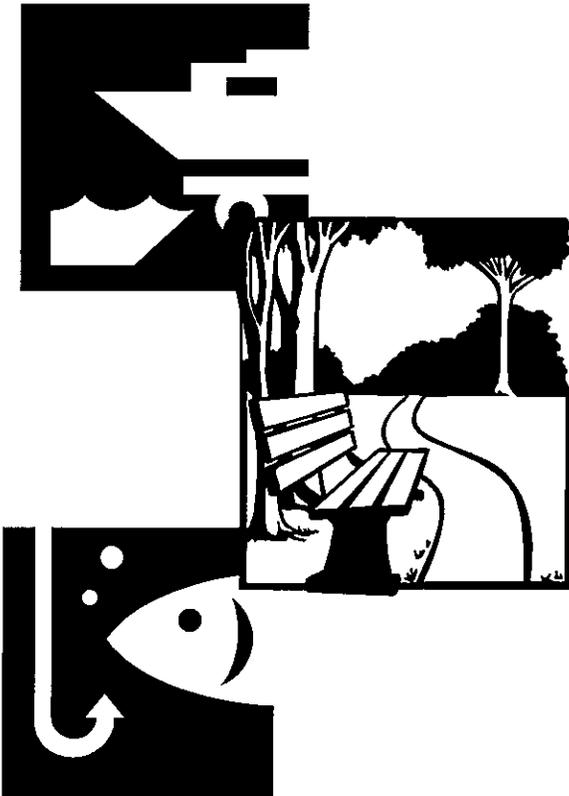
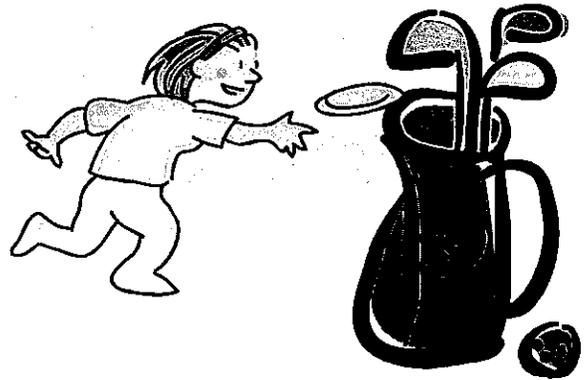




# *Parks & Recreation Advisory Commission*

Thursday  
July 21, 2011  
Regular Meeting 5:30 p.m.



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



**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 for June 16, 2011 Regular Meeting 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. Sharon Whytal, Making Homer a Let's Move! City
- 6. STAFF & COUNCIL REPORTS/COMMITTEE REPORTS/BOROUGH REPORTS**
  - A. Spit Parks and Recreation Committee – Commissioner Lillibridge
  - B. Karen Hornaday Park Committee Report – Commissioner Archibald
    1. Synopsis of July 7, 2011 Meeting Page 15
  - C. Kachemak Drive Path Committee Report – Ingrid Harrald
    1. Synopsis of the June 17, 2011 Meeting Page 17
    2. Synopsis of Surveys Received as of July 13, 2011 Page 23
    3. Surveys Received as of July 1, 2011 Page 31
    4. Recommendations to Commission Page 97
    5. Memorandum dated July 14, 2011 Discussion on Recommendations to Council From the Committee Page 99
  - D. Parks & Campgrounds Report – Angie Otteson
  - F. Community Schools & Recreation Report – Mike Ilg
- 7. PUBLIC HEARING**
- 8. PENDING BUSINESS**
  - A. Findings and Report on Spring Park Walk Through for Spit Parks and Recreation Areas
    1. Submittal by Commissioner Lillibridge Page 101
    2. Report by Commissioner Harrald
    3. Report by Angie Otteson
  - B. Park Day – Discussion and Final Decisions on What, Where, When and Activities
- 9. NEW BUSINESS**
  - A. Commissioner Absences and Removal from Seat for Non-Attendance Page 111
  - B. Recommendation to Express Support for the Interagency Land Management Assignment Page 113
  - C. 2012-2017 Capital Improvement Plan Recommendations Page 117

**10. INFORMATIONAL MATERIALS**

- A. Ordinance 11-22, Establishing a Preliminary Project Budget and Authorizing Expenditures for Phase I Improvements to Karen Hornaday Park. Page 209
- B. Ordinance 11-24, Amending HCC 1.74.040, Allowing the Commission to Solicit and Accept Donations for Parks and Recreation Page 211
- C. Information and Emails regarding Meetings of the HoPP group Page 213

**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 AUGUST 18, 2011** at 5:30pm in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer Alaska

Session 11-05, a Regular Meeting of the Parks and Recreation Advisory Commission was called to order by Chair Bremicker at 5:36 p.m. on June 16, 2011 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

PRESENT: COMMISSIONERS BREMICKER, HARRALD, BRANN, CUMMING  
ABSENT: COMMISSIONER CARLINSCHAUER  
COMMISSIONER ARCHIBALD (EXCUSED)

TELEPHONIC: COMMISSIONER LILLIBRIDGE

STAFF: RECREATION SPECIALIST MIKE ILLG  
DEPUTY CITY CLERK I RENEE KRAUSE

### **APPROVAL OF THE AGENDA**

Chair Bremicker requested a motion to approve the agenda.

BRANN/HARRALD - SO MOVED.

There was no discussion.

The agenda was approved by consensus of the Commission.

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

A. Meeting Minutes for the May 19, 2011 Regular Meeting

BRANN/HARRALD -MOVED TO APPROVE THE 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.

### **VISITORS**

A. Soccer Association Representative

Commissioner Harrald apologized to those present but she did not get around to inviting a representative to attend the meeting.

### **RECONSIDERATION**

There were no items scheduled for reconsideration.

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

A. Recreation Report – Mike Illg

Mr. Illg reviewed his report for the Commission. The following items were discussed briefly:

The summer recreation programs are picking up. There are a few extra events scheduled; a second evening for basketball and table tennis on Monday and Wednesday evenings.

- He has met a few people interested in tennis so he will be networking with them later on to get this going.
- The Homer Spit Run is seeking volunteers to hand out water to the runners along the course. If they are interested or would pass along the information it would be appreciated. They can contact him at 235-6090 for more information. This will be on June 25, 2011.
- The Adopt A Park/Trail was approved by City Council and he is waiting to meet with the City Manager to get the details on implementing this program.
- There is a disc golf course work party at Jack Gist Park on Sunday, June 19, 2011. Volunteers will not be using weed-whackers or chainsaws, but there is plenty to do.
- There has been community group created to work on the Karen Hornaday Park Playground. It is called Homer Playground Projects (HoPP). This is an enthusiastic, energetic group with a goal to raise \$250,000 to create and install a playground that is consistent with the Karen Hornaday Master Plan. The group is planning a website, looking for sponsors, and planning on numerous fundraising events. The City will be appropriating the \$5000.00 the Commission designated for the playground and issuing the funds to the Homer Foundation to distribute. The group is fully aware that the money is to be used strictly for playground equipment. Mr. Illg explained that this was a diverse group of residents and not just moms. He recommended that a member of the group be invited to attend the July meeting to give an update on their efforts. He will contact representatives for the commission. Another meeting for HoPP has been scheduled for June 21, 2011, Tuesday in the Homer High School Library at 3:30 p.m.

There was no further discussion.

B. Parks & Campgrounds – Angie Otteson

Ms. Krause reported that Ms. Otteson called prior to the meeting and informed her that something came up and she was unable to attend the meeting.

There was no further discussion.

C. General Report – Renee Krause

Ms. Krause stated there was no written report this month. She entertained questions from the commissioners on the funds available for Park Day. She reported that there were no funds this year. Each year the Commission received funding through the budget but the past budget period there really was no commission or requests for support/funding to Council and the prior year it had dropped too, so if they would like to provide food for the Annual Park Day the commissioners will have to provide it themselves or get someone to make a donation. She further explained in response to a question that this was a line item in the budget under Parks and Recreation not a specific fund that rolled over each year such as Public Arts Committee has established.

Commissioner Brann asked how and if they could as private citizens make a donations to purchase a basket for the proposed disc golf course to be installed at Jack Gist Park. He stated he would like to donate personally but like to see the plaque show that the basket was sponsored by the Parks and Recreation.

Ms. Krause proceeded to explain the process and did not see why they could not make a donation on their own and they would have to make the designation that the funds were to be applied to a basket in the Disc Golf Course to be installed at Jack Gist Park.

Comments made were that donations from Commissioners were voluntary and no council or city approval was required but they would need to have the consensus of the Commission such as at a meeting make a motion and vote on it.

She will confirm the process on making a donation. Commissioner Harrald will check with Eden Badajos too.

There was no further discussion.

D. Kachemak Drive Path Committee – Ingrid Harrald

Commissioner Brann stated he is in the process of obtaining 2 more letters of reference before submitting the grant request for design assistance. He has progressed no further on anything additional with

Commissioner Harrald stated that the committee will be having an open house on Thursday, June 23, 2011 in the Council Chambers 5:30 – 7:00 p.m. She outlined the proposed agenda for the evening. Commissioner Cumming would like to have a summary proposal of the entire project as interpreted by the Committee approximately 30 minutes into the start of the Open House. She pointed out that this is not three individual proposals for the project but three sections of one project.

Commissioner Lillibridge suggested having a story in the paper to bring additional attention to the Open House. Discussion ensued on the different avenues of advertising and making the public aware of the Open House on the proposed path.

Chair Bremicker will contact the Homer News; the Clerk's Report on Monday mornings will announce it too. The Clerk stated that doing a specific add in the paper outside the normal posting of City Events and meetings would not be in the Budget so she did not think that they could advertise separately. Commissioner Harrald stated she would check with KBBI, but she could not do anything since she works there. She has already put it on the Community Calendar. She will write a one paragraph regarding the Open House to submit to the Tribune.

Commissioner Lillibridge requested they suspend the rules to address Pending Business Item D. Park Day at Jack Gist.

BRANN/HARRALD – MOVED TO SUSPEND THE RULES TO ADDRESS PENDING BUSINESS ITEM D. PARK DAY AT JACK GIST PARK.

There was a brief discussion on having the discussion at this time.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

E. Spit Parks and Recreation Committee

There was no meeting held the past month.

**PUBLIC HEARINGS**

No public hearings were scheduled.

**PENDING BUSINESS**

A. Changing the Frequency of the Regular Meetings

Chair Bremicker introduced the agenda item and provided a summary history of the changes and request to revert back to monthly meetings.

CUMMING/HARRALD – MOVED TO RESUME REGULARLY SCHEDULED MONTHLY MEETINGS WITH THE EXCEPTION OF DECEMBER THERE WOULD BE NO MEETING AND THESE MEETINGS WILL BE ON THE THIRD THURSDAY OF THE MONTH.

Commissioner Cumming reminded the Commissioners present on the previous discussions and that they have so many things to address and not meeting monthly they will fall behind. She pointed out further the value of meeting monthly year round. This will have to go before Council for approval. Commissioner Harrald brought attention to unexcused absences. Chair Bremicker explained absences and the removal from the Commission. Commissioner Harrald stated that this was off topic and apologized to the Commissioners present. There was no further discussion or comments.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

There was no further discussion.

B. Findings and Report on Spring Walk Through for Spit Parks and Recreation Areas –  
Commissioner Harrald

Commissioner Harrald apologized she did not have the findings and conditions of the walk through conducted on the recreational areas and parks of the Homer Spit. She assured the Commissioners present that this will be completed and forwarded to Ms. Krause for the July meeting.

Commissioner Cumming commented that she did not believe it would be missed at this time and maybe the Spit Parks & Recreation Committee can have their meeting and it will add to their recommendations.

There was no further discussion.

C. Further Discussion on Karen Hornaday Park Funding for Road Re-Alignment and Issues  
Commissioner Cumming

Commissioner Cumming wanted to discuss creating a committee of the Commission to address some outstanding issues. She stated that nothing has been done at the park and she is concerned that not much will get done in the Commission due to the many things the Commission is involved in and the multiple issues at the park. She noted the HoPP citizen group that is very enthusiastic and she opined that their decisions should go through the Commission for approval. She hopes that this doesn't dampen their spirits. She addressed the four issues identified by the Commission as top priority drainage, road realignment and planned parking. Commissioner Cumming did not elaborate on the other two top priorities.

Discussion ensued regarding the commission priorities listed for Karen Hornaday Park that was to be addressed this summer. Those designations were Preliminary Engineering up to and not to exceed \$50,000; Ballfield Improvements not to exceed \$10,000 and \$5,000 for Playground Improvements.

Commissioner Lilibridge came back on telephonically at 6:27 p.m. Chair Bremicker informed her that Ms. Krause relayed her idea for Park Day and the commissioners present discussed the idea, made some

decisions and she could speak with Ms. Krause after the meeting to find out the content of their discussion. He did not feel they should take the time to review the points of that discussion at this time since they still had a lot on the agenda to address. Commissioner Lilibridge acquiesced.

Commissioner Cumming made her argument for establishing a committee to address the issues with Karen Hornaday Park, the Master Plan and the other issues surrounding this park.

Discussions centered on having the engineering done in-house by Mr. Meyer, the delay in getting this done, when it would be done this summer, the delays if it had to be sent out to bid. Mr. Illg made comments on the involvement of HoPP and getting things done quicker outside the City and in the best scenario it would be better to have an outside source perform the engineering and drainage work required however there is the issue of cost which is a trump card.

Further discussions convened on the following:

- Road Realignment
- Advocacy Group Involvement
- Importance of completing the engineering for information before decisions can be made.
- Alternatives that have not been discussed
- Some improvements have been completed already on the ball fields and dugouts.
- Dismantling and relocating the red shed building to Jack Gist Park
  - A specific group of volunteers can dismantle, relocate and rebuild the building in one week
  - Materials can be reused for a number of uses within Karen Hornaday Park and should be discussed before relocating them to Jack Gist.

Chair Bremicker requested a motion to form the Karen Hornaday Park Committee.

LILLIBRIDGE/CUMMING - MOVED TO FORM A COMMITTEE TO ADDRESS THE ISSUES RELATED TO KAREN HORNDAY PARK PERTAINING TO THE RECENT RECOMMENDATIONS MADE AND APPROVED BY COUNCIL TO INCLUDE RELOCATING THE RED SHED AND WORKING WITH OTHER GROUPS.

After a lengthy discussion regarding the need, creation and purpose of this committee Chair Bremicker stated the task of this committee will be to help foster the approved master plan and assist in getting this plan implemented. They will also be required to report back to the Commission on the progress being made monthly.

Chair Bremicker stated that there was no further discussion needed on the monetary amounts that were designated previously by the Commission and approved by Council. It was a done deal and served no purpose.

Commissioner Brann stated he would support forming a committee as long as there are two commissioners involved that would attend and hold regular meetings.

Commissioner Harrald still opined that the commission as a whole should be involved in Karen Hornaday Park, otherwise it would be just adding another level of bureaucracy. She provided the step example of the Committee works on issues and recommendations to the commission then the commission would have discussions and make their recommendations to council. This would add to the time.

Commissioner Cumming requested the motion to be read again.

Chair Bremicker offered a friendly amendment to strike the specific language about the red shed as he felt it was not needed in the motion. The maker of the motion and second were agreeable.

Ms. Krause read the motion as amended:

LILLIBRIDGE/CUMMING - MOVED TO FORM A COMMITTEE TO ADDRESS THE ISSUES RELATED TO KAREN HORNDAY PARK PERTAINING TO THE RECENT RECOMMENDATIONS MADE AND APPROVED BY COUNCIL.

VOTE. YES. BRANN, CUMMING, LILLIBRIDGE, BREMICKER  
NO. HARRALD

Motion carried.

Chair Bremicker stated the following from the Commission By-Laws on Committees:

1. The Chair shall appoint committees for such specific purposes as the business of the Commission may require. Committee membership shall include at least two Commissioners. Other Committee members may be appointed from the public.
2. One Committee member shall be appointed Chair and be responsible for creating an agenda and notifying the Clerk of meetings so they may be advertised in accordance with Alaska State Law and Homer City Code.
3. One Committee member shall be appointed responsible for furnishing summary notes of all Committee meetings to the Clerk.
4. Committees shall meet in accordance with Commission bylaws and Robert's Rules.
5. All committees shall make a progress report at each Commission meeting.
6. No committee shall have other than advisory powers.
7. Per Roberts Rules, upon giving a final report, the Committee is disbanded.

Commissioners Cumming and Lillibridge were appointed to the Karen Hornaday Park Committee. Ms. Krause explained that they could speak to each other to determine a date to schedule the meeting and add items to the agenda. She will perform the same staffing support as she does for the other committees.

Staff explained that the Commission was not required to approve the expenditures from the designated funds for playground improvements or actions of HoPP. They will be guided by Staff from Public Works and the approved Master Plan. Staff commented that it would be good if a member of the Homer Playground Project group would volunteer to be on the committee. This would enable them to work in conjunction with the city efforts and the Commissioners plus keep everyone up to date on their groups' efforts.

Commissioner Lillibridge will contact Ms. Krause to see what dates are available and then consult with Commissioner Cumming on a mutually agreeable date to hold the first meeting of the committee.

There was no further discussion.

#### D. Park Day

Commissioner Lillibridge lost telephonic connection at 5:58 p.m.

Ms. Krause explained that the idea Commissioner Lillibridge requested consideration was having a "Meet the Trucks" which showcases the fleet that keeps the city running; such as an ambulance, fire truck, police cruiser, a dump truck, grader, a snow plow, and a street cleaner. Kids can touch, explore and honk the horns of the big machines. Commissioner Lillibridge attended a function where they provided this and the kids loved it.

Commissioner Harrald commented that she was not enthused about that idea and that Park Day should be focused on the park and it is supposed to be a work party too and dedication of a basket. She said it sounds like a fun idea but maybe not as a main focus or in addition to the other events.

There were no other comments regarding the suggestion proposed by Commissioner Lillibridge.

Commissioner Brann stated that he wanted to address the items noted in the staff memo in the packet on page 25.

The Commissioners made the following decisions for Park Day:

- The time will be from Noon- 4:00 p.m.
- The Volunteer Fire Association will be asked to provide the hotdogs and beverage. It was noted they would do it for minimal donations.
- Multi-generational games such as softball, volleyball and badminton will be set up.
- A work party will be conducted on clearing the Disc Golf Course, Park Cleanup, and constructing a sandbox for the playground area. Bring your wheelbarrows and garden tools. No chainsaws though.
- Eden Badajos will be contacted to put on a demonstration of Disc Golf and possibly setting up a demonstration course that people and children can play.
- Flyers will be needed. These can be posted at various places and on the City Website.
- Arrange to have notice on the Clerk's Calendar, Coffee Table on KBBI and the Community Calendar too.

There was no further discussion.

Commissioner Lillibridge rejoined the meeting at 6:32 p.m. She apologized for the loss of connection.

#### **NEW BUSINESS**

Prior to discussion on the New Business Item A, Kachemak Drive Pedestrian & Bike Path a brief discussion was conducted and clarification on if a private citizen or group was required to report their recommendations to the Commission and get their approval first before presenting to City Council or implementation, specifically the City involvement with the HoPP group. It was further noted that the commission indicated when designating the monies to the playground it was the commission's hopes that a group would take over. It was noted that this was an offshoot from the Group involved with the improvements conducted at Bayview Park and it will not be limited to just Karen Hornaday Park and playgrounds.

There was no further discussion.

- A. Kachemak Drive Pedestrian & Bike Path
1. Discussion on open House and mock presentations
  2. What and When to propose to Council?
  3. Estimated project Costs and Funding Sources?

Discussion on developing an outline for the open house ensued. It was noted that people will be coming and going as their schedules permit so presentations may be required a number of times. It was suggested that the committee could print out the high points of their presentation on 3 x 5 cards for each member of the committee to have so everyone will have the same information. It was suggested to have an introduction on the overall reason for holding the open house too.

Commissioner Harrald stated she is having Ms. Krause finalize a survey that will be distributed for comments at the meeting tomorrow. The public input is and will be critical for political support as well. Commissioner Cumming noted that it must be specified that these are components of the overall proposed path not three or four separate ideas. She would like to have a summary of each part presented by individuals who worked on that section.

Mr. Illg commented that having a colored map with the proposed path noted would be very beneficial in showing the proposed locations of this trail or path.

In response to Commissioner Lilibridge Chair Bremicker stated that the event will be in the Council Chambers June 23, next Thursday at 5:30 p.m. until 7:00 p.m.

A brief discussion was entertained on providing cookies and coffee for the event. Commissioner Harrauld felt she could get some cookies donated by one of the local businesses.

Commissioner Brann stated that since those present were on the Kachemak Drive committee it really was un-necessary to have further discussion on the open house or do a mock presentation since there were no other commissioners present. He felt they discussed the details needed under the reports section. Chair Bremicker agreed and stated if more discussion was needed it was on the agenda for the committee meeting scheduled for tomorrow (Friday, June 17, 2011).

There was no further discussion.

B. Proposed Homer Ocean Park by William J. Marley of Dell Group

BRANN/BREMICKER-MOVED TO SUSPEND THE RULES TO ADDRESS ITEM B, PROPOSED HOMER OCEAN PARK UNDER NEW BUSINESS.

There was no discussion.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Chair Bremicker invited Dr. Marley to sign in and speak to the commission.

Dr. William J Marley, resident of Homer. He stated that great communities have great parks. He related that the three owners of the Dell property wish to propose the 31.3 acres fronting the Sterling Highway and the beach be developed into a park and cultural center. He stated that this would be a very positive punctuation point for the end of the road concept that is Homer. They are currently calling this proposal, Homer Ocean Park but noted another name such as "Punctuation Park" might fit better.

Dr. Marley outlined the proposal for establishing park land, native cultural center, year round performing arts center, tennis courts, walking trails and pavilions for picnics, parties, etc. There would also be beach access and a viewing area. The sewer and water in readily accessible making the installation of facilities that require these facilities easier to include in the design. He continued by passing around a drawing of the proposed park and location which is the land across from Soundview Avenue and to the right of the Episcopal Church. The Dell group would like to offer the property for consideration by the City to purchase for the purpose of creating this park option.

Dr. Marley responded to questions posed by the Commission regarding a current appraisal; if the concept is to be a privately owned or city owned park; if the property was offered for sale to the public prior to this proposal; Dr. Marley stated it was previously listed for \$4.9 million and are offering it for \$3.75 million to the City; he noted that the appraisal came as restricted this might be because it is in the Gateway Zoning Area; he noted that the bluff would not be there if there was no erosion which is a normal and expected occurrence; the cost for developing this land would be hard to pinpoint depending on the details; he noted that the benefits of having a performing arts center or convention center in town would be very beneficial and not as affected by inclement weather. Dr. Marley stated that the Dell Group is seeking the Commission's support of the idea. They would take this support to present to the community. He was not ready for presentation to Council at this time. His group is aware that outright

purchase of the property would be very slim and funds would have to be raised to do this but he would prefer to see this idea implemented and not another subdivision.

Commissioner Brann commented that he would offer the support of the concept at this time. But as was stated the funds to purchase this property is not available and not sure how they could raise such an amount either. But he was really "for" the idea. Chair Bremicker echoed Commissioner Brann's sentiments but was not sure if it would happen with the financial side of things. Dr. Marley responded that you don't know unless you try.

BRANN/HARRALD – MOVED TO SUPPORT THE CONCEPT OF THE PROPOSAL FOR THE HOMER OCEAN PARK ON THE PROPERTY IDENTIFIED IN LETTER FROM DR. MARLEY WITH THE DELL GROUP.

A brief discussion concerning the size of the project and the cost ensued with it being a great vision for the area and appropriate for the location and appearance/perception of Homer. That support for increasing the parks and land designated for parks was encouraged.

VOTE. YES. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Dr. Marley thanked the commission for their motion and support.

There was no further discussion.

#### **INFORMATIONAL MATERIALS**

- A. Memorandum dated May 19, 2011 Re: Expressing Support for the City Parks and Recreation Department Use of the Homer Education and Recreation Center
- B. Memorandum dated May 19, 2011 Re: Expressing Support for the Adopt a Park Program
- C. Memorandum dated May 19, 2011 Re: Amending Homer City Code 1.74, Parks and Recreation Advisory Commission, Allowing the Commission to Accept Donations and Establish a Fund to Deposit those Donations

There was no discussion on the informational materials.

#### **COMMENTS OF THE AUDIENCE**

There were no audience comments.

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

None.

#### **COMMENTS OF STAFF MEMBERS**

Mrs. Krause commented on the minor changes on the flyer announcing the Open House and expressed that the Commissioners were doing a good job; she suggested a course on telephonic procedures for the agenda. She commented on a personal endeavor that the commissioners had expressed some interest in the status of the Highland Games Event earlier and she informed them of the website they could visit for additional information.

**COMMENTS OF THE COMMISSION**

Commissioner Cumming expressed that she hopes that they are glad they have a committee and does not curse the day that she got her committee. Her biggest feat will be getting delivery of sand for the first couple hundred feet of the Kachemak Trail of course going through all the right channels takes a long time.

Commissioner Harrald restated her objectives for the Open House for the Path Committee and the next meeting of the commission. She stated Commissioner Cumming could request Deb Cox to attend the next Commission meeting to give a progress report on the HoPP. She thanked Ms. Krause for all her work and efforts on the documents requested for the Open House. She expressed that it was apparent the Council members did not seem to understand what the Commission was doing, she has heard comments and it is apparent that the Commission is not clear on expressing their intent. She was wondering if they could invite the Councilmembers or personally inform them on what the Commission is doing. Commissioner Cumming volunteered to contact the Council members and the Mayor. She did not guarantee results. Ms. Harrald will not be at the July meeting.

Commissioner Lillibridge stated that it sounds like this was a long meeting with lots of discussion and it is really good to be able to participate when you are out of town.

Commissioner Brann commented good job and thanked everyone. He also noted he would not be working on the trail until after Monday. He did not want to do anything more on that until walking it with someone and the campers would have to be removed also.

**COMMENTS OF THE CHAIR**

Chair Bremicker congratulated Commissioner Cumming on her Karen Hornaday Park committee and reminded her that she and Commissioner Lillibridge needed to contact the Ms. Krause on a meeting date and time and that once they had the other members of the committee lined up to let him know and they could be appointed. He thanked everyone for their time and efforts and thanked Ms. Krause for all her help and efforts.

**ADJOURN**

There being no further business to come before the Commission Chair Bremicker adjourned the meeting at 8:00 p.m. The next regular meeting is **THURSDAY, JULY 21, 2011** at 5:30 p.m. at the City Hall Cowles Council Chambers.

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RENEE KRAUSE, CMC, DEPUTY CITY CLERK I

Approved: \_\_\_\_\_

# Synopsis from July 7, 2011 Meeting of Karen Hornaday Park Committee Homer Parks and Recreation Commission

Two committee members, Trish Lillibridge and Beth Cumming, called the meeting to order. A short discussion was held about agenda.

HP&R Commission Chair Bumpo Bremicker arrived and appointed Robert Archibald and Jack Wilds to the Committee.

Robert Archibald was elected to chair the Committee.

The meeting proceeded to follow the agenda, somewhat and the chair found the first meeting unorganized mainly due to his being unprepared.

The discussion was led by member Lillibridge in a direction about the master plan.

The group decided that discussion was premature and that we should deal with the issue at hand, that being the funds passed by the City Council for the Pre-Engineering at the Park.

With no information from Public Works on the RFP put out soliciting bids, it was decided to word a recommendation to HP&R Commission requesting a formal process to communicate with Public Works and the Engineering Firm or other entity that will conduct engineering work. The group passed a formal recommendation, which is before you.

It was also decided the Chair would communicate with City Entities and Public Works our desire to be involved in the RFP process

A discussion was held on major issues, especially drainage. That is the first and foremost issue for the whole complex and must be addressed.

The Campground was discussed and some needed improvements were discussed. The issue of funding was discussed and the function of Public Works, Parks and Rec. role was discussed.

It was pointed out by Mr. Wiles that these improvements should come from Parks and Rec. and perhaps a list of issues could be submitted through the Commission.

Future meetings were decided upon

July 26, 2011 @ 5:30 PM

August 10, 2011 @ 5:30 PM

August 23, 2011 @ 5:30 PM

The meeting was adjourned at 5:30 PM

Submitted by Robert Archibald

July 7, 2011

1. The first part of the document is a list of names and titles of the members of the committee.

Kachemak Drive Path Committee:

1. Meeting called to order at 5:34pm Friday June 17, 2011

Present: Bumppo Bremicker, Lynn Burton , Beth Cumming, Ingrid Harrald, Dave Brann

2. Approval of Agenda: moved by Ingrid Harrald, Dave Brann seconds, motion approved.

3. Approval of Minutes: moved by Dave Brann, second by Beth Cumming, passed unanimously.

4. No public comments

5. No Reconsiderations

6. Visitors - no Jocelyn - discussion on different methods to get her involved in conversation. Dave Brann will meet with Walt Wrede to talk about possibilities.

7. No staff reports

8. No Public Hearings

9. Pending Business -

Ingrid Harrald passed out draft survey forms and draft flyer. Discussion about open house outreach. Bumppo talked to Homer News. Ingrid sent email to Tribune.

Lynne Burt will contact KGTL and KBBI. Clerks Office will announce on City calendar. She will bring flyers to Smokey Bay Air and Homer Air.

Comments of flyer - Beth Cumming - replace "bike" with "non-motorized" on flyer.  
Comments on survey - switch to How often do you "bike or walk". Also, In Plan 3, Use "power line easement" instead of right of ways. Spit Trail is over water and sewer. A trail over there would need an additional easement to be over there. Put address on survey so people have mail-in option.

Discussion on upcoming open house:

Format will be:

1. 5:30 pm Bumppo with 5 minute introduction (Dave Brann will point out on map)
2. 5:35 - 6:00pm - open house, people can visit and ask questions about individual plans.
3. 6:00pm - 7:00pm - formal presentations (10min each) followed by Q&A (10 minutes each with 3 minute time limit per community member

- make sure that community knows that none of these are exclusive.
- Bumppo will do overview speech, Dave will stand by map and give overview.

-Order of presentations:

1. Lynne and Beth – beach trail
2. Bumpo will do easement.
3. Dave Clemmons - will do bike shoulder extension
4. Joe – speed limit
5. Dave Brann will do national parks grant
6. Ingrid- take no action option

Lynne will put sign up sheet for help. We will need more people later on when we bring this plan to city council. It will be the only way things will happen.

10. New Business:

Next meeting July 7<sup>th</sup> and then August 4<sup>th</sup> and September 8<sup>th</sup>.

11. Comments from Audience:

Lindianne Sarno - Bike rider due to bad eyesight. Can't drive. Would like a safer bike ride on Kachemak Drive. It is unsafe with all the big trucks and boats. Would like a bike path that separates from road; education for drivers so they know that cyclists have right of way; Public education so people realize that safety is the number one value for this municipality. Maybe a PSA that could be run regularly on KBBI. She has trailer on her bike, so has to ride in road. Ms. Sarno really supports lowering the speed limit as well. She has written a song about bike safety and could write PSA and be a speaker. Ms. Sarno can be reached at 235-2628.

12. Comments from commission:

Beth – Hopes meeting goes well.

Lynne – I'm excited! Will bring volunteer sign up sheet to meeting

Ingrid – Cautioned the members to come to the meeting with open mind just in case people don't like our suggestions.

Dave Brann - We need to present to the commission then have the commission to present for a CIP item. CIP list due in September.

Bumpo- Agreed with all comments and thinks open house will be great.

13. Adjournment at 7:05pm. Next meeting May July 7<sup>th</sup> at 5:30pm.

Notes submitted by Ingrid Harrald

## Justification and Rational Arguments for Establishing a Kachemak Drive Bike / Pedestrian Path

Alaska Bicycle and Pedestrian Plan, adopted 1991, due for revision 2011

### MISSION STATEMENT-ALASKA BIKE AND PEDESTRIAN PLAN

The mission of the Alaska Bicycle/ Pedestrian program is to provide a safe, well-designed, well-maintained, affordable, all-season, multimodal transportation system that affords users convenient access to neighborhoods, schools, recreation, commercial and industrial areas while protecting the integrity of communities and the environment to the extent practicable.

“It is the policy of the State of Alaska to promote the increased use and safety of bicycling and walking as year-round transportation choices by giving them full consideration in the planning, design, construction and maintenance of transportation facilities”.

“The Intermodal Surface transportation Efficiency Act of 1991 (ISTEA) requires each state to incorporate a long-term bicycle and pedestrian plan into its long range transportation plan.”

Goal 2 (under mission statement)

Provide a more bicycle and pedestrian friendly transportation network.

Objective F. Create a network of trails using corridors and greenways such as rivers, creeks, land and ocean shores, and utility easements, and barrier breaking structures (bridges, overpasses, tunnels, underpasses etc.

Engineering Good Designs

#3 Widen and Pave shoulders for use of bicyclists and pedestrians where appropriate; provide alternative routes where necessary.

“DOT & PF will work with state agencies and local governments to encourage walking and bicycling.”

### HOMER NON-MOTORIZED TRANSPORTATION PLAN

Sec. 3.0, pg. 17

To complete and connect the communities pedestrian system, walkways (referred to as separated pathways in the bicycle transportation section of this report) should be added to the following locations: Kachemak Drive Pathway

Sec.3.3 pg. 31

The Federal Highway Administration official bicycle policy is to “accommodate current use and encourage increased use while enhancing safety.”

“Congress clearly intends for bicyclists and pedestrians to have safe, convenient access to the transportation system and sees every transportation improvement as an opportunity to enhance the safety and convenience of the two modes.”

The Alaska Department of Transportation Preconstruction Manual states, “Expect bicycle traffic along most roads and streets. Where bicycles are allowed, all new construction and reconstruction must provide for use by bicyclists and pedestrians.

While Homers existing roads should be maintained or upgraded to accommodate and encourage bicycle use, identification of key travel corridors and routes is important for the implementation of appropriate facility treatments.

Bicycle traffic can be accommodated in a number of different ways including bicycle lanes, wide outside lanes signed shared roadways, separated pathways and paved shoulders.

#### 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. Possible locations for bicycle lanes include the following routes:

Kachemak Drive (until a separated pathway is constructed)

#### 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...

#### Paved Shoulder

Paved shoulders are connected to and on the same level as vehicular travel lanes. They are useful for bicycle travel, emergency stopping, and extending roadway life by reducing edge deterioration. Paved shoulders should be a minimum of 4 feet wide.

#### Separated Pathway

A separated pathway, also called a shared or multi-use pathway, is a travel route that is separated from the roadway and supports a variety of non-motorized transportation uses. These routes are usually recreational and often located along rivers, canals, ocean fronts, utility right-of-ways...

To complete and connect the existing system, separated pathways should also be constructed in the following locations: Kachemak Drive Pathway

#### Signed shared Roadway

Signed bicycle routes inform riders of preferred travel ways in comparison to alternative routes. ...the signed route reminds drivers that they are sharing the road with bicyclists. ...it may be a common route for bicyclists through a high demand corridor, it may serve as a connecting segment between a shared use path and a bike lane...

Homers existing roadways are generally wide enough to accommodate this shared use.

In many cases significant safety improvements could be made to existing streets simply by stripping bicycle lanes or paving shoulders.

## Policy and Institutional Framework

Sec. 4.0 Pg. 40,

Policy 1.2, Action 1:

For each construction season a list of scheduled road construction upgrade and repair projects will be prepared.

Implement a review procedure for these projects to identify opportunities for improving the non-motorized transportation infrastructure and incorporate these improvements into project plans.

Policy 1.5

The Homer Non-motorized Trail Plan shall be recognized as a guide for transportation development.

Policy 5.5

Establish a method to allow existing utility and drainage easements to be used as pedestrian easements. Develop a set of guidelines to be used in evaluating existing utility and drainage easements for their use as pedestrian easements.

“Creating safer bicycling conditions on Homer’s most traveled bicycle routes is a high priority. The routes include Kachemak Drive.”

“To further the continuity of this route, Kachemak Drive must become safer for non-motorized transportation.”

“A rehabilitation project for Kachemak Drive that includes a separated multi-use pathway has been identified as an essential need of the City’s Capital Improvement Program. Because of the right-of-way- acquisition requirements and the significant cost of the project, it is not scheduled for completion until 2009. An interim solution, such as striping a bicycle lane should be considered for safe bicycle travel along this route.

Capital Needs Sec. 6.0

Some projects such as lane striping are inexpensive and can be installed quickly with relatively simple equipment.



**QUESTIONS**

Please refer to the map and indicate the

- 1 area of Homer where you live
- Refer to the map indicate the area of Homer where your most frequent destination is located (workplace, office, school.)

How often do you ride a bicycle on

- 3 Kachemak Drive
- How often do you drive a car on
- 4 Kachemak Drive

If you ride a bike, which of the following describes why you use it on Kachemak Drive. If more than one please note in

- 5 Other

If you drive a car which describes why you use Kachemak Drive. If more than one please note in "Other".

	West Homer	Downtown Homer	East Homer	Kachemak Drive & Spit	Skyline/Diamond Ridge	COMMENTS
1	2	6	4	2	1	
2		7	3	6		would ride more if there were a trail and widened roads
3		3	1	8	2	
4		1	4	6	4	
5	6	6	6	3	3	Walking, Bay Club
6						Enjoyable Scenery & pathway to & from E. End Homer Homes; Trips to the Spit; Bay Club; check address

7

If you could re-allocate space on the road for the following user groups, circle the action you would take.

	CARS	CYCLISTS	OTHER VEHICLES	PEDESTRIANS
SAME ROAD	6		4	
MORE ROAD	1	11		11
LESS ROAD	5		5	

**Question 8 on the Survey asked: Half Mile Trail from the base of the Spit to Airport Access Road. Comments and Concerns about this option. Do you support this Option? Why or Why Not?**

Responses Received:

- Nice trail Start if it connects, also nice path to beach access
- Yes
- I like this idea-nice use of an under-used area
- yes. Clearly designating the trail; keeping campers from camping on it; Q - Would the dredges or fill bring it above the 24' tideline?
- Great idea
- Yes – scenic, public land, safe credible vision by involved people. Very dangerous area now – any option is an improvement.
- too expensive not practical for getting from A to B
- I like it can be a nice walkable/bikeable recreational route. Very appealing great easy walk close to spit parking a walkable access to gravel bar for birding.
- That would be a good start ameliorating one of the more dangerous stretches for pedestrians/cyclists But it just pushes the problem “down the road” so to speak.
- No this won't provide meaningful paths for bikes/pedestrians. It would be a “Trail to nowhere.”
- Support
- yes, this seems to be the most dangerous spot since cars frequently go around me on my bicycle in the middle of the hill where they cannot see what is coming the other direction.

**Question 9 on the Survey asked: Narrowing the width of the Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this option? Do you support this Option? Why or Why Not?**

Responses Received:

- Like this a lot, added safety for both ped/bikes and vehicles, ease of maintenance
- Bad Idea Lots of oversized truck traffic on road already sometimes seems close when you pass I believe vehicles will end up driving on part of path
- No, don't think the width of the road would support narrowing the width for vehicles
- No, the road is already narrow and especially in winter there would be no respect for pedestrians from auto
- Maybe, if you don't do the separate trail. Seems like it might make diving a bit more precarious seems like it would be more expensive.
- Cost of painting shoulder and maintaining such better put to widening it in places
- This seems fiscally the best option.
- I like this option best. Effective. Relatively low cost. Does not impact landowners increases access to road for broad range of cyclists and pedestrians I also like it because it seems possible.
- I think it can should be done easy to accomplish, relatively inexpensive. Yes, increases safety, connects existing bike paths.
- No. the current car culture in Homer is not bike savvy and there is little enforcement of right of way rules. I doubt most drivers would respect a repainting of lanes.
- No, this won't give any real additional space to bikes but rather squeeze cars/bikes within the existing space which is already insufficient.
- Narrow width of road add widened painted shoulders (I'd ride there)

- If there is actually enough room to do this safely then I would support it. I am skeptical that there is enough room with the current width of the road to make this feasible.

**Question 10 on the Survey asked: Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?**

Responses Received:

- concerns with cost and wetlands
- think this would be best
- yes, because its needed
- I think this would be safer by far than getting a trail next to the road think wobbly children on bikes
- Yes! Would make it safer for all, Possibly easier to construct or put in than widening the road or shoulder
- would be lovely and should be done in places where it is not too complicated but I think combining it with #9 above would be feasible.
- I like this if at all possible is best option for all user groups
- I don't see K drive as all that scenic I consider it a connection. I use it to get from East End to Ocean drive/Spit.
- Best Option until power line easement could be utilized. Yes, makes good use of disturbed ground/property.
- If it connects the Spit & East End Rd I support it. Separated trails are safer and more pleasant – as long as they still are treated as roadways and plowed in winter.
- yes, while costly this would provide a real access for bikes/pedestrians and would make this area useful for non-motorized recreation.
- Any new road should have this (separated trail)
- yes, this would be the ideal situation and would encourage more user groups to use the trail.

**Question 11 on the Survey asked: Decreasing the Speed Limit to 25 MPH during Summer months (defined as non-studded tire months) and Making it a Scenic Byway during this time. Comments or Concerns? Do you Support this Option? Why or Why Not?**

Responses Received:

- decreased speed on kdrive should be encouraged regardless
- this is silly its not going to change driving habits and will be hugely unpopular
- I don't support this option because Kachemak Drive is a major thoroughfare
- I don't think motorists will respect this.
- Yes. It would help people be more aware of each other – walking, biking or driving and be safer.
- You can't police it adequately now-changing speed limit won't change anything
- Don't know. Too confusing perhaps.
- I like this too. Lower speeds = safer for all
- good option would be more scenic with 2-3 pocket parks/overlooks. Increases safety easy to implement.
- Nice idea, but again I haven't seen current speed limits on K Drive enforced so I don't think a decrease would change how fast drivers go.
- No, enforcement is still a problem and this won't provide any additional space for bikers.
- great idea.

- as long as the speed limit is enforced although you will still have cars that go around bicyclists/walkers in unsafe locations.

**Question 12 on the Survey asked: Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?**

Responses Received:

- if we can make things better we should do it
- I believe we should do something to accommodate as much diverse use as possible
- No, something needs to be done
- No. it's dangerous
- No. Our population has grown more and more people use K-Bay Drive as a shortcut More tourists who are unfamiliar with the road drive is \_\_\_ B & B's out E. End Road to Spit this way.
- You better do something someone is going to get hurt.
- No. It is used so much for cycling already but potential for accidents is so high.
- I don't like this. It's dangerous now and will become increasingly so.
- not a viable option for me, something needs to be done. It would mean giving up and accepting no for an answer.
- No – sooner or later someone is going to be injured or killed.
- No, this area needs some improvements.
- take action widen the Bike path shoulder
- I do not support taking no action.

**Question 13 on the Survey asked: What do you feel are the most pressing issues facing Kachemak Drive?**

Responses Received:

- safety for multimodal users
- People fly lots of recreation no space
- Lowering speed limit at least in summer, Develop a shoulder and/or path for pedestrians and bikes; Better signal/signals for boatyard deep water crane/hoist.
- Speeding, Bike & Pedestrian Safety
- safety on airport hill
- safety
- safety – for all road users.
- speeding lack of bicycle/pedestrian path
- It is a dangerous road for cyclists and pedestrians with minimal enforcement of existing driving laws.
- No, space for bikes.
- Create a widened shoulder for bike path
- providing a safe road for all user groups (cars, walkers, bicycles, etc.)

**Question 14 on the Survey asked: How are the community and the Uses of Kachemak Drive changing? How should the City respond to the changes?**

Responses Received:

- Accommodate Multimodal Users

- There's a lot of people on that road - walking biking...dangerous
- Might need lower speed limits year round
- way more use these days
- Connection with East End Rd and Spit creates a much used route with cyclists.
- with rising cost of gas – we will all be compelled to be more economical with driving more Z& more people will be biking.
- Bicycle use increasing vehicle use increasing more development in general
- The community is not so much changing as growing. Homer has always been a town where residents could walk/ski/ride horses. Let's preserve that in the face of increasing vehicular traffic.
- Increase traffic reduces desire for residents to bike or walk on this road.
- Increase retired population tourists that are recreational and want to bike & hike.
- I don't know the history beyond three years so I can't speak to long term changes but the city should provide a safe travel options for multiple user groups

**Question 15 on the Survey asked: What do you want Kachemak Drive to look like in the next 10 or 20 years?**

Responses Received:

- calmer traffic and part of non-motorized way through town
- the same with fewer potholes and a bike/walk path
- It needs a fully functioning recreation area
- A paved trail for non-motorized use, after listening to proposals the widened shoulders sounds best.
- Ideally – painted shoulder lines for cycling AND a powerline trail.
- A scenic byway with a mix of business, industry, residential, accessed by improved road/bike/pedestrian path
- I hope it will not have more little monuments with crosses and flowers...ideally it would the same but with a separate plowed trail for non-drivers.
- Safe space for bikes & pedestrians
- scenic bike access
- Kachemak Drive should have a trail that connects the Spit trail to the East End Road trail.

**Question 16 on the Survey asked: Please identify any actions on Kachemak Drive that seem easy, affordable and effective?**

Responses Received:

- LOWER SPEED BY WAY OF SIGNAGE AND ROAD DESIGN
  - building a asphalt bike path adjacent to & connected to one side of the road
  - Even if there is a separate trail adding painted lines, signage designating the trail Also some small bridges to span the space(ditch) between trail and road
- Question: Would it be possible to put culvert or other drainages in the ditches and put the paved path shoulder over them (e.g. on top)
- I struggle to believe that public works can't work with the idea in conjunction with sewer water lines.
  - #9 and #11
  - City Council CIP, weekly placement of digital speed cop, radio/newspaper educational spots, share the road signs, speed limit enforcement, other signs, pedestrians, bicycles, double fines

- In the meantime, please enforce existing traffic laws there and in downtown Homer! Surely the fees collected would pay for increased enforcement.
- what about a path through the critical habitat area (which already gets unauthorized traffic in the winter.)
- affordable reduce car to widened shoulder with pavement for bike/pedestrian
- for starters you could add the half mile trail from the spit to the airport access road and widen the shoulders on the remainder of the road.

**Question 17 on the Survey asked: Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.**

Responses Received:

- Well designed non-motorized facilities almost always improve a community
- road repairs bumps & potholes building a paved path
- Possibly widen the road before some of the hairpin turns Put a blinking caution light at any place where the trail changes sides of the road.
- Efforts to cooperate and work with sewer/water lines and making at least some sections usable as trail.
- more signage and regulation
- Increased support of cyclists road use by Homer Police Department. They need to be re-trained/better informed re: Alaska Road Laws & actual cyclists safety issues.
- purchase trail easement(s) Purchase property for trailheads parking scenic overlooks encourage businesses/homeowners to clean up properties.
- Just do something. I won't bicycle there with my kids until some improvement is made.



# PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH

PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY  
QUESTIONS BELOW



Kachemak Drive Pedestrian Bike Path  
A Committee of the Parks and Recreation Advisory  
Commission

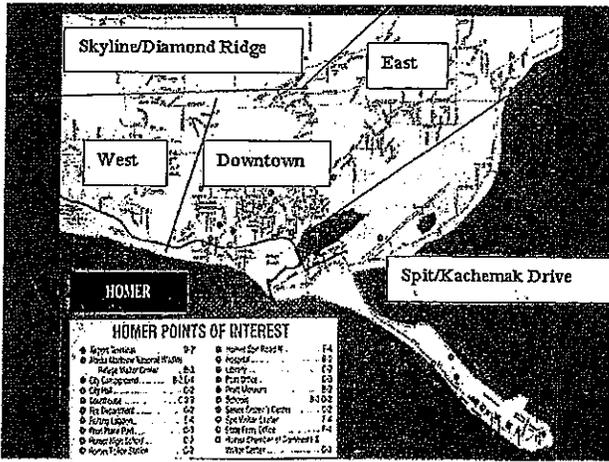
Cowles Council Chambers City Hall  
491 E. Pioneer Avenue  
Homer, Alaska  
www.cityofhomer-ak.com

Background: Late last year it was brought to the attention of the Parks and Recreation Advisory Commission that the current state of Kachemak Drive is unsafe for the traffic and recreation occurring there. A committee was formed to look at the safety issues on this road and to come up with creative ideas to increase safety. All four scenarios presented are ideas created and supported by the Committee members but are not to be considered concrete plans. Your input will help the Kachemak Drive Pedestrian Bike Path Committee present recommendations to the Parks and Recreation Advisory Commission and ultimately City Council for further action, if any, in the future.

Name (Optional)

Address: (Optional)

City, State, Zip



1. Please refer to the map and indicate the area of Homer where you live.

- West Homer
- Downtown Homer
- East Homer
- Kachemak Drive and Spit
- Skyline/Diamond Ridge

2. Referring to the map, indicate the area of Homer where your most frequent destination is located (workplace, office, school, etc.)

- West Homer
- Downtown Homer
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- Kachemak Drive and Spit

3. How often do you ride a bicycle on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

4. How often do you drive a car on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

5. If you ride a bike, which of the following describes why you use it on Kachemak Drive. If more than one please note in "Other".

- Regular Exercise or Workout
- Family Outings or touring
- Commuting - Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- I do not ride a Bike
- Other

6. If you drive a car which describes why you use Kachemak Drive. If more than one please note in "Other".

- Commuting to Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- Other

7. If you could re-allocate space on the road for the following user groups, circle the action you would take:

- | CARS   | PEDESTRIANS                                      | CYCLISTS   | OTHER VEHICLES                                   |
|--|--|--|--|
| <input type="radio"/> Same Road Space            | <input type="radio"/> Same Road Space            | <input type="radio"/> Same Road Space            | <input checked="" type="radio"/> Same Road Space |
| <input type="radio"/> More Road Space            | <input checked="" type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input type="radio"/> More Road Space            |
| <input checked="" type="radio"/> Less Road Space | <input type="radio"/> Less Road Space            | <input type="radio"/> Less Road Space            | <input type="radio"/> Less Road Space            |

8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option. Do you support this Option? Why or Why Not?

Nice trail start if it connects. Also nice path to beach access

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

Like this a lot, added safety for both ped/bike & vehicles, ease of maintenance

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?

concerns of cost & wetlands

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?

decreased speed on K-drive should be encouraged regardless

12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

If we can make things better, we should do it

13. What do you feel are the most pressing issues facing Kachemak Drive?

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?

calmer traffic & part of non-motor way through town

16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

lower speed by way of signage & road design

17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.

well designed non-motorized facilities almost always improve a community

YOU CAN MAIL THE COMPLETED SURVEY TO: CITY OF HOMER, KDPC ATTN. RENEE KRAUSE, CITY CLERK'S OFFICE 491 E. PIONEER AVENUE HOMER, ALASKA 99603 OR SUBMIT VIA EMAIL

Submit by Email

Print Form

# PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH



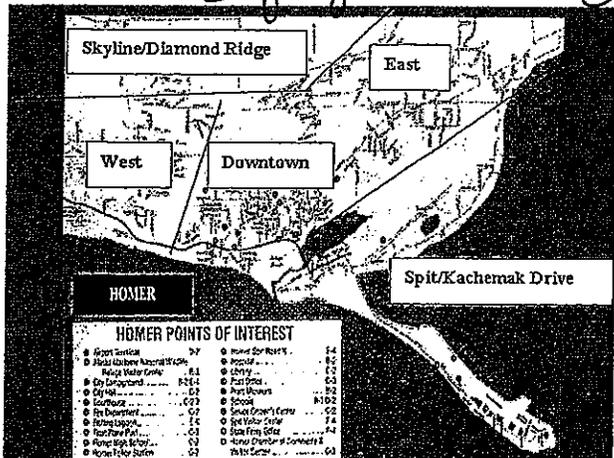
PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY  
QUESTIONS BELOW

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Kachemak Drive Pedestrian Bike Path  
A Committee of the Parks and Recreation Advisory  
Commission

Cowles Council Chambers City Hall  
491 E. Pioneer Avenue  
Homer, Alaska  
www.cityofhomer-ak.com

Name (Optional)  Address (Optional)   
City, State, Zip



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- I do not Ride a Bike
- Other

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- Commuting to Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.

Other  
Enjoyable scenery & pathway to & from East Homer homes  
End

Other  
Love walking as well

7. If you could re-allocate space on the road for the following user groups, circle the action you would take:

- | CARS                                  | PEDESTRIANS                           | CYCLISTS                              | OTHER VEHICLES                        |
|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|
| <input type="radio"/> Same Road Space |
| <input type="radio"/> More Road Space |
| <input type="radio"/> Less Road Space |

8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option. Do you support this Option? Why or Why Not?

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16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

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YOU CAN MAIL THE COMPLETED SURVEY TO: CITY OF HOMER, KDPC ATTN. RENEE KRAUSE, CITY CLERK'S OFFICE 491 E. PIONEER AVENUE HOMER, ALASKA 99603 OR SUBMIT VIA EMAIL

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# PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH

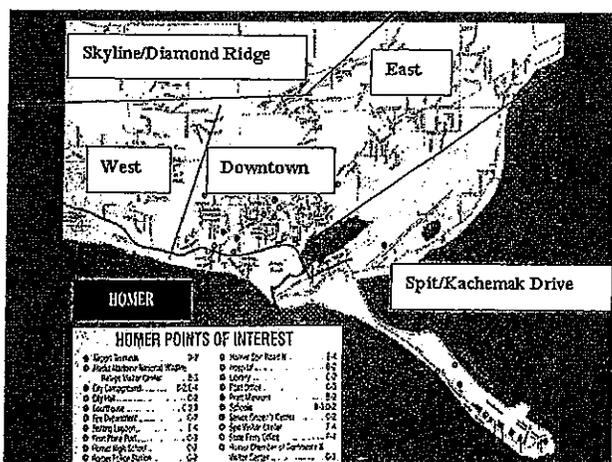
PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY  
QUESTIONS BELOW



Kachemak Drive Pedestrian Bike Path  
A Committee of the Parks and Recreation Advisory  
Commission  
Cowles Council Chambers City Hall  
491 E. Pioneer Avenue  
Homer, Alaska  
www.cityofhomer-ak.com

Background: Late last year it was brought to the attention of the Parks and Recreation Advisory Commission that the current state of Kachemak Drive is unsafe for the traffic and recreation occurring there. A committee was formed to look at the safety issues on this road and to come up with creative ideas to increase safety. All four scenarios presented are ideas created and supported by the Committee members but are not to be considered concrete plans. Your input will help the Kachemak Drive Pedestrian Bike Path Committee present recommendations to the Parks and Recreation Advisory Commission and ultimately City Council for further action, if any, in the future.

Name (Optional)  Address: (Optional)   
City, State, Zip



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4. How often do you drive a car on Kachemak Drive?

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5. If you ride a bike, which of the following describes why you use it on Kachemak Drive. If more than one please note in "Other".

- Regular Exercise or Workout
- Family Outings or touring
- Commuting - Work or School
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8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option. Do you support this Option? Why or Why Not?

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

Bad idea. Lots of oversized truck traffic on road, already sometimes seems close when you pass. I believe vehicles will end up driving on part of the path.

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?

I think this would be best

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?

This is silly. It's not going to change driving habits & will be hugely unpopular

12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

I believe that we should do something to accommodate as much diverse use as possible

13. What do you feel are the most pressing issues facing Kachemak Drive?

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?

16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

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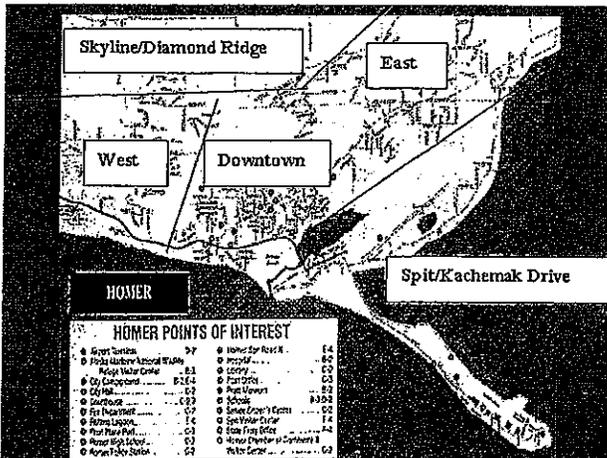


Kachemak Drive Pedestrian Bike Path  
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Cowles Council Chambers City Hall  
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- Commuting - Work or School
- Routine Errands
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- I do not Ride a Bike
- Other

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- Commuting to Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
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If you could re-allocate space on the road for the following user groups, circle the action you would take:

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8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option. Do you support this Option? Why or Why Not?

yes

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

No, I don't think the width of the road would support narrowing the width for vehicles.

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?

yes, because it's needed.

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?

I don't support this option because Kachemak Drive is a major thoroughfare

12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

No, something needs to be done

13. What do you feel are the most pressing issues facing Kachemak Drive?

Safety for multimodal users

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

Accomodate multimodal users.

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?

The same with fewer pot holes and a bike/walk path

16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

Building an asphalt bike path adjacent to + connected to one side of the road.

17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.

