

# *Kachemak Drive Path Committee*



Thursday  
October 6, 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 September 8, 2011 Page 5
- 4. PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA**
- 5. RECONSIDERATION**
- 6. VISITORS**
  - A. Regina Mauras, City of Homer Finance Director
    1. Topic of Discussion – City of Homer Accelerated Roads and Trails Program
- 7. STAFF & COUNCIL/COMMITTEE REPORTS/COMMISSION REPORTS**
- 8. PUBLIC HEARING(S)**
- 9. PENDING BUSINESS**
  - A. Report on the Status of Contacting Homer Electric Association on Use of Right of Way
    1. Email from Dave Brann with Response from HEA Claudia Furlong Page 9
  - B. Discussion and Recommendation on Possible Sources of Funding for the Project
    1. Does this Project fall under the parameters of the HART Program?
    2. Are there grants available and what are they? Page 11
  - C. Discussion and Recommendations on Defining the Purpose and Goals of this Committee Page 21
- 10. NEW BUSINESS**
  - A. Discussion and Recommendations on a Specific Strategy to Developing and Implementing the Path Along Kachemak Drive Page 23
    1. Resolution 11-090
    2. Memorandum dated September 27, 2011 Re: HAPC Recommendations to City Council on Resolution 11-090.
      - a. Minutes of the HAPC Regular Meeting September 21, 2011
      - b. Staff Report PL 11-100
  - B. Discussion and Recommendations for Developing A Strategic Plan for the Portion of the Path Along Kachemak Drive named "*The Mud Bay Trail*" Page 33
    1. What to Include in a Strategic Project Plan
    2. Who will do What? Assigning Responsibilities.
    3. Discussion and Recommendation to Make the Mud Bay Trail a Separate Project
  - C. Setting Additional Meeting Dates for October, November, December and January 2012 Page 35
- 11. INFORMATIONAL MATERIALS**
  - A. Surveys Received as of September 28, 2011 Page 37
  - B. Memorandum to Parks and Recreation Advisory Commission dated September 8, 2011 Re: Recommendation to Install Warning Signage Along Kachemak Drive Page 39
- 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 NOVEMBER \_\_\_\_\_ , 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  
Minutes September 8, 2011

Meeting called to order 5:37 P. M.

Members present: Beth Cummings, Dave Brann, Lynn Burt, Dave Clemens, Bumpo Bremicker

Moved and seconded to approve agenda

Moved and seconded to approve minutes

Public Comments:

Kevin Walker supports developing a path on top of the water / sewer easements. He will help the committee any way he can.

Lindianne Sarno: Expressed concerns about a gravel pathway as it is difficult to ride on. She volunteered to research various path surface types.

Val McLay: He supports a separated pathway but opposes narrowing the travel lanes. He sees narrowing the lanes as creating a bigger safety issue. He thinks bicyclists should ride in the road as allowed (not try to squeeze in to a two foot lane which is not safe for kids) or push for the separated path.

Beth Cumming read a letter from Trina Fellows into the record: "I think turning an industrial road (Kachemak Bay Drive) into three lanes so bikers can have a lane is a very dangerous idea. From February to October oversized boats & gear are being towed from all the boat yards to the Spit road. Large trucks also use this road. This would be an accident waiting to happen. Thank you, Trina B Fellows"

Jeff Middleton, applauded the effort to create a bike trail but is opposed to narrowing the travel lane. He feels that would be very unsafe.

Pending Business:

Bumpo and Dave plan to attend the city council meeting on Monday. The committee didn't establish a schedule of who would attend city council meetings in the future.

Beth mentioned she had contacted city council members about a month ago and may do so again.

No new information on the use of fill at this point although it was noted that dredging is once again going on and that it would be cheaper to haul it once from the source rather than having to store it then haul it again. Beth talked with Bryan Hawkins and the gravel is being advertised to be sold.

McLay did provide some information on how the harbor enterprise fund works and there would still be some expense in getting the dredge materials. He said the city contracts to have the material hauled away. He also provided some history and precedence of using dredge materials off the spit.

Dave has not contacted HEA yet as he is waiting for more information from a couple of sources before making the contact. He stated he is working on it.

No changes, progress or info related to the idea of narrowing the travel lanes. Beth did have emails from businesses along Kachemak Drive that are opposed to narrowing of the travel lanes. She was going to pass them on to the city council.

It was moved and seconded to pass two recommendations on to the Parks and Recreation Commission, the Homer Transportation Committee, the City Manager and the Homer City Council related to signage on Kachemak Drive.

1. It is recommended that two yellow and black "Share the Road" or "Bicyclists / Pedestrians on the Road" signs be added to existing advisory signs along Kachemak Drive. Locations to be: A. Between the Spit Road / Trail and the airport hill, B. After the Boat Yard going towards the spit.

2. It is recommended that two "driver feedback" (digital radar) signs be added to existing advisory signs on Kachemak Drive. Radar signs would flash driver's speed if over the established speed limit.

Homer Non-Motorized Trail Plan (Section 5.0, pg. 56) states:

"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, (East Road Bike Path) 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."

Section 5.0, page 55-56 Near Term Improvements states:

"Near term improvements for Homer's non-motorized transportation infrastructure should address immediate safety concerns...and the creation of safer bicycle conditions.

"For the purposes of this report, Homer Non-Motorized Transportation Plan, June 28, 2004, a near term improvement is one that will be realized in the next two years."

\*Signs could be purchased with a combination of private, city and grant funds. Signs could be installed and maintained by volunteers.

Approx. costs, two yellow advisory signs \$50.00 each  
Two radar signs \$3000 each: Total \$6100.00 + or -

The Committee added discussion of the Hart Funds to the agenda.

Lynn gave a brief report on the monies available and noted that Regina would be willing to come to a meeting to explain more about the funds. Currently \$234,719.00 available.

Bumppo suggested that we ask the city to build the trail and use the HART funds to pay it off. There is an annual increase of \$40-\$50,000 based on a percentage of the sales tax collected within the city.

There was discussion of using the water and sewer easements for the trail. There was some question on how best to approach it. Dave B. mentioned that Carey and Walt said that when the city obtained the easements for water and sewer some landowners specifically stated they didn't want a trail on the easement. It was felt that the committee needs to find out what the landowners concerns / objection are in order to explore possible solutions. No action taken or suggested.

