

# *Kachemak Drive Path Committee*



Tuesday  
June 26 2012  
Regular Meeting 5:30 p.m.



City Hall Conference room Upstairs  
491 E. Pioneer Avenue  
Homer, Alaska 99603

**MEETING NOTICE  
REGULAR MEETING AGENDA**

- 1. CALL TO ORDER**
- 2. AGENDA APPROVAL**
- 3. APPROVAL OF THE MINUTES**
  - A. Minutes for the Regular Meeting on May 24, 2012 Page 5
- 4. PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA**
- 5. RECONSIDERATION**
- 6. VISITORS**
- 7. STAFF & COUNCIL/COMMITTEE REPORTS/COMMISSION REPORTS**
  - A. Memorandum from Julie Engebretsen dated June 8, 2012 Re: Kachemak Drive Path Page 7
- 8. PUBLIC HEARING(S)**
- 9. PENDING BUSINESS**
- 10. NEW BUSINESS**
  - A. Review and Recommendation to Parks and Recreation Advisory Commission on Draft Memorandum to Transportation Advisory Committee Page 9
    1. Resolution 11-90(A) Page 13
    2. Excerpt of City Council Minutes for May 14, 2012 Page 15
- 11. INFORMATIONAL MATERIALS**
  - A. Memorandum from May 24, 2012 Meeting Recommendations from Staff Page 19
  - B. Email dated May 29, 2012 received from Duane Perk Comments to the Committee and Commission on the Proposed Bike Path Page 21
- 12. COMMENTS OF THE AUDIENCE**
- 13. COMMENTS OF THE CITY STAFF** *(If present)*
- 14. COMMENTS OF THE COMMITTEE**
- 15. ADJOURNMENT/NEXT MEETING IS A SITE VISIT SCHEDULED FOR JULY 3, 2012 AT 5:30 P.M. MEETING IN THE PARKING LOT AT KACHEMAK DRIVE AND HOMER SPIT ROAD. THE NEXT REGULAR MEETING IS JULY 26, 2012 AT 5:30 P.M.** All meetings scheduled to be held in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

The committee agreed by consensus to walk the flagged part of the trail with Jeff Middleton and Lance Williamson.

George Hamm has drill stem pipe, and would like to talk with the committee about engineering. The committee will get independent cost estimates.

Lindianne will talk with Katie Koester about accessing state funds for signage for the Share the Road program.

Julie Engebretsen's description of the trail is good. Final brief trail description should read: A separated 8 foot wide compacted gravel path, adjacent to Kachemak Drive, following utility easements when feasible. There are details the committee will discuss when they meet with Julie.

Beth, Bumpo and Lindianne plan to meet with Julie.

The committee will do a final cost estimate once per foot costs for different types of trails are received from Carey Meyer.

The committee will discuss bringing together the Kachemak Drive landowners as a group to encourage pride in the path.

**New Business:**

A. Establishing a Meeting Schedule for Remainder of 2012

The committee approved the meeting schedule as recommended by Staff in memorandum dated May 18, 2012.

**Informational materials**

There were none

**Comments of the audience**

There were no comments

**Comments of the city staff (if present)**

There was no staff present.

**Comments of the committee**

There were no comments.

**Adjournment/next regular meeting** is scheduled for June 14, 2012 AT 5:30 P.M. All meetings scheduled to be held in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

**Committee Members:** Bumppo Bremicker, Lynne Burt, Beth Cumming, Lindianne Sarno

**Absent:** Dave Brann

Meeting Called to Order at 5:40 p.m.

**Agenda Approval:**

Lindianne - Moved to approve the agenda. Beth seconded.

No discussion.

Agenda approved.

**Approval of the Minutes for March 22, 2012**

Beth moved to approve minutes. Lynne seconded.

Requested to add to minutes - the Mud Bay signs are to go up on the trail, but not the "No Camping" signs.

Minutes were approved as amended by consensus.

**Visitors**

There were no visitors scheduled.

**Reconsideration**

There were no items for reconsideration.

**Public Comments on the Agenda**

There were no public comments.

**Pending Business:**

**A. Memorandum dated May 18, 2012 Re: Resolution 11-090(A) and Council Action**

The committee discussed the Clerk's memorandum dated May 18, 2012 Re: Resolution 11-090(A) and Council Action.

