT FURTHER RESOLVED that the City Council of Homer, Alaska, further supports  
48 the actions increasing the safety for motorized and non-motorized users along Kachemak Drive  
49 in any or all of the following ways:

- 50 - ~~Alteration of the existing Kachemak Drive and Shoulder~~
- 51 - ~~Separated Paths paralleling Kachemak Drive using the Utility Easements~~
- 52 - ~~Lowering the Speed Limit~~
- 53 - ~~Increasing the Use of Signage~~

- 54
- 55 **1. Increasing the usage of signage warning drivers of bicycles and pedestrians on**
- 56 **roadway.**
- 57 **2. Building a separated path paralleling Kachemak Drive using utility easements and**
- 58 **public property.**
- 59

60 PASSED AND ADOPTED by the Homer City Council this 23<sup>rd</sup> day of April, 2012.

61 CITY OF HOMER

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66 JAMES C. HORNADAY, MAYOR

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69 ATTEST:

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72 JO JOHNSON, CMC, CITY CLERK

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76 Fiscal Information: Funding not defined.

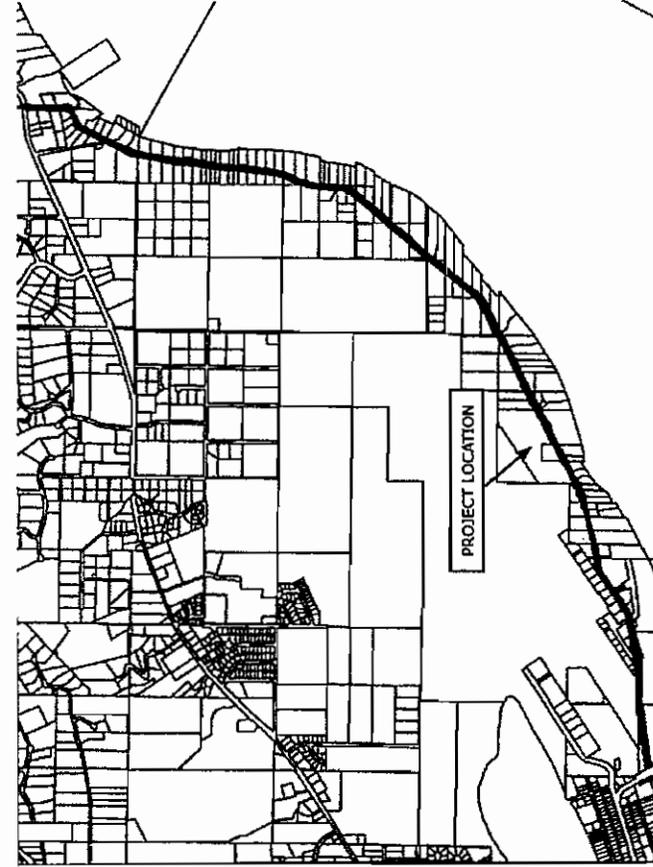
77

# Kachemak Drive Path

## Preliminary Engineering Packet

March 8, 2012

Mission Statement: To build a safe, separate non motorized trail along Kachemak Drive connecting East End Road to the Spit Road via the airport.



## Contents / Index

Pg	Description
1	Cover Sheet, Vicinity Map, Index
2	General Notes
3	Typical Path Sections
4-7	Aerial Views of Path and Road

### References:

- Homer Non Motorized Transportation & Trail Plan
- City of Homer Capital Improvement Plan (CIP) 2012-2017
- City of Homer Trail Manual Design Criteria
- References are available from the City Clerk, as hard copy or online at:  
<http://www.cityofhomer-ak.gov/documentsandforms>



# Kachemak Drive Path - Preliminary Engineering Packet

March 8, 2012

## General Notes

**PROJECT DESCRIPTION & BENEFIT:** Kachemak Drive provides an alternate route for east-of-Homer traffic to the airport, Spit and harbor, and Ocean Drive commercial district (approximate daily traffic 1,500 vehicles). The road accesses the largest industrial marine storage repair and boat launch complex on the southern peninsula, passes residences, light commercial/industrial businesses, and moose wetlands. Rehabilitation needs have been identified for raising the embankment, surfacing, widening, and drainage improvements as a State project for the road.

Automobile and large truck traffic on Kachemak Drive has increased in recent years, with drivers showing a greater tendency to speed. These conditions make the road treacherous, at best, for bicycle and pedestrian traffic. Construction of a separated pathway along East End Road, as proposed, will increase recreational and commuter bicycle and pedestrian traffic on Kachemak Drive and will improve driver, bicycle, and pedestrian safety. Because of the significant right-of-way acquisition involved, the project to build a separated pathway along Kachemak Drive will take several years to complete. (from CIP, Pg 43)

The purpose of this document is to propose a general route and guidelines for construction details of the path so easements and detailed data can be collected.

All aerial photos in this package are from Google Earth and the Kenai Borough websites. They are not to scale and not current. The ongoing sewer and water improvements are not shown.

No detailed survey data has been taken for this project. Very rough stationing estimates have been created from available public information, Google Earth and Kenai Peninsula. Detailed survey information needs to be acquired.

The Kachemak Drive Path will attempt to follow existing water, sewer, and electric easements. The public access easements have not been acquired along these utility easements. A letter requesting public access easements from the City to landowners is needed.

Recommendation that the construction of the proposed path be done in a manner that can be upgraded to a higher level in the future.



# TYPICAL SECTIONS

LVL3-Dry



LVL5-Ultimate

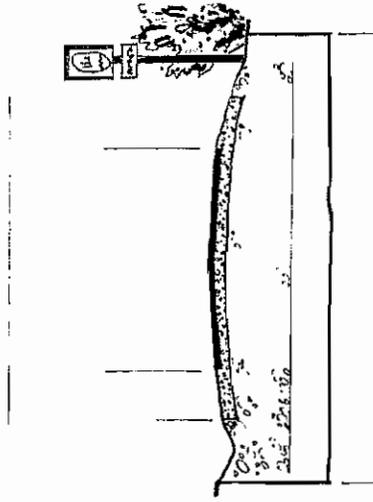


Figure D-15 Puncturee  
over Wetland

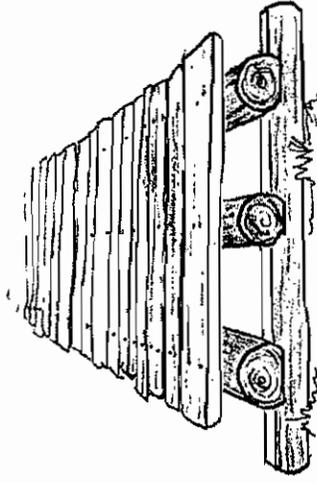
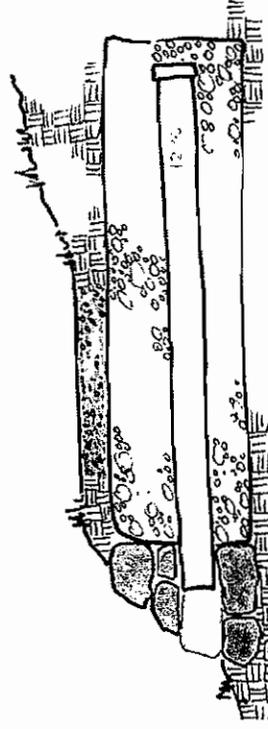


FIGURE D-10 STONE DIP WITH TURNPIKE LOGS



FIGURE D-11 UNDERDRAIN, OR FRENCH DRAIN



SOURCE OF (some) DRAWINGS: Wetland Trail Design and Construction, USDA Forest Service, 2007. and CITY OF HOMER PUBLIC ACCESS EASEMENTS; AND TRAILS DESIGN CRITERIA MANUAL

There are several other suggested path types, including bridge sections over gullies, recycled City owned plastic sections near Islands and Oceans, other sections shown in the City of Homer Non-Motorized Transportation & Trail Plan (pgs 3, 17, 32, 33); the Trail Manual (pgs 27, 29, 31, 38, 39, 40, 44, 45, 47, and 49); and other public sources.



Stations Description Sheet 1

0+00 to ~5+00 Flat, continue existing Spit Path with separate trail from road  
 ~5+00 to ~11+00 Path is on or near toe of embankment, in and out of trees

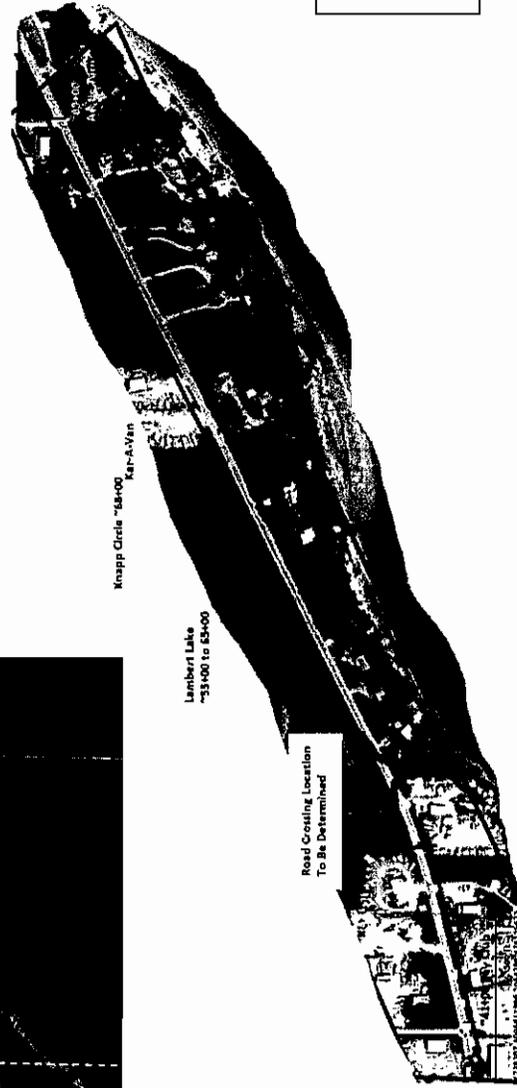
~11+00 to ~28+00 Trail follows beach to existing road that climbs to top of hill, on existing one lane road to beach from parking.

Alternate trail would be a new route up the slope (Yellow line)

~17+00 to ~28+00 Path is in back of airport long term parking. Remove junk cars, need airport leasing approval.

~28+00 to 41+00 Adjacent to, but separate from road to Bay Club

Sheet 2



~41+00 to ~49+00

Bay Club to AP Mgr or boatyard road crossing. Exact crossing location to be determined, check sight distances on road, utility obstacles on north side, driveways, and topography. Follow electric or sewer / water easement.

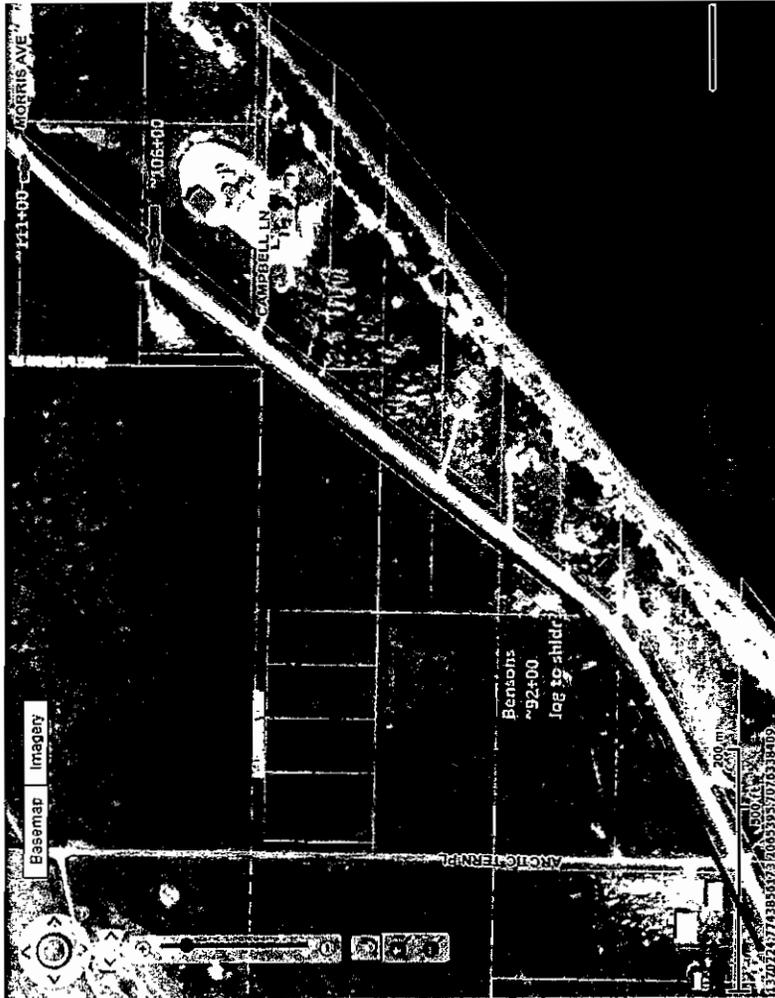
~49+00 to ~85+00

Road crossing to Arctic Tern. Follow electric easement. Damp ground by Lambert Lake.



Sheet 3

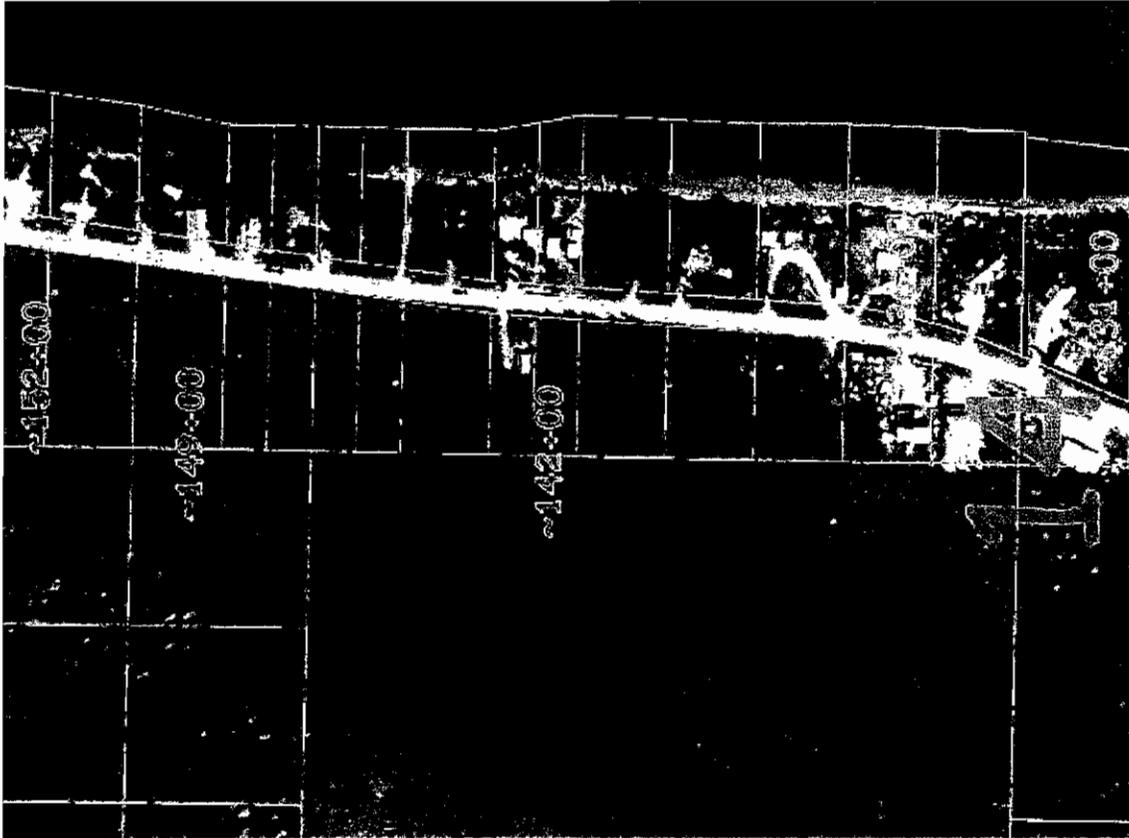
~85+00 to ~111+00 Arctic Tern to Morris Ave (platted road only). Follow power line? May have to jog to road shoulder to get around private property at ~92+00.