NEW BUSINESS:

It was moved and seconded to name the portion of the trail from the Spit Trail to the Airport Beach access road the "MUD BAY TRAIL". Motion passed. A brief discussion on the historic name of Coal Bay as opposed to Mud Bay.

It was moved and seconded to place routed signs along the trail. Beth thought 12-15 signs with directional arrows would be needed. Motion passed.

Discussion on signage related to illegal camping along the Mud Bay Trail and other city properties. Beth felt signs designating the Mud Bay Trail would be enough to discourage campers in the future. She supports a kinder-gentler approach. Dave B. stated he didn't have the patience that Beth did and was frustrated by the abandoned campsites, accumulated camping debris, and waste disposal (or lack of). As an individual (not as a committee member) he will ask the police about impoundment of abandoned tents, etc.

Bumppo brought up the concept of a free camping area to accommodate those in need. Will add it to a later agenda.

Lynn said she did complain to the city police about the illegal camping in the early summer but that no action was taken. She was referred to Angie Otteson but wasn't able to make contact. Someone mentioned that Angie was willing to check out the sites but wanted someone to go with her. It doesn't seem like that happened.

Discussion on Portion of Proposed Pathway from East End Road to the West End of the Kachemak Drive Water / Sewer Phase II Project.

Beth felt that a turnpike type of trail construction would be inexpensive and a good way to cross some of the wetland areas along the sewer / water easements. Dave B. concurred that the turnpike construction, fabric, retaining logs along the edges, sand fill with a cap of gravel or other surface material was a standard trail construction technique in wet areas. It was noted that anyone could recommend this type of construction to the city council but the committee felt it was too early to present construction techniques when permission to utilize the easements hadn't been obtained. Discussion continued on how "how to make this happen". Dave B. said Walt was going to look into the easement language to see what could or couldn't be done, it was suggested that the committee continue to research what the concerns / objections to having a trail on the easement might be. Bumppo felt the city council should decide on how to make the trail happen.

Discussion on the Proposed Implementation for the Segment of Trail from the End of the Spit Bike Trail to Arctic Tern Road. Beth presented ideas on a segment of trail along the edge of the parking areas near the top of the bluff. It would require permission from Airport Leasing. She stated the cars parked there pay nothing for the use of the land and the parking could be adjusted to accommodate a trail. She talked with Paul Seaton's office about the possibility of a waiver from ?? in order to accommodate a trail in that area. Val McLay provided a little history on that section of land noting that it was a dump and trees have grown up on it holding it in place, he was concerned about cutting any trees that might compromise the bluff. Beth felt no trees would need to be cut.

Dave said that with permission of landowners he would be able to use a trail mower to mow the power-line easement from the Airport Managers office to Arctic Tern with only a few wet areas or ditches to be addressed. It wouldn't create a trail but provide a visual representation of the possibility.

Discussion and Recommendation on the Mission Statement of the Committee was postponed until the next meeting.

Comments from the audience: Val supports the turnpike style of construction with the use of D-1 gravel as a surfacing material. He suggested the committee look into flashing signs that could be rider (bicycle) activated as they used the road. The signs are used on various highways and in road tunnels when bicycles are utilizing them. Don't remove any trees from the top of the bluff.

He doesn't support the idea of free camping as a way to accommodate current illegal campers.

Comments from the Committee:

Dave C. wants to discuss the Committee goals, feels we have become a little scattershot in our approach.

Dave B. Some recent improvements to the Mud Bay Trail, check it out.

Lynn will write a letter to the editor about illegal campers.

Beth said no trees would be cut with her proposal and that she did contact many business owners along Kachemak Drive.

Bumppo said we would look at the mission statement of the committee and that "We're not done."

Meeting adjourned at approx. 7:30

Next Meeting is October 6, 2011 at 5:30 p.m. in Council Chambers at City Hall

Minutes submitted by Dave Brann

Renee Krause

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**From:** brann@alaska.net  
**Sent:** Tuesday, September 27, 2011 12:22 PM  
**To:** Renee Krause  
**Subject:** HEA Easements  
**Attachments:** 2011HEA Furlong.docx

[RKrause@ci.homer.ak.us](mailto:RKrause@ci.homer.ak.us)

Hi Renee,

We're still in Oregon until Oct. 4, will be home on the 5th but am still doing some email stuff. Please find attached a letter from Claudia Furlong, HEA. I have also included it in the body of this email.

Would you forward it on to Kachemak Drive Path Committee members and to the Advisory Commission? One more step out of the way.

I am working on a draft letter to eventually send to landowners along Kachemak Drive that may be affected by the proposed path. I will run it by you then the Committee, Walt or whoever before sending it out.

Did we establish a work session to work just on the path location and construction methods? I know there was discussion about it but don't know if we set a date and time.

Thanks, Dave

Good Morning, Dave:

It was a pleasure meeting with you to review the proposed Bike Patch along Kachemak Drive.

After an internal review, we have determined that bike paths are not a prohibited use of Homer Electric's rights-of-way and, as such, would not be appropriate for the cooperative to take a position or formulate policy on easements which do not impact the delivery of electrical service to its members. Utility easements and power line rights-of-ways are not granted to HEA for public use; they are retained as private property. The private landowner is the only entity with the authority to grant an easement.

If, during your efforts to secure Bike Path Easements, a landowner asks about HEA's right of way, we will be very willing to respond.