**B. Kachemak Drive Pathways – Discussion on the Next Steps**

The committee discussed Julie Engebretsen's memo dated May 24, 2012 Re: Actions requested by Council.

The committee requests that Julie Engebretsen ask Carey Meyer to break out the cost estimates per foot for different types of trails, with separate figures for (1) materials, (2) labor, (3) engineering.

This will make it possible for the committee to factor in donated labor, materials, and engineering into the committee's final cost estimates.



# City of Homer

## Planning & Zoning

491 East Pioneer Avenue  
Homer, Alaska 99603-7645

Web Site

[www.ci.homer.ak.us](http://www.ci.homer.ak.us)

Telephone (907) 235-3106

Fax (907) 235-3118

E-mail [Planning@ci.homer.ak.us](mailto:Planning@ci.homer.ak.us)

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To: Kachemak Drive Pathway Committee  
From: Julie Engebretsen, Planning Technician  
Re: Kachemak Drive  
Date: June 5, 2012

Council passed Resolution 11-090 (A), and directed the KDPC to work with the Transportation Advisory Commission (TAC). They also asked for more information. Attached to this report is a draft memo with the information they requested. I envision this memo will go from you, to the Parks and Recreation Commission, to the Transportation Advisory Commission, and eventually on to Council.

The memo is asking for two approvals: that the trail be a City of Homer construction project, and to use HART funds to help pay for it.

Please note the memo is not budgeting any money. Its asking if the TAC and eventually the Council approve of these ideas.

**Requested action:** Review the memo, make any changes and recommend approval. It will go to P&R at the June or July agenda. (There is time for another meeting if you'd like more time.)

### Attachments

Draft memo dated 6/6/12  
Resolution 11-090(A)





# City of Homer Planning & Zoning

491 East Pioneer Avenue  
Homer, Alaska 99603-7645

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## **DRAFT MEMORANDUM 6/6/12 version**

To: Transportation Advisory Committee  
From: Parks and Recreation Advisory Committee, Kachemak Drive Pathway Committee  
Date: June 6, 2012

**Summary: Request for the Kachemak Drive pathway to become a City of Homer construction project, and to use HART funds to help pay for the project.**

**Requested Action 1:** TAC (City Council) approval of the City pursuing construction of the trail  
**Requested Action 2:** Approve the concept of using HART funds. A budget request will be included in the 2013 budget.

### **Introduction**

There is a long held desire in the community for a trail along Kachemak Drive. The project is currently in the City Capital Improvement Plan (CIP), and one of the top 15 projects. In the CIP, the project is categorized as one the City expects the State to construct.

The Parks and Recreation Advisory Commission, (P&R) and the Kachemak Drive Pathway Committee have worked hard to better define the project, and explore the idea of the City building the trail. Part of this request is for the city to move forward with the project – not to wait and hope the state will build it. The state can still help fund the project, but it would become a city project and expense.

### **The Project**

The project consists of approximately 3.5 miles of separated path, adjacent to Kachemak Drive. Most of the trail would be an eight foot wide compacted gravel trail, similar in design to the Homer Spit Trail. The trail would follow utility easements where possible. Property owners would need to grant trail easements to the City for most of the route. Requesting easements from property owners could take years and not all property owners may want to grant easements. This could affect the location and design of the trail. Its highly likely the project would be split into phases for design and construction.

### **Maintenance**

At this time, the City of Homer does not provide winter maintenance on any trails. City maintenance is limited to trash removal and brush clearing. The State plows the paved East End Road and Homer Spit Road trails.

### **Costs and funding**

*Costs* - Project costs are likely to exceed \$2,080,000. Some sections will likely be substantially more expensive than others. The section between Homer Spit Road and the airport maybe along the bluff and be more expensive. As with any project, design alternatives will be considered in those areas, or

construction may be delayed. However, with a plan and a basic project design, the City can take advantage of funding opportunities as they arise. (Such as the Coastal Impact Assessment money award to the City to replace Beluga Slough Trail, over \$450,000).

*Funding* - There are several possible sources of funding for this project including grants, state legislative appropriations, and sales tax revenue via the HART program. Its doubtful the HART program could pay for the whole project! But HART funds could be used to provide matching funds and pay for design work. This project will likely need to be completed in phases and may take several years. The community may want to prioritize the most hazardous areas and begin construction there. It has taken over ten years to build water and sewer along Kachemak Drive to date. The city would likely take the same approach with the trail: design the whole project, and implement it in stages as funding and easements are in place.

