

Kachemak Drive Path Committee



Thursday
September 8, 2011
Regular Meeting 5:30 p.m.



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

**MEETING NOTICE
REGULAR MEETING AGENDA**

- 1. CALL TO ORDER**
- 2. AGENDA APPROVAL**
- 3. APPROVAL OF THE MINUTES**
 - A. Minutes for the Regular Meeting on August 4, 2011 Page 5
- 4. PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA**
- 5. RECONSIDERATION**
- 6. VISITORS**
- 7. STAFF & COUNCIL/COMMITTEE REPORTS/COMMISSION REPORTS**
- 8. PUBLIC HEARING(S)**
- 9. PENDING BUSINESS**
 - A. Attendance at City Council meetings in Support of the Project for Inclusion in the City of Homer Capital Improvement Plan.
 1. Make a List of which meetings will be attended by which member
 - B. Report on Results or Progress in Contacting Members of the City Council
 - C. Report on the Status of the Fill for the Mud Bay Trail
 - D. Report on the Status of Permission to Use Dredge Spoils from the Port and Harbor
 - E. Report on the Status of Contacting Homer Electric Association on Use of Right of Way
 - F. Report on the Status of the State to Implement Lane Changes
 - G. Report on the Status of Share the Road Public Service Announcements
 - H. Report on the Status of Share the Road Signs
 - I. Discussion and Recommendation on Possible Sources of Funding for the Project
 1. Funding for Digital Radar Speed Detectors Page 9
 2. Funding for Signage
- 10. NEW BUSINESS**
 - A. Discussion on Addressing Signage Prohibiting Camping Along Sections of the Proposed Trail Page 11
 1. Submitting a recommendation to the Parks & Recreation Advisory Commission to forward to City Council.
 - B. Discussion on Portion of Proposed Pathway from East End Road to the West End of Kachemak Drive Water/Sewer Phase II Project. Page 17
 - C. Discussion and Recommendation for Naming the Proposed Pathways Page 19
 1. Is there a City process in place for naming new trails or paths?
 - D. Discussion on the Proposed Implementation for the Segment of Trail from the End of the Spit Bike Trail to Arctic Tern Road Page 21
 - E. Discussion and Recommendation on the Mission Statement of the Committee Page 23
- 11. INFORMATIONAL MATERIALS**
 - A. Surveys Received Page 25
- 12. COMMENTS OF THE AUDIENCE**
- 13. COMMENTS OF THE CITY STAFF** *(If present)*
- 14. COMMENTS OF THE COMMITTEE**
- 15. ADJOURNMENT/NEXT REGULAR MEETING IS SCHEDULED FOR OCTOBER 6, 2011 AT 5:30 P.M.** All meetings scheduled to be held in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

Kachemak Drive Path Committee:

1. Meeting called to order at 5:35pm on August 4th 2011

Members present: Ingrid Harrald, Beth Cumming, Dave Brann, Bumpo Bremicker, Lynne Burton, Dave Clemmons

2. Approval of Agenda: Moved by Dave Brann, approved
3. Approval of minutes: Moved by Dave Brann, approved
4. Public Comments:

A resident spoke about the current road work being done on Kachemak Drive. The water and sewer lines are being put in and they are repaving, and doing much dirt work along the shoulder. She felt that this would be a good time to work with DOT and other groups to see if they could pack down the dirt on top of this and use this as a bike path.

5. Reconsideration:

Beth requested reconsideration of the second recommendation to the city council referring to the Mud Bay segment. She would like to revoke the recommendation. She feels that using harbor dredges filling the edge of the trail to beginning of woods would only be appropriate for pedestrians. The cost would be in the \$4000 range and she feels the money/effort should go towards something that would accommodate cyclists as well as pedestrians. For the first .2 miles, (from the spit trail to the crest of hill) she feels like widening the shoulder on the bay side with more substantial fill would be appropriate. She has walked the airport side and thinks it has at least 2 feet for expansion at the shoulder.