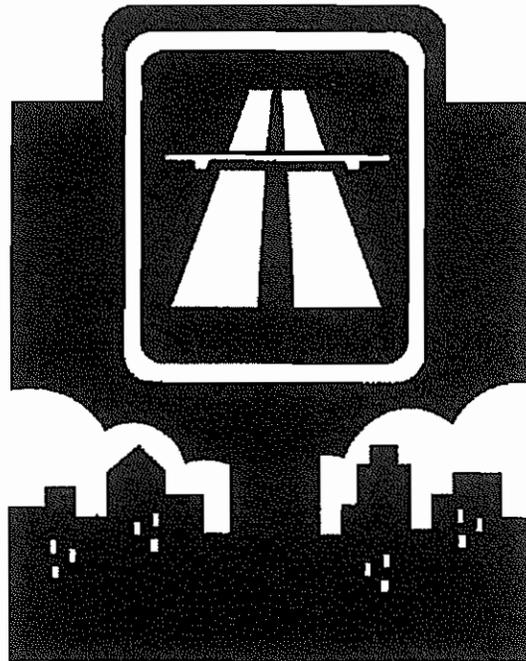
Claudia

Claudia Furlong, R/W-NAC  
Land Management Officer  
Homer Electric Association, Inc.  
280 Airport Way  
Kenai, AK 99611  
(907) 283-2350 office  
(907) 398-6107 cell  
(907) 335-6219 fax  
[cfurlong@homerelectric.com](mailto:cfurlong@homerelectric.com)



# H.A.R.T. POLICY MANUAL

## Homer Accelerated Roads and Trails Program



Adopted September 10, 2007

Produced & Distributed by the City Clerk's Office — 2/19/2008 — rt

**H.A.R.T. POLICY MANUAL**  
(HOMER ACCELERATED ROADS AND TRAILS PROGRAM)

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February 2008

## **I. PURPOSE and INTENT**

1. The H.A.R.T. is a combined local funding source of dedicated sales tax and assessments to upgrade city streets, new city streets and new city non-motorized trails.(Ordinance 06-42(S); Resolution 88-47 #1)
2. The intent of the program is to reconstruct local substandard city roads and/or upgrade existing city roads, construct new city streets and non motorized trails, thereby reducing maintenance cost, improving access, increasing property values and improving the quality of life. (Ordinance 06-42(S); Resolution 88-47 #2)
3. Reconstruction and new construction shall be to City Standards. (Ordinance 06-42(S) Resolution 88-47 #19)
4. The City will not accept a street for full time maintenance until it meets city standards and is shown on the official maintenance map.<sup>1</sup> (Ordinance 85-14 07/01/85; Resolution 88-47 #8)
5. When practical, the intent of the program is to preclude the destruction of existing property improvements in built up areas. (Resolution 88-77(A), be it further Resolved clause.)
6. State maintained roads are not part of this program. (Resolution 88-47 #7)
7. The criteria for the H.A.R.T. shall be reviewed annually by the Transportation Advisory Committee, with recommendations reported to the Homer City Council. (Resolution 88-47 #22)
8. Annexed roads are included as newly eligible roads, as listed on the Official Road Maintenance Map. (Resolution 03-116, 08/25/03)
9. New roads shall be listed on the Official Road Maintenance Map. (Resolution 07-82)
10. New trails shall be listed on a map in the City Clerk's Office. (Resolution 07-82)

## **II. DEFINITIONS**

- A. Sidewalk- the term "sidewalk" means a pedestrian facility associated with a road and generally within a street right of way. (Resolution 07-82)
- B. Trail – a pedestrian facility detached from a road, or not within a street right of way. (Resolution 07-82)

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<sup>1</sup>1.Clerk's Note: Done by Ordinance

### **III. QUALIFYING CRITERIA**

#### **A. Roads**

The schedule of street improvements and costs developed by the Public Works Department August 87, consisting of Groups I-IV and the annexed roads of the City boundary amendment of Ordinance 02-08(A) and as noted on the Official Road Maintenance Map, are hereby incorporated. (Resolution 05-70, 06/13/05; Ordinance 02-23(A), 06/10/02; Ordinance 02-08(A), 04/08/03; Resolution 03-116, 08/25/03)

Amendments to the schedule can be accomplished only by Council action and are limited to additions to the schedule due to revision of the street map or transfer of state rights-of-ways to the City.

All projects will be authorized only after a public hearing to insure public participation in the process. (Resolution 88-47 #13)

1. The following criteria may be considered for roads qualifying for reconstruction/utility improvements: (Resolution 88-47 #14, Resolution 87-61(S))

- a. Life, safety and traffic flow (Resolution 87-61(S), Resolution 88-47);
- b. Correct deficiencies of existing systems (Resolution 87-61(S), Resolution 88-47);
- c. System wide basis versus local needs (Resolution 87-61(S), Resolution 88-47);
- d. Complete traffic circulation pattern (Resolution 87-61(S), Resolution 88-47);
- e. Encourage economic development (Resolution 87-61(S), Resolution 88-47);
- f. Correct drainage problems (Resolution 87-61(S), Resolution 88-47);
- g. Reduce maintenance cost (Resolution 87-61(S), Resolution 88-47);
- h. Built to city standards prior to acceptance for maintenance (Resolution 61(S), Resolution 88-47);
- i. Reconstruction is a higher priority than new construction projects (Resolution 87-61(S), Resolution 88-47);
- j. Property owner contribution through LID process by paying \$30 per front foot for gravel and \$17 per front foot for paving cost of a residential standard street and the city pays all costs for additional improvements deemed necessary (Resolution 87-61(S); Resolution 88-47, Resolution 94-50; Resolution 95-97)
- k. City share can apply to related utilities, sidewalks, street lighting, drainage, paving and/or reconstruction of roads identified on the road maintenance map. (Resolution 88-47, Resolution 04-41(A).);
- l. Other factors deemed appropriate by the City Council. (Resolution 87-61(S), Resolution 88-47))

2. The following criteria may be considered for new local roads in addition to applicable criteria in 1:

- a. Connectivity to existing road(s), for example completes a traffic pattern.
- b. Arterials or thoroughfares;
- c. Existing utilities;
- d. Contributing funds such as property owner assessments, loans, grants, etc;
- e. Level of need. (Resolution 07-82)

#### B. Trails

New local non motorized trails shall be prioritized according to the following:

- a. Project is listed in the HNMTTP or furthers a stated goal of that plan;
- b. Solves a safety concern;
- c. Creates connectivity to existing trail(s), completes pattern or provides access to a point of interest;
- d. Protects an established trail;
- e. Creates or improves a trailhead;
- f. Has significant scenic or aesthetic value;
- g. Existence or potential for contributing funds;
- h. Property owner participation. (Resolution 07-82)

### **IV. FINANCING and ASSESSMENTS**

1. The program will utilize an additional dedicated City sales tax not to exceed three quarters of one percent ( $\frac{3}{4}\%$ ) supplemental with assessments against adjacent benefited properties. (Ordinance 06-42, Resolution 87-61(S), Resolution 88-47 #3).

