



# Agenda

## Planning Commission Regular Meeting

Wednesday, March 06, 2024 at 6:30 PM

City Hall Cowles Council Chambers In-Person & Via Zoom Webinar

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### Homer City Hall

491 E. Pioneer Avenue  
Homer, Alaska 99603  
[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

### Zoom Webinar ID: 205 093 973 Password: 610853

<https://cityofhomer.zoom.us>  
Dial: 346-248-7799 or 669-900-6833;  
(Toll Free) 888-788-0099 or 877-853-5247

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### CALL TO ORDER, 6:30 P.M.

### AGENDA APPROVAL

**PUBLIC COMMENTS** The public may speak to the Commission regarding matters on the agenda that are not scheduled for public hearing or plat consideration. (3 minute time limit).

### RECONSIDERATION

**CONSENT AGENDA** All items on the consent agenda are considered routine and non-controversial by the Planning Commission and are approved in one motion. There will be no separate discussion of these items unless requested by a Planning Commissioner or someone from the public, in which case the item will be moved to the regular agenda.

- [A.](#) Unapproved Regular Meeting Minutes for February 21, 2024

### PRESENTATIONS / VISITORS

### REPORTS

- [A.](#) City Planner's Report PC-24-006
- [B.](#) Comp Plan Steering Committee Report

Unapproved CPSC Meeting Minutes for February 20, 2024

### PUBLIC HEARINGS

### PLAT CONSIDERATION

- [A.](#) Staff Report PC-24-010, RNK Subdivision Preliminary Plat

### PENDING BUSINESS

### NEW BUSINESS

- [A.](#) Staff Report PC-24-011, Draft City of Homer Transportation Plan

## **INFORMATIONAL MATERIALS**

[A.](#) PC Annual Calendar 2024

[B.](#) City Manager's Report for City Council February 26, 2024

**COMMENTS OF THE AUDIENCE** Members of the audience may address the Commission on any subject. (3 min limit)

## **COMMENTS OF THE STAFF**

**COMMENTS OF THE MAYOR/COUNCILMEMBER** (If Present)

## **COMMENTS OF THE COMMISSION**

## **ADJOURNMENT**

Next Regular Meeting is **Wednesday, March 20, 2024 at 6:30 p.m.** A worksession is scheduled for 5:30 p.m. All meetings are scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar. Meetings will adjourn promptly at 9:30 p.m. An extension is allowed by a vote of the Commission

## CALL TO ORDER

Session 24-04, a Regular Meeting of the Planning Commission was called to order by Chair Scott Smith at 6:32 p.m. on February 21, 2024 at the Cowles Council Chambers in City Hall, located at 491 E. Pioneer Avenue, Homer, Alaska, and via Zoom Webinar. The worksession was canceled for today due to the lack of topics or items.

**PRESENT:** COMMISSIONERS HIGHLAND, SMITH, SCHNEIDER, VENUTI, STARK, BARNWELL

**ABSENT:** COMMISSIONER CONLEY (UNEXCUSED)

**STAFF:** DEPUTY CITY CLERK KRAUSE, CITY PLANNER FOSTER, ECONOMIC DEVELOPMENT MANAGER ENGBRETSSEN

## AGENDA APPROVAL

Chair Smith read the supplemental items into the record and requested a motion and second to approve the agenda as amended.

SCHNEIDER/BARNWELL MOVED TO APPROVE THE AGENDA AS AMENDED.

There was no discussion.

VOTE: NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

## PUBLIC COMMENTS ON ITEMS ALREADY ON THE AGENDA

Heath Smith, city resident, commented on Ordinance 23-61(S) stating that he understands what the intent of Councilmembers Aderhold and Davis bringing forward this ordinance, there is an issue that exists but opined that this ordinance ultimately resolves none of the problems that the city faces. The housing issue is a complex one and will not be resolve with one small component, points that have been brought forward are already addressed in city code, no issues have arisen through local fire or police departments calls and as far as enforcement in residential areas, these places are being used to reside in, whether short term or long term and saw no merit in these changing the nature of those residential areas. He did not think that the city should not get involved. He has spoken to Mayor Micciche regarding taxes and he reported that the Borough has a entire department dedicated to researching, tracking and collection of those businesses. Mr. Smith stated that he concurred with the findings of the EDC.