Sheet 4 ~111+00 to ~131+00 Morris Ave thru curves, -----> follow new sewer line easement?

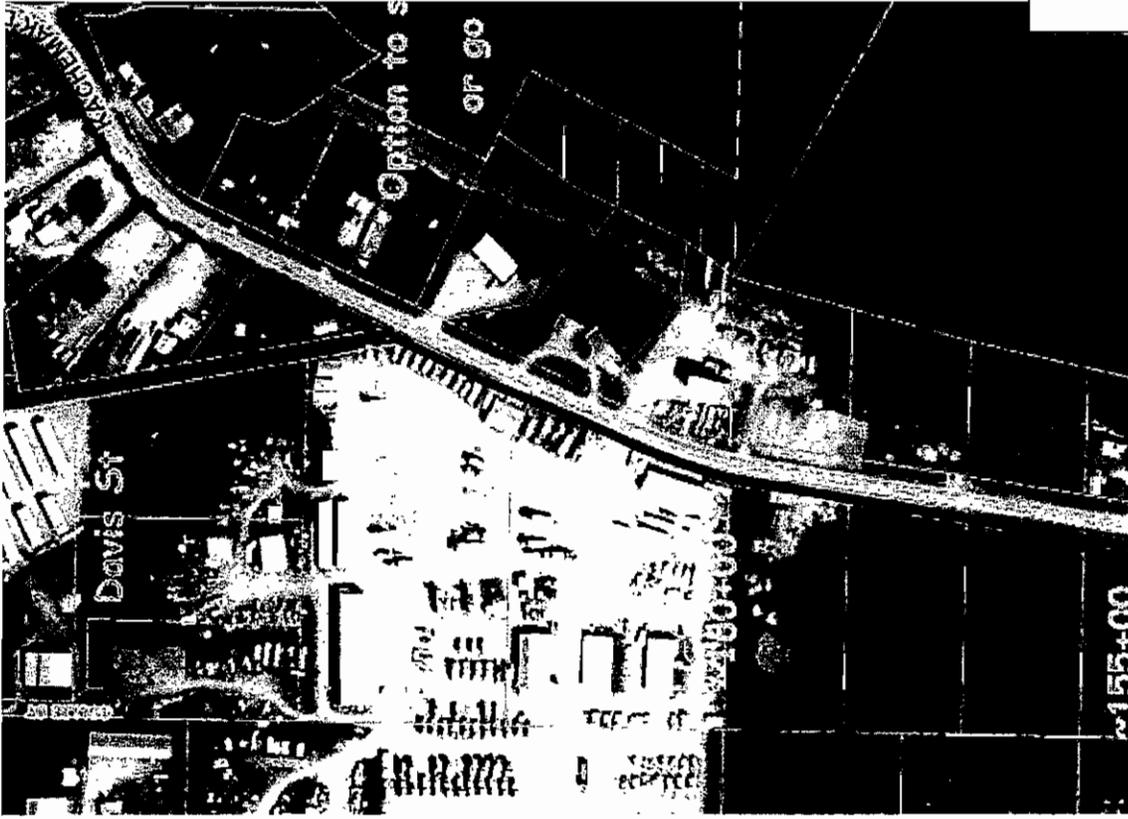


Sheet 5 ~135+00 to ~152+00 Follow new sewer line easement?



Sheet 6 ~152+00 to ~172+00

Follow new sewer line past the Northern Enterprises boatyard





Sheet 7 ~172+00 to E-End Rd The Davis St option would require about 900' of clearing and possible large culvert installation, then another ~300' to get to East End Road through a congested area between the Gear Shed, a coffee shop, and a bike shop, all good terminations for the trail. The Kachemak Drive option would involve building the trail across several driveways, without substantial drainage issues.





## Proposed Funding Plan for Kachemak Drive Path

Utilizing Section VII Trail Prioritizing Criteria and Planning Guidelines of the H.A.R.T Policy manual, the trail would be identified as a high priority trail during the annual review by TAC, (Transportation Advisory Committee) and Parks and Recreation Advisory Commission.

As of 2012 there is an ending balance of \$304,554 in the HART Trail Reserves. Approximately \$100,000 added annually plus investment interest of \$500 to \$1000 annually.

These funds could be utilized in amounts to be determined for initial surveying, engineering and design work, consultation fees, and basic materials to get started, i.e. trucking, geoblock trail hardening material, culverts, typar road fabric, treated wood 4x4's and decking rental of equipment.

By utilizing volunteers for basic construction and labor, donated materials, and rented equipment, costs would be much less than if done by a contractor.

Possible sources of funding:

Sale of City owned Lot on Kachemak Dr. , Parcel #17910001, assessed at \$38,100

Homer Foundation

Rasmussen Foundation

ATI, Alaska Trails Initiative Grant

Private donations

Fundraisers

STIP

Corporate Grants - such as R.E.I.

Other future sources of funding as discovered or available.



## Maintenance Plan for the Proposed Kachemak Drive Path

Proposed trail-

An 8 foot wide, compacted gravel path from the end of the existing spit trail along Kachemak Drive to East End Road.

1. Annual spring workday by volunteers, litter pick up, minor tread repairs, drainage
2. Encourage individual / groups to utilize Adopt-a-Trail program for a portion or all of the trail.
3. Bi-Annual inspection by City Parks and Recreation Maintenance staff.
4. Use of city ATV and ATV grader to grade the trail twice a year or as needed
  - city staff or designated volunteer.

Winter maintenance:

Plow for pedestrians and bikes using city atv with plow, city staff or volunteer  
OR

Don't plow, pack and drag for multi-use, ski, snowshoe, bike, pedestrian.  
Use snowmachine, roller, drag.

Sign maintenance:

Volunteer / user reporting system for maintenance needs

Adopt-a Trail volunteers

Bike Club

Ski Club

Individual volunteers

Funded by private donations

Grants

HART Funds

City Maintenance as per other city trails



## References Cited – Proposed Kachemak Drive Pedestrian Bike Pathway

### Preliminary Engineering and Path Design

City of Homer Capital Improvement Plan 2011-2016, Pages i, v, vi, 41, 43, A-11

- Resolution 11-096(A) Page i Page 10
- Introduction: The Capital Improvement Program, Page v, vi Page 11
- State Projects, Page 41 Page 13
- Kachemak Drive Rehabilitation/Pathway, Page 43 Page 14
- City of Homer Financing Assumptions Capital Improvement Program, Page A-11 Page 15

City of Homer Non-Motorized Transportation & Trail Plan, Pages 3, 17, 18, 32, 33

- Introduction, Page 3 Page 16
  - Functional Aspects, Sidewalks, Walkways and Safe Crossings, Page 17 Page 17
    - Figure A: Sidewalks, Walkways and Safe Crossings, Page 18 Page 18
  - Functional Aspects, Connectivity and Safety: Bicycle Transportation, Page 32 Page 19
- Figure 12: Bicycle and Pedestrian Infrastructure  
Functional Aspects, Connectivity and Safety: Bicycle Transportation, Page 33  
Bicycle Lane Page 20

City of Homer Trail Manual Design Criteria - Non-Motorized Trails and Access Easements  
Pages 27, 29, 31, 38, 39, 40, 44, 45, 47, and 49

- Level Three Semi-Improved Trail, Page 27 Page 21
- Level Four - Fully Improved Trail, Page 29 Page 22
- Level Five - High Use Trail, Page 31 Page 23
- D. Trail Design Criteria, Running Grade Criteria by Trail Level, Grade Reversals,  
Cross Slope & Cut/Fill, Page 38-39 Page 24
- D. Trail Design Criteria, Widths, Page 40 Page 26
- D. Trail Design Criteria, Structures, Page 44-45 Page 27
- D. Trail Design Criteria, Planks with Piles, Cribbing or Bents; Puncheons, Boardwalks  
Other Techniques; Materials, Page 47 Page 29
- D. Trail Design Criteria, Trail Heads & Parking; Amenities, Benches, Trash & Recycling  
Receptacles, Lighting, Information, and Bicycle Racks, Page 49 Page 30

References Cited - Proposed Kachemak Drive Pedestrian Bike Pathway

Proposed Funding for the Kachemak Drive Path

City of Homer Accelerated Roads and Trails Program Policy Manual  
- Section VII, Trails Prioritizing Criteria and Planning Guidelines, Page 8 Page 31

Resolution 11-090(S)

Climate Action Plan, Page 33 & 34 Page 32

2005 Homer Area Transportation Plan, Pages I-3, I-16, I-17, I-18,  
I-24 through I-33 Page 34

Homer Accelerated Roads and Trails Program and Policy (H.A.R.T.) Pages 2, 4, 5, 8 Page 48

CITY OF HOMER  
HOMER, ALASKA

Mayor/City Council

RESOLUTION 11-096(A)

A RESOLUTION OF THE HOMER CITY COUNCIL ADOPTING THE 2012-2017 CAPITAL IMPROVEMENT PLAN AND ESTABLISHING CAPITAL PROJECT LEGISLATIVE PRIORITIES FOR FISCAL YEAR 2013.

WHEREAS, A duly published hearing was held on September 26, 2011 in order to obtain public comments on capital improvement projects and legislative priorities; and

WHEREAS, It is the intent of the City Council to provide the Governor, the State Legislature, State agencies, the Alaska Congressional Delegation, and other potential funding sources with adequate information regarding the City's capital project funding needs.

NOW, THEREFORE BE IT RESOLVED by the City Council of Homer, Alaska, that the "City of Homer Capital Improvement Plan 2012-2017" is hereby adopted as the official 6-year capital improvement plan for the City of Homer.

BE IT FURTHER RESOLVED that the following capital improvement projects are identified as priorities for the FY 2013 State Legislative Request:

1. Sewer Treatment Plant Bio-solids Treatment Improvements
2. Homer Area Natural Gas Pipeline, Phase 2
3. Harbor Improvement Revenue Bond Projects (Bundled Projects)
4. Skyline Fire Station
5. Fishing Lagoon Improvements
6. Karen Hornaday Park Improvements, Phase I
7. Tanker 2 Refurbishment and Fire Engine 4 Refurbishment HVFD
8. Homer High School Track Renovation
9. Alternative Water Source
10. Deep Water/Cruise Ship Dock Expansion, Phase I
11. Homer Intersection Improvements
12. Ocean Drive Reconstruction with Turn Lane
13. Mariner Park Restroom
14. Kachemak Drive Rehabilitation/Pathway
15. Truck Loading Facility Upgrades at Fish Dock

BE IT FURTHER RESOLVED that projects for the FY 2013 Federal Legislative Request will be selected from this list.

BE IT FINALLY RESOLVED that the City Manager is hereby instructed to advise appropriate State and Federal representatives and personnel of the City's FY 2013 capital project priorities and take appropriate steps to provide necessary background information.

PASSED AND ADOPTED by a duly constituted quorum of the City Council for the City of Homer on this 10<sup>th</sup> day of October, 2011.



*[Signature]*  
 JO JOHNSON, CMC, CITY CLERK

CITY OF HOMER  
*[Signature]*  
 JAMES C. HORNADAY, MAYOR

## Introduction: The Capital Improvement Program

A capital improvement plan (CIP) is a long-term guide for capital project expenditures. The CIP includes a list of capital projects a community envisions for the future, and a plan that integrates timing of expenditures with the City's annual budget. The program identifies ways projects will benefit the community. The CIP also indicates the priorities assigned to different projects and presents a target construction schedule.

A carefully prepared capital improvement plan has many uses. It can assist a community to:

- Anticipate community needs in advance, before needs become critical;
- Rank capital improvements needs so the most important projects are given consideration for funding before projects not as urgently needed;
- Plan for maintenance and operations costs so expenses are budgeted in advance and projects communities cannot afford to operate are avoided;
- Provide a written description and justification for projects submitted for state funding so the legislature, governor, and appropriate agencies have the information necessary to make decisions about funding capital projects; and
- Provide the basis for capital projects as part of the annual budget.

A capital improvement project is one that warrants special attention in the municipal budget. Normally, public funds are not expended if the project is not listed in the CIP. A capital expenditure should be a major, nonrecurring budget item that results in a fixed asset with an anticipated life of at least two years. Projects eligible for inclusion in the City of Homer CIP have a lower cost limit of \$50,000 for City projects and \$25,000 for those proposed by non-profit organizations. Projects proposed by non-profit organizations and other non-City groups may be included in the CIP with City Council approval but such inclusion does not indicate that the City intends to provide funding for the project.

The municipality's capital improvement plan is prepared in accordance with a planning schedule, usually adopted by City Council at the onset of the CIP process. A copy of the City of Homer CIP schedule appears in the appendix of this document.

The number of years over which capital projects are scheduled is called the capital programming period. The City of Homer's capital programming period coincides with the State's, which is a six year period. The CIP is updated annually, since only some of the projects are funded and completed each year.

A capital Improvement plan is not complete without public input. The public should be involved throughout the CIP process, including nomination and adoption stages of the process. The City of Homer solicits input from City advisory bodies, advertises for public input during the CIP public hearing, and invites the public to participate throughout the entire process.

The City's capital improvement program integrates the City's annual budget with planning for larger projects that meet community goals. The CIP program involves a process where the City Council, with technical support from the administration and ideas and suggestions from the public, compiles a viable way to implement goals for the community.

**Determining project priorities.** City of Homer CIP projects are assigned a priority level of 1, 2, or 3, with 1 being the highest priority. To determine priority, the Council considers such questions as:

- Will the project correct a problem that poses a clear danger to human health and safety?
- Will the project significantly enhance City revenues or prevent significant financial loss?
- Is the project widely supported within the community?
- Has the project already been partially funded?
- Is it likely that the project will be funded only if it is identified as being of highest priority?
- Has the project been in the CIP for a long time?
- Is the project specifically recommended in other City of Homer long-range plans?
- Is the project strongly supported by one or more City advisory bodies?

Once the overall CIP list is finalized, the City Council names a subset of projects that will be the focus of efforts to obtain state and/or federal funding in the coming year. The overall CIP and the legislative priority list are approved by resolution.

Integration of the CIP with Comprehensive Plan Goals

Each project listed in the CIP document has been evaluated for consistency with the City's goals as outlined in the Comprehensive Plan. The following goals were taken into account in project evaluation:

**Land Use:** Guide the amount and location of Homer's growth to increase the supply and diversity of housing, protect important environmental resources and community character, reduce sprawl by encouraging infill, make efficient use of infrastructure, support a healthy local economy, and help reduce global impacts including limiting greenhouse gas emissions.

**Transportation:** Address future transportation needs while considering land use, economics, and aesthetics, and increasing community connectivity for vehicles, pedestrians, and cyclists.

**Public Service & Facilities:** Provide public services and facilities that meet current needs while planning for the future. Develop strategies to work with community partners that provide beneficial community services outside of the scope of City government.

**Parks, Recreation & Culture:** Encourage a wide range of health-promoting recreation services and facilities, provide ready access to open space, parks, and recreation, and take pride in supporting the arts.