Road repairs (bumps + potholes). Building a paved bike patch

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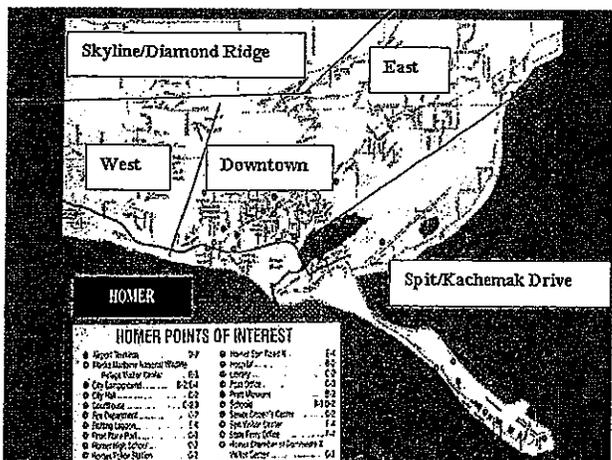
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Name (Optional) Carey Restino

Address (Optional) HUGO TRAIL CT

City, State, Zip HOMER AK 99655



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- Routine Errands
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8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option. Do you support this Option? Why or Why Not?

like this idea - nice use of an under-used area.

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

No - the road is already narrow and especially in winter there would be no respect for pedestrians from auto

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?

I think this would be safer by far than getting a trail next to the road - think wobbly children on bikes.

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?

I don't think motorists will respect this.

12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

No. It's dangerous

13. What do you feel are the most pressing issues facing Kachemak Drive?

People fly - lots of recreation - no space.

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

There's a lot of people on that road - walking, biking - dangerous

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?

It needs a fully functioning recreation area -

16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.

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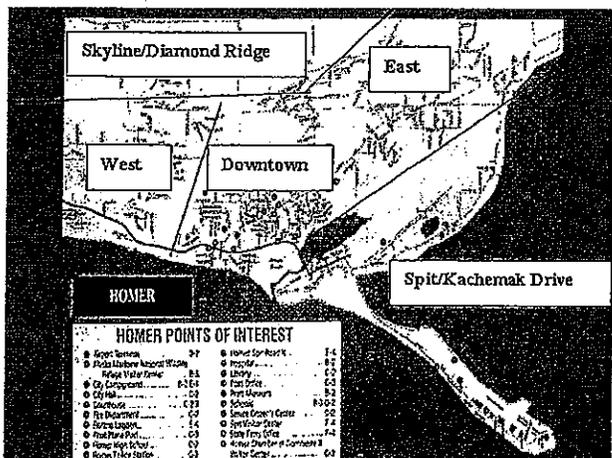


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- Kachemak Drive and Spit

3. How often do you ride a bicycle on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week *I would ride more if there was a trail on Sidwell Road.*
- Frequently, several times a week or every day

4. How often do you drive a car on Kachemak Drive?

- Never
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7. If you could re-allocate space on the road for the following user groups, circle the action you would take:

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8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option. Do you support this Option? Why or Why Not?

Yes. Clearly designate the trail; keep campers from camping on it.

Q: Would the dredging in fall bring it above the 24' tideline?

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

Maybe, if you don't do the separate trail. Seems like it might make driving a bit more precarious. Seems like it would be more expensive.

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?

Yes! Would make it safer for all. Probably easier to construct in park than widening the road, in shoulder.

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?

Yes. It would help people be more aware of each other - walking, biking or driving & be safer.

12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

No. Our population has grown, more & more people use K-Bay Drive as a shortcut. More tourists (who are unfamiliar w/ the road) drive in on Rt 6's onto E. End Road to Spit this way.

13. What do you feel are the most pressing issues facing Kachemak Drive?

- o Lowering Speed limit (at least in summer)
- o Develop a shoulder for pedestrians & bikes.
- o Better Signal Signals in Boat Yard, Deep Water Channel HOIST

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

See Above. Might need to lower speed limits year round.

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?

A paved trail for non-motorized use. Alter system to the proposal, the widened shoulder sounds good.

16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

Even if there is a separate trail, adding painted lanes, signage designate the trail. Also some small bridges to span the space between trail & road.

Q: Would it be possible to put culverts or other structures in the ditches?

17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.

Possibly widen the road before some of the hairpin turns. Put a blinking caution light @ any place where the trail changes sides of the road.

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and put the paved path/shoulder over them (e.g. on top)?

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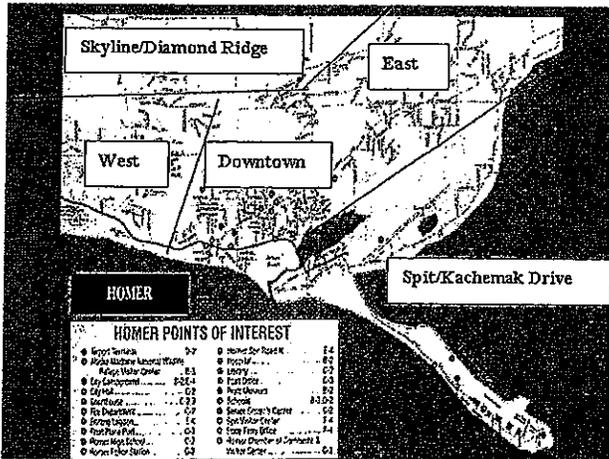
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- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- I do not Ride a Bike
- Other

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8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option. Do you support this Option? Why or Why Not?

*Great idea*

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?

*You can't police it adequately now - changing speed limit won't change anything.*

12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

*You better do something, someone is going to get hurt.*

13. What do you feel are the most pressing issues facing Kachemak Drive?

*Speeding  
Bike and pedestrian safety*

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

*Way more use these days*

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?

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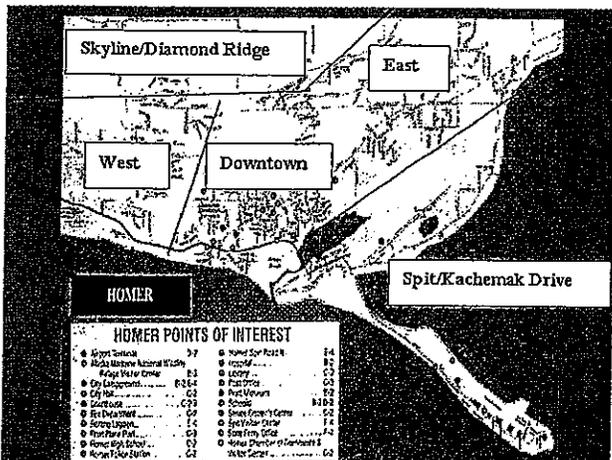


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Name (Optional)  Address (Optional)   
City, State, Zip



1. Please refer to the map and indicate the area of Homer where you live.

- West Homer
- Downtown Homer
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- Skyline/Diamond Ridge

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4. How often do you drive a car on Kachemak Drive?

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**8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option. Do you support this Option? Why or Why Not?**  
 Yes - Scenic, public land, safe credible vision by involved people. Very dangerous area now - any option is an improvement.

**9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?**  
 Cost of painting shoulder ~~and~~ (and maintaining such) better put to widening it in places.

**10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?**  
 Would be lovely and should be done in places where it is not too complicated but I think combining it with 9 above would be feasible

**11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?**  
 Don't know. Too confusing perhaps.

**12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?**  
 No. It is used so much for cycling already ~ but potential for accidents is so high.

**13. What do you feel are the most pressing issues facing Kachemak Drive?**  
 Safety on the airport hill

**14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?**  
 Connection with East End Rd + Spit creates a much used route with cyclists.

**15. What do you want Kachemak Drive to look like in the next 10 or 20 years?**  
 Ideally, painted shoulder <sup>lines</sup> for cycling AND a powerline trail

**16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?**  
 I struggle to believe that public works can't work with the idea in conjunction with sewer/water lines.

**17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.**  
 Efforts to co-operate and work with sewer/water lines, making at least some sections usable as trail.

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Submit by Email

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# PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH

PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY  
QUESTIONS BELOW



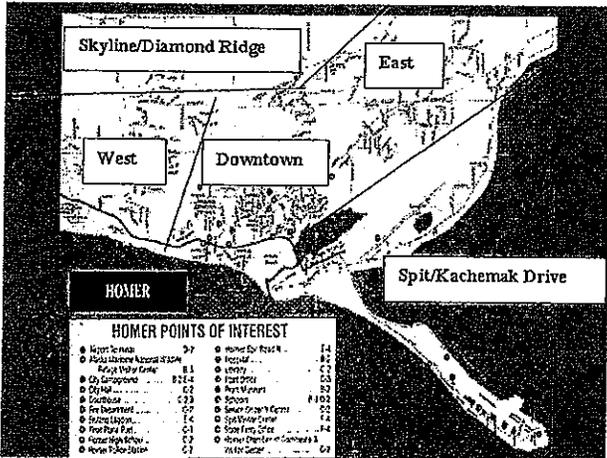
Kachemak Drive Pedestrian Bike Path  
A Committee of the Parks and Recreation Advisory  
Commission

Cowles Council Chambers City Hall  
491 E. Pioneer Avenue  
Homer, Alaska  
www.cityofhomer-ak.com

Background: Late last year it was brought to the attention of the Parks and Recreation Advisory Commission that the current state of Kachemak Drive is unsafe for the traffic and recreation occurring there. A committee was formed to look at the safety issues on this road and to come up with creative ideas to increase safety. All four scenarios presented are ideas created and supported by the Committee members but are not to be considered concrete plans. Your input will help the Kachemak Drive Pedestrian Bike Path Committee present recommendations to the Parks and Recreation Advisory Commission and ultimately City Council for further action, if any, in the future.

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8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option. Do you support this Option? Why or Why Not?

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

THIS SEEMS DISCASSLY THE BEST OPTION.

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?

I LIKE THIS IF AT ALL POSSIBLE IS BEST OPTION FOR ALL USER GROUPS

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?

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SAFETY

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

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MORE SIGNAGE AND REGULATION

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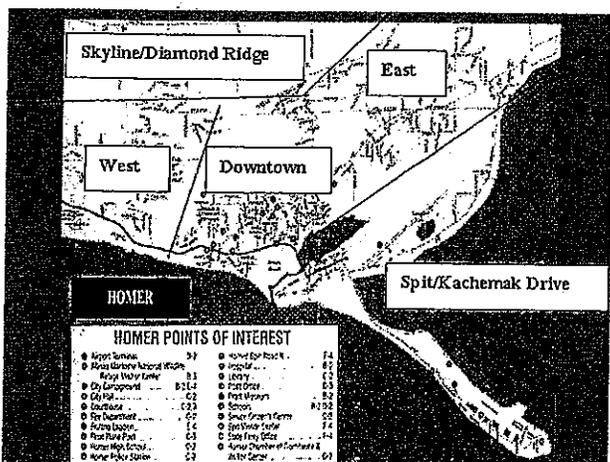
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Cowles Council Chambers City Hall  
491 E. Pioneer Avenue  
Homer, Alaska  
www.cityofhomer-ak.com

Name (Optional) Catrina Lowe

Address (Optional) 4658 TAMARA ST

City, State, Zip Homer



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8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option. Do you support this Option? Why or Why Not?

Too expensive.  
Not practical for getting  
from A to B.

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

I like this option best.  
Effective. Relatively low cost.  
Does not impact landowners.  
Increases access to road for  
broad range of cyclists & pedestrians.  
I also like it because it seems  
possible!

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?

I don't see K-Drive as all that  
"scenic" I consider it a  
connector. I use it to get from  
East End to Ocean Drive/Spit.

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?

I like this, too.  
Lower speeds = safer for all.

12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

I don't like this.  
It's dangerous now and will  
become increasingly so

13. What do you feel are the most pressing issues facing Kachemak Drive?

Safety - for ALL ROAD users.

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

with rising cost of gas - we will all  
be compelled to be more economical  
with driving. More & more people will be  
biking.

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?

16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

#9 & #11

17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.

Increase support of cyclist road use  
by Homer Police Department. They need  
to be re-trained/better informed re:  
Alaska Road Laws & actual cyclist safety  
issues.

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JUN 28 2011 AM 10:44



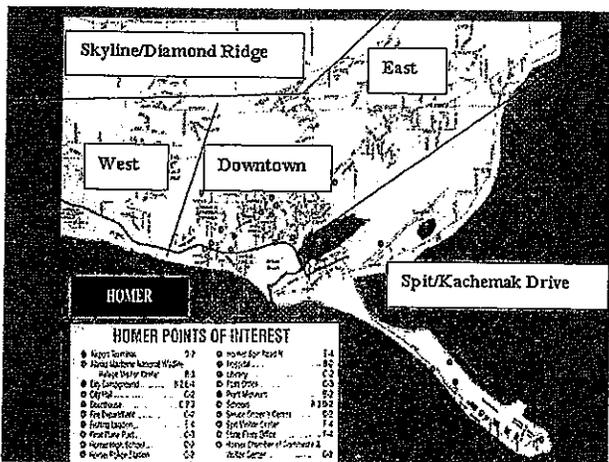
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**8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option. Do you support this Option? Why or Why Not?**

That would be a good start, ameliorating one of the more dangerous stretches for pedestrians/cyclists. But it just pushes the problem "down the road," so to speak.

**9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?**

No - The current car culture in Homer is not bike-savvy, and there is little enforcement of right-of-way rules. I doubt most drivers would respect a repainting of lanes.

**10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?**

If it connects the Spit + East End Rd, I support it. Separated trails are safer and more pleasant - as long as they still are treated as roadways and plowed in the winter.

**11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?**

Nice idea, but again I haven't seen current speed limits on K. Drive enforced, so I don't think a decrease would change how fast drivers go.

**12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?**

No - sooner or later, someone is going to be injured or killed.

**13. What do you feel are the most pressing issues facing Kachemak Drive?**

It's a dangerous road for cyclists + pedestrians, with minimal enforcement of existing driving laws.

**14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?**

The community is not so much changing as growing. Homer has always been a town where residents could walk/ski/ride horses. Let's preserve that in the face of increasing vehicular traffic.

**15. What do you want Kachemak Drive to look like in the next 10 or 20 years?**

I hope it will not have more little monuments with crosses and flowers... ideally it would look the same but with a separate, plowed trail for non-drivers.

**16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?**

In the meantime, please enforce existing traffic laws there + in downtown Homer! Surely the fees collected would pay for increased enforcement.

**17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment. Just do something. I won't bicycle there with my kids until some improvement is made.**

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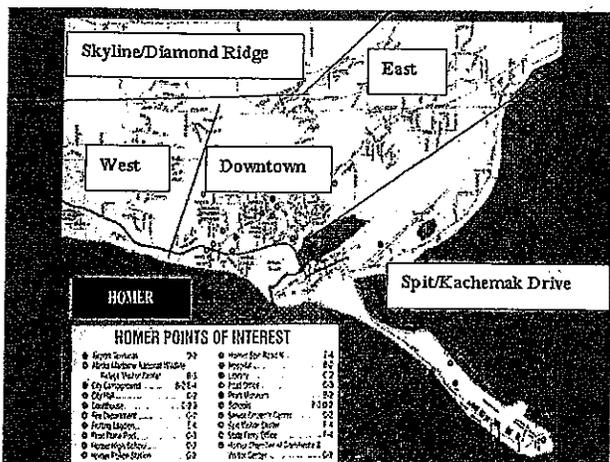


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Name (Optional) Thomas McDonough Address (Optional) 555 Waddell St.  
City, State, Zip Homer Ak 99603



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**8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option. Do you support this Option? Why or Why Not?**  
 No, This won't provide meaningful paths for bikes/pedestrians. It would be a "trail to nowhere".

**9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?**  
 No, this won't give any real additional space to bikes but rather squeeze cars/bikes within the existing space which is already insufficient.

**10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?**  
 Yes, while costly, this would provide a real access for bikes/pedestrians and would make this area useful for non motorized recreation.

**11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?**  
 No, enforcement is still a problem, and this won't provide any additional space for bikers.

**12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?**  
 No, this area needs some improvements.

**13. What do you feel are the most pressing issues facing Kachemak Drive?**  
 No space for bikes

**14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?**  
 Increase traffic reduces desire for residents to bike or walk on this road.

**15. What do you want Kachemak Drive to look like in the next 10 or 20 years?**  
 Safe space for bikes + pedestrians

**16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?**  
 What about a path through the critical habitat area (which already gets unauthorized traffic in the winter)

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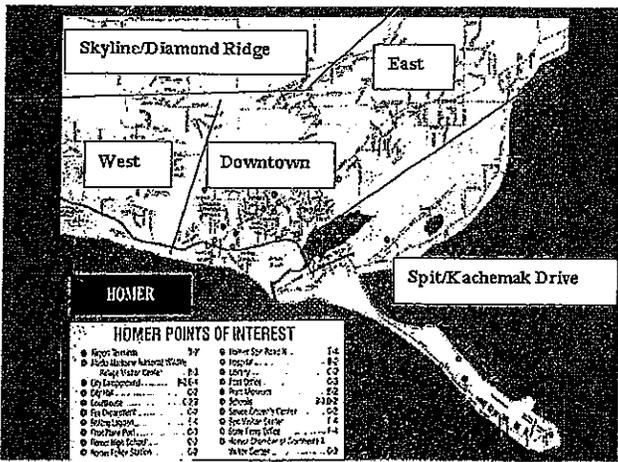
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- Skyline/Diamond Ridge

2. Referring to the map, indicate the area of Homer where your most frequent destination is located (workplace, office, school, etc.)

- West Homer
- Downtown Homer
- East Homer
- Skyline/Diamond Ridge
- Kachemak Drive and Spit

3. How often do you ride a bicycle on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

4. How often do you drive a car on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

5. If you ride a bike, which of the following describes why you use it on Kachemak Drive. If more than one please note in "Other".

- Regular Exercise or Workout
- Family Outings or touring
- Commuting - Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- I do not Ride a Bike
- Other

6. If you drive a car which describes why you use Kachemak Drive. If more than one please note in "Other".

- Commuting to Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- Other

7. If you could re-allocate space on the road for the following user groups, circle the action you would take:

- | CARS   | PEDESTRIANS                                      | CYCLISTS   | OTHER VEHICLES                        |
|--|--|--|---------------------------------------|
| <input type="radio"/> Same Road Space            | <input type="radio"/> Same Road Space            | <input type="radio"/> Same Road Space            | <input type="radio"/> Same Road Space |
| <input type="radio"/> More Road Space            | <input checked="" type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input type="radio"/> More Road Space |
| <input checked="" type="radio"/> Less Road Space | <input type="radio"/> Less Road Space            | <input type="radio"/> Less Road Space            | <input type="radio"/> Less Road Space |

8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option. Do you support this Option? Why or Why Not?

Support

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

Narrow width of Road add widened painted shoulder (I'd ride either)

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?

Any new road should have this

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?

Great idea.

12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

Take Action widened the Bike Path shoulder

13. What do you feel are the most pressing issues facing Kachemak Drive?

- Create a widened shoulder for Bike Path

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

Increase retired population. People that are reconnected + want to bike + hike.

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?

- Separate Bike access

16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

Allocate reduce car to widened shoulder w/ paint for bike/pedestrian

17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.

YOU CAN MAIL THE COMPLETED SURVEY TO: CITY OF HOMER, KDPC ATTN. RENEE KRAUSE, CITY CLERK'S OFFICE 491 E. PIONEER AVENUE HOMER, ALASKA 99603 OR SUBMIT VIA EMAIL

Submit by Email

Print Form



7. If you could re-allocate space on the road for the following user groups, circle the action you would take:

- | CARS   | PEDESTRIANS                                      | CYCLISTS   | OTHER VEHICLES                                   |
|--|--|--|--|
| <input type="radio"/> Same Road Space            |
| <input type="radio"/> More Road Space            | <input checked="" type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input type="radio"/> More Road Space            |
| <input checked="" type="radio"/> Less Road Space | <input type="radio"/> Less Road Space            | <input type="radio"/> Less Road Space            | <input checked="" type="radio"/> Less Road Space |

8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option. Do you support this Option? Why or Why Not?

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

Support +

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?

strongly support  
safer for all

Support ✓  
safer for all

12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

13. What do you feel are the most pressing issues facing Kachemak Drive?

no

safety +  
preserving scenic byway drive option

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?

16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.

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# PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH

PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY  
QUESTIONS BELOW



Kachemak Drive Pedestrian Bike Path  
A Committee of the Parks and Recreation Advisory  
Commission

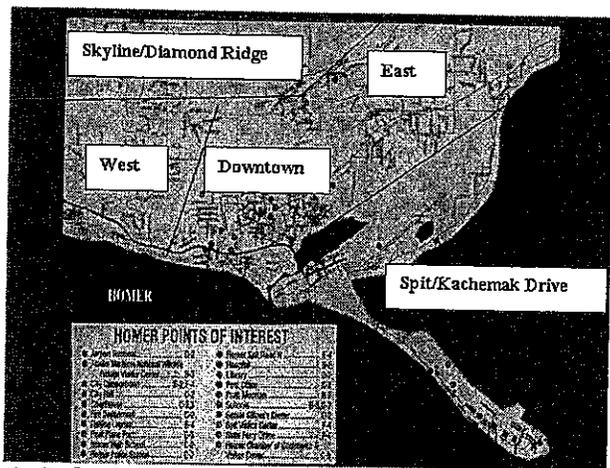
Cowles Council Chambers City Hall  
491 E. Pioneer Avenue  
Homer, Alaska  
www.cityofhomer-ak.com

Background: Late last year it was brought to the attention of the Parks and Recreation Advisory Commission that the current state of Kachemak Drive is unsafe for the traffic and recreation occurring there. A committee was formed to look at the safety issues on this road and to come up with creative ideas to increase safety. All four scenarios presented are ideas created and supported by the Committee members but are not to be considered concrete plans. Your input will help the Kachemak Drive Pedestrian Bike Path Committee present recommendations to the Parks and Recreation Advisory Commission and ultimately City Council for further action, if any, in the future.

Name (Optional)

Address: (Optional)

City, State, Zip



1. Please refer to the map and indicate the area of Homer where you live.

- West Homer
- Downtown Homer
- East Homer
- Kachemak Drive and Spit
- Skyline/Diamond Ridge

2. Referring to the map, indicate the area of Homer where your most frequent destination is located (workplace, office, school, etc.)

- West Homer
- Downtown Homer
- East Homer
- Skyline/Diamond Ridge
- Kachemak Drive and Spit

3. How often do you ride a bicycle or walk along Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

4. How often do you drive a car on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

5. If you ride a bike or walk, which of the following describes why you use Kachemak Drive. If more than one please note in "Other".

- Regular Exercise or Workout
- Family Outings or touring
- Commuting - Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- I do not Ride a Bike
- Other

6. If you drive a car, which describes why you use Kachemak Drive. If more than one please note in "Other".

- Commuting to Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- Other



7. If you could re-allocate space on the road for the following user groups, circle the action you would take:

- | CARS                                  | PEDESTRIANS                                      | CYCLISTS   | OTHER VEHICLES                        |
|---------------------------------------|--|--|---------------------------------------|
| <input type="radio"/> Same Road Space | <input type="radio"/> Same Road Space            | <input type="radio"/> Same Road Space            | <input type="radio"/> Same Road Space |
| <input type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input type="radio"/> More Road Space |
| <input type="radio"/> Less Road Space | <input type="radio"/> Less Road Space            | <input type="radio"/> Less Road Space            | <input type="radio"/> Less Road Space |

8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option. Do you support this Option? Why or Why Not?

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike/Walking Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?

12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

13. What do you feel are the most pressing issues facing Kachemak Drive?

The ability to safely ride a bike or run on the road. Additionally, it should NOT be commercialized

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?

16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.

YOU CAN MAIL THE COMPLETED SURVEY TO: CITY OF HOMER, KDPCC ATTN. RENEE KRAUSE, CITY CLERK'S OFFICE 491 E. PIONEER AVENUE HOMER, ALASKA 99603 OR SUBMIT VIA EMAIL

Submit by Email

Print Form



Renee Krause

---

**From:** Hayley Norris <hayleybird412@gmail.com>  
**Sent:** Wednesday, July 06, 2011 11:16 AM  
**To:** Renee Krause  
**Subject:** Kachemak Drive Survey  
**Attachments:** Survey Kachemak Drive 07.06.11.xml

attached.

... ..

<?xml version="1.0" encoding="UTF-8"?>

<form1>

<TextField3>41347 McLay Road</TextField3>

<TextField4>Homer, AK 99603</TextField4>

<Answer>East Homer</Answer>

<Answer/>

<Answer/>

<Answer/>

<Answer>Downtown Homer</Answer>

<Answer/>

<Answer>Occasionally, about once or twice a month</Answer>

<Answer>Occasionally, about once or twice a month</Answer>

<Answer>Routine Errands</Answer>

<Answer>Routine Errands</Answer>

<TextField1>and 'Trips to the Spit.'</TextField1>

<TextField1>and 'Trips to the Spit.'</TextField1>

<TextField2/>

<Question11>I think 25 mph is too low of a speed limit. I'd support 30 mph.</Question11>

<Question10>I do support this trail, but only after the narrower lane/shoulder option. This trail would accommodate pedestrians, older and younger, but not cyclists. I think cyclists must be accommodated for because the mode of travel is so beneficial to our environment and society. So, I only support this option if it is included with a plan to put in shoulders along Kachemak Drive for cyclists.</Question10>

<Question5>This is my favorite option and I whole-heartedly support it. There are so many benefits that could be realized with the implementation of this option. For one, the speed that drivers drive will be less with the narrower lanes. This makes things safer first off. Next, cyclists and pedestrians would have a designated spot to walk and ride if a shoulder is painted. This improves safety and encourages residents to get out and walk/ride that beautiful road. Also, this option seems that monetarily it would be relatively cheap compared to a separated bike path. The only thing not good about this option is that some kids and older people might not feels safe on a shoulder alone and this is why a separated path should still be considered as a long-term goal. This option could be a shorter-term goal.</Question5>

<Question3>I do support this option because it would be the beginning or end of a full-length Kachemak Drive pedestrian path. Also, locals and tourists could more easily enjoy the beautiful views and wildlife in the area. That stretch of Kachemak Drive is one of the most dangerous spots for walking and cycling on the road; therefore, a trail could make that safer for pedestrians at least.</Question3>

<Question1>I'd like to see bike lanes and a seperated path for other pedestrians. This will mean there is a loop of trails: the Spit, East End Road and Kachemak Drive. Maybe even some camp grounds and other nature, bird viewing trails.</Question1>

<Question2/>

<Question13>It is unsafe to walk or cycle along Kachemak Drive and it is an important road in our town.</Question13>

<Question6>I do not support this option. Kachemak Drive is an important road in our community and it needs to be safer. Kachemak Drive being safer makes this a better community.</Question6>

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<RadioButtonList/>

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<Question1/>  
<Question1/>  
</form1>

Renee Krause

---

**From:** chase warren <likes\_to\_roam@yahoo.com>  
**Sent:** Wednesday, July 06, 2011 11:56 AM  
**To:** Renee Krause  
**Subject:** path survey  
**Attachments:** survey.kdpc\_06.21.11.xml

Excellent idea to put this online!



<?xml version="1.0" encoding="UTF-8"?>

<form1>

<TextField3>41347 mclay rd</TextField3>

<TextField4>kachemak city, ak, 99603</TextField4>

<Answer>East Homer</Answer>

<Answer/>

<Answer/>

<Answer/>

<Answer>Downtown Homer</Answer>

<Answer/>

<Answer>Occasionally, about once or twice a month</Answer>

<Answer>Regularly, once or twice a week</Answer>

<Answer>Routine Errands</Answer>

<Answer/>

<TextField1/>

<TextField1/>

<TextField2>Chase Warren</TextField2>

<Question11>How about 30? Or, and I know the committee has little to do with this but, what if we actually enforced the speed limit? Make it a double fine zone. 25 is kinda pushy, considering nobody wants to go 35.</Question11>

<Question10>Good luck. If the cost, right of way issues, dealing with the airport, dealing with the bog, cooperation with HEA, and the time it would take to deal with all those things were not issues, then yes I am for it. Create a shoulder first, then tie yourselves up with this project for the next 10 years. </Question10>

<Question5>I am in full support of this option. Although it is not an ideal solution, as it does not safely open up the shoulder to children/families, or persons with special needs. However, the cost/effectiveness of this option for out way the others. A consistent shoulder width is not necessary to immediately alleviate the dangers of riding on the current uneven and rock/sand riddled shoulders. No fill is needed, which dramatically reduces the cost of creating a shoulder. In addition, I would propose more signs, both speed limit and be aware of pedestrian/cyclists signs.</Question5>

<Question3>The trail would promote tourism, the shore bird festival would benefit greatly. Perhaps increased traffic would cut down on blatant littering. Also the trail seems to cut right through areas currently being used as squatter camps, the remnants of these camps are evident by the bags of trash and weather logged materials scattered along the bluff. I'd rather see people appreciating the area, not abusing it. The downside of this option is that it really doesn't address the inherent safety hazards of riding and/or walking on K drive, and could distract from the real objective of the committee. </Question3>

<Question1>Ideally, a separated ADA approved path connecting E end road to the spit, with alternate nature trails headed north and through the bog that could be used as ski trails in the winter</Question1>

<Question2>Every year since I have lived here I have seen more cyclists and higher gas prices. If you want people to be able to afford to live here, something that has always been an issue, the city design should be able to accommodate alternative modes of transportation. </Question2>

<Question13>considerations made by the state/city/drivers who speed/drivers who pass a pedestrian or cyclists with another car coming in the other lane at the same time also, the condition or lack of shoulder. the lack of considerations by others could be alleviated by a sufficient shoulder</Question13>

<Question6>This would be absolutely negligent, which is my current opinion of the situation. K dr. has become a major through route for those working/ travelling to the spit or ocean drive. For everyone's safety there needs to be a shoulder. If nothing is done now, when there is the opportunity, any accidents in the future would reflect quite clearly that the state and the city has not been concerned enough about the safety of persons to do anything. </Question6>

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<RadioButtonList/>

<RadioButtonList/>

<RadioButtonList>1</RadioButtonList>

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<RadioButtonList/>

<RadioButtonList>1</RadioButtonList>

<RadioButtonList/>

<RadioButtonList/>

<RadioButtonList/>

<RadioButtonList>1</RadioButtonList>

<Question1>pave out to the edge of the dirt, re-stripe the road, narrow the lanes if at all possible, put up signs, enforce the current speed limit. any or all of these I feel would dramatically improve the situation as is</Question1>

<Question1>Your dealing with a situation that places people within 12-24" of being struck by a moving vehicle. I feel that no matter how difficult or significant the investment that the city has made some major oversights in letting this go on for so long and must do something before someone is hurt. I'm all for the narrow lanes and re-paving option!</Question1>

</form1>

# PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH



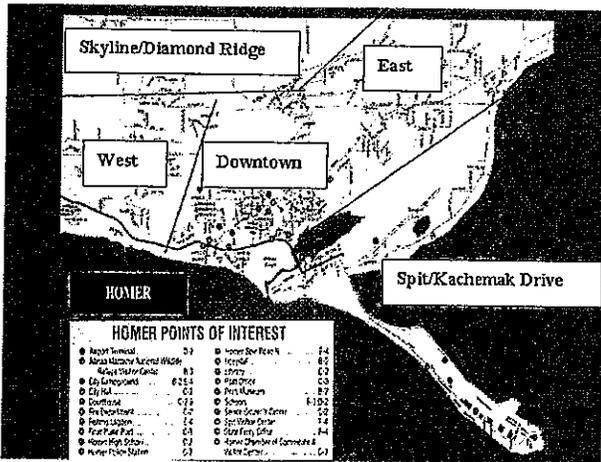
PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY  
QUESTIONS BELOW

Background: Late last year it was brought to the attention of the Parks and Recreation Advisory Commission that the current state of Kachemak Drive is unsafe for the traffic and recreation occurring there. A committee was formed to look at the safety issues on this road and to come up with creative ideas to increase safety. All four scenarios presented are ideas created and supported by the Committee members but are not to be considered concrete plans. Your input will help the Kachemak Drive Pedestrian Bike Path Committee present recommendations to the Parks and Recreation Advisory Commission and ultimately City Council for further action, if any, in the future.

Kachemak Drive Pedestrian Bike Path  
A Committee of the Parks and Recreation Advisory  
Commission

Cowles Council Chambers City Hall  
491 E. Pioneer Avenue  
Homer, Alaska  
www.cityofhomer-ak.com

Name (Optional)  Address: (Optional)   
 City, State, Zip



1. Please refer to the map and indicate the area of Homer where you live.

- West Homer
- Downtown Homer
- East Homer
- Kachemak Drive and Spit
- Skyline/Diamond Ridge

2. Referring to the map, indicate the area of Homer where your most frequent destination is located (workplace, office, school, etc.)

- West Homer
- Downtown Homer
- East Homer
- Skyline/Diamond Ridge
- Kachemak Drive and Spit

3. How often do you ride a bicycle or walk along Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

5. If you ride a bike or walk, which of the following describes why you use Kachemak Drive. If more than one please note in "Other".

- Regular Exercise or Workout
- Family Outings or touring
- Commuting - Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- I do not Ride a Bike
- Other

4. How often do you drive a car on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

6. If you drive a car, which describes why you use Kachemak Drive. If more than one please note in "Other".

- Commuting to Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- Other

7. If you could re-allocate space on the road for the following user groups, circle the action you would take:

- | CARS   | PEDESTRIANS                                      | CYCLISTS   | OTHER VEHICLES                                   |
|--|--|--|--|
| <input type="radio"/> Same Road Space            | <input type="radio"/> Same Road Space            | <input type="radio"/> Same Road Space            | <input checked="" type="radio"/> Same Road Space |
| <input type="radio"/> More Road Space            | <input checked="" type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input type="radio"/> More Road Space            |
| <input checked="" type="radio"/> Less Road Space | <input type="radio"/> Less Road Space            | <input type="radio"/> Less Road Space            | <input type="radio"/> Less Road Space            |

**8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option. Do you support this Option? Why or Why Not?**  
 I can't find where Airport Access Road is.  
  
 A better connection to FAA road would be good, esp. the crossing from the W-side of Ocean Drive (heading out the spit) onto the spit trail (E-side) could be improved. A round-a-bout would be a really good idea here.

**9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike/Walking Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?**  
 Yes, I'd support this option. This is an economical and effective solution. By keeping bicyclists on the road, they are easier for motorists to see, making it safer for everybody.  
  
 When going for this option, it is important to implement it on both sides. Cycling in the opposite direction from car traffic is very dangerous because bikes are not expected to come from this direction and their speed is generally underestimated.  
  
 As with any of the other solutions, snow plowing and dirt can be

**10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?**  
 Motorists tend to like this option because it gets bikes off "their" road, and inexperienced bikers like it because it gives them a (false!) sense of security.  
  
 Unfortunately, this is actually a bad idea in terms of bike safety. Drivers cannot see or do not notice bicycles that far off the road. Riding this kind of trail is often less safe than riding on the road

**11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?**  
 Good idea.  
  
 Why limit this to summer months? Driving conditions don't get better during the winter.

**12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?**  
 There's a need to improve Kachemak Drive. That said, I would not have given it the highest priority. Main Street, of all places, is an embarrassment for our town. Please go there, get out of the car, and take a walk. Now imagine pushing a baby stroller through the dirt. Now imagine doing this in winter with a foot of snow. It's downright scary.

**13. What do you feel are the most pressing issues facing Kachemak Drive?**  
 Intersection with Spit Rd is dangerous.

**14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?**

**15. What do you want Kachemak Drive to look like in the next 10 or 20 years?**  
 Maintain the rural/wilderness character of Kachemak Drive. Widening this drive would be a sad mistake. This is a great scenic drive through wetlands, past baby moose, with views of the bluff and the the bay, and all that right next to town.

**16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?**  
 A speed limit along with a narrower road for cars would be a great start. One without the other would be dangerous.

**17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.**  
 Round-a-bout at the base of the spit, intersection Kachemak Drive and Spit Rd. Not that big of an investment, really. Pay-off in smoother traffic and considerable fuel savings compared to the current stop-signs. This would also improve safety for motorists, cyclists and pedestrians.

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Submit by Email

Print Form

```

<?xml version="1.0" encoding="UTF-8"?>
<form1>
  <TextField3>41640 Gladys Ct</TextField3>
  <TextField4>Homer</TextField4>
  <Answer>East Homer</Answer>
  <Answer/>
  <Answer>Kachemak Drive and Spit</Answer>
  <Answer/>
  <Answer/>
  <Answer/>
  <Answer>Never</Answer>
  <Answer>Regularly, once or twice a week</Answer>
  <Answer> Other </Answer>
  <Answer>Trips to the Library, Museums, Spit, Parks, etc.</Answer>
  <TextField1>To access the spit.</TextField1>
  <TextField1/>
  <TextField2>Duane Howe</TextField2>
  <Question11>That would be too confusing to motorists to have changing speed limits. They
    already drive 50 mph in the 25 zone. </Question11>
  <Question10>That could work if the easements are far enough from the road to allow several feet
    of separation from the roadway. I walk frequently on the spit and along East Road, and I can
    tell you I would not feel safe with any less space than there is along those paths, and there is
    several feet most of the time. I have known two people who were killed trying to walk or ride
    a bike too close to traffic. I would not risk doing it myself.</Question10>
  <Question5>That would not allow enough space to walk or ride a bike safely. </Question5>
  <Question3>No. It would not be of much use just to go that far. </Question3>
  <Question1>Pretty much like it is now.</Question1>
  <Question2>That road is primarily to access the homes along it, and it should stay that way. There
    is little place for businesses along it because it is mostly wetland which should not be
    disturbed or filled in.</Question2>
  <Question13>Surface water drainage and domestic water supply.</Question13>
  <Question6>Since there is already a path on East End Road we may not need another one to go
    essentially to the same place. Extending the present one farther east would make more
    practical sense to me.</Question6>
  <RadioButtonList/>
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  <Question1>Improve the drainage and rezone the commercial portion to conservation. There
    should be no development in the wetlands. This would add to the recreational value of a path,
    but the cost would be questionable. I have seen groups of bikers that ride out via one route and

```

return via the other route, so this might be an excuse to improve Kachemak Drive to accommodate that sort of recreation. </Question1>

<Question1>Little investment should be made here because most of that land will eventually be eroded away along with the houses on it. There is no way to prevent it as we are learning in other parts of town.</Question1>

</form1>

Microsoft Word Document

<?xml version="1.0" encoding="UTF-8"?>

<form1>

JUL 01 2011 PM 01:53

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<TextField4/>

<Answer>East Homer</Answer>

<Answer/>

<Answer/>

<Answer/>

<Answer>Downtown Homer</Answer>

<Answer/>

<Answer>Infrequently; maybe every few months</Answer>

<Answer>Frequently, several times a week or every day</Answer>

<Answer> Other </Answer>

<Answer>Other</Answer>

<TextField1>exercise and to go birding</TextField1>

<TextField1>to go to the spit or businesses that are closer that way for me</TextField1>

<TextField2>Lani Raymond</TextField2>

<Question11>I definitely think you need to acknowledge that there is lots of bike and pedestrian traffic in winter also!! Not so much as summer, but still quite a bit. AND, it is a more dangerous situation because of ice on the road. This road is often quite icy and with the curves and limited visibility, can be challenging for drivers. Please also note that if you reduce the speed limit but don't enforce it, the situation will still be very dangerous.</Question11>

<Question10>This might be another good idea. Possibly safer but more costly.</Question10>

<Question5>I think there should be a narrowing of the road and make a walking/biking lane on ONE SIDE ONLY. The speed limit should be reduced and enforced. The speed limit should also be lower in winter because there is still lots of use (biking and walking) even in winter and with icy roads, the lower limit would still be needed. I think also some sort of "watch for pedestrians and bikers along this road" caution signs should be in place at each end.</Question5>

<Question3>It's a good idea. I walked it last week and there were several people camping down there. Concern about it being a possible homeless area? Also how maintained in winter?</Question3>

<Question1>Not built up with lots of commercial stuff. It is beautiful as it is now. Hopefully there won't be too much more erosion. If it had a bike/walking path somewhere along it to use safely, it would be a fantastic asset. Plus being able to go from town out East End Rd, down Kachemak Dr then back into town as a circle (or triangle).</Question1>

<Question2>More use of Kachemak Drive for driving and walking and biking. More people wanting to use bikes and walk for various reasons--save gas, exercise, etc.</Question2>

<Question13>Safe travel for: bicyclists, walkers and vehicles. I want to say somewhere that your Question #3 might be going to give you a false sense of amount of use this road gets for walking and biking. AS IT IS NOW, I and many others I know avoid using Kachemak Drive. But if it were safe, there would be way, way more use!!!!</Question13>

<Question6>Obviously something needs to be done!!</Question6>

<RadioButtonList>1</RadioButtonList>

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<RadioButtonList/>

<RadioButtonList>1</RadioButtonList>

<Question1>Figure out what is most affordable and weigh the safety. I also think that you need to do something SOON!! Not just have an elaborate plan for 5 years down the road (pardon the pun there). Reducing the speed limit for vehicles is easy and cheap. People may complain but taking a little bit more time is not the end of the world. (But would have to be enforced.)  
</Question1>

<Question1>Ideally there would be a bike path along the whole way but that might not be possible due to cost, land owners not wanting to cooperate, and the fact it is wetland part of the way. If enough people think about it and help plan, there will be a way found to accomplish this.</Question1>

</form1>

Renee Krause

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**From:** Adam Bauer <abauer@bauerhaus.ws>  
**Sent:** Friday, July 01, 2011 6:13 PM  
**To:** Renee Krause  
**Subject:** Kachemak Drive survey  
**Attachments:** survey.kdpc.pdf

UNRECOGNIZABLE Faint text at the top of the page, possibly bleed-through from the reverse side.

# PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH



PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY  
QUESTIONS BELOW

Background: Late last year it was brought to the attention of the Parks and Recreation Advisory Commission that the current state of Kachemak Drive is unsafe for the traffic and recreation occurring there. A committee was formed to look at the safety issues on this road and to come up with creative ideas to increase safety. All four scenarios presented are ideas created and supported by the Committee members but are not to be considered concrete plans. Your input will help the Kachemak Drive Pedestrian Bike Path Committee present recommendations to the Parks and Recreation Advisory Commission and ultimately City Council for further action, if any, in the future.

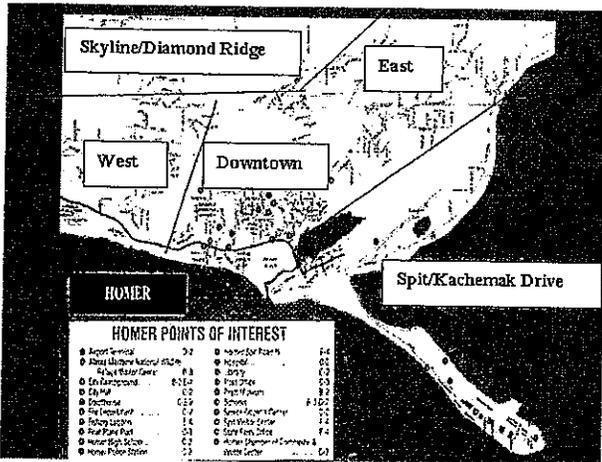
Kachemak Drive Pedestrian Bike Path  
A Committee of the Parks and Recreation Advisory  
Commission

Cowles Council Chambers City Hall  
491 E. Pioneer Avenue  
Homer, Alaska  
www.cityofhomer-ak.com

Name (Optional)

Address: (Optional)

City, State, Zip



1. Please refer to the map and indicate the area of Homer where you live.

- West Homer
- Downtown Homer
- East Homer
- Kachemak Drive and Spit
- Skyline/Diamond Ridge

2. Referring to the map, indicate the area of Homer where your most frequent destination is located (workplace, office, school, etc.)

- West Homer
- Downtown Homer
- East Homer
- Skyline/Diamond Ridge
- Kachemak Drive and Spit

3. How often do you ride a bicycle or walk along Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

4. How often do you drive a car on Kachemak Drive?

- Never
- Infrequently; maybe every few months
- Occasionally, about once or twice a month
- Regularly, once or twice a week
- Frequently, several times a week or every day

5. If you ride a bike or walk, which of the following describes why you use Kachemak Drive. If more than one please note in "Other".

- Regular Exercise or Workout
- Family Outings or touring
- Commuting - Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- I do not Ride a Bike
- Other

6. If you drive a car, which describes why you use Kachemak Drive. If more than one please note in "Other".

- Commuting to Work or School
- Routine Errands
- Trips to the Library, Museums, Spit, Parks, etc.
- Other

7. If you could re-allocate space on the road for the following user groups, circle the action you would take:

- | CARS   | PEDESTRIANS                                      | CYCLISTS   | OTHER VEHICLES                                   |
|--|--|--|--|
| <input checked="" type="radio"/> Same Road Space | <input type="radio"/> Same Road Space            | <input type="radio"/> Same Road Space            | <input checked="" type="radio"/> Same Road Space |
| <input type="radio"/> More Road Space            | <input checked="" type="radio"/> More Road Space | <input checked="" type="radio"/> More Road Space | <input type="radio"/> More Road Space            |
| <input type="radio"/> Less Road Space            |

8. Half Mile Trail from the Base of the Spit to the Airport Access Road. Comments and Concerns about this Option. Do you support this Option? Why or Why Not?

9. Narrowing the Width of Road and Adding Widened Painted Shoulder for Bike/Walking Lane. Comments or concerns about this Option? Do you Support this Option? Why or Why Not?

10. Creating a Separated Recreational Trail following Current Water and Sewer Easements or Right of Ways. Comments or Concerns? Do you Support this Option? Why or Why Not?

11. Decreasing the Speed Limit to 25 MPH during Summer Months (defined as non-studded tire months) and Making it a Scenic Byway during this Time. Comments or Concerns? Do you Support this Option? Why or Why Not?

12. Take No Action on Kachemak Drive. Comments and Concerns? Do you Support this Option? Why or Why Not?

13. What do you feel are the most pressing issues facing Kachemak Drive?

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?  
 The area will most likely lose more coastline to erosion there will most likely be fewer residents. I doubt there will be any more businesses. The road will become an important transportation link diverting traffic from East Road to Ocean Drive both of

16. Please identify any actions on Kachemak Drive that seem easy, affordable and effective?

17. Please identify any actions on Kachemak Drive that you feel the City needs to take even though they appear hard but worth it? These actions may be difficult to achieve or may require a significant investment.

YOU CAN MAIL THE COMPLETED SURVEY TO: CITY OF HOMER, KDPC ATTN. RENEE KRAUSE, CITY CLERK'S OFFICE 491 E. PIONEER AVENUE HOMER, ALASKA 99603 OR SUBMIT VIA EMAIL

Submit by Email

Print Form

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<?xml version="1.0" encoding="UTF-8"?>
<form1>
  <TextField3/>
  <TextField4>Homer, AK 99603</TextField4>
  <Answer>Downtown Homer</Answer>
  <Answer/>
  <Answer>Kachemak Drive and Spit</Answer>
  <Answer/>
  <Answer/>
  <Answer/>
  <Answer>Frequently, several times a week or every day</Answer>
  <Answer>Regularly, once or twice a week</Answer>
  <Answer>Commuting - Work or School</Answer>
  <Answer>Commuting to Work or School</Answer>
  <TextField1/>
  <TextField1/>
  <TextField2>Ryan Briscoe</TextField2>
  <Question11>Yes, as long as the speed limit is enforced. Although, you will still have cars that go
    around bicyclists/walkers in unsafe locations.</Question11>
  <Question10>Yes, this would be the ideal situation and would encourage more user groups to use
    the trail.</Question10>
  <Question5>If there is actually enough room to do this safely, then I would support it. I am
    skeptical that there is enough room with the current width of the road to make this
    feasible.</Question5>
  <Question3>Yes, this seems to be the most dangerous spot since cars frequently go around me on
    my bicycle in the middle of the hill where they cannot see what is coming the other
    direction.</Question3>
  <Question1>Kachemak drive should have a trail that connects the Spit trail to the East End Road
    trail. </Question1>
  <Question2>I don't know the history beyond three years, so I can't speak to long term changes,
    but the city should provide safe travel options for multiple user groups.</Question2>
  <Question13>Providing a safe road for all user groups (cars, walkers, bicycles,
    etc.).</Question13>
  <Question6>I do not support taking no action.</Question6>
  <RadioButtonList/>
  <RadioButtonList>1</RadioButtonList>
  <RadioButtonList/>
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  <RadioButtonList>1</RadioButtonList>
  <RadioButtonList/>
  <RadioButtonList/>
  <Question1>For starters, you could add the half mile trail from the spit to the airport access road
    and widen the shoulders on the remainder of the road. </Question1>

```

<Question1>Ultimately, it would be best to have a trail connecting the spit to East End Road.</Question1>

</form1>

Renee Krause

---

**From:** Ryan & Erin Briscoe <rebriscoe602@hotmail.com>  
**Sent:** Thursday, June 30, 2011 10:38 AM  
**To:** Renee Krause  
**Subject:** Kachemak Drive Path survey  
**Attachments:** survey.kdpc\_.06.21.11\_0.xml

Hello,

I filled out the survey online and clicked on submit via email. It said to save file and attach to an email, so I did that. It saved it as an .xml file instead of a .pdf file. Hopefully, you can read the .xml file and see my comments.

Thanks,  
Ryan

-----

Dear Homer Community Member,

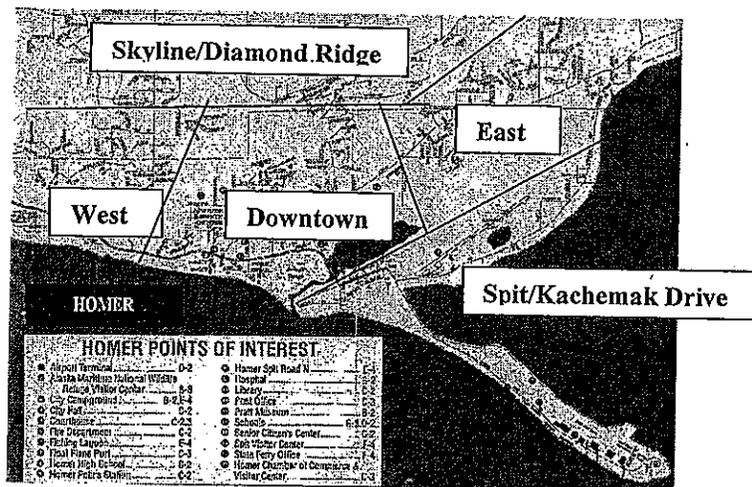
Thank you for attending the Kachemak Drive Proposed Bike Path Open House.

**Background:** Earlier this year it was brought to the attention of the Parks and Recreation Advisory Commission that the current state of Kachemak Drive is unsafe for the traffic and recreation occurring there. A committee was formed to look at the safety issues on this road and to come up with creative ideas to increase safety. All four scenarios presented tonight are ideas created and supported by the subcommittee, but not put forth as concrete plans. Your input and opinions will help us formulate further actions, if any, that should occur along this issue.

Please help our efforts by completing the survey form below.

1. Please refer to the map below and indicate the area of Homer where you live.

- West Homer
- Downtown Homer
- East Homer
- Kachemak Drive and Spit
- Skyline/Diamond Ridge



Please refer to the map and indicate the area of Homer where your most frequent destination is located (workplace, office, school, etc.)

- West Homer
- Downtown Homer
- East Homer
- Kachemak Drive and Spit
- Skyline/Diamond Ridge

How often do you ride a bicycle on Kachemak Drive?

- Never
- Infrequently: maybe every few months
- Occasionally: about once or twice a month
- Regularly: once or twice a week
- Frequently: several times a week to every day

If you ride a bike, which of the following describes why you use it on Kachemak Drive. Check all those that apply.

- Regular exercise or workout
- Commuting to work or school
- Routine errands
- Trips to the library, museums, parks, and similar places
- Family outings or touring
- Other (please indicate)
- I do not ride a bike

How often do you drive a car on Kachemak Drive?

- Never
- Infrequently: maybe every few months
- Occasionally: about once or twice a month
- Regularly: once or twice a week
- Frequently: several times a week to every day

If you drive a car, which of the following describes why you use it on Kachemak Drive. Check all those that apply.

- Commuting to work or school
- Routine errands
- Trips to the library, museums, parks, and similar places
- Other (please indicate)

If you could re-allocate space on the road for the following user groups, circle the action you would take:

Space For	Less Road Space	Same Road Space	More Road Space
Cars	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrians	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Cyclists	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Buses	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

The following page refers to the ideas presented at the Kachemak Drive Open House:

1. Half Mile Trail from base of the spit to the airport access road.

Do you have any comments or concerns about this option?

I LIKE IT CAN BE A NICE WALKABLE/BIKEABLE RECREATIONAL ROUTE.

Do you support this option? Why or why not?

YES, VERY APPEALING GREAT PLACE TO WALK CLOSE TO SPIT PARKING, A WALKABLE ACCESS TO GRAVEL BAR - FOR BIRDING

2. Narrowing width of road on Kachemak Drive and adding widened painted shoulder for bike lane.

Do you have any comments or concerns about this option?

I THINK IT CAN/SHOULD BE DONE, EASY TO ACCOMPLISH, RELATIVELY INEXPENSIVE

Do you support this option? Why or why not?

YES INCREASES SAFETY, CONNECTS EXISTING BIKE PATHS.

3. Creating a separated recreational trail following current water and sewer right of ways.

Do you have any comments or concerns about this option?

BEST OPTION UNTIL POWER LINE EASEMENT CAN BE UTILIZED.

Do you support this option? Why or why not?

YES, MAKES GOOD USE OF DISTURBED GROUND/PROPERTY

4. Decreasing speed to 25 mph during summer months (defined as non-studded tire months) and making it a "scenic byway" during this time.

Do you have any comments or concerns about this option?

A GOOD OPTION - WOULD BE MORE SCENIC WITH 2-3 POCKET PARKS/OVERLOOKS

Do you support this option? Why or why not?

YES, INCREASES SAFETY, EASY TO IMPLEMENT

**5. Take no action on Kachamak Drive.**

Do you have any comments or concerns about this option?

NOT A VIABLE OPTION FOR ME, SOMETHING NEEDS TO BE DONE.

Do you support this option? Why or why not?

NO. IT MEANS GIVING UP, ACCEPTING NO FOR AN ANSWER

**In addition, we would appreciate your thoughts on the following questions:**

What do you feel are the most pressing issues facing Kachamak Drive?

SPEEDING, LACK OF BICYCLE/PEDESTRIAN PATH

How are the community and the uses of Kachamak Drive changing?

BICYCLE USE INCREASING, VEHICULAR USE INCREASING MORE DEVELOPMENT IN GENERAL

How should we respond to these changes?

SLOW VEHICLE TRAFFIC PROVIDE SAFE OPTIONS FOR BICYCLES & PEDESTRIANS

What do you want Kachamak Drive to look like 10 and 20 years into the future?

A SCENIC BYWAY WITH A MIX OF BUSINESS, INDUSTRY, RESIDENTIAL - ACCESSIBLE BY IMPROVED ROAD/BIKE/PEDESTRIAN PATH

JULY 11 2011

4. Please identify any actions on Kachamak Drive that seem easy, affordable and effective.

WEEKLY PLACEMENT OF DIGITAL SPEED CAP, RADIO/NEWSPAPER EDUCATIONAL SPOTS, SHARE THE ROAD SIGNS SPEED LIMIT ENFORCEMENT, OTHER SIGNS, PEDESTRIAN'S BICYCLES DOUBLE LINE

5. Please identify any actions on Kachamak Drive that you feel we need to take even though they seem hard, but worth it. These actions may be difficult to achieve or may require a significant investment.

PURCHASE TRAIL EASEMENT(S), PURCHASE PROPERTY FOR TRAILHEADS, PARKING, SCENIC OVERLOOKS ENCOURAGE BUSINESSES/HOMEBOWNERS TO CLEAN UP PROPERTIES.

<?xml version="1.0" encoding="UTF-8"?>

<form1>

<TextField3>PO Box 2355 </TextField3>

<TextField4>Homer, AK 99603</TextField4>

<Answer>Downtown Homer</Answer>

<Answer/>

<Answer/>

<Answer/>

<Answer>Downtown Homer</Answer>

<Answer/>

<Answer>Never</Answer>

<Answer>Occasionally, about once or twice a month</Answer>

<Answer/>

<Answer>Routine Errands</Answer>

<TextField1/>

<TextField1/>

<TextField2>Ryjil Christianson</TextField2>

<Question11>No, if anything the speed limit should be lowered during the winter time when it's icy. I think the current speed limit is fine. I do think this would be a wonderful spot to make a Scenic Byway though. A trail or walking/bike lane should also be added. </Question11>

<Question10>On Kachemak Drive? I think this would be wonderful. Kachemak Drive is a lovely stretch of road to walk or bike. Unfortunately, there is no room right now for walkers and bikers to safely travel. </Question10>

<Question5>What road are you talking about? The base of the Spit or Kachemak Drive? Kachemak Drive is already a narrow road. I would be strongly in favor of adding a bike/pedestrian lane. But not if it means narrowing the roadway. The road at the base of the Spit may be wide enough to accommodate the a bike/walking lane. </Question5>

<Question3>Extending this trail would be wonderful. Right now there is a narrow point between the Airport Access Road and the beginning of the Spit trail. I often feel uncomfortable walking or cycling this stretch. </Question3>

<Question1>I would like to see turn out spots along to road for trucks towing boats. In the winter these areas could also be used as parking for people skating on the lake. </Question1>

<Question2>When the road was paved the traffic speed seemed to increase drastically. This made it even more terrifying to walk or bike along the road in some respects. More people have discovered the lake as a great skating area in the winter. It is difficult to park though. More homes are being built along the roadway. </Question2>

<Question13>Safety of walkers and bikers! This is a very scary roadway to travel if you are not in a car. </Question13>

<Question6>NO Something should be done on Kachemak Drive. I have never felt safe walking or biking on that road. </Question6>

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<Question1>We could lower the speed limit until we build a seprate walking/ biking lane. I would not be thrilled by this but it would be an affordable change. </Question1>

<Question1>put in a walking/ biking lane that is set back from the main roadway and make the road a scenic byway (like the done along East End Road)</Question1>

</form1>

Microsoft Word Document

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<?xml version="1.0" encoding="UTF-8"?>
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<form1>
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<TextField3/>
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<TextField4>Homer, Alaska 99603</TextField4>
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<Answer>Downtown Homer</Answer>
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<Answer>Downtown Homer</Answer>
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<Answer/>
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<Answer>Never</Answer>
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<Answer>Infrequently; maybe every few months</Answer>
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<Answer/>
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<Answer>Other</Answer>
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<TextField1/>
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<TextField1>Occasionally to get from East End Road to the Spit or vice versa, or to Ocean Drive</TextField1>
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```
<TextField2>Anne Marie Holen</TextField2>
```