Scott Adams, city resident, commented on Ordinance 23-61(S) recommending that the Planning Commission forward the ordinance back to City Council with the same recommendation as EDC, he referenced Line 19 in the ordinance regarding the positive impacts of the short term rentals but stated that they do consume city services, and it would be difficult to recoup financially if they do not pay taxes, but the Borough is already addressing that issue as previously pointed out. He expressed his concerns on the city "attacking" one group,

believing that it was unfair as there are other businesses that operate out of Homer and believes that what the EDC recommended at their last meeting regarding zoning and owner live on site then we may find a bunch of this expensive real estate going on the market and you have to question what effect that would have to Homer and so with everything regarding housing addressed what is the real purpose of this ordinance.

Jonathan Young, city resident, apologized to the Commission for not providing the data he had provided to the EDC, as he did not realize that the Commission was going to review the ordinance too. He has reviewed the information presented to the city specifically a memorandum dated September 2023 and then in October 2022 where data was shown that really exacerbated the problem of what AirBnB was doing to the community. He was able to look at every single Airbnb unit listed in the community and did not find a faceless organization buying up a bunch of properties, the majority, and he stated he was still working out the percentage, of individuals live in the community, that relates to the revenue earned being an AirBnB host is reinvested in this community versus a large hotel coming in and that money leaving, taxes, the Borough has been collecting and while the numbers proving that they are actually within Homer city limits are missing are 35 individuals but for the most part have agreed to be "right landlords" both as short and long term rental hosts. He recommended the Commission send back Ordinance 23-61 to Council.

Marcia Kuszmaul, non-resident, Bed & Breakfast owner in the area, President of the Homer Bed & Breakfast Association representing 20 plus properties that are short term rentals. She spoke on the definition and term of Short Term Rental and how it is being applied to Bed & Breakfast businesses but AirBnB's usually do not. Members of the Association follow the guidelines and requirements provided by the State of Alaska and believe that these regulations that are already in place should be considered by the City. Ms. Kuszmaul provided a brief summary of the requirements and then noted that requirements are listed in Homer City Code Title 21 Section 21.51.010 and Section 21.51.100. Ms. Kuszmaul expressed concerns on public education regarding sales tax and collection of such taxes, consistent with regulations already in existence and making sure that businesses are in compliance.

## **CONSENT AGENDA**

Chair Smith noted for the record that all items on the consent agenda are considered routine and non-controversial by the Planning Commission and are approved in one motion. If a separate discussion is desired on an item, a Commissioner may request that item be removed from the Consent Agenda and placed on the Regular Agenda under New Business. He then requested a motion and second to adopt.

- A. Unapproved Special Meeting Minutes for January 31, 2024
- B. Decision & Findings for Conditional Use Permit 2023-08 Planned Unit Development at 1563 Homer Spit Road, 1663 Homer Spit Road and 1491 Bay Avenue

VENUTI/HIGHLAND MOVED TO ADOPT THE CONSENT AGENDA AS PRESENTED.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.



## **PRESENTATIONS/VISITORS**

### **REPORTS**

A. City Planner's Report PC-24-003

City Planner Foster provided a summary of his staff report to the Commission. He reminded the Commission that they will have the review of the Draft Transportation Plan at the worksession on March 6<sup>th</sup> and hoped that they will have fully reviewed the document by the meeting date. The Commission will be providing comments to City Council on the plan. He also provided comments on the outcome of the Strong Towns presentation noting that it was well attended and the speaker made a very good, thought provoking presentation. Mr. Foster reminded the Commissioners about the free screening of the Cruise Boom on Tuesday, February 27<sup>th</sup> at 6:00 p.m. at the Homer Theater.

