

1 **CITY OF HOMER**
2 **HOMER, ALASKA**

Davis

3
4 **ORDINANCE 24-06(A)**

5
6 AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA
7 AMENDING THE FY24 CAPITAL BUDGET BY APPROPRIATING
8 \$25,000 FROM THE HOMER ACCELERATED ROADS AND TRAILS
9 (HART) TRAILS FUND TO CONTRACT ENGINEERING SERVICES FOR
10 PRELIMINARY DESIGN OF NON-MOTORIZED TRAILS AND
11 TRAILHEAD CONNECTING CITY OF HOMER DIAMOND CREEK
12 PROPERTY TO THE PROPOSED HIGHWAY UNDERPASS.
13

14 WHEREAS, The City Council approved the Diamond Creek Recreation Area (DCRA)
15 Management Plan in May 2013; and
16

17 WHEREAS, Development of DCRA is included in the City of Homer's 2024-2029 Capital
18 Improvement Plan; and
19

20 WHEREAS, This appropriation is to provide \$20,000 as well as a small contingency for a
21 total of \$25,000 to pay for the development of a Trails Engineering Design Study in the DCRA;
22 and
23

24 WHEREAS, A Trails Engineering Design Study will provide design and engineering
25 specifics for the feasibility and route of a trail from City owned property at the Diamond Creek
26 Recreation Area to the proposed highway underpass and to a point to be determined beyond;
27 and
28

29 WHEREAS, State of Alaska Department of Transportation and Public Facilities
30 (AKDOT/PF) is preparing to launch a large Sterling Highway rehabilitation project in the west
31 Homer area and has expressed willingness to construct a pedestrian underpass crossing the
32 Sterling Highway if the City of Homer demonstrates commitment to developing trails and
33 facilities in the DCRA connecting to this underpass area; and
34

35 WHEREAS, The AKDOT/PF is interest in fostering a relationship with the City of Homer
36 and the Kenai Peninsula Borough so that rights of way and trail easement issues can be
37 resolved in the Sterling Highway underpass area; and
38

39 WHEREAS, HART Trails Fund has sufficient capital to fund this contract; and
40

41 WHEREAS, The data produced by such a study will be useful in future development of
42 the DCRA.
43

44 NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

45

46 Section 1. The Homer City Council hereby amends the FY24 Capital Budget by
47 appropriating \$25,000 to develop a DCRA Trails Engineering Design Study as follows:

48

49	<u>Account No.</u>	<u>Description</u>	<u>Amount</u>
50	165-XXXX	HART Trails	\$25,000

51

52 Section 2. A DCRA Trails Engineering Design adopted by Resolution. The DCRA Trails
53 Engineering Design Study shall include an analysis of right of way and other aspects of trail
54 connectivity in the project area **including the need for MOU's between the city of homer and**
55 **other entities involved with the project.**

56

57 Section 3. This is a budget amendment ordinance, is temporary in nature and shall not
58 be codified.

59

60 ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA this 22nd day of January, 2024.

61

62

63

64

65

66

67

68

CITY OF HOMER

KEN CASTNER, MAYOR

69 ATTEST:

70

71

72 MELISSA JACOBSEN, MMC, CITY CLERK

73

74

YES: 6

75

NO: 0

76

ABSTAIN: 0

77

ABSENT: 0

78

79

First Reading: Jan 8, 2024

80

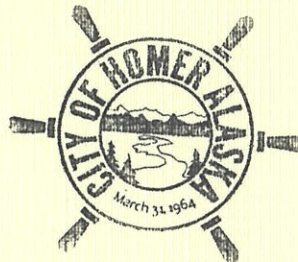
Public Hearing: Jan 22, 2024

81

Second Reading: Jan 22, 2024

82

Effective Date: Jan 23, 2024





AGENDA ITEM REPORT

Ordinance 24-06, An Ordinance of the City Council of Homer, Alaska, Amending the FY24 Capital Budget by Appropriating \$25,000 from the Homer Accelerated Roads and Trails (HART) Trails Fund to Contract Engineering Services for Preliminary Design of Non-motorized Trails and Trailhead Connecting City of Homer Diamond Creek Property to the Proposed Highway Underpass. Davis.

Item Type: Backup Memorandum
Prepared For: Mayor Castner and Homer City Council
Date: 08 January 2024
From: Melissa Jacobsen, MMC, City Clerk

With the introduction of Ordinance 24-06 Council requested a copy of the Diamond Creek Recreation Area Multi-Resource Management Plan be provided for the next meeting.

The plan is available on the City's webpage through the Parks and Recreation link under Departments, and I've included a link to access the document.

<https://www.cityofhomer-ak.gov/publicworks/diamond-creek-recreation-area>

Planning Technician Steffy provided the pages related to Recreation Objectives and map that are attached.

Strategies

Monitor forest health, in partnership with the Kenai Peninsula Borough and the DNR, Division of Forestry. Include the DCRA within any local wildfire risk assessments.

Where appropriate, route non-motorized public access through forested areas so as to promote strategic firebreaks (motorized vehicles are restricted except for maintenance and grooming unless approved by the City).

Conservation Objective 2:

Preserve and protect wetlands and riparian zones within the DCRA.

Strategies:

Plan new routes for public access through the DCRA in a manner and location that minimizes impact(s) to wetlands.

Seek funding for bridge upgrades and maintenance at trail-stream crossings, and for proper trail-hardening through wet areas.

Regulate and minimize non-winter motorized travel through the DCRA except for city-approved management activities.

Conservation Objective 3:

Preserve the natural scenic qualities of the DCRA.

Strategies:

Design and install signage so as not to detract from local scenery with sign height, color, material, or placement.

Provide maps of the area near trailheads, so they are not necessary along public-access routes. Use as few trail markers as necessary.

Encourage users to pack out trash.

Prohibit overnight camping.

Identify and maintain functional landscape and ecological linkages between the DCRA, the HDF, and surrounding lands that have been protected through conservation easements or other mechanisms.

Ensure that the DCRA remains a viable wildlife corridor by protecting important habitat features and avoiding obstructions to wildlife movement.

