

Kachemak Drive Path Committee



Tuesday
April 24, 2012
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 March 22, 2012 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. Kachemak Drive Path – Where Do We Go from Here?
 - a. Council Response at the April 23, 2012 Meeting
- 10. NEW BUSINESS**
- 11. INFORMATIONAL MATERIALS**
 - A. Resolution 11-90(A), Supporting the Construction of a Non-motorized Pathway to Increase Safety for Motorized and Non-motorized Users Along Kachemak Drive Located Within Homer City Limits, from the Base of the Homer Spit to East End Road. Page 7
 - B. Preliminary Engineering Packet Page 9
 - C. Proposed Funding Plan for Kachemak Drive Path Page 23
 - D. Proposed Maintenance Plan for Kachemak Drive Path 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 MAY 24, 2012 AT 5:30 P.M.** All meetings scheduled to be held in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

Minutes 22 March 2012, K-Drive Path Committee

Conference Room Upstairs at City Hall

Attending: Bumppo Bremicker (chair), Dave Brann, Dave Clemens, Beth Cummings, Lindianne Sarno (recording), Mike Stockburger (new member); Missing: Lynn Burt

Call to order, 5:40 p.m.

Dave Brann moves, Beth seconds approval of agenda, agenda approved.

Dave Brann moves, Beth seconds approval of minutes, with this addition: regarding Beth's fundraiser idea, Dave Brann has doubts (1) because of what happened at Karen Hornaday Park, (2) is concerned that privately raised petty cash would be used for items that should be paid from HART funds. Minutes approved.

No public comments, no reconsideration, no visitors, no committee reports, no hearings.

Pending Business: Continued Discussion and Planning. Dave Brann hands out and explains the draft path maintenance plan (see attached handout). Summer and winter maintenance differ. Pack snow or plow it? Dave Clemens advises winter bicyclists bike on studs. Path in winter will be multi-use: ski, snowshoe, bike, run. If plow in winter, melts quicker in spring. Regarding maintenance, we need to research: who owns the trail? The City? Don't make an assumption. Trail would be maintained at a high level, like a multiuse trail. City plows East End Road path, which is paved. K Drive Path will not be paved and plow vehicle could deform gravel structure.

Dave Brann is working on proposed funding plan. HART funds (Homer Accelerated Roads and Trails), \$304,554 in that account. \$100,000 added annually. Can be used for initial survey, materials, engineering, building, hiring contractor. Bond issue not needed, since HART funds are a reliable income stream, City can borrow against that and repay over time. STIP estimate was \$35-40 million, way too high. K Drive Path Committee is asking for city staff time, not funding. Other potential sources: Homer Foundation, donations, fundraisers, STIP, grants.

We describe path to Mike to get him up to speed. Mike owns Homer Boat Yard on Kachemak Drive and drives heavy rigs on K Drive frequently.

Packet that will go to Parks and Recreation and City Council: Make sure pages 57, 58, and 59 are removed from packet.

Private landowners on Kachemak Drive: will need each individual's permission. City Manager Walt Wrede will write the letter asking for right of way. . It's on his desk.

We agree to lobby City Council. Beth Cummings > Beth Wythe, Dave Brann > David Lewis, Dave Clemens > Mayor Hornaday, Lindianne Sarno > Brian Zak, Mike Stockburger > Barbara Howard, Bumppo Bremicker > Barbara Howard. We will wait til we have the whole packet to complete our lobbying assignments.

Walt Wrede joins us.

Beth Cummings wants to see this summer a retaining wall planned at the west end of the proposed trail, cut trees, get plans going.

Walt comments that Dave should bring a plan. Dave plans this summer to concentrate on making Mud Bay Trail a four foot wide walkable path.

Beth: Mud Bay Trail is inappropriate for bicyclists, OK for pedestrians. Find a way to build a terraced walkway or retaining wall on south side of drive. Also, have a bridge made beyond the west end of Aviation Leasing, over the culvert.

Bumppo: will need real engineering on that section of trail.

Dave Brann: This summer, signage. Small speed feedback signs. Need DOT permission? Letter from city not necessary. Dave will photograph existing signs and include with map to DOT. Share the Road program.

Digital signs are \$3,000 each, differing degrees of information can be harvested, depending on cost: count vehicles, record speeds.

Signs go up on Mud Bay Trail when snows melts. "No Camping." Sign on two 4 x 4 posts, "Mud Bay Trail." Lynn and Beth will arrange this.

We choose meeting dates: April 5, May 24 (no Dave Brann), June 14.

Comments: Thanks to Mike Stockburger for joining the committee. We are making good progress.

Adjourn: 8 p.m.