Commissioner Venuti stated that he has received several complaints from his customers on the time it takes to get a building permit and he questioned what the typical timeframe was to receive permits.

City Planner Foster responded to Commissioner Venuti that it is 10 business days from completed application and that was the difference, in review of the application it is often found that the application once submitted does not contain all the required materials. He further stated that the Application process starts with Associate Planner Gross who reviews the packet for all the required information and forms and will follow up with the applicant if there is something missing. It must be complete before a permit is issued. Mr. Foster stated that he doesn't get involved unless there is a sticky situation or challenging application.

Commissioner Venuti the inquired if the City Planner was in the office daily.

City Planner Foster stated that the Planning Office is staffed Monday through Friday.

Chair Smith inquired if there were any volunteers to provide the report to City Council. He noted that Commissioner Stark has been providing the reports and confirmed that he will provide this report to Council on Monday.

### **PUBLIC HEARINGS**

### **PLAT CONSIDERATIONS**

### **PENDING BUSINESS**

### **NEW BUSINESS**

A. To Plan for the Future, Imagine the Future – How Foresight and Futures Literacy Can Refocus Urban Planning

Memorandum PC-24-004 from Commissioner Highland as back up.

Chair Smith introduced the item by reading of the title and deferred to Commissioner Highland.

Commissioner Highland spoke her intent for requesting the Commission discuss and or consider this item/topic as she felt it was appropriate content and an interesting article and would be beneficial to forward to the Comp Plan Steering Committee and the Consultant Agnew::Beck for their consideration. She inquired if the Commission and City Planner read it and if they thought that it has merit and agreed it should be submitted to the Comp Plan Steering Committee and Consultant for consideration.

City Planner Foster responded that he did read the article and believed it was relevant to their review and rewrite of the Comp Plan and is relevant to how planning and comp plans are written today. He would be happy to forward to Agnew::Beck but surmised that Agnew::Beck are already using some of the exercises mentioned in the article.

Commissioner Venuti stated in the article on page 22 of the packet, first paragraph after the green highlighted section, *“Also critical is the incorporation of many diverse perspectives into the process. Engaging the community – and every facet of the community- strengthen the results”* and he read that and thought about the input from the community during the Doyon applications and believed that the community input was pretty important and he thought that this really needs to be considered in anything that they do. He reported attending the Strong Towns event and he could not see where there was any discussion on community values or input received from the community, which he believed was valuable.

Commissioner Barnwell commented on the task the Comp Plan Steering Committee focused on at a recent meeting was listing stakeholders to be involved in the development process and that Agnew:: Beck will be using some of the approaches that were applied in similar communities that were presented as examples, i.e. Cordova, Petersburg, Juneau, and Haines, recommending the Commission review those documents. He assured the Commission that Agnew::Beck would be conducting public outreach to all those defined stakeholders, and collecting data from the public. He concurred that reviewing those Comp Plans for those other communities will provide some insight for the Commission.

City Planner Foster supported Commissioner Barnwell’s statement agreeing with the future planned public outreach, stating there will be large community wide notifications to provide Homer residents with every opportunity to participate in the process.

Commissioner Schneider commented that his take away on the article was that this focused on being prepared for the future and would be interested in Agnew:: Beck’s arsenal regarding this process. He was sure that they were aware of this type of methodology, but would be interested in their response or approach to this kind of thing.

Chair Smith agreed with Commissioner Schneider that it was looking 20-30 years in the future and reverse engineering to the present rather than being reactive to current situations. He believed that the Commission can agree there is a lot of wisdom in that, but there is a lot of danger as well, because

you can go forward two years and all of a sudden do a 180 degrees turn in a different direction, spending a whole lot of money getting to where you came from. How do you get the community to embrace this sort of mindset? His answer to that question was you lean heavily on the process that you already have started within the Community and trust the persons involved in the process, and the experience, education that those people have is really going to incorporate some of these concepts into this process. He looks forward to being a part of it, stating it will be challenging in a small community, as there are certain demographics that value keeping Homer as it is, some whom want smart growth and development, and some in between those two extremes. It will be interesting to see what the public outreach brings to the table.