There was discussion about the problems with using so much fill on such a steep bank near an intertidal area. Other ideas thrown about included a retaining wall, geotextiles, and wooden walkways. Discussion on Carey Meyer's role in trail decision making and if the trail could go below the 26' high tide line. Dave B stated that was permissible as long as it was not paved.

The committee discussed throwing out or keeping the recommendation. Ingrid and Dave B. suggested keeping the proposal, just remove the specifics of the trail design which could be determined at a later time after this proposal goes through the commission. They stated that putting down any kind of trail would increase user groups and help show that the city should support a more substantial path.

It was decided that the recommendation would go to the commission with the following changes:

- increase to level 3 trail
- delete third paragraph

So the new recommendation would be:

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 XXX 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 Three 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.

- 6. No Visitors
- 7. No reports
- 8. No public hearing
- 9. Pending Business: Resolution 11-xxx

Discussion on the write up, wording and word-smithing of the resolution. Ingrid wanted to remove all of the third Whereas, but other committee members preferred to keep it. Decision was made to hand the following comments to Renee and have her do what she thinks is best to make all the path recommendations equal in the resolution.

Beth handed out a list and quotes of the many local plans that mention support for the Kachemak Bay Trail (Homer Transportation Plan, Homer Non-motorized Trail Plan, Homer Climate Action Plan, etc). Committee agreed that this should be included in resolution. Dave C. mentioned that the first quote was from the pedestrian not cycling part of plan. All committee members agreed that they would attend meetings to support the resolution.

For Renee:

For the Resolution 11-XXX the committee would like to recommend the following:

- 1. The third whereas (lines 9-12) is worded so that the separated bike path seems like the major plan. If we could reword it to restate more clearly what is stated in lines 25-32, that would be preferred. Or we could get rid of that whereas altogether.
- 2. In lines 19-23 there were concerns that the use of "upon property within the city of homer" implied use of private property right of way, which the committee agreed would only be done by permission of owner. So maybe say "public property"? The committee would also like to change the word "pathway" on line 21 to "pathways"
- 3. The committee would like to add a paragraph with the list of all the plans that include support of a non-motorized pathway on Kachemak Drive. (you should already have this from Beth) - if not, please let me know and I will forward it on to you.

10. New Business:

Discussion of next steps of committee:

- support resolutions/recommendations through to city council
- call city council members ask for support
- testify/comment for review of CIP list
- start process for applying for fill for Mud Bay Trail
- Get permission to use dredge fill (enterprise fund)
- Look into HART funding
- Work with Walt to get DOT involved in the process
- Contact HEA about right of way to see if it is usable.
- Research with state for lane changes
- Surveys wanted existing speed limit enforced
- Share the road PSAs
- Share the Road signs
- Look into digital radar speed readers -\$2900 – possibly Homer Foundation? Or Police Funds?

12. Comment from the audience: It was requested that members of the committee and also members of the public go to the city council meeting and suggest that they look at the water/sewer project currently going on and see if there are any bike path solutions that can be worked out over the new water/sewer lines.

13 No comments of audience/city staff

14. Comments of committee:

Dave Clemmons – playing “catch-up” from being gone this summer. Will research other paths and “complete streets” type information and compile it for Parks and Rec.

Dave Brann- Still working on the signage, radar sign and PSAs. Homer News printed them free. Is leaving town for two weeks.

Ingrid – feels we should look at mission statement of committee and maybe change it. will help Dave C. compile information for Park and Rec.

Beth – likes the radar sign idea. Will continue to work on the Mud Bay trail and look into the 100’ ROW at base of spit. Beth went to Katie (Seaton’s asst) to talk about the aviation leasing. Seaton suggested that the trail be put in around the north side of the airport. He also suggested it being done along with the Enstar project. Beth want to make sure she had given him the right information about why this wasn’t the committees preference.

Bumppo – it is state policy now that all new roads that are put in are required to have non-motorized paths. This should be made a priority and standard policy for the federal government.

Meeting adjourned at 7:38pm.