1 CITY OF HOMER

2 Zak/Lewis/Parks and
3 Recreation Advisory Commission

4
5 RESOLUTION 11-090(A)
6

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

14
15 WHEREAS, The Parks and Recreation Advisory Commission established a the Kachemak
16 Drive Path Ceommittee to specifically address possible solutions to the hazards presented to
17 non-motorized and motorized users of Kachemak Drive; and

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

23 WHEREAS, The Kachemak Drive Path Committee received substantial public input on
24 safety concerns; and

25 WHEREAS, The Homer City Council has shown support for this non-motorized pathway by
26 in approval of the Homer Non-Motorized Transportation and Trail Plan, Homer Area
27 Transportation Plan, Climate Action Plan, HART Policy Manual and inclusion of the Kachemak
28 Drive Rehabilitation/Pathway on the Capital Improvement Plan; and approving the Homer
29 Non-Motorized Transportation and Trail Plan; the Homer Area Transportation Plan; the
30 Climate Action Plan; and the Homer Accelerated Roads and Trails (HART) Policy
31 Manual; and

32 WHEREAS, Increasing ~~active transportation, motorized and non-motorized~~ transportation;
33 ~~offers the potential for improved~~ improves public health and safety, encourages tourism,
34 ~~economic development, a cleaner~~ cleans the environment, ~~reduced~~ reduces transportation costs, and
35 ~~enhanced~~ community connections, social equity, and more livable communities; and

36 WHEREAS, The City of Homer has available HART trail funds that can, including other
37 sources, form a basis for funding this project; and

38 WHEREAS, Utility easements can be employed with the permission of property owners.

39 NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, hereby
40 supports the ~~concept and~~ construction of the non-motorized pathways along Kachemak Drive ~~in,~~
41 ~~over, and upon property~~ within the City of Homer, and that said improvements are necessary for
42 ~~the use~~ will enhance safety and benefit of the public; and

43 BE IT FURTHER RESOLVED that the City Council of Homer, Alaska, further supports the
44 actions increasing ~~the~~ safety for motorized and non-motorized users along Kachemak Drive in
45 ~~any or all of~~ the following ways:

- 46 ~~- Alteration of the existing Kachemak Drive and Shoulder~~
- 47 ~~- Separated Paths paralleling Kachemak Drive using the Utility Easements~~
- 48 ~~- Lowering the Speed Limit~~
- 49 ~~- Increasing the Use of Signage~~

50 1. Increasing the usage of signage warning drivers of bicycles and pedestrians on
51 roadway.

52 2. Building a separated path paralleling Kachemak Drive using utility easements and
53 public property.

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59 ATTEST:

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63 JO JOHNSON, CMC, CITY CLERK

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66 Fiscal Information:

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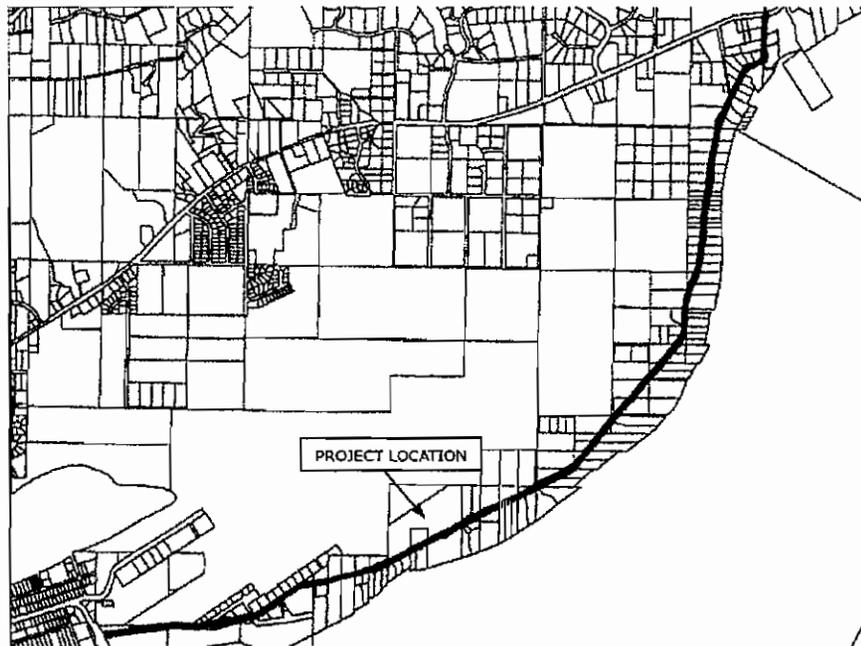
JAMES HORNADAY, MAYOR

Kachemak Drive Path

Preliminary Engineering Packet

March 8, 2012

Mission Statement: To build a safe, separate non motorized trail along Kachemak Drive connecting East End Road to the Spit Road via the airport.