Recreation

Recreational development within the DCRA should be focused primarily on summer use at this time, since winter access is already well-established. However, certain recreational objectives detailed here will benefit users on a year-round basis. Care should be exercised during all phases of recreational development to protect the environmental attributes of the DCRA, as well as the interests of surrounding landowners.

Recreational Objective 1:

Improve controlled, non-motorized recreational access to the DCRA.

Strategies:

Support efforts to enlarge the parking area at the Rogers Loop trailhead.

Work with the Kenai Peninsula Borough's Land Management Division to formalize year-round access from the DOT trailhead to the DCRA.

Provide a parking area and trailhead facilities at the western border of the DCRA.

Develop a preliminary plan with the AK-DOT, and seek funding, for a non-motorized route across the Sterling Highway near MP 168, in order to extend the recreational corridor to the Diamond Creek State Recreation Site on the south side of the Sterling Highway. (A pedestrian underpass at this location associated with an improved road-stream crossing should be investigated.)

Recreational Objective 2:

Construct summer-use trails within the DCRA.

Strategies:

Develop a summer trail system through and connecting upland areas (“forest islands”) within the DCRA, including a route paralleling Diamond Creek (Map 1). Extend DCRA trails to the Sterling Highway and current HDF trails as shown on Map 1.

Develop summer access from the Sterling Highway-DOT trailhead to the DCRA, with trail-hardening through wet areas.

Plan and develop multi-use “loops” or trails, to include bicycling and equestrian users, where soils and slopes are suitable.

Education

Educational Objective 1:

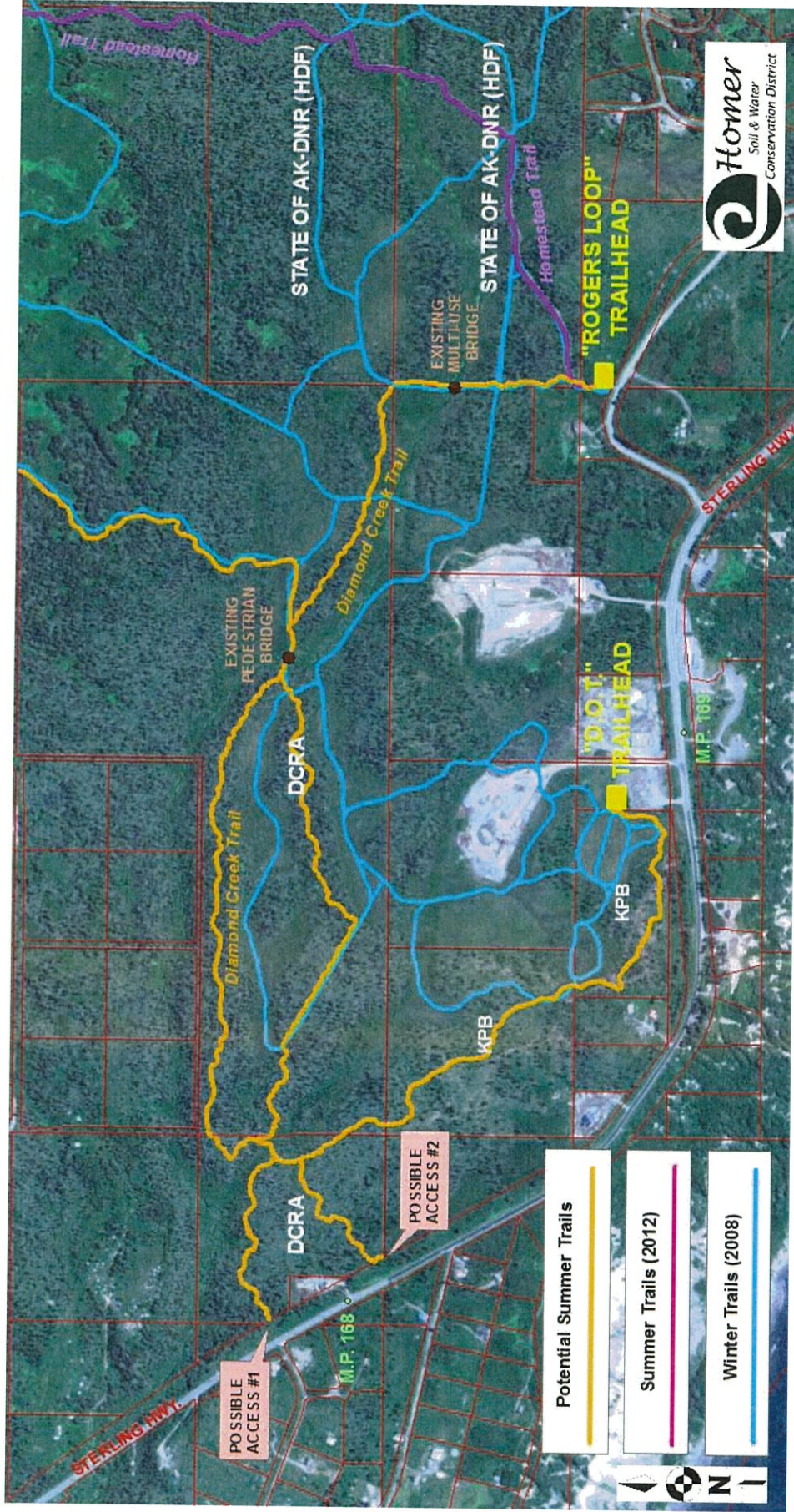
Encourage area schools, local organizations, and area visitors to use the DCRA in sustainable ways that promote education.

Strategies:

Identify areas for observing scenery and wildlife and provide minimal-disturbance facilities (such as widened trail segments, lookouts, benches, or informational signage) to enhance visitor experiences.

Help to organize and promote educational events on significant dates, or during appropriate community events, to enhance public knowledge of forest and wetland ecology.

Map 1 - Diamond Creek Recreation Area Access and Development



Strategies

Monitor forest health, in partnership with the Kenai Peninsula Borough and the DNR, Division of Forestry. Include the DCRA within any local wildfire risk assessments.

Where appropriate, route non-motorized public access through forested areas so as to promote strategic firebreaks (motorized vehicles are restricted except for maintenance and grooming unless approved by the City).