2. A three quarters of one percent ( $\frac{3}{4}$ ) dedicated sales tax and will be collected for up to twenty years expiring December 31, 2007 and reauthorizing up to an additional twenty years expiring December 31, 2027 to participate in funding the accelerated roads and trails program (Ordinance 06-42, Resolution 87-61(S), Resolution 88-47 #4). Reauthorized twenty additional years at the October 3, 2006 election (Resolution 06-145(S)) to expire December 31, 2027. Ten percent of the annual revenue shall be used for trail projects.

3. The road improvements will be financed on a combined pay as you go basis as well as sale of revenue bonds in a fifty-fifty ratio. There may be future bond sales as revenues increase. (Resolution 87-47 #6)

4. The City will attempt to obtain long term financing for up to ten years for the private share of funding. (Resolution 88-74 #12, bond change Ordinance 89-17, regarding ten years financing.)

5. Interest, if any, generated from the program will remain with the program funds. (Resolution 88-47 #18)

6. Abutting property owners will share the cost of upgrading a street to residential standards by paying \$30 per front foot for gravel and \$17 per front foot for paving.<sup>2</sup> (Resolution 87-61(S), Resolution 88-47, Resolution 94-50, Resolution 95-97)

7. The City will pay all costs for any additional improvements required when deemed necessary by the City. Other improvements requested by the benefited property owners will be paid by those same property owners. (Resolution 88-47 #11)

8. The \$30/\$17 split in front foot assessment stands unless there is 100% agreement on a revised formula for a specific project or the amount is adjusted by the City Council. (Resolution 87-61(S), Resolution 88-47; #21; Resolution 95-97)

9. Road Reconstruction assessment payment date, penalty and interest shall be set as soon as the reconstruction project has been accepted by the Public Works Department regardless if the LID/Assessment district wherein reconstruction has been completed is also scheduled for paving as part of the same LID/Assessment District. Paving assessment payment date, penalty and interest will be set as soon as the paving project has been accepted by the Public Works Department. HCC 17.04.070--110. (Resolution 96-73)

10. New Local Roads may be constructed by 100% program funds when the construction thereof benefits the entire City or when the City owns the property wherein the road is to be constructed. The Road to be constructed must meet the qualifying criteria and be recommended by the Transportation Advisory Committee to the City Council. This expenditure must be approved via Ordinance with justification noted within the body of the Ordinance. Whenever possible, New Local Roads will be constructed using the LID process HCC 17.04 and the assessment methodology as noted in item 6. and 8. (Resolution 07-82)

11. HART funds may be used to leverage outside funds for New Local Roads and Trails. (Resolution 07-82)

12. New Local Trails may be constructed using 100% program funds and follow the procedures listed in item 10. (Resolution 07-82)

13. Sidewalks shall be paid for out of road funds, and trails shall be paid for out of the 10% allocated to trails. (Resolution 07-82)

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<sup>2</sup> Danview/Svedlund and Sabrina/Mark White are grandfathered in at the \$20/\$11 split per Council action. (Resolution 94-52)

## **V. UTILITIES**

1. Prior to street reconstruction, necessary related non existing water and sewer improvements shall be encouraged whenever possible. (Resolution 88-47 #9)
2. Water and Sewer utility extensions necessary to extend the utilities short distances beyond a construction area will be paid for by the program. (Resolution. 88-47 #10)
3. Water and sewer utility relocations directly caused by reconstruction will be paid for by the Accelerated Roads Program. (Resolution. 88-47 #10)
4. Water and sewer utility upgrades necessary for future capacity that are done concurrently with reconstruction and/or paving will be paid for by the utility (a) fund. (Resolution 88-47 #10)
5. The City shall recover from the property owner the cost of construction of City-provided sewer and water service connections by including the cost of construction of such connections in the service connection fee established under HCC Chapter 14.13. (Resolution. 88-47)
6. Cost of installing stub-outs would be a necessary expense to anyone building on lots requiring sewer and/or water service. Sewer and/or Water funds or other public money was provided to pay the cost of these stub-outs because of the benefit of a quality finished road and the use of stub-outs benefit only those particular lots. Costs will be recouped from benefiting property owners through deferred assessments. The Planning Clerk and Finance Department will maintain a listing of these deferred sewer and/or water service connection fees.
7. Whenever practical street lights shall be included in the construction of new local roads and shall be paid by HART funds. Property owners participating in a road reconstruction and/or paving LID may request street lights. If the project is deemed feasible the property owners shall be assessed for the installation of the street lights on an equal share per parcel methodology. Property owner approval of the street light assessment shall follow the process in HCC 17.04. Once constructed, the City will absorb the utility billing for the street light(s). (Resolution 07-82)

## **VI. SPECIAL PROVISIONS**

1. Additional right-of-way required will be paid by this program, at no additional cost to abutting property owners. (Resolution 88-47 #20)
2. Corner lots are exempt from a double front footage assessment and the total assessed frontage shall not exceed the longest side of the lot. Reconstruction assessments apply to

reconstruction and paving. Corner lot agreement is required after 10/25/94. (Resolution 87-61(S) #15; Resolution. 88-47 #15, Resolution 91-68, Ordinance 94-16(A))

3. Lots having a frontage on two parallel streets, or flag lots having a frontage on two perpendicular streets, are exempt from a double front footage assessment unless actually accessing the lot from both streets either prior to or after reconstruction and/or paving Deferred Assessment Agreement Required pursuant to HCC 17.04.160. (Resolution 88-47 #16)

4. This program includes paving driveway aprons on contracts funded by H.A.R.P. (Resolution 88-47 #17; Resolution 91-48)

5. When at all practical, the center line of rights-of-way will be the established road center line. Where impractical, the center line may be shifted to mitigate improvement encroachments of high cost hillside excavation. (Resolution 88-77(A))

6. In established neighborhoods, where improvements such as housing, carports, lawns or landscaping have been constructed near the right-of-way line and ditching would seriously impact these improvements, alternates to open ditching may be considered. These alternates may include gently sloping ditches back to the lawn, trench drains, standard or rolled curbs and gutter or any other sound engineering practices. The cost of these alternates will be born by the road program unless the residents elect to participate in the curb, gutter and sidewalk programs. (Resolution 88-77(A))

7. Pedestrian amenities shall be included in all new road projects unless exempted by the City Council. (Resolution. 04-41(A))

8. Exempting Certain Lands that will not be Developed due to Conservation Easements or Owned by Organizations that Conserve Land for Public Purpose and/or Habitat Protection from the Homer Accelerated Roads Program and the Homer Accelerated Water and Sewer Program Assessment District Assessments on a Case by Case Basis and that Each Program Shall be Amended to Include this Exemption under Special Provisions. (Resolution 05-50(A).)