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<Question11>I would love to see traffic slow down but I don't think this is a realistic option.
```

Narrowing the lanes would help (with visual cues). Scenic Byway status requires an application to Alaska DOT. I have never heard of a seasonal Byway designation. I doubt such a short section would be granted Scenic Byway designation. (I know something about this topic.)</Question11>

```
<Question10>Clearly the best option in terms of non-motorized user experience. Undoubtedly more expensive. However, I think we need to quit thinking of non-motorized transportation infrastructure as "optional." For years, handicapped access to buildings was thought of as "optional" until enough pressure was put on public officials to make it mandatory. It should be the same with non-motorized transportation, for many reasons.</Question10>
```

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<Question5>Not as good/safe/pleasant as a separated trail, but better than current situation.</Question5>
```

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<Question3>I support all trail development in the Homer area, including this proposal.</Question3>
```

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<Question1>It should have a separated bike/walking/running trail along the entire length.</Question1>
```

```
<Question2>not sure</Question2>
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```
<Question13>not sure</Question13>
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```
<Question6>I am glad that the Parks and Rec Commission has not let this issue (biking/pedestrian pathway) die. It would be a shame if that happened.</Question6>
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<RadioButtonList>1</RadioButtonList>

<Question1>Narrowing the lanes and creating bike/walking shoulders of a different color (this is important) would be easy and affordable but not as effective as a separated pathway.</Question1>

<Question1>Kachemak Drive is a State road, not a City road. The City needs to advocate strongly for improvements via the STIP (Statewide Transportation Improvement Plan) process.</Question1>

</form1>

## KACHEMAK DRIVE PATH COMMITTEE MINUTES-JULY 7, 2011

Meeting called to order 5:40 p.m.

Members present: Beth Cummings, Dave Brann, Ingrid Harrald, Bumppo Bremicker

Agenda approved

Minutes approved

### Public Comments:

A property owner from Kachemak Drive stated that Kachemak Drive was/is not a scenic drive, it is commercial road noting businesses such as the boat yard, Kar-a-Van trucking. Voiced opposition to the idea of lowering speed limit to 25 mph, lots of heavy equipment use the road she felt it would hinder the working people. Opposed to narrowing the travel lanes, difficult for trucks.

She did feel it would be valuable to redesign the intersection of the Spit Road and Kachemak Drive, sees it as very dangerous.

Voiced support for a bike path/trail from the end of FAA Road through airport property as an option.

Felt the area around the boat yard is very problematic.

A second property owner was against the use of the power-line easement due to the proximity to her house. A trail there would be within a few feet of the front of her house. She supports widening the road or shoulders.

Bumppo explained the committee was aware of that problem and that we had discussed it. No plan to put the trail in her front yard.

### Pending Business:

Dave B. explained the data he selected from the Alaska Bike and Pedestrian Plan, the Federal Highway Administration bicycle policy, the Homer Transportation Plan and the Homer Non-Motorized Transportation and Trail Plan. He noted all three levels of government support improved bicycle transportation routes and the need for improved bicycle / pedestrian safety. This information can be used when seeking support for a path of some form along Kachemak Drive.

He also reported a phone conversation with Carey Meyers about the first half mile of trail along Mud Bay / Kachemak Drive. Carey said the preliminary trail could go below the 26 ft. elevation line but if the trail were ever to be improved to the level of the Spit Trail it would be required by the Corp of Engineers and others to be above the 26 ft. mark.

Under the heading of finalizing recommendations to the City Council there was discussion on the survey and the results. The committee was pleased with the amount of written comments provided. Ingrid felt it was very important to pay attention to the comments, noting the many were opposed to narrowing the travel lanes, many were opposed to lowering the speed limit to 25 mph. Beth noted personal contacts also opposed the 25 mph option.

Dave reviewed the suggestion of placing the Digital speed checker on Kachemak Drive once a week. He will make a request to the city police.

Ingrid mentioned that many of the survey comments related the lack of enforcement of existing speed limits and that people felt changing the speed limit wouldn't do any good.

Bumppo commented on the situation where there is no passing lanes anywhere along Kachemak Drive. This forces drivers to stay behind bicycle riders or to cross into the next lane (double yellow lines) to get around them. Generally there is not extra shoulder room for the bicycle riders to move further to the right. He felt it is a situation that needs to be dealt with.

Beth raised a question about the lack of consistency of speed limits along Kachemak Drive. Bumppo clarified that the black and white signs (35 mph) were the speed limit signs, the yellow and black signs (20 mph, 25 mph) were only advisory.

Discussion continued on what to present to the Advisory Commission to pass on to the City Council. Again, concern was expressed that narrowing the travel lanes would not improve safety and may create a more dangerous situation. It was noted that even with narrow lanes there are still exceptions for wide loads on roadways.

Beth presented proposed wording for a recommendation to pass on to the Advisory Commission which in turn could be passed on to the City Council. Discussion and tweaking of wording, clarifications, lots of discussion. It was moved by Dave and seconded by Ingrid to accept the final version. Passed.

\*\*Ingrid has the wording of the motion and final version of the recommendation. She will provide it to Renee.

Beth presented proposed wording for a second recommendation related to the first half mile of trail from the end of the Spit Path to the Airport Beach Access Road. Much discussion ensued. It was felt the City Council would want specific details rather than a general statement. \$5000 was suggested as the amount needed to complete(?) this portion of the trail. It was noted that quite a bit of work on clearing the trail had already been done and by using volunteers (with Council approval) the cost could be kept down. Beth suggested Dave be the project manager and the contact person with the city (Carey).

The need for funding was mentioned. Dave suggested use of HART funds. Concern expressed about the portion of the trail needing funding being in the DOT right-of-way and Hart funds not being eligible. It was felt by committee members that the trail wasn't a DOT project and would qualify for the funds. After much discussion and a few changes it was moved and seconded to accept the final version.

\*\*Ingrid has the wording of the motion and final version of the recommendation. She will provide it to Renee.

### New Business

Discussion on the need to compile the survey results, including those filed on-line and late surveys. Bumppo will summarize the information.

Brief discussion on how the Beach Policy might apply or be utilized in the effort to create a path along Kachemak Drive. Existing easements could be utilized for rest stops and scenic overlooks, existing easements could be traded to land owners in exchange for trail easements.

Dave did an explanation of the Share The Road material. He noted that signs could be purchased for less than fifty dollars and a variety of fund raisers could be used to purchase them. Ingrid mentioned a grant program that might be used to purchase signs. Dave will look into the possibility of placing signs on existing sign posts along Kachemak Drive. He will check with Kevin Jones, Walt Wrede and others as required.

Discussion about public information spots in the newspapers and radio related to Rules of the Road for bicyclists, motorists and pedestrians.

Dave will check with police about possible funding for this.

### Closing comments

3.5 million was approved by the legislature and administration for work on East End Road from mile 3.7-12.2. The Kachemak Dr. Committee and the bicycle club should keep aware of the developments and make sure non-motorized facilities are included in the planning.

Submitted by Dave Brann



**From:** ingrid harrald <iharrald@hotmail.com>  
**Sent:** Monday, July 11, 2011 6:40 AM  
**To:** Renee Krause; bumpo  
**Subject:** kdrive stuff

here is what we passed:

1. The Kachemak Drive Path Committee of the Homer Parks and Recreation Advisory Commission recommends that the Commission pass the following and send it on to the Homer City Council:

To support actions increasing the safety for motorized and non-motorized users along Kachemak Drive in any or all of the following ways:

- alteration of the existing Kachemak Drive and shoulder
- a separated pate paralleling Kachemak Drive using utility easments
- lowering of speed limits and increasing of signage

In this plan, the Parks and Recreation Advisory Commission will work in cooperation with the city of Homer in the planning and implementation phases.

2.The Kachemak Drive Path Committee of the Homer Parks and Recreation Advisory Commission recommends that the Commission pass the following and send it on to the Homer City Council for their July 21 meeting the following, which relates to the Mud Bay segment going from the base of the Spit to airport beach access road:

Authorization to support volunteer participation working with appointed city advisors to establish the first portion of the Kachemak Drive corridor, which in the near future would exist as a Level Two pedestrian trail paralleling Kachemak Drive starting from the base of the Spit Bicycle Trail proceeding along Kachemak Drive at the toe of the road bank and then changing to the toe of the bluff and going approximately 1/2 mile and ending at the airport beach access road.

Description of segment as proposed:

A Level Two pedestrian trail consisting of three kinds of construction activity. The first segment going 300 feet from the end of the Spit Bicycle pate to the beginning of the trees will be composed of an eight inch base of Homer Harbor dredged material. The trail will proceed at the toe of the bluff above the 26 foot tide line (except where impractical). The remainder of the trail will require cutting tree branches to approximately eight foot height and removal of downed trees. Where the toe of the bluff meets the top of the beach, there would be branch cutting and removal of logs and other debris. This plan would need DOT permission within the road right-of-way, approval from the Corps of Engineers and approximately \$5,000 for completion.

thanks renee!



## Office of the City Clerk

Jo Johnson, CMC, City Clerk

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Renee Krause, CMC, Deputy City Clerk I



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## MEMORANDUM

---

**TO:** PARKS & RECREATION ADVISORY COMMISSION

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

**DATE:** JULY 14, 2011

**RE:** DISCUSSION ON RECOMMENDATIONS FROM THE  
KACHEMAK DRIVE PATH COMMITTEE

---

### Background

Commissioner Cumming has requested a discussion on the recommendations to be considered by the Commission as submitted by the Kachemak Drive Path Committee. She would like to amend the wording contained in the recommendations before presentation to Council.

Commissioner Cumming would additionally like to discuss how these recommendations to Council will be presented and the process in getting some of these recommendations started, i.e. the trail from the base of the Spit to the Airport Access Road.

I consulted with the City Clerk, Jo Johnson who advised me that this recommendation would be presented to Council during a meeting in August. This recommendation can be submitted in Memorandum form to be included in the packet under the Commission Reports section of the Regular Meeting. Any further action on these recommendations to Council by the Commission would require a Councilperson to support it or the City Manager.

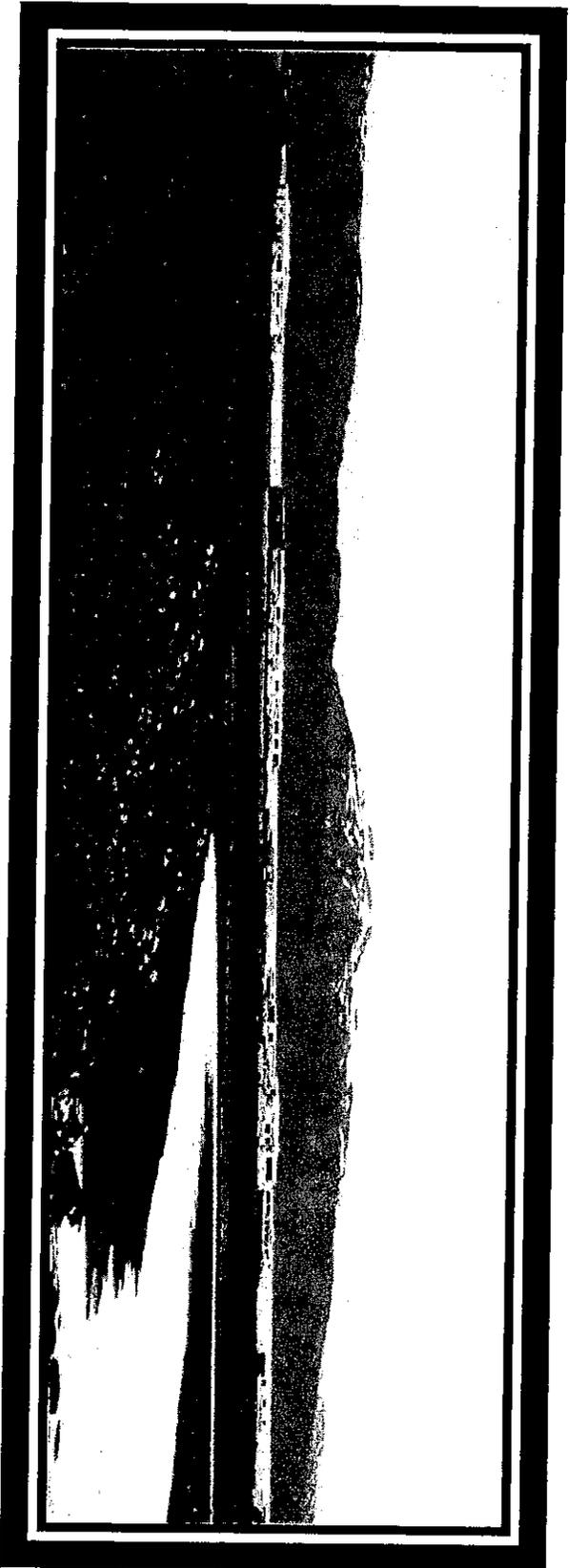
The recommendations are not actions items on the City Councils agenda so support would be required to get any recommendations, resolution or ordinances that would be required for further action on the concept of a Pedestrian/Bike path along Kachemak Drive in any manner.

### Recommendation

Present the Recommendations to City Council in Memorandum format and seek council support for further action on any or all of the recommendations.



SPIT PARK WALK THROUGH REPORT  
PARKS AND REC COMMISSION  
prepared by Tricia Lillibridge, Commissioner



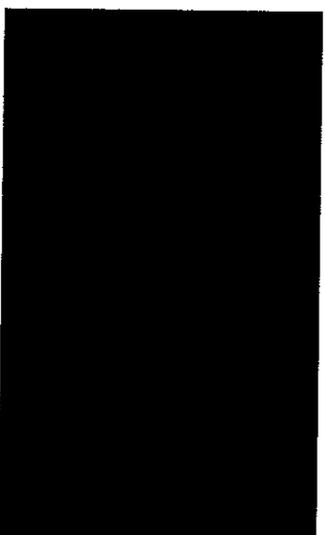
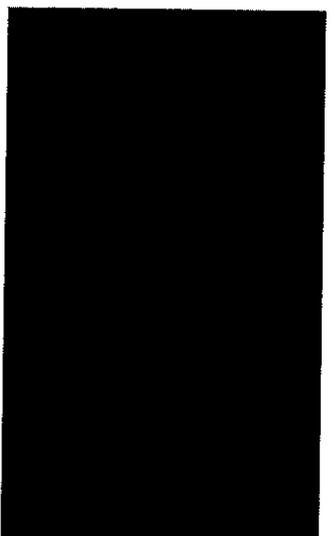


# Mariner Park – POSITIVE FEATURES

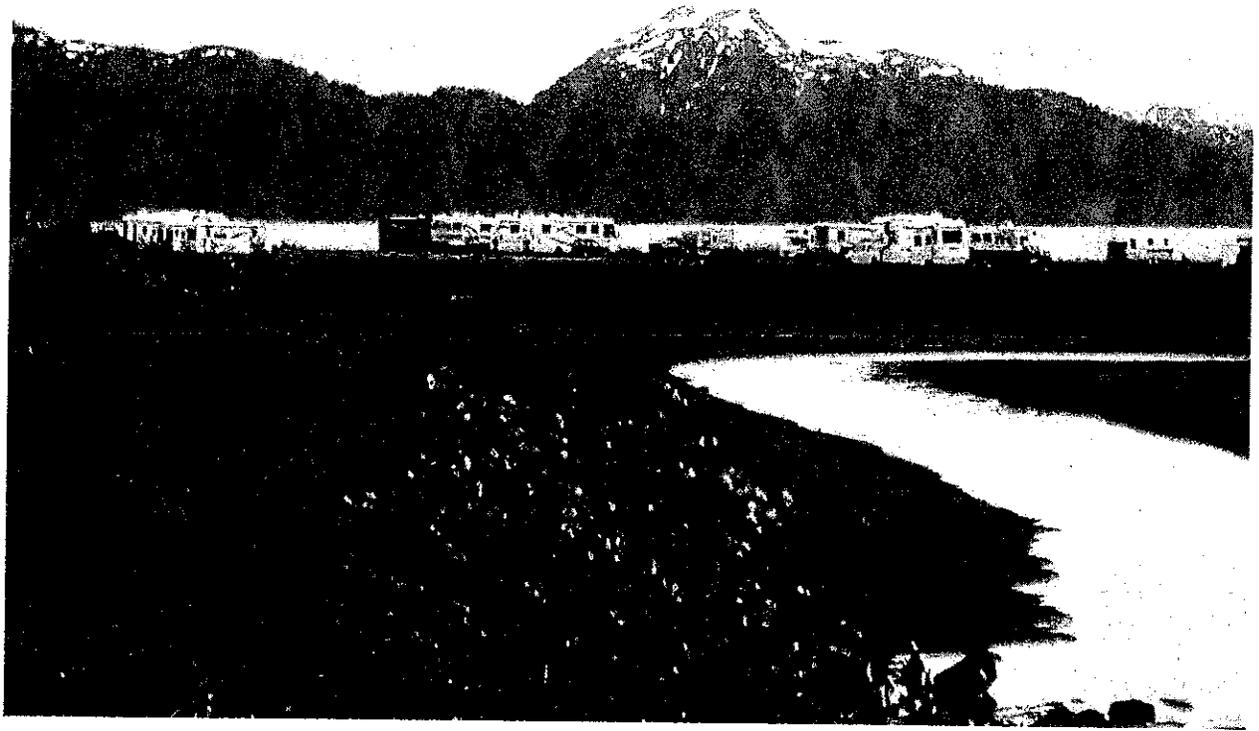
Water Views  
Abound

Campground  
Established-  
Multiple spaces

Easy to Find-  
First on the Spit









## PARKS AND RECREATION SPIT WALK REPORT

Prepared by Spit Subcommittee and Tricia Lillibridge, Commissioner

On April 20, 2011 the Parks and Recreation Commission completed their annual Walk Through Park Assessment on the Homer Spit Parks. All Commissioners were present for this walk through as well as Angie , maintenance.

The following points are a summary of this walk-through:

### MARINERS PARK

#### POSITIVE

- Incredible ocean views
- Established Campground  
Steady source of income
- Large areas for parking &  
Maneuvering large campers etc

#### NEGATIVE

Dangerous Entrance /Exit from Road  
Untidy Day Use Area- green areas+gravel  
Gazebo and picnic area combined  
Camp spaces too close together? Firepits

---

### PIER ONE CAMPGROUND

- Ocean Views in select locations
- Location of Pier 1 is an asset  
Shelter with picnic tables for
- Central location to the Spit
- Has parking

Campgrounds are untidy along sides of P1  
Pier 1 Building is in need of refurbish  
Shelter is built of rotten timbers –safety?  
Firepits are inadequate  
Needs a facelift overall

---

### SEAFARERS MEMORIAL

- Well known landmark
- Parking available
- Easy location to beach
- History and location for Memorials and Ceremonies

Could tidy it up  
More benches to sit on

THE UNIVERSITY OF CHICAGO

THE UNIVERSITY OF CHICAGO  
DIVISION OF THE PHYSICAL SCIENCES  
DEPARTMENT OF CHEMISTRY  
5708 SOUTH CAMPUS DRIVE  
CHICAGO, ILLINOIS 60637

RECEIVED  
JAN 15 1964

TO THE DIRECTOR  
FROM THE DEPARTMENT OF CHEMISTRY  
RE: [Illegible]

[Illegible text]

[Illegible text]

**END OF THE SPIT PARK**

- Parking area for fishing on the spit at its end
- HAS SMALL SIGN INDICATING IT'S A PARK

Just a gravel parking lot  
CANNOT READ THIS SIGN

---

**COAT POINT PARK**

- LOVELY HIDEAWAY PARK THAT IS COMPLETE
- LANDSCAPING AND PICNIC TABLES

DIFFICULT TO LOCATE



## Office of the City Clerk

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Renee Krause, CMC, Deputy City Clerk I



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## MEMORANDUM

---

**TO:** PARKS & RECREATION ADVISORY COMMISSION

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

**DATE:** JULY 14, 2011

**RE:** DISCUSSION ON RECOMMENDATION TO REMOVE A COMMISSIONER  
FROM THE COMMISSION FOR UNEXCUSED ABSENCES

---

### Background

Commissioner Harrald has requested the discussion on Commissioner CarlinSchauer unexcused absences and as such his removal from the Commission to allow another person who would be able to attend on a more regular basis.

Any action should be voted on by roll call or show of hands process.

### Recommendation

Review the Bylaws of the Commission and decide accordingly on how Commissioner's unexcused absences are to be addressed.



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## MEMORANDUM

---

**TO:** PARKS & RECREATION ADVISORY COMMISSION  
**FROM:** RENEE KRAUSE, CMC, DEPUTY CITY CLERK I  
**DATE:** JULY 14, 2011  
**RE:** RECOMMENDATION TO SUBMIT REQUEST OF SUPPORT TO CITY COUNCIL

---

### Background

Commissioner Archibald has requested this item to be on the agenda under New Business for discussion. He would like the Commission to express support of re-issuance of the Interagency Land Management Assignment (ILMA) and submit a request to City Council to issue a Resolution of Support for this ILMA to Jusdi McDonald, Natural Resource Specialist with the Southcentral Region Land Office.

### Recommendation

The Press Release requested all letters of support be submitted by July 20, 2011 therefore a recommendation from this commission would not be timely. (I recommend submitting individual letters of support as residents of this community if you review this packet prior to the established deadline.)



# PRESS RELEASE

FOR IMMEDIATE RELEASE...

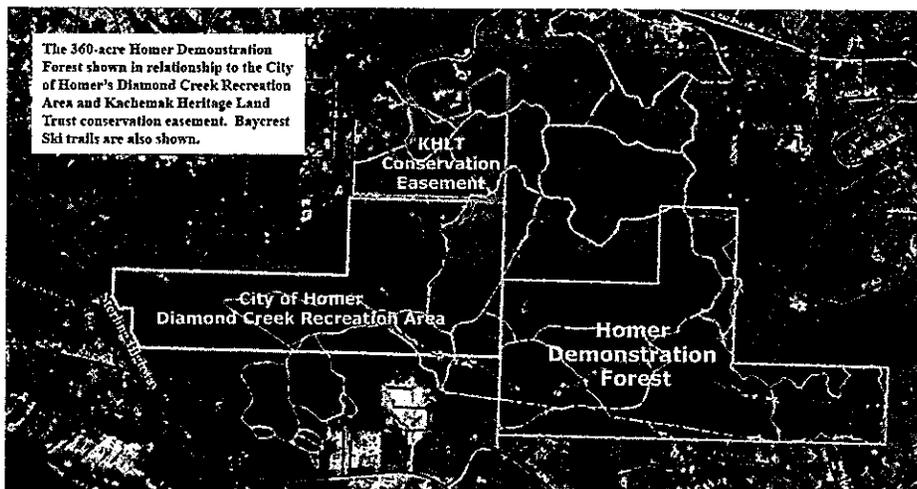
Homer Soil and Water Conservation District  
Contact: Tara Schmidt, 235-8177, ext 106

## HOMER DEMONSTRATION FOREST LAND STATUS UP FOR REVIEW

*As the "ILMA" that created the Homer Demonstration Forest 25 years ago runs out, Homer Soil and Water Conservation District seeks letters supporting the reissuance of the ILMA for another 25 years.*

**Homer, Alaska – June 24, 2011** – The 25-year Interagency Land Management Assignment, or ILMA, that created the Homer Demonstration Forest (HDF) in 1986 is now up for review. The HDF is located on the northwest side of Homer and provides an area for outdoor education and recreation, including the popular Baycrest ski trails and Homestead hiking trail. In the 1986 ILMA, the Alaska Department of Natural Resources, Division of Mining, Lands and Water (the land owner), assigned to the state Division of Forestry the authority to manage the 360 acres of state land comprising the HDF. Division of Forestry, in turn, partnered with the Homer Soil and Water Conservation District and other members of the Homer community to establish a Homer Demonstration Forest Steering Committee. That Committee has developed two management plans for the HDF and continues to oversee its management. The most recent management plan is available under "Forestry" on the Homer Soil and Water Conservation District website: [www.homerswcd.org](http://www.homerswcd.org).

The original ILMA specified a 25-year term, which expired this May. Since last year, the Demonstration Forest Steering Committee has been preparing for this moment. Hans Rinke, a Forester with the Division of Forestry in Soldotna, has been helping the Steering Committee shepherd ILMA reissuance through state channels. As a result, on June 17 the Division of Mining, Lands and Water sent out a formal REVIEW NOTICE concerning the Demonstration Forest ILMA (ADL 231027). That notice explains that the Division's Southcentral Region Land Office is now considering reissuance of the HDF ILMA and that "if issued... the ILMA will authorize the Homer Demonstration Forest for educational purposes." The term of the ILMA will be for another 25 years.



To support the state's reissuance of the ILMA—and so ensure that the Homer Demonstration Forest will be around for the community to enjoy for another 25 years—Homer Soil and Water is now encouraging individuals and organizations to send letters and emails of support. These should be sent before July 20, 5 pm, to Jusdi McDonald, Natural Resource Specialist with the Southcentral Region Land

Office (see contact information below). Ms McDonald has made it clear how important a show of community support is to her office: Not only will letters and emails received by July 20 help the Land Office justify THIS renewal, all comments will go into the permanent file for the HDF. That means that messages from the community will continue to support future ILMA renewals. As Devony Lehner, Project Coordinator for Homer Soil and Water, notes: "The Demo Forest offers so much to our community that I think lots of folks will be happy to show their support once every 25 years!" Jusdi McDonald's email address is [jusdi.mcdonald@alaska.gov](mailto:jusdi.mcdonald@alaska.gov) and her mailing address is 5550 W. 7<sup>th</sup> Ave., Suite 900C, Anchorage, AK 99501-3577. She can also be reached at 269-5032.

The mission of the Homer Soil and Water Conservation District is to provide education and leadership in the conservation and sustainable use of soil- and water-related resources through cooperative programs that protect, restore, and improve our environment. District Manager Tara Schmidt can be reached at 235-8177, ext 106, or [tara@homerswcd.org](mailto:tara@homerswcd.org).

###

Homer Soil and Water Conservation District, 4014 Lake St., Homer, AK 99603, 235-8177, [www.homerswcd.org](http://www.homerswcd.org)





City of Homer

# Memorandum

TO: City of Homer Boards and Commissions  
FROM: Anne Marie Holen, Special Projects Coordinator *amb*  
DATE: May 31, 2011  
SUBJECT: City of Homer Capital Improvement Project list

---

Each year, the City of Homer updates its Capital Improvement Plan. This is a 6-year document describing capital projects which have been determined to be community priorities. (See separate handout explaining the CIP process in more detail.)

Part of the CIP development process is to solicit input and recommendations from most of the City's advisory bodies. That input is then forwarded to the City Council. The type of input you provide is up to you. For example, the body might wish to:

- Decide what you see as the "top 5" projects.
- Make a recommendation for one or more new projects to be added to the CIP.
- Make a recommendation for one or more projects to be dropped from the CIP.
- Suggest that a project scope of work be expanded, reduced, or otherwise changed.

I have provided a draft to serve as a starting point for discussion, consisting of the most recent CIP updated only minimally. Please note that not all department heads have submitted their recommendations. Also, as this memo is being prepared, we don't yet know whether funding for the Homer Area Natural Gas Pipeline and Cruise Ship Dock/Uplands Improvements will be approved for funding by Governor Parnell. If the funding is approved, those projects will be removed from the CIP.

FYI, the projects listed as priorities by boards and commissions last year are listed below.

- The Planning Commission recommended the following CIP projects in priority order:
  1. Alternative Water Source
  2. Sewer Treatment Plant Bio-solids Treatment Improvements
  3. Port & Harbor Building
  4. Deep Water Dock Expansion
  5. Skyline Fire Station
- The Parks and Recreation Commission and Library Advisory Board did not discuss the CIP due to lack of quorum for a meeting during the comment period.
- The Port and Harbor Commission ranked CIP projects as follows:
  1. Upgrade System 5 - Vessel Shore Power & Water
  2. Harbor Entrance Erosion Control
  3. Port & Harbor Building
  4. Harbor Float Replacement/Ramp 3 Gangway & Approach Replacement
  5. Deep Water Dock Expansion - Phase I
- The Economic Development Commission ranked CIP projects as follows:
  1. Alternative Water Source
  2. Sewer Treatment Bio-solids Treatment Improvements

3. Engine 4 Refurbishment and Deep Water Dock Upland Improvements (tie)
  4. Sterling Highway Realignment, MP 150-157
  5. Skyline Fire Station and Main Street Intersection/Reconstruction (tie)
- o The Transportation Advisory Committee ranked CIP projects as follows:
1. Fairview Avenue – extend to West Hill Road (NOTE: This project used to be in the CIP but was moved from the active CIP to the “long-range” list in 2008.)
  2. Intersection Improvements
  3. Land Acquisition for New Roads
  4. Karen Hornaday Park Improvements
  5. Town Center Infrastructure

**EVERYTHING YOU ALWAYS WANTED TO KNOW ABOUT THE CITY OF HOMER  
CAPITAL IMPROVEMENT PLAN**

by Anne Marie Holen, City of Homer Special Projects Coordinator

**Q: What is a CIP?**

**A:** CIP stands for Capital Improvement Plan. It is a multi-year document that lays out community priorities for capital projects, including (for each one) a project description, rationale for why it's needed (benefits to the community), description of progress to date (money raised, plans drawn up, etc.), and estimated total cost. For City of Homer projects, additional information is provided on the timeline for completion.

**NOTE:** A Capital Improvement Plan is not a funding request. From the City's standpoint, it is a plan. From the standpoint of a non-profit organization, it is a mechanism to raise awareness of a needed project and increase chances of funding from various sources. Nominating a project for inclusion in the CIP should not be thought of as a request for City funding.

**Q: What is a capital project?**

**A:** A capital project is a major, non-recurring budget item that results in a fixed asset (like a building, road, parcel of land, or major piece of equipment) with a useful life of at least two years. Designing and building a new library is a capital project. Planning and implementing an after-school reading program is not a capital project. Most of the projects in the City of Homer CIP are City projects, but some are community projects spearheaded by a non-profit organization (e.g., Pratt Museum) or state or federal agency (e.g., Alaska DOT or Kachemak Bay Research Reserve). City of Homer CIP projects must have an estimated cost of at least \$50,000. Those from non-profit organizations must have an estimated cost of at least \$25,000.

**Q: Newspaper articles often refer to the CIP as a "wish list." Is that accurate? If so, what's the point of writing up a "wish list"?**

**A:** That's not entirely accurate. In 2007, the Homer City Council undertook an overhaul of the CIP to eliminate projects that were unlikely to be undertaken in the next six years. This makes the CIP less of a "wish list" and more of an actual plan, at least for City projects.

There are several reasons to maintain a CIP, even when it seems like little progress is being made in accomplishing projects: 1) It helps focus attention on community needs. 2) It helps groups raise money for projects if the sponsor can say that the project has been identified as a community priority in the CIP. 3) Typically a project must be included in the CIP to be eligible for a state legislative appropriation.

**Q: What is the process for developing the Capital Improvement Plan?**

**A:** CIP development is a multi-step process that starts around June 1 of each year and ends in November.

Step 1 is to develop the schedule. The schedule must be approved by the City Council.

Step 2 is to publicize the CIP process and invite project nominations from community organizations.

Step 3 is to send a copy of the current CIP to all the City department heads and the City Manager and ask for recommendations for new projects, projects that should be deleted, or changes to existing projects.

Step 4 is to make sure that all the City advisory bodies have a chance to weigh in. They are encouraged to name their “top 5” projects, and that information is passed on to the City Council. They can also suggest new projects, changes to existing projects, or any other recommendations related to the CIP.

During this time, I will start working on a new draft CIP, to be constantly updated throughout the process. NOTE: The document is a DRAFT until it is approved by the City Council. Proposed new projects are kept separate until they are approved by Council.

The City Council typically holds a work session to discuss the CIP and also a public hearing at a regular City Council meeting. Members of the public are encouraged to attend and testify. The City Council will view the CIP as a whole and will also work to identify legislative priorities (a subset of the CIP) for special attention during the coming year.

Step 5 is to finalize the CIP as per City Council approval, and make 30 bound copies. These should be ready to distribute before the end of November. The CIP is also put on the City website.

**Q: Are the “legislative priorities” the same as the CIP?**

**A:** No, they are a subset of the CIP. The full CIP might contain 50 projects. All of them have been approved by the City Council and can be considered community priorities. However, the City Council also develops a “short list” of projects on which the City will focus particular attention during the upcoming legislative session. (The goal is to get at least partial funding for a project included in the state capital budget.) The “short list” and the “legislative priorities list” are the same thing.

The state budget process begins with a proposed budget submitted by the Governor in December. The legislature takes the Governor’s budget and works it over starting in mid-January. The House and Senate must both agree on a budget before it is finally passed in mid-April. (NOTE: The “operating budget” is different than the “capital budget.”)

The City’s “short list” may have 10-15 projects on it. An attempt is made to include some less expensive projects along with big expensive ones. Most if not all of the projects on the short list will be City of Homer projects (e.g., for roads, harbor improvements, water and sewer upgrades, etc.) Project descriptions are put in special “packets” tailored specifically to legislators and state commissioners. Typically, the Mayor and one or two City Council members will make one or more trips to Juneau to advocate for funding for these projects. Other groups (e.g., hospital, college, non-profit representatives) also lobby for their favorite CIP projects.

**Q: Does the City seek federal funding for CIP projects also?**

**A:** Yes. All three members of the Alaska congressional delegation require local governments and other groups to submit funding requests in February of each year. Typically the City of Homer will select 3-6 projects for which we seek federal funding. In recent years, the City has received partial funding for Deep

Water Dock expansion and for the proposed East Boat Harbor. With the moratorium on federal “earmarks” announced in early 2011, chances of receiving federal funding for a project have diminished substantially.

**Q: What advice do you have for a community member who wants to see a particular project included in the CIP?**

**A:** • Keep in mind that if a proposal comes from one of the following, it is automatically forwarded to the City Council for consideration: 1) A City department head, 2) a City advisory body, 3) the Mayor or individual City Council member, 4) a non-profit organization or state/federal government agency. If you can sell your idea to one or more of those, and that person or group gives it to me, I will draft a project description to take to the City Council. NOTE: Ask for a Project Nomination Form to use for this purpose.

- Take advantage of opportunities to express support for one or more projects anytime the CIP is on a Council meeting agenda. If you testify earlier in the process, Council members will have more time to consider what you say before making their final decisions. The CIP will be on the Council agenda at least three times: For introduction, public hearing, and final vote. Check with the Clerk’s Office regarding the dates. You can also communicate with City Council members individually.

Further advice: If you are seeking funding for your project through the state legislature, talk to our local state representative (currently Paul Seaton) about that process.

**Q: Once a project is approved for inclusion in the CIP, what can I do to make sure it doesn’t just languish there?**

**A:** • Keep your eyes on the prize. If you are with a community group or advisory body, develop a long-range plan and base your CIP request on that plan. Limit your request to one or two items and then keep your attention and energies focused on that goal.

Be realistic in your expectations. Many projects require multiple sources of funding over a period of years. Project success starts with a vision, then a well-developed funding plan, then focused implementation of that plan.

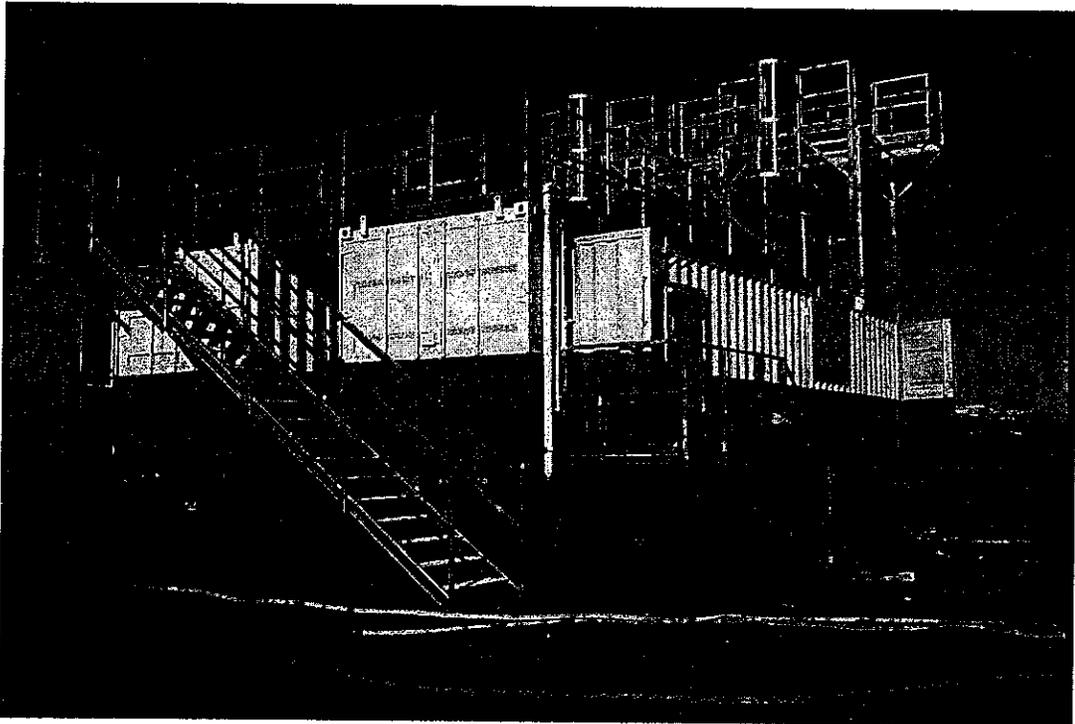
- Finally, I have to say this: If you think the City should be providing more programs, services, facilities, etc. for the people of Homer and providing more support to non-profit organizations, remember that almost all the money at the City’s disposal comes from sales and property tax revenues. Taxes are nothing more than a tool for pooling our resources to buy the things the community wants and needs. Shopping locally helps maintain a healthy revenue stream from sales taxes.

The City can (and does) apply for grants to fund capital projects, but those funders almost always require the City to cover some of the costs with local funds. There is no free lunch.

**GOOD LUCK!**



# City of Homer Capital Improvement Plan 2012-2017



The Homer Volunteer Fire Department prepares to try out a new Fire Training Facility that provides live-fire practice in a controlled setting. The Fire Training Facility, delivered in 2011, had been identified as a need in the Capital Improvement Plan since 2001.

DRAFT

City of Homer  
491 E. Pioneer Avenue  
Homer, Alaska 99603  
907-235-8121





# City of Homer

City Manager  
491 East Pioneer Avenue  
Homer, Alaska 99603  
907-435-3102

Fax: (907) 235-3148 E-mail: [wwrede@ci.homer.ak.us](mailto:wwrede@ci.homer.ak.us) Web Site: [www.ci.homer.ak.us](http://www.ci.homer.ak.us)

November 1, 2010

To The Honorable Mayor and Homer City Council:

This document presents the City of Homer 2011 through 2016 Capital Improvement Plan adopted by the Homer City Council on October 11, 2010. The CIP provides information on capital projects identified as priorities for the Homer community. Descriptions of City projects include cost and schedule information and a designation of Priority Level 1 (highest), 2, or 3. State transportation projects and non-profit projects supported by the City of Homer are included in the CIP in separate sections. An overview of the financial assumptions can be found in the Appendix, along with a table listing all projects for easy reference.

"Long-range projects" are those which are not expected to be undertaken in the next six years but which the Council and community do not want to lose sight of. Those projects are listed in the Appendix but should not be considered as true CIP projects.

The projects included in our 2011-2016 CIP were compiled with input from the public, area-wide agencies, and City staff as well as various advisory commissions serving the City of Homer.

It is our intent to update the CIP annually to ensure our long-range capital improvement planning stays current as well as to determine annual legislative priorities and assist with budget development. Your assistance in this effort is much appreciated.

Sincerely,

Walt Wrede  
City Manager

**To be updated...**

11/15/2017 11:15:00 AM

CITY OF HOMER  
HOMER, ALASKA

Mayor/City Council

RESOLUTION 10-78(A)

A RESOLUTION OF THE HOMER CITY COUNCIL ADOPTING THE 2011-2016 CAPITAL IMPROVEMENT PLAN AND ESTABLISHING CAPITAL PROJECT LEGISLATIVE PRIORITIES FOR FISCAL YEAR 2012.

WHEREAS, A duly published hearing was held on September 27, 2010 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 2011-2016" 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 2012 State Legislative Request.

1. Sewer Treatment Plant Bio-solids Treatment Improvements
2. Skyline Fire Station
3. Harbor Float Replacement/Ramp 3 Gangway & Approach Replacement
4. Port & Harbor Building
5. Fire Engine 4 Refurbishment
6. Natural Gas Pipeline Anchor Point to Homer
7. Alternative Water Source
8. Deep Water Dock Expansion, Phase 1
9. Karen Hornaday Park Improvements, Phase 1
10. Homer Intersection Improvements
11. Deep Water Dock Upland Improvements
12. Mariner Park Improvements, Phase 1
13. Fishing Lagoon Improvements
14. Upgrade System 5: Vessel Shore Power and Water
15. Kachemak Bay Tidal Power Feasibility and Conceptual Design

**To be replaced  
with new reso...**

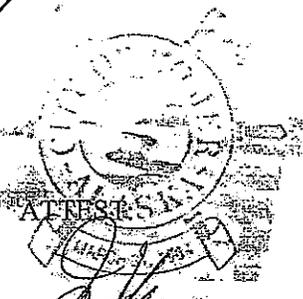
BE IT FURTHER RESOLVED that projects for the FY 2012 Federal Legislative Request will be selected from this list.

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 2012 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 11<sup>th</sup> day of October, 2010.

CITY OF HOMER

  
MARY E. WYTHE, MAYOR PRO TEMPORE

  
JO JOHNSON, CMC, CITY CLERK

## **Accomplished (funded) Projects from 2011-2016 CIP List**

*We are pleased to note that funding to complete the following projects has been identified or procured:*

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*Draft*

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## 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 states 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.

**CIP Categories 2012-2017**  
**Summary of Projects by Year and Cost**

CATEGORY	2011	2012	2013	2014	2015	2016	TOTAL \$
LOCAL ROADS & TRAILS	500,000	650,000	5,350,000	-	-	-	6,500,000
STRUCTURES	9,410,000	9,225,000	106,675,000	20,925,000	-	175,000	146,410,000
UTILITIES	11,280,000	6,310,000	18,710,000	200,000	200,000	-	36,700,000
EQUIPMENT	950,000	270,000	210,000	-	-	-	1,430,000
<b>TOTAL \$</b>	<b>22,140,000</b>	<b>16,455,000</b>	<b>130,945,000</b>	<b>21,125,000</b>	<b>200,000</b>	<b>175,000</b>	<b>191,040,000</b>

**Tables will be updated at the end  
of the CIP development process**



## Local Roads and Trails Summary of Projects by Year and Cost

PROJECT	2011	2012	2013	2014	2015	2016	TOTAL \$
Heath Street, Pioneer to Anderson		400,000	3,600,000				4,000,000
Horizon Loop Trail Feasibility and Conceptual Design							0-
Land Acquisition for New Roads	500,000						500,000
Town Center Infrastructure		250,000	1,750,000				2,000,000
<b>TOTAL \$</b>	<b>500,000</b>	<b>650,000</b>	<b>5,350,000</b>				<b>6,500,000</b>

**Tables will be updated at the end  
of the CIP development process**



## Heath Street - Pioneer to Anderson

**PROJECT DESCRIPTION & BENEFIT:** This project provides for the design and construction of a connection from East End Road to Anderson Street. The project will address concerns raised by Alaska DOT/PF regarding the Heath Street/Pioneer and Lake Street/Pioneer intersections and will provide access from East End Road past Homer High School to a developing residential area north of the high school. The City of Homer will work with ADOT engineers to determine the best route (extension of Heath Street vs. extension of Lake Street) to provide safer and more effective circulation, improve emergency access to and from the high school, and reduce congestion at existing intersections.

**PLANS & PROGRESS:** The improvement is recommended in the 2005 Homer Area Transportation Plan and would implement recommendations of the 2005 Homer Intersections Planning Study (ADOT). The City of Homer has agreed to fund 50% of the project.

Schedule and Cost: 2012-2013 (design)—\$400,000

2013-2014 (construction)—\$3.6 M

Priority Level 1



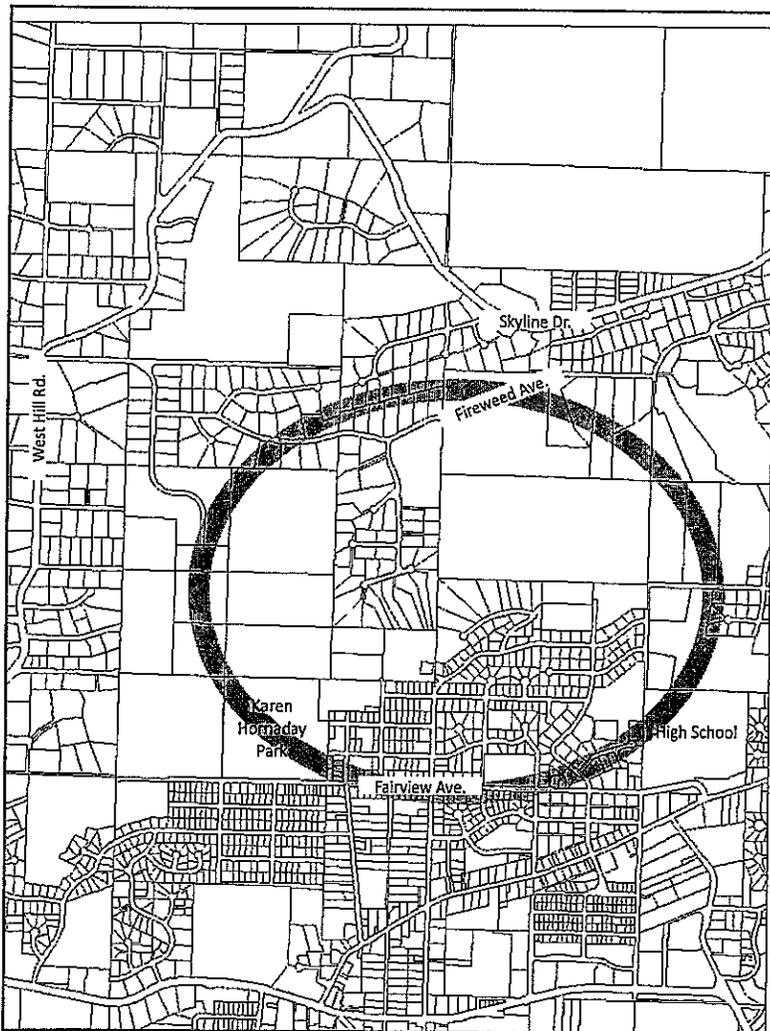
Contact Mayor Jim Hornaday or City Manager Walt Wrede at 235-8121



## Horizon Loop Trail Phase I: Feasibility and Conceptual Design

**PROJECT DESCRIPTION & BENEFIT:** The Homer Horizon Loop Trail is proposed as a 4 to 5 mile route that would run clockwise from Karen Hornaday Park up around the top of Woodard Creek Canyon, traverse the bluff eastward along Fireweed Avenue, and then drop down to Homer High School. The parking lots of Karen Hornaday Park and Homer High School would provide trailhead parking. Those wishing to complete the loop will easily be able to walk from the high school to Karen Hornaday Park or vice versa via Fairview Avenue. A later stage of trail development will connect the Horizon Loop Trail with the Homestead Trail at Bridge Creek Reservoir.

The trail will fill a need identified by trails advocates for more hiking opportunity on this side of the bay. Many Homer residents will be able to access the trail without having to drive at all, since it will begin and end in the most densely populated area of town, with additional access points on the upper part of the loop. The Homer Non-Motorized Transportation and Trail Plan notes the need for such a trail, which would provide both transportation and recreation benefits.



The oval above indicates the general area of the Horizon Loop Trail. It is not intended to indicate a proposed trail route.

The trail will also provide fitness benefits in that it will be long enough and steep enough to provide a good workout suitable for a wide range of children and adults. While beach walking in Homer is popular, it does not provide the same fitness benefits as a trail with a 600 foot elevation gain. In a 2-3 hour hike, trail users will improve cardiovascular health, build muscles, burn calories, and reap the mental health benefits of fresh air, spectacular views, and a sense of accomplishment. In a year-long assessment effort, the Southern Kenai Peninsula Communities Project, spearheaded by South Peninsula Hospital, identified "Healthy Lifestyle Choices" as its number 1 goal. The proposed Horizon Loop Trail will help meet that goal in the Homer community.

Phase 1 of the project will identify the routing options, begin discussions to establish necessary easements, and develop a preliminary design and cost estimate.

Cost (Phase 1): Staff time

Schedule: 2011

Priority Level 2



## Land Acquisition for New Roads

**PROJECT DESCRIPTION & BENEFIT:** This project will help meet current and future transportation needs by acquiring specific land parcels and rights-of-way to extend five local roads:

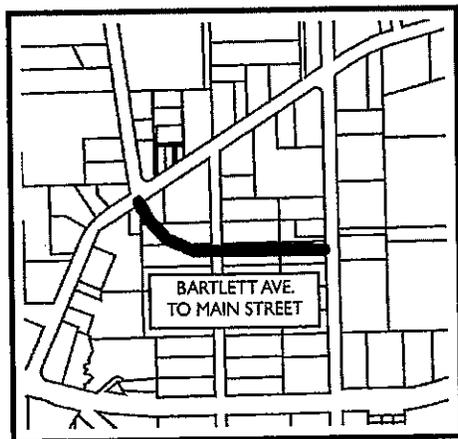
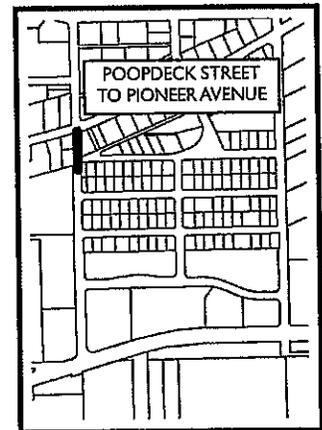
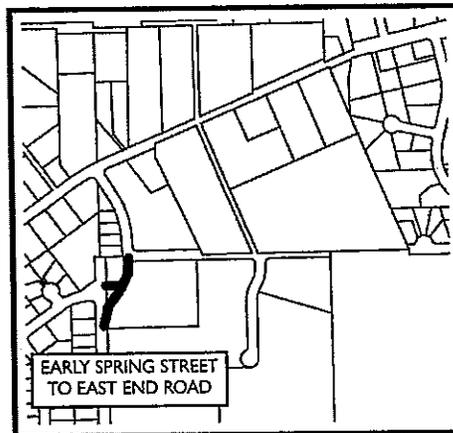
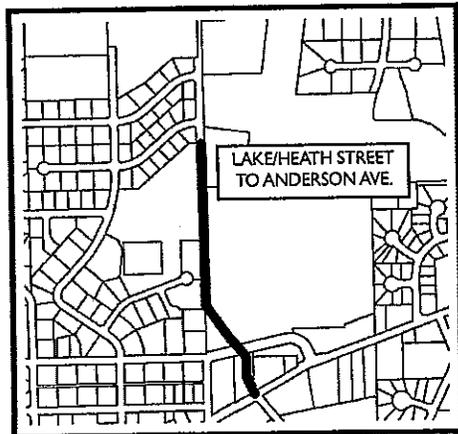
Lake/Heath Street to Anderson Avenue

- Bartlett Street extension south and east to Main Street
- Poopdeck Street extension north to Pioneer Avenue
- Early Spring Street extension north to East End Road
- Waddell Way extension west to Heath Street

**PLANS & PROGRESS:** All four road projects are recommended in the 2005 Homer Area Transportation Plan.

Cost: \$500,000

Schedule: 2011-13 Priority Level 2



Contact Mayor Jim Hornaday or City Manager Walt Wrede at 235-8121



## Town Center Infrastructure

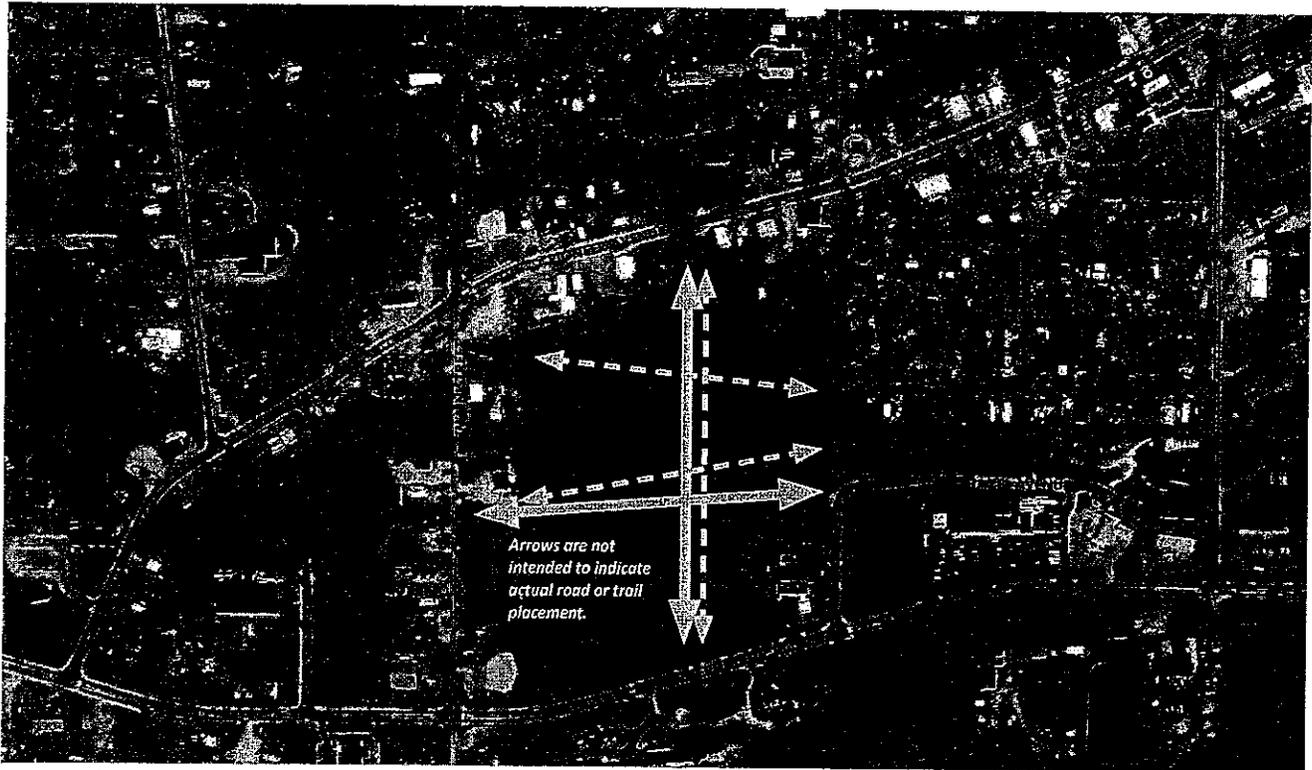
**PROJECT DESCRIPTION & BENEFIT:** In the Central Business District between Pioneer Avenue and the Sterling Highway and between Main Street and Poopdeck lie approximately 30 acres of undeveloped land, providing a unique opportunity to develop an attractive and lively downtown district in the heart of Homer. Establishing infrastructure is an important step in attracting further investment that will make Town Center a success.

The Town Center Infrastructure Project will begin Phase 1 development of Town Center, as described in the April 2006 Town Center Development Plan. Specifically, it will establish routes and acquire rights-of-way for roads, trails, and sidewalks; identify and carry out needed land exchanges between property owners; and develop the first trails through Town Center along with primary roadways with sidewalks, crosswalks, and utilities.

**PLANS & PROGRESS:** The Homer Town Center Project began in 1998 (as the Town Square Project) with a goal "to envision and create, through inclusive community planning, an area within the Central Business District of Homer that will be a magnet for the community, provide for business development, instill a greater sense of pride in the downtown area, make Homer more pedestrian-friendly, and contribute to a higher quality of life."

In April 2006, the Homer Town Center Development Plan was adopted by the City Council as a component of the Comprehensive Plan.

Schedule and Cost: 2012-2013 (design)—\$250,000      2013-2014 (construction)—\$1.75 M      Priority Level 1



East-west and north-south road connections combined with trails, sidewalks, and parking in Town Center will set the stage for development of an economically vibrant and attractive downtown district in the heart of Homer.



## Structures

### Summary of Projects by Year and Cost

PROJECT	2011	2012	2013	2014	2015	2016	TOTAL \$
Ben Walters Park Improvements		200,000					200,000
Deep Water Dock Expansion	1,200,000	1,750,000	26,000,000				28,950,000
Deep Water Dock Upland Improvements		800,000					800,000
Downtown Restroom #1			400,000				400,000
East Boat Harbor	1,520,000		78,500,000	20,600,000			100,620,000
End of the Road Park, Phase 1			1,075,000				1,075,000
Fish Dock Restroom		400,000					400,000
Fishing Lagoon Improvements	255,000						255,000
Harbor Entrance Erosion Control			600,000				600,000
Harbor Float Replacement/Ramp 3 Gangway and Approach	5,200,000						5,200,000
Homer Spit Dredged Material Beneficial Use Project	10,000	970,000					980,000
Jack Gist Park Improvements, Phase 1			100,000				100,000
Karen Hornaday Park Improvements, Phase 1	700,000						700,000
Mariner Park Improvements, Phase 1		475,000		325,000		175,000	975,000
Port and Harbor Building	375,000	2,500,000					2,875,000
Public Restroom - Fish Dock		400,000					400,000
Skyline Fire Station	150,000	1,200,000					1,350,000
Upgrade System 5 - Vessel Shore Power and Water		530,000					530,000
<b>TOTAL \$</b>	<b>9,410,000</b>	<b>9,225,000</b>	<b>106,675,000</b>	<b>20,925,000</b>	<b>-</b>	<b>175,000</b>	<b>146,410,000</b>

*Tables will be updated at the end of the CIP development process*



