

# *Kachemak Drive Path Committee*



Tuesday  
August 14 2012  
Special Meeting 5:30 p.m.



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



**MEETING NOTICE  
SPECIAL MEETING AGENDA**

- 1. CALL TO ORDER**
- 2. AGENDA APPROVAL**
- 3. APPROVAL OF THE MINUTES**
  - A. Minutes for the Regular Meeting on July 26, 2012 Page 5
- 4. PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA**
- 5. RECONSIDERATION**
- 6. VISITORS**
- 7. STAFF & COUNCIL/COMMITTEE REPORTS/COMMISSION REPORT**
- 8. PUBLIC HEARING(S)**
- 9. PENDING BUSINESS**
  - A. Discussion and Review of Information to the Transportation Advisory Committee
    1. Memorandum to Transportation Advisory Committee from Parks and recreation Advisory Commission Page 9
    2. Memorandum on Points of Interest Requested by Committee member Beth Cumming to be on agenda
- 10. NEW BUSINESS**
  - A. Recommendation to Council to Use Hart Funding for Surveying the Proposed Kachemak Drive Path Page 15
- 11. INFORMATIONAL MATERIALS**
- 12. COMMENTS OF THE AUDIENCE**
- 13. COMMENTS OF THE CITY STAFF** *(If present)*
- 14. COMMENTS OF THE COMMITTEE**
- 15. ADJOURNMENT/THE NEXT REGULAR MEETING IS AUGUST 23, 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.



Kachemak Drive Path Committee  
Minutes, July 26, 2012

Lynne Burt, Beth Cummings, Bumppo Bremicker, Lindianne Sarno (recording)

Meeting called to order at 5:45 p.m. by chair, Bumppo Bremicker

Approve agenda – Beth moves, Lynne seconds, agenda approved.

Minutes from last meeting, Beth moves, Lynne seconds. Minutes approved.

No public, no reconsideration, no visitors, no public hearing.

Review of Kachemak Drive path work session. No minutes from work session. We walked the path with Jeff Middleton.

Beth summarized in writing what we have discussed and have agreed on. She passes out her summary and we will leave summary for Renee. We read the comments silently.

Bumppo says Andy Haas would like to serve on this committee. Andy should be invited to the Transportation Committee meeting.

Bumppo notes the city has used the same argument we have been making about going ahead to fix intersection at Pioneer and Main Street. State takes too long. City will go ahead on their own.

Discussion of work session: Bridges are discussed. Beth will put bright new survey tape on the path where Bumppo cleared. Beth and Lynne measured from 3/10 mile from where trees start to the west end of the parking lot. From end of bicycle trail to the beach access road across from airport is about ½ mile. It's the most dangerous part of Kachemak Drive, it's the most challenging part. People who own property farther towards the east have expressed negativity about the path.

Getting ready for Transportation Commission, August 21<sup>st</sup>. Beth: would like to contact each city council member and Transportation Commission and ask to walk just the first portion of the first section of trail with Beth, assuming it will start from that end of the trail. Wants to start at base of spit and go east to long term parking. After Francie walked it, she said, I have a better idea what this is all about. Steve Smith, surveyor, is next person Beth would like to walk path. He is on Transportation Commission. Will walk path before August 21 Transportation commission meeting. There is a sign where the Mud Bay Trail goes to the right and the bike path goes up to the left (where Bumppo and Lindianne marked out K Drive Trail). Francie Roberts, Steve Smith, Roberta Highland, Carolyn Venuti will walk with Beth.

City Council: Beth called Beau, he will walk it. Beth is trying to get hold of Dave Lewis. Barbara Howard, she is very busy, Brian Zak is hard to get hold of, Beth Wythe is very busy. Only one person from this committee can walk the path at a time. Lynn would walk path with Mayor Hornaday. Everyone on City Council will have been given opportunity to walk this section.

Regarding right of way, wait until the water sewer line comes through. Landowners will become more receptive.

Trail types: refer to Beth's summary. These trail types refer to the first half mile. First area flat wet lands, tidal, will require construction of retaining wall with fill. Once up on hill after path split, trail will require some retaining wall, bridging,

Beth saw 40 foot section of ramp out on harbor. Brian Hawkins said it is rented out to tour boats. That piece of ramp could be used for bike path bridge. We need to keep track of what is being disposed of at the harbor. HART funds could pay the enterprise zone.

Beth's report is great. Beth summarizes: we need to go to TAC and review relevant information, the whole road will be done in sections, multiyear project. Julie said this could take years. Bumpo thinks City Council could borrow money and make it happen in a year. Agrees it should happen in sections. Julie said the logical place to start would be at Spit end, because of only two owners. We need enough money from City Council to: Survey boundary between City and DOT land. Survey grade. Ask Transportation Commission recommend city pay for an engineering survey of first one-half mile section, separate from entire trail, because we're already working on that..

