

Kenai Peninsula Borough
Office of the Borough Mayor

MEMORANDUM

TO: Brent Johnson, Assembly President
Members of the Kenai Peninsula Borough Assembly

FROM: Charlie Pierce, Kenai Peninsula Borough Mayor *ch*

DATE: September 1, 2022

RE: Appointment to the KPB Advisory Planning Commission

Per KPB 21.02.060, the applicants listed below have been verified as:
1.) residents within the commission boundaries in which they are applying,
and 2.) registered voters within the precincts covered by the commission
boundaries.

The following applications are being submitted for your consideration.

<u>Cooper Landing Advisory Planning Commission</u>	<u>Seat</u>	<u>Expires</u>
Jeanette Cadieux	A	09/30/2025
Chris Degernes	B	09/30/2025
<u>Funny River Advisory Planning Commission</u>	<u>Seat</u>	<u>Expires</u>
Glenda Radvansky	F	09/30/2025
<u>Hope/Sunrise Advisory Planning Commission</u>	<u>Seat</u>	<u>Expires</u>
G. Johnny Sorenson	C	09/30/2025
Peter Scott Smith, Jr	D	09/30/2025

Thank you for your consideration.

Kenai Peninsula Borough Planning Department

Advisory Planning Commission Application Submitted 2022-08-23 15:34:13

APC/Seat: Cooper Landing – Seat A (Term Expires 09/30/2025)

Name Janette Cadieux	Mobile Phone 907-598-5011
Home Phone 907-595-4686	Work Phone
Email jette.cadieux@gmail.com	Date of Birth ██████████
SSN	Voter #
Residence Address 35925 Denaina Circle Cooper Landing, AK 99572	Mailing Address P.O. Box 873 Cooper Landing, AK 99572
How long have you lived in the area served by this Advisory Planning Commission? 14 years directly in Cooper Landing plus another 20 years in other KPB communities.	What knowledge, experience, or expertise will you bring to this board? I have been an officer for the CLAPC for 12 years serving 11 of those as Chair. I've learned a lot over those years about the planning process. In addition to my experience on the CLAPC, I bring a scientific background to my post. I am a highly organized and detail-oriented individual. I am diligent about representing the needs of our community to the best of my ability. I believe these skills have served our commission well.

Kenai Peninsula Borough

Planning Department

Advisory Planning Commission Application Submitted 2022-08-02 21:51:25

APC/Seat: Cooper Landing – Seat B (Term Expires 09/30/2025)

Name Chris Degernes	Mobile Phone 907-290-9200
Home Phone 907-595-2030	Work Phone
Email jaeger06@hotmail.com	Date of Birth
SSN	Voter # ██████████
Residence Address 36890 Quartz Creek Rd Cooper Landing, AK 99572	Mailing Address PO Box 683 Cooper Landing, AK 99572
How long have you lived in the area served by this Advisory Planning Commission? 11 years	What knowledge, experience, or expertise will you bring to this board? I have extensive knowledge of land use planning and natural resource management of the public lands in this area (local, state and federal lands). I worked for the State Dept of Natural Resources (Div of Parks) for 30 years, most of which was on the Kenai Peninsula, and managed a considerable area in and around Cooper Landing (Kenai River Special Management Area and various lands associated with the lake and river.)

Kenai Peninsula Borough Planning Department

Advisory Planning Commission Application Submitted 2022-08-25 18:04:51

APC/Seat: Funny River – Seat F (Term Expires 09/30/2025)

Name Glenda Radvansky	Mobile Phone 9073179077
Home Phone	Work Phone
Email alaskaglenda@gmail.com	Date of Birth [REDACTED]
SSN	Voter #
Residence Address ,	Mailing Address 37375 Chinook Soldotna, AK 99669
How long have you lived in the area served by this Advisory Planning Commission? I have owned property since the mid '90s and moved down full-time in 2021.	What knowledge, experience, or expertise will you bring to this board? I am currently a member of the Funny River Advisory Planning Commission and bring over 30 years of civil engineering experience.