**Economic Vitality:** Promote strength and continued growth of Homer's economic industries including marine trades, commercial fishing, tourism, education, arts, and culture. Preserve quality of life while supporting the creation of more year-round living wage jobs.

**Energy:** Promote energy conservation, wise use of environmental resources, and development of renewable energy through the actions of local government as well as the private sector.

**Homer Spit:** Manage the land and other resources of the Spit to accommodate its natural processes, while allowing fishing, tourism, other marine-related development, and open space/recreational uses.

**Town Center:** Create a community focal point to provide for business development, instill a greater sense of pride in the downtown area, enhance mobility for all forms of transportation, and contribute to a higher quality of life.

## State Projects

*The City of Homer supports the following state projects which, if completed, will bring significant benefits to Homer residents:*

Transportation projects within city limits:

Homer Intersection Improvements  
Kachemak Drive Rehabilitation/Pathway  
Main Street Reconstruction/Intersection  
Ocean Drive Reconstruction with Turn Lane  
Pioneer Avenue Upgrade

Transportation projects outside city limits:

Sterling Highway Reconstruction, Anchor Point to Baycrest Hill  
Sterling Highway Realignment, MP 150-157

Non-transportation projects:

Alaska Maritime Academy

See following pages for project descriptions.

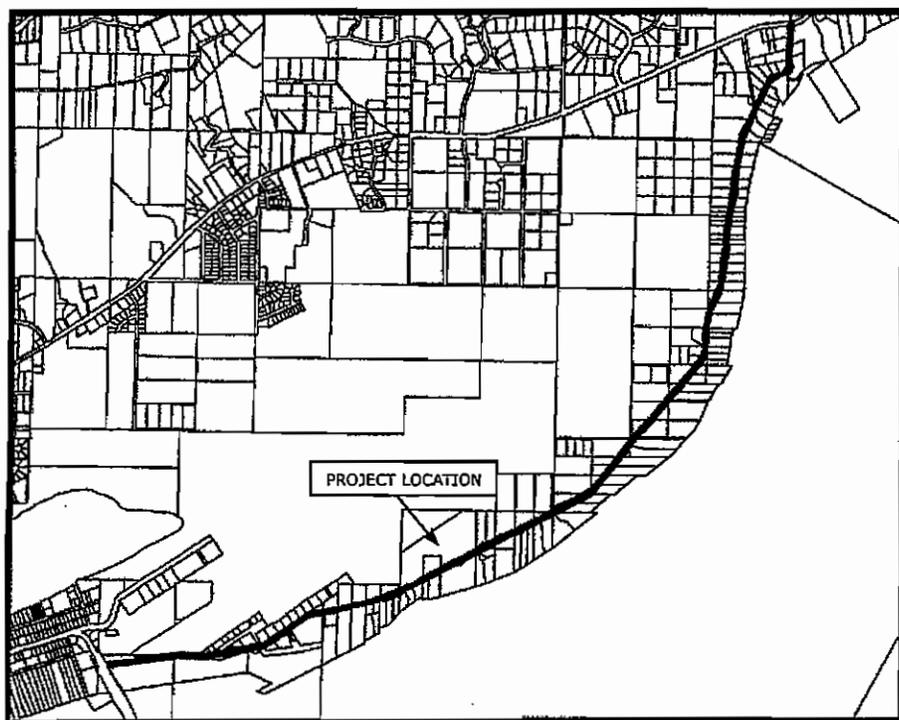


City of Homer Capital Improvement Plan • 2011 - 2016

## Kachemak Drive Rehabilitation/Pathway

**PROJECT DESCRIPTION & BENEFIT:** Kachemak Drive provides an alternate route for east-of-Homer traffic to the airport, Spit and harbor, and Ocean Drive commercial district (approximate daily traffic 1,500 vehicles). The road accesses the largest industrial marine storage repair and boat launch complex on the southern peninsula, passes residences, light commercial/industrial businesses, and moose wetlands. Rehabilitation needs have been identified for raising the embankment, surfacing, widening, and drainage improvements.

Automobile and large truck traffic on Kachemak Drive has increased in recent years, with drivers showing a greater tendency to speed. These conditions make the road treacherous, at best, for bicycle and pedestrian traffic. Construction of a separated pathway along East End Road, as proposed, will increase recreational and commuter bicycle and pedestrian traffic on Kachemak Drive and will improve driver, bicycle, and pedestrian safety. Because of the significant right-of-way acquisition involved, the project to build a separated pathway along Kachemak Drive will take several years to complete.



**CITY OF HOMER FINANCING ASSUMPTIONS  
CAPITAL IMPROVEMENT PROGRAM**

Implementation of the City of Homer Capital Improvement Plan requires utilization of various financing mechanisms. Financing mechanisms available to the City of Homer include:

- Federal grants or loans
- State grants or loans
- General obligation bonds
- Limited obligation bonds
- Revenue bonds
- Special assessment bonds
- Bank loans
- Pay-as-you-go
- Private sector development agreements
- Property owner contributions
- Lease or lease-purchase agreements

The use of any of the financing mechanisms listed above must be based upon the financial capability of the City as well as the specific capital improvement project. In this regard, financing the CIP should take into consideration the following assumptions:

1. The six-mill property tax limitation precludes utilizing General Fund operating revenue to fund major capital improvements. Available revenue should be utilized to fund operation and maintenance activities.
2. The operating revenue of enterprise funds (Port & Harbor, Water & Sewer) will be limited and as such, currently only fund operation and maintenance activities.
3. The utilization of Federal and State grants will continue to be significant funding mechanisms. Grants will be pursued whenever possible.
4. The 1½ percent sales tax approved by voters of Homer for debt service and CIP projects is dedicated at ¾ percent to sewer treatment plant debt retirement with the remaining balance to be used in water and sewer system improvement projects, and ¾ percent to the Homer Accelerated Roads and Trails (HART) Program.
5. The HART Program will require property owner contribution of \$30 per front foot for road reconstruction, with an additional \$17 per front foot for paving.
6. The Accelerated Water and Sewer Program will require substantial property owner contributions through improvement districts/assessment funding, set currently at 75 percent.
7. The private sector will be encouraged to finance, construct, and operate certain non-essential capital improvements (e.g., overslope development).
8. The utilization of bonds will be determined on a project-by-project basis.
9. The lease and/or lease-purchase of capital improvements will be determined on a project-by-project basis.

# Introduction

Homer is a community whose charm, outdoor culture, and beautiful natural surroundings draw hundreds of thousands of visitors each year. It is known for its world-class halibut fishing, thriving arts community, adventurous outdoor activities, numerous festivals, and the Homer Spit, a 4.5-mile narrow slip of land that curls outward into Kachemak Bay. This small coastal hamlet has captured the hearts of almost everyone who lives or visits here and the imaginations of many who hear of this place "at the end of the road." Despite this success, Homer faces economic development challenges, especially in its central business district. Most of the community's visitors spend their time on the Homer Spit where one can book fishing tours and kayak adventures, shop along the boardwalk, stroll the beaches, visit the harbor, and dine in a number of restaurants, all without needing a car.

In an effort to promote economic development throughout the community, the City of Homer applied for and received a grant from the Alaska Department of Economic and Community Development to create a comprehensive non-motorized transportation and trail plan. Developing and implementing such a plan is essential for enhancing the community's image as a wonderful place to live, visit, and engage in business. By establishing a truly superb trails network that enables visitors and residents alike to travel safely and comfortably through Homer without the need for an automobile, the community will capitalize on its outdoor culture and unmatched natural setting.

*...a development manual to be consulted, referred-to, dog-eared, rained-on, coffee-stained, finger-print smeared, and otherwise continuously used...*

*By: Steve Boardwalk*



# Functional Aspects

## Sidewalks, Walkways and Safe Crossings



Figure A: Sidewalks, Walkways and Safe Crossings

# 3.3

## Functional Aspects Connectivity and Safety: Bicycle Transportation

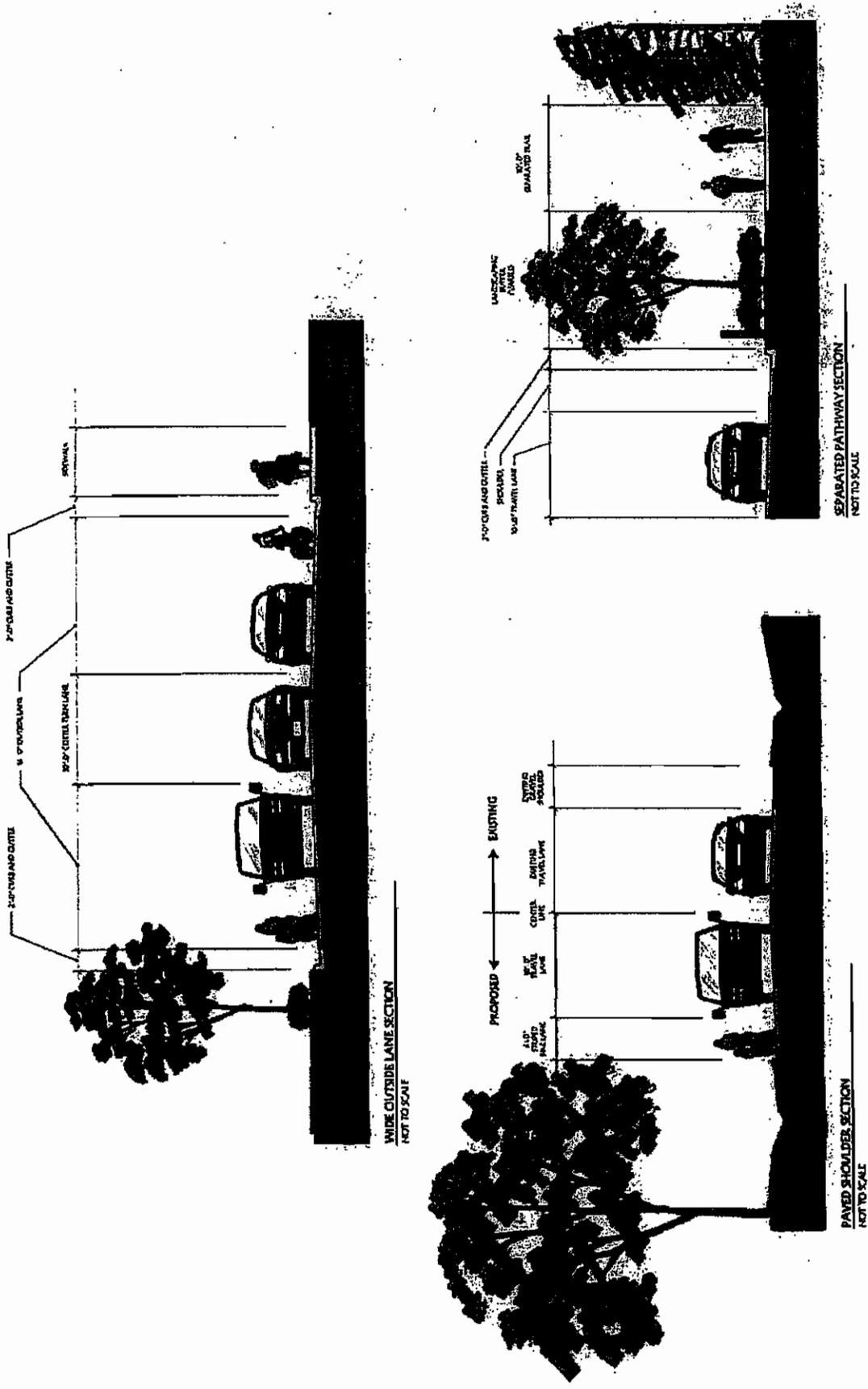


Figure 12: Bicycle and Pedestrian Infrastructure

**Bicycle Lane**

Bicycle lanes are designated portions of paved roadways intended for bicycle traffic. In Homer this type of facility is appropriate for arterial and collector roads and in locations where bicycle traffic is significant. Bicycle lanes are one-way only and travel with the flow of traffic. Streets that include bicycle lanes should have smooth pavement, a schedule of regular maintenance to repair potholes and remove debris, and drainage inlets that are flush with the pavement surface and have bicycle-safe grates designed to prevent trapped bicycle tires. Bicycle lanes are created by striping and stenciling pavement with lines and symbols. They are inexpensive to install on existing roads. Possible locations for bicycle lanes include the following routes:

Pioneer Avenue  
Main Street  
Sterling Highway  
(between Pioneer Avenue and Lake Street)  
East End Road  
(between Lake Street and East Hill Road)  
Kachemak Drive  
(until a separated pathway is constructed)  
Bunnell Avenue  
(between Main Street and Beluga Place)  
Beluga Place

A map of Homer's existing and proposed bicycle lanes appears in Figure B.

**Wide Outside Lane**

A wide outside lane is not differentiated from the vehicle travel way with striping. It is a paved travel lane that is wide enough to comfortably accommodate both bicycle and vehicular traffic. A wide outside lane measures 14 feet unless there is on-street parking or a steep grade in which case a width of 15 feet is more appropriate. A lane less than 14 feet does not provide comfortable maneuvering room for both motorized and non-motorized vehicles while a wider lane may lead motorists to believe that there is more than one lane available for travel. Wide outside lanes are appropriate on arterials, roads with high traffic volumes and speeds, roads without shoulders, and in restrictive urban environments such as busy commercial districts. In Homer, possible locations for wide outside lanes include the following routes:

Sterling Highway  
(between Pioneer Avenue and West Hill Road)  
Soundview Avenue  
Fairview Avenue  
Bayview Avenue  
Laket Street  
Heath Street  
Bardlett Street

A map of these routes appears in Figure B.

*"Toleration is the greatest gift of the mind; it requires the same effort of the brain that it takes to balance oneself on a bicycle."*

*-Helen Keller, deaf and blind US lecturer, 1880-1968*

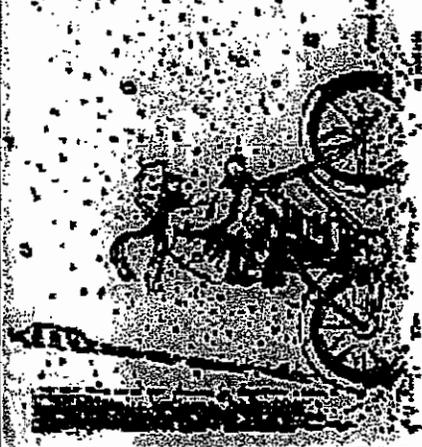


Photo: City of Homer

*City of Homer*  
**Non-Motorized Trail Planning & Design Criteria Summary**  
**Level 3 Semi-Improved Trail**

*NOTE: This is a summary. Refer to Article 5.13 Non-Motorized Trails and Public Access Easements for full description of criteria.*

## TRAIL DESIGN CRITERIA

### Trail Width & Shoulders 3 - 5 foot wide improved trail.

- 3 - 4 foot wide trail - for routes with lower volumes of traffic, and one-way or no bicycle use.
- 5 foot wide trail - for routes with moderate to high pedestrian volumes and/or two-way bicycle or equestrian uses.
- Trails should widen in areas of switchbacks, turns, steep side slopes, and as needed near structures or amenities.

**Surface** 4 inches NFS gravel over geotextile fabric, which may be placed over native vegetation. Alternate surfacing: porous pavement panels filled with native or imported material. Medium duty boardwalk or bridges where needed. Generally clear, with protrusions <4 inches and steps to 10 inches.

### Clearance

- Vertical clearance - 8 feet minimum. Optimum 12 feet for winter and equestrian users.
- Horizontal clearance - 12 in. beyond trail edge. 24 in. from signs, trees or structures.

### Grade

- Target grade < 8%, with grade reversals as needed to control erosion.
- 15% maximum for up to 50 feet.