9. New Subdivisions may not participate in HART for the construction of subdivision roads or trails.

a. Exception: To encourage trail connectivity, the Subdivider will be required to pay a prorated share of the project cost not to exceed 75% of the cost of public trail construction. (Resolution 07-82)

10. HART funds may be used in accordance with Title 11.04.05. If a development includes a segment of an arterial or collector street as shown on the Master Plan, the

developer shall construct the streets on the alignment adopted in the Master Roads and Streets Plan, and conforming to the respective classification. The developer shall be required to construct the street to a twenty-eight-foot width in accordance with the minimum requirements of a local residential street; provided, however, that the City may, upon direction of the City Council, elect to require construction to the full standards and pay to the developer the cost difference between the required street and the proposed street. (Resolution 07-82)

## **VII. TRAIL PRIORITIZING CRITERIA AND PLANNING GUIDELINES**

A. Trail Prioritizing. The TAC and Parks and Recreation Advisory Commission will review the trail priority list during the annual review of the HART. The list will be presented in a memorandum from staff, and will contain a mix of large and small projects. Generally it will include up to five trail projects that staff has reviewed and found ready for preliminary work. Trails on this list are planned for construction in the near term (one to three year timeframe). Staff will actively work to prepare those projects for construction. (Resolution 07-82)

### **B. Trail Planning Guidelines**

Trail design shall take into account at minimum the following:

1. Use context sensitive design when locating and planning trails to take advantage of scenic resources.
2. Respect the character of trails based on function, setting, and expectation of accessibility.
3. Evaluate the soils, drainage, wetlands, Tsunami zone, flood plain, stream setbacks, historical resources, visual resources, topography, existing and potential land use, zoning and land ownership.
4. Where estimated costs, operating costs and outside funding availability are considerations and important criteria, care should be used to ensure that important trails are not eliminated solely using cost as a determinant.
5. Multi-use trails are encouraged. Design of the trail should include consideration of compatible uses such as pedestrians and bicycles.
6. All trails should be designed to recognize the requirements of ADA standards and guidelines. (Resolution 07-82)



# Office of the City Clerk

Jo Johnson, CMC, City Clerk

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



491 E. Pioneer Avenue  
Homer, Alaska 99603-7624  
(907) 235-3130

(907) 235-8121  
Extension: 2227  
Extension: 2224

Fax: (907) 235-3143  
Email: [clerk@ci.homer.ak.us](mailto:clerk@ci.homer.ak.us)

## MEMORANDUM

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**TO:** KACHEMAK DRIVE PATH COMMITTEE  
**FROM:** RENEE KRAUSE, CMC, DEPUTY CITY CLERK I  
**DATE:** September 27, 2011  
**RE:** DISCUSSION AND RECOMMENDATIONS ON DEFINING THE PURPOSE AND GOALS OF THIS COMMITTEE

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### Background

The committee postponed this item on the agenda to the October meeting.

Due to the very nature of this proposed path/trail along Kachemak Drive and the various entities and private property owners that live on this roadway and use the road on a regular basis this committee could go on for years.

The Committee can get bogged down in the details so it is recommended that the members of the committee outline why the committee was formed and determine the best way to address the issues that affect the outcome of the overall project or reason this committee was created by the Parks and Recreation Advisory Commission. To implement a safe mode of travel for cyclists and pedestrians who use Kachemak Drive.

Chair Bremicker noted during the last Commission meeting that even when accepted by the Department of Transportation a project could take 5-9 years before it is started and completed. The good points and bad points to constructing pathways or trails along this road have been voiced by members of the community, property owners, State and local officials.

### Recommendation

Discuss and define the purpose, goals and actions required to complete the purpose of the committee and set a time frame for the completion of the work defined that is reasonable and attainable.



# Office of the City Clerk

Jo Johnson, CMC, City Clerk

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



491 E. Pioneer Avenue  
Homer, Alaska 99603-7624  
(907) 235-3130

(907) 235-8121  
Extension: 2227  
Extension: 2224

Fax: (907) 235-3143  
Email: [clerk@ci.homer.ak.us](mailto:clerk@ci.homer.ak.us)

## MEMORANDUM

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**TO:** KACHEMAK DRIVE PATH COMMITTEE  
**FROM:** RENEE KRAUSE, CMC, DEPUTY CITY CLERK I  
**DATE:** September 27, 2011  
**RE:** DISCUSSION AND RECOMMENDATIONS ON A SPECIFIC STRATEGY TO  
DEVELOPING AND IMPLEMENTING THE PATH ALONG KACHEMAK DRIVE

---

### Background

During the Kachemak Drive Path Committee report at the Parks and Recreation Advisory Commission meeting on September 15, 2011 Chair Bremicker stated that the committee should focus on developing a specific strategy for developing and implementing the proposed trail along Kachemak Drive following the Water and Sewer Project.

Ms. Harauld noted that the City Council remanded the proposed Resolution to the Planning Commission and the biggest concern expressed by the members of Council was that it supported the recommended actions shown on lines 28-34 in the Resolution.

I have attached a copy of the Resolution that was approved by the Commission and submitted to City Council.

### Recommendation

Discuss, create and draft a thorough and complete plan to design, fund, and construct a path along Kachemak Drive from the Base of the Spit to East End Road.



**CITY OF HOMER  
HOMER, ALASKA**

Zak/Lewis/Parks and Recreation  
Advisory Commission

**RESOLUTION 11-090**

A RESOLUTION OF THE CITY COUNCIL OF HOMER,  
ALASKA SUPPORTING THE CONCEPT AND  
CONSTRUCTION OF NON-MOTORIZED PATHWAYS TO  
INCREASE THE SAFETY FOR MOTORIZED AND NON-  
MOTORIZED USERS ALONG KACHEMAK DRIVE  
LOCATED WITHIN THE CITY LIMITS, FROM THE BASE OF  
THE HOMER SPIT TO EAST END ROAD.