Conservation Objective 2:

Preserve and protect wetlands and riparian zones within the DCRA.

Strategies:

Plan new routes for public access through the DCRA in a manner and location that minimizes impact(s) to wetlands.

Seek funding for bridge upgrades and maintenance at trail-stream crossings, and for proper trail-hardening through wet areas.

Regulate and minimize non-winter motorized travel through the DCRA except for city-approved management activities.

Conservation Objective 3:

Preserve the natural scenic qualities of the DCRA.

Strategies:

Design and install signage so as not to detract from local scenery with sign height, color, material, or placement.

Provide maps of the area near trailheads, so they are not necessary along public-access routes. Use as few trail markers as necessary.

Encourage users to pack out trash.

Prohibit overnight camping.

Identify and maintain functional landscape and ecological linkages between the DCRA, the HDF, and surrounding lands that have been protected through conservation easements or other mechanisms.

Ensure that the DCRA remains a viable wildlife corridor by protecting important habitat features and avoiding obstructions to wildlife movement.

Recreation

Recreational development within the DCRA should be focused primarily on summer use at this time, since winter access is already well-established. However, certain recreational objectives detailed here will benefit users on a year-round basis. Care should be exercised during all phases of recreational development to protect the environmental attributes of the DCRA, as well as the interests of surrounding landowners.

Recreational Objective 1:

Improve controlled, non-motorized recreational access to the DCRA.

Strategies:

Support efforts to enlarge the parking area at the Rogers Loop trailhead.

Work with the Kenai Peninsula Borough's Land Management Division to formalize year-round access from the DOT trailhead to the DCRA.

Provide a parking area and trailhead facilities at the western border of the DCRA.

Develop a preliminary plan with the AK-DOT, and seek funding, for a non-motorized route across the Sterling Highway near MP 168, in order to extend the recreational corridor to the Diamond Creek State Recreation Site on the south side of the Sterling Highway. (A pedestrian underpass at this location associated with an improved road-stream crossing should be investigated.)

Recreational Objective 2:

Construct summer-use trails within the DCRA.

Strategies:

Develop a summer trail system through and connecting upland areas (“forest islands”) within the DCRA, including a route paralleling Diamond Creek (Map 1). Extend DCRA trails to the Sterling Highway and current HDF trails as shown on Map 1.

Develop summer access from the Sterling Highway-DOT trailhead to the DCRA, with trail-hardening through wet areas.

Plan and develop multi-use “loops” or trails, to include bicycling and equestrian users, where soils and slopes are suitable.

Education

Educational Objective 1:

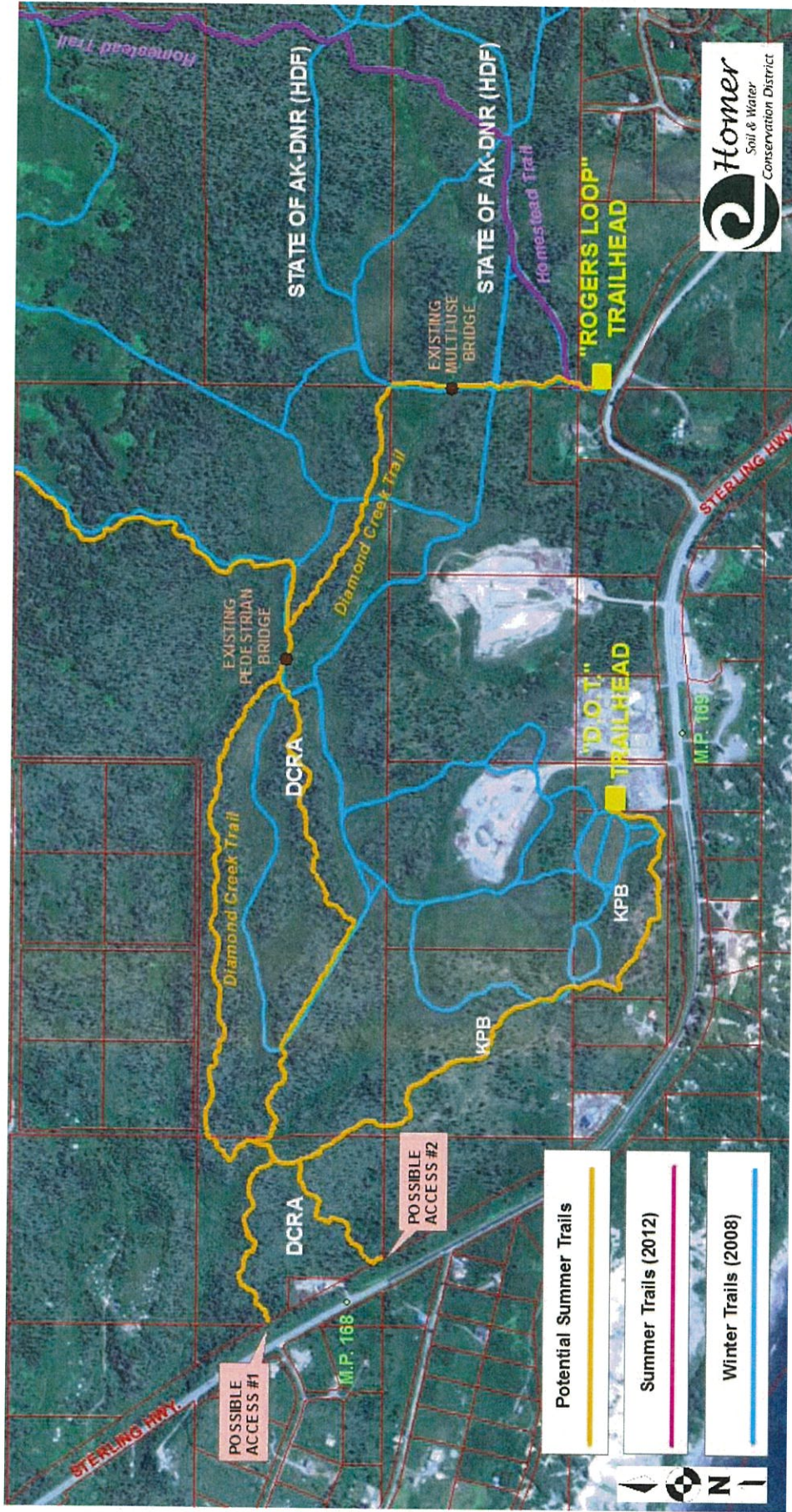
Encourage area schools, local organizations, and area visitors to use the DCRA in sustainable ways that promote education.