### Cross Slope of Trail

- Target cross slope - 3%, flowing to downside of tread, or to uphill side, if a drainage ditch is provided.
- Maximum - 10%

### Signage

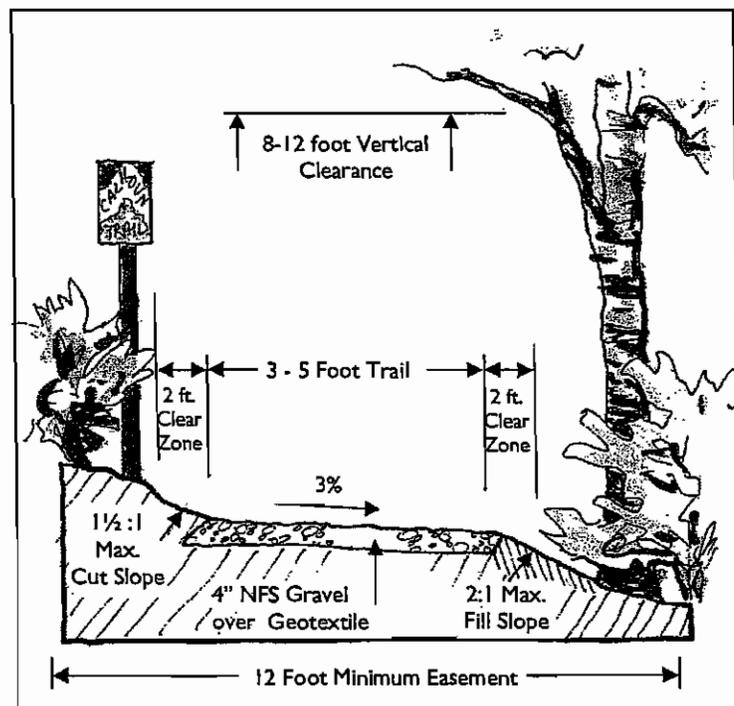
- Trail markers (as needed) to navigate winter use trails.
- Trail information signage posted at each end of the trail: Trail system map (if appropriate), trail name, length, use restrictions or accessibility warnings, and resource protection information.
- Directional signage with trail name and length, at all trail intersections.

### Amenities

- Few amenities, as approved by City of Homer, such as bear proof trash receptacles, trail heads, benches for rest or viewing, interpretive signs, such as at interesting historic or natural features.

### Structures

- Medium duty structures, as needed.
- Elevated plank crossing of wetlands, creeks.
- Few railings or boardwalks.
- Log, timber or rock retaining structures for cut / fill edges, as needed.



**CROSS SECTION - LEVEL 3 SEMI-IMPROVED TRAIL**

*City of Homer*  
**Non-Motorized Trail Planning & Design Criteria Summary**  
**Level 4 - Fully Improved Trail**

*NOTE: This is a summary. Refer to Article 5.13 Non-Motorized Trails and Public Access Easements for full description of criteria.*

## DESIGN CRITERIA

### Trail Width & Shoulders 5 - 8 foot wide paved or gravel trail.

- 5 - 6 foot wide trail - for routes with lower volumes of traffic, and fewer recreational users.
- 7 - 8 foot wide trail - for routes with bicycles and/or moderate to high user volumes.
- PAVED TRAILS - where a Level 5 trail is recommended, but topography or other physical conditions prevent construction to Level 5 standards, a paved Level 4 trail is acceptable. Any Level 4 trail can be paved. Provide a minimum 12 in. gravel shoulders on all paved trails.

**Surface** Firm and stable. Smooth, few or no obstacles. Protrusions <3 in. Steps to 8 in. Remove surface vegetation and organic soils. For gravel trails: 2 in. leveling course over 8 in. NFS gravel over geotextile. For paved trails: 2 in. AC pavement over 2 in. leveling course over 24 in. NFS gravel over geotextile. Alternate surfacing: PPP filled with native or imported material.

### Clearance

- Vertical clearance - 9 feet above trail and shoulders, 12 feet for equestrian use.
- Horizontal clearance - Minimum 12 in. beyond trail edge. 24 in. from signs and trees.

### Grade & Accessibility

- Accessible trails: Target grade  $\leq 5\%$ , 8.33% for up to 200 feet, 10% for up to 30 feet, 12.5% for up to 10 feet. No more than 30% of trail length shall exceed 8.33%.
- Maximum: 10% for up to 50 feet.
- Stairs used where absolutely necessary and pedestrians are the primary user group.

### Cross Slope of Trail

- Gravel trails - 3%
- Paved trails - 2%
- Shoulders - 10% Max.

### Signage

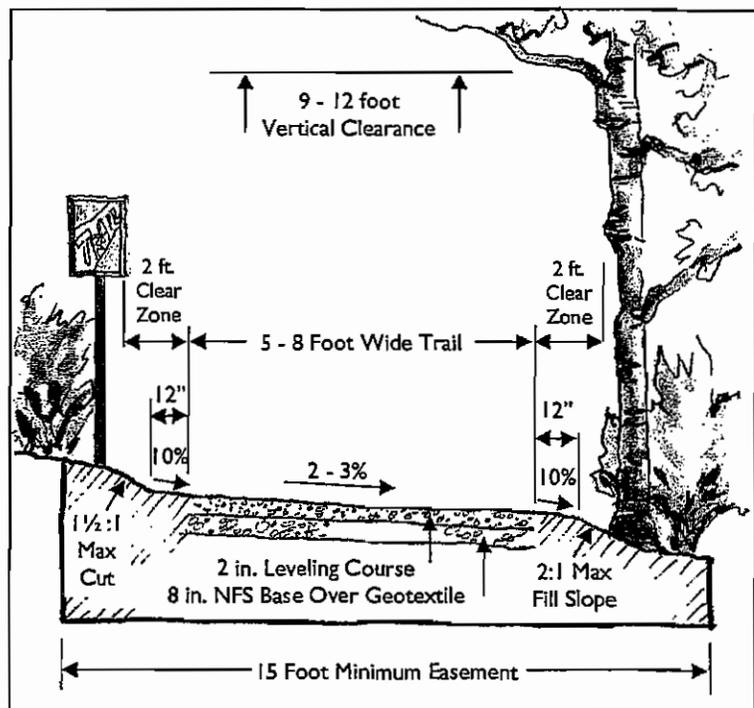
- Trail information signage posted at ends and intersections, as necessary, such as a trail system map, trail name, use restrictions, accessibility warnings, and resource protection information.
- Directional signs for nearby destinations, traffic control and warnings for intersections or other trail conditions.
- Directional signage with trail name and length, at all trail intersections.

### Amenities

- Amenities common. Lighting, bear proof trash & recycling receptacles, maps, benches for rests or viewing, and interpretive signs, as approved.

### Structures

- Heavy duty structures, as needed: bridges, boardwalks, retaining structures, railings.



**CROSS SECTION - LEVEL 4 FULLY IMPROVED TRAIL**

*City of Homer*  
**Non-Motorized Trail Planning & Design Criteria Summary**  
**Level 5 - High Use Trail**

*NOTE: This is a summary. Refer to Article 5.13 Non-Motorized Trails and Public Access Easements for full description of criteria.*

## TRAIL DESIGN CRITERIA

**Trail Width & Shoulders.** 8- 12 foot wide paved trail with 2 foot wide gravel shoulders.

- 8 foot Trail - for routes with lower volumes of traffic, few recreational users, or space limitations.
- 10 foot wide trail sections are the standard.
- 12 foot wide trails are recommended where traffic volumes are high, bicycles and in-line skates are common, near intersections with other trails or streets, as the trail approaches a bridge, where grades exceed 5% and handrails are provided, or near points of interest along the trail.
- ALTERNATE TRAIL DESIGN - Where trail is highly recreational, with bicycles, equestrians, joggers, an alternative design of 6 foot wide paved trail with 4 foot shoulders on each side or a trail with one 2 foot and one 6 foot wide shoulder is allowable. Or, provide a separated dual trail, one paved, one gravel, with a vegetated median in-between.

**Surface.** Uniform, firm and stable. Pavement or boardwalk. Smooth, no obstacles. Protrusions <2 inches. Construct using 2 in. AC pavement over 2 in. leveling course over 24 in. NFS gravel over geotextile fabric.

### Clearance.

- Vertical clearance - 9 feet above trail and shoulders, 12 feet for equestrian use.
- Horizontal clearance - Minimum 24 inches beyond trail edge. 36 inches for posts and structures.

### Grade

- Accessible Trails: Target grade  $\leq 5\%$ , 8.33% for up to 200 feet, 10% for up to 30 feet, 12.5% for up to 10 feet. No more than 30% of trail length shall exceed 8.33%.

### Cross Slope of Trail

- Target cross slope - 2% Shoulders - 10% Max.
- Maximum, where needed for driveway crossings or other intersections - 3%

### Signage

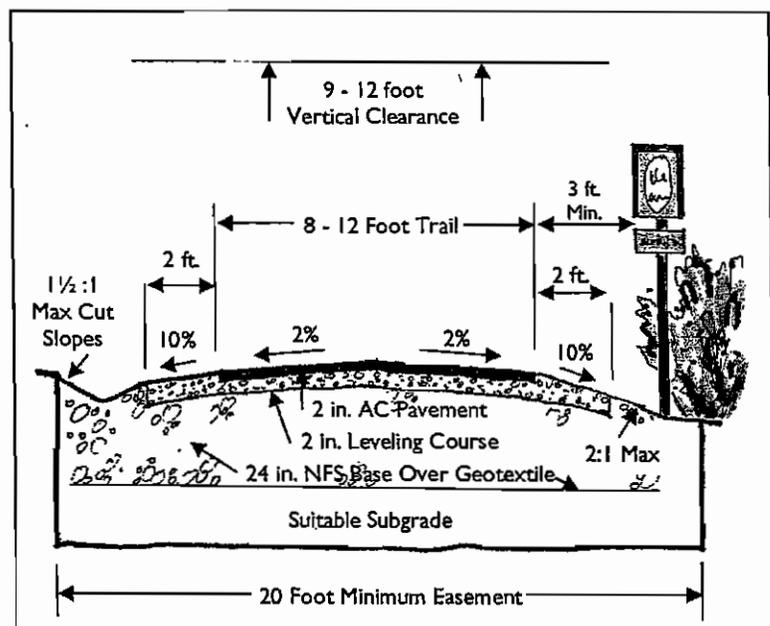
- Trail information signage posted at ends and intersections, as necessary: Trail system map (if appropriate), trail name, use restrictions or accessibility warnings, and resource protection information.
- Directional signs for nearby destinations, traffic control and warnings for intersections or other trail conditions.
- Directional signage with trail name and length, at all trail intersections.

### Amenities

- Amenities common. Lighting, bear proof trash & recycling receptacles, maps, benches for rests or viewing, and interpretive signs, such as at historic or natural features.

### Structures

- Heavy duty structures, as needed: bridges, boardwalks, retaining structures, railings.



**CROSS SECTION - LEVEL 5 HIGH USE TRAIL**

## D. TRAIL DESIGN CRITERIA

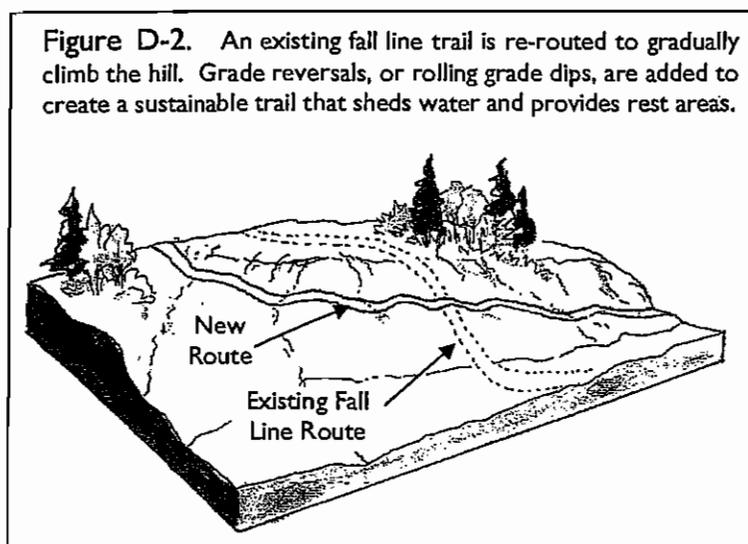
- Compliance would substantially alter the nature of the setting or the purpose of the facility, or portion of the facility.
- Compliance would require construction methods or materials that are prohibited by Federal, State, or Local Regulations or Statutes.
- Compliance would not be feasible due to terrain or the prevailing construction practices.

### v) Running Grade Criteria by Trail Level.

- LEVEL 1:** Maximum grade is based primarily on the ability of the trail to resist erosion caused by trail use, surface water, or wet soils. Target grade <12%. Maximum 20% for trails where underlying soils are sand, silt, or clay. 20%- 30% for gravel or rock base. For grades over 30%, natural trail base and surface must be composed of angular rock, large rock or solid rock. Provide grade reversals every 20-50 feet. Construct steps to minimize erosion.
- LEVEL 2:** Target grade: <10%. Maximum: 20% for distances up to 50 feet. Use on-site cut and fill to soften dips or peaks in trail corridor.
- LEVEL 3:** Target grade: < 8%. Maximum: 15% for up to 50 feet.
- LEVEL 4/5:** Target grade:  $\leq 5\%$ . Maximum: 8.33% for up to 200 feet, 10% for up to 30 feet, 12.5% for up to 10 feet. No more than 30% of trail length shall exceed 8.33%.

### b. Grade Reversals

A grade reversal is a change in the direction of running grade, from an upslope grade to a down slope grade. They are used on unpaved trails to prevent erosion that is caused by water running *along* the surface of a trail versus *across* the trail. They should be provided every 20-50 feet along the trail corridor.



### c. Cross-Slope & Cut / Fill

All trails require enough cross-slope to shed water off the trail surface, but not so much that it impacts the comfort or safety for the trail user. Managing surface water drainage along a trail corridor is critical to maintaining a safe and long lasting trail. Poorly managed drainage can erode soils and destroy vegetation. Keeping water moving across the surface of a trail will prevent ponding, erosion, and icing.

Steep side slopes (> 30%) are a common obstacle to the construction of trails on Homer's hillside terrain, and often trigger the need for extensive cut and fill to "fit" a trail into a hillside. Careful planning can minimize expense and environmental damage.

## D. TRAIL DESIGN CRITERIA

### i) General Cross-Slope and Cut / Fill Criteria:

- All construction-related disturbance, including areas of cut or fill, shall occur within the limits of the easement;
- Limits of cut and fill should be in proportion to the construction level of the trail. For example: low level trails justify very little cut / fill, high level trails may utilize the entire easement for most of the length of the trail;
- Maximum 1½ :1 (75%) cut slopes, maximum 2:1 (50%) fill slopes. Where soils are unstable, sandy, or saturated, 3:1 (33%) max slopes are recommended.
- For trails along side slopes of 30% or greater, construct the trail on the cut bench portion only. Avoid locating the trail on fill portions of the side slope;
- Provide retaining structures, as needed to minimize disturbance and to improve accessibility on Level 3, 4 or 5 trails;
- Construct trails to ensure water flows across or under the trail surface, not along the trail. Where it is necessary to run the water along the trail, it should be contained in a ditch with provisions made to protect against erosion. Ditch length should be minimized by diverting runoff across the trail at the nearest point feasible.
- To accommodate vision-impaired or wheelchair users on Level 4 or 5 trails with an adjacent fill slope, provide a vertical barrier along the cut slope edge of the shoulder, such as vegetation, or a minimum 3 in. curb or barrier.