Contents / Index

Pg	Description
1	Cover Sheet, Vicinity Map, Index
2	General Notes
3	Typical Path Sections
4-7	Aerial Views of Path and Road

References:

Homer Non Motorized Transportation & Trail Plan
City of Homer Capital Improvement Plan (CIP) 2012-2017
City of Homer Trail Manual Design Criteria

References are available from the City Clerk, as hard copy or online at:

<http://www.cityofhomer-ak.gov/documentsandforms>

Kachemak Drive Path - Preliminary Engineering Packet

March 8, 2012

General Notes

PROJECT DESCRIPTION & BENEFIT: Kachemak Drive provides an alternate route for east-of-Homer traffic to the airport, Spit and harbor, and Ocean Drive commercial district (approximate daily traffic 1,500 vehicles). The road accesses the largest industrial marine storage repair and boat launch complex on the southern peninsula, passes residences, light commercial/industrial businesses, and moose wetlands. Rehabilitation needs have been identified for raising the embankment, surfacing, widening, and drainage improvements as a State project for the road.

Automobile and large truck traffic on Kachemak Drive has increased in recent years, with drivers showing a greater tendency to speed. These conditions make the road treacherous, at best, for bicycle and pedestrian traffic. Construction of a separated pathway along East End Road, as proposed, will increase recreational and commuter bicycle and pedestrian traffic on Kachemak Drive and will improve driver, bicycle, and pedestrian safety. Because of the significant right-of-way acquisition involved, the project to build a separated pathway along Kachemak Drive will take several years to complete. (from CIP, Pg 43)

The purpose of this document is to propose a general route and guidelines for construction details of the path so easements and detailed data can be collected.

All aerial photos in this package are from Google Earth and the Kenai Borough websites. They are not to scale and not current. The ongoing sewer and water improvements are not shown.

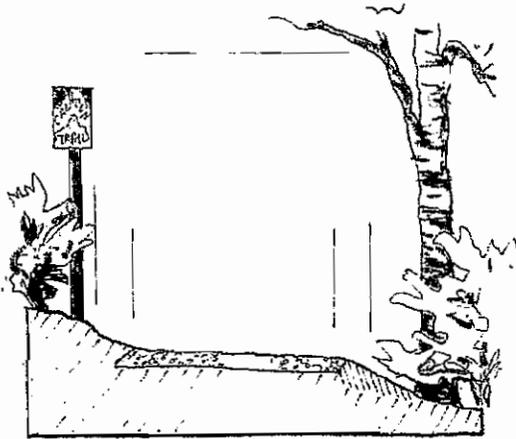
No detailed survey data has been taken for this project. Very rough stationing estimates have been created from available public information, Google Earth and Kenai Peninsula. Detailed survey information needs to be acquired.

The Kachemak Drive Path will attempt to follow existing water, sewer, and electric easements. The public access easements have not been acquired along these utility easements. A letter requesting public access easements from the City to landowners is needed.

Recommendation that the construction of the proposed path be done in a manner that can be upgraded to a higher level in the future