### **Question #1. Should the City design and build this trail? Or should it be left to the state?**

- P&R and the Committee feel the state will not build this trail in the near future. It has been a project on the CIP for some time, and no action has been taken by the state. The state has limited right of way, and has shown no interest in acquiring more right of way in order to build a trail.
- P&R and the Committee feel this is an important project and merits the City's efforts to build it, rather than waiting on the state.
- A city project means city staff time, and city taxpayer expense, rather than state employees and state funds.
- The City Council's approval is required if this is to become a city rather than a state project.

**Requested Action 1:** TAC (City Council) approval of the City pursuing construction of the trail

### **Question #2: If the City builds this trail, should Hart \$ be used?**

Staff always looks for grants and other funding sources to leverage Homer taxpayer dollars. HART Trail funds can be used to provide matching grant funds, pay for design, or pay for the whole project. This is a large project that will likely be planned and constructed in phases; its not necessary at this point to identify all funding sources. The question is, does the Transportation Advisory Committee and the City Council approve the use of HART funds for this project? (separate budget ordinance are required to allocate money to this project).

**Requested Action 2:** Approve the concept of using HART funds. A budget request will be included in the 2013 budget.

### **Permitting**

Acquiring federal, state and local permits for a trail is time consuming, and can be costly. But its not insurmountable. Please consider the permit process as simply part of the project cost.

Examples of permits

- Army Corps of Engineers
- State of Alaska Right of Way



**What this project will take** if the City Council approves this project becoming a city project

**Design Phase – funded via HART funds and other grants as available**

1. Permitting. The first step is a scoping letter to the various agencies. They will provide comments about their concerns. With their comments early in the design process, the city can incorporate their concerns. This will smooth the official permit process later in the project.

Cost: Staff time.

2. Design. Basic design work to determine the exact route and easements needed.

Cost: Engineering design contract for cost estimating and easement requirements.

3. Easement acquisition. Request easements from property owners.

Cost: staff time, recording fees, possibly some easement purchases

**Construction Phase – funding via Hart funds and grants**

1. Acquire permits

2. Contract with an engineering firm for engineer cost estimates and bid drawings

3. Acquire construction funds

4. Issue bid documents

4. Build!



**CITY OF HOMER  
HOMER, ALASKA**

Lewis/Zak/Parks and Recreation  
Advisory Commission

**RESOLUTION 11-090(A)**

A RESOLUTION OF THE CITY COUNCIL OF HOMER,  
ALASKA, SUPPORTING THE CONCEPT 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.

1  
2       WHEREAS, The Parks and Recreation Advisory Commission established a committee to  
3 specifically address possible solutions to the hazards presented to non-motorized and motorized users  
4 of Kachemak Drive; and

5  
6       WHEREAS, Public input was sought through a variety of channels for solutions to address  
7 these safety concerns; and recommendations to Lower the Speed Limit, Alter the Travel Lane  
8 Width and Shoulder, Increase the Use of Signage, Construct Separated, Non-motorized Paths  
9 paralleling Kachemak Drive using the existing Utility Easements will be contingent on available  
10 funding in the future; and

11  
12       WHEREAS, The Homer City Council has shown support in approval of the Homer Non-  
13 Motorized Transportation and Trail Plan, Homer Area Transportation Plan, Climate Action Plan,  
14 HART Policy Manual and inclusion of the Kachemak Drive Rehabilitation/Pathway on the Capital  
15 Improvement Plan; and

16  
17       WHEREAS, Increasing active transportation, motorized and non-motorized, offers the  
18 potential for improved public health, economic development, a cleaner environment, reduced  
19 transportation costs, enhanced community connections, social equity, and more livable  
20 communities.

21  
22       NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska,  
23 hereby supports the concept of non-motorized pathways along Kachemak Drive in, over, and upon  
24 property within the City of Homer, and that said improvements are necessary for the use and benefit  
25 of the public; and

26  
27       BE IT FURTHER RESOLVED that the City Council of Homer, Alaska, further supports  
28 the actions increasing the safety for motorized and non-motorized users along Kachemak Drive  
29 in any or all of the following ways:

- 30       - Alteration of the existing Kachemak Drive and Shoulder  
31       - Separated Paths paralleling Kachemak Drive using the Utility Easements  
32       - Increasing the Use of Signage

33  
34       BE IT FURTHER RESOLVED that the Kachemak Drive Path Committee work with the

35 Transportation Advisory Committee and develop the package more fully recognizing and  
36 identifying what are the permits, what has to go into it, and rough cost.