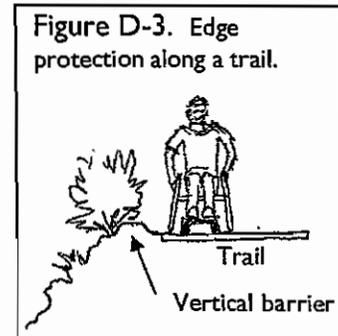


Figure D-3. Edge protection along a trail.

### ii) Criteria by Trail Level

**LEVEL 1:** Target cross slope is 3-10%. Maximum is up to the natural side slope. If the trail is designed for mountain bikes, cross slope maximum is 10%. Very minimal cut and fill. Little or no use of (rustic) retaining methods.

**LEVEL 2:** Target cross slope: 5%. Maximum: 10%. For ski trails, if bicycles are not allowed, steeper side slopes may be allowed. Minimal cut and fill as necessary to meet criteria and soften dips, ruts, bumps or peaks.

**LEVEL 3:** Target cross slope is 3%. Maximum is 10%. Cut and fill as needed to meet design criteria. Rock or timber used for most retaining needs.

**LEVEL 4:** Gravel trails: Target cross slope: 3%, Max.: 4%. Paved trails: target cross slope: 2%, Max.: 3%. Cut and fill may be significant, as needed to meet design criteria. May likely extend to edges of easement for much of the trail length. Imported materials for retaining structures common.

**LEVEL 5:** Target cross-slope is 2%. Where necessary, such as when crossing driveways, a cross-slope of 3% is allowable. Paved surfaces must be uniform enough to prevent ponding and icing. Shoulders should slope away from the paved sections of the trail with a target slope of 3%, and a maximum of 10%. Cut and fill may extend to the outer edges of the easement. Retaining structures common.

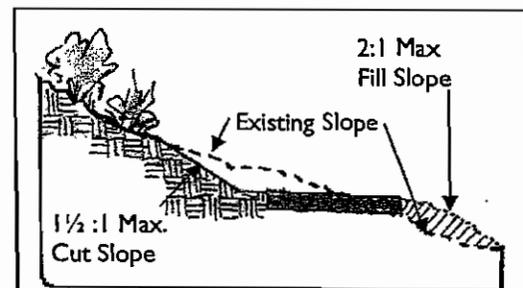


Figure D-4. A Full Bench Trail, placed on cut portion of the slope only, provides a more stable base than a trail placed on fill material.

**iii) Re-vegetation.** All cut / fill slopes should be vegetated with native species. Attempts should be made to salvage and stockpile existing vegetation for re-use on cut / fill slopes. Avoid reseeding with non-native species.

## D. TRAIL DESIGN CRITERIA

### 4. WIDTHS

The complete trail cross-section is composed of the easement, the trail surface, the shoulders, and the clearance zone. The desired width is primarily related to the volume and mix of users. Secondary considerations include topography, curves, intersections, structures, and amenities.

Table D-5

REQUIRED EASEMENT WIDTHS	
LEVEL 1:	8 Feet
LEVEL 2:	20 Feet
LEVEL 3:	12 Feet
LEVEL 4:	15 Feet
LEVEL 5:	20 Feet

#### a. Easement Width

The following criteria apply to easement widths:

- A narrower portion of easement may be allowed when available space is limited by existing structures or property boundaries, for a short duration of the trail, and the narrow segment of the trail does not create a safety hazard or an uncomfortable trail segment of trail;
- Vary the easement width as needed to accommodate switchbacks or turns;
- Wider easement sections are allowed where existing side slopes require additional cut and fill, and retaining structures are not feasible, and the widened area is not extensive.

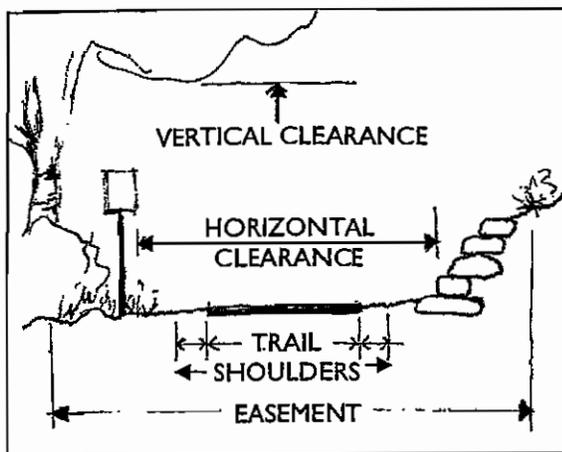
#### b. Trail Width

The width of the trail surface, or tread, is determined by the volume and type of users, as well as the nature of the terrain and the trail surface. Always provide for the user with the most demanding needs.

**LEVEL 1:** Trail tread width may range from 6 - 24 inches. Consistent width along the length is preferred, but not required on this level of trail. Natural obstacles and topography may both affect variability of the tread width. Provide 24 in. width when the trail is expected to attract mountain biking, equestrians, snow-shoeing, or skiing.

**LEVEL 2:** There is typically not a constructed trail tread for recreation corridors. They are a specified width of area that is cleared of woody vegetation and obstacles, mowed (optional), and identified with trail markers for use as a recreation corridor. Minimum width for an un-programmed low use corridor is 6 feet. Groomed ski trail routes require up to a 16 foot wide mowed corridor.

FIGURE D-5 Trail Profile



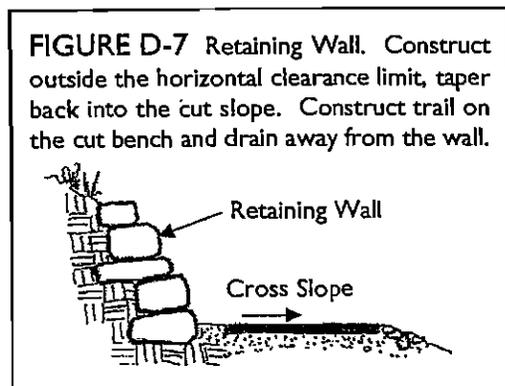
**LEVEL 3:** Widths may range from 3-5 feet. Safety may be a concern on narrow trails with a mix of pedestrians, bicycles and equestrians, even if the volumes are low. It cannot be expected that bicycles will use these routes as "one-way" trails, or stay off them altogether, so it is imperative that they be designed to mitigate potential hazards. For trails that will expect regular use by bicycles, overall use volumes are moderate, or hills are frequent, the width should be 5 feet. Narrower trails are allowed for lower use trails, but horizontal clearance and sight stopping distance should both be increased, curves widened, and passing areas provided at a minimum of every 1000 feet.

## D. TRAIL DESIGN CRITERIA

**LEVEL 5:** Base: Remove vegetation and organic soils. 24 in. NFS gravel over geotextile over suitable soils. Surface: 2 in. AC pavement over 2 in. leveling course. For bridges and wet crossings: wood, synthetic, recycled plastic, treated wood, or metal.

### 6. STRUCTURES

Where trails cross creeks or traverse areas where existing grades or side slopes are too steep to construct the trail without excessive disruption to adjacent areas, structures may be necessary.



#### a. Retaining Walls

Construct all retaining walls outside the horizontal clearance limit of the trail. Retaining walls higher than 24 in. on the down slope side of a trail are discouraged. Where necessary, they should include a railing, for safety. Retaining wall materials vary depending on the level of the trail, with rock, concrete block, or timbers used on higher level trails and on-site materials, such as logs or rocks used on lower level trails. Where seeps occur behind retaining walls, provide method to ensure drainage through and under the wall.

#### b. Steps or Stairs

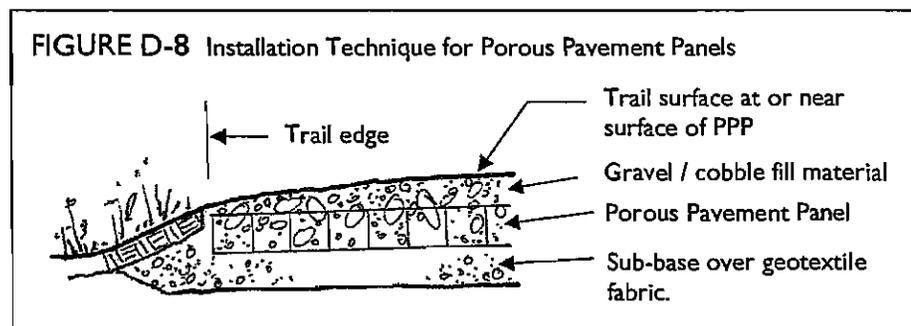
Steps and stairs are obstacles to many trail users, and are to be avoided, where possible. As needed, construct steps on Level 1 trails using on site materials, such as rocks. Only when all other options, including ramps, have been ruled out, are stairs allowed on Level 3, 4 or 5 trails. When stairs are necessary, consider providing long perron style steps, as strollers and wheelchairs can maneuver them easier.

#### c. Ramps

Along required ADA accessible pedestrian routes, sections of trail greater than 5% may be considered ramps, and are allowed for limited lengths (see section 3. GRADE & CROSS SLOPE).

#### d. PPP (Porous Pavement Panels)

These are three dimensional structural grids designed to provide a durable wear surface and load distribution system in wetland and other degradable soils



## D. TRAIL DESIGN CRITERIA

### e. Bridges

Bridges should be designed for pedestrian live loads and for maintenance or emergency vehicles if they may be expected to cross the bridge. Bridge decking should be designed with bicycle safe expansion joints or planks laid perpendicular to the trail direction unless bicycles are not allowed or not expected. Bridge widths should be the same as that of the approach trail plus 2 feet clear area on each side. Bridge decking should be flush with the approaching trail surface.

### f. Railings

Railings are provided for safety on elevated trail segments, such as bridges. All railings should be engineered to withstand all loads that may be expected to occur on the bridge. The type of railing that is required is determined by the accessibility level of the trail, and fall into three basic types:

i) **Urban Setting.** Railings in highly pedestrian urban settings must meet International Building Code (IBC) requirements. Railings must be at least 42 inches high with vertical rails to prevent climbing, and be spaced to not allow a 4-inch sphere to pass through. Railings are required on ADA accessible ramps.

ii) **Rural Bridges.** Handrails on bridges or crossings, that are elevated at 30 inches or more, on accessible trails, such as Level 4 & 5 trails, need to meet AASHTO standards for pedestrian highway bridges. These standards require a 6-inch sphere must not pass through the railing in the bottom 27 inches, and an 8-inch sphere must not pass through the area higher than 27 inches. It also requires that the top railing is at least 42 inches for bicycles use, and 54 inches high for equestrian traffic. Rails should also be horizontal to prevent wheels and other objects from catching. All accessible trail bridges that do not have a rail system must have a minimum 3 inch high curb.

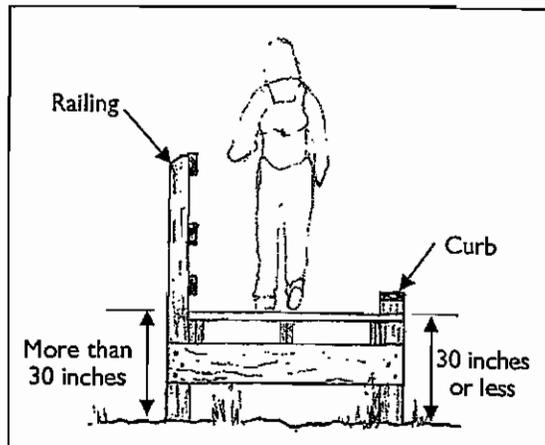
iii) **Remote Bridges.** For bridges in remote areas with a drop of 30 in. or more, railing requirements must meet OSHA standards. For typical crossings along Level 1, 2 & 3 trails, handrails are required to be at least 42 inches high for pedestrian traffic and 54 inches high for bicycle and equestrian traffic. They must include an intermediate rail so that vertical distances between rails do not exceed 15 inches between 2x4 wood rails or 19 inches between steel rails.

iv) **Railing Exceptions.** Not all trail bridges require railings. An analysis should be completed to identify and evaluate the bridge's potential users and the hazards of not having a rail system, including situations where a railing is provided on only one side. As a general rule, a remote trail or bridge with a drop of 8 feet or more, should have a pedestrian railing system.



FIGURE D-9 Bridge, railing and typical warning sign on a Level 5 Trail (Urban setting).

FIGURE D-10



## D. TRAIL DESIGN CRITERIA

**iv) Planks with Piles, Cribbing or Bents.** An elevated trail technique where one or more tread planks are laid parallel to the trail corridor, attached to piles, cribbing, or bents. Choice of support method depends on type of wetland, range of water depth, user volumes, size of trail. Piles are not recommended on low level trails, due to the depth needed to prevent frost heaving.

**v) Puncheons.** A crossing technique for low water areas that utilizes sleepers. Some have linear planks, others also have stringers to support perpendicular decking, which is necessary for bicycle travel.

**vi) Boardwalks.** These are the most substantially constructed form of elevated crossings. They use piles, diagonal bracing, stringers, and planking laid perpendicular to the direction of travel. They often include curbed edges or railings, and can be constructed to suit many user groups, including bicycles and wheelchairs.

**vii) Other Techniques.** Avoid using ditches, culverts or other channelization techniques to divert water, as they may create issues with landslides and super-saturation of soils. Corduroy, turnpikes and causeways are all variations of at-grade wetland crossings, each with their pros and cons. Use of these may be appropriate in some situations, but they are typically not the most environmentally friendly.

### c. Materials

Choose materials that are long-lasting and environmentally safe. More investment is expected on higher level trails.

FIGURE D-12 Log Cribbing with Two Sleepers

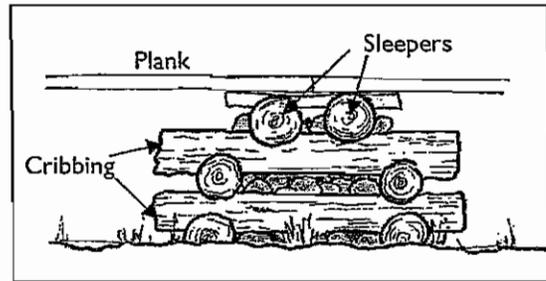


FIGURE D-13 Bog Bridge with Sleepers, or Single Plank Boardwalk

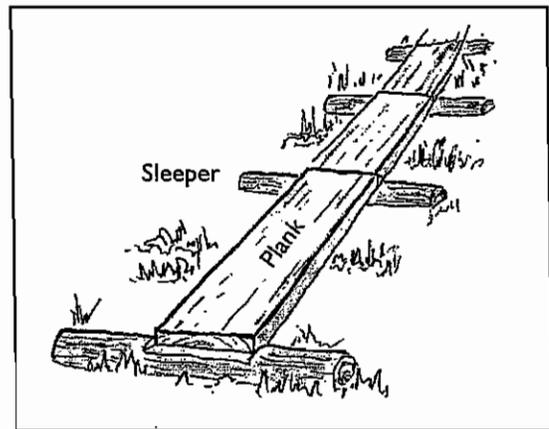


FIGURE D-15 Puncheon

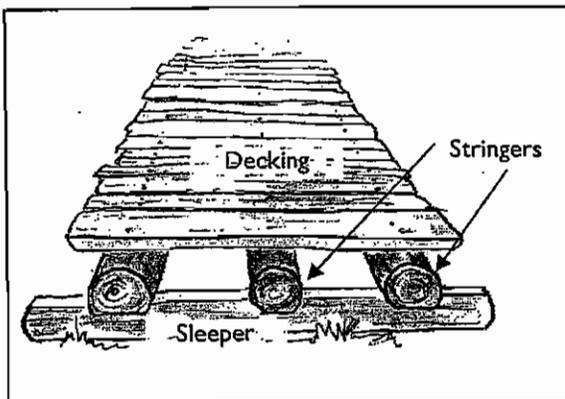
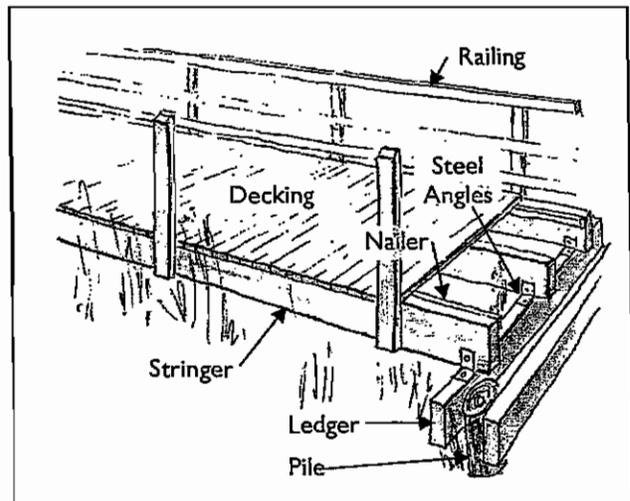


FIGURE D-14 Boardwalk



SOURCE OF DRAWINGS: Wetland Trail Design and Construction, USDA Forest Service, 2007.