Strategies:

Identify areas for observing scenery and wildlife and provide minimal-disturbance facilities (such as widened trail segments, lookouts, benches, or informational signage) to enhance visitor experiences.

Help to organize and promote educational events on significant dates, or during appropriate community events, to enhance public knowledge of forest and wetland ecology.

Map 1 - Diamond Creek Recreation Area Access and Development





AGENDA ITEM REPORT

Ordinance 24-06, An Ordinance of the City Council of Homer, Alaska, Amending the FY24 Capital Budget by Appropriating \$25,000 from the Homer Accelerated Roads and Trails (HART) Trails Fund to Contract Engineering Services for Preliminary Design of Non-motorized Trails and Trailhead Connecting City of Homer Diamond Creek Property to the Proposed Highway Underpass. Davis.

Item Type: Backup Memorandum
Prepared For: Mayor Castner and Homer City Council
Date: 08 January 2024
From: Council Member Davis

Summary Statement:

The State of Alaska Department of Transportation and Public Facilities (DOT-PF) is preparing to begin construction this spring (2024) on a major rehabilitation of the Sterling Highway from Anchor Point to Baycrest (MP 157-169).

The highway rehabilitation will include “new roadway pavement, additional shoulder width and the addition of passing/climbing lanes, **replacement of bridges and culverts and stabilization of stream banks.**”

In a series of meetings with the Homer Trails Alliance (HTA) and Homer city staff, DOT-PF personnel have expressed willingness to consider including as part of the project a pedestrian underpass at the Diamond Creek culvert that would provide a connection between existing trail systems: the city’s Diamond Creek Recreation Area and Rogers Loop Trailhead on the east side of the Sterling Highway, and the Diamond Creek State Recreation Site trail system (“Diamond Gulch”) on the west side of the highway.

However, DOT-PF regulations preclude the department from expending funds on a trail underpass absent a commitment by municipal or other authorities to extend existing trails up to the proposed underpass.

In meetings with DOT-PF, city staff have indicated general support by the city for eventually connecting existing trails to a future pedestrian underpass, but they have been unable to point to any specific plans or funding for such work.

The Homer Trails Alliance has up to 60 volunteers, many highly experienced, who are willing to do much of the trail-building work that would be required – but before beginning any work (in coordination with city staff, of course) a detailed, professional design is required.

This ordinance aims to address DOT-PF concerns about the city's lack of a formal commitment to providing the connecting infrastructure for an underpass. By appropriating this relatively modest amount now for engineering services for a Preliminary Design, the city will be demonstrating in a tangible way its commitment to proceed with the work.

If this tangible commitment does secure agreement from DOT-PF to proceed with the underpass, the funds can then be expended on the design -- and once the design is completed and approved, HTA volunteers, in close coordination with City Staff, will be able to begin work on connecting trails.

Because DOT-PF will begin work on this project in a matter of months, time is of the essence.

Recommendation:

Introduce the ordinance today, so that a public hearing can be held in two weeks. Request that PARCAC review expeditiously, ideally at its next meeting in January, prior to expenditure of funds, to confirm whether HART Funds are available for the full amount, given other needs in the areas of trail construction and maintenance.

Attachments:

1. West Homer HTA Map
2. Area Map with Trail Distances

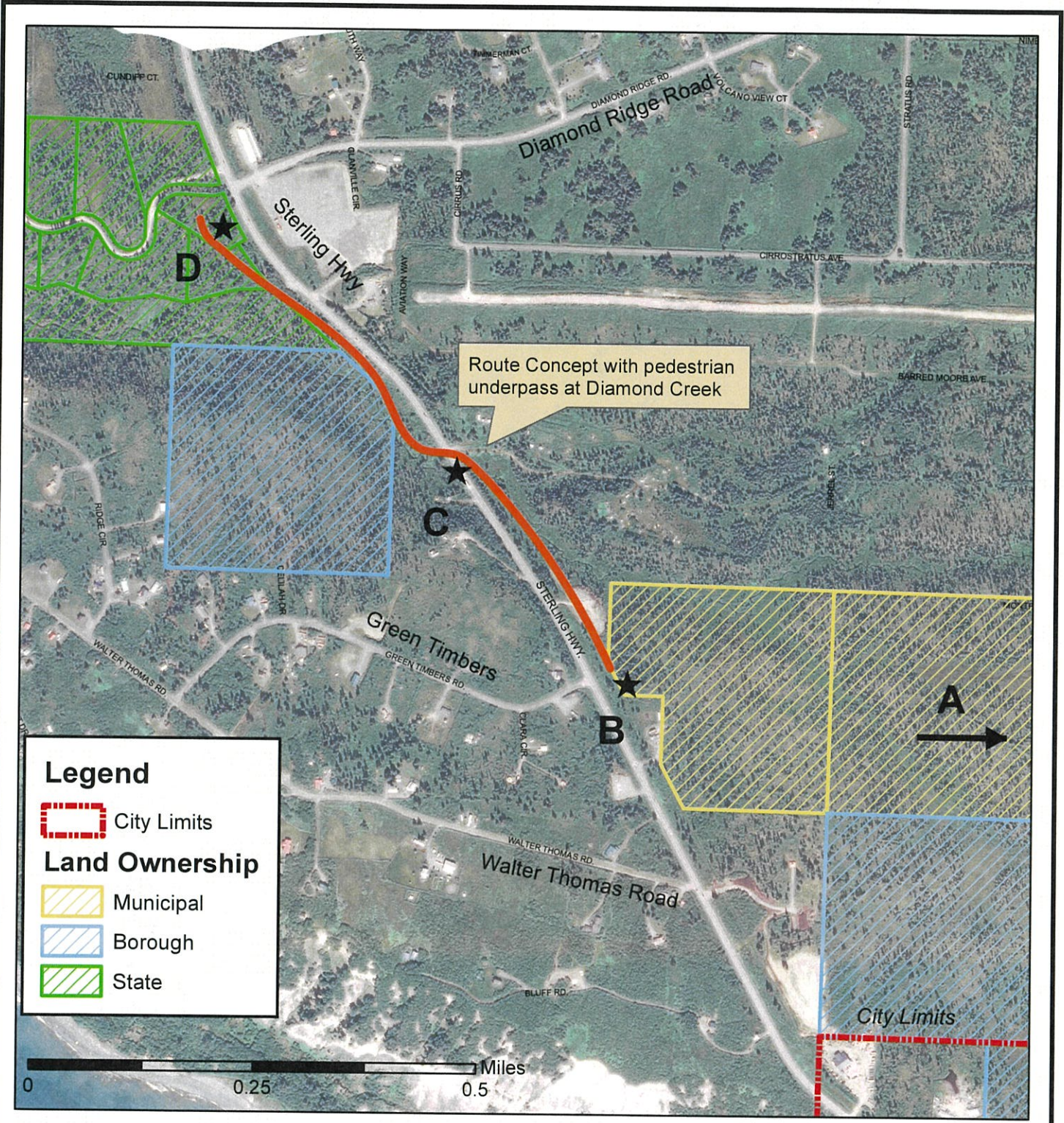
CITY OF HOMER
FINANCIAL SUPPLEMENT

PROJECT NAME	<u>Trails Engineering Design Study - DCRA</u>	DATE	<u>01/03/2024</u>
DEPARTMENT	<u>Council</u>	SPONSOR	<u>Davis</u>
REQUESTED AMOUNT	<u>\$ 25,000</u>		

DESCRIPTION	<p>The City Council approved the Diamond Creek Recreation Area (DCRA) Management Plan in May 2013. Development of DCRA is included in the City of Homer's 2024-2029 Capital Improvement Plan. This appropriation is to provide \$20,000 as well as a small contingency for a total of \$25,000 to pay for the development of a Trails Engineering Design Study in the DCRA.</p> <p>The HART Policy Manual identifies a process for nomination and selecting trails for funding by the HART Trails Fund. A Trails Engineering Design Study will provide design and engineering specifics regarding trails and facilities in the DCRA and assist the City of Homer in evaluating the best use of a large land parcel in west Homer. The City of Homer has the capacity with existing staff and community volunteers to develop public recreation multi use trails in the DCRA.</p> <p>State of Alaska Department of Transportation and Public Facilities (AKDOT/PF) is preparing to launch a large Sterling Highway rehabilitation project in the west Homer area and has expressed willingness to construct a pedestrian underpass crossing the Sterling Highway if the City of Homer demonstrates commitment to developing trails and facilities in the DCRA connecting to this underpass area.</p>
--------------------	---

FUNDING SOURCE(S)	OPERATING	GF CARMA	GF FLEET CARMA	PORT RESERVES	WATER CARMA
	0%	0%	0%	0%	0%
	HAWSP	HART-ROADS	HART-TRAILS	PORT FLEET RESERVES	SEWER CARMA
	0%	0%	100%	0%	0%

FUNDING SOURCE 1: HART Trails (165)	FUNDING SOURCE 2:	FUNDING SOURCE 3:
Current Balance <u>\$ 1,090,060</u>	Current Balance _____	Current Balance _____
Encumbered <u>\$ 386,671</u>	Encumbered _____	Encumbered _____
Requested Amount <u>\$ 25,000</u>	Requested Amount _____	Requested Amount _____
Other Items on Current Agenda <u>\$ 0</u>	Other Items on Current Agenda _____	Other Items on Current Agenda _____
Remaining Balance <u>\$ 678,389</u>	Remaining Balance _____	Remaining Balance _____
FUNDING SOURCE 4:	FUNDING SOURCE 5:	FUNDING SOURCE 6:
Current Balance _____	Current Balance _____	Current Balance _____
Encumbered _____	Encumbered _____	Encumbered _____
Requested Amount _____	Requested Amount _____	Requested Amount _____
Remaining Balance _____	Remaining Balance _____	Remaining Balance _____



Legend

- City Limits
- Land Ownership**
- Municipal
- Borough
- State

Area Map

Estimated New Trail Distances	
A-B: 3,100	City Owned Land
B-C: 1,600	Private Lands + DOT ROW
C-D: 2,500	Private, Borough, State Lands and DOT ROW



Disclaimer:
 It is expressly understood the City of Homer, its council, board, departments, employees and agents are not responsible for any errors or omissions contained herein, or deductions, interpretations or conclusions drawn therefrom.



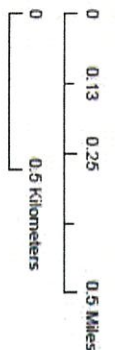
City of Homer
 Planning and Zoning Department
 January 3, 2024

Map Date: 07/14/2008
 Scale: 1:25,000
 Author: HHTA
 Project: West Homer Recreation Planning
 Date: 07/14/2008