TYPICAL SECTIONS

LVL3-Dry



LVL5-Ultimate

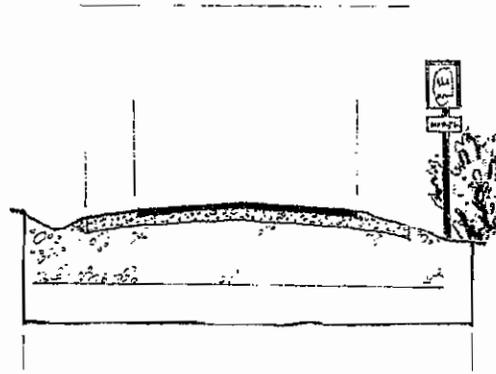


FIGURE D-15 Puncheon Over Wetland

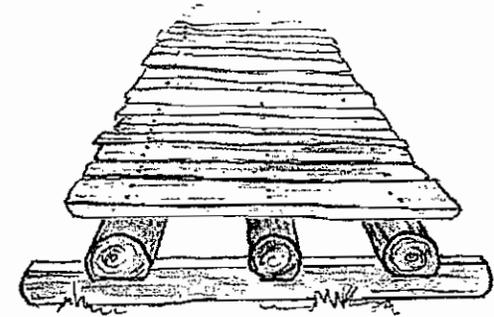


FIGURE D-10 Stone Dip with Turnpike logs

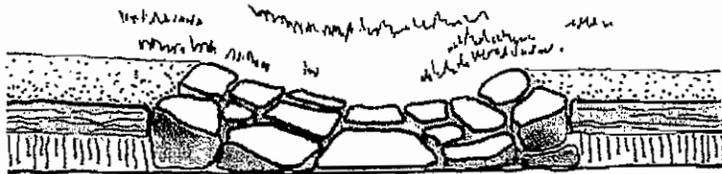
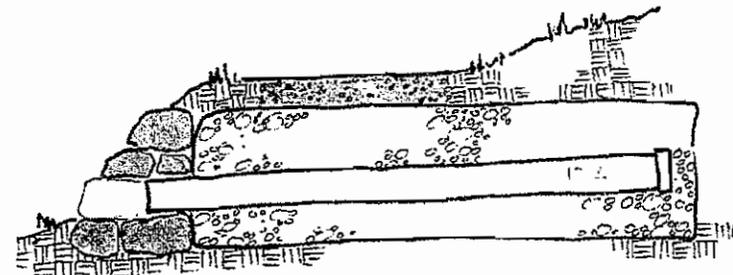


FIGURE D-11 Underdrain, or French Drain



SOURCE OF (some) DRAWINGS: Wetland Trail Design and Construction, USDA Forest Service, 2007.
and CITY OF HOMER PUBLIC ACCESS EASEMENTS; AND TRAILS DESIGN CRITERIA MANUAL

There are several other suggested path types, including bridge sections over gullies, recycled City owned plastic sections near Islands and Oceans, other sections shown in the City of Homer Non Motorized Transportation & Trail Plan (pgs 3, 17, and 32); the Trail Manual (pgs 27, 29, 31, 38, 39, 40, 44, 45, 47, and 49); and other public sources.

Stations Description Sheet 1

0+00 to ~5+00 Flat, continue existing Spit Path with separate trail from road

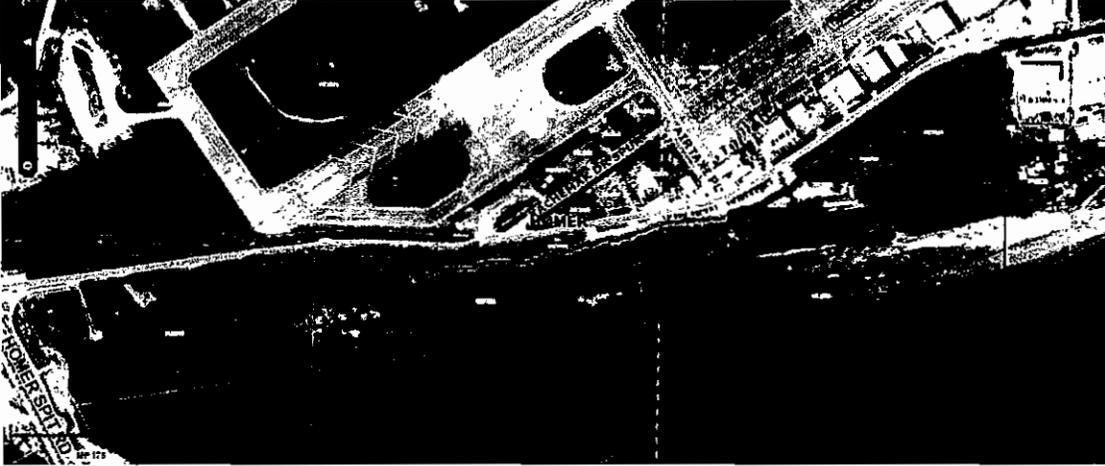
~5+00 to ~11+00 Path is on or near toe of embankment, in and out of trees

~11+00 to ~28+00 Trail follows beach to existing road that climbs to top of hill, on existing one lane road to beach from parking.

Alternate trail would be a new route up the slope (Yellow line)

~17+00 to ~28+00 Path is in back of airport long term parking. Remove junk cars, need airport leasing approval.