## ***D. TRAIL DESIGN CRITERIA***

### **d. Trail Heads & Parking**

Provide adequate parking, signage and staging areas as needed to accommodate various recreational activities on trails. Amenities such as maps, educational information, trash receptacles, seating, and other trail information are all possible features found at trail heads. Place trail heads and parking areas at the most logical locations along the trail, typically at ends.

## **9. AMENITIES**

Trails are expected to serve many purposes including transportation, recreation, education and social interaction. Amenities, such as benches, trash receptacles, lighting, interpretive panels, and structures are appropriate and necessary for a trail network that meets these objectives. Generally, the higher level trails require more amenities. All amenities should be located outside the trail's clear zone. All amenities provided on accessible trails must also be accessible.

### **a. Benches**

Benches are integral to recreation facilities, and can be used to provide seating for resting, socializing, or viewing. They should be provided at crests of hills, at midpoints of long inclines, in conjunction with other trail amenities, near recreation areas such as playgrounds, and at overlooks or viewpoints along a trail. All benches should meet ATBCB Guidelines for Recreation Facilities.

### **b. Trash & Recycling Receptacles**

Provide bear proof facilities for trash and recycling along higher level trails in locations such as trail heads, rest areas, & interpretive facilities. Locate these facilities for easy maintenance.

### **c. Lighting**

Lighting provides safety and comfort on trails used for transportation, which is primarily Level 4 and Level 5 trails. Where ambient lighting from nearby areas is not adequate to light the trail, additional pedestrian scale lighting may be advisable on these trails, especially at intersections.

### **d. Information**

Trail maps, interpretive information is useful and appropriate in many circumstances along trails, such as to provide information on nearby historic, cultural or natural features. Such amenities enhance the user experience and also protect those community assets. Provide a minimum 4 feet clearance between informational amenities, such as interpretive signs and kiosks, and the edge of the trail.

### **e. Bicycle Racks**

Provide bicycle racks at trail heads, parking areas, and other destinations along the trail corridor. Provide a minimum 4 feet clearance between bicycle racks and the trail.



**FIGURE D-18** Trail widens to accommodate interpretive signage.

developer shall construct the streets on the alignment adopted in the Master Roads and Streets Plan, and conforming to the respective classification. The developer shall be required to construct the street to a twenty-eight-foot width in accordance with the minimum requirements of a local residential street; provided, however, that the City may, upon direction of the City Council, elect to require construction to the full standards and pay to the developer the cost difference between the required street and the proposed street. (Resolution 07-82)

## **VII. TRAIL PRIORITIZING CRITERIA AND PLANNING GUIDELINES**

A. Trail Prioritizing. The TAC and Parks and Recreation Advisory Commission will review the trail priority list during the annual review of the HART. The list will be presented in a memorandum from staff, and will contain a mix of large and small projects. Generally it will include up to five trail projects that staff has reviewed and found ready for preliminary work. Trails on this list are planned for construction in the near term (one to three year timeframe). Staff will actively work to prepare those projects for construction. (Resolution 07-82)

### **B. Trail Planning Guidelines**

Trail design shall take into account at minimum the following:

1. Use context sensitive design when locating and planning trails to take advantage of scenic resources.
2. Respect the character of trails based on function, setting, and expectation of accessibility.
3. Evaluate the soils, drainage, wetlands, Tsunami zone, flood plain, stream setbacks, historical resources, visual resources, topography, existing and potential land use, zoning and land ownership.
4. Where estimated costs, operating costs and outside funding availability are considerations and important criteria, care should be used to ensure that important trails are not eliminated solely using cost as a determinant.
5. Multi-use trails are encouraged. Design of the trail should include consideration of compatible uses such as pedestrians and bicycles.
6. All trails should be designed to recognize the requirements of ADA standards and guidelines. (Resolution 07-82)

## LAND USE/PLANNING & ZONING

Through land use planning, including transportation planning, local government has enormous influence over community energy use and greenhouse gas emissions. Development that reduces the need to drive and encourages non-motorized and public transportation will significantly reduce the use of fossil fuels.

Many of these same strategies (often referred to as “smart growth”) help reduce costs in providing services. Denser “cluster development,” for example, reduces taxpayer expenditures for water and sewer lines, road construction and road maintenance, and street lights. These reductions are tied directly to reductions in energy use and greenhouse gas emissions. Another benefit of more compact development is that less soil is disturbed, which helps prevent the release of CO<sub>2</sub> stored in the soil.

In September 2007, the Urban Land Institute and the National Center for Smart Growth Research and Education at the University of Maryland published *Growing Cooler: The Evidence on Urban Development and Climate Change*. After reviewing dozens of empirical studies, the authors predict that if sprawling development continues to fuel growth in driving, the increase in total miles driven will overwhelm expected gains from vehicle efficiency and low-carbon fuels. Lead author Reid Ewing stated, “The research shows that one of the best ways to reduce vehicle travel is to build places where people can accomplish more with less driving.”

Depending on several factors, from mix of land uses to pedestrian-friendly design, compact development reduces driving from 20 to 40 percent, and more in some instances. Typically, Americans living in compact urban neighborhoods where cars are not the only transportation option drive a third fewer miles than those in automobile-oriented suburbs, the researchers found.

At the same time, the book documents market research showing a shift in future housing demand to smaller homes and lots, townhouses, and condominiums in neighborhoods where jobs and activities are close at hand. Homer planners and developers would be wise to recognize the benefits of such development and encourage these trends.

***The City of Homer will develop and implement land use plans that explicitly recognize the urgent need to reduce greenhouse gas emissions.***

1. Support current (or stronger) language in the draft Homer Comprehensive Plan Update that calls for denser, more compact development and increased emphasis on developing infrastructure for non-motorized transportation.
2. Update City planning and zoning regulations to promote land use strategies that include compact, mixed-use development, higher density development, and infill.

*“Planners in local government...are planning things that will be here in 50 and 100 years. Every single thing should be demonstrating sustainability. Every single one should have significant reductions in greenhouse gases, particularly in transportation, built in. If not, planners will be seen as absolute pariahs by their children and grandchildren. They’ll say ‘How could you have done that when everyone knew?’”*

—Urban planner and author  
Peter Newman

*“Compact development provides an insurance policy against the worst effects of climate change and oil price spikes. In the worst case, current or future residents of compact development will have a variety of viable transportation options, while the residents of sprawl will not.”*

*—from Growing Cooler:  
The Evidence on Urban  
Development and Climate  
Change*



*Compact mixed-use development that includes sidewalks and trails creates a pleasant environment and encourages residents and visitors to walk instead of drive. (Photo from “Growing Cooler: The Evidence on Urban Development and Climate Change”)*

3. Implement the City of Homer Non-Motorized Transportation and Trails Plan, including construction of specific trails, sidewalks, and safe crossings recommended in the plan, and revisions to Homer City Code, Title 21, to require non-motorized circulation systems.
4. Institute traffic calming measures and “complete street” designs to make bicycling and walking safer and more pleasant. (“Complete streets” are those which are designed to encourage and safely accommodate pedestrians, bicyclists, and transit users as well as automobiles. A number of cities and states have passed complete-street legislation.)
5. Develop Homer’s “Town Center” in line with the guiding principles in the Homer Town Center Development Plan and use this as a model for future development as Homer grows.

***The City of Homer will make use of the permitting process to encourage development that helps reduce greenhouse gas emissions.***

1. Provide assistance to developers and builders in evaluating plans to increase energy efficiency and promote non-motorized transportation.
2. Adopt building codes and incentives to increase energy efficiency in all new residential and commercial development.
3. Keep abreast of new LEED (Leadership in Energy and Environmental Design) standards for neighborhood development and building remodeling and consider adopting these standards in the permitting process.

## 1 INTRODUCTION

The Homer Area 2001 Transportation Plan was produced to be a comprehensive transportation-planning tool for the City of Homer. Additionally, the Non-Motorized Trails and Transportation Plan should be considered a companion document to the Transportation Plan, as it is the City's policy document for comprehensive long-range non-motorized transportation and trails system. This study will provide a general guide for planning and funding requests for road and trail transportation capital improvement projects for the next 20 years. This plan is not intended to identify site-specific locations of improvement.

The City of Homer (COH) obtained funding for this study from the Alaska Department of Transportation and Public Facilities (DOT/PF), and has retained Mike Taurainen, P.E., Consulting Engineers, Inc. as the prime consultant to perform this study. Other members of the consultant planning team include Land Design North (trails element), Kinney Engineering (transportation engineering), Bechtol Planning & Development (planning), and Brooks & Associates (transit engineering).

The 2001 Draft Transportation Plan was completed but not adopted. In Fall 2003 the City of Homer Road Standards Committee began reviewing the goals, objectives, and recommendations of the 2001 Draft Transportation Plan. The Homer Advisory Planning Commission took up discussion of the Draft Transportation Plan following the Roads Standards Committee. This plan reflects the plan as recommended by the Road Standards Committee.

The Road Standard Committee and the Homer Advisory Planning Commission further recommend that where ever this plan recommends signalization that alternatives, such as roundabouts, be seriously considered.

### 3 TRANSPORTATION FUNDING

#### 3.1 Local Funding

The City of Homer has created the Homer Accelerated Roads Program (HARP); the intent of which is to reconstruct local substandard city streets and/or upgrade existing city streets and rights-of-way. Improvements funded under this program reduce maintenance costs, improve access, increase property values and improve the quality of life. The program utilizes dedicated City sales tax not to exceed three quarters of one percent supplemented by assessments against benefited properties. The program provides for the sale of revenue bonds to cover the cost of the projects. Abutting property owners generally share the cost of upgrading a street to residential standards by paying \$30/front foot for gravel improvements and \$17/front foot for paving. There has been some discussion about revising the program to more closely meet the current needs of the community.

#### 3.2 State of Alaska

The State of Alaska Department of Transportation and Public Facilities publishes a State Transportation Improvement Program (STIP) on a three-year cycle. For roads and highways, the STIP funds projects under 4 categories:

- National Highway System, NHS (Includes Sterling Highway);
- State Highway System, SHS (established for this current cycle, no SHS roads in Homer);
- Community Transportation and Economic Development Program, CTP (any street or road nominated by local and borough governments); and,
- Trails and Recreational Access for Alaska, TRAAK (Trails, enhancements).

The 1998 to 2000 STIP and the 2001 to 2003 STIP has identified projects for the Homer area. Figure I-4 shows approximate total Statewide STIP projects, and those within Homer as listed in the 1998-2000 and 2001 to 2002 STIPs.

Figure I-4: Statewide STIP and Funding Dedicated to Homer Area

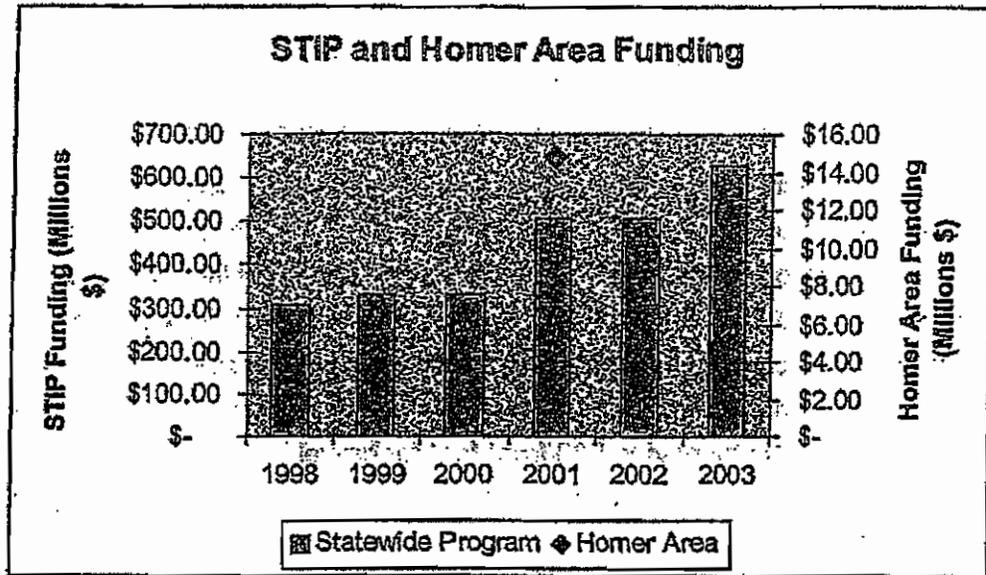


Table I-7 presents the street and roads needs for Homer, and is from the DOT/PF website ([http://www.dot.state.ak.us/cgi-bin/projneeds.d/need\\_list](http://www.dot.state.ak.us/cgi-bin/projneeds.d/need_list)).