Kenai Peninsula Borough Planning Department

Advisory Planning Commission Application Submitted 2022-08-03 23:06:40

APC/Seat: Hope / Sunrise – Seat C (Term Expires 09/30/2025)

Name G. Johnny Sorenson	Mobile Phone
Home Phone	Work Phone 19073380012
Email johnny@truesecretofgolf.com	Date of Birth [REDACTED]
SSN [REDACTED]	Voter #
Residence Address 64191 Ferrin Drive Hope, AK 99605	Mailing Address P.O. Box 109 Hope, Alaska 99605
How long have you lived in the area served by this Advisory Planning Commission? 30 years	What knowledge, experience, or expertise will you bring to this board? Same as resume' that was used for my first term appointment. Only difference is I have more qualifications because I have been on the board for 2 years.



Planning Department

144 N. Binkley Street, Soldotna, Alaska 99669 • (907) 714-2200 • (907) 714-2378 Fax

Hope/Sunrise APC Application Submitted 2019-10-31 12:02:02

Name: G. Johnny Sorenson

Mailing Address:

64191 Ferrin Drive, P.O Box 109
Hope, AK 99605

Residence Address

Email: johnny@trusecretogolf.com

Work Phone: 9073380012

Home Phone: 9077823120

Mobile Phone:

Occupation or place of employment: Happily Retired from DOT/PF

Which Advisory Planning Commission do you wish to serve on?: Hope/Sunrise

How long have you lived in the area served by this Advisory Planning Commission?: 37 years

What knowledge, experience, or expertise will you bring to this board?

I thought about my application to Hope Inc. to be on the APC board and realize I should probably try to sell myself more than I did. Most people in Hope don't know me other than "Sourdough Dru's husband." Yes, my secondary Masters Degree was in planning but over the years I have been involved in many decisions that affect Hope. I was the bridge engineer for the Canyon Creek Bridge. One day, the office engineer Lonnie said, "You know, where we removed the through-cut near the bridge sure made a nice view." I too appreciated the view and when Joe Perkins, the Commissioner came to look at the bridge, I proposed we construct a view rest stop. I went further to say "There are plenty of turnouts with life cycle of salmon, let us make one about the history of mining." Several days later, my bosses asked me to draw 3 plans for the turnout. The commission chose the most expensive that I had drawn. The turnout makes people aware of Hope history and brings more people who discover and impact Hope.

It was about 15 years ago when I learned the DOT was going to overlay the Hope highway with new asphalt. Since I live here, I knew the road, and since I knew Jeff Brown who worked on the original

paving I had a resource. What I discovered is water was seeping through the asphalt and the pavement was de-laminating from the lower asphalt treated base. Although I was not involved with the project, I forwarded that opinion to the DOT and they changed from overlaying the road to removing the top layer of pavement and laying a tighter surface asphalt mix. All the asphalt that was removed was property of the DOT and had value. I suggested they use the ground asphalt on the State of Alaska owned Hope airport. The airport was unusable in the spring because it was soft with bad drainage but the DOT shaped the base and surfaced it with ground up asphalt from the roadway. In an indirect way, not only did my opinion improve the Hope road, it improved the Hope airport in an economical way and made the airport accessible year around. It also eliminated all the dust from the runway.

My wife has a gift shop on Main Street. I feel we know Main Street and it's visitors as well as anyone. We installed the first Hope doggy poo poo station. That changes the culture of not only visitors but locals. This year we moved and removed the Hope Inc. fish cleaning stations from the creek. The toughest job was cleaning them to be prepared for next years use. Fish that are caught should be treated and used with dignity. This year we will be working to get users in the "catch and release" fishery to use barbless hooks. We are community and environmental involved and this year installed and maintained fishing line disposal tubes. We know they were successful because we emptied a lot of fishing line and other debris.