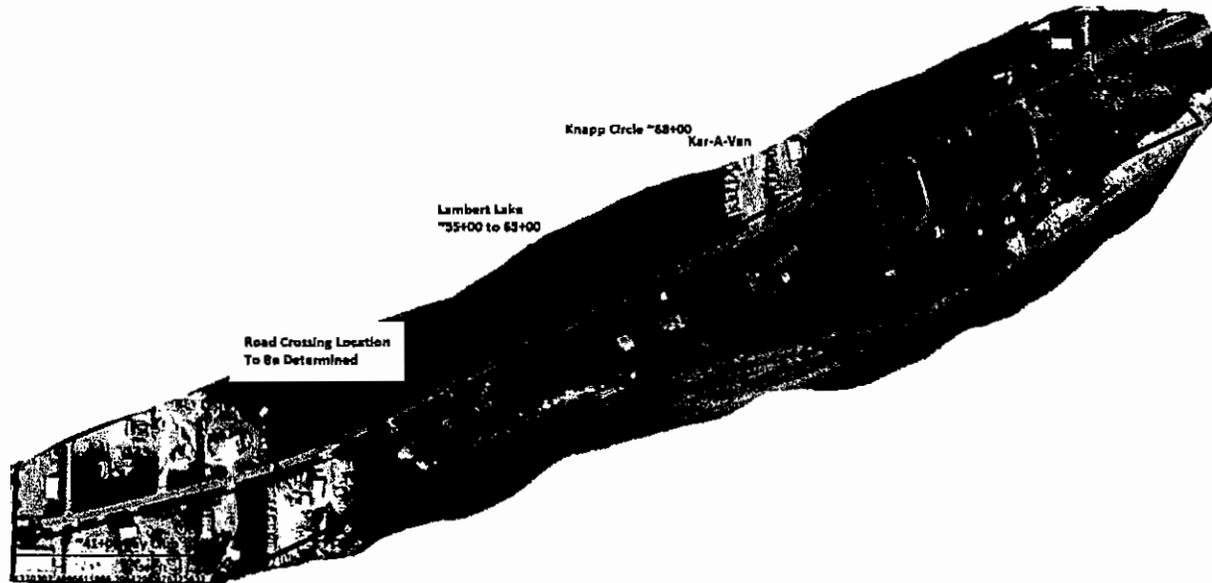
~28+00 to 41+00 Adjacent to, but separate from road to Bay Club



Sheet 2

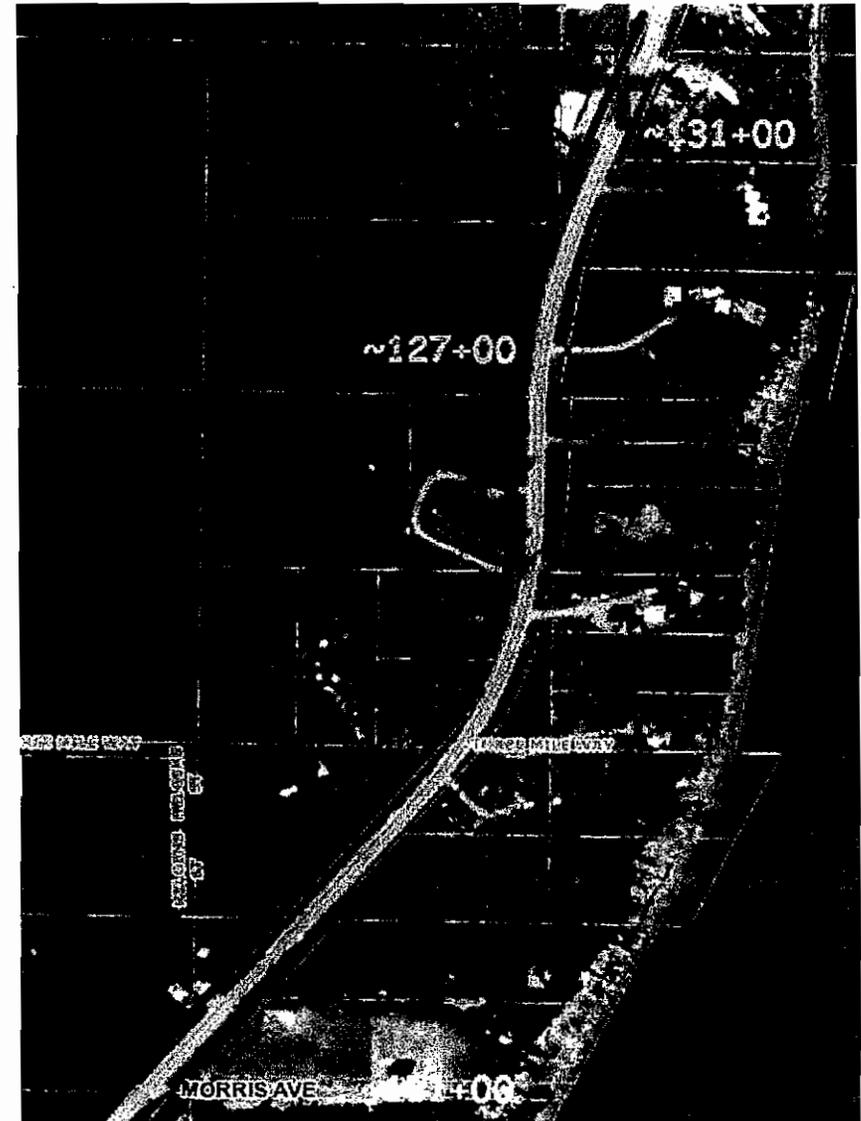
~41+00 to ~49+00 Bay Club to AP Mgr or boatyard road crossing. Exact crossing location to be determined, check sight distances on road, utility obstacles on north side, driveways, and topography. Follow electric or sewer / water easement.