1  
2 WHEREAS, The Parks and Recreation Advisory Commission established a committee to  
3 specifically address possible solutions to the hazards presented to non-motorized and motorized users  
4 of Kachemak Drive; and  
5

6 WHEREAS, Public input was sought through a variety of channels for solutions to address  
7 these safety concerns; and recommendations to Lower the Speed Limit, Alter the Travel Lane  
8 Width and Shoulder, Increase the Use of Signage, construct Separated, Non-motorized Paths  
9 paralleling Kachemak Drive using the existing Utility Easements will be contingent on available  
10 funding in the future; and  
11

12 WHEREAS, The Homer City Council has shown support in approval of the Homer Non-  
13 Motorized Transportation and Trail Plan, Homer Area Transportation Plan, Climate Action Plan,  
14 HART Policy Manual and inclusion of the Kachemak Drive Rehabilitation/Pathway on the Capital  
15 Improvement Plan; and  
16

17 WHEREAS, Increasing active transportation, motorized and non-motorized, offers the  
18 potential for improved public health, economic development, a cleaner environment, reduced  
19 transportation costs, enhanced community connections, social equity, and more livable  
20 communities.  
21

22 NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska  
23 hereby supports the concept and construction of non-motorized pathways along Kachemak Drive in,  
24 over, and upon property within the City of Homer, and that said improvements are necessary for the  
25 use and benefit of the public; and  
26

27  
28 BE IT FURTHER RESOLVED that the City Council of Homer, Alaska further supports  
29 the actions increasing the safety for motorized and non-motorized users along Kachemak Drive  
30 in any or all of the following ways:  
31 - Alteration of the existing Kachemak Drive and Shoulder  
32 - Separated Paths paralleling Kachemak Drive using the Utility Easements  
33 - Lowering the Speed Limit  
34 - Increasing the Use of Signage  
35

36  
37 PASSED AND ADOPTED by the Homer City Council this \_\_\_\_ day of \_\_\_\_, 2011.

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39 CITY OF HOMER

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\_\_\_\_\_  
JAMES C. HORNADAY, MAYOR

ATTEST:  
  
\_\_\_\_\_  
JO JOHNSON, CMC, CITY CLERK

Fiscal information: Funding not defined

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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:** September 27, 2011  
**RE:** RECOMMENDATIONS AND DISCUSSION FROM THE HOMER ADVISORY  
PLANNING COMMISSION ON RESOLUTION 11-090

---

### Background

At the September 12, 2011 City Council meeting Council decided to remand the Resolution 11-090 regarding the proposed pathways along Kachemak Drive for review by the Planning Commission.

The Planning commission reviewed and discussed the Resolution at the regular meeting on September 21, 2011 under New Business.

Following pages are the excerpt from those minutes containing the recommendations the Planning Commission will have forwarded to City Council. I have also included the staff report that was included in the packet for that meeting with Staff recommendations.

### Recommendation

Informational Only. No action required at this time.



**NEW BUSINESS**

A. Staff Report PL 11-100, Kachemak Drive Bike Path

City Planner Abboud reviewed the recommendations in the staff report.

The Commission discussed the project and acknowledged there has been Commission support of this concept.

MINSCH/BOS MOVED THAT THE ADVISORY PLANNING COMMISSION SUPPORTS THE CONCEPT OF A NON MOTORIZED ACCESS ALONG KACHEMAK DRIVE.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

MINSCH/BOS MOVED THAT A LARGE PART OF THIS PROJECT IS A PRIVATE PROPERTY RIGHTS ISSUE THAT SHOULD BE ADDRESSED CAREFULLY FROM THE ONSET. THE UTILITY EASEMENTS ARE PRIVATE PROPERTY.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

BOS/HIGHLAND MOVED THAT THE ADVISORY PLANNING COMMISSION RECOMMEND THE CITY ADD THE KACHEMAK DRIVE PATH IMPROVEMENTS TO THE STIP NEEDS LIST AS AN AVENUE FOR STATE FUNDING.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

There was discussion that this needs to be a grass roots public effort as the people who had to give up easements through eminent domain are not going give anything to the City.

MINSCH/HIGHLAND MOVED THAT THE COMMISSION APPRECIATES THE EFFORTS OF THE PARKS AND RECREATION ADVISORY COMMISSION AND ENCOURAGES THEM TO CONTINUE WITH THIS GRASS ROOTS EFFORT.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

**INFORMATIONAL MATERIALS**

A. City Manager's Report dated September 9, 2011

Chair Minsch commented that the EDC will be talking about the sign code amendments at their September 27<sup>th</sup> meeting and she plans to attend.

**COMMENTS OF THE AUDIENCE**

Members of the audience may address the Commission on any subject. (3 minute time limit)

There were no audience comments.

**COMMENTS OF STAFF**

City Planner Abboud commented that he will work on the sign ordinance and wonders if they should do anymore extra notice for another public hearing. The City Manager included information about it in his report to Council. Chair Minsch said she would work with the City Planner on preparing a one or two page information item for distribution.

**COMMENTS OF THE COMMISSION**

Commissioner Highland commented that she likes the idea of attempting to put a point of view in the newspaper explaining what they are doing and they tried to get ideas out there that are relevant and correct. She is interested in hearing ideas of business owners and is concerned that they feel the Commission is anti business. Perhaps a point of view article could also explain that the Commission is made up of volunteers and we are looking for solutions.

Commissioners Erickson, Sonneborn, and Venuti had no comment.

Commissioner Bos commented that he is enjoying the Planning Commission over the last few weeks more than he has over the last three years. The last meeting wasn't pleasant, but other than that it is becoming more enjoyable.

Commissioner Dolma said he is really enjoying working with this quick thinking, deep thinking, nimble minded group.

Chair Minsch concurred that this is a fun group and everyone is working hard. She is pleased and proud.

**ADJOURN**

There being no further business to come before the Commission, the meeting adjourned at 8:21 p.m. The next regular meeting is scheduled for October 5, 2011 at 6:30 p.m. in the City Hall Cowles Council Chambers.