## Ben Walters Park Improvements, Phase 1

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**PROJECT DESCRIPTION & BENEFIT:** Ben Walters Park comprises 2.5 acres on the shore of Beluga Lake, near the intersection of Lake Street and the Sterling Highway. With its central location, proximity to McDonalds restaurant, and access to the lake for winter and summer recreation, it is one of Homer's most frequently visited parks.

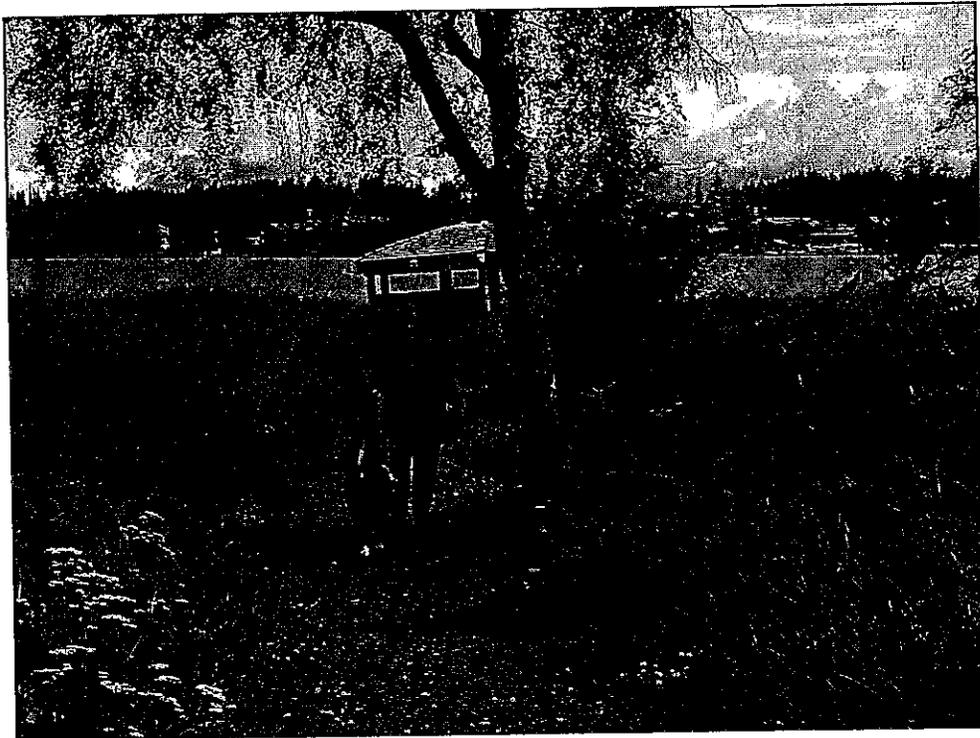
Phase 1 of the park improvement project, to replace the dock, was completed in 2009.

Phase 2 will enlarge the parking area and renovate the picnic shelter.

Cost: \$200,000

Schedule: 2012

Priority Level 2



Improvements are needed at Ben Walters Park, including enlarging the parking lot and renovating the shelter.

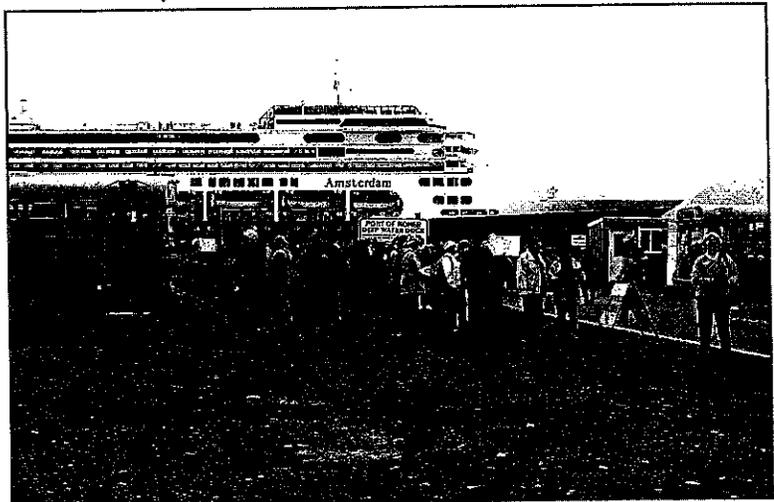




## Deep Water/Cruise Ship Dock: Docking and Upland Passenger Facility Improvements

**PROJECT DESCRIPTION & BENEFIT:** Classified as an Emerging Port for cruise-ship based tourism, the Port of Homer has seen a dramatic increase in cruise ship bookings in the last three years, from two ships in 2009 to nine in 2010 to fifteen scheduled for 2011. With the goal of encouraging this trend, the City of Homer has developed an Integrated Cruise Ship Enhancement Strategy aimed at utilizing state cruise ship head tax monies to maximize benefits of cruise ship tourism for both passengers and the Homer community. This project will implement key features of that strategy:

- Add docking fender, camel upgrade, and bollard upgrades to the Deep Water Dock (also known as the Cruise Ship Dock) (\$2.15 million). These upgrades will greatly facilitate docking maneuvers and help prevent damage to cruise ships.
- Modify the dock to eliminate bird nesting (\$600,000). The existing open I-beam construction of the Cruise Ship Dock creates ideal nesting sites for hundreds of seagulls, which in turn creates a huge problem with bird excrement and offensive odors. This problem will be largely eliminated by welding steel plates over the open I-beams, removing old fender brackets, and installing bird-deterrent spikes on dock support systems.
- Purchase a broom attachment for the Port forklift, to be used for cleaning the dock prior to cruise ship arrivals (\$10,000).
- Install a steel transition plate to bridge the gap between the dock and the dock trestle, for the full width of the trestle (\$20,000). Currently this gap creates a trip hazard for foot traffic, a particular problem for less agile passengers.
- Construct a guard house for security personnel that includes a public restroom (\$500,000).
- Construct a covered area for passengers waiting for ground transportation (\$50,000).
- Create a level, paved, and fenced staging area specifically for cruise ship passengers (separated from marine industrial uses) (\$100,000). The paved and marked surface will eliminate problems with dust and uneven/hazardous terrain that plague the area now and make it easier to direct passenger and vehicle/bus traffic. Signage will also help eliminate confusion in the staging area.
- Construct a paved ADA-compliant trail along the east side of the existing harbor and Outer Dock Road (4,000 feet). Include three pullout/view areas with benches and signage (\$425,000).
- Construct a paved parking area and covered shelter in the main commercial/retail area of the harbor for passengers embarking/diseMBarking from buses (\$100,000).
- Construct a paved trail from where the new Spit Trail ends (at End of the Road Park) to Coal Point, to include benches and signage at Coal Point and a restroom at End of the Road Park (\$950,000). The new trail will be utilized by passengers who disembark at either the Cruise Ship Dock or the Pioneer Dock (back-up cruise ship dock). Coal Point provides an outstanding overlook area for observing all the activities of the harbor, including those at the Fish Dock.
- Construct public restrooms with covered bus stops at two downtown locations (\$1 million).
- Include public art and landscaping features with some of the above projects to enhance the visitor experience (\$50,000).



A stinky dock, rough unmarked parking lot, lack of weather protection, and general disheveled appearance at the Cruise Ship Dock uplands do not provide the best first impression of Homer.

Total project cost: \$5,955,000

Schedule: 2011-2013

Contact Mayor Jim Hornaday or City Manager Walt Wrede at 235-8121



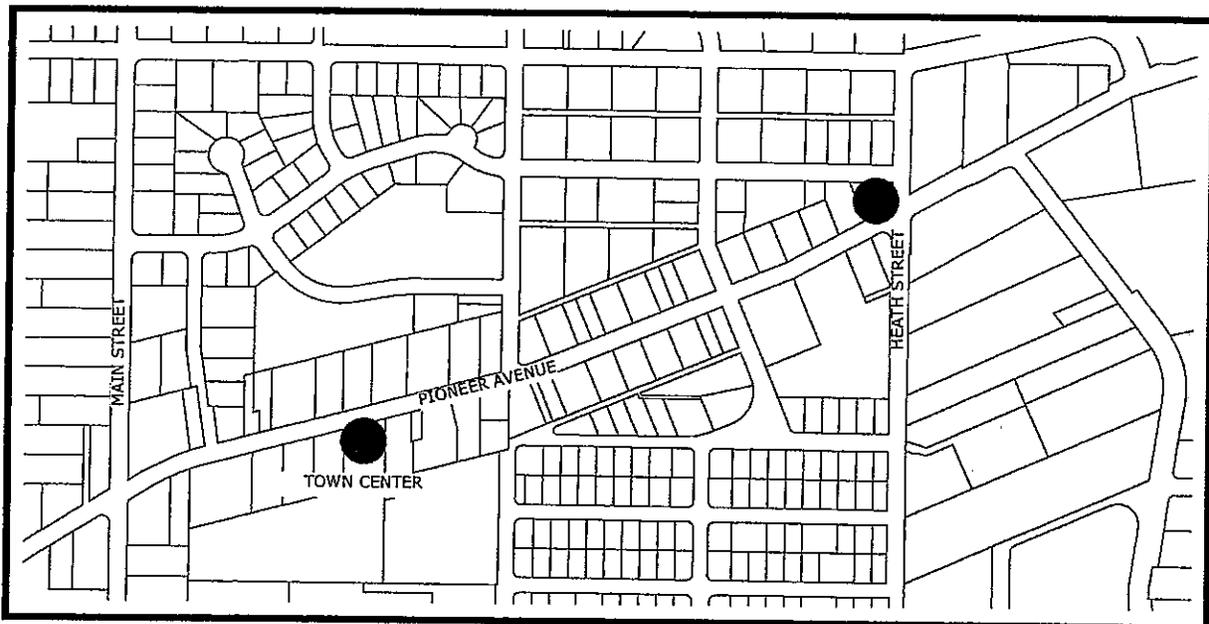
## Downtown Restroom

**PROJECT DESCRIPTION & BENEFIT:** This project will provide the first of two public restrooms in downtown Homer, for the benefit of residents and visitors. Currently, the only public restroom facilities on Pioneer Avenue are in City Hall. With proposed Town Center development, the need for restroom facilities will increase as more people frequent the downtown area. Specific locations proposed for the new restrooms are at the pedestrian trail entrance to Town Center and at WKFL Park, as shown below.

Cost: \$400,000

Schedule: 2013

Priority Level 2



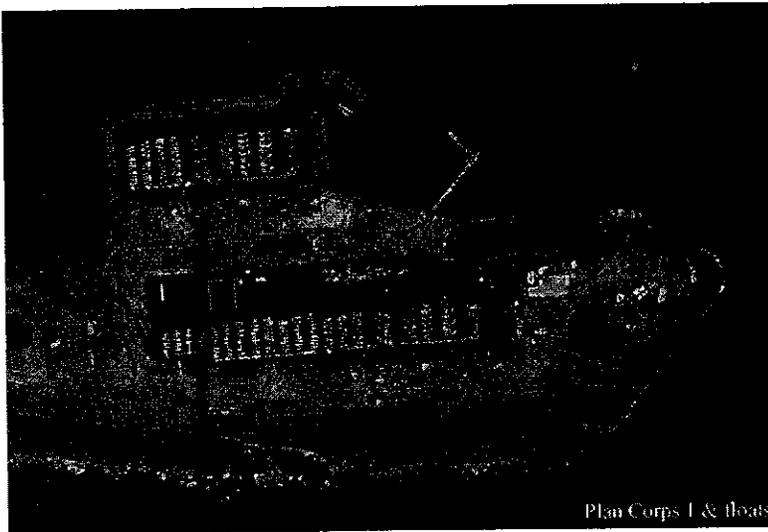


## East Boat Harbor

**PROJECT DESCRIPTION & BENEFIT:** This project will construct a new harbor ranging in size from 11 to 15 acres. It would enhance harbor capabilities by:

- accommodating the large commercial vessels (fishing vessels, workboats, landing craft, tugs, barges, etc.) that are currently congesting the harbor at System 4 and System 5 transient floats, rafting two and three abreast due to shortage of moorage space at the floats, thus overstressing the floats;
- enabling Homer to accommodate and moor the additional 40 to 60 large commercial vessels that potentially would use Homer Harbor as a home port but which have in the past been turned away due to lack of space;
- providing a long-term solution to mooring problems the USCGC *Hickory* experiences on Pioneer Dock during the northeasterly storm surges and to the security problem faced by both the USCG cutters home-ported at Homer. These vessels are unable to maintain an adequate security zone around their current moorings in the existing small boat harbor (USCGC *Roanoke Island*) and on the Pioneer Dock west trestle (USCGC *Hickory*).

The Port of Homer and Homer Small Boat Harbor are regional facilities serving and supporting the northern Gulf of Alaska, Prince William Sound, Cook Inlet, and Kachemak Bay and are also a "place of refuge" for Gulf of Alaska, Cook Inlet, and Kennedy Entrance marine traffic in event of severe weather or machinery malfunctions.



Several conceptual designs have been proposed for a new Homer boat harbor. This one would add a new basin with its own entrance adjacent to the existing Small Boat Harbor.

The proposed new harbor basin will be dredged to minus 20 feet Mean Lower Low Water (MLLW) to accommodate large commercial vessels so they will not touch bottom on the lowest tides of the year (minus 5.6 feet). It will need to be dredged to minus 22 feet MLLW in the entrance channel, fairway, and one side of the basin to accommodate the USCGC *Hickory* at the proposed Coast Guard float. The new basin will provide the security zone and private moorings for the U.S. Coast Guard vessels at one side and will accommodate the large, deep draft commercial vessels at the other side.

**PLANS & PROGRESS:** The Army Corps of Engineers completed a reconnaissance study in 2004 that indicated a federal interest in having a new harbor in Homer; however, subsequent analysis found that the

cost/benefit ratio was too low for the Corps to recommend the project. The City of Homer has requested a technical report from the Corps and is seeking funding from other sources.

Schedule and Cost: 2011-12 (design and permitting)—\$1.52 million  
2013 (breakwater construction and dredging)—\$78.5 million  
2014-2015 (inner harbor improvements)—\$20.6 million

Priority Level 2



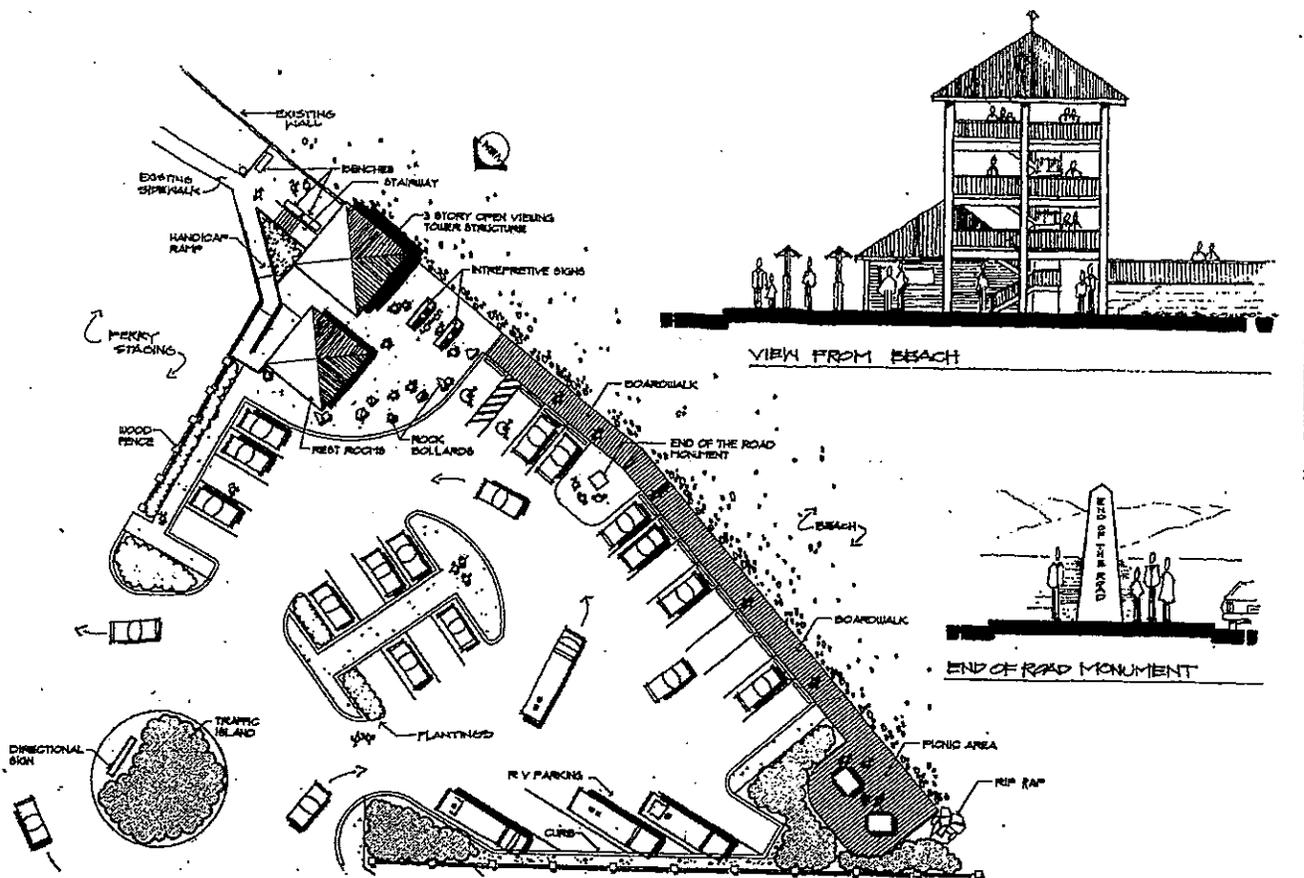
## End of the Road Wayside, Phase 1

**PROJECT DESCRIPTION & BENEFIT:** An End of the Road wayside has been envisioned for the end of the Homer Spit (between the ferry terminal and Land's End) since the early 1990s. The City of Homer originally sought Federal Transportation Enhancement funding for the park, which was to be built in conjunction with a marine highway ticket office. But in 1995, the two projects were separated and the park was never built. Since that time, activity on the Homer Spit has increased dramatically, especially in the summer. It is time to replace the existing dusty parking lot with an attractive multi-purpose park that will include landscaping, provide comfortable seating, make the most of the view, and include pavement markings to facilitate traffic movement (e.g., turnarounds). Phase 2 of this project will construct a restroom facility.

**PLANS & PROGRESS:** The Alaska Departments of Transportation and Natural Resources have provided planning and design assistance in the past for this project, which was expected to serve as the terminus for the Homer Spit Trail. The City of Homer received FY 2010 funding to complete the Spit Trail from the fishing lagoon to the ferry terminal. It is possible that some of that funding can be used for improvements at End of the Road Wayside.

Total cost: \$1,075,000

Schedule: 2013 Priority Level 2



This design for End of the Road Park prepared by ADOT in 1994 features a boardwalk, landscaping, picnic area, restrooms, interpretive signs, and viewing tower along with paved parking.



## Fish Dock Restroom

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**PROJECT DESCRIPTION & BENEFIT:** With increased activity on the Homer Spit the need for restroom facilities has also increased. The most urgently needed restrooms are in the vicinity of the Fish Dock and at Mariner Park. (The Mariner Park restroom is addressed in this plan under "Mariner Park Improvements.")

A new restroom in the vicinity of the Fish Dock will provide a public facility for commercial fishermen, cash buyers, dock workers, truck drivers, and others who catch, unload, process, and transport millions of pounds of seafood across the dock annually.

**PLANS & PROGRESS:** \$120,000 has been set aside to help pay for the restroom at the Fish Dock. Funding secured for completion of the Homer Spit Trail (FY 2010 state appropriation) is another possible source of funding for the restroom.

Cost: \$400,000

Schedule: 2012 Priority Level 2



The Homer Fish Dock is one of the busiest places in the Homer harbor, but currently has no restroom facility.

Contact Mayor Jim Hornaday or City Manager Walt Wrede at 235-8121



## Fishing Lagoon Improvements

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**PROJECT DESCRIPTION & BENEFIT:** The Nick Dudiak Fishing Lagoon (also known as the "Fishing Hole") is a man-made marine embayment approximately 5 acres in size, stocked to provide sport fishing harvest opportunity. It is extremely popular with locals and visitors alike. During the summer when salmon are returning, approximately 100 bank anglers may be present at any one time between 7 a.m. and 10 p.m. The parking area, shoreline, and tide line 17 feet above mean high water are owned by the City of Homer. Below mean high water, the tidelands and water are owned by the State of Alaska. The City of Homer, Homer Chamber of Commerce, Alaska Fish and Game, and many other supporters work to ensure robust salmon runs in the lagoon.

Buying salmon smolt is only one of the challenges faced by Fishing Lagoon supporters. The lagoon embayment itself is in need of maintenance work. While significant work was accomplished in 2010, the following improvements are still needed:

- Dredge the lagoon approximately 3 feet to remove deposits from tidal action, from settling of the inside banks, and from dead organic matter. Estimated cost: \$250,000.
- Plant wild rye grass sprigs to stabilize the inner basin slope. Estimated cost: \$5,000.

Total cost: \$255,000

Schedule: 2011

Priority Level 1



Significant improvements were accomplished at the Fishing Lagoon in 2010, including removing a gravel bar that had formed at the north side of the entrance and rebuilding the north berm with armor rock. Additional dredging work is needed now.



## Harbor Entrance Erosion Control

**PROJECT DESCRIPTION & BENEFIT:** The entrance to Homer's small boat harbor is under steady assault from wave action, putting infrastructure at risk from erosion. In 1995, Icicle Seafood and the City of Homer worked together to build a log cribbing revetment structure on the City property where Icicle Seafood was located. Although this project stopped the immediate erosion threat, it was built as a temporary measure until such time as funding could be obtained to build a rock revetment. Since it was built, the log cribbing itself has been hammered by waves and is steadily disintegrating.

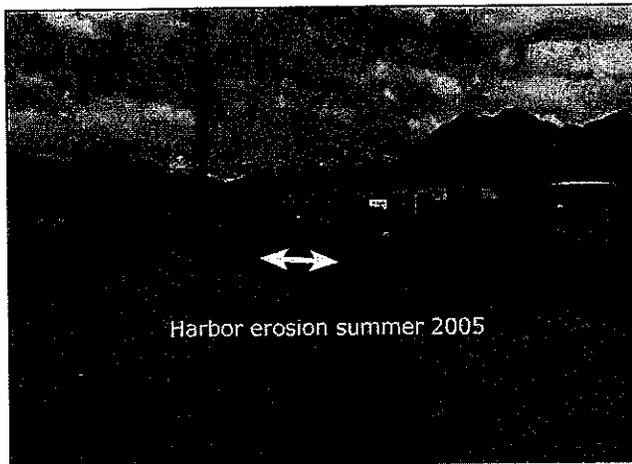
Other leased City property in jeopardy includes petroleum pipelines at the Petro Marine site. Pipelines to Petro Marine's tank farm are located in the bluff-line area just outside the entrance to Homer Harbor. A continued lack of shore protection in this area will lead to the facilities having to be abandoned or pipelines rerouted at considerable expense. A rip-rap revetment is being proposed that will extend 935 feet from the jetty entrance of the harbor to the existing revetment near the Ferry Terminal. (Note: This project could be completed in conjunction with the proposed East Boat Harbor or Harbor Pathways construction.)

Homer Harbor is the home port to commercial and recreational fishing fleets of more than 1,500 vessels and is an integral part of the local economy. The fuel storage facility is a vital part of refueling operations within the harbor and is located for maximum efficiency. Erosion control is needed to protect the harbor for fishermen, tourists, and other users.

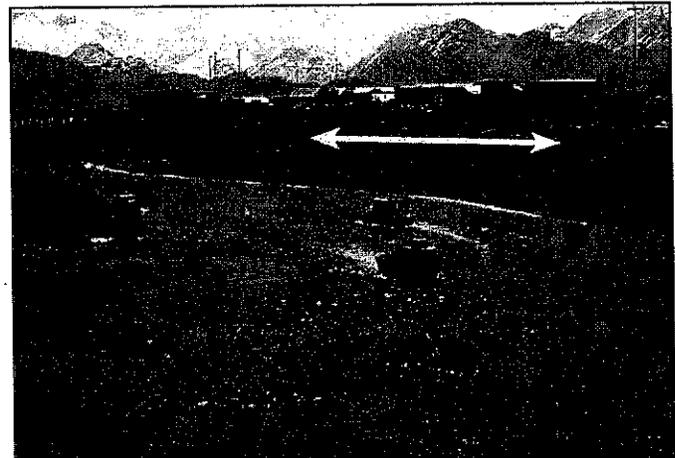
Cost: \$600,000

Schedule: 2013

Priority Level 2



Harbor erosion summer 2005



A large section of the temporary wooden cribbing built to protect the shore from erosion has been destroyed by wave action. Each year the extent of damage increases.

Contact Mayor Jim Hornaday or City Manager Walt Wrede at 235-8121



## Harbor Float Replacement/ Ramp 3 Gangway and Approach

**PROJECT DESCRIPTION & BENEFIT:** This project will replace the most badly damaged floats in the Homer Harbor along with Ramp 3 and the Ramp 3 approach.

The floats to be replaced were originally installed in the 1970s. Age and heavy use have led to areas of marginal freeboard, worn and irregular walking surfaces, bull rails in need of replacement, ice damage to pilings, and broken sidewalls with exposed flotation. While on-going maintenance and emergency repairs have kept the floats in service, their condition is such that replacement is the only reasonable long-term solution. The following floats will be replaced as Phase 1 of the project: A Float, connecting E-J; J Float, R Float, and S Float. A combined total of 1,706 linear feet are involved.

Ramp 3 is the last remaining original ramp in the Homer Harbor, dating back to the mid-1960s. It is the steepest ramp and is the most difficult to use during low tides. Ramp 3 is also the most centrally located ramp in the harbor with access to the widest range of stall size classes. This makes Ramp 3 the best candidate for any ADA improvements that would make it easier for individuals with disabilities to access the harbor basin. A new aluminum ramp that is covered would help in keeping the ramp snow and ice-free for year-round access. (Many other harbors in Alaska now include covered ramps.) A 100-foot long ramp would reduce the angle at low tide and ensure that the ramp is adequate to meet future needs. ADA regulations require that ramp gangways be a minimum of 80 feet long.

The Ramp 3 approach, a long narrow wooden structure, is the oldest approach in the harbor and is in the poorest condition. The proposed Spit Trail completion/Harbor Pathways project would tie in perfectly with a newly upgraded Ramp 3 approach.

**PLANS & PROGRESS:** The project has been discussed with Alaska DOT harbor division engineers to identify areas of greatest need, develop scope of work, and arrive at a preliminary cost estimate.

Cost: \$5.2 million (\$3.5 million for float replacement; \$1.7 million for Ramp 3 gangway and approach)

Schedule: 2011-2012      Priority Level 1



Ramp 3 is the most centrally located ramp in the Homer Harbor, but it is also the oldest and the most challenging to use at low tide. The old wooden approach to the ramp is also in need of replacement.



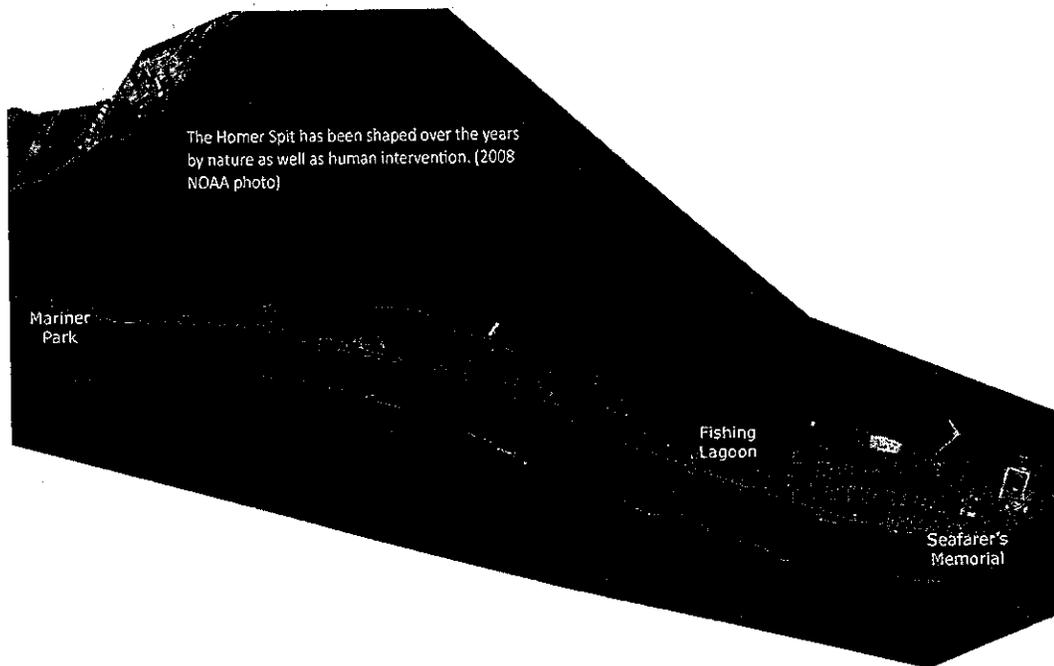
## Homer Spit Dredged Material Beneficial Use Project

**PROJECT DESCRIPTION & BENEFIT:** The purpose of this project is to dispose of dredged material from the entrance of the Small Boat Harbor and the Pioneer Dock berth in a beneficial manner. The material will be used to replenish eroded material along the beaches of the Spit and create additional parking pads on the Spit. The beach replenishment points would be at Mariner Park (replenishing beaches on the west side of the Spit) and just north of the Fishing Lagoon (replenishing beaches on the east side of the Spit). The new parking pads would be created at two locations: one between the Seafarer's Memorial and the east end of the nearby boardwalk complex, and the other between the west end of the same boardwalk and the next boardwalk to the west. The material will be placed on the beaches as part of the Army Corps of Engineers' dredging/disposal operations. (Hauling costs would be supplemented by Harbor Funds when hauling to Mariner Park). Material incorporated into the parking pads will be placed as part of the Corps' dredging/disposal operations; additional City funds will be required to spread, cap and place riprap along the beach where fill is placed near or in the tidal zone. A Corps permit will be needed to accomplish this work.

**Schedule:** The beach replenishment work would be completed over a ten year period; the parking pads would be constructed over a three year period. Beneficial use of dredged material would begin in 2011 and be completed by 2020.

Cost:	2011	\$ 10,000 – Spread available material in upland parking pad areas
	2012-13	\$ 20,000 – Place and compact all needed material to create parking pads
		\$675,000 – Install 3000 CY of riprap on slopes
		<u>\$ 95,000</u> – Install gravel cap on parking pad area
Total Construction =		\$800,000
Design/Inspection =		\$ 90,000
Contingency =		<u>\$ 90,000</u>
Total Project Cost =		\$980,000

Priority Level: 2



Contact Mayor Jim Hornaday or City Manager Walt Wrede at 235-8121



## Jack Gist Park Improvements, Phase I

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**PROJECT DESCRIPTION & BENEFIT:** Jack Gist Park has been in development since 1998 on 12.4 acres of land donated to the City of Homer by a private landowner. As originally envisioned by the Jack Gist Recreational Park Association, this parcel was to be developed primarily for softball fields. The long-term goal is to acquire adjacent properties that will provide space for soccer fields and an equestrian park.

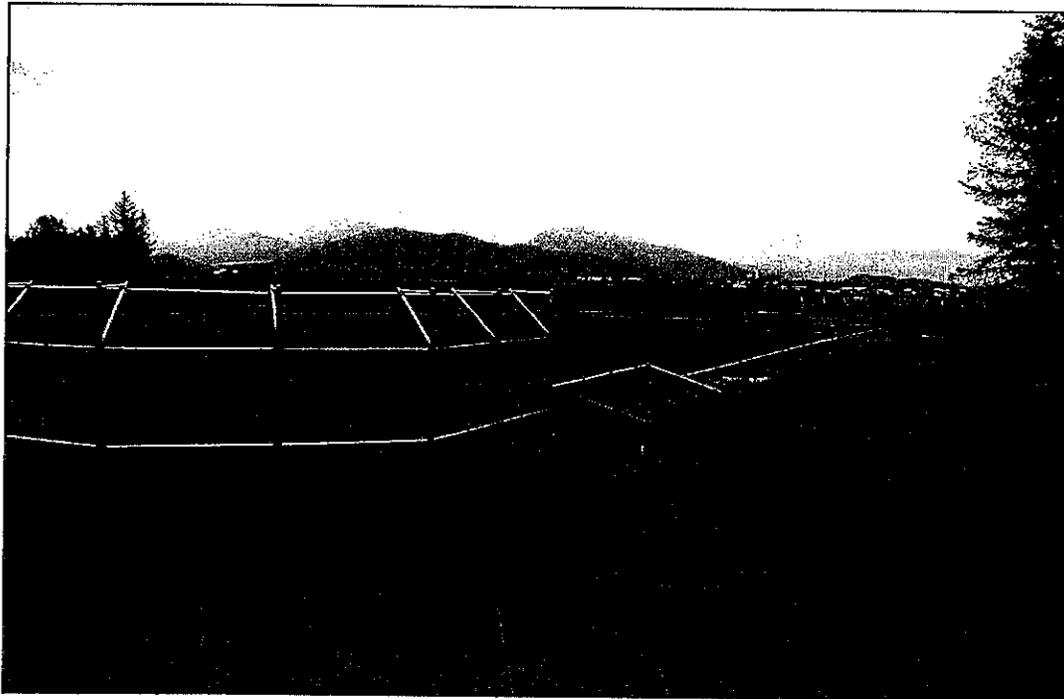
The proposed project will complete Phase 1 of Jack Gist Park by constructing a concession stand and maintenance equipment storage building adjacent to the softball fields. Phase 2 of the project will provide a plumbed restroom facility.

**PLANS & PROGRESS:** In 2005-2006, a road was constructed to Jack Gist Park from East End Road, a 70-space gravel parking area was constructed, and three softball fields were constructed including fencing, dugouts, and backstops. In 2008, bleachers were installed at all three softball fields. In 2009, two out of three infields were resurfaced. In 2010, the City Council allocated almost \$52,000 in federal "stimulus" funds for park improvements. With volunteer help, topsoil was spread and seeded on two fields and the parking area was improved and expanded.

Cost: \$100,000

Schedule: 2012

Priority Level 2



One of the new softball fields at Jack Gist Park



## Karen Hornaday Park Improvements, Phase 1

### PROJECT DESCRIPTION & BENEFIT:

Homer's popular Karen Hornaday Park encompasses baseball fields, a playground, a campground, and a creek on almost 40 acres. The Karen Hornaday Park Master Plan, updated and approved in 2009, sets forth goals and objectives to be accomplished over a 10-year period. Phase 1 projects include parking and drainage improvements, upgrades to the playground, expansion and upgrade of the day use area, improvements to the ballfields, and initial work on the proposed Woodard Creek Trail.

**PLANS & PROGRESS:** The Alaska Legislature appropriated \$250,000 for the park improvement project for FY 2011. The Homer City Council committed an additional \$55,000 via Ordinance 10-23(A).

Total Cost: \$700,000  
Schedule: 2011 - 2013

Priority Level 1



The Karen A. Hornaday Hillside Park Master Plan, approved by the City Council in 2009, includes this concept design.



## Mariner Park Improvements, Phase I

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**PROJECT DESCRIPTION & BENEFIT:** This project will provide significant improvements to Mariner Park, at the base of the Homer Spit. As one of Homer's most popular recreation areas, Mariner Park attracts campers, beach walkers, kite-flyers, Spit Trail users, birders, people with dogs, and others who come to enjoy the views and open-air recreation opportunities.

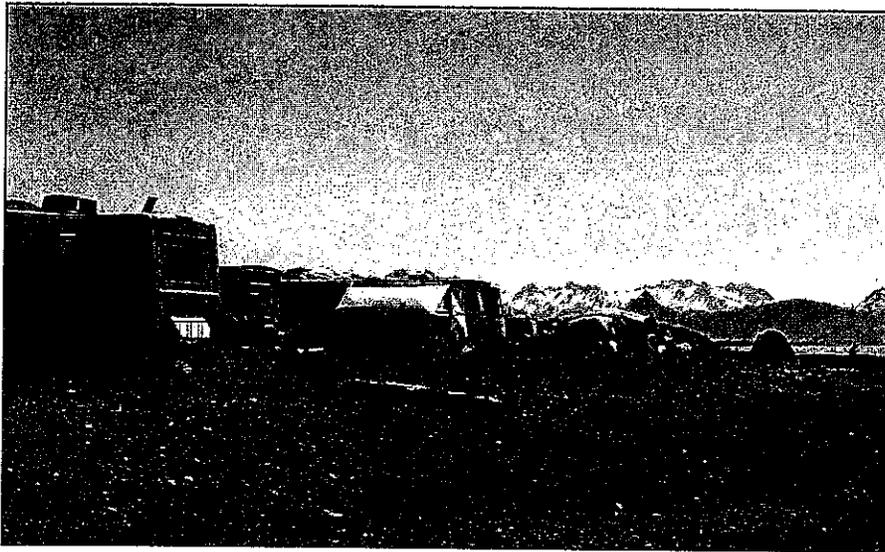
Homer's growing population and tourist visitation are placing greater demand on Mariner Park, increasing the need for recreation and safety enhancements. The following have been identified as specific areas for improvement in the next six years:

- Construct a plumbed restroom facility (\$475,000)
- Develop a bike trail from "Lighthouse Village" to Mariner Park (\$325,000)
- Expand the park and move the vehicle entrance to the north, away from the curve in the Spit Road where the existing entrance is (\$175,000)

Phase 2 improvements, to be undertaken in later years, will include fee camping sites and a picnic/barbeque area.

Schedule and Cost: 2011-2015—\$975,000

Priority Level 1



At the base of the Homer Spit, Mariner Park provides access to the beach, to the Homer Spit Trail, and to spectacular views.



## Port and Harbor Building

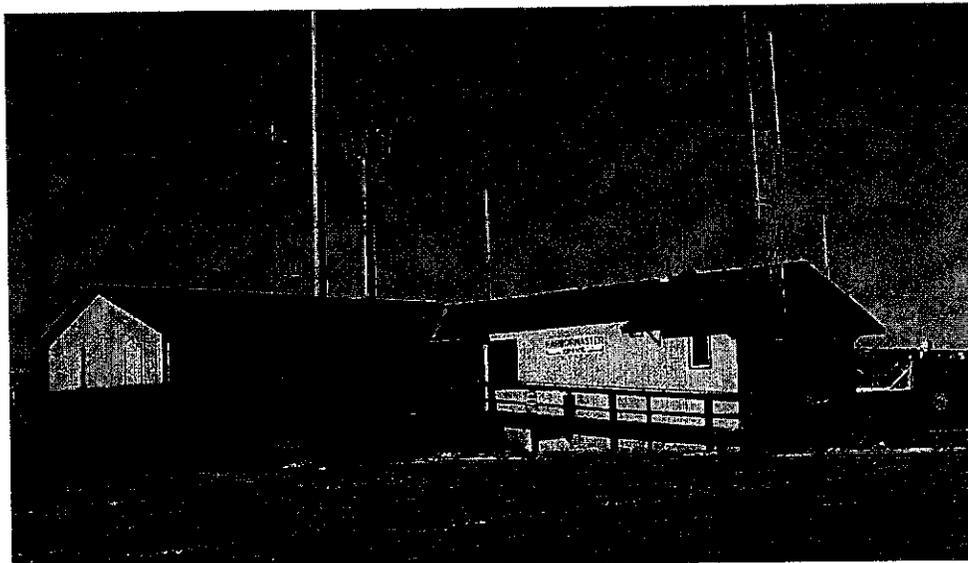
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**PROJECT DESCRIPTION & BENEFIT:** The Port and Harbor Office was constructed in 1983 by relocating two old buildings and adding another section. The present building is substandard with electrical, lighting, and heating deficiencies, and does not meet current codes and standards for occupancy as an office building. The building had a new roof installed in 2004 to extend its life a few more years; however, the need for a new building remains critical.

Construction of a new port and harbor office will eliminate the safety concerns of the existing building and will also allow better observation of the entire harbor. If constructed as overslope development, a new Port and Harbor building will set the standard for such development, encouraging future construction to the benefit of the harbor area and the Homer economy, addressing the need for additional space for commerce and parking on the Homer Spit.

Schedule and Cost: 2011 (design)—\$375,000    2012-2013 (construction)—\$2,500,000

Priority Level 1



The current Port & Harbor building has never met codes for occupancy as an office building.

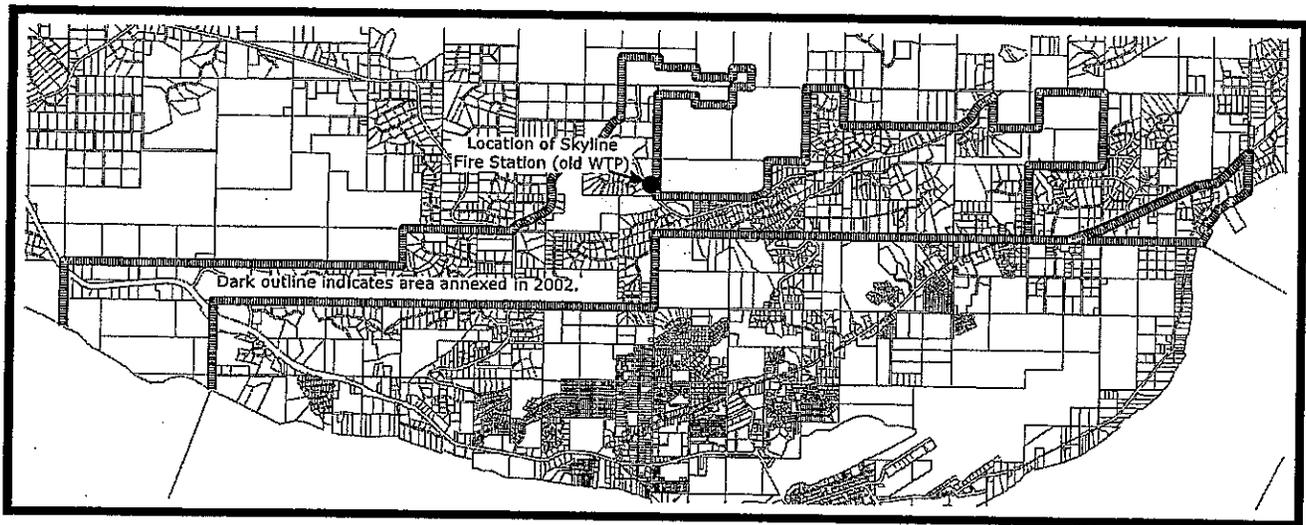
Contact Mayor Jim Hornaday or City Manager Walt Wrede at 235-8121



## Skyline Fire Station

**PROJECT DESCRIPTION & BENEFIT:** This project, which is included in the Transition Plan for annexation, will provide a new substation on Skyline Drive to provide fire protection to the area of Homer annexed in 2002. It will house an engine/tanker, ambulance, and brush truck and provide for more efficient response to fires on Skyline Drive, Diamond Ridge, and other areas accessible from those roads. An additional benefit of the station will be to assist the Kachemak Emergency Service Area in responding to emergencies.

Schedule and Cost: 2011 (engineering and design)—\$150,000      2012 (construction)—\$1.2 million      Priority Level 1





## Upgrade System 5: Vessel Shore Power and Water

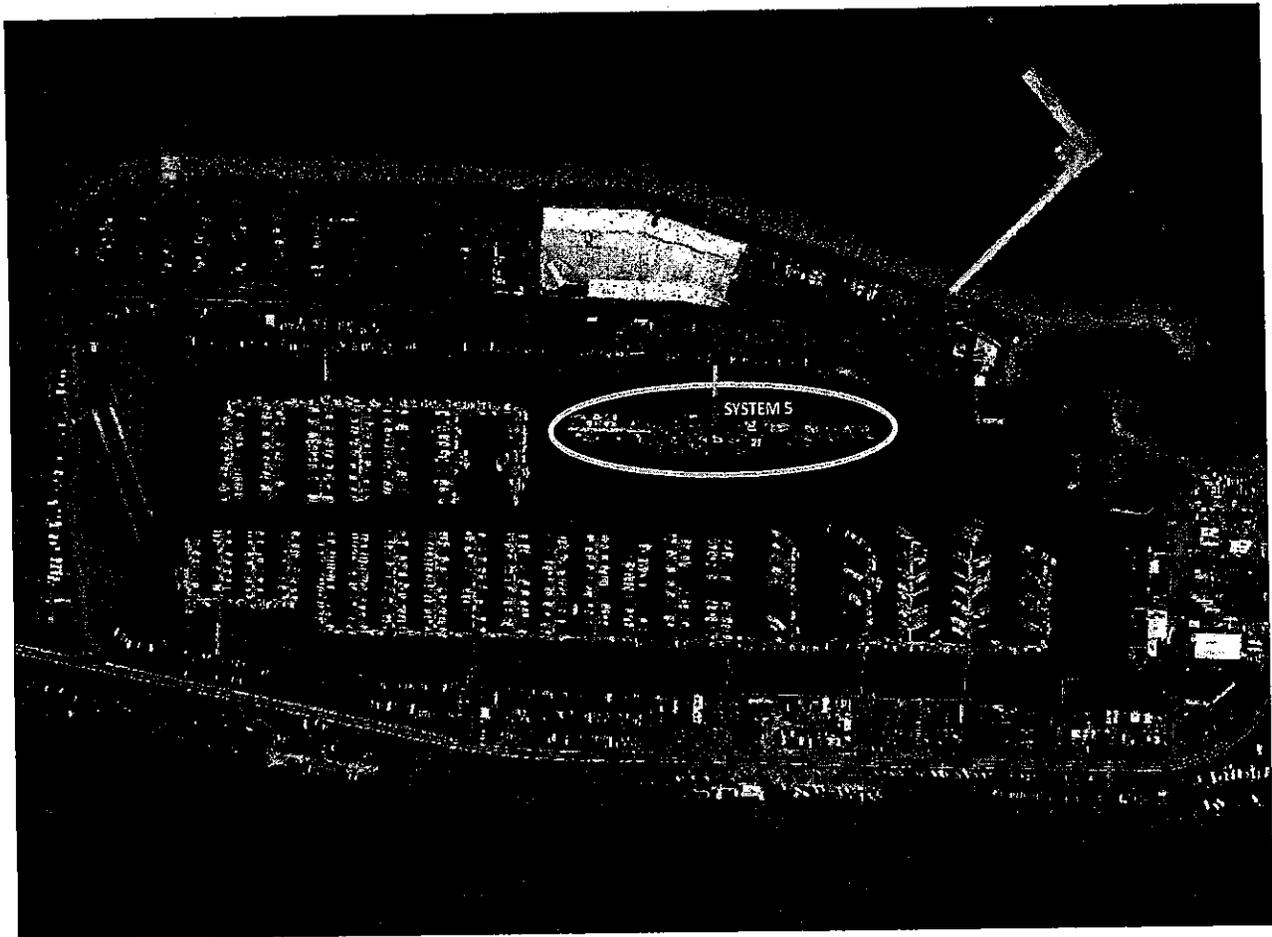
**PROJECT DESCRIPTION & BENEFIT:** System 5 is the large vessel float system in the Homer harbor. The Port and Harbor Commission has recognized the need to improve and add additional power pedestals to the system to provide adequate power for our large vessel fleet. In addition, this project will install a year-round fresh water supply to the system in the form of a single standpipe on the main float close to the ramp. Upgrading the shore power system and providing year-round water will increase the number of vessels home-ported in Homer and thus enhance commerce in the community by way of jobs and services.

**PLANS & PROGRESS:** The Port and Harbor Director has met with a local contractor to discuss the project and get a preliminary cost estimate.

Cost: \$530,000

Schedule: 2012

Priority Level: 1



Contact Mayor Jim Hornaday or City Manager Walt Wrede at 235-8121

## Utilities

### Summary of Projects by Year and Cost

CATEGORY/PROJECT	2011	2012	2013	2014	2015	2016	TOTAL \$
Alternative Water Source	750,000	1,000,000	15,000,000				16,750,000
Bridge Creek Watershed Land Acquisition	200,000	200,000	200,000	200,000	200,000		1,000,000
Kachemak Bay Tidal Power Feasibility/Conceptual Design	1,280,000						1,280,000
Natural Gas Pipeline - Anchor Point to Homer	8,525,000						8,525,000
Sewer Treatment Plant Bio-solids Treatment Improvements	525,000	4,720,000					5,245,000
Water Storage/Distribution Improvements		390,000	3,510,000				3,900,000
<b>TOTAL \$</b>	<b>11,280,000</b>	<b>6,310,000</b>	<b>18,710,000</b>	<b>200,000</b>	<b>200,000</b>		<b>36,700,000</b>

**Tables will be updated at the end of the CIP development process**



## Alternative Water Source

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**NEW WATER SOURCE:** Currently Homer's sole water source is the Bridge Creek Reservoir. Population growth within the city, increased demands for City water from residents outside city limits, increasing numbers of tourists and summer residents, and climate change that has reduced surface water availability are all factors in the need for a new water source to augment the existing reservoir.



Clean drinking water is essential for public health and providing clean water is one of the core functions of government.

The City has been proactive in addressing the looming water problem by commissioning a new Water and Sewer Master Plan. Based on projected population growth, the plan recommends that Homer develop a new water source; utilizing, for example, an existing stream such as Twitter Creek, Diamond Creek, or Fritz Creek. Planning and design for this project needs to begin as soon as possible.

Schedule and Cost: 2011 (feasibility study)—\$750,000  
2012 (design and permitting)—\$1,000,000  
2014 (construction)—\$15 million

Priority Level 1



## Bridge Creek Watershed Land Acquisition

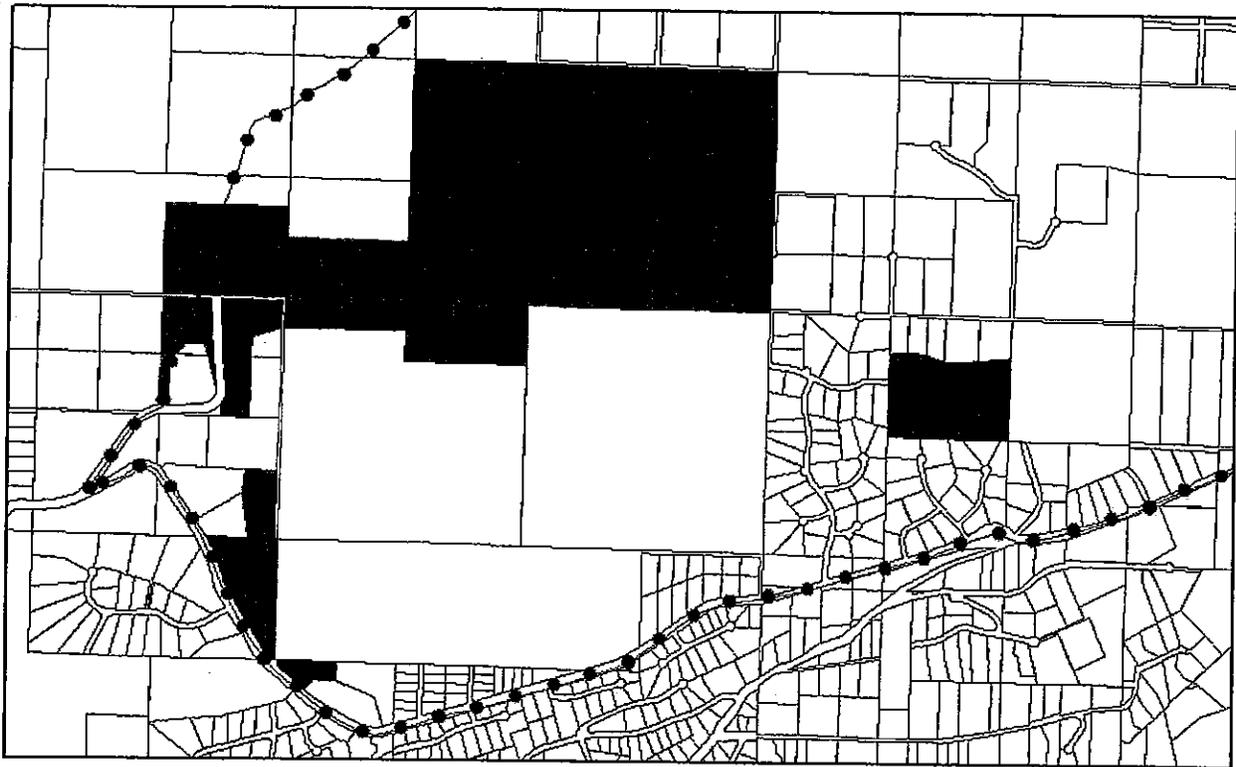
**PROJECT DESCRIPTION & BENEFIT:** Currently, the Bridge Creek watershed is the sole source of water for Homer. To protect the Bridge Creek watershed from development that could threaten the water supply and to ensure the availability of land for possible future expansion of water treatment operations within the watershed, the City seeks to acquire additional acreage and/or utilize conservation easements to restrict development that is incompatible with clean water.

**PLANS & PROGRESS:** Since 2003, the City of Homer has acquired approximately 270 acres in the Bridge Creek watershed, including approximately 9 acres in 2010.

Cost: \$1 million

Schedule: 2011 - 2015

Priority Level 1



Shading indicates the property already owned by the City of Homer within the Bridge Creek watershed, as of August 2009.



# Natural Gas Pipeline Anchor Point to Homer - Phase 2

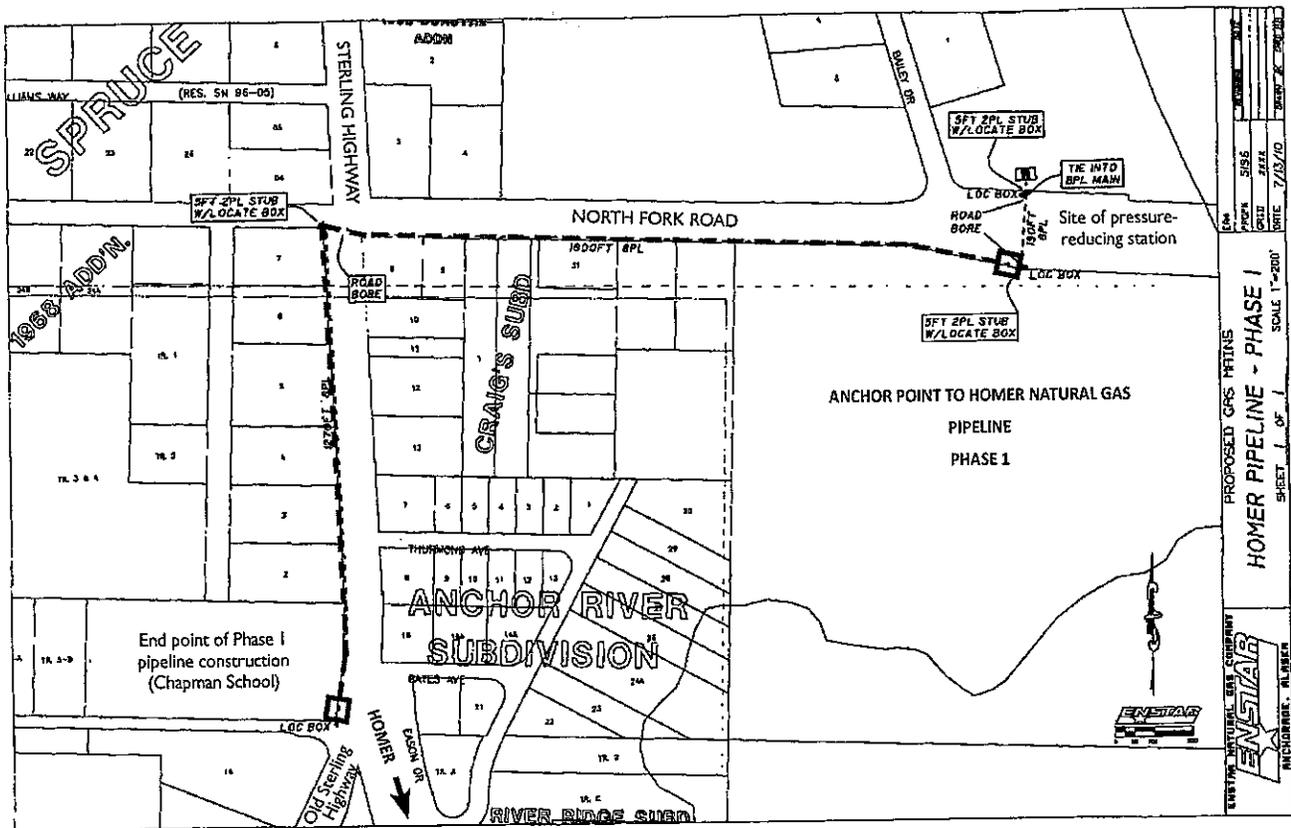
**PROJECT DESCRIPTION & BENEFIT:** This project will provide natural gas to Homer from the North Fork field east of Anchor Point. The project will include a pressure reducing station to feed both Anchor Point and Homer and approximately 14 miles of 8-inch plastic pipe. The distribution-rated line would serve home and business needs enroute and be able to supply 5 million cubic feet per day to Homer, which is adequate for a 30-year customer base buildout. Natural gas is expected to provide significant cost savings to homeowners and businesses as compared to fuel oil, electricity, or propane. Natural gas has the added benefit of having a relatively low carbon footprint as compared to fuel oil.

**PLANS AND PROGRESS:** The Alaska Legislature approved \$4.8 million for this project in April 2010; however, Governor Parnell reduced the amount to \$525,000 before signing the FY 2011 capital budget into law. The initial funding will enable completion of the pressure reducing station and 3200 feet of pipe heading south toward Homer (terminating at Chapman Elementary School).

Enstar Natural Gas Co. is preparing cost estimates for the next phase of the project (extending the pipe to Homer High School via the Old Sterling Highway). The Homer City Council has appointed a task force to evaluate the range of options for financing the cost of extending service lines to public buildings and neighborhoods within Homer city limits.

Schedule and Cost: 2011—\$8.53 million

Priority Level 1



**DRAFT**  
-162-



## Sewer Treatment Plant Bio-solids Treatment Improvements

**PROJECT DESCRIPTION & BENEFIT:** Currently the Homer sewer treatment plant produces more sludge than the facility can treat or dispose. During wet weather, the collection system delivers more wastewater than the plant is designed to treat. This project is designed to solve both problems, with the following strategies:

- Install mechanical sludge de-watering equipment to provide adequate capacity to treat and dispose of sludge.
- Install a digester, allowing Public Works to abandon the existing sludge lagoon. Abandoning the lagoon will provide for the creation of a wastewater equalization basin, freeing up space for other sewer treatment support and operation activities. In addition, use of a digester opens up new possibilities for energy recovery.
- Slip-line the aging asbestos cement sewer collection mains to reduce infiltration and peak flows to the sewer treatment plant. This will prevent violations of the City's NPDES permit related to unacceptable flow and fecal coliform levels.

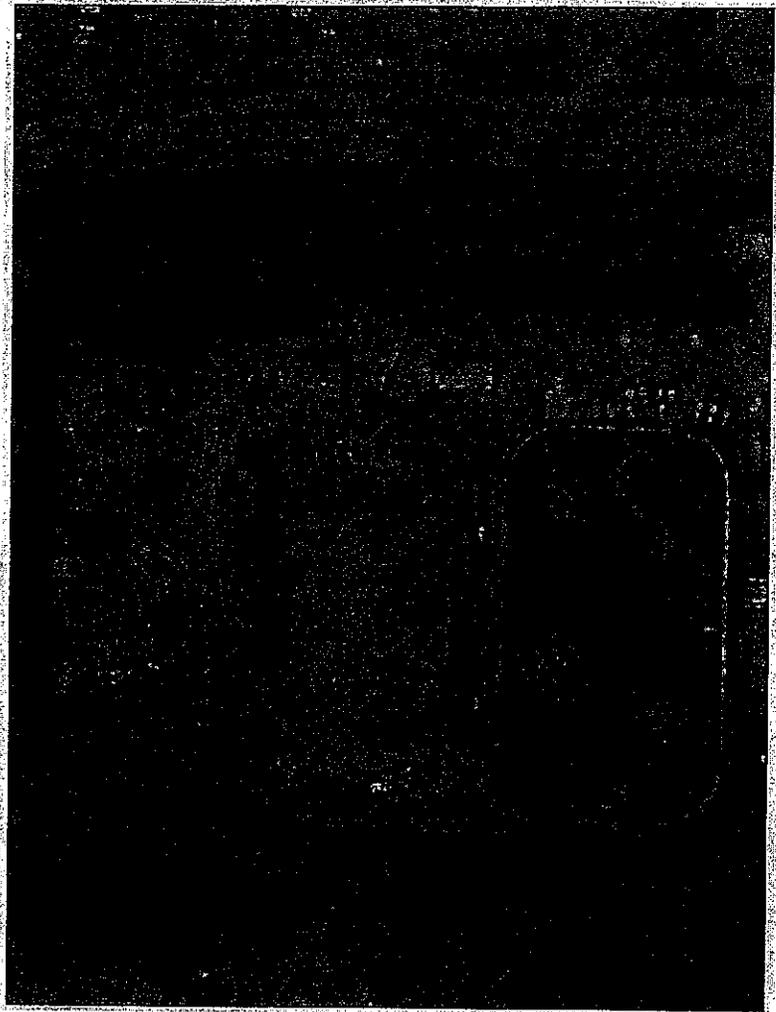
**PLANS & PROGRESS:** The need for this project has been documented in the Homer Water & Sewer Master Plan (2006). Likewise the City of Homer Inflow and Infiltration Study recommends repairing leaking collection and trunk sewer mains.

**Schedule and Cost:**

2011-2012 (Design)—\$525,000

2012-2013 (Construction)—\$4.72 million

Priority Level 1





## Water Storage/Distribution Improvements

**PROJECT DESCRIPTION & BENEFIT:** This project will design improvements that will increase water storage; improve water system distribution, improve drinking water quality/public health, and improve treatment plant and water transmission effectiveness.

The project consists of the installation of an underground 1.0 MG water storage tank; 2,000 linear feet of 12-inch distribution main (connecting two isolated parts of town); the installation of 2,000 linear feet of water main between the new tank and the water system; and the abandonment of an existing, functionally obsolete (+50 years old), steel water tank.

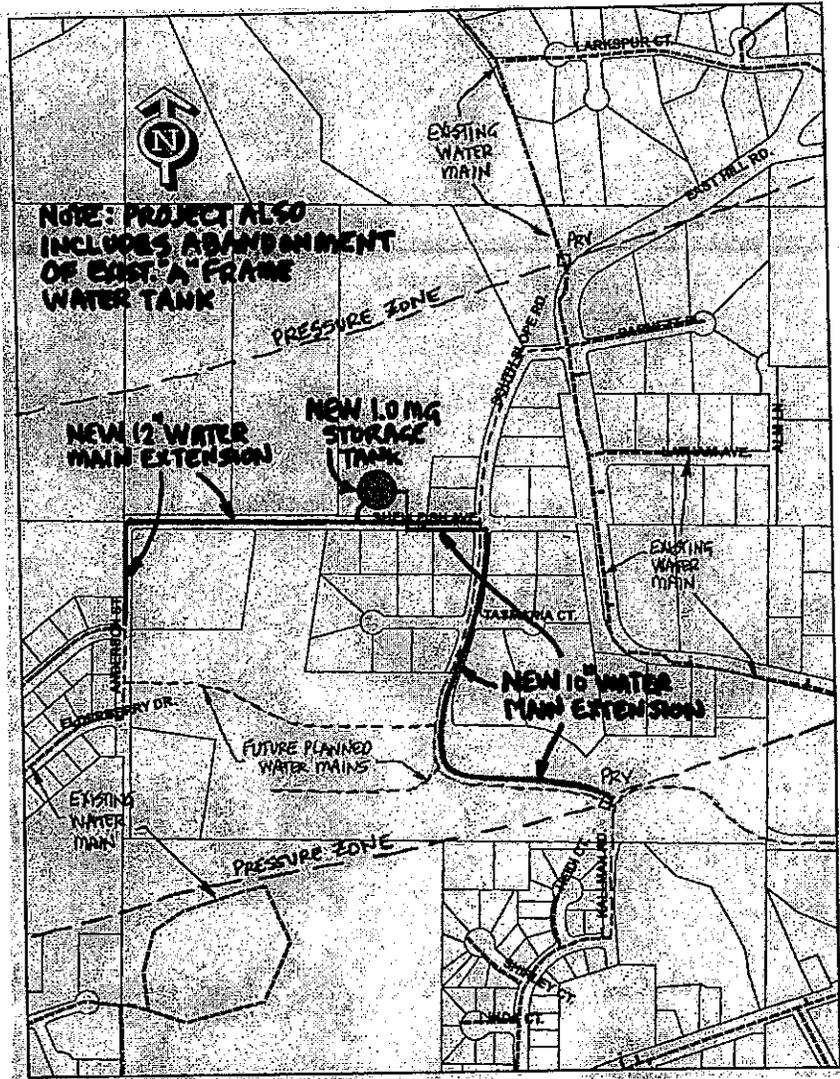
**PLANS & PROGRESS:** The need for this project has been documented in the Homer Water & Sewer Master Plan (2006).

**Schedule and Cost:**

2012 (Design)—\$390,000

2013-2014 (Construction)—\$3.51 million

Priority Level 2



## Equipment Summary of Projects by Year and Cost

PROJECT	2011	2012	2013	2014	2015	2016	TOTAL \$
Brush/Wildland Firefighting Truck		120,000					120,000
Fire Engine 4 Refurbishment	150,000						150,000
Firefighting Enhancement/ Aerial Truck	800,000						800,000
Fire Pump Testing Trailer		70,000					70,000
Outside Dock Fenders		80,000					80,000
Tide Gauge/Meteorological Station			210,000				210,000
<b>TOTAL \$</b>	<b>950,000</b>	<b>270,000</b>	<b>210,000</b>				<b>1,430,000</b>

*Tables will be updated at the end  
of the CIP development process*





## Brush/Wildland Firefighting Truck

**PROJECT DESCRIPTION & BENEFIT:** The Homer Volunteer Fire Department (HVFD) is in need of a new brush truck to replace the Ford F-350 which has been in use since 1990. A new Ford F-450/550 4x4 with wildland pump unit, tank, and tool compartments will provide critical and reliable service in a variety of fire situations.

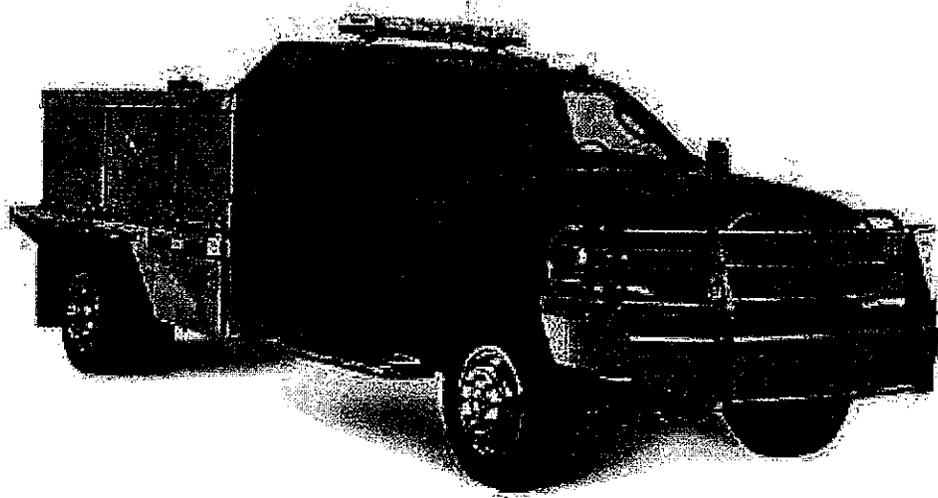
Although HVFD uses the term "brush truck," in reality the truck is kept in service year-round to provide some level of fire protection to areas that crews are unable to access with traditional large fire apparatus due to poor road conditions during winter and break-up. The smaller truck can often access the scene and provide initial attack of a structure fire before firefighters can set up long hose lays or otherwise access the site by traditional means, if at all.

The Department's existing brush truck is a former utility vehicle that was converted to a brush unit in-house by adding a manufactured tank and portable pump as well as a home-built tool storage compartment. This truck is wearing out due to the weight of all the equipment and the age of the vehicle.

Cost: \$120,000

Schedule: 2012

Priority Level 2





## Fire Engine 4 Refurbishment

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**PROJECT DESCRIPTION & BENEFIT:** With the addition of a new fire engine to the Homer Volunteer Fire Department fleet in fall 2008, Fire Engine 4 can now serve as a reserve engine if it is refurbished with a rebuilt pump, engine and drive line overhaul, and body and paint work. The refurbished truck could be housed in the proposed Skyline Fire Station or the old (refurbished) water treatment plant. A reserve fire engine would help Homer qualify for an improved ISO rating, benefiting all households through reduced homeowner insurance costs.

Cost: \$150,000    Schedule: 2011    Priority Level 1





## Firefighting Enhancement - Aerial Truck

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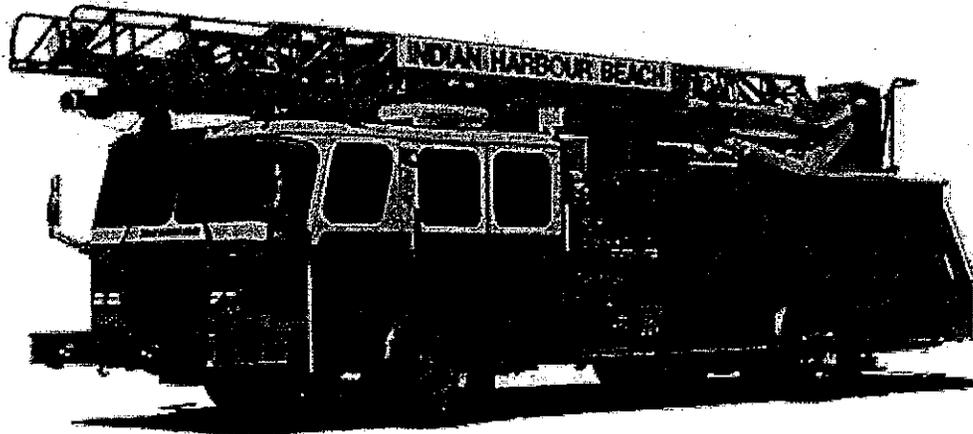
**PROJECT DESCRIPTION & BENEFIT:** This project will greatly enhance the City of Homer's firefighting capability with a modern aerial truck. As Homer continues to grow and the size and complexity of buildings increases it is no longer safe or practical to fight fire from the ground or off of ground ladders. (The Homer Volunteer Fire Department's tallest ground ladder is only 35 feet.) Large footprint and tall buildings (two stories or more) often require the use of elevated hose streams to fight fire effectively. HVFD has no ability to provide for elevated hose streams except off of ground ladders, which severely limits the application of water and endangers the lives of firefighters. Aerial apparatus allow for the application of water to the interior of a building without placing firefighters in immediate danger. They also allow for the rescue of persons that become trapped in upper stories or on rooftops by fire or other incidents that impede the use of interior stairways.

An added benefit of the new truck will be more favorable insurance rates for the City of Homer, as determined by community fire protection classification surveys. Since the 1995 ISO survey, several large buildings were constructed in Homer, including West Homer Elementary School, the Islands and Ocean Visitor Center, the Homer Ice Rink, and the South Peninsula Hospital Expansion. New development in Town Center will add to the list of structures that would benefit from enhanced firefighting capability. An ISO review conducted in September 2007 resulted in an increase in the Property Protection Classification (PPC) rating from a 3 to a 5, meaning that Homer homeowners now face increased fire insurance premiums. The ISO review clearly indicates the need for an aerial truck, which can more adequately respond to fires in buildings of three stories or greater, buildings over 35 feet tall at the eaves, and those that may require 3,500 gallons per minute to effectively fight the fire.

Cost: \$800,000

Schedule: 2012

Priority Level 1





## Fire Pump Testing Trailer

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**PROJECT DESCRIPTION & BENEFIT:** This project will provide the Homer Volunteer Fire Department with a mobile fire pump testing trailer to meet National Fire Protection Association requirements for annual pump testing and ensure that firefighting water pumps used throughout the southern Kenai Peninsula are in good working order when they are needed.

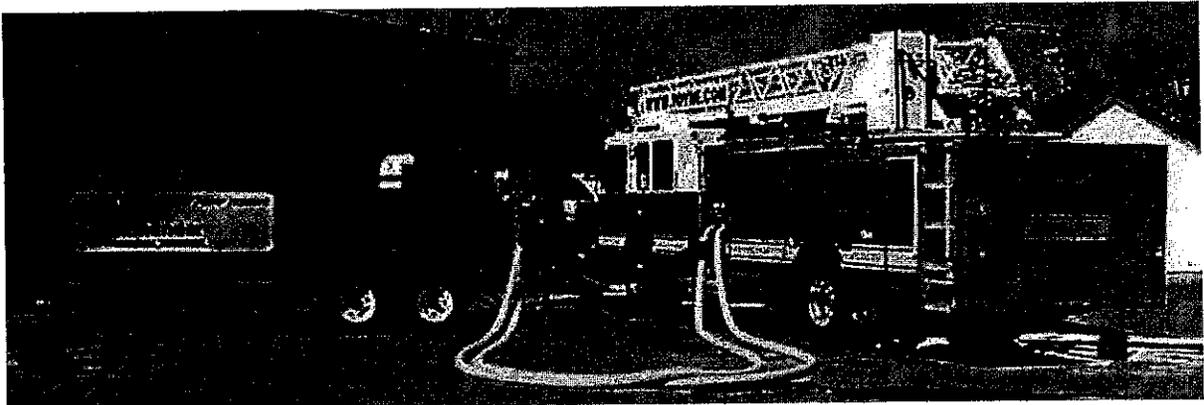
Acquisition of a pump testing trailer, manufactured and sold under the name Draft Commander, would eliminate problems associated with other testing methods. For example, using the City's hydrant system for testing can damage the system or cause erosion at the site. Using surface water from Beluga Lake necessitates getting the heavy fire apparatus close enough to reach the water. In some cases personnel must gain permission to use private land, which may require constructing improvements. There is also the risk of drafting contaminants into the pump, causing damage to the pump and/or engine.

The Draft Commander is a completely self-contained system that can be taken "on the road" to where the apparatus are, such as to the McNeil Fire Station, Anchor Point, or even Ninilchik or Seldovia. This is truly a multi-jurisdictional project with the potential to assist several area fire agencies with mandated testing that they are either not currently doing or have difficulty performing.

Cost: \$70,000

Schedule: 2012

Priority Level 2



Contact Mayor Jim Hornaday or City Manager Walt Wrede at 235-8121



## Outside Dock Fenders

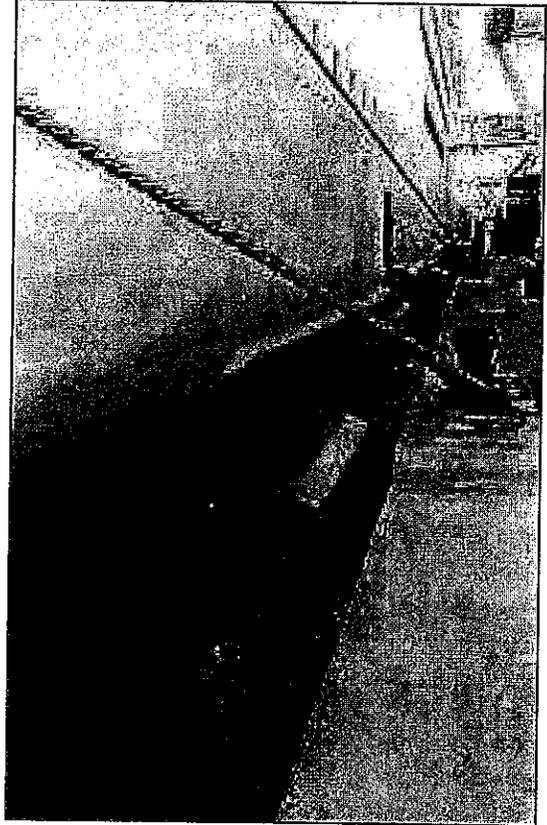
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**PROJECT DESCRIPTION & BENEFIT:** This project will provide the Port of Homer with three new non-streak vinyl fenders ("Yokohama" type) that could be placed as needed on existing fenders to provide sufficient "set off" for large flare-sided cruise ships docking at the Pioneer Dock or Deep Water Dock. The new fenders will protect the dock and encourage cruise ships to visit Homer.

Cost: \$80,000

Schedule: 2012

Priority Level 2





## Tide Gauge/Meteorological Station

**PROJECT DESCRIPTION & BENEFIT:** This project will install a Water Level Station (tide gauge) with meteorological sensing equipment at Pioneer Dock and current sensing equipment at the Deepwater Dock. The project will provide important benefits to the Port of Homer, including:

- Enabling the Port of Homer to better fulfill its role as a contingency “back-up” port for handling Port of Anchorage cargo in case of a catastrophic event;
- Enabling deep-draft ships to dock at Homer docks or anchor in the inner bay (the only “place of refuge” anchorage for Cook Inlet and Kennedy Entrance traffic) with more assurance of the actual water depth during minus tides;
- Enhancing navigational safety in the vicinity of the Homer docks and harbor;
- Providing a toll-free phone number plus Internet access for up-to-date tide, wind, atmospheric pressure, and temperature information;
- Providing a display box with electronic/digital readout visible to vessels passing Pioneer Dock;
- Assisting pilots in docking vessels at Homer docks, thus minimizing the damage potential of “hard landings.”

Installation of this equipment will result in the Port of Homer being listed along with the Port of Anchorage as participating in NOAA's PORTS (Physical Oceanographic Real-Time System) program. Homer can then be listed as a reference station in published tide tables and tide books. With these improvements, Homer will be positioned for further growth as an operational port and better able to fulfill roles as a contingency port and a “place of refuge” for vessels needing assistance with safe navigation during the approach. This project has high potential for federal funding and has the support of the Southwest Pilots Association, Homer Port and Harbor Commission, many representatives of the local maritime community, and other regional stakeholders.

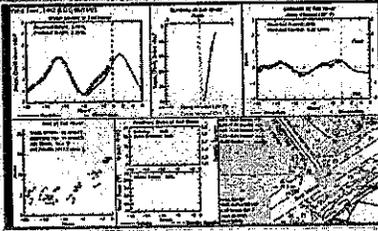
**PLANS & PROGRESS:** The National Oceanic and Atmospheric Administration's National Ocean Service PORTS team visited Homer in June 2003 to develop cost estimates and study locations for optimal installation. Funding is now being sought to complete the project.

Cost: \$210,000

Schedule: 2013

Priority Level 3

**TYPICAL PORTS SITE PROVIDES:**



- ♦ Predicted and observed water levels.
- ♦ Meteorological information including wind speed and direction, barometric pressure, air temperature
- ♦ Currents
- ♦ Access to the data in graphic and text format via internet and voice
- ♦ All data updated at 6-minute intervals

## 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  
Pioneer Avenue Upgrade

Transportation projects outside city limits:

East End Road Rehabilitation, Kachemak Drive to Waterman Road  
Sterling Highway Reconstruction, Anchor Point to Baycrest Hill  
Sterling Highway Realignment, MP 150-157

Non-transportation projects:

Alaska Maritime Academy  
Kachemak Bay Tidal Power

See following pages for project descriptions.



## Homer Intersection Improvements

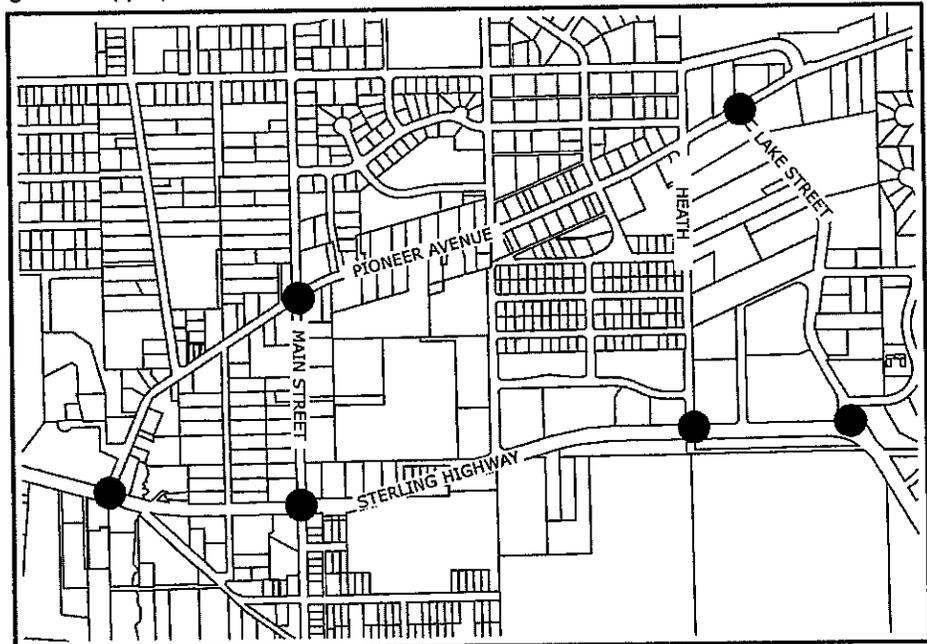
**PROJECT DESCRIPTION & BENEFIT:** This project will implement recommendations of the 2005 Homer Intersections Planning Study commissioned by the Alaska Department of Transportation and Public Facilities. The study, which focuses on 12 intersections, involved traffic forecasts and analysis of intersection safety, intersection options, and pedestrian needs. The benefit of the project will be to enhance traffic safety and quality of driving and pedestrian experiences for residents and visitors, particularly as the community continues to grow.

The study notes that for the intersections that need roundabouts or traffic signals, either option will function well; however, "the Alaska Department of Transportation and Public Facilities supports the development of modern roundabouts at these locations because of the good operational performance of roundabouts, superior safety performance, and reduced maintenance."

Problem intersections and recommended improvements noted in the study are as follows:

Sterling Highway and Lake Street	Roundabout or traffic signal now (Traffic signal was installed Dec. 2005)
Sterling Highway and Main Street	Roundabout or traffic signal now (Funding secured for traffic signal)
Sterling Highway and West Hill Road	Add left turn lanes now
Sterling Highway and Heath Street	Roundabout or traffic signal now
Pioneer Ave. and Heath Street	Roundabout or traffic signal now
Pioneer Ave. and Lake Street/East End Road	Roundabout or traffic signal now
Sterling Highway and Pioneer Ave.	Roundabout or traffic signal now
Sterling Highway and Kachemak Drive	Reevaluate in 2010 for roundabout or traffic signal
Pioneer Avenue and Main Street	All way stop before 2011; roundabout or traffic signal in 2011
East End Road and Fairview Avenue	Turn lane improvements in 2011
East End Road and East Hill Road	Reevaluate in 2010 for roundabout or traffic signal

**PLANS & PROGRESS:** The Alaska Legislature appropriated \$2 million for FY 2009 to the City of Homer for Main Street reconstruction/intersection.



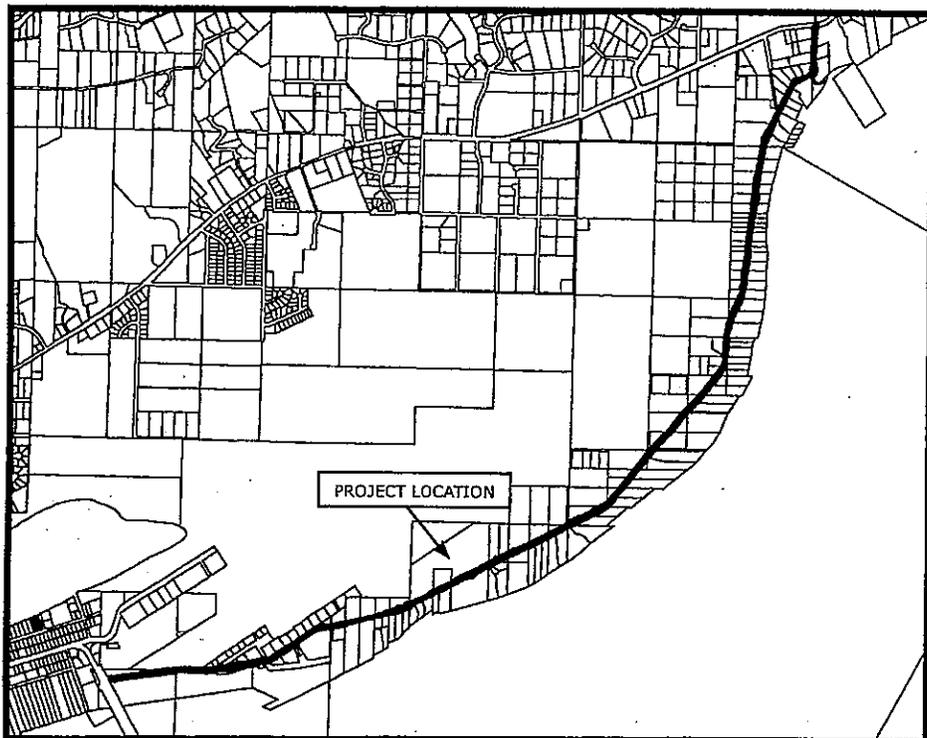
ADDT has recommended roundabouts or traffic signals at six central Homer intersections, to be accomplished as soon as possible. A traffic signal was installed at the Lake Street/Sterling intersection in 2005.



## 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.





## Main Street Reconstruction/ Intersection

**PROJECT DESCRIPTION & BENEFIT:** This project will provide curb and gutter, sidewalks, storm drainage, and paving for Main Street from Pioneer Avenue to Bunnell Street.

Homer's Main Street is a primary north-south corridor running from Bayview Avenue (near the hospital) to Ohlson Lane (near Bishop's Beach). In the process, it connects Homer's primary downtown street, Pioneer Avenue, with the Sterling Highway and provides the most direct access to the Old Town district. It also provides the western border to Homer's new Town Center district.

Despite its proximity to the hospital, businesses, and residential neighborhoods, Main Street has no sidewalks, making pedestrian travel unpleasant and hazardous. Sidewalks on this busy street will enhance the quality of life for residents and visitors alike and provide economic benefits to local businesses and the community as a whole.

**PLANS & PROGRESS:** Main Street is a City street from Pioneer Avenue northward, and a State street from Pioneer Avenue south. The Homer Non-Motorized Transportation and Trail Plan, adopted by the City Council in 2004, calls for construction of sidewalks on both sides of Main Street to provide a safe means for pedestrians to travel between Old Town and Pioneer Avenue, and stresses that this should be regarded as a "near term improvement" to be accomplished in the next two years. The Homer City Council passed Resolution 06-70 in June 2006 requesting that ADOT "rebuild and upgrade Main Street from Pioneer Avenue to Bunnell Avenue as soon as possible in exchange for the City assuming ultimate ownership, maintenance, and operations responsibility."

The Alaska Legislature appropriated \$2 million to the City of Homer for FY 2009 for this project. However, Alaska Dept. of Transportation estimates indicate that this is not enough to cover both the intersection improvement and reconstruction of the entire section from Pioneer Avenue to Bunnell Street.