37

38 PASSED AND ADOPTED by the Homer City Council this 14<sup>th</sup> day of May, 2012.

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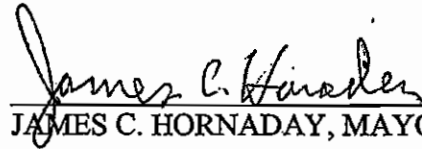
CITY OF HOMER

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JAMES C. HORNADAY, MAYOR

45 ATTEST:

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MELISSA JACOBSEN, CMC  
ACTING CITY CLERK.

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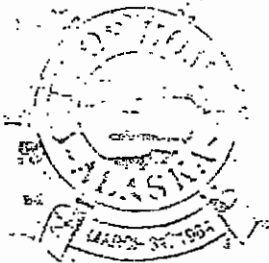
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Fiscal information: Funding not defined.

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insurance, which is helpful in offsetting ambulance costs. They don't charge for many other services other than fire standby and contract with the division of forestry. There hasn't been much in the way of wild land season the last couple years and this season is looking hopeful for a safe wild land season, but potential is always there. They cooperate with the division of forestry so could be called to go anywhere on the peninsula.

Mayor Hornaday noted they got a report that the Governor did not veto any of Homer's projects this year. He thanked everyone who worked on that.

B. Bid Report

**CITY ATTORNEY REPORT**

City Attorney Wells did not have a report and there were no questions from Council.

**COMMITTEE REPORT**

- A. Public Arts Committee
- B. Transportation Advisory Committee
- C. Permanent Fund Committee
- D. Lease Committee
- E. Port and Harbor Improvement Committee
- F. Employee Committee Report

**PENDING BUSINESS**

- A. **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.

There was brief discussion confirming the motion on the floor from the April 23, 2012 regular meeting is as follows:

THEN MOTION ON THE FLOOR FROM SEPTEMBER 12, 2011 TO ADOPT RESOLUTION 11-090 BY READING OF TITLE ONLY WILL BE: MOTION TO ADOPT RESOLUTION 11-090(S) BY READING OF TITLE ONLY.

Councilmember Howard expressed that she is unable to support this because it has not passed through the Transportation Advisory Committee for review, she is not convinced of the priority of this trail over any others, there is no information regarding cost of maintenance, and legal costs for acquiring the rights-of-way have not been addressed. She noted rights-of-way will be no easy task when dealing with FAA, wetlands, moose habitat, private property and DOT.

There was brief discussion

VOTE: YES: ROBERTS, ZAK, BURGESS  
NO: LEWIS, WYTHE, HOWARD

Mayor Hornaday voted no to break the tie.

Motion failed.

The main motion was back on the floor as follows:

LEWIS/WYTHE SO MOVED FOR THE ADOPTION OF RESOLUTION 11-090 BY READING OF TITLE ONLY.

LEWIS/WYTHE MOVED TO AMEND TO STRIKE THE WORD CONSTRUCTION.

Councilmember Lewis appreciates the concept but we are not prepared to commit the funds until we know the total cost.

It was noted for clarification that "and construction" is to be deleted from the title and line 23.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

Councilmember Roberts supports the concept of the trail but does not feel the package presented is thorough or has been done completely. She reminded the committee the process for developing a trail is outlined in the transportation manual and one step is to work with the Transportation Advisory Committee. She recommended they look at that in their future.

LEWIS/ WYTHE MOVED TO STRIKE LINE 32.

Councilmember Wythe concurred that lowering of the speed limit is not appropriate as it is not a city street.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

Councilmember Wythe note that the package provided has a lot of information, but as it has been pointed out there is no cost association information, one of the committee members said they were advised they would not be able to gain access through the DOT lands related to the airport, and she recalled when the City received access for many properties for water and sewer they were very specific in that that property would not be used for other purposes. There are a lot of access issues to overcome. The concept is good but a lot of work is yet to be done.