Commissioner Highland enjoyed the article as it was thought provoking and would look forward to hearing what Agnew::Beck and the Comp Plan Steering Committee has to say about it and reiterated her request that the City Planner forward the article for consideration.

B. Ordinance 23-61(S) Short Term Rentals

Memorandum PC-24-005 from Economic Development Manager as backup.

Economic Development Manager Engebretsen reviewed her memorandum, provided information on the ordinance being introduced by Council and referred to the Economic Development Commission and Planning Commission, attendance at various meetings held by other organizations, what the intended purpose of the ordinance and what the ordinance does not address. She noted the material provided in the packet for the Commission's review and then made a short PowerPoint presentation that covered the following:

- Reviewed Timeline
  - o Spring 2022 Council identified housing as a priority issue
  - o Fall 2022 Short Term Rentals may be impacting housing costs and sales tax compliance is a problem
  - o February 2023 Council approves \$20K for GOV OS services
    - Gather Data on Number of Units prior to Creating New Regulation
  - o August 2023 Contract with GOV OS canceled as results not specific enough to be useful
  - o November 2023 Introduced Ord 23-61 referred to EDC and PC
  - o Dec 2023 to February 2024 Public Meeting, Conversations and Recommendations
    - City launched webpage on the city website as information point with all meetings and information regarding Borough Sales Tax & Collection, Licensing requirements by the State and background information that Council used to develop the ordinance as well as the information that the Special Projects Coordinators put together.
    - Participation in the Chamber Panel with other local experts in Real Estate and the Short Term Rental Industry, Five EDC worksessions and regular meetings on the subject.
    - Substitute Ordinance 23-61(S) draft reviewed by EDC & PC Commissions

- Recommendations submitted to City Council
  - February 26, 2024 Public Hearing and possible action
  - January 2025 If adopted and enacted registration required by businesses
- Noted that the process was a little unusual from a typical planning commission action, the original ordinance was not included in the packet materials due to the previous public process and amendments made and it is no longer relevant and the conversation has moved forward so what is presented for the Commission for discussion is the Ordinance 23-61(S) draft.
- Provided outline of what the ordinance does:
  - Requires registration for short term rental, state business license and in compliance with Kenai Peninsula Borough Sales Tax remittance
  - Self-Certification of Basic Life Safety
  - Fire Extinguishers, CO2 and Smoke detectors installed
  - 24 Hour Emergency Contact
    - For Police/Fire Department Use if required
- What the Ordinance does not:
  - Limit the number of short term rental businesses within the city
  - Provide inspection for basic life safety requirements
  - Provide new staff or increased enforcement capabilities
- Recommendations and or changes from the EDC:
  - Update definition of dwelling
  - Amend registration to clarify registration is for each parcel
  - Amend to reflect existing code of 5 Bedroom/15 persons maximum
  - Amend registration period to every two years
  - Remove whereas clauses related to housing
- Motion from the EDC
  - City Council bring this ordinance back to the drawing board and drill down deeper into the issues that they envision that this ordinance would address and take into consideration all points made by the EDC, the Planning Commission, and members of the Public
- Reviewed summary of Public Comments provided:
  - Ordinance as presented does not address housing
  - Kenai Peninsula Borough is and can address tax collection concerns
  - ordinance does nothing
- Zoning Related Comments:
  - Short term rentals affect the character of residential neighborhood
  - There is no neighbor living next door; variety of temporary occupants
  - Short term Rentals should be owner occupied in the urban and residential districts

Chair Smith opened the floor to comments and questions from the Commission.