Notes by Ingrid Harrald

Office of the City Clerk

Jo Johnson, CMC, City Clerk

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



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MEMORANDUM

TO: KACHEMAK DRIVE PATH COMMITTEE
FROM: RENEE KRAUSE, CMC, DEPUTY CITY CLERK I
DATE: AUGUST 31, 2011
RE: DISCUSSION AND RECOMMENDATIONS ON POSSIBLE FUNDING SOURCES

Background

Chair Bremicker has requested this item to be on the agenda. I have put it under Pending Business rather than New Business as it was on the Committee's agenda previously.

Discuss and list all possible sources for funding the various recommendations that will be forwarded to the Parks and Recreation Advisory Commission.

Recommendation

Appoint members of the Committee to research various options for funding the recommendations that will be or have been forwarded to the Parks & Recreation Advisory Commission.

Office of the City Clerk

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MEMORANDUM

TO: KACHEMAK DRIVE PATH COMMITTEE
FROM: RENEE KRAUSE, CMC, DEPUTY CITY CLERK I
DATE: AUGUST 31, 2011
RE: DISCUSSION ON ADDRESSING SIGNAGE PROHIBITING CAMPING ALONG
SECTIONS OF THE PROPOSED TRAIL

Background

Committee Member Cumming has requested the discussion and recommendation of including signage along sections of the proposed trail to prohibit camping.

Homer City Code 19.08 addresses camping on City Owned Property. I have included the code for your information.

Recommendation

Discuss the need to install signage along the proposed trail and submit the recommendations to the Parks & Recreation Advisory Commission.

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Sections

19.08.010 Purpose.

19.08.020 Definitions.

19.08.030 Parking or camping prohibited--Enforcement.

19.08.040 Parking or camping fees authorized.

19.08.050 Payment of fees--Display of permit--Clean up deposits.

19.08.060 Maximum duration of camping.

19.08.070 Certain acts prohibited.

19.08.080 Storage of garbage, refuse and other wastes.

19.08.090 Unattended camps.

19.08.100 Unauthorized structures.

19.08.110 Disposition of revenues.

19.08.120 Violation--Penalty.

19.08.010 Purpose. The purpose of this chapter is to protect, preserve, and control all campgrounds, campsites, and camping on all lands owned or controlled by the City. (Ord. 81-1(5)(part), 1981; prior code 5-700.1).

19.08.020 Definitions. For the purposes of this chapter, the words set out in this section shall have the following meanings:

a. "Campground" means an area owned, controlled, developed and/or maintained by the City, which contains one or more improved campsites or contains adequate area for one or more unimproved campsites.

b. "Camping" means:

1. The erection of, or occupancy of any tent, regardless of whether said tent is of commercial manufacture or has been constructed in whole or part by any person;
2. The placing or leaving of any items normally found at a campsite within campsite such as cookstoves, lanterns, etc., if sleeping bags and/or other forms of bedding are also left at the location;
3. Parking of any camper unit in any area owned or controlled by the City, which has been designated a camping area by official signs, in excess of twenty-four hours, shall constitute camping, regardless of any physical change in campsite within camping area;

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(Homer 03/10)

4. The presence of any person sleeping in any motor vehicles or camper units between the hours of midnight and six a.m., shall constitute prima facie evidence of camping;

5. Sleeping on the ground, with or without any shelter, sleeping pad, etc., between the hours of midnight and six a.m., on any land owned or controlled by the City, shall constitute camping; 6. Preparation or consumption of meals in, or in affiliation with and in proximity to, any camper unit at any time following midnight of the day said camper unit was parked in any campground, shall constitute prima facie evidence of camping.

c. "Campsite" means all improved and unimproved campsites located on lands owned or controlled by the City.

d. "Camping Season" means that period of time from April 1 through October 30.

e. "Designated camping area" means any area of land owned or controlled by the City, which has been marked by official signs as open to camping or campers.

f. "Immediately mobile" means that the camper unit may be moved from its campsite by either:

1. Starting its propulsion engine and driving said unit away, or;

2. By attaching a towing vehicle to the trailer hitch of said camper unit and pulling it away; provided, that in both subdivisions 1 and 2 of this subsection, the removal must be feasible without any preliminary actions to prepare the vehicle for removal, such as, but not limited to, installation of wheels, or removal of support structure or platforms, etc.
- g. "Improved campsite" means any space designated for individual or family camping and normally containing a table, fireplace and parking space, and shall include the surrounding area which is, or has been, used for camp living and social functions by the camper.
- h. "Other wastes" means garbage, refuse, offal, oil, grease, tar, dyestuffs, acids, chemicals, industrial or seafood processing wastes; and any other substance which may cause, or tend to cause, pollution of the lands or waters within the City.
- i. "Parking" means the placing or leaving of any motor vehicle or trailer on any land within the City, if the propulsion engine of said vehicle is off.
- j. "Permanent structure" or "shelter" means any collection, assemblage, construction, or assortment of materials or devices; whether of natural or synthetic nature, which has served or is reasonably capable of serving as protection from any of the elements; or as an item constructed to enhance the habitability of a campsite, such as, but not limited to, structures functioning as, or which are reasonably capable of functioning as furniture items. Any camper unit rendered less than immediately mobile by the removal of wheels or placement on supports or platforms shall also be a permanent structure. Commercially manufactured tents and the flysheet supplied for the tent by the manufacturer or constructed in whole or in part from canvas, nylon or other tenting material, shall not be classified as permanent structures or shelters unless they have been placed on a platform or material other than the soil at the site of erection.
- k. "Self-contained camper unit" means all vehicles and trailers which contain sleeping facilities for one or more persons. Sleeping facilities shall also include any structure or area of any vehicle or trailer which circumstances indicate are actually being used for sleeping and need not consist of actual beds or bunks. Self-contained camper units are also referred to as "camper units" in this section. Self-contained camper units may be referred to as "campers" on signs for designated camping areas.
- l. "Temporary structure" or "shelter" means all tents of standard commercial manufacture with the flysheet provided by the manufacturer or constructed in whole or in part from canvas, nylon or other tenting material, and all commercially manufactured self-contained camper units, so long as said camper units are maintained in such a condition that they are immediately mobile. Any camper unit not maintained in an immediately mobile condition shall be deemed a permanent structure.
- m. "Unimproved campsite" means that area of land surrounding any temporary structure on any City-owned or City-controlled property open to camping, other than improved campsites, and the structure itself; said area shall be that area which is being, or has been used for camp living and social functions. (Ord. 99-18(A) 1, 1999; Ord. 81-1(5) (part), 1981).

19.08.030 Parking or camping prohibited-Enforcement. a. No person shall park any motor vehicle or camper or otherwise camp on any City-owned or City-controlled property where any official sign prohibits parking or camping.

b. Camping, as defined in Section 19.08.020b of this chapter is prohibited in areas other than those so designated by the City, except where campers camping on private property have written permission to do so from the property owner.

c. Persons who refuse to remove themselves and their personal property from unregulated camping areas upon request by an authorized representative of the City shall be removed, together with their personal property, from the areas using such force as may be necessary under the circumstances.

d. Camping in a closed campground is prohibited. Except in the winter the Spit camping area is designated as the parking area immediately northwest of the Mariner Memorial[i] and on the same side of the Spit Road. Except when a campground is opened under a directive entered pursuant to this subsection, all city campgrounds shall be closed outside the camping season. The City Manager may, for cause, enter a written directive that one or more city campgrounds will be opened or closed up to thirty days before and thirty days after the camping season, or for any other period of time specified in the directive. As used in this subsection, "cause" includes, but is not limited to, emergencies, tourist caravans, and other tourist demand outside the camping season.(Ord. 99-18(A) 2, 1999; Ord. 82-10 1, 1982; Ord. 81-1(5) (part), 1981: prior code 5-700.2).

19.08.040 Parking or camping fees authorized. The City Manager or his designee is authorized, with the

approval of the City Council, to establish parking and camping fees for lands owned or controlled by the City. (Ord. 81-1(5) (part), 1981: prior code 5-700.3).