WYTHE/HOWARD MOVED TO ADD BE IT FURTHER RESOLVED ADD THEREFORE BE IT FURTHER RESOLVED THAT THE TRAILS COMMITTEE WORK WITH THE TRANSPORTATION ADVISORY COMMITTEE AND DEVELOP THE PACKAGE MORE FULLY RECOGNIZING AND IDENTIFYING WHAT ARE THE PERMITS, WHAT HAS TO GO INTO IT, AND A ROUGH COST.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

Councilmember Roberts expressed concern about building a gravel path for a bike path and is interested in hearing more about that. She also noted that in discussions with Kachemak Drive residents about the water and sewer line there have been issues with getting access for water and sewer lines so she is surprised to hear that everyone on Kachemak Drive is going to give right-of-way for the bike trail where they refused to for water and sewer. She hopes in the future they can tie the two together to complete the water and sewer line as the trail is built. Councilmember Roberts added while she applauds the volunteers who want to help build the trail, she questions the liability in relation to doing the work on private property.

Councilmember Burgess also supports the concept but agrees that they need to know the cost before moving forward.

Councilmember Wythe concurred and raised the issue of understanding there will be ongoing maintenance costs which also has to be considered. This is a long term expense.

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

Motion carried.

**NEW BUSINESS**

**RESOLUTIONS**





May 24, 2012

Dear Kachemak Dr Path Committee,

I can't attend your meeting this evening, but I did want to relay some information. Council adopted the resolution (in your packet) and requested the following actions from you and the TAC.

1. Identify permitting
2. A cost estimate
3. What has to go in to this project.

**Things Staff will do:**

- I have begun working on the identifying the permitting required.
- I will have some cost estimates in the near future. Carey Meyer will give me/you some per foot cost estimates for different types of trail construction. We can use that number to figure out some costs.

**Help needed from you:**


I need a specific two or three sentence description of what you recommend be built. Am I close here? An 8 foot wide compacted separated gravel trail/path, adjacent to Kachemak Drive. Following utility easements when feasible. (Level 4 in the Homer trail design manual?) Please provide me a short written description of the project, or have one of your members pay me a visit!

**Next Steps**

- My goal is to help you come up with a complete proposal for the TAC in August. The proposal would go to the Parks and Recreation Commission in July.
- I hope to have permitting and cost estimate information ready for your next meeting, which I'd like to attend.
- My recommendation is at the next meeting, review the cost estimates. Identify any other issues or information needed for the TAC. I will have a presentation outline in the packet, so we can fill in the blanks/add to it.
- One possible end result of this process is a budget request for HART funds, to be used as leverage for other grant funds, to buy easements if needed, for design work, etc. We have used HART funds as seed money to get other projects 'shovel ready' and its been a useful tool.

Thanks for your efforts ☺ You have put in a lot of time. I hope with a few more meetings, we can package this project and move forward!

Julie Engebretsen





Renee Krause

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**From:** Jo Johnson  
**Sent:** Tuesday, May 29, 2012 9:35 AM  
**To:** Renee Krause  
**Subject:** FW: City of Homer Alaska Website submission: Contact the City

Renee,  
Please provide this to the Kachemak Drive Path Committee & P&R commission.

Jo Johnson

City Clerk  
City of Homer  
491 E. Pioneer Ave.  
Homer, AK 99603  
907-235-3130 Fax 907-235-3143

PUBLIC RECORDS LAW DISCLOSURE: Most e-mails from or to this address will be available for public inspection under Alaska public records law.

-----Original Message-----

**From:** [info@cityofhomer-ak.gov](mailto:info@cityofhomer-ak.gov) [mailto:[info@cityofhomer-ak.gov](mailto:info@cityofhomer-ak.gov)] On Behalf Of City of Homer Alaska  
**Sent:** Thursday, May 17, 2012 8:19 AM  
**To:** Jo Johnson  
**Subject:** City of Homer Alaska Website submission: Contact the City

<p>

You may view the completed form here:

<http://www.cityofhomer-ak.gov/node/9717/submission/202> Details:

Topic: Kachemak Drive Bike Trail

Details: One thing that need to be addressed on the bike path is making a requirement that if Bikes are riding on the road wken the path way is completed and open that if they are not on the path it would be a fine to the bike rider, having the path on East Road is great but there is more and more riding on the road every year and what we need is a way to make it stay safe for both c ars and trucks and bikes

--Contact Information--

First Name: Duane (Skip)  
Last Name: Perk  
Email address: [skips@gci.net](mailto:skips@gci.net)  
Phone number: 235-8977

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