A mother pushes a stroller along Main Street between the Sterling Highway and Bunnell Street, while another pedestrian walks on the other side of the road.

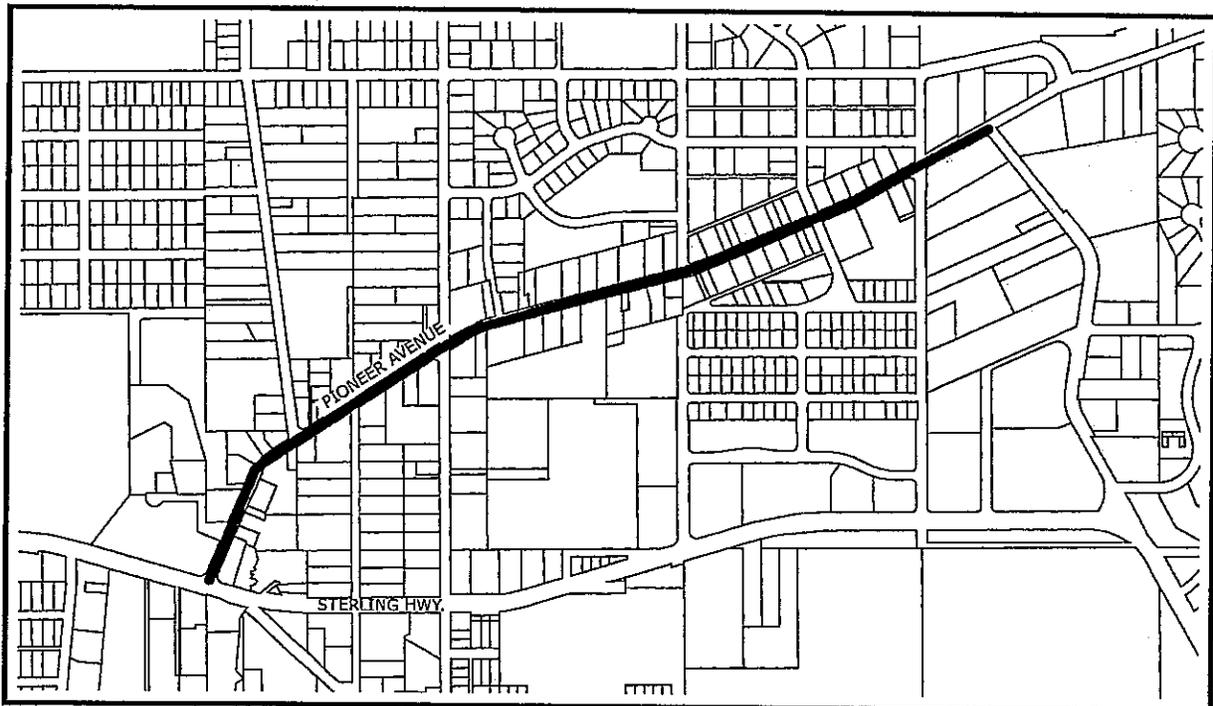


## Pioneer Avenue Upgrade

**PROJECT DESCRIPTION & BENEFIT:** "Complete streets" are defined as streets which are designed and operated to enable safe access for all users: pedestrians, bicyclists, and motorists. Pioneer Avenue is a mile-long arterial road in the part of Homer typically thought of as "downtown." However, in its current form, Pioneer Avenue does not function well as a downtown street. While the posted speed limit is 25 mph, wide lanes and lack of traffic calming features encourage drivers to go much faster. Using a bicycle on a sidewalk in a business district is against state law, but the practice is tolerated on Pioneer Avenue because it is generally acknowledged that the street is unsafe for cyclists. Crosswalks are few and far-between (five total) and many drivers fail to notice pedestrians in time to stop when pedestrians are waiting to cross. Some east-west crossings are particularly long and intimidating (e.g., at Main Street and Heath Street). For all these reasons, walking is not very popular along Pioneer Avenue, to the detriment of downtown businesses.

The Pioneer Avenue Complete Street Project will encourage non-motorized transportation by narrowing the driving lanes, adding distinct bicycle lanes and additional well-marked crosswalks, and incorporating other traffic calming features to further slow traffic and improve pedestrian and bicycle safety. Landscaping and appropriate "downtown" lighting will also be included in the project. It will be most cost effective to complete this work in conjunction with Pioneer Avenue Intersection safety improvements recommended in the 2005 Homer Intersections Planning Study (ADOT).

**PLANS & PROGRESS:** The project Pioneer Avenue Rehabilitation is included in the 2010-2013 Alaska Statewide Transportation Improvement Program.





## East End Road Rehabilitation - Kachemak Drive to Waterman Road

**PROJECT DESCRIPTION & BENEFIT:** This project will rehabilitate East End Road from Kachemak Drive to just past Waterman Road. The project will include widening the road to 32 feet, including 4-foot wide shoulders, and constructing a separated shared-use pathway, along with drainage improvements.

Completion of this project will improve the road surface and help protect the road against erosion. It will also provide opportunities for walking and biking for recreation and as an alternative to driving.

**PLANS & PROGRESS:** The project as originally described in the 2006-2009 State Transportation Improvement Plan was to rehabilitate East End Road all the way out to McNeil Canyon School. Due to cost increases, reduced federal funding, and opposition from some Fritz Creek residents, the plans were scaled back.

Right-of-way acquisition began in late 2009. Construction is anticipated to begin in 2011.



East End Road is an important transportation corridor for several thousand Homer area residents.



## City of Homer Capital Improvement Plan • 2011 - 2016

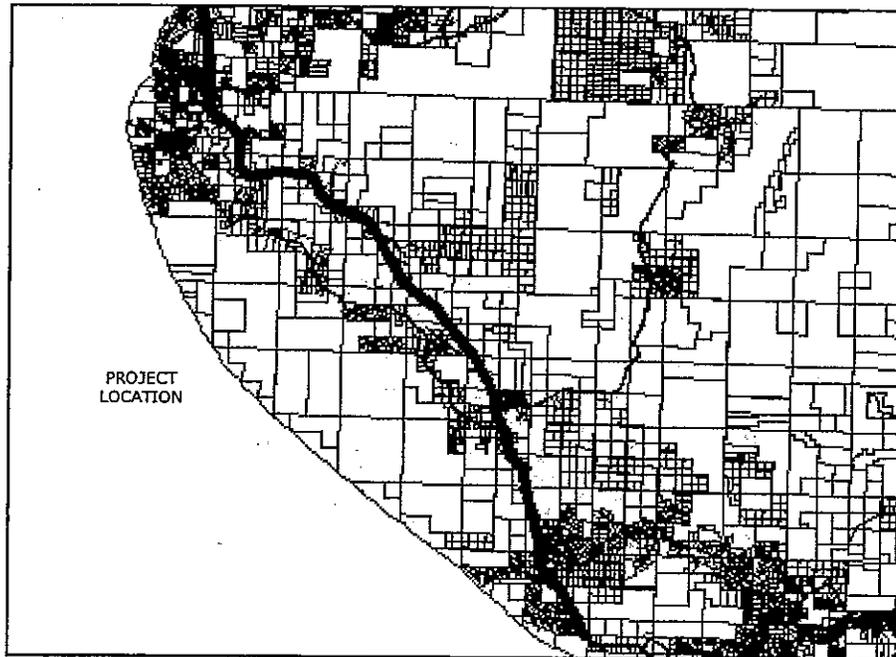
# Sterling Highway Reconstruction - Anchor Point to Baycrest Hill

**PROJECT DESCRIPTION & BENEFIT:** This project will reconstruct 12 miles of the Sterling Highway between Anchor Point (MP 157) and the top of Baycrest Hill in Homer (MP 169) to address severe safety issues resulting from curves, hills, and blind spots on the existing road. The project has been identified as a high priority of the Kenai Peninsula Borough.

Many major side road intersections, gravel hauling operations, and school bus stops contribute to dangerous conditions on the 12-mile section of highway, which has been the scene of several serious accidents, many with fatalities, over the past several years. Continued population growth has led to more subdivisions with intersecting roads and more traffic on the highway, exacerbating the problem. School buses must stop in some locations with blind corners and hills.

The project calls for construction of an improved 2-lane highway paralleling the alignment of the existing highway. The reconstructed highway will be designed to allow two additional lanes to be added at a future date.

**PLANS & PROGRESS:** This project ("Sterling Highway: MP 157-169 Rehabilitation - Anchor Point to Baycrest Hill") is included in the Draft 2010-2013 Alaska Statewide Transportation Improvement Program (STIP). In September 2009, the Kenai Peninsula Borough reported sufficient funding has been identified for preliminary design and environmental documents, but additional funding will be necessary to proceed. Total costs are expected to exceed \$36 million; consequently, the project may be constructed in phases.



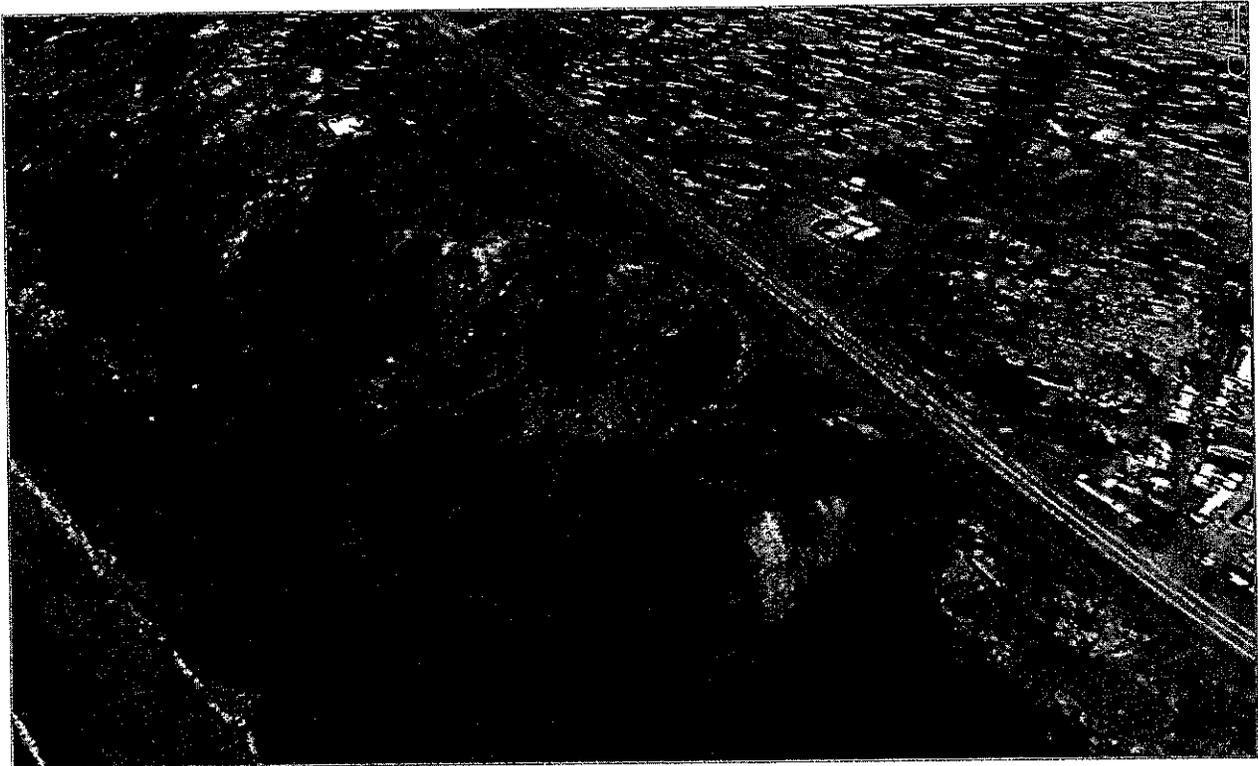


## Sterling Highway Realignment, MP 150-157

**PROJECT DESCRIPTION & BENEFIT:** The Sterling Highway is a vital transportation corridor serving most of the communities on the Kenai Peninsula, including Homer at the southern terminus, and is the only road connecting these communities to the larger North American road system. The vast majority of people and goods routed in and out of Homer utilize the Sterling Highway as compared to air or water transportation.

This project will protect the Sterling Highway from erosion that is threatening the highway north of Anchor Point. Completion of the project will involve re-routing the highway away from areas that are eroding, utilizing existing road right-of-way as much as possible. The Alaska Department of Transportation has noted that the first effort needed is for reconnaissance study to evaluate alternatives and quantify costs.

**PLANS & PROGRESS:** The project "Sterling Highway Erosion Response MP 150-157" is included in the 2010-2013 Statewide Transportation Improvement Program (STIP).



As seen in this aerial image, the eroding edge of the bluff is now only 30 feet away from the Sterling Highway at a section just north of Anchor Point.

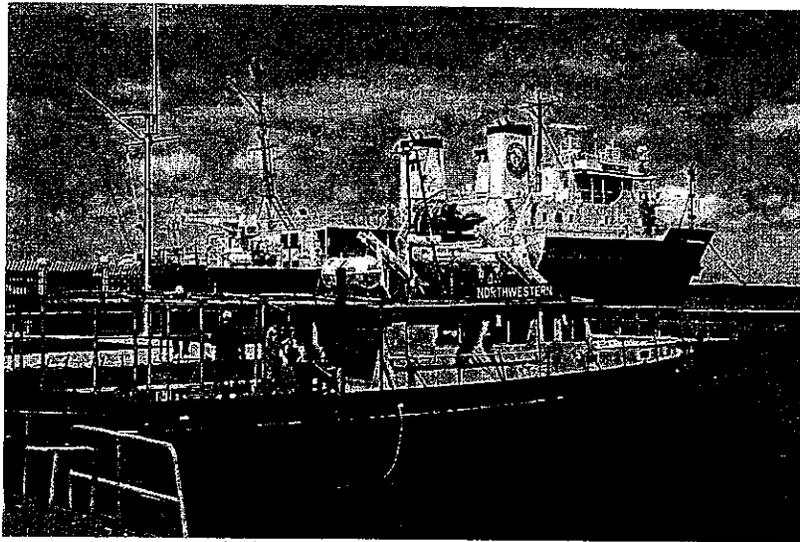


## Alaska Maritime Academy

**PROJECT DESCRIPTION & BENEFIT:** This project will establish an accredited maritime academy providing quality post-secondary education primarily focused on marine related programs for developing career-oriented skills relating to engineering, ship operations, marine science, maritime management, and small vessel design and operation. The academy would provide both classroom and hands-on training, taking advantage of Homer's existing marine trades industry cluster and opportunities for time onboard vessels in port and at sea.

The federal Maritime Administration provides training vessels and other support to state maritime academies. Currently there are six academies in the U.S.; none in Alaska. Alaska Statute Sec. 44.99.006 specifies that the governor may enter into an agreement with the Federal Maritime Administration to provide for an Alaska Maritime Academy.

**PLANS AND PROGRESS:** The Homer City Council approved Resolution 10-22(A) requesting that Alaska's governor select Homer as the site of an Alaska Maritime Academy and specifying that a citizens task force be established to facilitate the effort to develop a maritime academy here. A possible location for the academy would be the former public school building ("Old Intermediate School") now owned by the City of Homer.



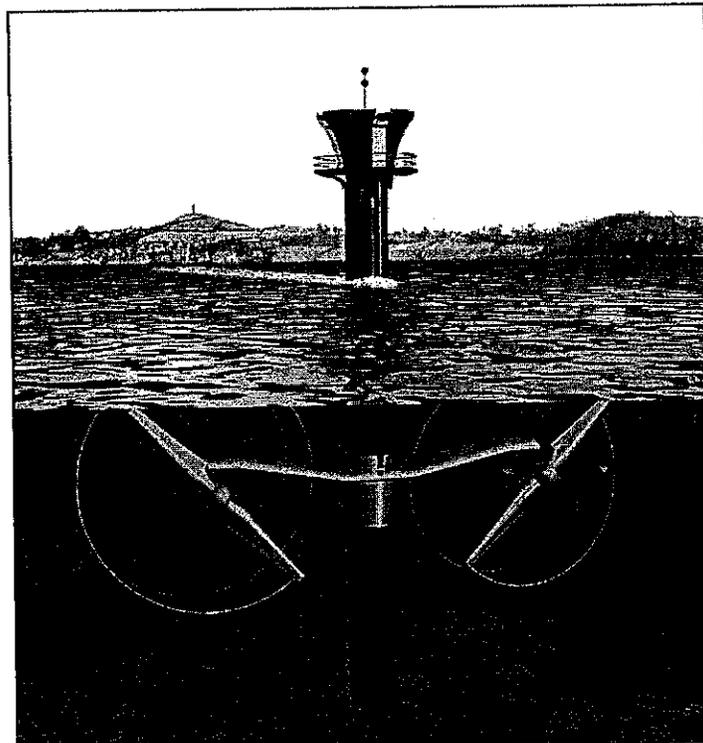
Maritime academies utilize both classroom and hands-on training. The training ship for the Great Lakes Maritime Academy in Traverse City, Michigan is shown in the background of this photo.



## Kachemak Bay/Cook Inlet Tidal Power

**PROJECT DESCRIPTION & BENEFIT:** It is widely recognized that Alaska has some of the best potential in the world for generating tidal energy, a far more constant and predictable source of energy than either wind or solar. The proposed project will tap the hydrokinetic energy resources of Kachemak Bay/Cook Inlet to establish Alaska as a leader in tidal energy while reducing dependence on fossil fuels for those on the Railbelt grid.

**PLANS & PROGRESS:** In 2008 the City of Homer submitted an application to the Alaska Energy Authority for funding to be appropriated by the Alaska Legislature for FY 2010. The application documented a cost share of more than 50%, mostly in research assistance from NOAA. The project was slated to be funded before the budget for renewable energy projects was reduced by half from the amount originally proposed. The City updated and resubmitted the application in November 2009. The project was approved for funding by AEA and the Legislature appropriated sufficient funds; however, the governor reduced funding by half, which did not leave enough for the Kachemak Bay project. A new application was submitted to AEA in September 2010. The outcome of this proposal was that AEA decided to fund NOAA directly, from a separate funding source, to study tidal power potential in Kachemak Bay and Cook Inlet. The total approved was approximately \$300,000. The City of Homer supports the partnership between AEA and NOAA and urges the State of Alaska to provide funding for engineering and design of a tidal power project once feasibility is established.



This illustration depicts a typical horizontal axis turbine, similar to conventional two-blade wind turbines. Though this is an artist's rendering, an actual 1.2 MW turbine of this type (SeaGen) was installed in 2008 in Ireland.

## Projects Submitted by Other Organizations

*The City of Homer supports the following projects  
for which local non-profit organizations are seeking funding  
and recognizes them as being of significant value to the Homer community:*

Cottonwood Horse Park  
Haven House Sustainability/Energy Efficiency Projects  
Kevin Bell Arena Floor Upgrade  
Pratt Museum Renovation  
Roger's Loop Trailhead Land Acquisition  
South Peninsula Hospital: Bariatric Equipment  
South Peninsula Hospital: Enhanced Communication System  
South Peninsula Hospital: Fire Suppression System Booster Pump  
South Peninsula Hospital: New Surgery Doors  
South Peninsula Hospital: RFID Asset Tracking and Security  
Visitor Information Center Parking Lot

See following pages for project descriptions.



## Cottonwood Horse Park

**PROJECT DESCRIPTION AND BENEFIT:** Kachemak Bay Equestrian Association (KBEA) is seeking capital acquisition funds to complete the purchase of Cottonwood Horse Park located near Jack Gist Park in Homer.

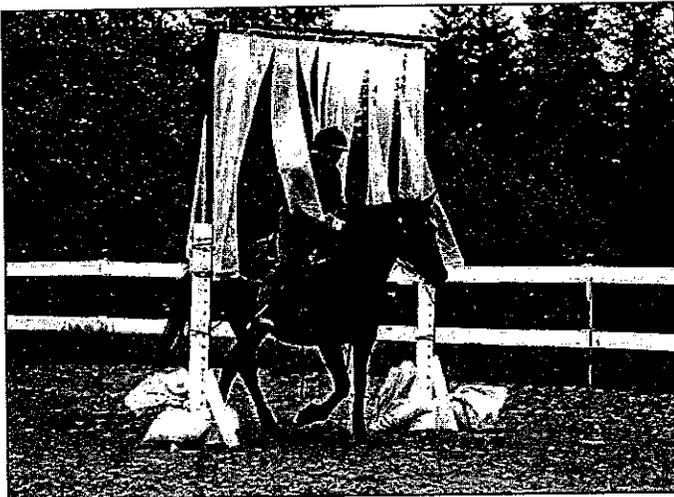
Development of Cottonwood Horse Park began in 2007, when KBEA secured 501(c)3 status and constructed an arena on 3.29 acres of land acquired through a purchase agreement. During the first three summer seasons events at the horse park drew more than 1,065 participants and 1,535 spectators.

The Horse Park fulfills a goal identified in past Homer recreation plans. During the 2010 season use of the park expanded from horse shows, clinics, and riding lessons to a place for picnics, dog walking, a preschool outdoor adventure club and horse camps. KBEA partnered with the local chapter of Connecting Children with Nature to develop a mud wallow. Also, the community celebrated Estuary Day with a BioBlitz on the property to identify all the organisms in the local park environment.

In 2006 the City of Homer acquired, through donation, .89 acres of land adjacent to the proposed horse park and has stipulated that the property be used for parks/recreation or green space. City of Homer Resolution 06-116 expresses the intent of the City to donate the property to KBEA. KBEA is now seeking to raise the remaining funds needed to acquire full title to the existing property.

**PLANS AND PROGRESS:** As of September 2010, KBEA has raised \$120,000 towards land purchase and approximately \$74,457 in donations of cash, goods, and services towards the development of the park's infrastructure and facilities. Initial development of the property has included a 130 x 200 foot arena, a round pen, horse pens, handicapped accessible restrooms, installation of water, a mud wallow, and a natural playground. KBEA has been awarded grants from Rasmuson Foundation, Homer Electric Association, American Seafoods Company, and Homer Foundation that have allowed completion of the parking lot, an upgrade to the restrooms, construction of benches and tables, and installation of electricity. Grants were received from Jansen Foundation towards purchase of the land.

KBEA has sponsored numerous revenue-generating events including cowboy cabarets, chili cook-offs, garage sales, horse shows, pony club camps, lessons, clinics, and cowboy races.



A rider negotiates an obstacle in the Cowboy Race 2010.

The organization has a business plan and continues to fundraise.

Total project cost: \$317,000

Amount needed to complete land purchase: \$99,720



## City of Homer Capital Improvement Plan • 2012 - 2017

# Haven House Sustainability/ Energy Efficiency Projects

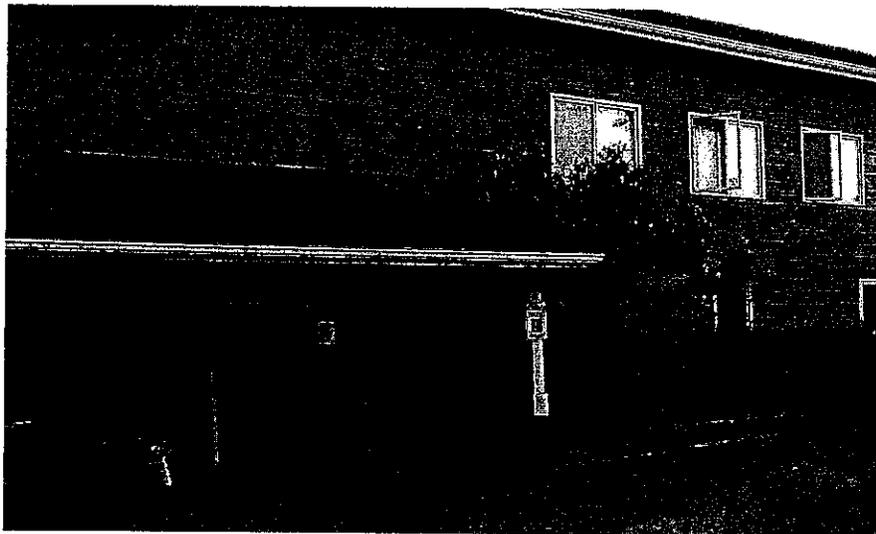
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**PROJECT DESCRIPTION & BENEFIT:** South Peninsula Haven House is a 24-hour staffed shelter with a mission to support and empower people impacted by domestic violence and sexual assault. As part of the area's comprehensive public safety network, Haven House operates a 10-bed shelter and child advocacy center and has responded to community crisis needs by expanding services. This increased service demand has occurred while the shelter faces dramatic increases in the cost of fuel and utilities.

The proposed project seeks to enhance sustainability and reduce costs at Haven House by 1) establishing a greenhouse to produce fresh vegetables (and provide a soothing, nurturing activity for shelter residents); 2) replacing 27 drafty windows with more secure, insulated windows; and 3) modifying the current entry way and replacing entry way doors with more heat-efficient models. This modification will also increase the security of the property and safety of the residents.

These projects will build on sustainability programs that have already been undertaken at Haven House. These include an internal recycling program, replacement of old inefficient plumbing fixtures, and education about recycling, composting, and basic gardening.

Cost: \$5,000 for greenhouse kit, \$8,000 for entry way modifications, \$20,000 for 27 replacement windows, and \$3,000 for ten window quilts. Total: \$36,000.





## Kevin Bell Arena Floor Upgrade

**PROJECT DESCRIPTION & BENEFIT:** The Homer Hockey Association, Inc. (HHA), as owners of an ice rink facility known as the Kevin Bell Arena, is requesting capital improvement funds for the purpose of converting the rink area floor from sand to concrete, thus allowing multiple uses in a year-round facility.

The Kevin Bell Arena was built in 2005 by Homer Spit Properties, LLC (HSP) and leased to HHA under a long-term lease agreement. HHA has recently purchased the facility from HSP through an owner-finance transaction based on a 30-year note. During the design and construction phase, HHA secured grant funds to purchase and install all of the mechanical components of the refrigeration system, boards, glass, and all of the finish work on the interior of the building at a cost of \$1.2 million. In order to stay within budget, the decision was made at the time to install a less expensive sand based floor for the ice area rather than concrete.

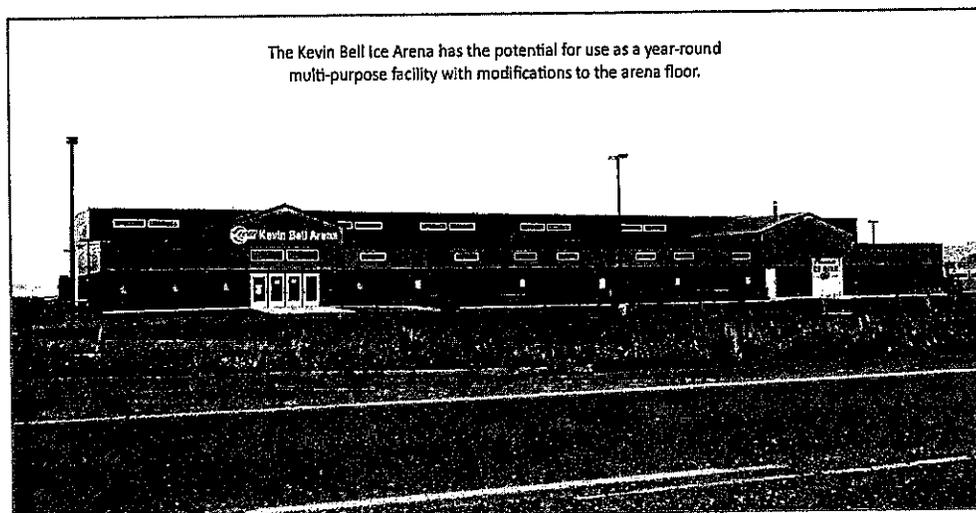
The conversion process from sand to concrete requires a demolition phase to remove the existing rink tubing, sand and insulation as well as the excavation of an additional 3.5 inches of sand. The installation phase includes compacting the sand under the rink floor, re-installing the insulation and vapor barrier, installation of reinforcing steel bars, mesh and expansion joint around the rink, re-installation of distribution manifolds across the rink center, and installation of new rink tubing and concrete pour. Once the concrete is cured, reinstallation of the boards, glass and ice can commence.

The Kevin Bell Arena provides residents of the southern Kenai Peninsula with an indoor ice facility as well as programs and activities including Learn to Skate through Hockey, youth and adult hockey programs, as well as figure skating, broomball, public skating, teen skating events and much more. The arena currently allows Homer to host hockey games, tournaments, and other events, providing an economic boost to the community.

The installation of a concrete floor will provide opportunities for year-round use for a variety of groups and events, especially during the off-season, April through August. Possibilities include home, car, and boat shows; concerts, and conventions. The space would attract statewide interest in Homer as a viable venue for such events and enhance Homer's attraction as a destination for tourism and commerce. In addition, it would provide HHA with summer revenue estimated at \$30,000 over a 4-month period.

**PLANS & PROGRESS:** Detailed discussions with an experienced private contractor have provided a clear understanding of the scope of work and costs involved. While the bulk of the demolition can be accomplished with volunteer labor, the installation of the concrete would be done by a contractor.

Cost: \$350,000



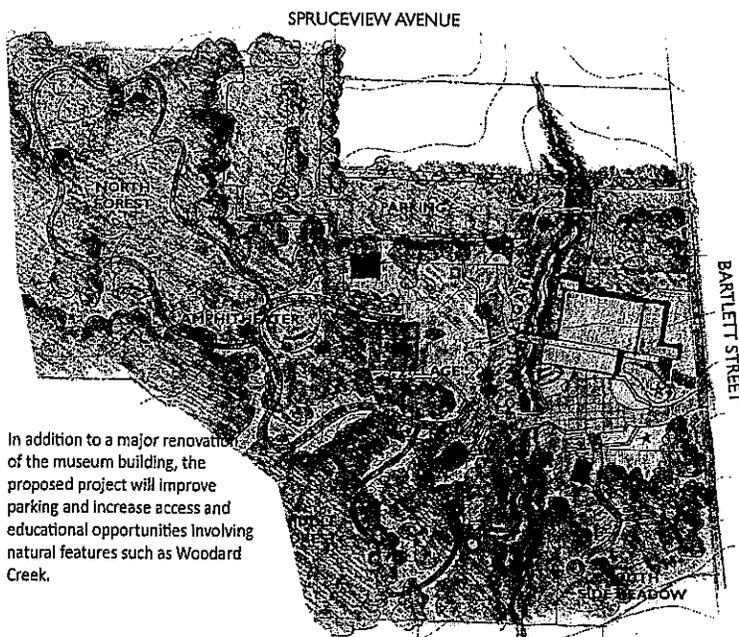
Contact Mayor Jim Hornaday or City Manager Walt Wrede at 235-8121



## Pratt Museum New Facility and Site Redesign

**PROJECT DESCRIPTION & BENEFIT:** The national award-winning Pratt Museum is dedicated to helping people explore the Kachemak Bay region through the sciences, arts, and humanities. The Pratt's exhibits, education programs, and collections seek to foster self-reflection and dialogue among the Museum's community and visitors. Each year, the Pratt serves more than 35,000 visitors and engages more than 4,000 young and adult learners in its programs. One of only five accredited museums in Alaska, the Pratt is consistently viewed as one of Alaska's most important cultural institutions and as a leader among small museums across the country.

Today the Pratt Museum finds itself in a structure that doesn't meet the Museum and community's needs. The existing 10,500 square foot building is more than 42 years old. The building's galleries, collections storage, public meeting, and education spaces do not support the Pratt's goals or embrace current opportunities. The Pratt is now working with its community on a project to enable the Pratt to better serve the community and visitors long into the future through the construction of a new facility and redesign of the Pratt's 9.3 acres. Benefits of this project will include: 1) improved education programs and exhibits; 2) creation of a community learning space to promote education and community dialogue; 3) an expanded trail system, outdoor exhibits, and stewardship of Woodard Creek; 4) the ability to serve larger visitor and school groups; 5) greater representation at the Museum of the region's diverse cultural groups; 6) the ability to care for growing collections including community archives and stories; and 7) full disability accessibility.



In addition to a major renovation of the museum building, the proposed project will improve parking and increase access and educational opportunities involving natural features such as Woodard Creek.

**PLANS & PROGRESS:** Nearly a decade of thorough organizational evaluation, professional assessment, and community dialogue has led the Pratt Museum Board of Directors and staff to the decision to embark on this ambitious capital project. A fundraising feasibility study was conducted in 2009 in tandem with the development of draft architectural and site concepts. Additionally, the McDowell Group conducted an analysis of the economic impact of the Pratt's operations and construction project on the local community, finding that the Museum generates substantial economic activity in the region. In the Planning Phase, the Pratt has secured cash and pledges that represent 20% of the project budget and has laid the groundwork for the successful completion of this project through the following critical steps:

1) The Pratt has gathered diverse community and stakeholder input through public meetings, surveys, and other means to guide the Planning Phase and will continue to gather input through the Design

Phase. 2) With leadership from the Patrons of the Pratt Society, 9.3 acres of urban green space have been acquired in the heart of Homer, which the Museum now owns debt-free. 3) The Museum has secured \$1.7 million (20% of project total) in cash and pledges including a prestigious \$750,000 National Endowment of the Humanities Challenge Grant, \$100,000 for planning support from the Alaska State capital budget, and a leadership gift from an individual donor of \$105,000. 3) The Pratt is participating in the Rasmuson Foundation's prestigious "Pre-Development Program," which has provided more than \$70,000 in in-kind planning services, resulting in substantial Planning Phase cost savings. 4) The Museum has recruited community leaders for the capital campaign who represent the Pratt's multiple disciplines in the arts, sciences, and humanities. 5) The Pratt has kicked off Phase II community input planning and research for the Master Exhibit Plan permanent exhibit renovations to be installed in the new building.

Cost: Preconstruction—\$1 million      Construction—\$7.5 million



# Rogers Loop Trailhead Land Acquisition

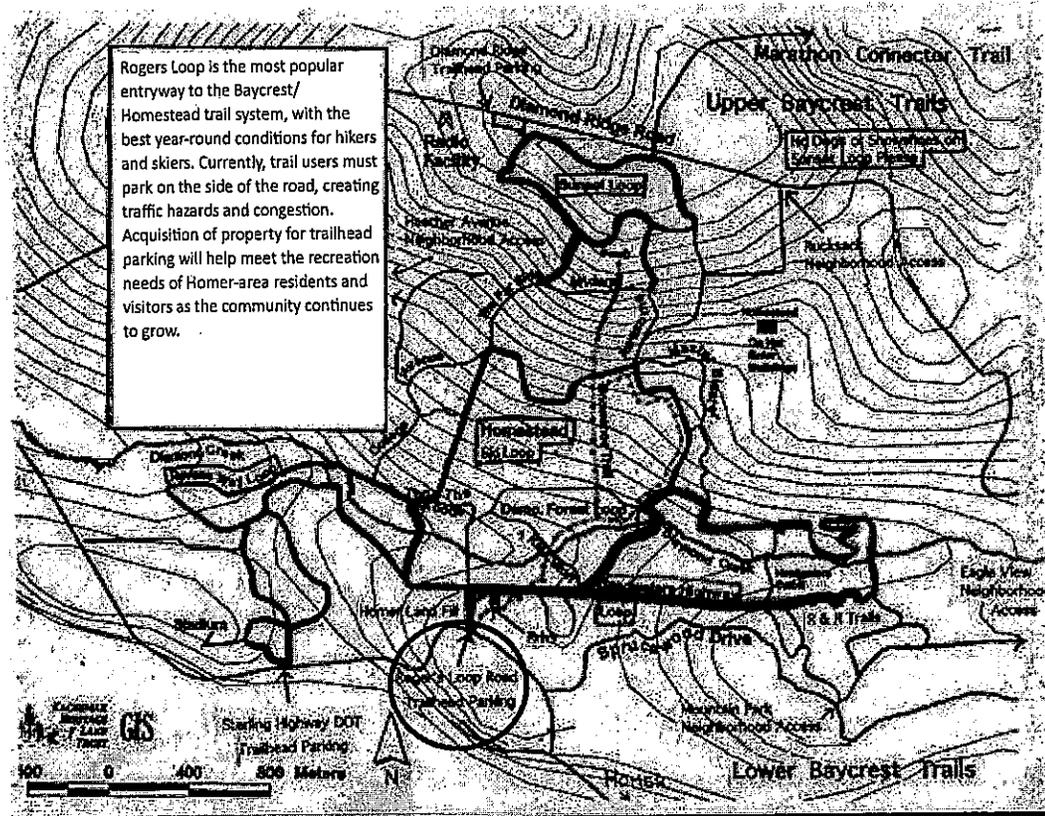
**PROJECT DESCRIPTION AND BENEFIT:** This project will provide a parking/staging area at the Rogers Loop trailhead, greatly improving access to the skiing and hiking trails maintained by the Kachemak Nordic Ski Club (KNSC), the Homer Soil and Water Conservation District, and Kachemak Heritage Land Trust.

Currently the only parking at the popular Rogers Loop trailhead is on the shoulder of Rogers Loop Road, creating problems even for typical everyday use by skiers and hikers. The proposed parking area is critical to the continued use of the lower Baycrest Ski Trails, the Homestead Hiking Trail, and the Demonstration Forest. Parking at the Rogers Loop trailhead will provide the best and (during the summer season) only access to the City of Homer's Diamond Creek Park, adjacent to the existing trail system. There is potential to develop new year-round trails on the City property; however, parking will be needed for this to become a reality. It is the KNSC's intent to transfer ownership of the Rogers Loop property to the City of Homer once it is acquired.

Current access to the existing trail system via the Sterling Highway (near the landfill) is dependent on the Borough renewing its Memorandum of Agreement with the KNSC. Access from Rogers Loop is all the more critical given the tenuous nature of the Borough commitment and other problems with the Sterling Highway access, including frequent marginal/icy snow conditions in the winter and no access to hiking in the summer. Currently 635 acres of public recreation land has inadequate parking for summer use (275 acres owned by the City of Homer and 360 that comprise the Demonstration Forest).

**PLANS AND PROGRESS:** The KNSC board has approved the concept of purchasing land for parking and trail access on Rogers Loop, has designated \$1,500 for the project, and is actively working to raise additional funds. Discussions with landowners at the trailhead site are in progress.

Cost: \$50,000



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## South Peninsula Hospital Bariatric Equipment

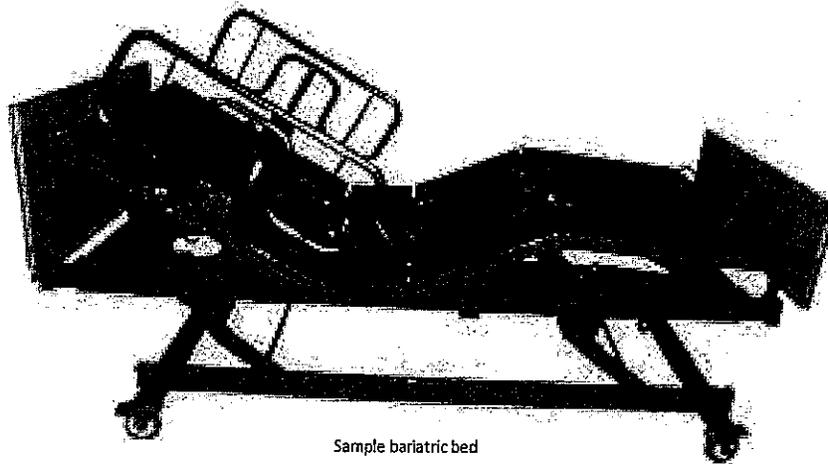
**PROJECT DESCRIPTION & BENEFIT:** South Peninsula Hospital (SPH) is in need of appropriate equipment to better serve the growing population of obese patients in the SPH service area. Specifically needed are a ceiling lift, bed, and commode to best accommodate these patients.

The hospital has seen a marked increase in the number of obese patients served over the last two years, and the expectations are that this number will continue to grow as the population served ages. Recent projections show an 80% growth in the senior population over the next ten years, and a growing incident of chronic illness, often which leads to frequent hospitalizations. South Peninsula Hospital is the only hospital in a 75 mile radius and wants to meet the needs of the residents in the service area.

Management of an obese patient without the proper equipment involves significant challenges and risks to both the patient and staff. A bariatric patient's visit to the hospital without appropriate equipment creates the need for four additional staff on duty during the entire patient's stay. Staff risk injury when moving and comforting the patient and the patient risks injury by using equipment that isn't appropriate for his/her size. The hospital currently rents such equipment when accommodating patients over 600 pounds, but this unfortunately takes time to put into place (and there is rarely advance notice) and generates additional charges for the patient.

**PLANS & PROGRESS:** New patient rooms in the recently constructed patient wing have been designed to accommodate bariatric equipment. Equipment to accommodate heavier patients not greater than 600 pounds has been purchased and installed. Price quotes have been received for the equipment yet to be purchased.

Cost: \$55,000 (includes one bed, one commode, and ceiling lift)



Sample bariatric bed



## South Peninsula Hospital Enhanced Communication System

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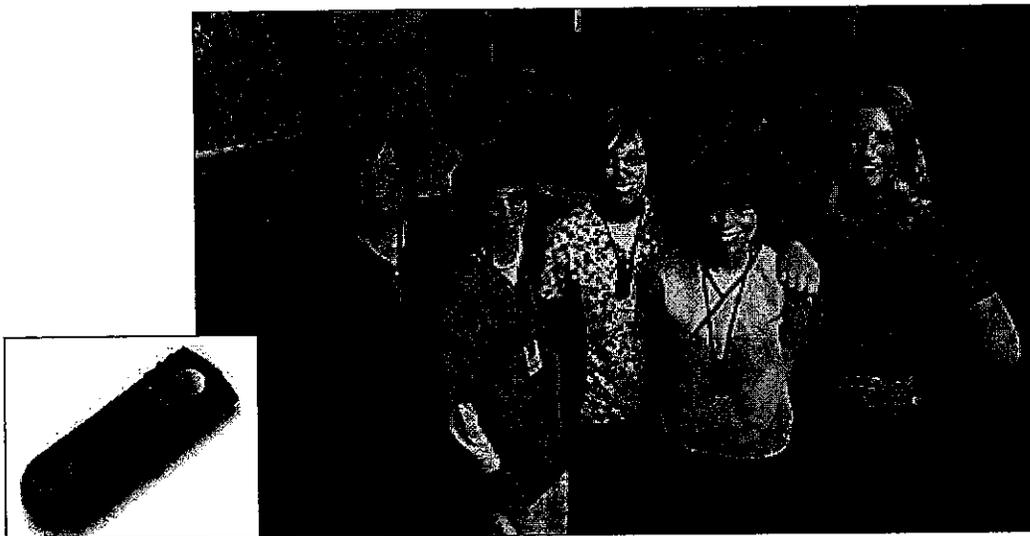
**PROJECT DESCRIPTION & BENEFIT:** An Enhanced Hospital Communication System is needed to provide immediate and continuous communication for clinical healthcare workers at South Peninsula Hospital. The hospital encourages physicians and nursing staff to be at patient bedside; however, that time is limited due to the need for staff to confer with each other and document the needs of the patient. A new system will allow physicians and staff to talk with each other without being in the same room; hence, more time can be spent with patients.

An Enhanced Hospital Communication System will allow clinical staff to better respond to the needs of patients and fellow staff. It is facilitated by a small device which can be clipped to a uniform or identification badge. It enables instant 2-way voice communication, the transmission of data, the ability to send alerts or text messages, and the ability to make phone calls. On command, the information is integrated directly into the patient's electronic health record, resulting in fewer errors and better quality of care.

Such a system increases efficiency since work can be performed from all locations in the hospital without waiting to get to a designated work station. Not only is this system critical for the quality of patient care, improved customer service, and improved staff efficiencies on a daily basis, it will be invaluable as an emergency response communication system.

**PLANS & PROGRESS:** Systems have been researched and price quotes obtained. Pricing here is based on the Vocera brand. The existing hospital information system is being altered to integrate with this system.

Cost: \$31,000 (includes system software and hardware purchase and installation)



An Enhanced Hospital Communication System allows staff to communicate with each other at the touch of a button on a device clipped to a pocket or ID badge or worn on a lanyard around the neck. Shown here are staff at Memorial Healthcare in Owosso, Michigan, which touts its use of Vocera devices.



City of Homer Capital Improvement Plan • 2012 - 2017

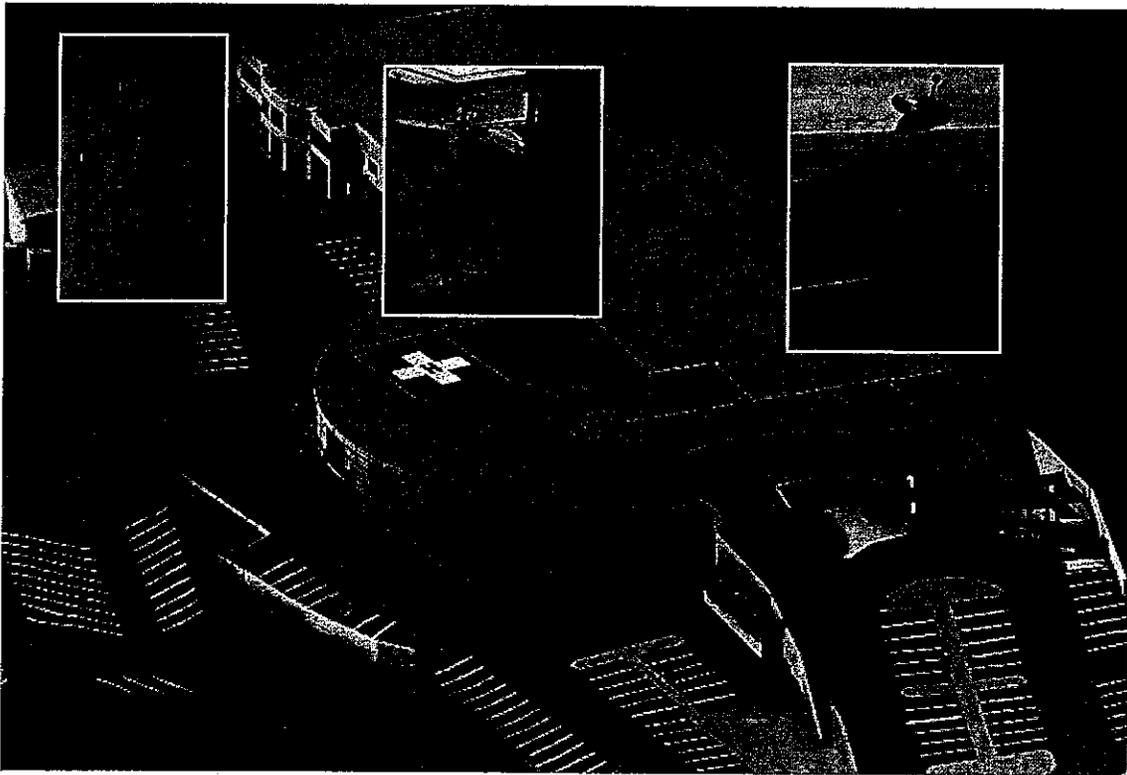
## South Peninsula Hospital Fire Suppression System Booster Pump

**PROJECT DESCRIPTION & BENEFIT:** South Peninsula Hospital is completing the second phase of construction of a new patient wing which includes a rooftop helipad for medical emergency transport. Although the type of craft landing there is permitted to use a cart-mounted fire suppression system, all entities involved agree an automated AFFF Foam Fire Suppression System is the preferred system for safety to hospital personnel, patients, and local firefighters. City water pressure at this location is insufficient to run this type of system. Therefore, a booster pump is needed to generate the level of pressure required.

Without this system in place the hospital must utilize hand-carts (mobile suppressant units) which are difficult and expensive to acquire and do not meet the preferred level of response.

**PLANS & PROGRESS:** The helipad opened for use in November 2009. The AFFF system has been designed and all components have been pre-built and/or installed, with the exception of the booster pump and valve work. No remodel work will be required to accommodate this. Space for the pump is reserved.

Cost: \$96,000 (includes valving, cost of pump, and installation)



Architectural drawing of completed project with insets of work completed to date to accommodate the AFFF Foam Suppression System.



## South Peninsula Hospital New Surgery Doors

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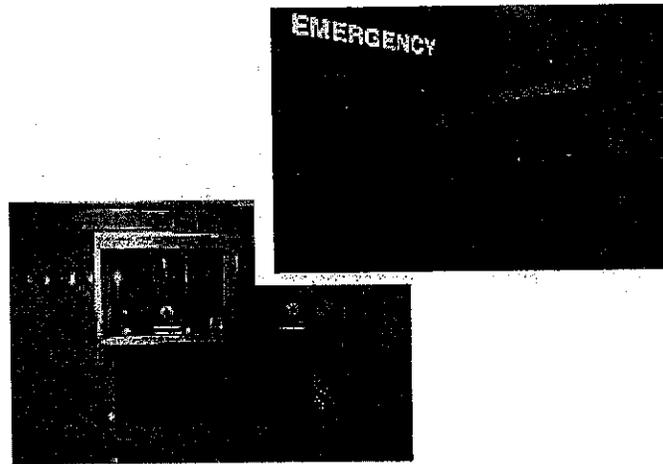
**PROJECT DESCRIPTION & BENEFIT:** South Peninsula Hospital's Surgery Department has a need for ergonomic, hospital-grade automatic operating room doors for to reduce the risk of injury to patients, staff, and surgeons and to comply with fire safety codes. The project consists of replacing the door in each of two operating rooms at the hospital with automatic doors constructed of metal and glass that meet new safety standards.

The existing doors are of a swinging style which creates a risk for staff due to the way they are opened. Staff routinely open the doors with a foot or arm in the interest of maintaining a sterile environment. However, this awkward maneuver puts staff at risk of injury.

Automatic doors will also help prevent the staff injuries incurred while moving patient stretchers in and out of the room through the manually operated doors currently in place. New, automatically opening doors will provide a significant improvement for a vital 30-year old section of the hospital to comply with current industry standards.

**PLANS & PROGRESS:** Door types have been researched and a preferred model has been selected.

Cost: \$32,000 for two doors, including installation. South Peninsula Hospital staff will provide site prep to make the project construction-ready.



Proposed automatic opening surgery doors at South Peninsula Hospital would be similar to the models shown here.



## South Peninsula Hospital RFID Asset Tracking and Security

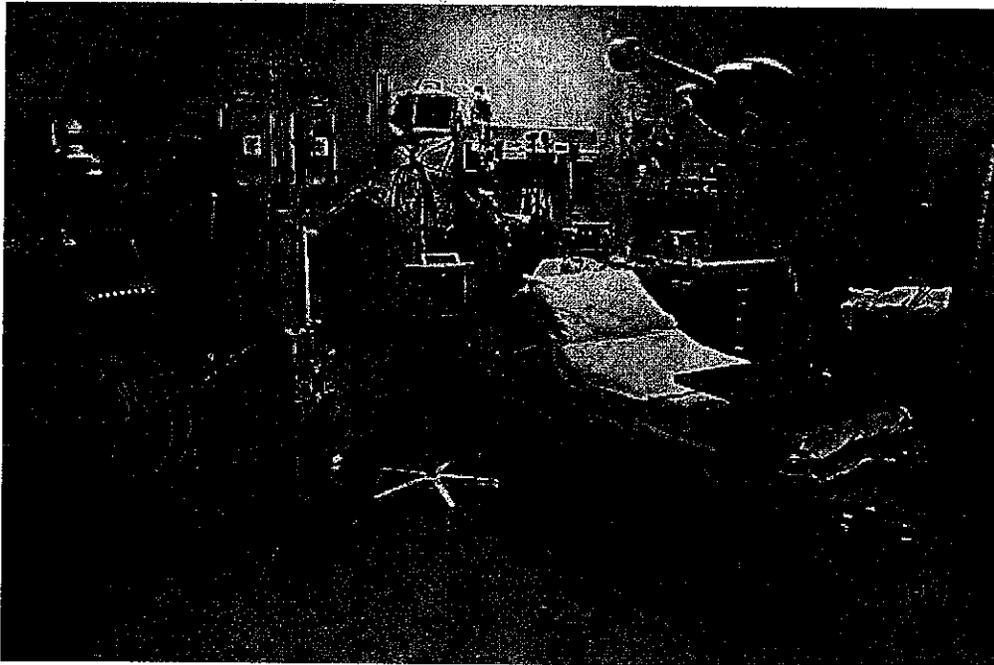
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**PROJECT DESCRIPTION & BENEFIT:** This project will improve efficiency, save money, and help ensure the best possible patient outcomes by employing radio frequency identification (RFID) to track the location of hospital equipment and devices.

RFID is a technology that involves electromagnetic "tags" that emit radio signals which are picked up, read, and stored in a database. Active RFID can significantly decrease waste and reduce costs by providing an ongoing, accurate inventory. With room-level asset tracking capability, life-saving equipment can be found quickly. High cost equipment and mission-critical devices can be more effectively shared. Frequently-used gear including gurneys, wheelchairs, infusion pumps, and cardiac monitors can be located promptly.

Implementation of a real-time asset location solution will enable South Peninsula Hospital to significantly improve staff efficiency and reduce over-provisioning by providing real time, accurate inventory and immediate location of expensive equipment. Loss of high dollar items will be significantly reduced by alarm capabilities inherent in RFID tracking systems. Personnel and asset locations and interactions can also be monitored.

Cost: \$200,000 including installation



A modern hospital contains hundreds of pieces of equipment that can be efficiently tracked and located using RFID technology.



## City of Homer Capital Improvement Plan • 2012 - 2017

# Visitor Information Center Beautification

## Phase 1: Parking Lot

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**PROJECT DESCRIPTION & BENEFIT:** The Homer Chamber of Commerce (HCOC) is seeking funds to pave the HCOC Visitor Information Center parking lot as part of a phased Beautification Project. This project will enhance development of the City's new Scenic Gateway Overlay District and has further potential to tie in with proposed Town Center development. The funds requested will be used to pave the parking lot, add ditches and culverts for drainage, stripe the lot for parking spaces, and add signage to deter pass-through traffic from the Sterling Highway to Bunnell Street.

Paving the Visitor Information Center parking lot will improve the appearance of the area, allow better access for the influx of visitors during the summer season and at year-round Chamber events, ensure handicap accessibility, and provide improved overflow parking for neighboring businesses. In addition, it will help address health and safety issues related to poor air quality, speeding vehicles, and pebbles kicked up by cars cutting through the parking lot between the Sterling Highway and Bunnell Street.

First impressions are what visitors to a community use to judge that area. One of the first places visitors come to when they drive into Homer is the Homer Chamber of Commerce Visitor Information Center. Approximately 150,000 people visit Homer every year. Attracting new businesses and families to our community—while also maintaining community pride for existing residents—is one of the key missions of the Homer Chamber of Commerce. An attractive Visitor Information Center, parking area, and surrounding grounds should be regarded as an important asset benefiting the entire community.



Other phases of the Visitor Information Center Beautification Project include adding a deck and rest area, gardens, artwork, and other landscaping. A final phase will develop the parcel located between the Chamber building and Bunnell Street.

**PLANS & PROGRESS:** The HCOC has completed excavation, grading, and backfill at a cost of \$40,000 raised specifically for this project.

Cost: \$200,000

Contact Mayor Jim Hornaday or City Manager Walt Wrede at 235-8121

# Appendices

Explanation of Project Table

Project Table

City of Homer Long-Range Capital Projects

City of Homer Financing Assumptions

CIP Development Schedule

Public Hearing Notice



## PROJECT TABLE – EXPLANATION

<b>NOTE:</b>	Project table contains City of Homer projects only.
<b>Category:</b>	Type of project: Road/Trail, Structure, Utility, Equipment
<b>Project:</b>	Title of project
<b>Cost:</b>	Total project cost
<b>Priority Level:</b>	<p>The numbers in this column refer to Priority Level 1 (highest), Priority Level 2, or Priority Level 3. In setting a priority level, the Homer City Council considers such questions as:</p> <ul style="list-style-type: none"><li>• Will the project correct a problem that poses a clear danger to human health and safety?</li><li>• Will the project significantly enhance City revenues or prevent significant financial loss?</li><li>• Is the project widely supported within the community?</li><li>• Has the project already been partially funded?</li><li>• Is it likely that the project will be funded only if it is identified as being of highest priority?</li><li>• Has the project been in the CIP for a long time?</li><li>• Is the project specifically recommended in other City of Homer long-range plans?</li><li>• Will the project provide significant economic benefits to the community?</li><li>• Is the project strongly supported by one or more City advisory bodies?</li></ul> <p>These factors are weighed in combination to arrive at a priority determination.</p>
<b>Year:</b>	An X in one or more years indicates when the project is scheduled for implementation.
<b>Year to CIP:</b>	Year when project was first included in the City of Homer Capital Improvement Plan

CITY OF HOMER CAPITAL IMPROVEMENT PROJECTS 2010-2015		\$ Cost	Priority Level	YEAR							Year To CIP
				2011	2012	2013	2014	2015	2016		
<b>LOCAL ROADS and TRAILS</b>											
Heath Street, Pioneer to Anderson		4 M	1		X	X	X				2001
Horizon Loop Trail, Feasibility & Conceptual Design		staff time	2	X							2010
Land Acquisition for New Roads		500,000	2	X	X	X					2007
Town Center Infrastructure		2 M	1		X	X	X				2005
<b>STRUCTURES</b>											
Ben Walters Park Improvements, Phase 2		200,000	2		X						2006
Deep Water Dock Expansion		29 M	1	X	X	X					1989
Deep Water Dock Upland Improvements		800,000	1		X						2010
Downtown Restroom		400,000	2			X					1996
East Boat Harbor		100.6 M	2	X	X	X	X	X			2004
End of the Road Wayside, Phase 1		1 M	3				X				2008
Fish Dock Restroom		400,000	2		X						2001
Fishing Lagoon Improvements		255,000	2	X							2009
Harbor Entrance Erosion Control		600,000	2			X					1998
Harbor Float Replacement/Ramp 3 Gangway & Approach		5.2 M	1	X	X						2003
Homer Spit Dredged Material Beneficial Use Project		980,000	2	X	X	X					2010
Jack Gist Park Improvements, Phase 1		100,000	2		X						2006
Karen Hornaday Park Improvements, Phase 1		700,000	1	X	X	X					1984
Mariner Park Improvements, Phase 1		975,000	1	X	X	X	X	X			2004
Port & Harbor Building		2.875 M	1	X	X	X					1985
Skyline Fire Station		1.35 M	1	X	X						2003
Upgrade System 5: Vessel Shore Power and Water		530,000	1		X				X		2010

Note: Only projects to be undertaken by the City of Homer are listed here. List does not include State transportation projects or those sponsored by non-profits or other organizations.



## CITY OF HOMER LONG-RANGE CAPITAL PROJECTS

The following projects have been identified as long-range capital needs but have not been included in the 2011-2016 Capital Improvement Plan because it is not anticipated that they will be undertaken within the 6-year period covered by the CIP. As existing CIP projects are funded or as other circumstances change, projects in the long-range list may be moved to the 6-year CIP.

Within each category below (Roads and Trails, Structures, Utilities), projects are listed in alphabetical order.

### ROADS AND TRAILS

Fairview Avenue – Main Street to East End Road. This project provides for the design and construction of Fairview Avenue from Main Street to East End Road. The road is approximately 3,000 lineal feet and the project will include paving, water and sewer mains, stub-outs, storm drains, and a sidewalk or trail. The project extends from the intersection of Main Street to the high school and finally to East End Road and will provide an alternative to Pioneer Avenue for collector street access east/west across town. This roadway would benefit the entire community by reducing congestion on Pioneer Avenue, the major through-town road, and would provide a second means of access to the High School. It would also allow for development of areas not currently serviced by municipal water and sewer.

This improvement is recommended by the 2005 Homer Area Transportation Plan. Necessary right-of-way has already been dedicated by the Kenai Peninsula Borough across the high school property.

Cost: \$1.75 million Priority Level 3

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Fairview Avenue – Main Street to West Hill Road. This project provides for the design and construction of Fairview Avenue from Main Street to West Hill Road. The road is approximately 4,200 lineal feet and the project will include paving, water and sewer mains, stub-outs, storm drains, and a sidewalk or trail. Along with the Fairview to East End Road project, this project will benefit the entire community by providing an alternative to Pioneer Avenue for collector street access east/west across town, thereby reducing congestion on Pioneer Avenue and developing alternative access for emergency vehicle response. The need for the road extension has increased markedly with the development of three major residential subdivisions in the area.

This improvement is recommended in the 2005 Homer Area Transportation Plan.

Cost: \$3 million Priority Level 3

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Beach Access from Crittenden and Main. This project will provide residents and visitors with coastal view stations and access to the beach at the southern ends of Crittenden Street and Main Street, utilizing City-owned land. The project will enhance connectivity in Homer's developing trails and park system, providing additional points of access so that beachgoers can walk onto the beach at one point and off at another, on a loop through Old Town, Town Center, etc. For those not physically able to walk all the way to the beach, platforms near the roads will provide nice views and benches on which to relax. Interpretive information could provide information on Homer history, beach formation, and other topics.

Improvements at Crittenden Street will consist of stairs with landings (designed to protect against erosion) constructed from the top of the bluff to approximately halfway down the slope. From there, a narrow, meandering pathway will continue to the beach.

The Main Street beach access point is envisioned to have a small parking area, a viewing platform with bench, and stairs with landings.

Cost: \$250,000 Priority Level 3

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East Trunk/Beluga Lake Trail System. This project will create two connecting trails:

- The Beluga Lake Trail will partially encircle Beluga Lake with a raised platform trail that includes a wildlife observation site. The trail will connect neighborhoods and business districts on the north and south sides of the lake.
- The East Trunk Trail will provide a wide gravel pathway from Ben Walters Park east along the City sewer easement, along the north side of Beluga Lake (connecting with the Beluga Lake Trail), and eventually reaching East End Road near Kachemak City.

The completed trail system will connect Paul Banks Elementary School, the Meadowood Subdivision, and other subdivisions and residential areas to Ben Walters Park and also provide hiking, biking, and wildlife viewing opportunities around Beluga Lake. In addition, it will provide an important non-motorized transportation route.

The Beluga Lake Trail and a trail connection to Paul Banks Elementary School and East End Road are included in the 2004 City of Homer Non-Motorized Transportation and Trail Plan.

Cost: Beluga Lake Trail—\$1.5 M      East Trunk Trail—\$2 M      Priority Level 3

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Homer Coastal Trail. Homer's coastal environment provides enormous scenic and recreational opportunities for area residents and visitors and has helped attract world-class educational and research facilities such as those incorporated in the new Islands and Ocean Visitor Center. With trail development in the area from Mariner Park to Bishop's Beach, the potential exists for even greater access to and appreciation of this unique resource, by individuals of all ages and physical abilities.

The 1.3 mile Homer Coastal Trail would be completed in three phases. Phase 1 will be to install rip-rap revetment and construct a paved asphalt pedestrian trail along the top of the new Ocean Bluff seawall, providing a route along this previously difficult-to-access section of the coast. Phase 2 will involve construction of a bridge over Beluga Slough and a boardwalk trail through the intertidal zone west to Bishop's Beach. Phase 3 will provide a boardwalk trail from the seawall to Mariner Park. The new trail will connect with the existing Beluga Slough trail and Homer Spit Trail. It will be enjoyed by hundreds of visitors and residents each year, contributing to quality of life and economic development.

Cost: Phase 1—\$2.5 million    Phase 2—\$1.2 million      Phase 3—\$1.5 million      Priority Level 3

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## STRUCTURES

Downtown Restroom. It is expected that one public restroom facility will be built in a downtown location before 2014. This project will provide an additional downtown restroom for the benefit of residents and visitors. Currently, the only public restroom facilities along Pioneer Avenue are in City Hall. With proposed "Town Center" development, the need for restroom facilities will increase as more people frequent the downtown area. The specific location will depend on Town Center development and on where the first downtown restroom is located.

Cost: \$400,000      Priority Level 3

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End of the Road Wayside, Phase 2. Phase 2 of this project will construct a plumbed bathroom.

Cost: \$400,000      Priority Level 3

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Homer Conference Center. Homer is a popular visitor destination and the visitor industry is a critical component of the local economy. However, millions more dollars might be spent in Homer if a meeting facility large enough to attract conferences with several hundred participants was available. Currently, Homer has no facility capable of providing meeting space for groups of more than 180 people.

Homer's reputation as an arts community will help attract meetings and audiences if a facility exists to accommodate and showcase these events. The conference center, featuring banquet/ballroom space and flexible meeting space, will fill this need. If the facility is located in Homer's developing Town Center, other area businesses would also benefit from the increased number of visitors attending meetings at the conference center.