Economic Development Manager Engebretsen facilitated discussion on the following:

- Effective date if the ordinance is adopted would allow the city to implement the software as the existing program can be used with a few modifications
  - o Would allow the department to prepare to accept and process 300 plus registrations
- Registration requirement of being compliant paying sales taxes
  - o Collection of sales tax is managed by the Borough
- Homer City Code Title 21.51.100 is existing requirement for Bed & Breakfast businesses to be owner occupied
  - o Rooming Houses do not have the same requirement although they are similar businesses, traditionally they are
- Private residence with additional cabins requires a CUP for permitted principle use
  - o The ordinance does not address this situation
- EDC opinions on the ordinance
  - o No one was happy with the ordinance
- The ordinance is requiring short term rental businesses to register so it is similar to a business license but the city does not have a license requirement.
- There are 238 businesses in accordance with some research provided by a member of the community.
  - o Airbnb does have hotels listed but hotels/motels do not fall under Short Term Rentals, they are commercial businesses
- Definition for Short Term Rentals is outlined on page 35 of the packet, and is defined as a dwelling unit as shown in HCC Title 21, or a portion thereof that is offered or provided to a guest for compensation for a period of less than 30 consecutive days.
- Commissioner related experience with a home being purchased, was used as a short term rental in their residential district with covenants in place to prevent that sort of activity and the ensuing wild parties, snow machines trespassing private property, loud music, etc.
- Short Term Rentals should require onsite property owner
- Short term Rentals affect the characteristics of residential neighborhood because you do not have neighbors
- Proposed Short Term Rentals would fall under Homer City Code Title 8 Permits, Licenses and Regulations
- Clarified that the future Title 21 re-write can provide clarity on short term rentals, bed & breakfasts or rooming house, indicating that these have presented a conundrum for the Planning Department.
  - o The Commission can submit its recommendations and or comments to council regarding owner occupation in urban residential and rural residential districts.
  - o Submission of a records request to the Homer Police Department for the number of noise complaints or disturbances resulted in only one case in two years at a known short term rental.
    - Police categorize complaints as disturbances
    - Reports or disturbances are not identified by the type of property they are such as rental, short term or long term, etc.
  - o Difficult to show that there is a problem if they are not tracking the information

- This ordinance would start that process by requiring short term rental business to register, allowing the Police Department to track calls or reports regarding the location.
- The land use designation of short term rental could be added to Title 21, there is already description of bed and breakfast, hostel, rooming house, hotels and motels but not for short term rentals.
  - The Commission could recommend that the land use be addressed.
  - Administration has previously stated that this would be an iterative process.
  - Changes can be made when needed
- Council wants to assure that businesses are compliant in paying their taxes, emergency contact if there are issues and basic life safety considerations.
  - Redundancy in replicating the work of the Borough
    - Commission can certainly include this in their comments to Council
- Once the changes are implemented in current software the city has the capability of tracking the information.
  - City can handle the processing since it would be a paperless, online process
  - No additional staff required
- There is no enforcement of these new regulations
- There is no inspection for the life safety requirements
  - What value is gained by having these requirements in place if there is no enforcement
  - There is more to home safety than smoke and CO2 detectors
- It would be nice to clarify once and for all if short term rentals are actually causing issues with the affordable housing shortage in Homer.
  - Initially it was thought that this ordinance would address that but in actuality does not however it may be a small step towards that solution.
- Depending on the type of rental short term or long term will depend on what type of life safety preventative measures are required.
  - Has the city looked into the requirements for short term rentals such as sprinkler systems?
  - Can the city be held liable if they start tracking the businesses when an incident happens and the business is not compliant with state regulations regarding life safety.
- In the city currently if someone is constructing multiple buildings, such as the project up on West Hill Road, they are required to have inspection by the State Fire Marshal;
  - Those structures were separated by enough distance that no sprinkler system was required.
- Short term rentals would be allowed in zoning districts that allow Bed & Breakfasts or Rooming House
  - General Commercial 1 allows rooming houses and Bed & Breakfasts but does not allow single family homes
  - It can be stated that short term rentals are widely allowed throughout the community.