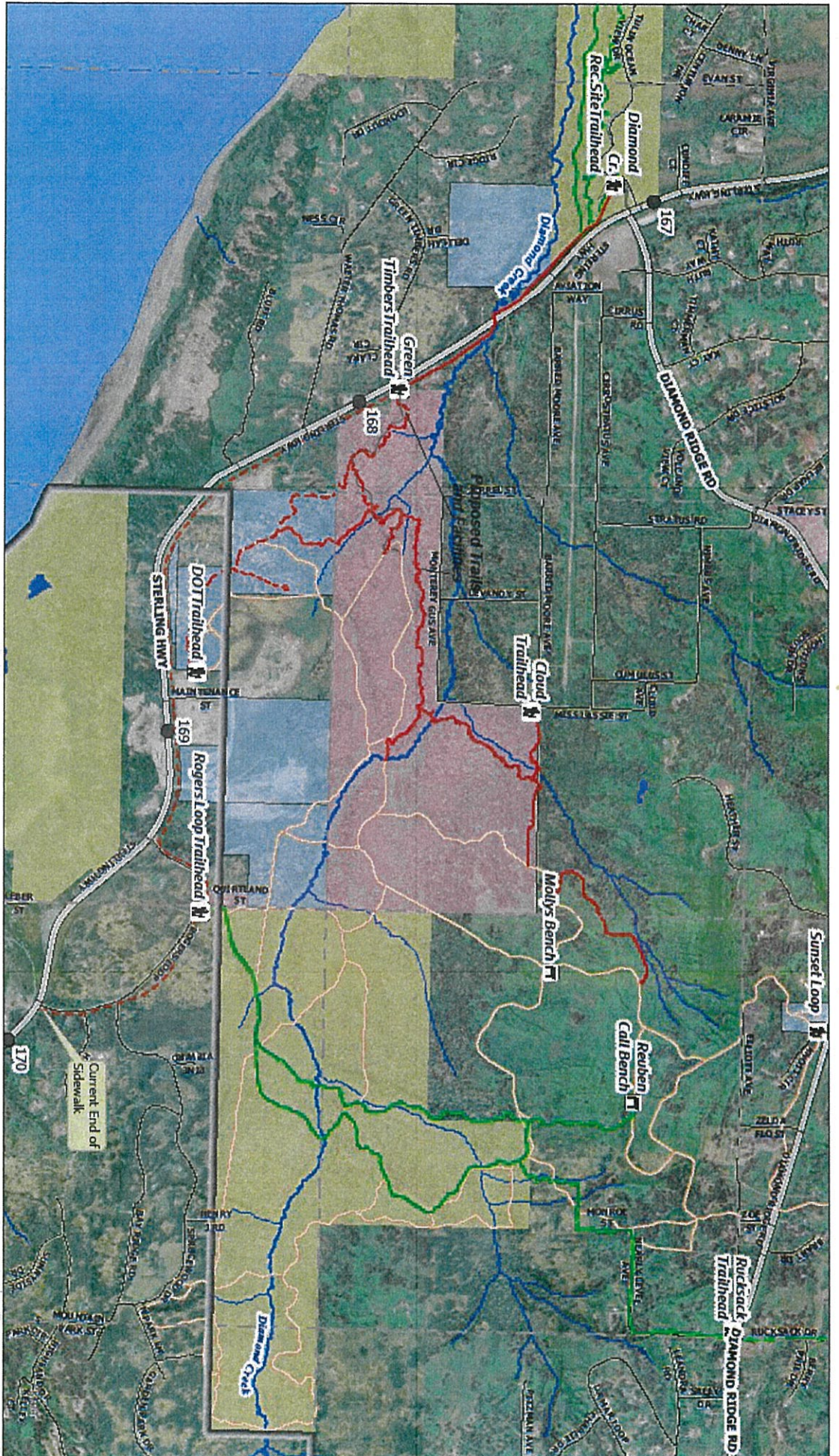


Legend

	Proposed All Abilities Trails		ADNR Owned Parcels
	Proposed Connector Trails		JPL Owned Parcels
	Proposed Trails		City of Homer Parcels
	Streets		City Home Boundary
	Major Roads		USGS Section Lines
	Highway Milepost		
	Hiking and Biking Trails		
	Winter (ski) Trails		
	Bench		
	Trailhead		



WEST HOMER RECREATION PLANNING



1 **CITY OF HOMER**
2 **HOMER, ALASKA**

Davis

3
4 **ORDINANCE 24-06**

5
6 AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA
7 AMENDING THE FY24 CAPITAL BUDGET BY APPROPRIATING
8 \$25,000 FROM THE HOMER ACCELERATED ROADS AND TRAILS
9 (HART) TRAILS FUND TO CONTRACT ENGINEERING SERVICES FOR
10 PRELIMINARY DESIGN OF NON-MOTORIZED TRAILS AND
11 TRAILHEAD CONNECTING CITY OF HOMER DIAMOND CREEK
12 PROPERTY TO THE PROPOSED HIGHWAY UNDERPASS.
13

14 WHEREAS, The City Council approved the Diamond Creek Recreation Area (DCRA)
15 Management Plan in May 2013; and
16

17 WHEREAS, Development of DCRA is included in the City of Homer's 2024-2029 Capital
18 Improvement Plan; and
19

20 WHEREAS, This appropriation is to provide \$20,000 as well as a small contingency for a
21 total of \$25,000 to pay for the development of a Trails Engineering Design Study in the DCRA;
22 and
23

24 WHEREAS, A Trails Engineering Design Study will provide design and engineering
25 specifics for the feasibility and route of a trail from City owned property at the Diamond Creek
26 Recreation Area to the proposed highway underpass and to a point to be determined beyond;
27 and
28

29 WHEREAS, State of Alaska Department of Transportation and Public Facilities
30 (AKDOT/PF) is preparing to launch a large Sterling Highway rehabilitation project in the west
31 Homer area and has expressed willingness to construct a pedestrian underpass crossing the
32 Sterling Highway if the City of Homer demonstrates commitment to developing trails and
33 facilities in the DCRA connecting to this underpass area; and
34

35 WHEREAS, The AKDOT/PF is interest in fostering a relationship with the City of Homer
36 and the Kenai Peninsula Borough so that rights of way and trail easement issues can be
37 resolved in the Sterling Highway underpass area; and
38

39 WHEREAS, HART Trails Fund has sufficient capital to fund this contract; and
40

41 WHEREAS, The data produced by such a study will be useful in future development of
42 the DCRA.
43

44 NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

45

46 Section 1. The Homer City Council hereby amends the FY24 Capital Budget by
47 appropriating \$25,000 to develop a DCRA Trails Engineering Design Study as follows:

48

<u>Account No.</u>	<u>Description</u>	<u>Amount</u>
165-XXXX	HART Trails	\$25,000

51

52 Section 2. A DCRA Trails Engineering Design adopted by Resolution. The DCRA Trails
53 Engineering Design Study shall include an analysis of right of way and other aspects of trail
54 connectivity in the project area.

55

56 Section 3. This is a budget amendment ordinance, is temporary in nature and shall not
57 be codified.

58

59 ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA this ____ day of _____, 2024.