This year I was appointed to be on the "solutions committee." Unfortunately I was already committed to vacation in Bend, Oregon. In Bend I camped and rode mountain bike every day. Bend is like Hope that it has national forest on one side. The Deschutes national forest bordering on Bend has 300 miles of mountain biking trails built and maintained by volunteers. The trails have names such as "Ticket to Ride" or "Catch and Release" all with differing levels of difficulty. They are super popular and there is even a bike park for younger people just learning with a family picnic area. I met many bike groups and stayed a couple nights at LOGE (Live Outside Go Explore) that caters to bikers in the summer and skiers in the winter. I also visited with the manager of the 8,000 seat amphitheater in Bend and joined others in listening to music and visited some of the 22 micro breweries most of which had outside seating and music. Disc golf is also a popular activity in Bend along with water sports.

I acknowledge change is coming to Hope. We watch as drivers (some even local) speed down Main Street staring ahead unaware of unattended children who are left on their own in the apparent freedom of Hope. The end of the road is only 200 yards ahead! Pot holes in the road may be our best friend. Still, we know nearly everyone visiting Hope are great people. A fairly large percentage of visitors to Hope are impressed and ask about buying property. Many people from the lower 48 are building summer homes in Alaska, much like Alaskans move to Arizona for the winter.

Yes, I would like to apply to fill the next planning advisory board vacancy. In 1975 I submitted a paper as part of Masters of Science requirement titled, "Toward a New Community." In the paper I argue that planning must have the ultimate goal of encouraging human relationships and communion with nature. As I transport myself back in time and read the words of my paper, as I read my discussion of groups and group membership criteria. As I read my thoughts about group membership resulting in isolation from the larger community, I understand my paper more than I did when I wrote it. Perhaps I could bring something, maybe idealism to the table. I have worked for the DOT/PF constructing road projects for most of my life in many places in Alaska. There has always been a process of and belief in "partnering" to bring out constructive cooperation. My deepest belief is nothing is "real" but

relationships.

Have you, or do you currently, serve on other Kenai Peninsula Borough commissions, boards or task forces?

No.

Are you available for

Night meetings Day meetings

Comments (areas of interest, additional experience or qualifications, etc.):

An interesting story from an article about health in Alaska.

I am proud to have been the project engineer for this project and remember well, the moment of trust and vulnerability when I committed and began building a bike path using public money on private property, with a simple handshake between the property owner and I as a representative of the State of Alaska. A simple guarantee of honesty and trust between two people to hold up their side of the bargain.

DON'T GIVE UP

DILLINGHAM'S PEDESTRIAN/BIKE PATH

"It was the community. We couldn't have done it on our own."

-Lois Sorensen

Pedestrian Bike Path Coalition

Dillingham is one of a few communities off the main Alaska road system with a paved pedestrian/bike path. This is a story of how this community "came alive" overnight to fight for the inclusion of the bike path in a road paving project. It is also the story of how the community "came alive" with activity once the bike path was completed. The path is a safe, yearround place for all members of the community to exercise, play and socialize.

Prior to fall of 1998 a few die-hard Dillingham residents regularly walked, jogged or rode bikes for recreation and exercise. If they did, more often than not, they shared a bumpy, muddy trail with fourwheelers and snow machines. One such trail paralleled two and half miles of the road that connects

Dillingham with Aleknagik.

Early in 1998, users of this old trail learned of State plans to pave the Aleknagik Lake Road that summer. They spread the word to others interested in walking and biking and seized the opportunity at Planning Committee hearings to encourage the City to include a paved trail as part of the project. In March, the City of Dillingham requested funds from the Aleknagik Lake Road project be appropriated for a pedestrian/bike path alongside the road. The City ear-marked funds up to \$300,000 for the project. The Alaska Department of Transportation (DOT) gave a "thumbs up" to the project upon hearing that the City of Dillingham passed the resolution.

In June, three months after the city passed the resolution, residents watched as road construction began. Walkers and joggers no longer had access to the old trail, but they felt it was only a temporary inconvenience. They were sure that in a few months their new paved path would be ready.

Suddenly, word spread from the city administration that there were no longer plans for the inclusion of the pedestrian path in the project. Residents were shocked. Not only were they not going to get a paved pedestrian bike path, but the old "home-grown" trail was being destroyed.

The community did not give up, even though project completion was just a month or two away.