- The ordinance was not referred to the Port & Harbor Advisory Commission
  - o Seasonal Workers Housing for the Spit Businesses
  - o Zoning was amended approximately 10 years ago to address housing
    - Business on the lower floor and crew/shop employees on upper floors if used as a residential dwelling longer than 30 days.
    - Planning uses the term lodging as it is not residential and it is not a rooming house.
      - There is a difference as it is not something that a person can walk in off the street and get a room. Terms are to be determined at a later time when title 21 is being updated.
- This ordinance addresses the registration of the short term rental businesses.
- Encouragement to be proactive rather than reactive.

City Planner Foster responded to Commissioner Highland that he has had no prior experience where the community responded with the creation of a regulatory framework to address short term rentals. He acknowledged that it was definitely a hot topic all over the United States not just Alaska.

Chair Smith recommended that the Planning Commission should support the motion that was forwarded by the Economic Development Advisory Commission at their last meeting as follows:

*THE EDC RECOMMENDS THAT CITY COUNCIL BRING THIS ORDINANCE BACK TO THE DRAWING BOARD AND DRILL DOWN DEEPER INTO THE ISSUES THAT THEY ENVISIONED THAT THIS ORDINANCE WOULD ADDRESS AND TAKE INTO CONSIDERATION ALL POINTS MADE BY THE EDC, THE PLANNING COMMISSION, AND MEMBERS OF THE PUBLIC.*

Ms. Engebretsen facilitated additional comments and questions on the following:

- what City Council would actually be gaining by implementing this ordinance
  - o Information and collection of sales taxes
- Is there additional information aside from what Airbnb, VRBO and the Kenai Peninsula Borough is collecting that the City wants.
- Estimated costs to the city to implement the requirements is unknown
- This motion assumes that we know what City Council envisioned with regards to the “drill down deeper in the issues”
- reiteration of requiring owner occupied businesses

HIGHLAND/ MOVED TO REQUIRE PRINCIPAL OWNER TO BE ONSITE IN URBAN RESIDENTIAL AND RURAL RESIDENTIAL DISTRICTS.

Motion died for lack of a second.

Further discussion on the proposed ordinance 23-61(S) was that it should go forward as written and can be used as a first step and the Commission can add their perspectives similar to the approach used in giving their findings.

STARK/VENUTI MOVED THAT THE PLANNING COMMISSION SUPPORTS THE MOTION ADOPTED BY THE ECONOMIC DEVELOPMENT ADVISORY COMMISSION AT THEIR REGULAR MEETING OF FEBRUARY 13, 2024 THIS ORDINANCE ADDRESSES AND TAKES INTO CONSIDERATION ALL POINTS MADE BY THE EDC, THE PLANNING COMMISSION, AND MEMBERS OF THE PUBLIC.

Discussion ensued on addressing the concerns and comments of the Planning Commission since they have not been officially stated or just supporting the EDC's recommendations. Clarification was provided by the Clerk on how the Commission could approach including their comments and or concerns.

Chair Smith confirmed with the Commission that they were clear on the process to vote on the motion as stated and then the Clerk will ask each Commissioner to state for the record their comments, concerns, and or recommendations.

VOTE. YES. STARK, BARNWELL, VENUTI, SMITH, SCHNEIDER, HIGHLAND.

Motion carried.

Each commissioner then cited their concerns, comments and recommendations for the record:

Commissioner Stark expressed concerns regarding the ordinance being fleshed out and have more robust safety requirements with the registration along with accountability requirements and supported the comments expressed by the EDC and the public.

Commissioner Barnwell expressed concerns on creating a redundancy in government, the city needs a way, as a separate entity to control and account for Short Term Rentals and believed that this is a first initial step to account for them.