A conference center will increase Homer's ability to compete with other communities in that important niche of the visitor industry, and will also provide a venue for meetings and cultural events hosted by local organizations, such as the Kachemak Bay Writers Conference and Shorebird Festival events.

In partnership with the Homer Chamber of Commerce, the City of Homer commissioned a conference center feasibility study completed in summer 2005. The study predicts moderate demand from outside groups for a conference center in Homer. The Conference Center Feasibility Study Steering Committee made a formal recommendation that the City support efforts to encourage the construction of a conference center in Homer's Town Center. In August 2005, the Homer City Council passed Resolution 05-

86(A) which recommends further consideration and authorizes the City Manager to pursue ideas and discussions that will increase the likelihood of a conference center being built in Homer.

Cost: \$5 million                      Priority Level 3

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Homer Fire Station. The Homer Fire Station is now more than 28 years old and badly in need of replacement. Fire Department staff and volunteers are completely out of space. However, it has become clear that expanding the current facility is neither desirable or practical.

Examples of deficiencies in the current facility include:

- Emergency vehicles are parked outside, resulting in response delays in winter, accelerated deterioration, and security issues.
- Inadequate training space resulting in conflicts, cancellations, and delays.
- Acute shortage of storage space.
- Current facility does not meet fire station design criteria with separated biohazard decontamination/cleaning areas or separated storage areas for clean medical supplies.
- Current facility does not provide adequate protection from diesel exhaust emissions.
- Current facility lacks space to accommodate more than four overnight crew members. Space is needed for eight people to sleep in the station without disrupting normal operations.
- The building lacks room for health and fitness equipment.
- Current space is often inadequate for conferences and meetings.

A new fire station in Homer will provide area-wide public safety benefit. Agencies such as the Police, Coast Guard, and State Parks personnel use the Homer Fire Station training room for classes and would benefit from a new, larger facility.

Cost: Site acquisition/concept design—\$800,000                      Final design/site prep—\$800,000  
Construction—\$5.5 M                      Priority Level 2

Note: A new fire station and fire training facility could be built in conjunction with a new police station and firearms training facility. A combined public safety facility, where certain areas are shared between the Police and Fire departments, would be less expensive to build and operate than if each facility is constructed separately. Some preliminary planning for such a facility has already been completed, through a space needs study conducted in 2006.

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Homer Greenhouse. Homer's growth in population and area, the importance of tourism to the local economy, and increased community requests for beautification illustrate the need for a new greenhouse capable of producing 100,000 plants annually. In addition to spring planting, the greenhouse can be used to grow hanging baskets for the Central Business District; poinsettias, etc. for the winter holiday season; and shrubs and trees for revegetation and park improvements. The new library grounds and Town Center development will further increase the need for summer annuals planting. The greenhouse could also serve as a community resource for meetings, weddings, winter visits, etc.

The greenhouse is envisioned to be 100 x 40 feet in size and will include radiant floor heat, automated lighting, ventilation, and watering equipment. It will be constructed utilizing double-walled poly sheet product to maximize energy efficiency and operational costs. The facility will be operated by the Parks Division of Public Works for the benefit of the community. The greenhouse could possibly be constructed in conjunction with a new City Hall in Town Center.

Cost: \$400,000                      Priority Level 3

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Homer Police Station. The Homer Police Station was built in stages from 1975 to 1983. The building is aging and it is time to plan for its replacement. The lot that the police station is on is not large enough to allow for continued expansion.

The existing facility is inadequate in space and design to meet the Police Department's current and future needs in several capacities. Particularly serious problems exist in the current jail spaces. Examples of problems throughout the facility include:

- Inadequate training and exercise spaces
- Shortage of storage space
- Health and safety deficiencies primarily involving an inadequate ventilation system
- No area for evidence processing of large items
- No crisis cell for special needs prisoners
- Poorly designed jail entry area, booking room, and jail office spaces
- Inadequate space for communications equipment required for dispatch operations
- Existing dispatch spaces are too small for current and projected operational needs
- Unsafe and improper juvenile holding area
- Lack of adequate outside parking, both open and garaged

A new police station in Homer will benefit public safety area-wide. The Homer Police Department provides 9-1-1 services for many of the communities on the southern Kenai Peninsula and area-wide radio dispatching and support services to a host of agencies. The new facility will incorporate safety enhancements for all police personnel, reducing potential liability to the City.

Cost: Site acquisition/conceptual design—\$550,000    Design/site preparation—\$550,000

Construction—\$4.5 million    Priority Level 2

Note: A new Police Station could be built in conjunction with a new fire station. A combined facility would be less expensive to build and operate than if each facility is constructed separately. Certain areas could be shared between the two departments. A space needs study conducted in 2006 determined that a combined facility which includes indoor shooting lanes would require approximately 38,650 square feet.

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Jack Gist Park Restroom. Jack Gist Park has been in development since 1998 on 12.4 acres of land donated to the City of Homer by a private landowner. As originally envisioned by the Jack Gist Recreational Park Association, this parcel was to be developed primarily for softball fields. The long-term goal is to acquire adjacent properties that will provide space for soccer fields and an equestrian park. The proposed project will construct a restroom facility at Jack Gist Park, completing Phase 1 development. (Other aspects of Phase 1 are to be completed before 2014.)

Cost: \$400,000    Priority Level 3

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Karen Hornaday Park Improvements, Phase 2. Phase 2 park improvements will include Woodard Creek restoration, park entrance road realignment, west side parking, east side parking, Woodard Creek Trail construction (including a bridge to South Peninsula Hospital), and further landscaping improvements.

Cost: \$570,000    Priority Level 2

Mariner Park Improvements, Phase 2. This project will provide significant improvements to Mariner Park, at the base of the Homer Spit. As one of Homer's most popular recreation areas, Mariner Park attracts campers, beach walkers, kite-flyers, Spit Trail users, birders, people with dogs, and others who come to enjoy the views and open-air recreation opportunities. Homer's growing population and tourist visitation are placing greater demand on Mariner Park, increasing the need for recreation and safety enhancements.

Phase 1 improvements are scheduled for completion in 2010-2014. Phase 2 improvements will construct a tunnel under the Spit Road to provide safe pedestrian access to the Homer Spit Trail, develop a central pavilion to serve as a picnic/barbecue area, on the inside of the storm berm, develop fee camping sites on the side of the park closest to the road, with day-use parking on the ocean side, construct a kiosk with information about the Mariner Park area, and improve the appearance of Mariner Park through landscape architecture consistent with the natural environment.

Cost: \$450,000 for tunnel; \$150,000 for pavilion, camp sites, and kiosk; \$75,000 for landscaping.

Total: \$675,000    Priority Level 3

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Public Restrooms – Homer Spit. With increased activity on the Homer Spit, including the popular Homer Spit Trail, the need for restroom facilities has also increased. Restrooms are needed in the following locations, in priority order. (Note: It is anticipated that a new restroom in the vicinity of the Fish Dock will be constructed in 2010. Restrooms for Mariner Park and End of the Road Park are addressed elsewhere.)

- The restroom at Ramp 2 is in poor condition and needs to be replaced. If a new Port & Harbor building is constructed, it could include a restroom (possibly with showers) to replace the Ramp 2 restroom.
- The restroom at Ramp 5 is in poor condition and needs to be replaced. It is used by campers as well as by harbor users.
- A restroom is needed at the trailhead parking area on Kachemak Drive. The parking area is at the intersection of the Ocean Drive bike route and the Homer Spit trail; thus the restroom will benefit users of both trails. The City of Homer is planning to expand the trailhead parking lot for the Spit Trail to increase parking capacity and create room for the proposed restroom facility.

Cost: \$400,000 each; \$1.2 M total      Priority Level 2 for Ramp 2; Level 3 for Ramp 5 and Spit trailhead

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Public Works Complex. The City of Homer Public Works complex on the Sterling Highway was constructed in phases from 1974-1986 (except for the recently completed large equipment storage shed). In 1980, Homer's population was 2,209. Since that time, the population has grown more than 150%, with a corresponding increase in roads, water/sewer lines, and other construction activity that requires employee and equipment time. The existing facility is no longer adequate to meet these needs and the problem will become more acute with continued growth.

A new Public Works complex will include the following:

- Increased office space to provide adequate room for employee work areas, files, supplies, and equipment storage
- Adequate space for Parks Division and Engineering staff and equipment
- A waiting area for the public, contractors, etc.
- A conference room that doesn't double as the employee break room
- A break room with adequate seating, storage, and locker space
- A laundry room
- A garage for the motor pool large enough to accommodate more than one or two projects at a time
- Improvements in ventilation throughout the facility and wiring for computer technology

Cost: Design—\$500,000      Construction—\$4.5 M      Priority Level 2

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South Peninsula Firearms Training Facility. This project will provide a multi-agency training facility for law enforcement on the lower Kenai Peninsula. Beneficiaries will include the Homer Police Department, local units of the Alaska State Troopers, Alaska State Parks, and various federal law enforcement agencies. Properly managed, the facility could also be used by local gun clubs and sporting groups. The facility, which will include a modern indoor shooting range, will provide a proper and safe environment for firearms training. It will enable local law enforcement personnel to conduct training at any time of day, year-round, regardless of weather.

A conceptual design for a 6-lane indoor shooting range was prepared for the City of Homer in 1996. Note: This project could be completed in conjunction with a new Police/Fire Hall complex.

Cost: \$1,000,000      Priority Level 3

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## UTILITIES

Spit Water Line Replacement – Phase 4. The existing Homer Spit water line is 30 years old and is constructed of 10-inch cast iron. In recent years it has experienced an increasing number of leaks due to corrosion. The condition has been aggravated by development on the Spit resulting in increased load from fill material on an already strained system. Phase 4 of this project consists of construction of approximately 1,500 lineal feet of water main to the end of the Spit. Replacement of the Homer Spit waterline will ensure an uninterrupted water supply for public health, fire/life safety needs, and expanding economic activities on the Spit.

Cost: \$400,000      Priority Level 3

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West Hill Water Transmission Main and Water Storage Tank. Currently, water from the Skyline treatment plant is delivered to Homer via two transmission mains. One main (12-inch) is located along East Hill Road and delivers water to the east side of town. The other (8-inch) runs directly down to the center of town. A third transmission main is needed to deliver water to the west side of town, provide water to the upper West Hill area, and provide backup support to the two existing transmission mains. A new water storage facility is also needed to meet the demands of a rapidly growing community.

The addition of a third water transmission main has been identified in comprehensive water planning documents for over twenty years.

Cost: Design—\$500,000      Construction—\$4.5 M      Priority Level 2

## **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.

**CITY OF HOMER**  
**2011-2016 CAPITAL IMPROVEMENT PLANNING PROCESS**  
**FY 2012 LEGISLATIVE REQUEST DEVELOPMENT SCHEDULE**

ACTION	TIMEFRAME
City Council approval of schedule	May 24, 2010
Solicit new/revised project information from City departments, local agencies and non-profits	May 25
Input for new draft requested by	June 18
Prepare and distribute draft CIP to City advisory groups for review and input	(Meeting dates): Planning Commission July 7, July 21, August 1, August 18
	Parks and Recreation Commission July 15 or August 19
	Port and Harbor Commission July 28 or August 25
	Library Advisory Board July 6 or August 3
	Economic Development Commission July 13 or August 10
	Transportation Advisory Committee August 17
Administrative review and compilation	August 26-31
City Council worksession to review proposed projects	September 13
Public Hearing on CIP/Legislative request	September 27
Local Election	October 5 (first regular meeting for new Council members: 10/25)
Adoption of resolutions by City Council	October 11
Administration forwards requests for Governor's Budget	by end of October
Administrative compilation of CIP	through end of October
Distribution of CIP and State Legislative Request	beginning November 2010
Compilation/distribution of Federal Request	February 2011

CITY OF HOMER  
PUBLIC HEARING NOTICE  
CITY COUNCIL MEETING

**2011-2016 Capital Improvement Plan & FY 2012 Legislative Request  
Ordinances 10-44, 10-45, 10-46, 10-47, 10-48(S), and 10-49(S)**

A public hearing is scheduled for Monday, September 27, 2010 during a Regular City Council Meeting. The meeting begins at 6:00 p.m. in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

**2011-2016 Capital Improvement Plan & FY 2012 Legislative Request**

**Ordinance 10-44 internet address:**

<http://clerk.ci.homer.ak.us/ordinance/ord1044.htm>

**Ordinance 10-44**, An Ordinance of the City Council of Homer, Alaska, Accepting a 2010 Interoperable Emergency Communications Grant to the City of Homer Port and Harbor from the Alaska Division of Homeland Security and Emergency Management (DHS&EM) in the Amount of \$17,400 and Authorizing the City Manager to Execute the Appropriate Documents. City Manager/Port and Harbor Director.

**Ordinance 10-45 internet address:**

<http://clerk.ci.homer.ak.us/ordinance/ord1045.htm>

**Ordinance 10-45**, An Ordinance of the City Council of Homer, Alaska, Amending HCC 1.24.040, By-Laws for Council Procedure, to Incorporate Subsequent Amendments to the Council Agenda Format. Hogan.

**Ordinance 10-46 internet address:**

<http://clerk.ci.homer.ak.us/ordinance/ord1046.htm>

**Ordinance 10-46**, An Ordinance Reinstating on a Year-Round Basis the City of Homer Sales Tax Imposed on Sales of Nonprepared Foods. Lewis.

**Ordinance 10-47 internet address:**

<http://clerk.ci.homer.ak.us/ordinance/ord1047.htm>

**Ordinance 10-47**, An Ordinance Amending Homer City Code 8.12.110 "Definitions" to Subject Public Transportation Vehicles Offering Free Transportation Services in Support of an Operator's Primary Business to the Licensing and Permitting Requirements in the Homer City Code. Lewis.

**Ordinance 10-48(S) internet address:**

<http://clerk.ci.homer.ak.us/ordinance/ord1048.htm>

**Ordinance 10-48(S)**, An Ordinance of the City Council of Homer, Alaska, Accepting and Appropriating a State of Alaska Legislative Grant for Use Towards Construction of Phase I of the Anchor Point to Homer Natural Gas Pipeline in the Amount of \$525,000 and Authorizing the City Manager to Execute the Appropriate Documents. City Manager.

**Ordinance 10-49(S) internet address:**

<http://clerk.ci.homer.ak.us/ordinance/ord1049.htm>

**Ordinance 10-49(S)**, An Ordinance of the City Council of Homer, Alaska, Accepting and Appropriating a U.S. Fish and Wildlife Service Grant for the Beluga Slough Trail Replacement Project in the Amount of \$25,000 with a Local Match of \$30,000 and Authorizing the City Manager to Execute the Appropriate Documents. City Manager/Public Works Director.

All interested persons are welcomed to attend and give testimony. Written testimony received by the Clerk's Office prior to the meeting will be provided to Council.

\*\* Copies of proposed Ordinances, in entirety, are available for review at Homer City Clerk's Office. Copies of the proposed Ordinances are available for review at City Hall, the Homer Public Library, the City of Homer Kiosks at City Clerk's Office, Captain's Coffee, Harbormaster's Office, and Redden Marine Supply of Homer and the City's homepage - <http://clerk.ci.homer.ak.us>. Contact the Clerk's Office at City Hall if you have any questions. 235-3130. Email: [clerk@ci.homer.ak.us](mailto:clerk@ci.homer.ak.us) or fax 235-3143.

1 CITY OF HOMER  
2 HOMER, ALASKA

3 City Manager/Parks & Recreation  
4 Advisory Commission

5 ORDINANCE 11-22

6  
7 AN ORDINANCE OF THE CITY COUNCIL OF HOMER,  
8 ALASKA, ESTABLISHING A PRELIMINARY PROJECT  
9 BUDGET AND AUTHORIZING EXPENDITURES FOR PHASE I  
10 IMPROVEMENTS TO KAREN HORNADAY PARK.  
11

12 WHEREAS, The City of Homer received an FY 2010 state legislative grant in the  
13 amount of \$250,000 to be used for Phase I improvements to Karen Hornaday Park (Ordinance  
14 11-06); and  
15

16 WHEREAS, The City Council also appropriated \$55,000 in Stimulus funding toward  
17 improvements at the park (Ordinance 10-23A), bringing the total amount available for the project  
18 to \$305,000; and  
19

20 WHEREAS, The Parks and Recreation Advisory Commission has deliberated on the best  
21 use of the funding and forwarded a recommendation to the City Council to allocate an  
22 appropriate amount of funding for preliminary engineering to include road realignment, a bridge  
23 over Woodard Creek, and drainage improvements; as well as \$10,000 for ballfield improvements  
24 and \$5,000 for playground improvements; and  
25

26 WHEREAS, The Commission also wanted to keep some of the funding in reserve as a  
27 possible match for future grants and/or to fund additional Phase I improvements.  
28

29 NOW, THEREFORE, THE CITY OF HOMER ORDAINS:  
30

31 Section 1. The Homer City Council hereby establishes a preliminary budget and  
32 authorizes the expenditure of funds for improvements to Karen Hornaday Park as follows:  
33

34 Expenditure:  
35

<u>Account No.</u>	<u>Description</u>	<u>Amount</u>
151-776	Engineering / Survey	\$ 50,000
	Ball Field Improvements	\$ 10,000
	Playground Improvements	\$ 5,000
	Reserved / Unallocated	<u>\$240,000</u>
	<b>TOTAL</b>	<b>\$305,000</b>

36  
37  
38  
39  
40  
41

42           Section 2. This is a budget amendment ordinance, is temporary in nature, and shall not  
43 be codified.

44  
45 ENACTED BY THE HOMER CITY COUNCIL this 13<sup>th</sup> day of June, 2011.



CITY OF HOMER

James C. Hornaday  
JAMES C. HORNADAY, MAYOR

51 ATTEST  
52  
53 [Signature]  
54 JO JOHNSON, CMC, CITY CLERK

55  
56  
57 YES: 6  
58 NO: 0  
59 ABSENT: 0  
60 ABSTAIN: 0

61  
62  
63 First Reading: 05/24/11  
64 Public Hearing: 06/13/11  
65 Second Reading: 06/13/11  
66 Effective Date: 06/14/11

67  
68  
69 Reviewed and approved as to form:

70  
71  
72 [Signature]  
73 Walt Wrede, City Manager

\_\_\_\_\_  
Thomas F. Klinkner, City Attorney

74  
75 Date: 6/16/11

Date: \_\_\_\_\_

CITY OF HOMER  
HOMER, ALASKA

City Clerk/Parks & Recreation  
Advisory Commission

ORDINANCE 11-24

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA,  
AMENDING HOMER CITY CODE 1.74.040 DUTIES AND  
RESPONSIBILITIES OF COMMISSION, TO AUTHORIZE THE PARKS AND  
RECREATION ADVISORY COMMISSION TO SOLICIT DONATIONS OF  
MONEY AND PROPERTY FOR THE BENEFIT OF PARKS AND  
RECREATION FACILITIES IN THE CITY.

THE CITY OF HOMER ORDAINS:

Section 1. Homer City Code 1.74.040 Duties and responsibilities of Commission, is amended to read as follows:

1.74.040 Duties and responsibilities of Commission. a. It shall be the duty of the Commission to act in an advisory capacity to the City Manager and the City Council on the problems and development of parks and recreation facilities within the service area. Considerations of the Commission may include existing facilities, possible future development and recommendations on land use.

b. Any recommendation the Commission may have regarding park and recreation facilities and public beaches is to be directed to the City Council through the City Manager or the recommendations of the Commission concerning policy issues shall be sent directly to the Council upon request of the Commission.

c. The Commission shall consider any specific proposal, problem or project as directed by the City Council and any report or recommendations thereon shall be made directly to the Council, unless otherwise directed by the Council.

d. The Commission may solicit donations of money and property for the benefit of parks and recreation facilities in the City. Any money donations shall be deposited to the City Treasury in a reserve fund designated for parks and recreation facility use. If property, it shall be accepted by deed or other conveyance subject to approval by the City Council. Such property shall be held or disposed of for public parks and recreation purposes as the Council may direct. The Commission may make recommendations for disposition of money or property so received and such recommendations shall be considered and acted upon by the Council.

e. The City Council may at a future date expand or withdraw duties and responsibilities of the Commission.

Section 2. Section 1 of this Ordinance is of a permanent and general character and shall be included in the City Code.

ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this 27<sup>th</sup> day of June, 2011.

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CITY OF HOMER

James C. Hornaday  
JAMES C. HORNADAY, MAYOR

ATTEST:

[Signature]  
JO JOHNSON, CMC, CITY CLERK

YES: 6  
NO: 0  
ABSTAIN: 0  
ABSENT: 0

First Reading: 6/13/11  
Public Hearing: 6/27/11  
Second Reading: 6/27/11  
Effective Date: 6/28/11

Reviewed and approved as to form:

[Signature]  
Walt E. Wrede, City Manager

Date: 6/30/11

Thomas F. Klinkner, City Attorney

Date: \_\_\_\_\_

Renee Krause

---

**From:** Deb Cox <debdcox@mac.com>  
**Sent:** Saturday, June 04, 2011 1:46 PM  
**To:** Anne Marie Holen; amanda; Angie Otteson; bekahgpearson; Beth Cumming; Bonnie Betley; Dave and Molly Brann; Bumpo; Carmen Field; cbogie@acsalaska.net; cewilmeth; Cheryl Illg; clakland; Kara Clemens; Deb Cox; dkshealy; Emilie Otis; Erica Marley; homermum; ikammi; ilp; Ingrid Harrauld; Jane Nollar; Jenny Martin; jforster; Julie Engebretsen; Kate Crowley; katiek; kshemet; laura pomeroy; Igrfamily; Lolita Brache; Mike Illg; Miranda Weiss; rebekahas; redasselin; Renee Krause; Robert Archibald; T CarlinSchauer; Tolya Stonorov; Tricia Lillibridge; Vivian Finlay; Jack Wiles; Amy Alderfer; Erik Niebuhr; Tracy Smircich; Susannah Webster; Sarah Richardson; Carey James; Andrea VanDinther; Brandy McGee; Jeanne Parker; Lisa Nordstrom; Margie Scholl; shantirhythm@yahoo.com; Melissa Jacobsen; Shelly Rosencrans  
**Subject:** HoPP Agenda For June 7  
**Attachments:** HoPP June 7 meeting agenda.doc

Hello!

Just a reminder that our next meeting will be this upcoming Tuesday, June 7, 3:30 pm. Room B103 at Homer High School.

Please see the attached agenda below. Be sure to bring ideas/questions/comments along to the meeting. If you can not make it, feel free to email or call me anytime with your thoughts. Our current goal is to be building a new playground at Karen Hornaday Park in the summer of 2012. We are following a "community build" playground model, and we'll need you!

Thanks so much, and we hope to see you there.  
Deb Cox and Miranda Weiss

Deb:  
299-1516  
[debdcox@mac.com](mailto:debdcox@mac.com)



**Homer Playground Project**  
Meeting June 7, 2011 3:30  
Homer High School B103  
AGENDA

- 1. Introductions**
- 2. Brief project background and updates, draft project timeline**
- 3. Creating a HoPP nest egg—making a gift to the project now**
- 4. Committee leadership & recruitment: what are people's strengths & interests?  
What talents do we need to recruit? And who has them?**

Provisional Committee List

Fundraising

Public Relations (outreach, online presence--website and facebook)

Event Coordination

Volunteer Coordination

Children/School Outreach

Childcare Coordination

Materials/Tools/Construction

Art/Design/Special Features

Special Needs/Accessibility

- 4. Logo: ideas and next steps**
- 5. Contractors: what are the options? How do we proceed?**
- 6. Goals for next meeting. Set next meeting date/time....and make a gift if you want**



Renee Krause

---

**From:** Deb Cox <debdcox@mac.com>  
**Sent:** Saturday, June 04, 2011 6:43 PM  
**To:** Deb Cox  
**Cc:** Anne Marie Holen; amanda; Angie Otteson; bekahgpearson; Beth Cumming; Bonnie Betley; Dave and Molly Brann; Bumppo; Carmen Field; cbogie@acsalaska.net; cewilmeth; Cheryl Illg; clakland; Kara Clemens; dkshealy; Emilie Otis; Erica Marley; homermum; ikammi; ilp; Ingrid Harrald; Jane Nollar; Jenny Martin; jforster; Julie Engebretsen; Kate Crowley; katiek; kshemet; laura pomeroy; Igrfamily; Lolita Brache; Mike Illg; Miranda Weiss; rebekahas; redasselin; Renee Krause; Robert Archibald; T CarlinSchauer; Tolya Stonorov; Tricia Lillibridge; Vivian Finlay; Jack Wiles; Amy Alderfer; Erik Niebuhr; Tracy Smircich; Sarah Richardson; Carey James; Andrea VanDinther; Brandy McGee; Jeanne Parker; Lisa Nordstrom; Margie Scholl; shantirhythm@yahoo.com; Melissa Jacobsen; Shelly Rosencrans  
**Subject:** Childcare for upcoming HoPP meeting

*Can't come to the meeting because you need childcare?* We do have childcare available (but space is limited!). It is our mission to include as many parents as possible during this playground project (that is KEY!). One of our goals, as a group, is to provide childcare options for the various events that call for it. We already have two great young ladies that babysat for us during our last meeting.

Please feel free to call or email Deb Cox if you are interested.

Hope to see you there.

Deb Cox

On Jun 4, 2011, at 1:45 PM, Deb Cox wrote:

Hello!

Just a reminder that our next meeting will be this upcoming Tuesday, June 7, 3:30 pm. Room B103 at Homer High School.

Please see the attached agenda below. Be sure to bring ideas/questions/comments along to the meeting. If you can not make it, feel free to email or call me anytime with your thoughts. Our current goal is to be building a new playground at Karen Hornaday Park in the summer of 2012. We are following a "community build" playground model, and we'll need you!

Thanks so much, and we hope to see you there.  
Deb Cox and Miranda Weiss

Deb:  
299-1516  
[debdcox@mac.com](mailto:debdcox@mac.com)

<HoPP June 7 meeting agenda.doc>



Renee Krause

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**From:** Deb Cox <debdcox@mac.com>  
**Sent:** Wednesday, June 01, 2011 10:31 PM  
**To:** Anne Marie Holen; amanda; Angie Otteson; bekahgpearson; Beth Cumming; Bonnie Betley; Dave and Molly Brann; Bumppo; Carmen Field; cbogie@acsalaska.net; cewilmeth; Cheryl Illg; clakland; Kara Clemens; Deb Cox; dkshealy; Emilie Otis; Erica Marley; homermum; ikammi; ilp; Ingrid Harrald; Jane Nollar; Jenny Martin; jforster; Julie Engebretsen; Kate Crowley; katiek; kshemet; laura pomeroy; Igrfamily; Lolita Brache; Mike Illg; Miranda Weiss; rebekahas; redasselin; Renee Krause; Robert Archibald; T CarlinSchauer; Tolya Stonorov; Tricia Lillibridge; Vivian Finlay; Jack Wiles; Amy Alderfer; Erik Niebuhr; Tracy Smircich; Susannah Webster; Sarah Richardson; Carey James; Andrea VanDinther; Brandy McGee; Jeanne Parker; Lisa Nordstrom; Margie Scholl; shantirhythm@yahoo.com; Melissa Jacobsen; Shelly Rosencrans  
**Subject:** HoPP!  
**Attachments:** Jumpstart Playgroung Guide.pdf; ATT05144.htm

Hello to all,

If you are receiving this email, you have heard that there is a group of dedicated folks who strive to improve/rebuild Karen Hornaday Park Playground. Miranda Weiss and Deb Cox have agreed to co-chair the project, in addition to a great group of other folks already committed. A big thank you to those who have attended either of the first two meetings.

As we organize this summer/fall, we hope to do the bulk of our fundraising throughout the school year. This project will take a community, and we know we have a great one! We have some fantastic ideas going, and our goal is to begin building in the summer of 2012.

At the last meeting, we agreed on a name: Homer Playground Project (HoPP). We have an upcoming meeting on June 7, 3:30 at the high school - (room B103...take a right down B wing when you enter the front doors). Please read the HoPP update below, and consider joining us.

HoPPers,

....movie night fundraisers, box car race, facebook page...there are so many good ideas flowing for making this project a reality over the next year. Hooray.

Some good news....

We are on our way to hammering out an agreement with the Homer Foundation for them to serve as our fiscal sponsor.

There's a good chance the City is going to direct \$5,000 to the Foundation for use on playground improvements within the next month.

We're doing some groundwork to get logo, letterhead, etc. in place so we've got great graphics to go with our great name and acronym. Ideas are welcome at the next meeting. We've thrown around a hopping toad, or hopping child.... We are have the informal word out to several artists, but are open to ideas for an awesome

logo. Our goal is to have a website as well.

We will send out an agenda for the June 7 meeting.

Two priorities as we see them are:

1. Recruiting leaders for the various committees we'll need to carry this project off.
2. Writing a mission statement to succinctly describe our vision/project.

Before Tuesday:

1. *We recommend reading through the attached guide* (Anne Marie Holen forwarded it a few weeks ago...it's from one of the playground consultant groups which we may or may not use, but the guide is useful nonetheless). This consulting group (Leathers and Associates) has recently completed many "Community Build" playgrounds all over the state of Alaska (Soldotna, Seward, Girdwood, Talkeetna, Juneau, Wasilla). It's a quick read and helps give a sense for how a project like this (a "community built" playground) can be carried out.

2. Take a look at the draft list of committees below. Think about where your talents and interests fall and where you might play a lead role. Brainstorm about who else might play leadership roles in these areas:

Fundraising  
Public Relations (outreach, online presence--website and facebook)  
Volunteer Coordination  
Children/School Outreach  
Childcare Coordination  
Materials/Tools/Construction  
Event Coordination  
Art/Design/Special Features  
Special Needs/Accessibility

Think about teachers, business owners, members of Rotary and other service clubs, grandparents, etc.

3. Think about possible mission statements, or list key words that might go into a statement of our vision/purpose. This will go on our letterhead.

One of those consultant companies uses the phrase: "Community Built Builds Community"....that kind of gives a nice sense for a succinct way to say what they do.

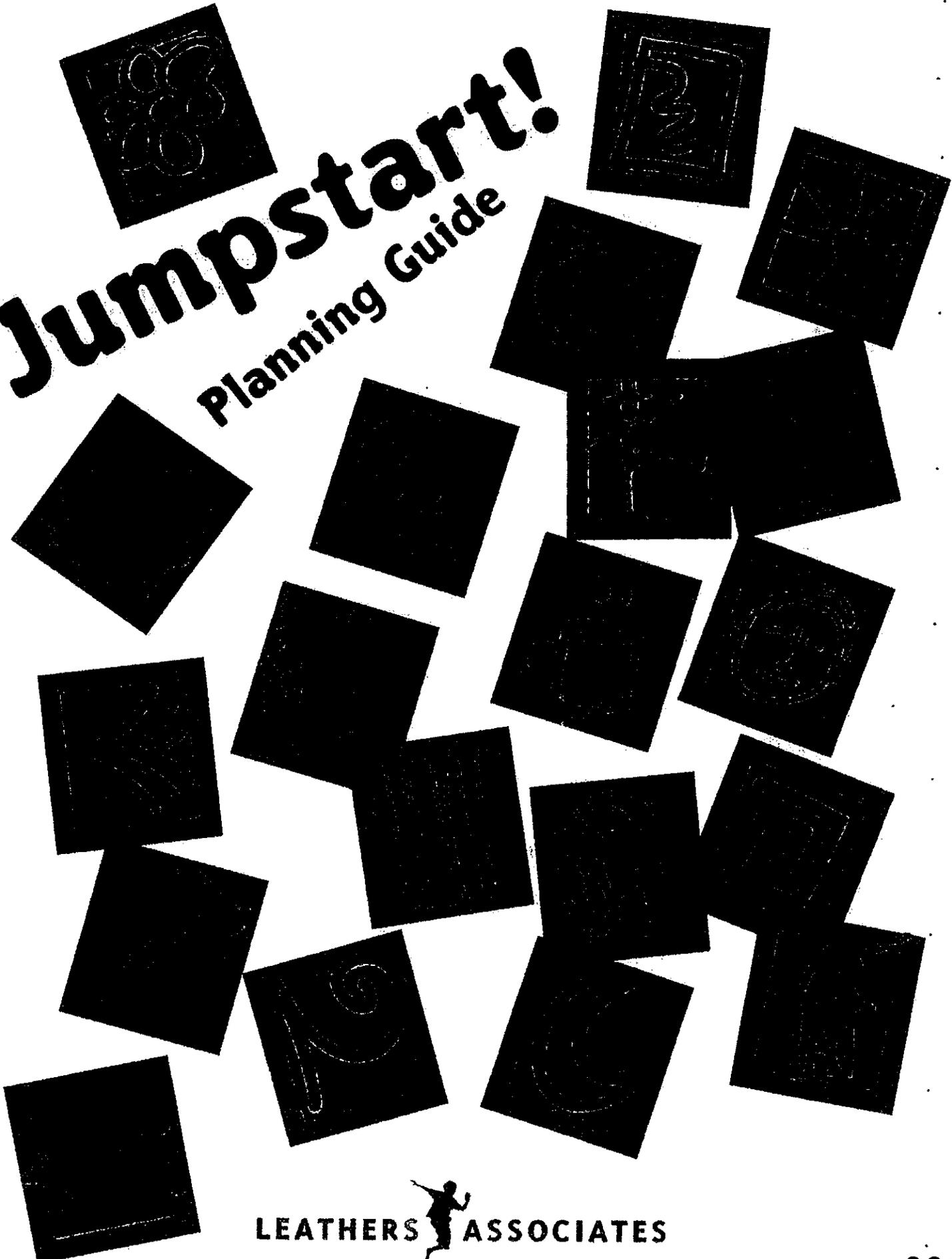
Another possibility: Building a Legacy of Play

See you Tuesday, 3:30 at the high school.

Deb & Miranda

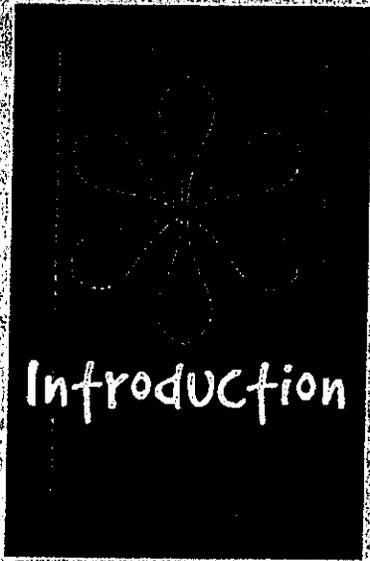
# Jumpstart!

## Planning Guide



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- 1 Introduction
  - 2 Form a Steering Committee
  - 3 Committee Coordinators
  - 6 Identify Your Community Assets
  - 9 Choose a Site
  - 10 Acquire a Fiscal Sponsor  
or Nonprofit Status
  - 11 Develop a Budget
  - 12 Kick Off Your Fundraising
  - 15 Gather Volunteers and KIDS!
  - 17 Host Design Day: The BIG Event!
  - 17 What to Expect on Design Day
  - 20 Conclusion
  - 21 Preparing for Design Day
- Forms
- Design Day Request Form
  - Steering Committee  
Recruitment Form
  - Community Asset Chart
  - Volunteer Sign-Up Form



Leathers & Associates (L&A) has developed this guide to help you through the early stages of a community-built project. We call it our Jumpstart! Planning Guide because it is intended to "jumpstart" the process and help you move forward steadily. In addition to this guide, our in-office community organizers will also assist you every step of the way. We'll send the more detailed Playground Planning Guide after we receive the Design Day Request Form at the back of this document.

In the meantime, the *Jumpstart! Planning Guide* will prove extremely helpful in the planning stages of your project. In this guide, we'll try to answer the many questions you may have, such as: How do I recruit members of the steering committee? Where can the playground be built? How much money do we have to raise, and how do we go about raising it? Why is it important to involve the children? Addressing all of these concerns is key to preparing for a successful Design Day.

Although Design Day is the official kickoff for your community-wide effort to build a custom-designed, high-quality playground, the planning process begins now. There are several essential steps to accomplish before you schedule a Design Day. Read on to learn more...

## Form a Steering Committee

Organizing a steering committee is a very important step. Without people, community-built can't happen! A good committee will share responsibilities and maximize skills and abilities. **Your goal is to recruit 12 to 24 enthusiastic, dependable individuals to serve as committee coordinators (men and women equally represented).** Take the time to seek out and select capable, spirited people, and be sure each coordinator understands how much time and energy the project requires. Don't pressure people to take positions. For those individuals unwilling to commit, invite them to attend meetings (hoping that they will change their minds and come on board). Coordinators whose imagination and passion are sparked by the challenge of the project are most likely to be successful.

As you assemble this key leadership group, keep in mind these helpful guidelines:

- Choose committee members who represent a diversified cross-section of your community: Teachers, members of local churches, service clubs, PTO/PTAs, parents, local government officials, business owners, Parks & Recreation officials, etc.
- No one segment of your community — for example, Kiwanis, Rotary, a church group, or an agency — should make up more than one-third of your committee.
- At least half of your committee members should be parents of children under age 12.

You probably have some people in mind for the committee already, so start recruiting! **Track the progress of your committee recruitment on the Steering Committee Recruitment Form located in the back of this guide.** While it is not necessary to have a full committee prior to scheduling your Design Day, **your goal is to complete committee recruitment by Design Day.**

### Your goal

Recruit 12 to 24 enthusiastic, dependable individuals to serve as committee coordinators.

### Track your progress

Use the Steering Committee Recruitment form found in the back of this Guide.

## Committee Coordinators

Please note the *Playground Planning Guide* includes a detailed section dedicated to each of the individual coordinator positions. When you obtain your guide, it will be important to read further into the particulars of each position and to distribute the appropriate sections to the corresponding coordinators.

**General Coordinators (2 people):** This is a big job. Given the level of commitment involved, we strongly encourage two individuals to share this responsibility and serve as co-general coordinators. Remember, GCs are just that. They should not attempt to head up other committees. GCs must be high-energy people who get things done but can still be tactful with others. They must be willing to delegate and have good interpersonal skills. Nothing is as important as how effectively the GCs network within the community.

Typically, the GCs' first task is to recruit other coordinators for the steering committee before Design Day.

**Coordinators for Fundraising (2 people plus several assistants):**

Next to committee and community, fundraising is one of the most important aspects of a successful project. That being said, we recommend fundraising co-coordinators plus several assistants willing to take charge of individual events. It is beneficial to recruit 4 to 6 people for this committee before Design Day. For larger projects, it is essential for one of the people to have some experience with corporate and foundation fundraising. Also, thousands of dollars will come in — and go out — so it's valuable for one committee member to have some bookkeeping knowledge.

**Coordinators for Public Relations (2 people):** Hear ye, hear ye — we're building a community-built playground! In addition to creating buzz throughout the community by radio, newspaper, and television, this team will also be responsible for posters, flyers, programs, etc. These individuals must be organized and persistent, with good follow-through. Some experience in media would be helpful. Having graphic design abilities (or connections with graphic designers) is also a plus.

### First priority

Your committee is the core of your project. If you make this step your first priority, you are setting yourself up for success.

### How much time?

Time commitments vary based on committee size, project size, coordinator position, etc.

### More is always better!

Feel free to recruit more people for your committee. Never turn anyone away.

**Coordinators for Volunteers (2 or more people):** This is a crucial position. A community-built project needs the help of volunteers at every stage. Two or more people will coordinate the efforts of many others, particularly during the last stages of your project. Seek out detail-oriented people to keep track of volunteer numbers and contact information. On larger projects, the best way to structure this committee is for one person to head it up with 4 to 6 people in charge of separate areas such as individuals, corporations, service groups, miscellaneous groups, and the call-a-thon.

**Coordinators for the Children's Committee (2 people):** The children's committee serves as a liaison between the steering committee and all of the children in the community. Remember, you're building this playground for kids. Keep them involved, excited, and encourage them to help! Two people who are good with children should head this committee; it's helpful if one is a current or former local teacher. These coordinators will work directly with kids, and they should be prepared to act as friends to your children, voicing their views and updating them on the project progress.

**Coordinators for Childcare (2 or more people):** Providing supervision and activities for children during construction is crucial... but fun! It's helpful if at least one person is connected to a preschool or elementary school.

**Coordinators for Materials (2 people):** It's a good idea to have two materials coordinators: one for purchased materials and one for donated materials. The donated materials coordinator doesn't need to be familiar with construction processes and materials. He or she must be willing to scrounge and unwilling to take "no" for an answer. In contrast, if you know someone in the construction business, who is owed a lot of favors, they may be able to provide you with good connections to suppliers. Most of the responsibilities of this position must be accomplished during regular business hours, so having flexible daytime hours helps. The purchased materials coordinator should be familiar with buying practices and the network of companies that supply materials. He or she should also be organized and have an eye for detail. Contractors, builders,

and employees of hardware stores or lumberyards make excellent coordinators for purchased materials.

**Coordinator for Food (1 person):** Well-fed volunteers = Happy volunteers! One person will take charge of acquiring food and organizing meals for workers during construction. This coordinator does not need to be a professional in the food-preparation industry, as this sometimes can interfere with the grassroots nature of your effort. Some experience in organizing church dinners, potlucks and the like is helpful... a knack for finding tasty snacks is, too!

**Coordinators for Tools (2 people):** Two people, one with a working knowledge of tools, should share this responsibility. Attention to organization and detail should be the forté of the other. This job involves collecting, distributing, and maintaining the tools necessary to construct your playground.

**Coordinator for Design and Special Features (1 person):** This coordinator should be interested in heading up a committee of both adults and youth. No design experience is necessary, although a creative mind and connections with local artists are a plus. This committee is an opportunity to incorporate local artists who might otherwise not be involved with the project into your creative process. Be proactive and encourage imaginative input.

**Coordinator for Special Needs (1 person):** Your playground will be designed, built, and enjoyed by all! One person, who may be the parent of a special needs child, will gather input on the community's accessibility needs. Over the years, we've developed many components and pieces of equipment that are usable by children with a broad range of abilities. For projects with an emphasis on full accessibility, more than one individual may be desirable for this committee.

Remember, your committee is the core of your project. If you make this step your first priority, you are only setting yourself up for success. The time commitments required for each project vary somewhat based on committee size, project size, etc. Also, feel free

### **A diverse team**

Reach out, choose a diverse group, and get excited about working toward a common goal — a super playground!

to recruit more people for your committee. More is always better! Choose wisely, reach out, and get excited about having a diverse team work toward a common goal—a super playground!

## Identify Your Community Assets

Identifying your community's local assets will be helpful in various areas of your playground planning. Assets are the skills, talents, and gifts of individuals, associations, and organizations within your community. You're looking for two kinds of assets—people and materials. People will share their skills, talents, and personal connections. Material assets are the tangible items, such as donated materials, public meeting spaces, donated landscaping, etc.

We strongly recommend that you hold a Community Asset Brainstorming Session with your committee, and refer to the Community Asset Chart in the back of this guide. If you don't have a committee yet, this session can also be a good way to help you get one! Your short-term goal is to identify assets that can be beneficial to your playground project. Ask anyone already on your committee and people who may have something to do with your playground, like principals, parents, or local officials, to sit in on your session. The more people involved, the more ideas you will generate. Other resources for identifying assets may include chambers of commerce, community newspapers, yellow pages and community websites. Refer to the enclosed Community Asset Chart as a guideline for your brainstorming, but remember—let your ideas run wild! The goal of this exercise is to focus on the positives and strengths present and available in your community.

Lastly, never stop thinking of new possibilities! Let your chart continue to fill and your lists continue to grow at any given opportunity. Brainstorming your community assets and connecting those assets will allow you to strengthen and increase your community's involvement. As you sit down for your session, remember that every community has a wealth of individuals, organizations, institutions, and businesses to tap:

### Brainstorming

The goal of this exercise is to focus on the positives and strengths of your community.

### Remember

Every community has a wealth of individuals, organizations, institutions, and businesses to tap.