19.08.050 Payment of fees-Display of permit-Cleanup deposits. It is unlawful to camp in a designated camping area on lands owned or controlled by the City without having first paid the appropriate fee to the authorized agent for the City and having obtained the requisite permit. Evidence of payment of the camping fees shall be immediately produced upon the request of the fee agent or any peace officer. Permits issued pursuant to this section shall be displayed at all times while camping, in accordance with the instructions provided therewith. No permit shall be issued unless the applicant provides all information requested by the authorized representative of the City. A deposit to insure cleaning of campsites at the termination of use may also be required prior to issuance of a permit. (Ord. 81-1(5) (part), 1981: prior code 5-700.4).

19.08.060 Maximum duration of camping. a. No person shall camp on City-owned or City-controlled property in excess of fourteen calendar days, regardless of any changes in campsite or campgrounds. Persons who have utilized their fourteen-day camping period may not return to camp in any City-owned or City-controlled camping area for fourteen additional days following the last day of their fourteen-day camping period. The fourteen days of authorized camping need not be consecutive.

b. An exception may be granted to the fourteen-day limitation if there are sufficient vacant campsites, as determined by an authorized City official. All persons shall move their campsite at the end of each fourteen-day period. (Ord. 81-1 (5) (part), 1981: prior code 5-700.5).

19.08.070 Certain acts prohibited. It shall be unlawful for any person to:

a. Dispose of or deposit human body wastes or any other waste on City-owned or City-controlled land other than in authorized or designated receptacles;

b. Make or cause to be made any unnecessary or unusual noise which annoys, injures or endangers the comfort, repose, health or safety of the public, or any individual member of the public on City-owned or City-controlled land;

c. Erect, occupy, or otherwise utilize any temporary or permanent structure or shelter on City-owned or City-controlled lands.

1. Exception. Unless otherwise prohibited, tents of standard commercial manufacture or constructed in whole or in part from canvas, nylon or other tenting material may be erected and occupied in designated camping areas. Structures so exempted may not be modified, extended, or sheltered by the addition of any material not a commercially manufactured component of said tent or other than a recognized tenting material.

2. Exception. Unless otherwise prohibited, self-contained camper units may be parked and occupied in designated camping areas so long as they remain immediately mobile;

d. Park, leave, maintain, or utilize any vehicle, camper unit, or camp in violation of any provision of any section of this chapter. All vehicles, camper units, or other camps in violation shall be subject to impoundment by any peace officer. All costs of impoundment and storage of any property so impounded shall be paid before said property shall be released. Property so impounded shall additionally be subject to a twenty dollar impound fee, which shall be paid before said property is released. All permanent structures shall be impounded pursuant to Section 19.08.100;

e. Deface, destroy, alter, remove, or otherwise disfigure any equipment, sign, utility services, or other facility owned or provided by the City at any City-owned campground or campsite, or parking area adjacent thereto;

f. Allow any dog owned, harbored, or controlled by himself to be at large in any City-owned or City-controlled campground. All fecal wastes of any dog discharged or deposited on any lands within a City-owned or City-controlled campground shall be immediately removed by the person owning, harboring, or controlling said animal and shall be deposited in trash receptacles or otherwise stored in containers pursuant to Section 19.08.080;

g. Leave any campsite in a disorderly or unsightly condition upon termination of use. (Ord. 81-1 (5) (part), 1981: prior code 5-700.6).

19.08.080 Storage of garbage, refuse and other wastes. All garbage refuse, and other waste created or compiled in the course of activities while camping, shall be stored in opaque containers which shall be tightly closed to contain odors and to exclude insects, rodents, and vermin. Plastic garbage sacks are

acceptable containers for compliance with this section. (Ord. 81-1(5) (part), 1981: prior code 5-700.7).