~49+00 to ~85+00 Road crossing to Arctic Tern. Follow electric easement. Damp ground by Lambert Lake.



Sheet 3

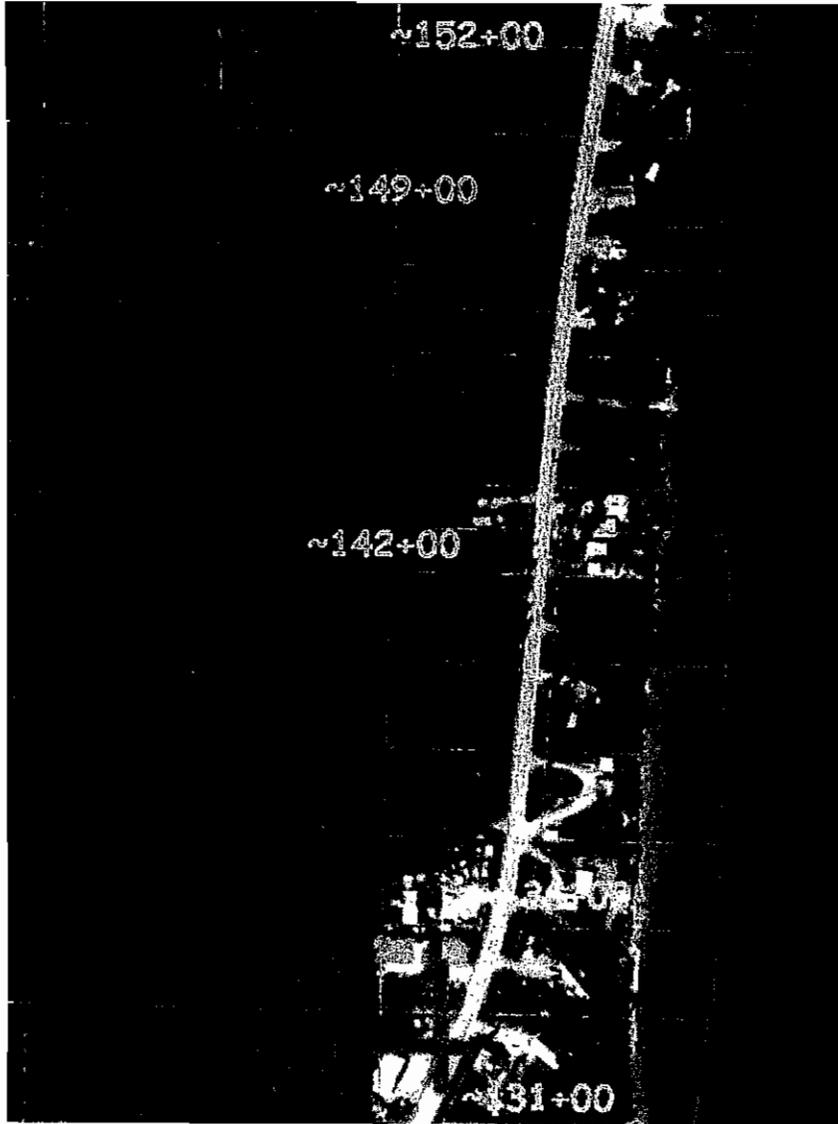
~85+00 to ~111+00 Arctic Tern to Morris Ave (platted road only). Follow power line? May have to jog to road shoulder to get around private property at ~92+00.