The Mayor, City Manager and some interested residents met with representatives of DOT and the contractors. City officials helped locate copies of policy statements that Governor Tony Knowles and

the Commissioner of DOT issued three years earlier. On June 5, 1995 the Governor had established the following policy:

"It is the policy of this Administration that accommodations for both bicyclists and pedestrians shall be included in the design for all projects, including those under construction, where reasonably possible, and shall be constructed where economically feasible. This means pedestrians and bicycle facilities will often be more successful when separated from the road and buffered by vegetation."

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Two days later the Commissioner of DOT issued the following policy:

"It is the policy of this department that accommodations for bicyclists and pedestrians be considered and implemented for all of our highway projects. Exceptions to this policy will be made on a case-by-case basis."

The Coalition is formed

There was no time to waste. Several citizen activists now adopted the name of the Pedestrian/Bike Path Coalition. With one meeting, the group divided up their work: identify people who could make the path happen; draft letters; develop a petition; gather signatures; mail the letters and petitions; and then follow up with phone calls.

They gathered 850 signatures quickly—even though it was fishing season—demonstrating the broad community support as well as the widespread dismay at the disregard for stated policy and understood agreements. They drafted letters placing emphasis on safety, health and quality of life.

The coalition sent the letters to the Governor, legislators and anyone else who might be in a position to help. The Coalition sent the formal petitions and attached formal statements of support from the Bristol Bay Area Health Corporation (BBAHC), the Dillingham City Council, the Dillingham Planning Commission, the Dillingham Comprehensive Plan, and the policy memoranda of the Governor and the Commissioner of the DOT.

Next, coalition members followed up their letters with phone calls to all the recipients. Finally, the action centered on John Horn, the Regional Director of DOT, in Anchorage. He was a bit overwhelmed by all the phone calls and requested that the Coalition select one spokesperson.

The Negotiations

Janice Shilanski, a dedicated walker and one of the original members of the group that advocated for a paved path, assumed the role of spokesperson for the Coalition with John Horn. Her late husband, Rick, was known in the community as the "Road Warrior" for his relentless pursuit of safety issues in general and the Aleknagik Lake Road paving project in particular.

Janice Shilanski recounts the Coalition's negotiations with the Department of Transportation:

"When John Horn told me DOT didn't have the money, I said, 'John, This is ridiculous. At least tell us how much it would cost. If you are going to say 'no,' at least tell us how much it would have cost. Are we talking half a million? Two hundred fifty thousand? That's peanuts when you are talking about a job worth millions and millions. You're destroying our bike trail. This is ridiculous! You have all this heavy equipment come out and you spend all those millions of dollars and you can't spend the time to put in a bike path? We were told by the project manager that they had the time to do it and they would have no problem putting it in.'

Coalition Comments

"I have a 10 year old son who is riding his bike constantly. First we found out the road was going to have no room to walk or run. Then they said, 'It's too late. Too bad.' We thought that was out of line. Four or five of us got together and we hit town hard and got a massive number of names on the petition in under a week."
-Teresa Duncan

"Our original focus was safety—we were watching kids on their bikes nearly getting wiped out every day and cars not paying attention. And that continues to be true where there is no place that kids can walk and ride safely."
-Cristy Tilden

"I had a pretty full plate with two small children and Grandma in a wheel chair. But the girls called so I mailed postcards and worked on the petitions. In a little place like Dillingham we always pull together and do what we have to do. I don't think

anybody could ever starve
in our town.”
-Patty Luckhurst

“We succeeded because
we were all smart enough
to know that we couldn’t
wait on this. If we didn’t do
it then it wouldn’t be done
because the equipment
would be gone and wouldn’t
be back for a long time.”
-Marilyn Rosene

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“The original plan we
heard about in the DOT
public meetings was for
a complete road with a
complete bike path. Each
time they came to town
the project got reduced.
It didn’t matter what
we said. They claimed—
probably rightfully so—that
the money got so reduced
from the budget that they
had to cut somewhere
and it was always the bike
path.”
-Mark Lisac

“At that point I thought it was just bureaucratic baloney and I kept hassling
him. ‘John, I am just appealing to you from our hearts. It is just ridiculous
to bring this many millions of dollars of equipment out here.’ I repeated
things.