**Individuals:** Finding community members to help you is going to be essential to the success of your project. Identifying individual assets within your community will help you recruit committee members as well as other people who will be beneficial throughout this process. At your brainstorming session, develop a list of enthusiastic, talented, and capable individuals from your community. Then contact these people and, while asking for their help, also request contacts of other individuals they feel would be an asset to your project. Don't limit yourself while brainstorming—consider all ages, all abilities and all cross-sections of your community. Consider the skills you will need for the various committees when brainstorming. For instance:

- Accountants can help you manage your budget
- Journalists and writers can put together strong press releases and documents for the media and the public
- Artists and musicians are assets for special sections of your playground and for special events like auctions or jamborees

**Organizations:** These groups can bring diverse skills to the table. Once you have created your list of individuals, branch out to local organizations and associations. These can include athletic teams, PTO/PTA groups, service and business organizations (i.e., Kiwanis, Junior League, Rotary), Habitat for Humanity, fraternal organizations (i.e., Elks, Grange, VFW), scouts, religious organizations, etc.

- Boy Scouts can camp out and provide site security during the build
- Football teams can be useful muscle for setting heavy posts
- The Rotary Club may host a fundraiser for you, or allow you to come speak about your project at one of their meetings

**Institutions:** Institutions within your area should be next on your brainstorming list. Examples of local institutions may include churches, universities/colleges, hospitals, libraries, schools, parks

### Diversify

Consider all ages, all abilities and all cross-sections of your community.

### Think outside the box!

Don't box yourself in during the brainstorming process.

### Positive Impact

Local businesses recognize the benefits of being involved with a project that has a positive impact on their community.

### Personal Contact

Once you've identified your assets, begin to make contact with them — face-to-face works best.

departments, military, social services, daycare and childcare centers, etc. Don't box yourself in during the brainstorming process.

- Keep in mind there are many areas you will need assistance in
- A college could provide you with donated meeting space
- A church may offer to make food for a meal during your build
- The military frequently provides hardworking, dedicated, able-bodied volunteers!

**Businesses:** Consider a wide range of businesses, both locally owned and corporate. Local businesses have proven to be very supportive of community-built playgrounds. They recognize the benefits of being involved with a project that has a positive impact on their community, and many will be eager to associate themselves with your project by offering financial support as well as donated materials and volunteers. Reach out to the large corporations that support community projects (i.e., Lowe's, Home Depot, Target, etc.) as well.

- Car dealerships may help run a raffle or promotion
- Construction companies and home-improvement centers are good sources of materials and labor
- Landscapers could help beautify your site
- Hotels could donate a stay as an auction item, or accommodate our designers and construction consultants when we come to town
- Think grocery stores, spas and salons, factories, restaurants, printing and promotional companies, copy centers, tool dealers, law offices ... the possibilities are endless!

The best community asset brainstorming will result if you take care not to limit your thinking. Let no asset go overlooked! Once you have a list identified for each area, begin connecting with as many of them as possible to share information about your project. The best way to do this is through personal connections; meet face to face whenever possible, and if someone involved with your project knows a person or group personally, send them to do the talking.

For more ideas and further discussion regarding identifying your community assets, and how to put them to good use, please refer to our *Playground Planning Guide* or give one of our community organizers a call. In addition, we recommend *Building Communities from the Inside Out: A Path Toward Finding and Mobilizing a Community's Assets* (by John P. Kretzmann and John L. McKnight) as a useful resource for more information.

## Choose a Site

Before you are able to launch your Design Day, it's important to identify one or more potential sites for your project. A good site will enable your community to get the best possible use out of your community-built playground.

When choosing a site, search for a central location or an area that's targeted for development. In doing so, be considerate of sites that are close to homes or apartment buildings where normal community activities and noises may cause problems. When in doubt — ask for community input!

Try to locate your project around existing sites that are compatible. For example, choosing a site that's clearly visible from adjacent properties and streets discourages vandalism. A site that is flat with good drainage will require less site work to prepare. We can work around trees — in fact, a few trees on a site provide welcome shade. Easy access to parking is also beneficial.

We can design a play structure to fit almost any site. The size of your project will be determined on Design Day based on the characteristics of your site. If you have specific questions about size, just give us a call or refer to our *Playground Planning Guide*.

We have constructed playgrounds at city and town parks; churches; schools (private and public); colleges and universities; day care and preschool centers; zoos; science centers; senior citizen centers; libraries and other places. The possibilities really are endless!

Our community organizers and designers are available to provide advice and input on choosing an appropriate site. More detailed

### A compatible site

A good site will enable your community to get the best possible use out of your community-built playground.

### Project size

We can design a play structure to fit almost any site. The size of your project will be determined on Design Day based on the characteristics of your site.

information on choosing a site and other preparations to be made once a site is secured (photos, survey and final site approval) can be found in our *Playground Planning Guide*.

## Acquire a Fiscal Sponsor or Nonprofit Status

Most projects align themselves with an existing nonprofit to serve as their fiscal sponsor, instead of creating a separate, new organization just for their playground. Parent-Teacher Organizations, Kiwanis Clubs, and other such groups may be willing and interested in partnering with you. The important catch to keep in mind if you umbrella under another nonprofit: Your committee still needs to consist of people beyond that sponsoring organization in order to represent and maintain the community-wide mindset of your project. In order to identify an appropriate fiscal sponsor, you'll need to brainstorm about the existing nonprofits in your area. If you're in need of suggestions for how to do this, refer back to the Identify Your Community Assets section of this guide: a fiscal sponsor or nonprofit partner is certainly one of those!

By partnering with or becoming a certified nonprofit (501c3) organization, you'll make your cause much easier and more enticing to donate to—people love the tax write-off. If you wish to become your own nonprofit agency, your county clerk or state tax board can likely advise you in the application process; however, we'll warn you to assume that it may be time consuming, lengthy, and expensive, so plan accordingly. If you do choose to become your own independent nonprofit, seek out the help of an attorney and accountant (donated, of course) to ease you through the process.

In spite of the up-front footwork, having a tax-exempt number will benefit you in the long run and will help by saving you some money when you do need to make purchases. Regardless of whether you choose to attach your project to a fiscal sponsor or acquire nonprofit status, either will motivate others to trust in your endeavor and will help give your project credibility.

### Go nonprofit

By partnering with or becoming a certified nonprofit (501c3) organization, you'll make your cause much easier and more enticing to donate to—people love the tax write-off.

### Tax-exempt

In spite of the up-front footwork, having a tax-exempt number will benefit you in the long run and will save you money when you make purchases.

## Develop a Budget

It may seem tough to think about making a budget this early on but, nonetheless, it is important to consider your financial situation and make estimations for your abilities and limitations now. It's OK to make rough goals for your project or simply set a range that you're comfortable working within, instead of trying to set exact dollar amounts. However, do keep in mind that your budget plays an important role in our design. With your help and financial estimations, we can design the ultimate playground suited for your budget.

Playground cost is dependent on a variety of factors. There is a tremendous range in budget size across our projects. Some of the features and conditions that will affect your budget include, but are not limited to:

- Size and scope
- Materials
- Educational, scientific or artistic elements
- Accessibility

If you've never built a playground before, you may be feeling a little lost about just how much it costs and how to plan your finances accordingly. This is OK! Feel free to call L&A at any time to consult with us about developing a potential budget. And don't worry if your budget changes somewhat as we go. Your initial budget will be strictly an estimate, and we expect that it will be refined later on, after Design Day. The important thing is that you are putting your finances into perspective early on, and that you are aware of your capabilities.

### Potential budget

Your budget plays an important role in our design.

**1-877-564-6464**

Feel free to call at any time to consult with us about developing a potential budget.

## Kick Off Your Fundraising

Fundraising is an important aspect of any successful L&A project, no matter what the size or scope. Because good fundraising is crucial to success, it is important to start early and with vigor! Don't wait until half-way through your project to start holding events or approaching your community for help. Since we've already mentioned the importance of a strong committee, you may already have an organized, enthusiastic Fundraising Chair (or two) in place. However, if you don't, get that person on board as soon as possible. Prepare them to jump right out of the gate before, during, and immediately after your Design Day. While spirits and enthusiasm are high, you will want to seize the momentum and start raising money!

Before your playground has even been designed, you need to have financial support behind your endeavor. Here are just two of many ways in which you can do this:

**Corporate Sponsor:** Ask a corporation, business, or individual to sponsor you fully, and specifically, for Design Day. Sponsorship for Design Day helps to ensure the success of not only the kickoff event, but the long-term success of your project as well. Since you've already taken the time out for a Community Asset Brainstorming Session, fall back on the results of that talk to seek out an appropriate, initial supporter for your project. Some Design Days are more elaborate celebrations than others; however, we encourage you to engage your community as much as possible and incite as much excitement as you can for your project. Typically, a contribution of \$3,000 to \$5,000 will cover all of the expenses associated with Design Day. Our professional fees are only a portion of this amount; the rest should go towards activities, food, entertainment, etc. (after you've attempted to get these donated, of course!) and general project fundraising. This sponsor should receive plenty of good PR leading up to, and at Design Day, where they will be highly visible to a large portion of your community.

**Partner for the Park:** Why not get a running start and secure a substantial, project-long, committed community partner right

### A top priority

Because good fundraising is crucial to success, it is important to start early and with vigor!

### Sponsors

Seek out a Design Day sponsor as well as a Partner for the Park

now? A Partner for the Park goes beyond Design Day sponsorship and commits to sticking with you throughout your project, and providing additional financial assistance. Although the monetary commitment for this option is significant, typically \$20,000 or more, there are also many benefits of signing on for this partnership. A Partner for the Park will be highly visible throughout the duration of your endeavor and sets a standard for other local companies. In turn, they should be recognized for their community spirit and will receive continuous, positive PR, the invitation to build with you, and lasting “thanks” such as a spot at the top of your Donor Board, prominently and permanently displayed at your site. A good Partner for the Park should be a staple in your community, have a good reputation, and stand behind what you are doing. This sponsor will back you all the way until the end. Securing them now will only help you gather volunteers, materials, labor, and construction power as you go.

Inviting local political officials, area corporations, and other key individuals and businesses to your Design Day is important. Design Day is an exciting event and will surely get them energized to support your project. Do a little fundraising footwork by making sure that key potential donors are present for your celebration. This way, when you approach them for financial support later on, they'll associate you with all of the fun they had at your opening event!

Fundraising requires persistence and creativity—never miss out on an opportunity to raise funds! Design Day lends itself to serve as a fundraiser quite readily; it is a simple starter not to be overlooked in your fundraising plan. There are many ways to turn your celebration into a fundraiser:

- Host a bake sale or sell refreshments at the celebration
- Have a silent auction. This will attract adults to the event... adults who may be useful as donors, volunteers, or committee members down the road
- Include games, arts and crafts, and activities at your Design Day... This will get kids excited about the project, and your playground project is about KIDS!

### High Visibility

A Corporate Partner for the Park sets a standard for other local companies.

### Be persistent and creative

Never miss out on an opportunity to raise funds!

## Fundraising ideas

The sales of components, pickets, and handtiles can begin right on Design Day.

## Apply for grants

Grants can be an excellent source of funds — but don't rely on them exclusively.

- 50/50 raffles, popcorn sales, and other small money-making opportunities are a great way to earn a few dollars and jumpstart your fundraising campaign. Just remember to be creative, have fun, and put out as little money as possible!

Fundraising early on will demonstrate your commitment to the project to the rest of your community. Raising a noteworthy portion of your budget in the pre- and immediately post-Design Day phases will show that you are serious about your venture and that people need not worry about donating to something that isn't going to happen. Building a financial cushion early will also help you avoid stress later on. Before Design Day even occurs, you can prepare and plan for fundraisers that will take place immediately (within 1 to 2 weeks) after. Some fundraisers are easier to complete early on than others. Here are a few that we recommend:

**Picket Sale:** This can be started at any time, and run continuously throughout your project. A simple brochure or form is all that you need and you can start advertising this opportunity right at Design Day (refer to our *Playground Planning Guide* for more information).

**Component Sale:** Holding a component sale is a sure-fire success. You will raise money from this process! You will get your community involved in and excited about your project, and it is possible to secure a significant portion of your funding from this sale. You should prepare to launch your component sale soon after Design Day and, thus, your Fundraising Chair should be preparing beforehand. (Please refer to your *Playground Planning Guide* for instructions on how to execute a successful component sale.)

**Handprint Tiles:** Starting off your fundraising with an item that gets incorporated directly into the playground is a great way to produce significant sales. This activity also involves kids and, while their enthusiasm is still high from getting their playground sneak peek, this is a good time to launch a tile campaign. Sell tiles for children to put their hand or footprints onto; tiles are displayed on walls or columns around your play area. Refer to our *Playground Planning Guide* for more information.

Grants can also be an excellent source of funds for your project; however, you must keep a few things in mind when considering grants:

- Don't rely on them! Although your project is surely accomplishing a wonderful thing for a wonderful community, you never know when grant money will fall through. Counting on grant money before you actually have it is dangerous, and we recommend that you do not assume that risk.
- Apply early—grants take time. Beginning to research and apply for grant funding before and immediately after your Design Day is not out of the question.

Refer to the *Playground Planning Guide* for websites about grant funding and opportunities. These can be good places to start.

It's never too soon to start creating your long-term fundraising plan. Prepare to launch your fundraising plan within 2 weeks of Design Day, when you will receive your schematic drawings and playground component list. Please refer to the *Playground Planning Guide* for more fundraising information, and ask L&A about the specially designed fundraising tools that are available for our clients.

Historically, raising enough money to fund the playground is the #1 concern for our clients. Although money is certainly important, please keep in mind that your community and your volunteers are paramount. Once you have people behind your project, the money will come. You can do it!

## Gather Volunteers and KIDS!

Many hands make light work, right? Therefore, it's never too soon to start gathering help! It will take hundreds of people to ensure the success of your project. Building a community-built playground is no small feat, but it can feel like one with enough people working toward the common goal. Every person you interact with is a potential volunteer; overlook no one. Young or old, experienced or inexperienced, potential volunteers are all around you—all you have to do is ask!

### People are paramount

Once you have people behind your project, the money will come.

### Who is a volunteer?

Every person you interact with is a potential volunteer; overlook no one.

### **It's for the kids**

Kids will keep you motivated and they are the reason you're embarking on this significant effort.

### **Let's party!**

Meetings are boring... parties are fun! Let the kids help plan the Design Day celebration.

Your first opportunities to recruit volunteers for your project revolve around Design Day. Try to get as many people as possible at the event; we're certain that they'll want to be a part of it once they get a taste of that potential playground. Sign up volunteers at Design Day. Walk around with sign-up sheets, set up a volunteer sign-up table, announce that you need *people!* These tactics, and any others you can come up with, will surely jumpstart your volunteer gathering process.

Aside from the grown-ups needed to complete a community-built playground, you must remember that *kids* are crucial! Children are the core of your project. As important as corporate sponsors, construction help, and committee members are, kids will keep you motivated and they are the reason you're embarking on this significant effort. Involve them from the start, involve them consistently throughout the project, and never turn down an opportunity to incorporate them into what you're working on. Refer to our *Playground Planning Guide* for more information on forming a Children's Committee and how kids can get involved. We've seen a lot of different kid-oriented efforts over the years, but these are just some of the common ways in which kids can help:

- Meetings are boring... parties are fun! Before Design Day even occurs, let the kids help plan the party. Have children make decorations for your celebration, prepare a special playground song (see *Playground Planning Guide* for suggestions), or develop a skit to perform.
- Have kids' activities at your celebration, such as face painting, games, a bounce house, etc...
- Get kids excited by having them dream up and draw their ideal playground before our designer comes to visit. Have them write stories about playing on their dream playground or make models to display at Design Day.
- Kids make great marketers. If you talk up Design Day to them, they will talk it up to their parents, grandparents, and teachers. It's hard to turn down an eager child when they ask for your support—get kids on board early!

- As your project progresses, children can record radio announcements, design posters, write thank you notes... the list goes on and on!

In short, you never know when you'll run into a volunteer! Although it is the responsibility of your Volunteer Committee Chairs to recruit enough helping hands to make your dreams a reality, gathering volunteers is everyone's job. Tuck a Volunteer Sign-Up Form in your back pocket or purse at all times. By keeping your eyes and ears open, and your recruitment tool handy, you'll never miss out on the opportunity to gain support for your project!

### Host Design Day: The BIG Event!

By now, we hope that we've captured your interest in building a community-built playground, and we hope it has become clear that Design Day is the first major step in the community-built process. The keys to a successful Design Day are careful planning, preparation, and a positive attitude coupled with enthusiasm. Keep in mind that it will be important to complete your Design Day Request Form so that we can mail you your *Playground Planning Guide* as soon as possible. It provides important information, timelines, and extensive guidance to assist your committees each step of the way, from Design Day to your build and beyond.

### What to Expect on Design Day

Design Day is much like a giant, fun-filled brainstorming session that will not only energize your kids about the project, but your entire community! The creative ideas gathered will culminate to form a custom schematic design for your community-personalized playground. Sound good? We think so!

For Design Day, one of our designers will visit your community for a full day of creative planning and drawing sessions. You can also expect important meetings to take place. The morning of Design Day typically begins with a site review. The General Coordinator and several other committee members should attend, as well as the

### Design Day success

The keys to a successful Design Day are careful planning, preparation, and a positive attitude coupled with enthusiasm.

### Energize the Community

Design Day is much like a giant, fun-filled brainstorming session that will not only energize your kids about the project, but your entire community!

### **Ask all children**

The goal of the children's interview process is to be as all-inclusive as possible.

### **Listen and learn**

The interview process teaches children the power of volunteerism and gives them a real sense of ownership.

site owner and a maintenance representative. Invite other locals with vested interests such as someone from Parks and Rec, special-needs committee members, etc.

After the site review, the designer will immediately begin interviewing children at the school(s). Groups of 40 to 70 children will meet with the designer for 15-minute sessions. Having two volunteers on hand to assist in writing down all of their requests will be very helpful in this process. The designer will have a maximum of 1-¾ hours to meet with a total of 7 groups. Completing this process and having the designer ready to begin the design work and drawing by 11:00 a.m. is crucial. For communities that have a need for more children's meetings than the designer can personally lead, we recommend recruiting interview apprentices. The designer can provide them with a script and have them sit in on the first few sessions for training. Once they are comfortable, apprentices can travel in pairs to meet with additional groups of children. The apprentices will debrief and share all of the ideas they've gathered with the designer.

The goal of the children's interview process is to be as all-inclusive as possible. Our hope is to reach as many children in your community as we can; be sure that the special-needs children are included. This interviewing exercise will teach children the power of volunteerism and will give them a real sense of ownership—children are always very excited to take part in the design process! If possible, before the designer arrives or following the brainstorming sessions, encourage the children to draw their dream playground. These drawings can be discussed in class, shared with the designer, and displayed at your evening celebration.

Following the children's interviews (and debriefing with apprentices when applicable), the designer will begin drawing. For the first few hours, the designer often draws in an area near the cafeteria to offer groups of children an opportunity to see the design process unfold. To allow the designer to continue working, a volunteer will assist in explaining what's taking place on the drawing board, where your children's ideas are now taking shape.

After a few hours, the designer will move and draw in a quiet area. It is desirable to break and have a children's committee meeting for approximately ½ hour at some point during this time. This usually occurs after school but prior to dinner time. This meeting gives our designer an opportunity to speak directly with the kids on the committee, explaining to them how they can become involved with marketing and other tasks throughout the project. Often, the designer also has the committee draw specific special components that have been identified for inclusion in the playground. The drawings can be displayed at or used during the evening celebration.

During the early evening of Design Day, your designer will meet with your steering committee to discuss volunteer recruitment, fundraising, public relations, material options, timelines, tools and materials, childcare, and much more. The designer will discuss short- and long-term goals as well as long-range construction plans and any significant design goals that your committee may have. The committee meeting typically takes place around 4:00 or 5:00 and is usually 1-1/2 hours long, and all committee members should attend. Many communities arrange for this meeting to double as an informal potluck dinner for their committee members. Just make sure to allow enough time to decorate and prepare for the evening celebration! It is on the night of Design Day that your playground design will be revealed. This is a very exciting time for children and for supporters of the project. Turn this night into a celebration because, truthfully, it is just that. Take the time to recognize the significance of the project that you are about to undertake, and have some fun!

Celebrations often begin with children singing a song or presenting a skit. Your designer will then make a presentation that will take approximately an hour. During this time, the schematic design that the children have helped develop will be unveiled, a PowerPoint presentation will be given, and time will be set aside for a question-and-answer session. Following the presentation, everyone should be invited to stick around for refreshments and other fun activities.

### The Unveiling

Your playground design will be unveiled during the evening celebration.

### Where to begin?

Celebrations often begin with children singing a song or presenting a skit.

### **Invite everyone**

Every effort should be made to get as many members of your community to the celebration as possible. It's a great way to generate enthusiasm and support for your project!

### **Unforgettable experience**

We can promise that the community-built experience is one you won't soon forget.

Make sure you are incorporating fundraising events and your volunteer recruitment efforts into this event!

Every effort should be made to get as many members of your community to the celebration as possible. It's a great way to generate enthusiasm and support for your project! Sending children home from school with reminders the day of the event is a great way to get families to attend. Organizing fun children's activities and decorating the space with the children's drawings tends to get kids even more excited. Sample Design Day schedules, forms and more detailed information on planning for a fun-filled successful Design Day can be found in the *Playground Planning Guide*.

## **Conclusion**

We hope this *Jumpstart! Planning Guide* has done just that... Jumpstarted you and your crew and confirmed for you that a community-built playground is the way to go! We can promise that the community-built experience is one you won't soon forget. If you're ready to learn more, and ready to embark on building the dreams of your children, please contact us for your official *Playground Planning Guide*. To get your project rolling, complete the enclosed Design Day Request Form and send it to L&A with a \$250 retainer, which will be applied to your Design Day Invoice. Design Day is the first step in a series of exciting, unique, and community-minded events to come!

A 10-step checklist is on the next page. Please refer to it for guidance when planning and preparing for your Design Day.

Please feel free to contact L&A at any time with questions or concerns about the community-built playground process — we look forward to working with you!

## 10 Steps to Making Your Playground a Reality

- 1) Recruit Steering Committee members.
- 2) Have a Community Asset Brainstorming Session.
- 3) Select a site.  
*Send L&A: photos, a survey (if possible), historical information, population, number of children, number of schools, etc.*
- 4) Secure a fiscal sponsor or nonprofit status.
- 5) Work on a preliminary budget.
- 6) Begin creating a fundraising plan.
- 7) Raise seed money for or ask a corporation to sponsor Design Day.
- 8) Schedule your Design Day.
- 9) Complete and send in Design Day Request Form with \$250 deposit.
- 10) Prepare for Design Day.  
*schedule, locations, community celebration, etc.*

# Design Day Request Form

Project location (City/State) \_\_\_\_\_ No. of grade schools in area \_\_\_\_\_

→ General Coordinator Name(s) \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_ Fax (if available) \_\_\_\_\_

Email \_\_\_\_\_ Preferred way to contact \_\_\_\_\_

→ Committee members already recruited—attach additional sheets if necessary

	NAME	PHONE #	EMAIL ADDRESS
Fundraising	_____	_____	_____
Volunteers	_____	_____	_____
Public Relations	_____	_____	_____
Children's Committee	_____	_____	_____
Childcare	_____	_____	_____
Materials	_____	_____	_____
Food	_____	_____	_____
Tools	_____	_____	_____
Design & Special Features	_____	_____	_____
Special Needs	_____	_____	_____

→ Sites: You don't need a definite site in order to schedule your Design Day. Many times, we can work with you and the owner to determine the best site and to finalize approvals.

Location(s) \_\_\_\_\_

If a location has already been determined and finalized, photos and a survey would be helpful.

Non-refundable retainer of \$250 enclosed. It may also be charged to Mastercard or Visa (call our office). We will send *Playground Planning Guides* upon receipt.



18 Eastlake Road, Ithaca, NY 14850 • toll free: 1-877-564-6464  
tel: 607 277-1650 • fax: 607 277-1433 • www.leathersassociates.com

# Steering Committee Recruitment Form

Make sure that everyone who signs up to chair or co-chair a committee has read the position description in the *Jumpstart! Planning Guide*, at the very least, and understands the commitment level and responsibilities. More information for each position is provided in the *Playground Planning Guide*.

Committee	Name	E-mail	Phone
Fundraising Chair			
Fundraising Co-Chair			
Public Relations Chair			
Public Relations Co-Chair			
Volunteers Chair			
Volunteers Co-Chair			
Children's Chair			
Children's Co-Chair			
Childcare Chair			
Childcare Co-Chair			
Materials Chair			
Materials Co-Chair			
Food Chair			
Tools Chair			
Tools Co-Chair			
Design & Special Features Chair			
Special Needs Chair			
Add'l Chairpeople & Assistants			

# Sample Community Asset Chart (with examples)

Category	Name	Asset: What can they offer?	Person who is connected to them
<b>INDIVIDUALS</b> <i>Think of people involved at the schools and churches located near your playground. Who are your neighbors? Think old, think young... think outside the box!</i>	DJ Danny	Music at fundraising events & the build	Sally, Childcare Chair
<b>ORGANIZATIONS</b> <i>Scouts, teams, clubs, environmental groups, nonprofits, associations... these are the groups in your community of all sizes, ages, and objectives, who can lend you a helping hand!</i>	Var. Soccer Team	Volunteer for build; provide PR at games	Coach Chris' wife, Co-GC
<b>INSTITUTIONS</b> <i>Colleges, universities, churches, daycare and childcare providers, social services, the military...and beyond!</i>	Naval Base	Donate tents for construction	Sgt. Mike, Tools Committee
<b>BUSINESSES</b> <i>The possibilities are endless; you'll definitely need a second page for this one! Grocers, dry cleaners, car washes, restaurants, fitness facilities, printers, home-furnishing stores, arcades, coffee shops, museums, lawyers, electric companies... everyone!</i>	Paul's Pizza	Pizza for committee meetings and build	John, Neighbor, Principal

**This is only a start! We recommend that you create a separate sheet for each category and... don't be afraid to make copies, because we know every community has a wealth of assets!**

# **Sample** Sammy Slide's Playground Project

## Volunteer Sign-Up Form

Name \_\_\_\_\_

E-mail \_\_\_\_\_

Phone \_\_\_\_\_

Mailing Address \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

What's the best way to reach you?     E-mail     Phone     Snail-Mail

### What are your interests?

Fundraising

Public Relations

Volunteer Coordination

Children's Committee and/or Childcare

Materials

Tools

Food

Design and Special Features (including art)

Special Needs/Accessibility

Construction

Other: \_\_\_\_\_

I'm not sure yet...follow up with me because I'd like to learn more!

**Thank you for your interest and support!**



Commissioner Patton wondered about the spacing distance between the posts and what the posts are made of versus what guardrails are made of. Sometimes the posts are made of cement and that would be very good.

Commissioner Hamik advised there were almost 20 people at last meeting. Noting a lot of people are concerned about Homer trails. There is the question about it not being a bike trail, it is a pedestrian trail because the hill is too steep. There is question as to where people are going to cross the road (overpass, bridge, etc.) this is of great concern and no one knows at this time where they will be or what type. Mr. Waldorf conceded to a longer sidewalk, but Hamik was unsure of the location of the beginning and end, if only part is paved and where the trail stops and starts. She will find out and inquire about access.

Commissioner Hamik requested Commissioners come to the next meeting

Chair Paxton suspended the rules for Daryl Farrens to give report.

STAFF REPORT

Mr. Farrens advised Community schools is working on the winter program. Registration is the first week in January. He encourage anyone with class ideas or wanting to teach a class to let him know. At their last board meeting they reported Bonnie Jason was voted into Alaska Volunteer of the year. Commissioner Dodd-Butters advised Anchorage kids were rebuilding cars in their automotive class through Community Schools Program and it was mentioned there might be a problem with the current High School student automotive class. Mr. Farrens will look into the possibilities.

Commissioner Patton inquired if in the past Community Schools had a certified archery class. Mr. Farrens advised it is now being done at the Jr High for recreation, but there is no place set up for Community Schools to do archery certification at this time.

B. Proposal for Soundview Trail Easement

Commissioners felt it was discussed sufficiently above and noted they are searching for alternatives at this time.

NEW BUSINESS

A. 1997 Parks/Recreation Advisory Commission Meeting Calendar

HAMIK/WARREN MOVED TO APPROVE THE 1997 MEETING CALENDAR.

VOTE: Yes: Paxton, Patton, Warren, Dodd-Butters, Hamik

Motion carried.

B. Karen Hornaday Park Playground Equipment

Mr. Farrens addressed the letter he submitted 11/01/97 to the City Manager. Commissioner Patton questioned whether the City had given permission to re-do the playground. She expressed concerned about the cart before the horse. Mr. Farrens advised they had received permission from the Public-Works Director to do a plan. There was some discussion. Ms. Hagerty advised that Council had added an additional \$10,000 to the parks budget item at the their last meeting. Public Hearing on the budget is 12/09, it will be introduced 11/15. Commissioners were encouraged to comment on parks issues at Council meetings on those dates.

recess 8:22-8:29pm

COMMUNITY SCHOOLS

SOUNDVIEW TRAIL EASEMENT

NEW BUSINESS PARKS/REC ADVISORY COMMISSION MEETING CALENDAR

KAREN HORNADAY PARK PLAYGROUND EQUIPMENT



MNA336

There was discussion that they would like to see the \$10,000 go to replacement of equipment and not maintenance and tagged specifically for Hornaday Park. Mr. Farrens advised their plans/goals is to raise money from the community for the playground equipment. Site preparation is separate. The Learning Structure Program is volunteer based. Frank Zeller (audience) advised site preparation is needed to removed the quonset hut and site preparation if the playground is moved from the current location. They are figuring out the cost of the equipment at this time. Commissioner Warren reminded the Commissioner's of Jim O'Toole's concerns about maintenance of the ballfields and needs of additional fields. There are additional maintenance needs, so the money should not be used for equipment. Commissioner Patton's concern is that this \$10,000 is targeted for Hornaday park. Some discussion of equipment purchase versus maintenance and ball field needs.

Ms. Hagerty advised City Manager Whalin and Public Works Director Bevan are working on getting an estimate of site preparation costs for the new location.

recess 8:37-8:44pm

PATTON/HAMIK MOVED PARKS/RECREATION ADVISORY COMMISSION SUPPORTS THE ADDITION OF \$10,000 TO THE PARKS MAINTENANCE BUDGET UNDER PUBLIC WORKS AND WE REQUEST IT BE DESIGNATED FOR THE KAREN HORNADAY PARK FOR BALL PARK UPGRADES AND PLAYGROUND SITE PREPARATION.

KAREN HORN  
PARK  
PLAYGROUND  
BALL PARK  
UPGRADES

VOTE: Yes: Paxton, Patton, Warren, Dodd-Butters, Hamik  
Motion carried.

BUDGET CYS

Commissioner Hamik wondered how bad the equipment really is. Commissioner Patton relayed her personal experience there and advised if you read the guild here all of it does not comply. She relayed her observations of many, many things. She advised it is over 25 years old (when it was the old fairgrounds) because she played there as a kid. They don't make that kind of equipment anymore. This needs to be fixed before it is at the expense of an injury or death of a child.

Commissioner Dodd-Butters would like to see the Hornaday Park name be changed and named after the lady that donated the property for the fairgrounds (May Harrington). Mrs. Hornaday was wonderful and did a lot for Homer, no disrespect meant, but felt Mrs. Harrington needs recognized too. There was discussion:

DODD-BUTTER/PATTON MOVED TO RENAME THE FACILITY AFTER MAY HARRINGTON FAIRGROUNDS AND THE PLAYGROUND LOCATION AFTER KAREN HORNADAY.

MAY HARRIN  
FAIRGROUND

There was some discussion that the historical site should not loose the name of the giver.

Commissioner Warren wondered what about a plaque for May Harrington and install it in the park. We no longer have fairs. Commissioner Patton suggested a historical sign for Harrington which gives some history of who and why.

PATTON/WARREN MOVED TO AMEND MOTION THAT WE PROVIDE A PLAQUE IN THE PARK THANKING MAY HARRINGTON FOR THE DONATION OF THE PROPERTY WHICH WAS HOMER'S ORIGINAL FAIRGROUNDS.

Consensus was not to rename anything.

VOTE: amendment Yes: Dodd-Butters, Hamik, Paxton, Patton, Warren  
Motion carried.

Dodd-Butters felt it would be a good idea that Homer gets a Homer Historian, maybe this could be on the new computer system.

Vote: (Main amended motion) Yes: Warren, Dodd-Butters, Hamik, Paxton, Patton  
Motion carried.

C. D.O.T. Trail Monies

Commissioner Dodd-Butters advised her questions were answered in previous Baycrest Hill discussion. She just does not want East Road monies cut out of State D.O.T. budget.

D. Donated Land to Parks/Recreation

Commissioner Patton noted that evidently Anchorage was willed land for parks and recreation and they turned it down. If anyone donates to the City of Homer what is the policy? Will they turn it down? Who has the option to decide? Where does the Parks/Recreation Commission stand? Chair Paxton advised this commission is only advisory, there is sometimes liability issues, etc.. He also noted the no net loss clauses and other options Council has to sell property. Commissioners requested an answer to these questions from administration.

Dodd-Butters noted the Walli family gave the property to the existing library location and it is suppose to go back to the Walli family if it is not used as a library. Commissioner Dodd-Butters wondered if the city has forgotten. The Kranich's donated the property next to it for use as a police station and it was suppose to go back, but the city forgot and that is where Don Jose's is now.

Commissioner Warren noted as she understands it from the newspaper article if the Library Consortium gets shot down we don't get the college either. There was some discussion of the need for a new library and in retrospect the Commissioner's were glad that we have a good library.

Commissioner Patton felt the City need to be cost affective not luxurious and we need to take care of what we have right now.

Chair Paxton suspended the rules to go back to New Business, B..

HAMIK/PATTON MOVED TO SUPPORT COMMUNITY SCHOOLS IN THE RENOVATION OF KAREN HORNADAY PARK PLAYGROUND EQUIPMENT.

Chair Paxton advised he was contact by a council person and encouraged the support of not using all the money for site preparation, but equipment too.

It was noted this project is to be community money and community built. This is not going to be a lot of city budget, but the City needs to back the community.

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KAREN  
HORNADAY  
PARK  
PLAYGROUND  
EQUIPMENT

**COMMUNITY SCHOOLS BOARD OF DIRECTORS REPORT**

COMMUNITY  
SCHOOLS

Mr. Farrens arrived timely at this meeting to report on the boards last meeting. They basically just talked about the winter schedule. On 01/14/97 is the next meeting, 6pm, in the teachers lounge at the High School. Commissioner Markelz volunteered to go to the next meeting.

**VISITORS** - None:

VISITORS

**PENDING BUSINESS**

PENDING  
BUSINESS

A. National Park Service-Trails Assist. Program

NATIONAL PA  
SERVICE  
TRAILS ASSI  
PROGRAM

Commissioner Hamik noted her memo New Business A.. City Council appropriated money for Soundview Trail project at Monday nights meeting. The Beta Sigma Phi group (Lucy Mahan) would like to donate some money to the Trails Committee. They are in the process of setting up an office, computers and office equipment are needed. This will be at Steve Riedel's office on Kachemak Dr..

They have been working on a \$2500 grant with the assistance of Kachemak Heritage Land Trust, it is due next week. They feel the Trails Committee should submit it alone. Kevin Keeler has been assisting with the grant and is still a supporting agency in their projects.

B. Karen Hornaday Park Playground Equipment

KAREN  
HORNADAY PAI  
PLAYGROUND  
EQUIPMENT

Commissioner Drathman asked if we should bring Gary Lamb back to inspect the other parks? Commissioner Patton wondered about the costs involved. Commissioner Drathman advised that Mr. Lamb is on the KPB payroll and he can ask to schedule him.

Commissioner's discussed that having looked at the other parks, their condition, and that the same thing will probably happen to them. Commissioner Patton agreed that someone capable of evaluating the parks should be used. Commissioner Drathman advised Mr. Lamb is the only certified person on the peninsula. The consequences, if anything, that Mr. Lamb does is public record and the city will need to react, as they did with Karen Hornaday Park. The Commission agreed the playground safety issue is a citywide problem. There was discussion of losing equipment at all the other parks and not being able to afford upgrades. Commissioner Drathman advised he would get the inspection, noting that there could be possible ramifications.