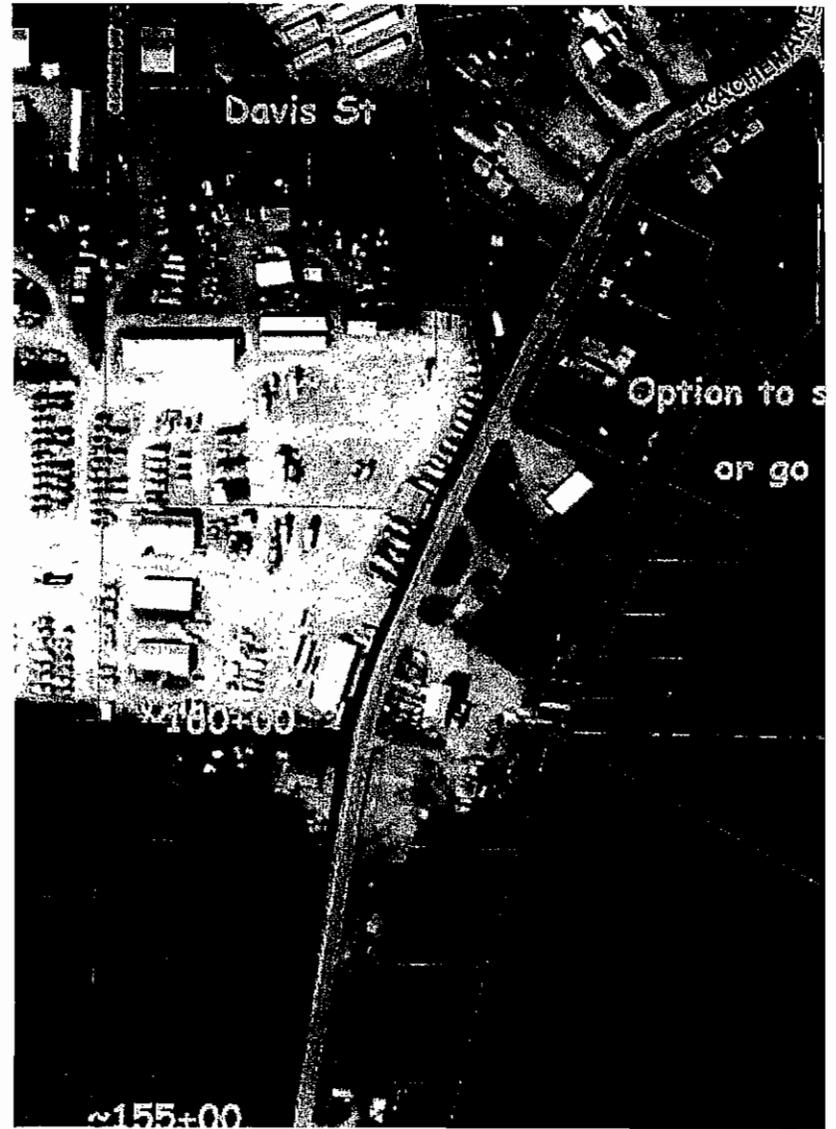
Sheet 4

~111+00 to ~131+00 Morris Ave thru curves, ----->
follow new sewer line easement?

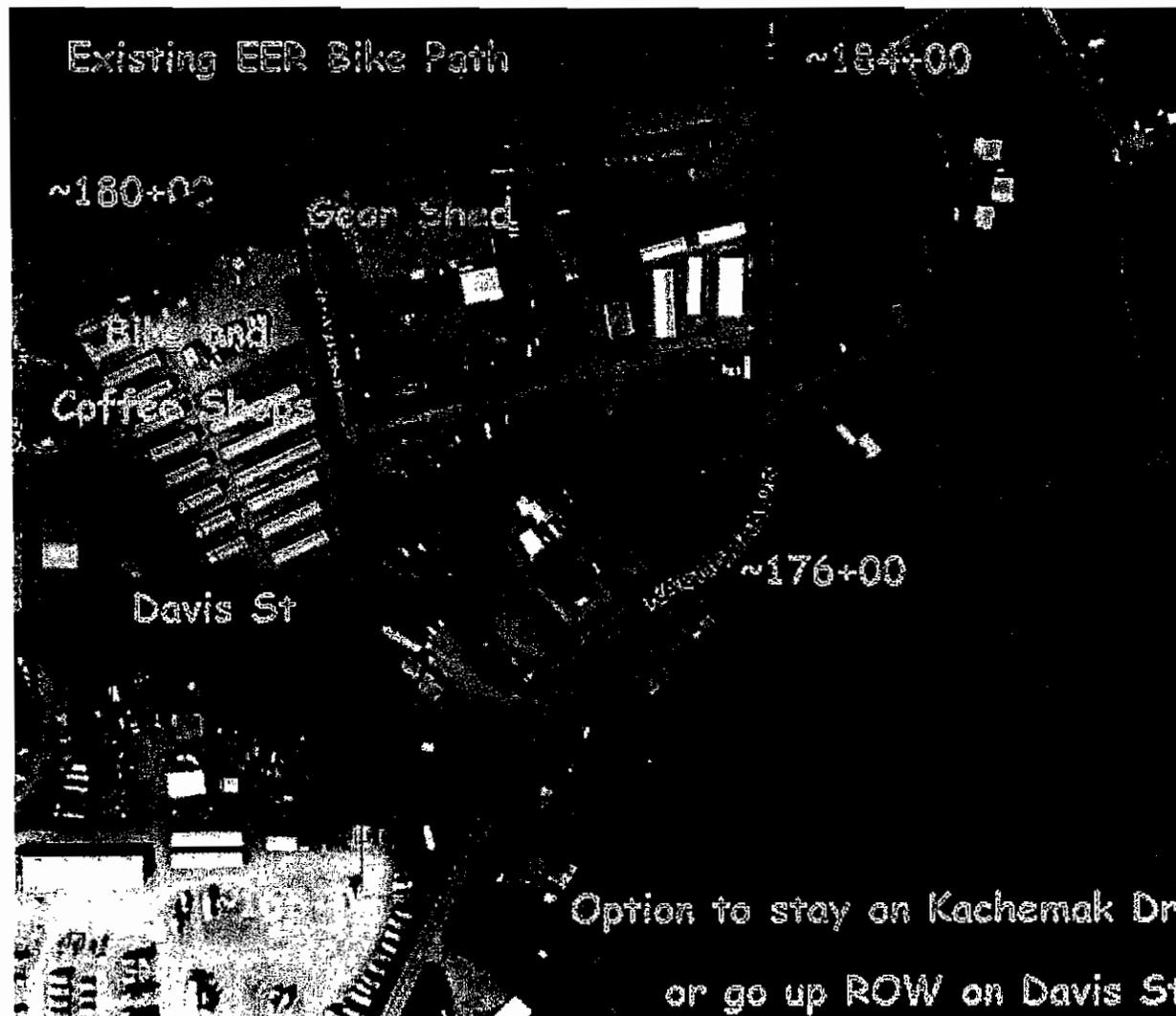
Sheet 5 ~135+00 to ~152+00 Follow new sewer line easement?