“He eventually called back and said, ‘How about we put the paved path in
for the first mile and half?’ I said, ‘It sounds like you’re bargaining with
me. I can’t speak for the whole group. But I want the whole thing. I don’t
want just a mile and a half.’ He said the first mile and half was going to
cost around \$250,000. And then to go around this one culvert it was going
to take about another \$150,000 because it was ‘an environmental thing,’
cutting across the creek. I said, ‘Well, I can’t speak for the group but I’ll
take the first mile and half anyway.’ He didn’t feel that they could finish the
whole project that summer if they had to get permissions and everything.
“It was done in a couple of weeks. It was quick! It boggled our minds.
They had given us all these hassles. It was just bureaucracy. And I guess

that is why I think the story needs to be told. If it truly cost \$250,000, as they said, that is nothing in a project like this for something so good.”

On July 7, 1998, only three weeks after the Coalition formed, Governor Knowles issued a press release announcing the approval of the bike path for Aleknagik Lake Road. He underscored that the path was part of his administration’s continuing effort to provide Alaskans with routes for alternative transportation and access to recreational facilities.

“I came from a big family.

Whenever the kids wanted something they would put me in front: Go ask Mom.

So, I wasn’t afraid to pick up the phone and call. I

think that is what people are afraid of. What’s the worst that can happen?

They can say ‘no.’”

-Janice Shilanski

The Project Engineer’s View

John Sorenson served as the Department of Transportation and Public Facilities’ Project Engineer for the Dillingham Project. He shares his view of the pedestrian/bike path’s story.

“When a paving plant and all the equipment come to town it is a big deal. It’s like a circus. Apart from the road project, people can do other jobs privately: parking lots could be done and driveways put in so kids can put up their basketball hoops. Kids are always shooting basketballs. That’s one reason we decided to go with asphalt instead of high float chip seal pavement. Another reason was that a local Dillingham kid did a science fair project that showed everyone that asphalt was a superior product. So everyone wanted asphalt. It makes all these other jobs possible ... including a bike path. When an asphalt plant comes to town it is huge.

“I knew the petition for the bike path was going on out there. But when things reach me there is no real way for citizen input. I have a set of plans, a contract and a budget. I have a little negotiating room, very little. I tell people, ‘I have all the power in the world—as long as my boss agrees.’

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“I went to a meeting at the city and Coalition members were there demanding things. I told them I couldn’t do a damn thing. The contractor was there and he got heated and said, ‘Why don’t you go call the governor.’ They must have done something like that because my boss called up and said, ‘They want to get a bike path out there. Is there any way you can do it?’

“Bike paths can be complicated. You can’t just build them over anything. There are drainage issues,

big fills and cuts, buried utilities and rights of way. You have to figure out elevations. Elevations and grading can be tricky. It is not as simple as people think.

"I didn't know how we could do it when my boss asked me. We didn't have right of way. We didn't have plans. You can't just add things all the time. We have budgets. I could have said, 'No, I don't think we can.' But I kind of stuck my neck out. For me, it was a growth thing—making the call that it could be done. I didn't know how, but you trust people.

"There was a really good construction crew. The dozer hands and grader checkers and those types of people knew how to make it happen. You could tell them to go out and do it and they could build it. Most of them were not local guys. But you could see they liked Dillingham. But they were all professionals. Believe it or not, people have a lot of pride in their work. When they leave a job they want to see it right. Nobody likes to see bumps in the highway. So they made it work.

"Everybody wanted to make it work. We started building the bike path before we actually had the right of way. We went on time and materials and everybody was happy. It wasn't a big fat hog.

"We stopped at a creek. It was the natural place, given the budget and complications. If we went further there were issues that I didn't want to deal with. There was a pretty steep driveway. If you had the bike path alongside the road, the driveway would have to go down really steep. It was just another complicated problem. There were also more buried utilities. You can only deal with so much uncertainty. And, of course, we ran out of oil for the asphalt. We were right at the end of the construction season. It snowed a few days after we finished the path.

I am still working with the same construction crew. It has been four or five years and we have had a number of construction jobs together since then. But we still talk about that job. Dillingham was such a neat place. You don't get that every day."