Table I-7: State of Alaska Road and Trail STIP Needs for Homer

Name	Description	Estimate	STIP Category
Bartlett/Hohe Street	Rehab Bartlett St. from Pioneer St. to Fairview Ave. (2000'). Rehab Hohe St. from Fairview Ave. to the South Peninsula Hospital (1000'). Work on both streets includes lowering grade, minor realignments within existing ROW, widening driving lanes to current standards, water/sewer stubouts, storm drains, curb & gutter, sidewalks, and lighting at street intersections.	1,000,000	CTP
Baycrest/Homestead Ski/Trailhead Rehabilitation	Construct a year round trailhead that provides off-street parking on Rogers Loop Road.		TRAAK
Bunnell St/Olsen Lane Rehabilitation	Reconstruct and pave 1 mile of urban streets within the Homer City limits. Project scope and cost estimate are modified to include lighting and sidewalks.	1,100,000	CTP
East End Road Improvements	Rehabilitate and resurface Homer East End Road.		
East End Road Safety Trail MP 9.5 to MP 11.9	Construct a separated pedestrian/bicycle facility along East End Road from MP 9.5 to MP 11.9		TRAAK

Name	Description	Estimate	STIP Category
East End Road: MP 0.0-3.6	Rehab from Lake Street (MP 0.0) to the Kachemak Drive (MP 3.6). Reconstruct the road base, drainage, vertical and horizontal curves, pedestrian facilities and resurface. Sidewalks on both sides will be constructed to the elementary school from that point a separated trail will be constructed on the uphill side with four shoulders on both sides of the road to Kachemak Drive.	9,600,000	CTP
East End Road: MP 3.6 to 12.5	Rehabilitate from the intersection with Kachemak Drive (MP 3.6) to the McNeil Canyon School (MP 12.5). Rehabilitate the roadway; provide shoulders; Improve drainage; provide pedestrian facilities; and address safety concerns as warranted. Pedestrian facilities will be considered between MP 9.5 and MP 11.8. Also includes separated path pathway from Kachemak Drive to Chelsea Street and from Hunter Road to McNeil Canyon School.	9,850,500	CTP
End of the Road Wayside Park Construction	Construct a highway wayside at the beginning of the Sterling Hwy and adjacent to the AMHS terminal and dock which consists of a rest and viewing area, toilet facilities, parking, pathway and interpretive signs.		TRAAK
Freight Dock Road	Upgrade and pave Freight Dock Road from Sterling Highway to Homer Deep Water Dock (4,000').	200,000	CTP
Homer Mooring Improvements	Replace the existing Homer ferry terminal marine structures.	3,500,000	NHS
Homer Scenic Overlook	Construct a scenic overlook adjacent AMHS deck/parking area on Homer Spit.	600,000	TRAAK
Homer: East End Road: MP 14.2 to 22.0 Rehabilitation - Phase II	Rehabilitate roadway from the McNeil Canyon School (12.5) to the vehicle parking turnaround at Vosnesenka (MP 22). The project will include widening, realignment, drainage improvements and resurfacing.	12,765,000	CTP
Kachemak Drive	Rehabilitate Kachemak Drive from the Sterling Hwy to East End Road, 3.5 miles in length. Work includes improving and raising the embankment, surfacing, widening and drainage improvements. Pedestrian facilities will be evaluated.		CTP
Kachemak Drive Pathways	Construct a pathway along Kachemak Drive from East End Road to the Sterling Highway (approximately 3.5 miles).	1,000,000	TRAAK
Kenai Peninsula Road and Trail Improvements	Rehabilitate, resurface, and pave approximately 3 miles of Skyline Drive from the end of pavement on West Hill Road to the intersection with East Hill Road in Homer. Construct a trail connection and landscaping at the intersection of Lake Street and the Sterling Highway.		
Mission Avenue	Improve drainage, replace soft areas in the road base and hard surface approximately one mile.	750,000	CTP

## 5 EXISTING STREET CLASSIFICATION

Streets provide dual functions of access and mobility. The degree to which these functions are served determines the street classification. The primary reference for street classification is the American Association of State Highway and Transportation Officials "A Policy on Geometric Design of Highways and Streets". In this reference, AASHTO uses the broad classifications of arterials, collectors, and local streets as a hierarchical system.

Arterial Streets emphasize mobility. Although, arterial streets can provide access, the street is usually designed to carry higher volumes at higher speeds, attributes that usually conflict with safe access.

Local Streets are those streets, which emphasize access and penalize mobility. These will have frequently spaced driveways, will be designed for low speeds and low volumes, and may have a high degree of pedestrian or bicycle use, parking, on-street delivery, and other landside functions that spill into the street and street right-of-way.

Collector Streets provide an intermediate link in the hierarchy between local streets and arterials. Typically, many local streets will connect with a collector, and many collectors to an arterial. Collectors often provide a mixed function of both access and mobility.

The study area roads and streets are presented on Plate 1. Arterial and collector streets are identified. All other streets are local streets.

AASHTO further defines the demographic environment for streets and roadways as urban (population areas > 50,000 people), small urban areas (between 5,000 and 50,000 people), and rural areas (those outside of the urban areas). Street classifications are modified with the adjective of either "rural" or "urban". Based on a population of about 4,000, the streets in Homer will be rural. However, as a practical matter, the roadways serve an area population that extends far beyond the City of Homer boundaries, and this area-wide population is well above 5,000. It should be noted that the DOT/PF has categorized all of their roads in the study area as rural.

AASHTO also subdivides arterials into "principal arterials" and "minor arterials", and subdivides collectors into "major collectors" and "minor collectors". The reader is directed to AASHTO for these definitions. DOT/PF adheres to AASHTO sub-classes for their streets.

The State of Alaska DOT/PF Central Region publishes the Annual Traffic Volume Report that lists functional classifications and Annual Average Daily Traffic (AADT) for selected streets and roads. Table I-8 shows the data from the 1999 report.

Table I-8: Homer Area Roads

CDS Route	Name	Class	1999 AADT	AADT Location
110000	Sterling Highway	Rural Principal Arterial	8,300	Lake St.
110000	Homer Spit Rd. (Sterling Hwy)	Rural Principal Arterial	4009	Between End of the Spit and Kachemak Bay Drive.
110100	Pioneer Avenue	Rural Major Collector	7,300	Lake St. and East End Rd.
110150	Lake Street	Rural Major Collector	5,550	Sterling Hwy.
110200	Kachemak Bay Drive	Rural Major/Minor Collector	1,720	Sterling Hwy.
110300	East End Road	Rural Major Collector	7,700	Lake St. / Pioneer Ave.
110305	East Hill Road	Rural Minor Collector	1,800	East End Rd.
110500	Bartlett Street	Rural Minor Collector	1,270	Pioneer Rd.
110610	Bunnell Avenue	Rural Minor Collector	1,930	Olson Lane
110615	Olson Lane	Rural Minor Collector	470	Sterling Hwy.
110625	Main Street	Rural Major Collector	2,770	Sterling Hwy.
110716	Mission Road	Rural Minor Collector	125	East Hill Rd.
110800	West Hill Road	Rural Minor Collector	1,400	Sterling Hwy.
110900	Skyline Drive	Rural Minor Collector	460	East Hill Rd.
111300	Diamond Ridge Road	Rural Minor Collector	250	Sterling Hwy.

## 6 TRAFFIC MODELING AND FORECASTS

### 6.1 Methodology

This study uses the Quick Response System II (QRS II) for transportation models. The Quick Response System (QRS) was formulated in the 1970s as a set of manual techniques that could be used on planning problems too small for the computer technology of the time. These methods are documented in the National Cooperative Highway Research Program Report #187. It has evolved into the Windows-based QRS II, which is packaged with the General Network Editor (GNE), which serves as a data input module to QRS II. QRS II software employs all four steps of the modeling process and uses the inputs of development and land use, economic information, and transportation system attributes.

The existing network system of collectors and arterials was entered into a 1999 baseline model. This network system describes speeds, lanes, approach configurations, type of intersection control, and inherent delays. The year 1999 was selected because there is good roadway volume information that can be used for calibration. Only the arterials and collectors were entered into the network because the low volumes of local streets are not modeled well. In addition, it has been found that local streets are usually unaffected by area growth, and local traffic will be determined and limited by the site-specific development. Development is modeled by creating centroids that contain residential, business, and institutional data indicating location and levels of development.

QRS II's primary centroid inputs for traffic generation are dwelling units and employees. Appendix B contains information about housing, lots, schools, employment, and businesses, which were used for input into a baseline model. The baseline employment information was further adjusted using some of the data in Table I-5, above.

In addition, other land uses, such as industrial and institutional uses, require special Production/Attraction tags to describe unique trip generators. This model was built using the detailed schema. With this schema trip ends for special generators were modeled, such as post offices, schools, docks, and other facilities that require Production/Attraction tags. The ITE Trip Generation Manual as the basis of trips at special generators.

External stations are nodes that define the boundary conditions, and require information about travel patterns at the ends of the model. Types of trips were estimated (e.g. home to work, home to other, tourism) to and from the external stations.

In order to have confidence in the model, the base model was calibrated to 1999 (AADT) volumes published by DOT/PF for the Homer Area Roads shown in Table I-8. Calibration was a highly iterative process, where centroids, network attributes (e.g. delay at intersections) and external station trip types are adjusted until the model link volumes agree reasonably well with the published volumes. At the end of the calibration phase the 1999 calibrated base model was within 5% to 20% of the 1999 AADT, for most of the roadways. There were roads, most notably West Hill Road, Main Street and Bartlett Street, which did not calibrate very well with the 1999 AADT. However, Main and Bartlett are parallel streets, and together the model shows that they carry about the combined volume of the 1999 AADT. As such, the model as calibrated to the 1999 volumes was accepted (see Table I-9 in Section 6.3 and compare volumes in "1999 DOT/PF AADT" column to "1999 Base Model ADT" column).

Once the model was calibrated, it became the basis of future development and system activities. Residential dwelling units were assumed to grow at the same forecasted rate as the population. As discussed, under Subsection 2.4 Population Forecasts, the future annual population growth rate was estimated to be about 2%, and therefore the dwelling units will increase at about 2% per year. Using Equation I-1, it was estimated that the total number of dwelling units in the study area will increase about 49 to 50 percent over the next 20 years. Economic growth was assumed grow at 2.4% annually as developed under Subsection 2.5 Local Economy. Total economic growth, primarily stated as employees, is expected to increase about 60 percent in the next 20 years.

To model the locations of the future dwelling unit growth, future generators were placed in the model consistent with current development plans and patterns. An algorithm was developed to equally assign new residences to subdivisions. It was assumed that existing unsubdivided areas would be developed to some extent in the future, with lot sizes similar to surrounding subdivisions, and that growth was included in the model. Once a subdivision was full (dwelling units equal lots), no further units were added. Future commercial development was treated in a similar manner.

The modeled 2021 transportation network included those improvements listed in Table I-7. The one improvement that seemingly would have the most effect on this system is paving Kachemak Drive. Presently, the gravel surface limits speeds. The model does not have surfacing parameters, but the travel speed was raised by 10 mph as a means of estimating the travel benefit. Once paved, the road will provide an attractive alternative to traveling through the CBD and using East End Road for the entire trip. It was found that the volumes did increase on Kachemak Drive by 10 to 15% once the road is paved. However, other street volumes, especially within the CBD, were not reduced by an appreciable amount by the paving of

Kachemak Drive. However, the volumes on Sterling Highway were increased. (It should be noted that Kachemak Drive was paved in 2002, after the model was run, but before the adoption of this plan.) In addition to Kachemak Drive pavement, the new dock facility on the spit was included in separate model runs to ascertain the impact of the dock on roadway operations.

Homer has distinct seasonal variations in traffic flow. DOT/PF maintains a permanent traffic recorder on the Homer Spit Road south of Kachemak Drive. Average summer daily traffic is about 7,800 vehicles, which is about 95% higher than the AADT. It was decided to develop models based on the summer months as well because of these huge summer increases over the average model. Most traffic engineering analysis and decision processes use the peak hour of traffic flow as the design hour, therefore summer peak hour models were developed to review measures of effectiveness.

## 6.2 Recent Studies

The Boutet Company (TBC) prepared a Traffic Study (Draft) for Homer (January 2, 1999). Pertinent to this plan, TBC's study recommended a street classification system, and prepared capacity analysis of key intersections during summer peak hours. Their capacity analysis showed that all intersections, except the Sterling Highway and Lake Street operated at level of service "C" or better. Sterling and Lake Street operated at level of service "D".

The State of Alaska Central Region Traffic and Safety Section performed a traffic signal warrant analysis for the Sterling Highway (By-Pass) and Lake Street intersection. They found that signalization is warranted, even in the lower volume winter season.

TBC also prepared the Kachemak Bay Multi-Purpose Dock Traffic Impact Analysis, March 7, 1999. Trip generation data from this report for this model. They found that signalization, or other means of traffic control is warranted, even in the lower volume winter season.

## 6.3 Results

Several model runs were prepared for this transportation plan to describe the present and future operations of the existing system (with near-term known improvements). The following models are included under Appendix C.

- 1999 Base Model- This model was the basis of further work and was calibrated to the published 1999 AADT in the Central Region Traffic Volume Report.
- 2021 Base Model- This run includes future population and economic data, and known future street improvements. It shows AADT in 2021, without the Dock
- 2021 Base Model with Dock (both daily traffic and peak hour traffic)- These models superimposed the Dock volumes on the 2021 Base Model. This represents the future system with known improvements.
- 1999 Summer Model (both daily traffic and peak hour traffic)- These models show the 1999 summer volumes that are estimated to occur now.
- 2021 Summer Model (both daily traffic and peak hour traffic)- These models show the summer volumes in 2021, without the dock.
- 2021 Summer Model with Dock (both daily traffic and peak hour traffic)- These models include dock traffic, and will show the level of future dock impacts on the system when compared to the summer models without the dock. These models represent the design condition in the future.

Each model diagram has volumes shown on links. These volumes are directional, and the total segment volume is the sum of the two volumes. Table I-9 presents 1999 actual DOT/PF AADTs for key street segments, and the model outputs for those segments under various time and development scenarios. Table I-10 presents design hour volumes (DHV) for those segments.

**Table I-9: Selected Average Daily Traffic (ADT)**

State System Highway / Street	Segment Location	1999 DOT/PF AADT	1999 Base Model ADT	2021 Base Model w/Dock	2021 Summer Model w/Dock
Sterling Highway	Lake Street	8,300	7,277	11,919	14,441
Homer Spit Rd. (Sterling Hwy)	Between end of the Spit and Kachemak Bay Drive	4,009	4,161	7,468	13,719
Pioneer Avenue	Lake St. and East End Rd.	7,300	6,820	10,046	13,428
Lake Street	Sterling Hwy.	5,550	4,450	6,871	8,043
State System Highway / Street	Segment Location	1999 DOT/PF AADT	1999 Base Model ADT	2021 Base Model w/Dock	2021 Summer Model w/Dock
Kachemak Bay Drive	Sterling Hwy.	1,720	1,936	3,666	4,665
East End Road	Lake St./Pioneer Ave.	7,700	7,704	9,856	10,505
East Hill Road	East End Rd.	1,800	2,134	3,403	3,701
Barflett Street	Pioneer Ave.	1,270	2,234	3,205	3,683
Bunnell Avenue	Olson Lane	1,930	1,218	1,902	2,073
Olson Lane	Sterling Hwy.	470	717	1,097	1,221

Main Street	Sterling Hwy. to Pioneer Ave.	2,770	1,480	2,883	3,919
Mission Road	East Hill Rd.	125	173	300	323
West Hill Road	Sterling Hwy	1,400	2,378	3,446	3,696
Skyline Drive	East Hill Rd.	460	385	625	671
Diamond Ridge Road	Sterling Hwy.	250	826	1,220	1,422

Table I-10: Selected Design Hour Volumes (DHV)

State System Highway / Street	Segment Location	1999 Base Model DHV	2021 Base Model w/Dock	2021 Summer Model w/Dock
Sterling Highway	Lake Street	635	990	1,308
Homer Spit Rd. (Sterling Hwy)	Between end of the Spit and Kachemak Bay Drive	356	641	1,158
Pioneer Avenue	Lake St. and East End Rd.	590	902	1,147
Lake Street	Sterling Hwy.	391	633	690
Kachemak Bay Drive	Sterling Hwy.	167	332	402
East End Road	Lake St./Pioneer Ave.	573	841	857
East Hill Road	East End Rd.	196	299	326
Bartlett Street	Pioneer Ave.	195	273	300
Bunnell Avenue	Olson Lane	105	155	178
Olson Lane	Sterling Hwy.	61	85	103
Main Street	Sterling Hwy.	137	250	503
Mission Road	East Hill Rd.	15	26	28
West Hill Road	Sterling Hwy	210	305	328
Skyline Drive	East Hill Rd.	33	54	62
Diamond Ridge Road	Sterling Hwy.	71	107	121

In evaluating the performance of the existing system, QRS II reports for delay were used to estimate intersection levels of service. Level of Service (LOS) is a quantitative description of roadway facility operations. In this project, LOS analysis is considered for unsignalized intersections. Levels of Service and capacity analysis methods are developed under the Highway Capacity Manual, Transportation Research Board Special Report 209 (HCM). Unsignalized intersection LOS is defined by control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. However, the methodology only presents LOS for the minor movements of the intersection, which include the minor street approaches under sign control, or major street movements that must yield to oncoming traffic such as left-turning traffic. There is no overall unsignalized intersection LOS. Unsignalized LOS is defined in Chapter 10 of the HCM as follows:

- LOS A:  $\leq 10$  seconds per vehicle
- LOS B:  $> 10$  and  $\leq 15$  seconds per vehicle
- LOS C:  $> 15$  and  $\leq 25$  seconds per vehicle

LOS D: >25 and ≤35 seconds per vehicle

LOS E: >35 and ≤50 seconds per vehicle

LOS F: >50 seconds per vehicle

QRS II calculates approach delay for intersections. Table I-11 presents the approach delay for the summer evening peak hours in 1999 and 2021 at the model's intersections. We have assigned LOS to these approaches based on the delay. This table presents delay with and without the multi-use dock. This enables the reader to determine the system impacts of the new facility. Those approaches that have LOS "D" or worse are shown in bold.