60

61

62 CITY OF HOMER

63

64

65 _____
66 KEN CASTNER, MAYOR

67

68 ATTEST:

69

70 _____

71 MELISSA JACOBSEN, MMC, CITY CLERK

72

73 YES:

74 NO:

75 ABSTAIN:

76 ABSENT:

77

78 First Reading:

79 Public Hearing:

80 Second Reading:

81 Effective Date:

Submission information

Form: [Submit Written Testimony to City Council](#) [1]
Submitted by Visitor (not verified)
Mon, 01/22/2024 - 11:48am
104.254.228.185

First Name Sandra

Last Name Cronland

Email homertrailsalliance@gmail.com

Phone Number 9073997278

Are You A City or Non-City Resident? Non-City Resident

Which City Council Meeting do you want to participate in? Regular Meeting

Date of Meeting you want to participate in? Mon, 01/22

What type of comments will you be giving?

Public Hearing Comments - Citizens may comment on items scheduled for public hearing.

Public Hearing Agenda Item: Ordinance 24-06

Written Testimony

I am writing on behalf of Homer Trails Alliance in support of Ordinance 24-06. After a considerable amount of work by Homer Soil and Water Conservation District and dedicated volunteers in the preparation of DCRA Multi Resource Management Plan, it was adopted by the City in May of 2013. A key element of the plan recommends working with DOT to construct a pedestrian underpass near the Diamond Creek crossing of the Sterling Highway (page 8 of the plan) that would provide connectivity between the DCRA and the Alaska State Parks Diamond Creek State Recreation Area (formally referred to as Diamond Gulch). The plan set the stage for negotiations with DOT to begin 10 years ago so that it would be in place when the time came for the highway realignment construction to begin. That time has arrived. Though late in the game, it is encouraging that the effort to implement the plan will finally have begun with the passing of this ordinance. As recent letters of response from DOT Commissioner Ryan Anderson indicate, the project is still on the table but time is of the essence. We strongly urge council to adopt this ordinance which will initiate the beginning stages of the management plan. It should be noted that the data generated from this engineering study will be useful in the future development of the DCRA. With the highway project construction slated to get underway in 2024 and the current

development of the property bordering the west boundary of the DCRA, it is high time that we move forward with the implementation the management plan.

Electronic Signature

Sandra Cronland

I understand that checking this box constitutes a legal signature confirming that I acknowledge and agree that I am the person identified above and that I acknowledge and agree to the above Terms of Acceptance.

Source URL:<https://www.cityofhomer-ak.gov/node/60081/submission/51607>

Links

[1] <https://www.cityofhomer-ak.gov/cityclerk/submit-written-testimony-city-council>



City of Homer

www.cityofhomer-ak.gov

Office of the Mayor

491 East Pioneer Avenue
Homer, Alaska 99603

mayor@ci.homer.ak.us

(p) 907-235-3130

(f) 907-235-3143

January 19, 2024

Alaska Department of Transportation and Public Facilities
Commissioner Ryan Anderson, P.E.
PO Box 112500 Juneau, AK 99811-2500
By email: dot.commissioner@alaska.gov

Dear Commissioner Anderson,

On behalf of the City of Homer I would like to thank you for the attention you have paid to community input on the highway rehabilitation outlined in STIP project 2670, Sterling Highway Milepost 157-169 (Anchor Point to Baycrest Hill).

Your responsiveness has been greatly appreciated by the many residents of Homer who have reached out to provide input because they recognize the far-reaching effects this project will have on our area in the decades ahead.

As you know, much of the public comment has centered on support for a pedestrian underpass connecting existing public recreation areas on the two sides of the Sterling Highway at the Diamond Creek crossing.

This proposed underpass has been a priority for many of our residents because of the positive benefits it would offer, including safe, uninterrupted access to the rich and varied natural environments and habitats in the State- and City-managed recreation areas the underpass would connect. These include riparian wetlands, spruce forests, upland fireweed and bluegrass meadows, alder and willow shrublands, peatlands, coastal bluffs and beaches, and more.

I am writing today to alert you and your staff to City of Homer Ordinance 24-06 (copy attached), adopted just this week.

With this ordinance, which appropriates \$25,000 for preliminary design work on a trail to connect the City's Diamond Creek Recreation Area to the proposed underpass, the City of Homer is demonstrating in a tangible way its strong commitment to the proposed underpass.

We would be grateful if you would encourage your staff to do their utmost to ensure that such an underpass is incorporated into DOT-PF's final plan prior to the launch of the project – a project that already includes replacement and enlargement of the existing culvert at Diamond Creek – this summer.

Warm regards,

Ken Caster, Mayor
City of Homer

From: [Devony Lehner](#)
To: [Department Clerk](#)
Cc: [Jason R \(DNR\) Okuly](#); [Derek Reynolds](#); [Dave Brann](#)
Subject: Letter of support for City of Homer Ordinance 24-06
Date: Friday, January 19, 2024 2:26:03 PM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear City Council members,

First off, thank you so much for serving on the Council. As a former Planning Commissioner, I have a sense of the tremendous time and energy that you guys put into addressing a huge variety of complex issues on our behalf. I know that input from citizens can help, so **I'd like to express wholehearted support for adoption of City of Homer Ordinance 24-06**. That ordinance would appropriate \$25,000 for preliminary design work related to a trail connection from the City's wonderful Diamond Creek Recreation Area (DCRA) to a proposed underpass on the Sterling Highway. The DCRA is such a diamond in the rough, and looking at ways to make it more accessible to more people would benefit the entire community.

(Just FYI, I know how confused people get between the city's DCRA and the State Parks Diamond Creek State Recreation Site, which was named AFTER the DCRA was established. I'm suggesting to lots of folks that the State Parks site be renamed the Diamond Gulch State Recreation Site, which would tie it in beautifully with Clam Gulch and Whiskey Gulch State Parks sites. Those two "gulches" offer similar terrain and beach access to the public from the same side of the Sterling Highway; that drainage near Homer is called Diamond Gulch on USGS topo maps.)

Back to the ordinance, I just want to note that ensuring that the city is able to provide engineering involvement in DOT projects that have profound effects on our community means that citizen concerns and interests can be well represented in DOT's activities.

Thank you so much for adopting this ordinance!