---

MELISSA JACOBSEN, CMC, DEPUTY CITY CLERK

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



## City of Homer Planning & Zoning

491 East Pioneer Avenue  
Homer, Alaska 99603-7645

*Telephone* (907) 235-8121  
*Fax* (907) 235-3118  
*E-mail* [Planning@ci.homer.ak.us](mailto:Planning@ci.homer.ak.us)  
*Web Site* [www.ci.homer.ak.us](http://www.ci.homer.ak.us)

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### STAFF REPORT PL 11-100

**TO:** Homer Advisory Planning Commission  
**THROUGH:** Rick Abboud, City Planner  
**FROM:** Julie Engebretsen, Planning Technician  
**MEETING:** September 21, 2011  
**SUBJECT:** Resolution 11-90, Kachemak Drive Path

**Requested Action:** Make a recommendation to the Homer City Council on Resolution 11-90.

#### Introduction

The Parks and Recreation Advisory Commission, through the Kachemak Drive Path Committee, has been reviewing the idea of having some sort of path or trail along Kachemak Drive. The path would serve pedestrians and cyclists. These improvements are on the city's Capital Improvement List, as well as adopted in the City's Comprehensive Plan. The idea of pedestrian and bicycle improvements along this road are not new, but very little progress has been made toward construction of any improvements. The improvements could be along the shoulder of the road, or a separated path adjacent to the road. Issues include funding, wetlands, and lack of easements or right of way for public access. Kachemak Drive is a state right of way, which means the City would expect the state to design and pay for the improvements. The P&R Commission would like the City to explore the idea of the City taking on the project, so that it can move forward.

The Kachemak Drive Path committee began meeting last fall, with members of the Parks and Recreation Advisory Commission, public, local cycling group and land owners. After many meetings, the committee forwarded a resolution to the full Commission, which then made a recommendation to Council. At the September 12<sup>th</sup> Council meeting, the resolution was presented.

Council chose to send the resolution to the HAPC for a recommendation. The City Council had concerns that passing this resolution would mean the City would take on the project, at City expense. There also were concerns about easements, and commercial traffic, pedestrians and cyclists sharing the road.

Staff spoke with Parks & Recreation Chair Bumpo Bremicker about the resolution and Council's reaction. Staff and Mr. Bremicker both felt it would be appropriate for the resolution to go back to the P&R Commission for more clarification. The HAPC has already supported the concept of a path through the Non-Motorized Transportation and Trail Plan. (Typically the Commission does not get involved in specific design or funding discussions, but certainly can comment if desired). The P&R Commission and the committee have done a lot of work on this issue and could amend the resolution with more specific information on what they are asking the Council to commit to.

**STAFF COMMENTS/RECOMMENDATIONS:**

1. HAPC forward the resolution with Council's comments to the Parks and Recreation Commission, for further work.
2. HAPC recommend the City add the Kachemak Drive path improvements to the STIP needs list (State Transportation Improvement Program). This is one avenue for state funding.

**ATTACHMENTS**

1. Resolution 11-90
2. Unapproved Council minutes of September 12, 2011

# Office of the City Clerk

Jo Johnson, CMC, City Clerk

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



491 E. Pioneer Avenue  
Homer, Alaska 99603-7624  
(907) 235-3130

(907) 235-8121  
Extension: 2227  
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Fax: (907) 235-3143  
Email: [clerk@ci.homer.ak.us](mailto:clerk@ci.homer.ak.us)

## MEMORANDUM

---

**TO:** KACHEMAK DRIVE PATH COMMITTEE

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

**DATE:** September 27, 2011

**RE:** DISCUSSION AND RECOMMENDATIONS FOR DEVELOPING A STRATEGIC PLAN FOR THE PORTION OF THE PATH ALONG KACHEMAK DRIVE NAMED "THE MUD BAY TRAIL"

---

### Background

Committee member Beth Cumming requested this item on the agenda for discussion on developing a strategy to implement the development of the Mud Bay Trail portion of the proposed paths along Kachemak Drive. Following is the excerpt from the minutes of the September 8, 2011 regular meeting. Ms. Cumming would like the Committee to forward a recommendation and draft resolution to the Parks and Recreation Advisory Commission to develop and design this portion of the proposed project separate from the rest of the project.

### *NEW BUSINESS:*

*It was moved and seconded to name the portion of the trail from the Spit Trail to the Airport Beach access road the "MUD BAY TRAIL". Motion passed. A brief discussion on the historic name of Coal Bay as opposed to Mud Bay.*

*Discussion on the Proposed Implementation for the Segment of Trail from the End of the Spit Bike Trail to Arctic Tern Road. Beth presented ideas on a segment of trail along the edge of the parking areas near the top of the bluff. It would require permission from Airport Leasing. She stated the cars parked there pay nothing for the use of the land and the parking could be adjusted to accommodate a trail. She talked with Paul Seaton's office about the possibility of a waiver from ?? in order to accommodate a trail in that area. Val McLay provided a little history on that section of land noting that it was a dump and trees have grown up on it holding it in place, he was concerned about cutting any trees that might compromise the bluff. Beth felt no trees would need to be cut.*

*Dave said that with permission of landowners he would be able to use a trail mower to mow the power-line easement from the Airport Managers office to Arctic Tern with only a few wet areas or ditches to be addressed. It wouldn't create a trail but provide a visual representation of the possibility.*

**Recommendation**

1. Discuss, create and draft a thorough and complete plan to design, fund, and construct a path along Kachemak Drive from the End of the Spit Bike Trail to Arctic Tern Road known as Mud Bay Trail.
2. Direct Staff to draft a resolution to be forwarded to the Commission based on the information in the strategic plan for approval and recommendation to Council.
3. Direct Staff to draft a resolution to be reviewed and approved at the next committee meeting based on the information in the strategic plan.

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## MEMORANDUM

---

**TO:** KACHEMAK DRIVE PATH COMMITTEE  
**FROM:** RENEE KRAUSE, CMC, DEPUTY CITY CLERK I  
**DATE:** September 27, 2011  
**RE:** SCHEDULING ADDITIONAL MEETING DATES FOR NOVEMBER,  
DECEMBER AND JANUARY 2012

---

### Background

It is that time again to select available dates for the meetings to be held in November, December and January 2012.

As of September 28, 2011 the following dates are available. Please note that the availability of the Council Chambers may change during the month of October and December as there is a tentative schedule to perform the renovations scheduled.