19.08.090 Unattended camps. A campsite shall be occupied on the first night after equipment, vehicles, or tents have been set up. Equipment left unattended for a period of seventy-two hours at any campsite on City-owned or City-controlled property may be impounded unless prior permission for a longer storage period has been obtained from an authorized City representative. An impound fee of twenty dollars and all costs of impoundment and storage shall be paid before said property may be released. (Ord. 81-1(5) (part), 1981: prior code 5-700.8).

19.08.100 Unauthorized structures. Any structure erected, maintained, occupied, or utilized on City-owned or City controlled land without written permission from the City Manager or otherwise permitted under this chapter shall be unlawful and shall be subject to impoundment or disposal by any peace officer. If said structure is impounded pursuant to this section, all costs of impoundment and storage shall be paid in addition to the impound fee of twenty dollars before said structure may be released. All costs of recovery shall be borne by the person claiming said structure. (Ord. 81-1(5) (part), 1981: prior code 5-700.9).

19.08.110 Disposition of revenues . All revenue from fees paid for parking or camping shall be deposited in the general fund or disposed of in accordance with the terms of the contract with the concessionaire for parking and/or camping on City-owned or City-controlled campgrounds. (Ord. 81-1 (5) (part), 1981: prior code 5-700.10).

19.08.120 Violation-Penalty. All violations of this chapter are punishable under the general penalty provision of the Homer City Code, Section 1.16.010. (Ord. 81-1(5) (part), 1981: prior code 5-700.11).

[1] [1] For statutory provisions authorizing cities to provide and regulate recreational facilities, see A.S. 29.48.030(15). Prior Ordinance history: Ordinances 70-5 and 73-13.

[i] Mariner Memorial is a reference to the Seafarer's Memorial

Source URL (retrieved on 2011-09-01 20:31): <http://www.cityofhomer-ak.gov/cityclerk/chapter-1908-campgrounds>

Office of the City Clerk

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MEMORANDUM

TO: KACHEMAK DRIVE PATH COMMITTEE

FROM: RENEE KRAUSE, CMC, DEPUTY CITY CLERK I

DATE: AUGUST 31, 2011

RE: DISCUSSION ON THE PORTION OF THE PROPOSED TRAIL FROM EAST END ROAD TO THE WEST END OF THE KACHEMAK DRIVE WATER SEWER PHASE II PROJECT

Background

Committee Member Cumming has requested the discussion and recommendation of the Portion of the proposed Pathway from the East End Road to the west end of the Kachemak Drive Water Sewer Phase II Project.

Recommendation

Discuss the section of the proposed trail and submit recommendations to the Parks & Recreation Advisory Commission.

Office of the City Clerk

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Renee Krause, CMC, Deputy City Clerk I



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MEMORANDUM

TO: KACHEMAK DRIVE PATH COMMITTEE
FROM: RENEE KRAUSE, CMC, DEPUTY CITY CLERK I
DATE: AUGUST 31, 2011
RE: DISCUSSION AND RECOMMENDATIONS NAMING THE PROPOSED PATHWAYS

Background

Committee Member Cumming has requested the discussion and recommendation from the committee to naming or names for the sections of proposed pathways.

Currently I have been unable to locate any information or requirements on naming of trails within the city limits.

Recommendation

Discuss the section of the proposed trail and submit name recommendations to the Parks & Recreation Advisory Commission.

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MEMORANDUM

TO: KACHEMAK DRIVE PATH COMMITTEE

FROM: RENEE KRAUSE, CMC, DEPUTY CITY CLERK I

DATE: AUGUST 31, 2011

RE: DISCUSSION AND RECOMMENDATIONS ON IMPLEMENTING A SEGMENT OF
THE PROPOSED PATHWAYS ALONG KACHEMAK DRIVE

Background

Committee Member Cumming has requested the discussion and recommendation from the committee on implementing the section of the proposed trail from the end of the spit bike path to Arctic Tern Road.

Recommendation

Discuss the section of the proposed trail and submit recommendations to the Parks & Recreation Advisory Commission.