Table I-11: Delay and LOS for Model Intersections

Intersection	Approach	Year	LOS	Year	LOS	Year	LOS
		1999 Summer		2021 Summer		2021 Summer w/New Dock	
Diamond Ridge Road and Sterling Hwy	Southbound	1.6	A	0.6	A	0.6	A
	Westbound	13.5	B	18.3	C	18.5	C
	Northbound	0	A	0	A	0	A
Skyline Drive and East Hill Road	Westbound	5.2	A	8.6	A	8.6	A
	Eastbound	0	A	0	A	0	A
	Northbound	11.9	B	11.5	B	11.5	B
East End Road and Kachemak Drive	Westbound	9.5	A	4.8	A	4.6	A
	Eastbound	0	A	0	A	0	A
	Northbound	14.2	B	19.7	C	20.0	C
Fairview Street and Bartlett Street	Eastbound	11.0	B	11.5	B	10.9	B
	Southbound	4.5	A	4.3	A	2.7	A
	Eastbound	11.2	B	11.5	B	11.3	B
Fairview Street and Main Street	Northbound	2.2	A	3.1	A	3.1	A
	Eastbound	10.5	B	9.9	A	10.7	B
	Southbound	0	A	0	A	0	A
Svedlund Street and Fairview Street	Westbound	11.4	B	11.1	B	10.9	B
	Northbound	4.2	A	1.3	A	1.5	A
	Southbound	0	A	0	A	0	A
Pioneer Avenue and Heath Street	Eastbound	9.4	A	10.3	B	9.6	A
	Northbound	3.1	A	6.1	A	5.7	A
	Southbound	12.4	B	58.6	F	94.8	F
Kachemak Way and Pioneer Avenue	Westbound	1.2	A	2.7	A	3.1	A
	Eastbound	0	A	0	A	0	A
	Southbound	11.1	B	15.9	C	16.8	C
Svedlund Street and Pioneer	Westbound	0.1	A	0	A	0	A
	Eastbound	0.5	A	1.3	A	1.0	A
	Northbound	11.1	B	13.7	B	14.3	B
	Southbound	11.7	B	19.4	C	23.3	C

Intersection Avenue	Approach	Year	LOS	Year	LOS	Year	LOS
		1999 Summer		2021 Summer		2021 Summer w/New Dock	
	Westbound	0	A	0	A	0	A
	Eastbound	0.6	A	0.2	A	0.2	A
East Hill Road and East End Road	Southbound	12.1	B	18.0	C	18.0	C
	Westbound	0	A	0	A	0	A
Fairview Drive and East End Road	Eastbound	5.7	A	3.7	A	3.7	A
	Southbound	9.7	A	14.4	B	14.4	B
	Westbound	0	A	0	A	0	A
Sterling Hwy and West Hill Road	Eastbound	8.4	A	1.3	A	1.4	A
	Eastbound	0.4	A	0.4	A	0.4	A
	Southbound	18.0	C	35.1	E	35.8	E
Main Street and Pioneer Avenue	Westbound	0	A	0	A	0	A
	Southbound	12.8	B	55.2	F	18.1	C
	Westbound	4.2	A	4.5	A	3.6	A
	Eastbound	1.2	A	0.8	A	1.0	A
Bardett Street and Pioneer Avenue	Northbound	12.7	B	25.9	D	17.8	C
	Southbound	10.8	B	18.0	C	18.6	C
	Westbound	0	A	0	A	0	A
Heath Street and Sterling Hwy	Eastbound	3.9	A	4.2	A	4.7	A
	Southbound	13.9	B	99.0	F	983.9	F
	Westbound	0	A	0	A	0	A
Pioneer Avenue and Sterling Hwy	Eastbound	3.9	A	4.2	A	4.7	A
	Eastbound	5.6	A	4.2	A	4.0	A
	Southbound	14.3	B	63.1	F	48.7	E
Ohlson Lane and Sterling Hwy.	Westbound	0	A	0	A	0	A
	Northbound	13.9	B	28.3	D	25.1	D
	Eastbound	0	A	0	A	0	A
Main Street and Sterling Hwy	Southbound	13.9	B	53.3	F	37.4	E
	Westbound	1.4	A	1.4	A	1.5	A
	Eastbound	0	A	0	A	0	A
	Northbound	11.9	B	19.8	C	17.2	C
Lake Street and Smokey Bay Way	Southbound	3.5	A	3.0	A	3.5	A
	Westbound	10.6	B	13.4	B	13.1	B
	Northbound	0	A	0	A	0	A
Timmerman Court and Lake Street	Westbound	13.7	B	15.2	C	15.2	C
	Southbound	1.3	A	1.7	A	3	A
	Northbound	0	A	0	A	0	A
Sterling Hwy and Lake Street	Eastbound	6.1	A	7.6	A	10.7	B
	Westbound	0	A	0	A	0	A
	Southbound	14.2	B	1462.3	F	522.7	F
Sterling Hwy and Kachemak Drive	Southbound	7.8	A	3.1	A	3.1	A
	Northbound	0	A	0	A	0	A
	Westbound	15.3	C	52.8	F	71.3	F
Diamond Ridge Road / West Hill Road / Westwood Drive / Skyline Drive	Eastbound	11.7	B	11.4	B	11.4	B
	Southbound	11.7	B	11.5	B	11.5	B
	Westbound	11.6	B	11.3	B	11.3	B

Intersection	Approach	Year	LOS	Year	LOS	Year	LOS
		1999 Summer		2021 Summer		2021 Summer w/New Dock	
East End Road / Pioneer Avenue / Lake Street	Northbound	11.7	B	11.4	B	11.4	B
	Westbound	10.4	B	15.7	C	17.3	C
	Eastbound	10.9	B	17.9	C	15.9	C
	Northbound	11.0	B	15.9	C	16.9	C
Ben Walters Street / Smokey Bay Way / Timmerman Court	Southbound	10.3	B	10.2	B	10.1	B
	Eastbound	10.6	B	11.1	B	11.1	B
	Northbound	10.2	B	10.9	B	10.9	B

Table I-11 shows that the following intersections will have poor LOS and undesirable delays by the planning year.

- Pioneer Avenue and Heath Street
- Sterling Hwy and West Hill Road
- Main Street and Pioneer Avenue
- Heath Street and Sterling Hwy
- Pioneer Avenue and Sterling Hwy
- Main Street and Sterling Hwy
- Sterling Hwy and Lake Street
- Sterling Hwy and Kachemak Drive

In addition, TBC's analysis shows that the Sterling Highway/Lake Street intersection already operates at an undesirable LOS, and the DOT/PF shows that a signal is warranted at this intersection. It should be noted that the 1999 summer model shows a LOS "B" for the minor movement. The RSC recommends that traffic control alternatives to signalization be considered.

The models also show that the summer peak hour volumes for the Spit Road and East End Road will increase to levels where a two-lane facility may be over capacity, especially considering the volumes of left-turning vehicles that will use the road. Through past work, the consultant has found that two lane roadways with moderate speeds (40 to 45 mph) can accommodate through volumes of around 10,000 vehicles per day, or 1,000 to 1,300 per hour, as long as there is not a substantial number of left-turn vehicles. Lower speed roads (25 to 30 mph) can accommodate higher flows, because desirable headways (time between vehicles) can be maintained at a reduced distance.

## **I. PURPOSE and INTENT**

1. The H.A.R.T. is a combined local funding source of dedicated sales tax and assessments to upgrade city streets, new city streets and new city non-motorized trails.(Ordinance 06-42(S); Resolution 88-47 #1)
2. The intent of the program is to reconstruct local substandard city roads and/or upgrade existing city roads, construct new city streets and non motorized trails, thereby reducing maintenance cost, improving access, increasing property values and improving the quality of life. (Ordinance 06-42(S); Resolution 88-47 #2)
3. Reconstruction and new construction shall be to City Standards. (Ordinance 06-42(S) Resolution 88-47 #19)
4. The City will not accept a street for full time maintenance until it meets city standards and is shown on the official maintenance map.<sup>1</sup> (Ordinance 85-14 07/01/85; Resolution 88-47 #8)
5. When practical, the intent of the program is to preclude the destruction of existing property improvements in built up areas. (Resolution 88-77(A), be it further Resolved clause.)
6. State maintained roads are not part of this program. (Resolution 88-47 #7)
7. The criteria for the H.A.R.T. shall be reviewed annually by the Transportation Advisory Committee, with recommendations reported to the Homer City Council. (Resolution 88-47 #22)
8. Annexed roads are included as newly eligible roads, as listed on the Official Road Maintenance Map. (Resolution 03-116, 08/25/03)
9. New roads shall be listed on the Official Road Maintenance Map. (Resolution 07-82)
10. New trails shall be listed on a map in the City Clerk's Office. (Resolution 07-82)

## **II. DEFINITIONS**

- A. Sidewalk- the term "sidewalk" means a pedestrian facility associated with a road and generally within a street right of way. (Resolution 07-82)
- B. Trail – a pedestrian facility detached from a road, or not within a street right of way. (Resolution 07-82)

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<sup>1</sup>1.Clerk's Note: Done by Ordinance

- a. Connectivity to existing road(s), for example completes a traffic pattern.
- b. Arterials or thoroughfares;
- c. Existing utilities;
- d. Contributing funds such as property owner assessments, loans, grants, etc;
- e. Level of need. (Resolution 07-82)

#### B. Trails

New local non motorized trails shall be prioritized according to the following:

- a. Project is listed in the HNMTTP or furthers a stated goal of that plan;
- b. Solves a safety concern;
- c. Creates connectivity to existing trail(s), completes pattern or provides access to a point of interest;
- d. Protects an established trail;
- e. Creates or improves a trailhead;
- f. Has significant scenic or aesthetic value;
- g. Existence or potential for contributing funds;
- h. Property owner participation. (Resolution 07-82)

#### IV. FINANCING and ASSESSMENTS

1. The program will utilize an additional dedicated City sales tax not to exceed three quarters of one percent ( $\frac{3}{4}\%$ ) supplemental with assessments against adjacent benefited properties. (Ordinance 06-42, Resolution 87-61(S), Resolution 88-47 #3).
2. A three quarters of one percent ( $\frac{3}{4}$ ) dedicated sales tax and will be collected for up to twenty years expiring December 31, 2007 and reauthorizing up to an additional twenty years expiring December 31, 2027 to participate in funding the accelerated roads and trails program (Ordinance 06-42, Resolution 87-61(S), Resolution 88-47 #4). Reauthorized twenty additional years at the October 3, 2006 election (Resolution 06-145(S)) to expire December 31, 2027. Ten percent of the annual revenue shall be used for trail projects.
3. The road improvements will be financed on a combined pay as you go basis as well as sale of revenue bonds in a fifty-fifty ratio. There may be future bond sales as revenues increase. (Resolution 87-47 #6)
4. The City will attempt to obtain long term financing for up to ten years for the private share of funding. (Resolution 88-74 #12, bond change Ordinance 89-17, regarding ten years financing.)

5. Interest, if any, generated from the program will remain with the program funds. (Resolution 88-47 #18)
6. Abutting property owners will share the cost of upgrading a street to residential standards by paying \$30 per front foot for gravel and \$17 per front foot for paving.<sup>2</sup> (Resolution 87-61(S), Resolution 88-47, Resolution 94-50, Resolution 95-97)
7. The City will pay all costs for any additional improvements required when deemed necessary by the City. Other improvements requested by the benefited property owners will be paid by those same property owners. (Resolution 88-47 #11)
8. The \$30/\$17 split in front foot assessment stands unless there is 100% agreement on a revised formula for a specific project or the amount is adjusted by the City Council. (Resolution 87-61(S), Resolution 88-47; #21; Resolution 95-97)
9. Road Reconstruction assessment payment date, penalty and interest shall be set as soon as the reconstruction project has been accepted by the Public Works Department regardless if the LID/Assessment district wherein reconstruction has been completed is also scheduled for paving as part of the same LID/Assessment District. Paving assessment payment date, penalty and interest will be set as soon as the paving project has been accepted by the Public Works Department. HCC 17.04.070--110. (Resolution 96-73)
10. New Local Roads may be constructed by 100% program funds when the construction thereof benefits the entire City or when the City owns the property wherein the road is to be constructed. The Road to be constructed must meet the qualifying criteria and be recommended by the Transportation Advisory Committee to the City Council. This expenditure must be approved via Ordinance with justification noted within the body of the Ordinance. Whenever possible, New Local Roads will be constructed using the LID process HCC 17.04 and the assessment methodology as noted in item 6. and 8. (Resolution 07-82)
11. HART funds may be used to leverage outside funds for New Local Roads and Trails. (Resolution 07-82)
12. New Local Trails may be constructed using 100% program funds and follow the procedures listed in item 10. (Resolution 07-82)
13. Sidewalks shall be paid for out of road funds, and trails shall be paid for out of the 10% allocated to trails. (Resolution 07-82)

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<sup>2</sup> Danview/Svedlund and Sabrina/Mark White are grandfathered in at the \$20/\$11 split per Council action. (Resolution 94-52)

developer shall construct the streets on the alignment adopted in the Master Roads and Streets Plan, and conforming to the respective classification. The developer shall be required to construct the street to a twenty-eight-foot width in accordance with the minimum requirements of a local residential street; provided, however, that the City may, upon direction of the City Council, elect to require construction to the full standards and pay to the developer the cost difference between the required street and the proposed street. (Resolution 07-82)

## **VII. TRAIL PRIORITIZING CRITERIA AND PLANNING GUIDELINES**

A. Trail Prioritizing. The TAC and Parks and Recreation Advisory Commission will review the trail priority list during the annual review of the HART. The list will be presented in a memorandum from staff, and will contain a mix of large and small projects. Generally it will include up to five trail projects that staff has reviewed and found ready for preliminary work. Trails on this list are planned for construction in the near term (one to three year timeframe). Staff will actively work to prepare those projects for construction. (Resolution 07-82)

### **B. Trail Planning Guidelines**

Trail design shall take into account at minimum the following:

1. Use context sensitive design when locating and planning trails to take advantage of scenic resources.
2. Respect the character of trails based on function, setting, and expectation of accessibility.
3. Evaluate the soils, drainage, wetlands, Tsunami zone, flood plain, stream setbacks, historical resources, visual resources, topography, existing and potential land use, zoning and land ownership.
4. Where estimated costs, operating costs and outside funding availability are considerations and important criteria, care should be used to ensure that important trails are not eliminated solely using cost as a determinant.
5. Multi-use trails are encouraged. Design of the trail should include consideration of compatible uses such as pedestrians and bicycles.
6. All trails should be designed to recognize the requirements of ADA standards and guidelines. (Resolution 07-82)