WEEK OF 10/31-11/04/11	NOVEMBER 4, 2012 FRIDAY
WEEK OF 11/7-11/11	NOVEMBER 7, 2012 MONDAY, NOVEMBER 9, 2012 WEDNESDAY CITY HALL IS CLOSED FRIDAY, NOVEMBER 11, 2011
WEEK OF 11/14-18/11	NOVEMBER 18, 2012 FRIDAY
WEEK OF 11/21-25/11	NOVEMBER 21, 2011 MONDAY NOVEMBER 22, 2011 TUESDAY NOVEMBER 23, 2011 WEDNESDAY CITY HALL IS CLOSED THURSDAY & FRIDAY NOVEMBER 24-25, 2011
WEEK OF 11/28-12/02/11	DECEMBER 2, 2012 THURSDAY
WEEK OF 12/5-9/11	DECEMBER 8, 2011 THURSDAY
WEEK OF 12/12-16/11	DECEMBER 16, 2011 FRIDAY
WEEK OF 12/19-23/11	DECEMBER 22, 2011 THURSDAY
WEEK OF 01/02-06/12	JANUARY 5, 2012 THURSDAY
WEEK OF 01/09-13/12	JANUARY 11, 2012 WEDNESDAY
WEEK OF 01/16-20/12	JANUARY 20, 2012 FRIDAY
WEEK OF 01/23-27/12	JANUARY 26, 2012 THURSDAY

### Recommendation

Select dates for the meetings and forward to staff as soon as possible to enter on the Clerk's Calendar.



# PROPOSED KACHEMAK DRIVE NON-MOTORIZED PATH

PLEASE HELP OUR EFFORTS BY COMPLETING THE SURVEY  
QUESTIONS BELOW



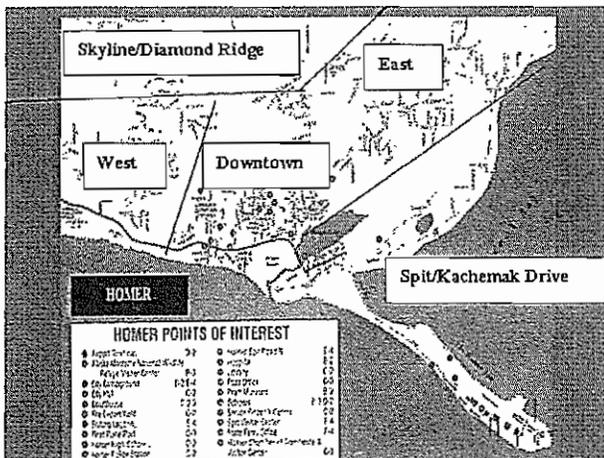
Kachemak Drive Pedestrian Bike Path  
A Committee of the Parks and Recreation Advisory  
Commission

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 on Kachemak Drive?

*\*CURRENTLY TOO DANGEROUS*

- 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

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 checked="" 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 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?  
 YES, FOR PEDESTRIAN/BYCECLE ACCESS TO LOCAL/CHARTER AIR SERVICES.

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, NOT CERTAIN IT WOULD IMPROVE SAFETY FOR ANYONE.

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, A PEDESTRIAN/BYCLE PATH IS NEEDED TO COMPLETE THE LOOP BY TIEING EAST END RD TO SPIT TRAILS.

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, WOULD IMPROVE SAFETY FOR ALL USERS.

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

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

14. How are the Community and the Uses of Kachemak Drive changing? How should the City respond to the changes?  
 MORE & FASTER TRAFFIC, ESPECIALLY IN SUMMER - BOAT/TRAILOR TRAFFIC TO BOAT YARD + RVs.

15. What do you want Kachemak Drive to look like in the next 10 or 20 years?  
 MORE LIKE PORTION OF EAST END ROAD THAT HAS BIKE PATH.

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.  
 SEPARATED BIKE/PEDESTRIAN LANES

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

# Office of the City Clerk

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## MEMORANDUM

---

**TO:** PARKS AND RECREATION ADVISORY COMMISSION  
**FROM:** KACHEMAK DRIVE PATH COMMITTEE  
**DATE:** SEPTEMBER 8, 2011  
**RE:** RECOMMENDATIONS TO INSTALL WARNING SIGNAGE  
ALONG KACHEMAK DRIVE

---

### Background

During the September 8, 2011 regular meeting of the committee a recommendation to install signage warning drivers along Kachemak Drive of cyclists and pedestrians was passed. Below is the excerpt from the minutes of that meeting.

#### PENDING BUSINESS

*1. Discussion and Recommendation on Possible Sources of Funding for the Project*

- 1. Funding for Digital Radar Speed Detectors*
- 2. Funding for Signage*

*It was moved and seconded to pass two recommendations on to the Parks and Recreation Commission, the Homer Transportation Committee, the City Manager and the Homer City Council related to signage on Kachemak Drive.*

*1. It is recommended that two yellow and black "Share the Road" or "Bicyclists / Pedestrians on the Road" signs be added to existing advisory signs along Kachemak Drive. Locations to be: A. Between the Spit Road / Trail and the airport hill, B. After the Boat Yard going towards the spit.*

*2. It is recommended that two "driver feedback" (digital radar) signs be added to existing advisory signs on Kachemak Drive. Radar signs would flash driver's speed if over the established speed limit.*

*Homer Non-Motorized Trail Plan (Section 5.0, pg. 56) states:*

*"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, (East Road Bike Path) 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."*

Section 5.0, page 55-56 Near Term Improvements states:

*"Near term improvements for Homer's non-motorized transportation infrastructure should address immediate safety concerns...and the creation of safer bicycle conditions.*

*"For the purposes of this report, Homer Non-Motorized Transportation Plan, June 28, 2004, a near term improvement is one that will be realized in the next two years."*

*\*Signs could be purchased with a combination of private, city and grant funds. Signs could be installed and maintained by volunteers.*

*Approx. costs, two yellow advisory signs \$50.00 each*

*Two radar signs \$3000 each: Total \$6100.00 + or -*

**Recommendation**

Make motion to approve the recommendation from the Kachemak Drive Path Committee and forward to Mayor Hornaday, City Council and the City Manager; and send copies to the Transportation Advisory Committee and the Director of Public Works.