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MEMORANDUM

TO: KACHEMAK DRIVE PATH COMMITTEE

FROM: RENEE KRAUSE, CMC, DEPUTY CITY CLERK I

DATE: AUGUST 31, 2011

RE: DISCUSSION AND RECOMMENDATIONS ON REFINING THE MISSION
STATEMENT OF THE COMMITTEE

Background

Committee Member Harrald at the last meeting recommended reviewing the purpose of this committee and the need to possibly re-define the mission statement or goals of this committee.

Last November this committee was formed to discuss and develop recommendations for Proposed Pathway(s) along Kachemak Drive for the safety of pedestrians, cyclists and drivers. I believe the committee has accomplished that goal for the majority of the roadway with two recommendations approved by the Parks & Recreation Advisory Commission and being submitted as Resolutions to City Council.

If the purpose of the committee is changed to focus on implementing or seeing the proposed project to either a start of construction or a finished pathway(s) I would recommend submitting a recommendation to the Parks & Recreation Advisory Commission to approve the change in the purpose of the committee to establish a more appropriate life or timeline for this committee.

It has been noted that the original purpose behind establishing this committee has almost been accomplished and the committee should be completing its business before the end of the year.

Recommendation

Discuss and make a recommendation to change the direction or purpose of the committee and submit request for extension to the Parks & Recreation Advisory Commission for approval.

PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH

PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY
QUESTIONS BELOW

AUG 30 2011 02:06 *De*



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.

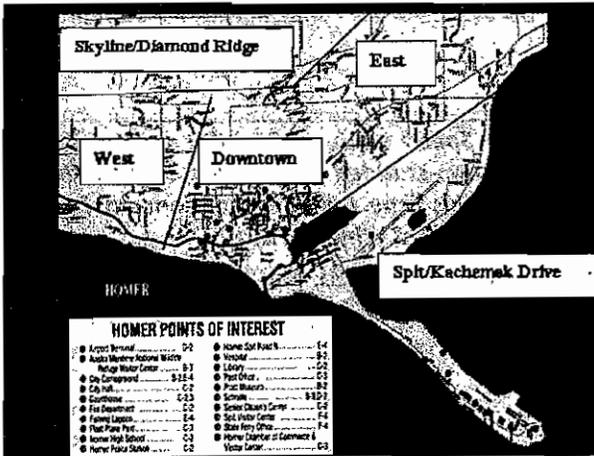
Kachemak Drive Pedestrian Bike Path
A Committee of the Parks and Recreation Advisory
Commission

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

Name (Optional) Kevin Walker

Address: (Optional) 59975 Glden Plover

City, State, Zip Kachemak City, AK 99603



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"/> 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 Split to the Airport Access Road. Comments and Concerns about this Option.

Do you support this Option? Why or Why Not?

Is this the beach trail option? This is a good pedestrian option, but only mountain bikers with lots of time would find cycle on this trail. I would strongly support a paved or crushed gravel surface parallel to the road - this is a very dangerous section as cars are going fast with limited visibility over the hill, and uphill bike riders may be going very slow and weaving a bit.

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?

This is an excellent long term solution. Act fast, the easements on the west end are dug up and construction equipment is on site!

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

I travel this road frequently, both on a bike and by car. There is often a lot of car / truck traffic and they are going too fast. I often see 4-8 bicyclists on my trips along Kachemak Drive. I can not support no action.

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

With the rising price of gas, more people are riding bikes.

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

Take advantage of the current construction activity at the west end of Kachemak Drive to eliminate mobe - demobe costs. Repaint the lines to allow up to 3' on each side for a paved shoulder for bikes and walkers.

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?

I strongly support this option as an immediate, low cost solution where the right of way and topography permit.

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 support this if it could be enforced. Making 9.5-10' lanes would help slow down traffic.

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

Safety, safety, and safety.

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

I would like to see a separate, paved bike and pedestrian trail, similar to the spit trail. I would discourage an adjacent trail where possible, as the proximity of speeding cars and trucks detracts from a pleasant commuting / traveling experience.

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.

Acquire necessary easements for trails under the power lines and over the sewer and water lines.

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