Devony Lehner
2000 Bay Ridge Rd.
Homer



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation and
Public Facilities

Office of the Commissioner

3132 Channel Drive
P.O. Box 112500
Juneau, Alaska 99811-2500
907.465.3900
dof.state.ak.us

January 9, 2024

Homer Trails Alliance
PO Box 2215
Homer, AK 99603-9237

Via email: homertrailsalliance@gmail.com

Dear Members of the Homer Trails Alliance,

On behalf of the Alaska Department of Transportation and Public Facilities, I would like to extend our gratitude for your comprehensive and thoughtful input on the proposed multi-user, non-motorized travel corridor along the Sterling Highway from MP 167 to MP 170. We acknowledge the valuable contributions and support of the Homer-Kachemak Bay Rotary, Homer Chamber of Commerce and Visitor Center, Cook Inletkeeper, Homer Independent Living Center, Homer Soil and Water, Friends of Kachemak Bay State Park, Kachemak Bay Conservation Society, Homer Drawdown, Homer Cycling Club, Kachemak Nordic Ski Club, and Kachemak Bay Equestrian Association in this collaborative effort.

Your proposal to create a safer and more inclusive access route that connects the Alaska State Parks' Diamond Creek State Recreation Site, City of Homer's Diamond Creek Recreation Area, and Alaska Division of Forestry's Homer Demonstration Forest is impressive. We appreciate the vision to connect these areas, not only enhancing the trail systems within but also extending to the existing sidewalk leading into Homer. This initiative promises to significantly improve the recreational and travel experience for a wide range of users, including pedestrians, cyclists, equestrians, and those using mobility aids.

The safety and inclusive accessibility concern you have raised regarding the current use of the Sterling Highway and adjoining trail systems are of utmost importance to us. The proposed Diamond Creek Recreation Area Access & Development TAP grant, as outlined by HTA and its partners, addresses crucial issues impacting non-motorized users in the area. We understand the importance of this project not only for the hundreds of individuals using these areas for travel and recreation but also for the local businesses that serve this vibrant community.

Please be assured that your comments and suggestions will be thoroughly considered as we progress with the Anchor Point Highway Project. We are committed to working closely with all stakeholders, including the Homer Trails Alliance and its supporting organizations, to ensure that the project meets the needs and expectations of the community while also adhering to our standards of safety and accessibility.

"Keep Alaska Moving"

We look forward to continued collaboration and communication as we move forward with this important initiative. Your engagement and advocacy for improved trail and transportation infrastructure in the Homer area are invaluable, and we are excited about the potential impact of this project on the community.

Thank you once again for your dedication and for sharing your insights with us.

Sincerely,

A handwritten signature in black ink, appearing to read "Ryan Anderson". The signature is fluid and cursive, with a long horizontal stroke at the end.

Ryan Anderson, P.E.
Commissioner
Department of Transportation and Public Facilities



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation and
Public Facilities

Office of the Commissioner

3132 Channel Drive
P.O. Box 112500
Juneau, Alaska 99811-2500
907.465.3900
dot.state.ak.us

January 9, 2024

Devony Lehner
Homer, Alaska

Dear Mr. Lehner:

Thank you for sharing your extensive experience and insightful comments regarding the trail systems and infrastructure improvements in the Anchor Point – Homer area. Your dedicated involvement with various organizations and trail projects since 1987, including the USDA Natural Resources Conservation Service, the Homer Soil and Water Conservation District, and others, is truly commendable.

We are particularly inspired by your emphasis on the significance of the pedestrian underpass under the Sterling Highway near Diamond Creek. Your detailed explanation highlights the enormous potential it holds for enhancing non-motorized travel safety, connecting diverse natural environments, and elevating the quality of local recreational systems. It's clear that this project could serve as a pivotal link, enriching the community's accessibility to the area's unique ecosystems and scenic beauty.

Furthermore, your work at the Independent Living Center in Homer, offering inclusive recreational experiences, brings an important perspective on how such infrastructure can impact individuals with various abilities. This aspect of accessibility and inclusion is crucial, and we appreciate you bringing it to our attention.

Your passion for and knowledge of the area's trail systems and environmental diversity are palpable and infectious. We are genuinely excited about the possibilities that the Diamond Creek underpass project presents, not only for the community but also for the broader scope of environmental education and appreciation.

Rest assured, we will consider your suggestions and insights as we move forward with the Anchor Point Project. Contributions from experienced and passionate community members like yourself are invaluable in shaping impactful and sustainable developments.

Sincerely,

A handwritten signature in black ink, appearing to read "Ryan Anderson".

Ryan Anderson, P.E.
Commissioner
Department of Transportation and Public Facilities

"Keep Alaska Moving"

Submission information

Form: [Submit Written Testimony to City Council](#) [1]
Submitted by Visitor (not verified)
Mon, 01/22/2024 - 3:20pm
166.198.252.57

First Name Mark
Last Name Schollenberger
Email mschollenberger16@gmail.com
Phone Number 9073992000
Are You A City or Non-City Resident? City Resident

Which City Council Meeting do you want to participate in? Special Meeting (if scheduled)

Date of Meeting you want to participate in? Mon, 01/22

What type of comments will you be giving?

Public Hearing Comments - Citizens may comment on items scheduled for public hearing.

Public Hearing Agenda Item: 24-06

Written Testimony

Hello, I'd like to express my support for the city of Homer to appropriate 25,000 to the Homer Accelerated Roads and Trails Fund. I'm particularly interested in the underpass at Diamond Creek, and bike trails along the highway. The Diamond creek access road to Kachemak Bay State park is unsafe for vehicles and pedestrians. A pedestrian underpass, and parking area, would be much safer than what currently exists. The Homer Bike club, State Parks, and the Homer Trail Alliance are all making improvements to the area, and attracting more visitors to the area each year. I urge the city of Homer to support the underpass project.

Electronic Signature

Mark Schollenberger

I understand that checking this box constitutes a legal signature confirming that I acknowledge and agree that I am the person identified above and that I acknowledge and agree to the above Terms of Acceptance.

Source URL:<https://www.cityofhomer-ak.gov/node/60081/submission/51608>

Links

[1] <https://www.cityofhomer-ak.gov/cityclerk/submit-written-testimony-city-council>