The Path Becomes a "Park"

The pedestrian/bike path was an immediate success. "The whole town came alive!" as Janice Shilanski put it. Another Dillingham resident, Christine DeCourtney, recalled that even before they completed the path, people "rode bikes and walked on the completed sections until turned back by amiable construction workers who promised, 'We'll be finished soon.'"

The path quickly became a place for more and more types of exercise and socializing. The people of Dillingham began calling it "the park" and using it throughout the day and through the four seasons. The cost of path maintenance was a serious concern from the beginning. "The trail would never be used in the winter." However, the first snows saw a man whose wife was recovering from cancer hook a plow to his ATV to clear a safe walking path to help rebuild her health. Other volunteers sprang to life to keep the trail a safe place to walk. The people of Dillingham have "owned" the park from the very beginning.

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"I commute to town on my bicycle each day and often return after dark. I do this to maintain a health and fitness regimen. If it wasn't for the safety of the path, I'd be driving a car and losing out on a great aerobic session."

-Jon Sorensen

Diabetes Prevention

"When we developed the Walk to be Fit program we used the bike path to stage a kick off promotion in June of 1999 and again in 2000. I am always encouraging diabetic patients here in Dillingham to go out and walk the bike path to gain control of their diabetes by walking and controlling the weight. In the last year we have been giving them pedometers and they go out and challenge themselves to walk more and more. We have been trying to do more awareness of the importance of exercise and I see more people using it all the time. It is so important to have a safe pleasant place to walk."

-Lois Schumacher

Kanakanak Hospital

A year after the bike path was completed Christine DeCourtney reported in an article for a monthly magazine, Ruralite:

"Now, inline skaters, bikers, walkers, and joggers share the path. Wheelchair athletes no longer depend solely on a few dangerous miles of paved road. Elderly couples stroll along the path, arm-in-arm; people walk dogs; and dads breathe hard as they run along side children wobbling on new bikes. Parents carry babies in backpacks or push strollers sharing afternoon walks with friends.

"The weather doesn't seem to matter—bug nets, colorful baby rain gear or fleece appear as needed.

"The bike path inspires community spirit and ingenuity. One resident, Tom Eveslage, built a rustic bench from logs and placed it along the path. Elders rest on it or giggly schoolgirls perch on it during a break from a game of hopscotch.

"Alaska West Supply, a local building supply company whose property adjoins the path, installed a portable toilet and posted a sign on the door:

'Outhouse provided for your use, free of charge ... Enjoy the bike path.'"

Running groups meet at the path on certain days each week to work out

together. The annual Tony's Run, honoring a slain Dillingham policeman, now incorporates the path as a part of the race. Roller blading has been introduced and is popular. People who never walked before now park cars at one end and walk back and forth, then they get into their cars and go home. Organizations have health promotion programs. People clock their walking times.

Additional paving of the Aleknagik Lake Road pedestrian bike path is planned for the next time the "paving plant circus comes to town." In the meantime, it is not uncommon to see City Manager John Fulton or Norman Heyano of DOT operating heavy equipment on their weekends to sweep or plow the walkway or other volunteers pitching in as needed.

More benches have appeared over the past several years. In the summer of 2002 a new bench appeared anonymously on the pathway. It has the inscription "Shilanski Park" to honor Janice's Shilanski's late husband, the community's health and safety "Road Warrior."

Kenai Peninsula Borough Planning Department

Advisory Planning Commission Application Submitted 2022-08-03 19:10:13

APC/Seat: Hope / Sunrise – Seat D (Term Expires 09/30/2025)

Name Peter Scott Smith Jr	Mobile Phone 9072509101
Home Phone 9072509101	Work Phone 9072509101
Email aksixmile@gmail.com	Date of Birth ██████████
SSN ██████████	Voter #
Residence Address 19482 Discovery Drive Hope, AK 99605	Mailing Address PO Box 151 Hope, AK 99605
How long have you lived in the area served by this Advisory Planning Commission? 16 yrs	What knowledge, experience, or expertise will you bring to this board? Local business owner, long term year round resident. Being a part of the conversation is important.