Mr. Farrens was concerned about raising all sorts of issues and resource problems. We will not be able to do all the parks at once.

Councilmember Marquardt advised his impression is that the monies for the reserve account are not just for Hornaday Park. The point was brought up that this could be opening up a can of worms with the other parks. There is a tremendous momentum right now for Hornaday and do not want to loose that.

Commissioner Patton suggested Mr. Lamb just evaluate just one park. Commissioner Drathman will check with Mr. Lamb and see what he thinks. Mr. Farrens noted the public is aware that the other parks equipment is not adequate, but there is no reason that after Hornaday Park is done, that they can continue to another playground.

There was discussion of priority of need and liability was noted. An experts interpretation and report is needed to identify the problem. All city parks were identified for Commissioner Drathman. And

MNA336

each parks equipment was noted. Commissioner Patton's wish is to have Bayview fenced and the equipment replaced for little tykes as this is the perfect toddler park and much used by them already (this is noted in prior meeting minutes). Ben Walters Park equipment seems to be the next most hazardous.

Commissioner Drathman will try to get Mr. Lamb down this spring. We will see what he can work into his schedule and Commissioner Drathman will talk with KPB Mayor Navarre. Commissioner's agreed this should be on next agenda.

Commissioner Drathman queried the long range plan for parks. He felt a long range plan should be dealt with for Planning to include in the Comprehensive Plan. (Such as where do we put the hockey guys.)

After a short discussion a Workshop was scheduled - Long Range Plan - January 10, at 5:30pm, Council Chambers. Commissioner Drathman advised that from his Little League standpoint - they need to put together a plan (new field, relocate playground equipment, etc.). It was noted that everyone interested in any parks and recreation oriented issues should attend to plan for the future. Past members should be encouraged to attend.

Mr. Farrens advised he has sign up sheets for the various committee's for the playground equipment. There will be two Hornaday Park Playground meetings before the 01/16/97 Parks/Recreation Commission meeting.

**NEW BUSINESS**

**A. Trail Easement Assistance**

Commissioner Hamik noted that at the last meeting there was question on the Sterling Highway sidewalks. The trail will be on the hill side of Sterling Highway, without the separator, from West Hill to top of hill, per Dennis Faldorf, Project Engineer. There is still not a crossing of any kind. They say they cannot separate it due to the grade problem of greater than 7% and handicap access law. Mr. Faldorf is stilling working on trying to find something.

Commissioner Dodd-Butters express her concern that this problem makes those out East Road worry about these same things happening, that they told us were solved, and they changed it later. Commissioner Drathman advised that at the KPB meeting less than a month ago, they noted problems and grades they were worried about. It was discussed and consensus of the Commission was that if DOT only has so much money easements should be obtained now and when reconstruction is done the trail definitely needs to be separated from the road. Commissioner Hamik advised the separated trails are important to the Trails Committee also. It was suggested that a possible resolution me made. There was discussion of getting Pat Beckley, DOT, down to discuss Homer project designs.

Commissioner Drathman and Drew Scalzi are at the preliminary stages of drafting a KPB Trails Commission to deal with connecting trails in/out of city (state/federal/borough) - vacating section easements, etc.. There are private property rights involved and history of trails all needing to be documented. It was agreed that trails need to be put on record. Commissioner Drathman advised he will keep us posted.

NEW BUSINESS

HOMER HILL PROJECT

EASEMENT WEST SCHOOLS TRAIL

B. Eileen Bechtol, Planning Director - Beluga Trail -update

Ms. Bechtol relayed that the large, 40 acre, piece of property and one other piece of property that they have attempted to negotiate easements through have not been successful. Chow's declined to meet with the city. Stroble's have also decided not to participate after negotiation with the Corps and are now litigating with the Corps over high value wetland issues. So the original route selected has changed. Ms. Bechtol introduced Paul Schrooten, U.S. Fish & Wildlife, design planner from Anchorage, who is here this evening. If it had not been for him this project probably would have died. With new direction and the planning for a floating boardwalk DNR, Corps, USF&W and many people are still involved and it is not over yet. The Commissioner's thanked Ms. Bechtol for all she has done regarding this project.

**COMMUNITY SCHOOLS BOARD OF DIRECTORS REPORT**

Commissioner Jason advised that they are in the process of deciding whether they can afford to sign the contract for the Learning Structures equipment. They need to determine what they should ask the City for and what they will have to fund raise to accomplish the project. Original discussion was the city would do site preparation, goal was \$25,000 with architect. The price is now \$29,200. They have received a \$5,000 grant. (\$25,000 design/materials and \$4,200 travel)

Commissioner Patton received a call from the American Legion Auxiliary and they may be able to donate some funds before the end of the year. Another source is possibly the Emblem Club. These clubs must expend some gaming monies before the year end and are good sources for this type of donation and she will pursue this avenue.

Commissioner Drathman asked about research. Commissioner Jason advised they researched for six months and she explained some background. Commissioner Drathman wondered who was on the hook for the money. Commissioner Jason did not feel that it would fall back on the City, but Community Schools (it was noted this is 1/2 funded by the City). She deferred to Mr. Farrens who should be here soon.

**VISITORS**

Councilmember Marquardt again clarified that the \$25,000 is not for playground equipment at Karen Hornaday Park, but possibly a portion to site preparation. It is a playground depreciation for other parks, the intention was not to spend it all on one project - there are other parks. The intent of this money was not to take the wind out of the sails of the volunteers and organizations working on Karen Hornaday Park.

Commissioner Drathman queried the Playground Depreciation Fund and wondered about a substantial amount of \$10,000 or \$15,000 for the site preparation. Councilmember Marquardt confirmed that it would take a request to City Council.

Commissioner Patton read the section from City Council minutes and the Mayor's comments. Acting Chair Dodd-Butters noted Councilmember Kern's comments. Commissioner Patton agreed that it would be nice if a good portion of this reserve fund went to Karen Hornaday Park.

Mr. Farrens arrived at 8:05 pm - He was immediately asked who is responsible if they cannot come up with the \$29,200 in the contract. He advised they needed more clarification on the contract as they were told that if they only raised, say \$20,000 or \$15,000, then that is the amount that would be spent for material and the playground area it would just be smaller than originally planned.



Commissioner Jason advised that Mr. Sutherland ask her to relay that forthcoming will be an environmental impact statement and DEC compliance issue reports.

Commissioner Drathman noted that construction is a long way off, we can accept the concept and this can be on the agenda again.

C. Hornaday Park - Playground/Learning Structures Inc.

JASON/HAMIK MOVED THAT THE PARKS/RECREATION ADVISORY COMMISSION RECOMMEND TO CITY COUNCIL THE MOVING OF THE PLAYGROUND SITE AT KAREN HORNADAY PARK TO THE BENCH AREA WHERE THE QUONSET HUT NOW SITS.

Some discussion.

VOTE: Yes: Jason, Markelz, Patton, Dodd-Butters, Drathman, Greer and Hamik  
Motion carried.

JASON/PATTON MOVED THAT THE PARKS/RECREATION ADVISORY COMMISSION RECOMMEND TO CITY COUNCIL TO FUND ANY PART OF THE SITE PREPARATION THAT THE TEAMSTER'S TRAINING GROUP CANNOT DO.

Commissioner Jason noted this is just to cover it in case the Teamster's are not able to do it. Mr. Farrens noted that there are things the committee does not have funding for yet, but Commissioner Jason added that she is looking for donations first before asking for money.

Commissioner Patton was concerned about where they thought the City would get the funding or the mechanics the committee was thinking of.

Commissioner Drathman spoke against the motion as presented. City Council is not aware of the people they are trying to get to do this site work and proposes that this wait until another meeting, even if they need to call a special one. The Teamster's will be here this weekend and we will know more later.

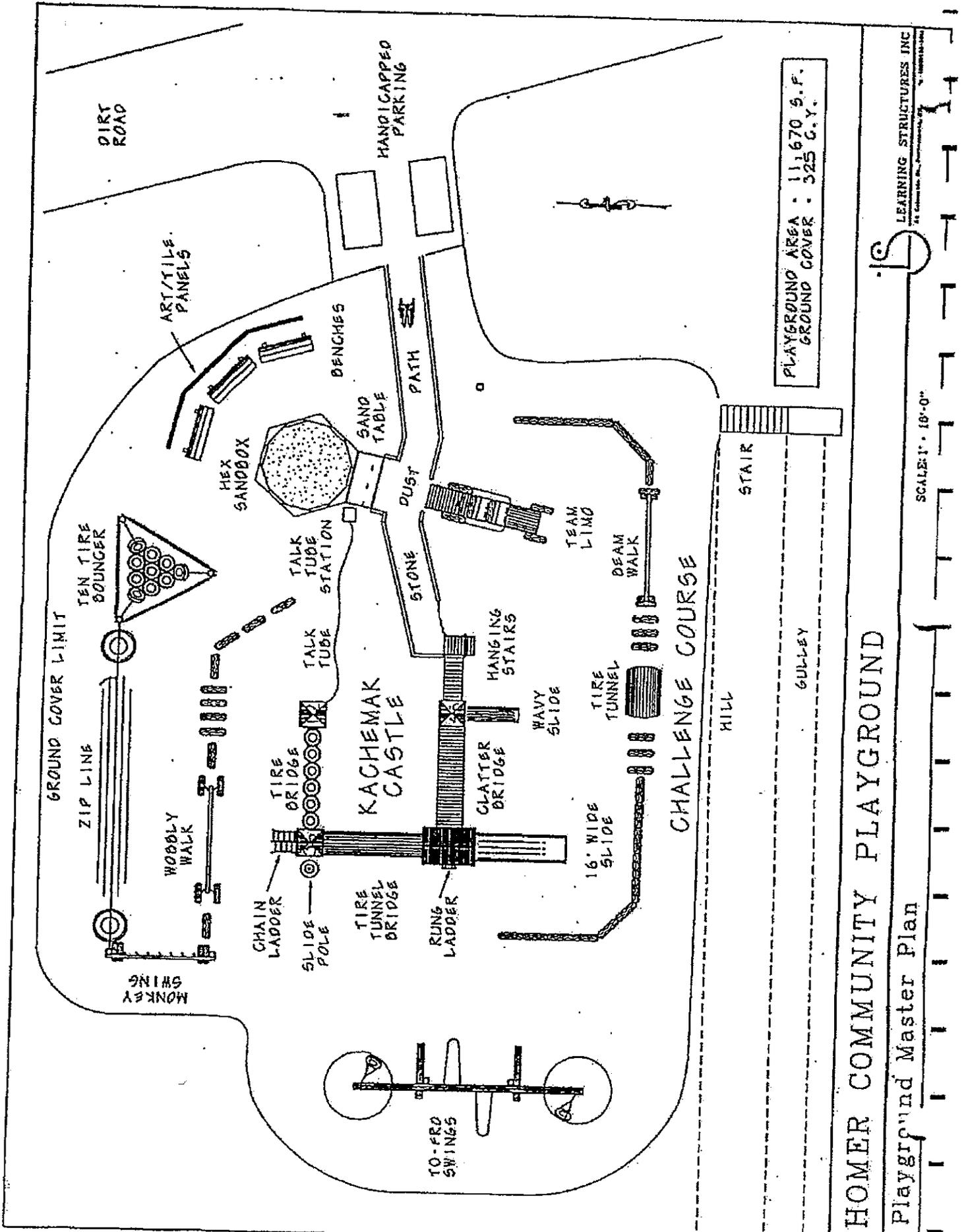
DRATHMAN/PATTON MOVED TO AMEND TO READ "...SITE PREPARATION FOR THE HORNADAY PARK PLAYGROUND THAT IS NOT ABLE TO BE RAISED BY PRIVATE SOURCES".

VOTE: Yes: Greer, Hamik, Jason, Markelz, Patton, Dodd-Butters and Drathman  
Motion carried.

Main motion as amended will read... THAT THE PARKS/RECREATION ADVISORY COMMISSION RECOMMEND TO CITY COUNCIL TO FUND ANY PART OF THE SITE PREPARATION FOR THE HORNADAY PARK PLAYGROUND THAT IS NOT ABLE TO BE RAISED BY PRIVATE SOURCES.

VOTE: Yes: Hamik, Jason, Markelz, Patton, Dodd-Butters, Drathman and Greer  
Motion carried.





# HOMER COMMUNITY PLAYGROUND

Playground Master Plan

LEARNING STRUCTURES INC.  
 14 Columbia Rd., Portsmouth, N.H. 03801-1000  
 Tel: 603-865-1100

SCALE: 1" = 10'-0"





9/27/97  
Revised

Millbrook Playground Upgrade  
Sequence of Events

1. Select Site
2. Secure approvals
  - Parks/Rec 03/13/97
  - City Council 3/24/97
3. Survey site / design
  - Request proposals due 8/6/97
  - Award Contract 8/11/97
  - Design Complete 8/28
4. Construct site
  - Request bids due 5/14
  - Award Contract 5/26
  - Construction 6/01 to 6/27\*
5. \* Modules sand placement 325 cubic yards needed. —  
Equipment installed 6/19 to 6/21



LEARNING STRUCTURES, INC  
 Proposal & Agreement for Professional Services

Between

Client billing address

Homer Community School  
 c/o Daryl Farrens  
 600 East Fairviews  
 Homer, AK 99603  
 (907) 235-6090

Site

Homer Community Playground  
 Homer, AK 99603  
 (907)

Billing Contact

Daryl Farrens  
 (907) 235-6090

Site Contact

Daryl Farrens  
 (907) 235-6090

And

LEARNING STRUCTURES, INC. (LSI)  
 34 Columbia Street, Portsmouth, NH 03801  
 (603) 436-5911

A New Hampshire Corporation

Date prepared

December 19, 1996

Date of Construction

June 19, 20, 21, 1997

Total Project Budget

\$29,200 (Excluding Ground Cover)\*

Includes all LSI fees, including \$1,200 additional travel time and expense fee, custom hardware, and estimated costs of all required materials\* to be purchased locally by client.

\*Not included in the Total Project Budget shown above are possible cost of ground cover, tools, heavy equipment, and recycled tires. These items are often donated or covered by other funding and, as such, are not projected in this budget.

Approved:

*[Signature]*

*12/19/96*

for Learning Structures, Inc.

*[Signature]*

Date

*1/16/97*

for Client

Date

INTRODUCTION:

This Proposal is submitted for the PLANNING, DESIGN, and CONSTRUCTION SUPERVISION of a Learning Structures Playground with the estimated budget indicated above. Learning Structures' comprehensive package of services is provided at a fixed fee keyed to a total project cost. Services and fees are broken down and billed in the following four phases:



DESCRIPTION OF LSI SERVICES & PAYMENT SCHEDULE

PHASE I

Retainer: Ten percent (10%) of total LSI Fee  
Receipt of retainer and signed proposal authorizes LSI to proceed with project. This payment covers cost of Planning Day, Site Layout, and initial design development of Master Plan.

Amount  
\$1,640

PHASE II

Thirty percent (30%) of total LSI Fee  
This amount, billed upon receipt of initial Master Plan, includes revisions, if any, and authorizes LSI to prepare Master Materials List, specifying materials, heavy equipment, tools, and breakdown of volunteer construction teams.

\$4,920

PHASE III

Thirty-five percent (35%) of total LSI Fee  
This amount, to be paid upon receipt of Master Materials List, authorizes LSI to prepare individual Team Captains' Assembly Manuals, Final Site Layout, and Pole Setting Diagrams.

\$5,740

In addition, costs of specified LSI Custom Hardware will be billed 60 days prior to construction.

NOTE: Phase I through Phase III invoices, including LSI Custom Hardware invoice must be paid prior to construction.

PHASE IV

Twenty-five percent (25%) of total LSI Fee  
Due on the last day of construction. Billed 30 days in advance of construction date; this fee covers LSI supervision of on-site playground layout and installation, supervision of volunteers to construct play structures, final safety inspection, and LSI Safety Net Maintenance Guidelines. This fee should be handed directly to the LSI Construction Supervisor for your playground.

\$4,100

**Total Learning Structures Fees**

Includes all fees and expenses except LSI Custom Hardware

\$16,400

**LEARNING STRUCTURES FEES:**

Total fees are based on final project size. Upon client request the size may be increased or decreased within eight weeks of the construction date. Total fees will be adjusted appropriately. Above listed fees include all travel, transportation, and accommodation expenses of LSI staff during planning and construction days.



## LEARNING STRUCTURES FEES, Continued

Learning Structures Inc. schedules a specific number of hours of design and office time for each project. Very rarely do projects exceed these allotted hours. However, if there are situations over which we have no control that require amounts of time in excess of those allotted, we will assess an additional charge of \$75 per hour. Some examples of circumstances under which these charges might be assessed are the following: relocation of playground site; major revisions not included in discussions on the Planning Day; unforeseen site problems, such as gas lines, water mains, or septic systems of which we were not informed or did not appear on site plans supplied to us.

## ADDITIONAL MATERIALS & TIME

**Additional Materials:** We recommend that \$300 in cash be readily available on the construction days. As in any construction project, last minute changes may require the purchase of unanticipated items during the construction phase.

**Additional Time:** Additional site time, if required to complete the project because of inclement weather conditions or client failure to provide adequate volunteer support, materials, machinery, equipment, and/or tools on scheduled construction days will be billed at the rate of \$700 per additional day or portion thereof per Construction Supervisory Team (2 LSI Supervisors). This amount represents LSI's actual cost.

## COPY PROTECTION AGREEMENT

The undersigned client recognizes that the playground Design referred to in this agreement, encompassing physical plans, master materials list including organization of team concept, is the work product of Learning Structures, Inc., a New Hampshire corporation with its principal place of business in Portsmouth, New Hampshire.

The undersigned client agrees that this Design or any part thereof may not be copied, recreated, or reproduced without prior written approval of Learning Structures, Inc.

## PAYMENT TERMS

Payment must be received within thirty (30) days of invoice date to insure completion of plans and documents on schedule. When payment is not received within 30 days of invoice, client agrees to pay interest at the rate of 1% per month on the unpaid invoice amount. Payment by purchase order should be processed early enough to meet payment schedule.



### TERMS OF AGREEMENT

This quotation is valid for 60 days from the date prepared. The agreement period shall be for one year from the date of the signing of the agreement. Cancellation or postponement by the client must be in writing and received by LSI at least eight (8) weeks prior to the Construction Date. Failure to provide this required notice will result in a 10% surcharge on all LSI fees. In any case, the client agrees to pay for all work performed on or before the date of cancellation or postponement.

### OTHER TERMS AND CONDITIONS

Learning Structures, Inc. carries General Liability Insurance and all LSI workers are fully covered by Workmans Compensation Insurance. The Client is responsible for any other insurance. This agreement does not cover any work or changes which might, at some future date be required by government codes, regulations, or insurance company needs and/or requirements. (See attached LSI Limited Warranty for LSI Custom Hardware.) This agreement is quoted on the basis of the terms and conditions stated and is subject to acceptance by Learning Structures, Inc. in Portsmouth, NH. If the terms and conditions of this agreement conflict with terms of the client, it is agreed the terms of Learning Structures, Inc. apply.

### TOOL LOAN AGREEMENT

LSI agrees to provide client with use of an assortment of specialized tools including electric impact wrenches as part of its services during construction supervision. Client agrees to return all tools provided by LSI or pay replacement costs of any tool missing after last day of construction. Client will be asked to check and sign a tool inventory list on the first day of construction.



**Learning Structures, Inc.  
Limited Warranty For LSI Custom Hardware**

Learning Structures, Inc., Seller, guarantees all hardware sold against failure or defects in material and workmanship for a period of five years. Such hardware includes ONLY hardware sold directly by Seller under the following descriptions: swing swivels, ten-tire bouncer pole joints, ten-tire bouncer tire joints, tarzan swivels, and space trolley pulley assemblies. The limited warranty does NOT include any hardware or materials obtained by the purchaser from sources other than Seller. Hardware sold by LSI but not manufactured exclusively for LSI shall carry only warranties assigned by original manufacturers.

All warranties commence on the date of hardware installation. Should any failure to conform to the above express warranty appear within the applicable warranty period, Seller shall, upon being notified in writing promptly after discovery of the defect and within the applicable warranty period, correct such nonconformity by making available a replacement part within sixty (60) days of written notification. Seller shall deliver the replacement part or parts to the site free of charge, but will not be responsible for providing labor, or the cost of labor, for the removal of the defective part or parts and the installation of any replacement part or parts. Replacement parts will be warranted for the balance of the original warranty.

**THIS WARRANTY IS EXCLUSIVE AND IN LIEU OF ALL OTHER WARRANTIES, WHETHER EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO ANY WARRANTY OF MERCHANTABILITY OR OF FITNESS FOR A PARTICULAR PURPOSE, AND THERE ARE NO WARRANTIES WHICH EXTEND BEYOND THE FACE OF THIS AGREEMENT.**

The remedies hereby provided shall be the exclusive and sole remedies of the purchaser. Seller shall not be liable for any indirect, special, incidental or consequential damages.

Seller neither assumes nor authorizes any employee, representative or any other person to assume for Seller any liability in connection with the sale or use of the hardware sold.

The warranty stated above is valid only if the hardware is installed in conformity with the playground design and installation instructions furnished by Seller; has been maintained and inspected in accordance with the Seller's instructions; has been subjected to normal use for the purpose for which the goods were designed; has not been subjected to misuse, abuse, negligence, accident, vandalism, or acts of nature; has not been subjected to addition or substitution of parts; and has not been modified, altered, or repaired by persons other than Seller or Seller's designees in any respect which, in the judgment of Seller, affects the condition or operation of the structures.



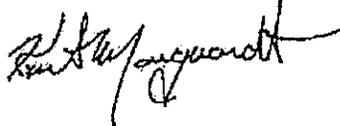
# Homer City Council

City of Homer  
491 E. Pioneer Avenue  
Homer, Alaska 99603-7624

MEMORANDUM 97-55

TO: MAYOR & HOMER CITY COUNCIL

FROM: Kurt Marquardt, Councilmember



DATE: 19 March 1997

SUBJ: KAREN HORNADAY PARK - PLAYGROUND

As noted in the attached information from the Parks/Recreation Advisory Commission the Playground Committee has presented the proposal of moving the existing location to the area where the quonset hut currently stands which was unanimously supported by Parks/Recreation Advisory Commission. Their other recommendation is to fund, if necessary, any part of the site preparation and materials for a new Little League storage/concession building for the playground, to be built by volunteer labor (the Teamster's) that is not able to be raised by private sources, which was also unanimously approved. As noted on Hugh Bevan's time line, Mr. Farrens added they might need 325 cubic yards of sand, too.

## RECOMMENDATION:

1. City Council approve the relocation of the playground, from the currently dismantled area, to the bench area where the quonset hut now stands.
2. City Council conceptually approve funding, out of the \$25,000 parks reserve fund, for the site preparation and associated costs that is not able to be raised by private sources, but that this come back to Council for approval at the time of need.

/th

## FISCAL IMPACT:

None at this time. "WHERE THE LAND ENDS AND THE SEA BEGINS"





# CITY OF HOMER

## PUBLIC WORKS

3575 HEATH STREET

HOMER, AK 99603

TELEPHONE (907) 235-3170

TELECOPIER (907) 235-3145

cc Council ✓

### Memorandum

To: Mayor and Council  
Val Koeberlein, Acting City Manager 

From: Hugh Bevan, Director 

Date: March 26, 1997

Re: Homaday Park Playground

This memo summarizes the involvement to date by this Department in the playground project.

On Feb 26, 1997 I met with Mr. Farrans of Community Schools to review the playground drawing done by his consultant.

At that meeting I learned that the playground people planned to install the new equipment during the period of June 19 to June 21, 1997. This deadline was established by the playground group. We were not involved in the selection of the completion date.

On Feb 27 I faxed one possible schedule to Mr. Farrans that could achieve the June 19 deadline. This schedule appeared in last week's packet on page 381. In my opinion this schedule was possible but optimistic.

At no time did I represent to the playground people that they had to meet this schedule or "public works would not help them". The schedule is a result of their self-imposed completion date of 6/19/97.



Hillside Playground Upgrade  
Sequence of Events

Select Site

- Secure approvals
- Parks/Rec
- City Council 3/24/97

Survey site/design

- Request proposals due 4/6/97
- Award Contract 4/14
- Design Complete 4/28

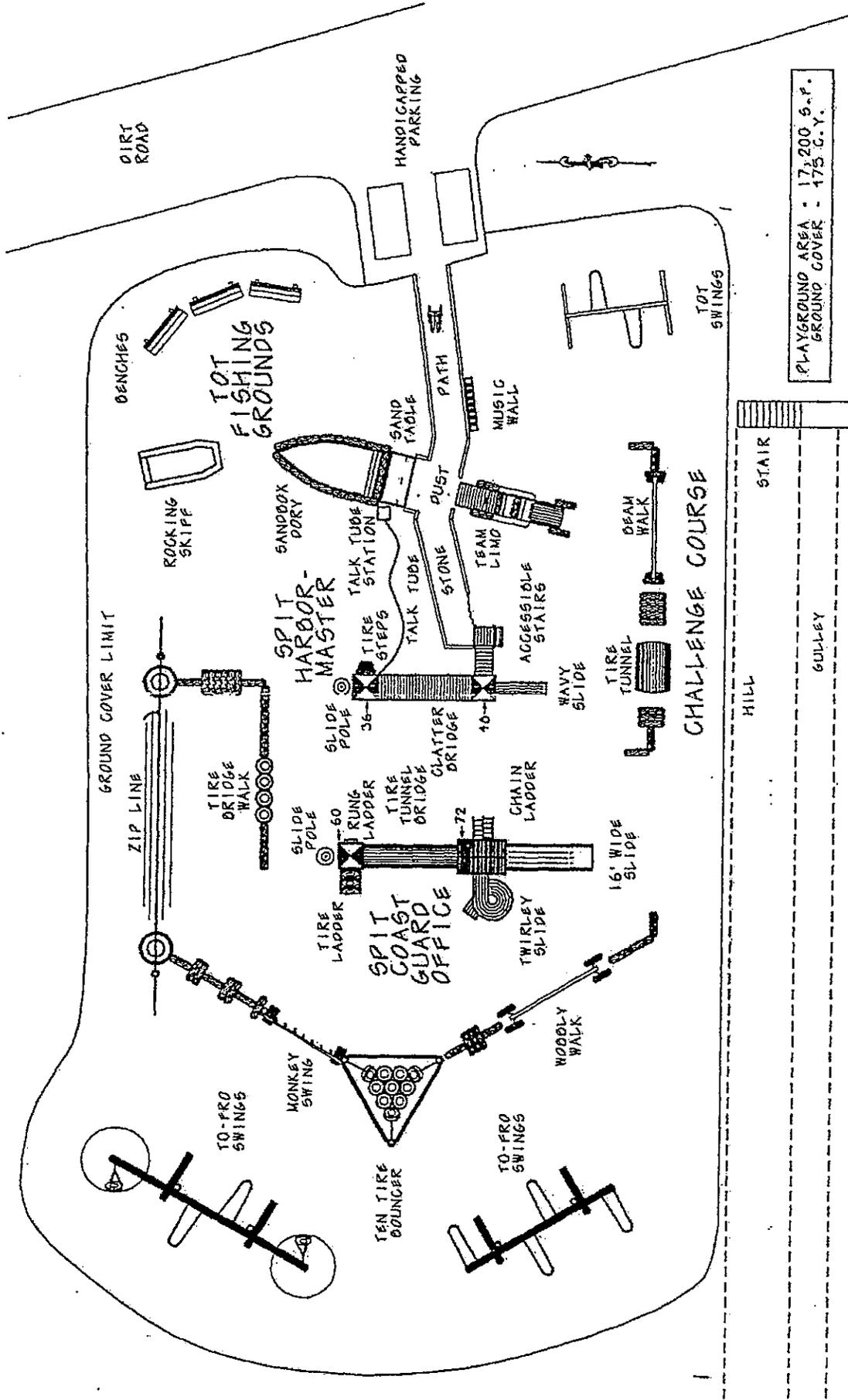
Construct Site

- Request bids due 5/14
- Award Contract 5/26
- Construction 6/01 to 6/27\*

\* Includes sand placement

Equipment installed 6/19 to 6/21





HOMER COMMUNITY PLAYGROUND 175' X 105' 1/2"

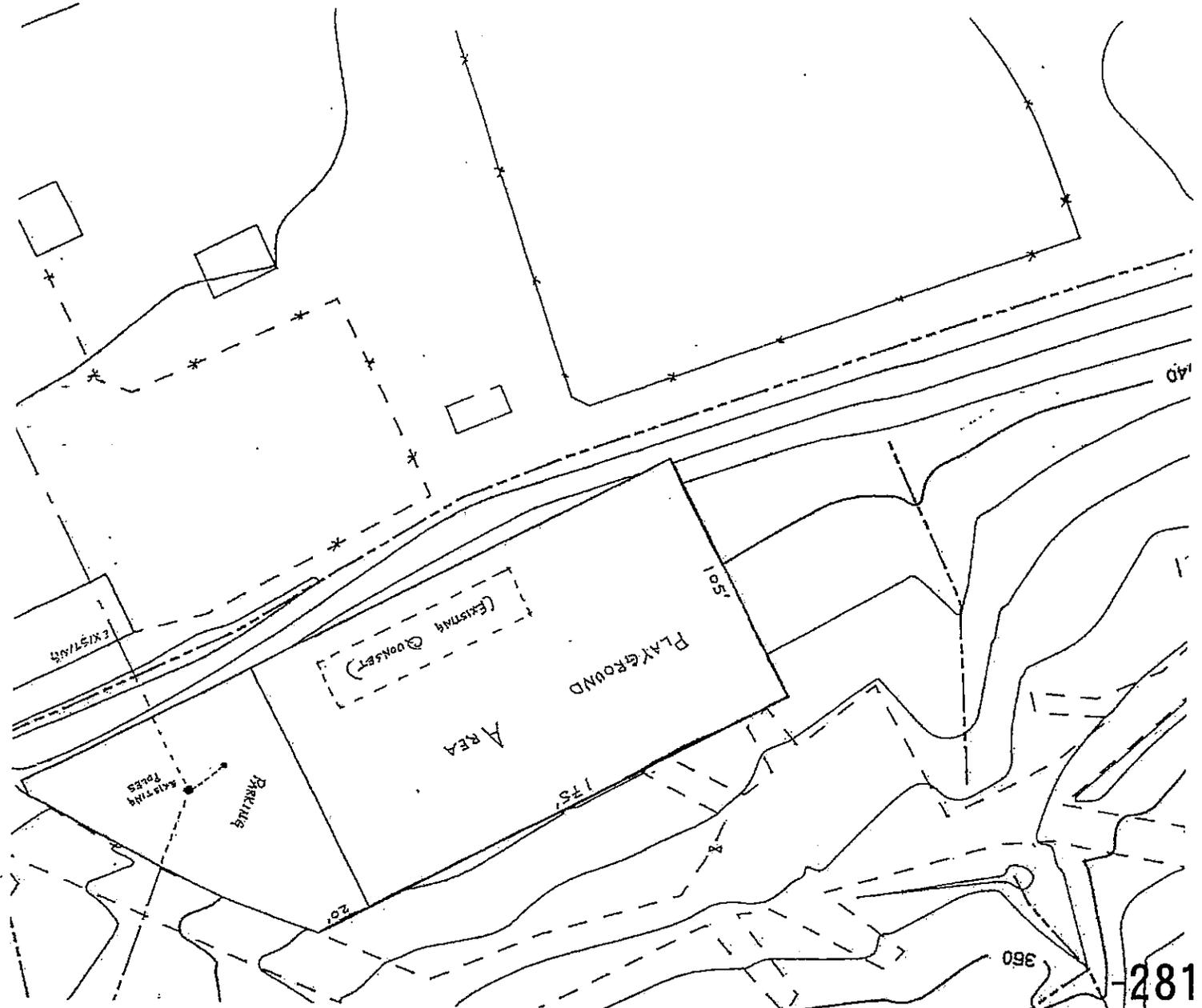
Playground Master Plan

SCALE: 1" = 22'-0"



LEARNING STRUCTURES INC  
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PARKS & RECREATION ADVISORY COMMISSION  
REGULAR MEETING MINUTES  
17 April 1997

**UNAPPROVED**

Session 97-4, Homer Parks & Recreation Advisory Commission meeting was called to order at 7:30 p.m. by Vice Chair Drathman, Homer City Hall Council Chambers, 491 E. Pioneer Ave., Homer, Alaska. This meeting followed a 7:00 p.m. work session on the Comprehensive Plan.

Present: Commissioners: Dodd-Butters, Hamik, Patton, Markelz, Drathman and Jason  
Staff: Sec. CMgr. Hagerty and Daryl Farrens  
Excused: Commissioner Greer

**APPROVAL OF AGENDA**

The agenda was approved as submitted by consensus of the Commission.

**APPROVAL OF MINUTES**

PATTON/ HAMIK MOVED TO APPROVE THE MINUTES OF 13 MARCH 1997.

Vote: Yes: Dodd-Butters, Drathman, Hamik, Jason, Markelz and Patton

Motion carried.

**PUBLIC COMMENTS REGARDING ITEM ON THE AGENDA** - None.  
**STAFF REPORT** - None.

**COMMUNITY SCHOOLS BOARD OF DIRECTORS REPORT**

Daryl Farrens advised they are working on the schedules. He has list of team assignments. Commissioner Jason noted that \$20,000 has been earned so far. The Safe Kids Fair-bike rodeo, fair, and water safety at the pool, is April 26th at the High School.

**VISITORS** - None.

**PENDING BUSINESS**

A. Procedures - Roberts Rules of Order/Bylaws - Vice Chair Drathman noted the bylaws need to be followed. Commissioner Markelz appreciated the enclosed information.

B. Group Reports

1) Homer Beautification Committee (Dodd-Butters) - Chair Dodd-Butters advised that more help is needed to build some shelving and making planters, and everything else is moving along.

2) Karen Hornaday Park Committee (Drathman)

a) Memo 03/19/97 from Hugh Bevan, Public Works Director, re: Private Land Access. - Vice Chair Drathman noted the land locked piece of property and the map in the packet (page 29). It seems this new plan moves the gate higher than it currently is. He noted some concern about the grade of the road.

Commissioner Jason queried the trail from Long-Term Care to the park that she has heard about. It was noted this Senior Citizens Exercise Trail has been a project for many years and is on the Capital Improvement Program list.

b) Memo 03/26/97 from Hugh Bevan, Public Work Director, re: Public Works involvement to-date.

c) Revised-04/07/97-Learning Structures Playground Master Plan. - Commissioner Jason noted the map in the packet is the new one. Mr. Farrens noted there was a meeting last night. All materials and tools list are being addressed, there are team assignments for the construction days. Team

captains are still needed for projects. They want 32 people for Thursday and Friday (June 19-20) framing days and 148 volunteers are needed for Saturday (06/21) for raising everything.

Vice Chair Drathman advised everyone that he was ready to make some motions, for the plans he has had in his head, for Hornaday Park.

DRATHMAN/MARKELZ MOVED THAT THE PARKS/RECREATION ADVISORY COMMISSION RECOMMEND TO CITY COUNCIL THAT THE BENCH THAT LIES BETWEEN THE SOUTH SIDE OF THE SOUTH-MOST ROAD OF THE KAREN HORNADAY CAMPGROUNDS, AND THE BALL PARK DRAINAGE DITCH BE CLEARED OF ALDERS AND LEVELED TO PERMIT DAY CAMPING/PICNICKING BETWEEN THE BALL FIELDS AND THE SOUTH CAMPGROUNDS ROAD.

There was some discussion on this eliminating several overnight camping spots, but this is an opportunity to get an area for some day use.

Commissioner Patton wondered about who would be funding this removal. Vice Chair Drathman noted that this would be part of the unions efforts when they were already going to be there, and this would be the time to level it out.

PATTON/DODD-BUTTERS MOVED TO AMEND TO CHANGE THE WORD "LEVEL" TO "REDUCE THE GRADE".

There was discussion of what "level" means. Vice Chair Drathman explained what he meant and not "level" as flat, but as he hoped it will be a gradual slope, but getting rid of all the big holes and contouring the area.

Commissioner's Patton and Dodd-Butters withdrew their amendment.

Vote: Yes: Patton, Dodd-Butters, Drathman, Hamik, Jason and Markelz  
Motion carried.

DRATHMAN/PATTON MOVED THAT THE PARKS/RECREATION ADVISORY COMMISSION RECOMMEND TO THE CITY COUNCIL THAT THE PRESENT BARBEQUE SHELTER BE RELOCATED TO THE BENCH AREA.

There was some discussion of moving it to the west side of the playground area. It would be nice to have the smaller barbecue pits, similar to the ones at Bishops Beach (not the huge one there now). Vice Chair Drathman felt it is normal to roast wieners, not whole cows, and smaller is easier for families to enjoy.

Vote: Yes: Jason, Markelz, Patton, Dodd-Butters, Drathman and Hamik  
Motion carried.

DRATHMAN/PATTON MOVED THAT THE PARKS/RECREATION ADVISORY COMMISSION RECOMMEND TO THE CITY COUNCIL THAT PARKING LOTS BE ESTABLISHED ON THE EAST SIDE OF THE HORNADAY PARK ROAD, INCLUDING 90 DEGREE PARKING ALONG SIDE THE LOWER END OF THE ROAD.

PARKS & RECREATION ADVISORY COMMISSION  
REGULAR MEETING MINUTES  
15 May 1997

**UNAPPROVED**

Session 97-5, Homer Parks & Recreation Advisory Commission meeting was called to order at 7:40 p.m. by Chair Dodd-Butters, Homer City Hall Council Chambers, 491 E. Pioneer Ave., Homer, Alaska. This meeting followed a worksession on the Comprehensive Plan that began at 6:52 p.m.

Present: Commissioners: Dodd-Butters, Hamik, Greer and Jason  
Staff: Sec. CMgr. Hagerty

Excused: Commissioners Patton, Markelz and Drathman  
Staff Farrens

**APPROVAL OF AGENDA**

The agenda was approved as submitted by consensus of the Commission with the additional Information Material, B. Injury Prevention/Bicycle/Pedestrian Safety Mini-Grants, referred by Mayor Cushing; C. hand colored map of City properties-info only and D. Reso 97-35(s) w/backup for award of City Hall, Parks, Cemeteries Maintenance Contract for 1997/98/99 to Weed Wackers of Homer, Alaska.

**APPROVAL OF MINUTES**

JASON/HAMIK MOVED TO APPROVE MINUTES OF 04/17/97 - Minutes were approved as submitted by consensus of the Commission.

**PUBLIC COMMENTS REGARDING ITEM ON THE AGENDA - None.**

**STAFF REPORT**

Ms. Hagerty advised only two small donations have been received for Homer Beautification. Part of the seed order did not germinate, so in haste Fern Smith and Robin Warren have been working hard with volunteers to catch up and transplanting help is now needed.

**COMMUNITY SCHOOLS BOARD OF DIRECTORS REPORT**

Commissioner Jason reported that they received a \$3,000 grant today and need approximately \$6,000 more. Commissioner Greer inquired on the tile project. Commissioner Jason advised she need volunteers to assist and the tile wall project will go up after the playground is completed, but canvassing of businesses, etc. is needed to begin 05/31. Commissioners Jason and Greer advised, speaking for Daryl Farrens, the Bike Kids Fair was a smashing success.

**VISITORS - None.**

**PENDING BUSINESS**

**A. Group Reports**

**1) Homer Beautification Committee (Dodd-Butters)**

Chair Dodd-Butters agreed with Ms. Hagerty's comments and that they can see light at the end of the tunnel, but help is still needed. As noted contributions are also needed. The Community Tree Program is going good and people are working on trees all over.

**2) Karen Hornaday Park Committee (Drathman)**

Commissioner Jason reported that the Teamsters have been working hard. She noted the City Council minutes and approval of memo 97-91 (so far \$16,176 is spent of the \$25,000 Reserve Fund).

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Commissioner Jason added that she felt that in the future local people should be asked first. She has heard that there are some hurt feelings from some local construction people that volunteered assistance earlier, were denied and have now been approached for emergency assistance or equipment. Mayor Cushing's comments in 05/12/97 minutes were noted about additional park volunteer projects.

Chair Dodd-Butters noted that trees for Hornaday Park have been deferred at this time and energy directed to other areas in town until this project is completed.

3) Hockey Rink Committee (Drathman/Patton) - None.

4) Trails Committee (Hamik)

Commissioner Hamik reported that Quality Asphalt Paving is two weeks ahead of schedule on the Sterling Highway/Baycrest road project. They still have concerns about the road crossing. Signage will initially be installed and if and when use increases they will put up a flashing lights crossing. Commissioner Hamik reconfirmed with Kim Rice on the Spit Trail that the time line is still 1998. West Schools Trail construction has started with Tim Daugherty's Cross Curricular Trail group, and the Boy Scouts will follow where they leave off. Boy Scouts will also be doing the Soundview Trail when all the easements have been obtained.

5) Parks Committee (Patton)

- a. End of the Road Park - informational material requested.
- b. Safety Check Lists from Parks Walk-Through 04/11/97 for Jeffery/Bayview Parks

B. Comprehensive Plan Update

JASON/GREER MOVED TO APPROVE THE CHANGES AND ADDITIONS TO THE COMPREHENSIVE PLAN DRAFTED AT TONIGHT'S (05/12/97) WORKSESSION.

Vote: Yes: Dodd-Butters, Greer, Hamik and Jason  
Motion carried.

Consensus of the Commission was the next work session, prior to the regular meeting, will commence at 6:45 p.m. and to begin where they left off with Objective 5.

Recess 8:15-8:17.

By consensus the Commissioners agreed to suspended the rules to hear from Stephanie Mahoney before getting into the OEDP.

**NEW BUSINESS**

A. 4H-Trailblazers(equestrian)-Stephanie Mahoney

Stephanie Mahoney introduced herself (16 yrs old) and some history of her 4H background. She advised they are moving the Happy Valley Rodeo arena to Ninilchik. Shirley Schollenberg is still doing the Happy Valley move. There are a lot of horses in this area and now there is no arena close. She encouraged support of a working arena, to progress in to more, with shows, etc.. She is doing research now on arena's (it seems 9 acres is adequate). She gave different dimensions for different types of arena's. It would be open to the public so anyone can use it. She is now involved with 4H in Anchor Point as there is not one in Homer. The two women who have been doing animal/horse 4H here (Sandy Lovejoy) is leaving or has left town (Vicki Warner). The proposed site of the new

Session 97-7, Homer Parks & Recreation Advisory Commission meeting was called to order at 7:40 p.m. by Chair Dodd-Butters, Homer City Hall Council Chambers, 491 E. Pioneer Ave., Homer, Alaska. This meeting followed a work session on the Comprehensive Plan that began at 7:00 p.m..

Present: Commissioners: Dodd-Butters, Hamik, Patton and Markelz  
Staff: Sec. CMgr. Hagerty  
Excused: Commissioners Jason and Greer  
Absent: Commissioner Drathman

#### **APPROVAL OF AGENDA**

The agenda was approved as submitted by consensus of the Commission with the addition of Informational Material, D. EDC meeting minutes of 10 June 1997.

#### **APPROVAL OF MINUTES**

The regular minutes of 15 May and special meeting minutes of 23 May 1997 were approved as submitted by consensus of the Commission.

**PUBLIC COMMENTS REGARDING ITEM ON THE AGENDA - None.**

#### **STAFF REPORT**

Ms. Hagerty noted that on the next agenda would be the proposed land trade between the City of Homer, Homer Softball Association and Chris/Robert Moss. Also for the future please do not paint permanent arrows or marking on the streets and sidewalks of Homer, use chalk, flags, etc., for the directional signs for runs or projects.

**COMMUNITY SCHOOLS BOARD OF DIRECTORS REPORT - None.**

**VISITORS - None.**

#### **PENDING BUSINESS**

##### **A. Group Reports**

##### **1) Homer Beautification Committee (Dodd-Butters)**

Chair Dodd-Butters reported the program is growing and there is more need for a municipal greenhouse. She encouraged everyone to contact the tree stewards that just completed the class and learn how to prune the trees and bushes around town. Help is needed and you can learn how at the same time..

##### **2) Karen Hornaday Park Committee (Drathman)**

Everything seems to be going great and everyone was encouraged to go see and participate. Commissioner Patton noted that a similar volunteer project was just completed in Anchorage which garnered tremendous participation from the people.

##### **3) Hockey Rink Committee (Drathman/Patton) - nothing new to report.**

##### **4) Trails Committee (Hamik)**

Commissioner Hamik advised West Schools Trail is waiting for easements. The Boy Scouts will be working when these are acquired. The cross curricular class did a terrific job and she encouraged everyone to go see what has been done so far. Construction of the Spit Road Trail is still 1998.



Session 97- 8, Homer Parks & Recreation Advisory Commission meeting was called to order at 7:33 p.m. by Chair Dodd-Butters, Homer City Hall Council Chambers, 491 E. Pioneer Ave., Homer, Alaska.

Present: Commissioners: Dodd-Butters, Hamik, Patton, Greer, Markelz, Drathman and Jason  
Staff: Sec. CMgr. Hagerty

### **APPROVAL OF AGENDA**

The agenda was approved by consensus of the Commission with the addition by Commissioner Drathman, New Business, C. Move weather shelter from Hornaday Park to WKFL Park.

### **APPROVAL OF MINUTES**

Minutes of 19 June 1997 were approved as submitted by consensus of the Commission.

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

Mr. Hugh Bevan spoke regarding the CIP items. He expressed the needs from his perspective. #1 trail is Soundview and the Spit trail is in the works. Roads: #1 is Freight Dock Road, very heavy traffic volume and low level of maintenance. Utilities: #1 is Bypass Sewer Main, it is at capacity and more availability is needed; and #2 is Water Pipeline to connect East Hill to Mountain View (goes down through Effler's from the top). Structure: #1 is Fendering System for the Deep Water Dock, just a matter of time before something happens, we currently are landing vessels bigger than it is designed for; #2 is Replace Main Dock (USCG needs this too for SEDGE's replacement vessel); and #3 is Bridge Creek Clearwell, to help increase pressure (during the busy time of year -now- we have less than one day supply of water if something happens). Equipment: #1 is Telemetry & Control Equipment, to be able to trouble shoot without having to go there (the first part of this was completed 3 years ago and has worked very well).

Commissioner Drathman inquired about activity/funding of the USCG at the Main Dock/Multi Purpose Dock. He wondered about who would be using each dock and if the wood dock replacement would be made with something other than wood. It was noted the Main Dock is used by Ferry, USCG, bulk plant fuel delivery, as well as miscellaneous fishing uses. This could be design to received cruise ships too. Deep Water Dock would still be actively involved as it is now. It is unknown what the replacement material for the Main Dock would be and the depth of the water at the Main Dock is equal if not better than the Deep Water Dock.

Commissioner Hamik ask what Mr. Bevan thought about the Library. He advised he was not really involved with that. Chair Dodd-Butters asked about the restrooms. He advised this was for two locations. There was some discussion of the corner of Heath/Pioneer and one on the bypass. Mr. Bevan noted there is no sewer between Public Works and Main Street.

The Commissioners appreciated and thanked Mr. Bevan for his attendance and input.

**STAFF REPORT** -None

### **COMMUNITY SCHOOLS BOARD OF DIRECTORS REPORT**

Commissioner Jason advised Daryl Farrens is on vacation for a month. She offered on behalf of Community Schools that if something needs done at Hornaday Park that Mr. Bevan feels is beyond

their purview that they will put together a committee and get volunteers to get it accomplished. They plan on having an annual cleanup day (tentatively on the anniversary day). Mr. Bevan noted that the City Council has not accepted Hornaday Park Playground officially for maintenance. Ms. Hagerty is to bring this to City Manager's attention and see what action she would like to take. It was noted that Fern Smith is working with Scouts and other organizations to get some landscaping projects done.

Commissioner Jason is working on plaques for the park. She requested wording input from Commissioner Dodd-Butters for the Harrington plaque and this needs to be on the agenda for approval at the next meeting and then proceed to City Council for approval.

Commissioner Jason introduced a volunteer appreciation day and wondered if Parks/Recreation Advisory Commission would like to sponsor it. Commissioner Drathman felt the City Council should sponsor it and they could tie this in with the formal acceptance of the playground at the same time.

**DRATHMAN/PATTON MOVED PARKS/RECREATION ADVISORY COMMISSION RECOMMEND TO CITY COUNCIL THAT THE CITY OF HOMER SPONSOR A VOLUNTEER APPRECIATION DAY ON ONE OF THE DAYS OF THE LABOR DAY WEEKEND COMING UP IN CONJUNCTION WITH THE FORMAL ACCEPTANCE OF KAREN HORNADAY PARK PLAYGROUND.**

It was agreed that the beneficiary is the City of Homer. Commissioner Jason advised the Teamsters, all of the corporate sponsors, as well as the volunteers will be invited. She would also like the Chamber of help advertise for this, she will contact them to see which day would be the best.

Commissioner Jason advised that Laura Brooks presented putting a peace pole in the playground to the committee and they agreed. Ms. Hagerty noted that she had brought this to Parks/Recreation Advisory Commission and City Council approved her request for WKFL. It was to be on opposite side of the park from the other peace pole that is already there. She had canceled the ceremony due to the people from Japan schedule conflict and it was to be done at a later time. This could be changed though and brought back through the process to change the location if it is to be on City property.

**VOTE: Yes: Dodd-Butters, Drathman, Greer, Hamik, Jason, Markelz and Patton**  
Motion carried.

**VISITORS - None.**

#### **PENDING BUSINESS**

##### **A. Group Reports**

###### **1) Homer Beautification Committee (Dodd-Butters)**

Flowers are out and growing. We need a municipal greenhouse. Chair Dodd-Butters noted she has been on her tree planting projects around town (noting the entrance to Hornaday Park in particular).

###### **2) Karen Hornaday Park Committee (Drathman)**

Commissioner Drathman addressed the possibility of the relocation of the shelter to WKFL (is was noted that the Ringer gazebo is under construction). He advised the relocation of the restroom to the corner of the playground (must be handicapped accessible), by the street, is in the processes.

**PENDING BUSINESS**

**A. Group Reports**

**1) Homer Beautification Committee (Dodd-Butters)**

They are going nuts putting trees all around town. There has been extensive work done at the Airport. If anyone knows where a tree is needed let her know. Commissioner Patton suggested that some of the trees on Pioneer Ave. be shorten so visibility is better.

**2) Karen Hornaday Park Committee (Drathman)**

The Informational Material memo from the Mayor to City Council was noted dated 07/24/97. He noted they are trying to tell City Council they need to be pro-kids and spend some money. There needs to be a funding mechanism to fund these economic development issues. City Council did approve relocating the restroom. He feels strongly about having a ballot proposition. He feels the people will go for a .05% tax if they would get a new hockey rink. You can only sell so many items for fund raising events and only so many projects like the Hornaday Park Playground Project before there has to be some money spent.

Commissioner Patton wondered what the actual cost is to move the restroom and put the ballfield in? Commissioner Drathman did not know how much it would cost for relocating water/sewer, but the field could be volunteer expenses. He felt City's normally put in the fields and maintain them. He feels the bottom line, not just Little League, is there needs to be a source of revenue. Some discussion. There is not a Little League money project for field maintenance as there is some resistance to doing this as the fields are City fields. Mr. Farrens noted that the Little League & Hockey Associations do not make money, but they do save the City by not having to have one or two more police officers. Commissioner Hamik agreed that improving the quality of life here is a good investment. She reminded that Brian Bennett had brought this up before.

recess 8:40-8:45 p.m.

**3) Hockey Rink Committee (Drathman/Patton)**

Commissioner Patton advised she talked with Neil Herring today. He is working on funding from the Borough School District, he doesn't really expect any help, but is tapping into their CIP's. Commissioner Drathman noted that Deb Germano have made a motion to add the Hockey Rink, but Homer's other member (Mari-Anne Gross) did not second it. Neil Herring would like to be on the next Parks/Recreation Commission agenda to give an update.

**4) Trails Committee (Hamik)**

They are currently researching possibilities of the Fairview Trail (Ron Gribble Trail); hopefully this will work, but it will take times as it will require many easements. The West Schools Elementary Trail is "sensual", all your senses are raised and it is like walking on marshmallows. All the kids involved did a great job and it needs some media coverage for parents and children awareness of it.

Commissioner Drathman advised that there is also a new loop trail on West Elementary School property and wondered if these two could be connected.

**5) Parks Committee (Patton)**

Commissioner Patton reported that all that bad equipment is gone from Ben Walters park and the trail to the gazebo has been all redone. Fern and the Public Works crew have been busy this summer. She noted that all the equipment would not be removed from Bayview Park, nor had it ever been thought of, as was implied earlier. As the spring Park Walk-Through noted, there is unsafe