Getting ready for Transportation Commission meeting: Julie is creating a packet. Let's ask Julie to focus on the first 4/10 mile, to west end of long term parking, which is all City land. Most structurally difficult part. Jeff Middleton said that first section could be done for \$150,000, off the cuff estimate, not including labor. Materials for the bridge, timbers for retaining wall, gravel, equipment. If City hires people they have to pay Davis-Bacon rates. But volunteers will be different.

Lindianne talks about the way HOPP was planned with two geniuses, twenty planners, and almost 600 volunteers. Getting more involved with Bike Club.

We discuss holding a special meeting before the Transportation Commission meeting. Have packet from Julie first. Ask Julie to focus on first section in that packet. Unanimous: we will focus on base of spit to where bridge crosses ravine. Survey work will help in determining the cost and the boundaries. Engineering cost estimate, broken out by materials and labor.

Beth thinks we should ask Paul Seaton support. (1) convince DOT to give us an exception because of safety issues. (2) Getting money from the State, there are grants around for complete streets. Citizens have approved using their money for trails (HART), so if Paul goes to the State, we already have money in the game.

Beth says that City takes 15% of ?

Bumpo: TAC will ask us, (1) are we going to be able to get permission from DOT to build in right of way in first section. Beth says that the first section must be farther than 50 feet from center of road to avoid DOT right of way. Bumpo will measure it. (2) Fill over wetlands issue. Part up against road is hardly used by birds.

Lights for airport approach, who owns the land? Will we go around them? Through them?

First section involves city land only. Just that first section being completed would vastly increase safety. Some bicyclists will continue to ride on road and some will use the first section of bike path.

Bumppo will talk to Julie to discuss packet for TAC.

Potential meeting dates: TAC is 8/21. August 3, 10, and 17 are available both rooms. Fridays. Monday August 6, both rooms. Tuesday, August 14 conference room is available. We choose Tuesday, August 14. We will invite Julie, Lynne will invite Andy Haas.

Comments of the Committee:

Lynne: We are on target. We are not quitting.

Lindianne: We are on target. Focused on the first section of trail.

Bumppo: focus on the positive.

Lindianne will e-mail these notes to Renee, and ask her to send to Committee and Julie.

Meeting adjourned.







# City of Homer

## Planning & Zoning

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### MEMORANDUM

To: Transportation Advisory Committee  
From: Kachemak Drive Pathway Committee, Parks and Recreation Advisory Commission  
Through: Julie Engebretsen, Planning Technician  
Date: August 10, 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:** Recommend 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. Its highly likely the project would be split into phases for design and construction. The first phase would be from the end of the current Spit Trail at Kachemak Drive, east along Kachemak Drive to the long term airport parking lot. The City and the State are the only two property owners in this section and it's the most heavily traveled section of road. The remainder of 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.

#### Maintenance

At this time, the City of Homer provides minimal winter maintenance on trails The State plows the paved East End Road separated path, and the City maintains the Spit Trail. In the summer, City maintenance is generally limited to trash removal and brush clearing.

### **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. It's 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. As with any project, once design work is completed, the project is more likely to be successful with grant and legislative funding. With Council approval, HART funds can be used to initiate and leverage additional monies for this project

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. The section between Homer Spit Road and the airport parking lot could be considered "Phase One." 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:** P&R 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; it's 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 it's 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!



## 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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## MEMORANDUM

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**TO:** KACHEMAK DRIVE PATH COMMITTEE  
**FROM:** RENEE KRAUSE, CMC, DEPUTY CITY CLERK I  
**DATE:** AUGUST 10, 2012  
**RE:** REQUEST FOR INCLUSION ON THE AGENDA FOR DISCUSSION POINTS

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### Background

Committee member Beth Cumming requested the following to be on the agenda for discussion and possible recommendations. This was requested during a phone conversation the week of July 30, 2012.

Ask the City Council directly TAC to City Council Recommendation to Use HART Funds for

- Want Survey Completed City of Homer Land first ½ Mile
- Determine acceptable grade level that would be achieved for proposed pathway.
- Representative grades towards the Bay
- Money set aside – determining the cost

Request recommendation to PR Commission that a recommendation be forwarded to TAC that money be spent to survey the first approximate 1/3 mile of the proposed Kachemak Drive Pathway which would be located approximately at the end of the spit bike trail to where City of Homer property ends approximately at the end of the airport long term parking.

She would also like to recommend -

Surveying the south boundary between long term parking and City of Homer property ending at airport road to the beach.

### Recommendation

No Action required. Informational only.





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To: Kachemak Drive Pathway Committee  
From: Julie Engebretsen, Planning Technician  
Date: August 7, 2012

Subject: Funding request for Kachemak Dr Trail

### **Suggested Action**

Make a recommendation requesting HART funds be spent this year on surveying. The surveying would be mostly on City land, roughly between the end of the current spit trail and the airport parking lot. This funding request is separate from the recommendation the Commission and Committee previously made for \$150,000 for planning and design work.

**Requested Action:** Recommend the City Council approve an ordinance appropriating up to \$10,000 of HART Trails funds for the purpose of surveying the westernmost portion of the Kachemak Bay Drive Trail, currently known as the Mud Bay Trail.