Sheet 6 ~152+00 to ~172+00
Follow new sewer line past the Northern Enterprises boatyard



Sheet 7 ~172+00 to E-End Rd The Davis St option would require about 900' of clearing and possible large culvert installation, then another ~300' to get to East End Road through a congested area between the Gear Shed, a coffee shop, and a bike shop, all good terminations for the trail. The Kachemak Drive option would involve building the trail across several driveways, without substantial drainage issues.



Proposed Funding Plan for Kachemak Drive Path

Utilizing Section VII Trail Prioritizing Criteria and Planning Guidelines of the H.A.R.T Policy manual, the trail would be identified as a high priority trail during the annual review by TAC, (Transportation Advisory Committee) and Parks and Recreation Advisory Commission.

As of 2012 there is an ending balance of \$304,554 in the HART Trail Reserves. Approximately \$100,000 added annually plus investment interest of \$500 to \$1000 annually.

These funds could be utilized in amounts to be determined for initial surveying, engineering and design work, consultation fees, and basic materials to get started, i.e. trucking, geoblock trail hardening material, culverts, tyvar road fabric, treated wood 4x4's and decking rental of equipment.

By utilizing volunteers for basic construction and labor, donated materials, and rented equipment, costs would be much less than if done by a contractor.

Possible sources of funding:

Sale of City owned Lot on Kachemak Dr. , Parcel #17910001, assessed at \$38,100

Homer Foundation

Rasmussen Foundation

ATI, Alaska Trails Initiative Grant

Private donations

Fundraisers

STIP

Corporate Grants - such as R.E.I.

Other future sources of funding as discovered or available.

Maintenance Plan for the Proposed Kachemak Drive Path

Proposed trail-

An 8 foot wide, compacted gravel path from the end of the existing spit trail along Kachemak Drive to East End Road.

1. Annual spring workday by volunteers, litter pick up, minor tread repairs, drainage
2. Encourage individual / groups to utilize Adopt-a-Trail program for a portion or all of the trail.
3. Bi-Annual inspection by City Parks and Rec. Maintenance staff.
4. Use of city atv and atv grader to grade the trail twice a year or as needed-city staff or designated volunteer.

Winter maintenance:

Plow for pedestrians and bikes using city atv with plow, city staff or volunteer

OR

Don't plow, pack and drag for multi-use, ski, snowshoe, bike, pedestrian. Use snowmachine, roller, drag.

Sign maintenance:

Volunteer / user reporting system for maintenance needs

Adopt-a Trail volunteers

Bike Club

Ski Club

Individual volunteers

Funded by private donations

Grants

HART Funds

City Maintenance as per other city trails