Commissioner Venuti expressed his concern on the lack of value in issuing regulations that will not be enforced and redundancy of performing actions that the Kenai Peninsula Borough was doing.

Commissioner Smith commented that he would recommend voting the ordinance down unless there was a truly unique and compelling reason, that the City Council can verify the expense, and as a necessity you know what the State rules are and the Kenai Peninsula Borough's rules are and acknowledging that they are very sufficient, it feels just like an additional layer of bureaucracy that is not really accomplishing anything besides another busy employee.

Commissioner Schneider commented that he had no problem with the ordinance as written there is not much down side to it but it is not anything to get excited about either, there is no upside. It was his hope that going forward City Council will dig a bigger bite out of the subject and create a better definition of what owner-occupied means, what a bedroom is, and we need to address the



impression that is in the Homer community about short term rentals creating problems for the residents.

Commissioner Highland expressed concerns regarding the city being proactive and have regulations in place regarding owner occupied short term rentals citywide otherwise the ordinance is addressing problems in a very small way.

Commissioner Stark requested he be allowed to provide comments in response to the public's comments and it was noted that the rules would need to be suspended and he could provide those comments during his comments at the end of the meeting.

### **INFORMATIONAL MATERIALS**

- A. City Manager's Reports
  - CM Report to City Council January 22, 2024
  - CM Report to City Council February 12, 2024
- B. City of Homer Monthly Newsletter
  - February 2024
- C. Planning Commission Annual Calendar

Chair Smith noted the informational materials provided and inquired if the City Planner had anything to add to the Commission Calendar.

City Planner Foster stated that the Comp Plan Steering Committee was working on their schedule of events and they have tentatively penciled in Tuesday March 26<sup>th</sup> a worksession and Thursday, March 28<sup>th</sup> for a Public Meeting,

### **COMMENTS OF THE AUDIENCE**

Marcia Kuszmaul commented that the ordinance is premature, the community deserves to have a clearer vision of what the community has for short term rentals and then the ordinance should support that vision and create the behaviors or requirements to support that desired state. So without having a clear view of what that desired state was she believed it would be difficult to consider an ordinance. Ms. Kuszmaul stated that she will provide the State of Alaska Guidelines to the Chair and noted that the Chair was correct in that public accommodations that are not owner occupied do require automatic fire extinguishing systems and also compliance with the Americans with Disabilities Act, so there are larger issues that these entities operating should be in compliance with State regulations. Thank you for the consideration of all this tonight.

Scott Adams, city resident, commented on information that was provided in the supplemental packet and noted the Commission did not discuss the penalties and restrictions that go with the ordinance tonight. Mr. Adams then commented regarding a possible resubmission of the Doyon

project and if they could conduct a land swap with the parcel they own on Bay Avenue and the right of way for B Street south of Bay Avenue. He proposed a scenario using the parcel to provide the access and buffer between the hotel project and the residential lots. He expressed hope that it can be worked out by downsizing their project. He then expressed comments on determining where the term short term rentals from B & B's since B & B's have been in Homer for at least 40 years, he acknowledged that elderly couples earn income to sustain living in Homer, people's taxes have increased due to inflation and it offers a way for those couples to maintain living in Homer after they have retired. Mr. Adams stated that people thought their retirement would last but with the costs increasing over that last three years, that's gone out the window. He then commented on the origin of STR and Short Term Stay Unit that was used by Doyon.

Kathy Carssow, Homer Resident, provided comments on the current definition of bed and breakfast with the dwelling unit occupied by the operator as the operator's primary residence. She then commented that when reporting to the Planning office that her next door neighbor residence is being run as a short term rental without the owner being on premises, she should be informed that it is illegal. This was supported in the 2018 update to the Comp Plan. Ms. Carssow then provided the definition of Bed & Breakfast for the record. She noted that in 2008 the ordinance was originally written when it required the owner occupancy. Ms. Carssow continued that with the lack of enforcement they have had a migration of hospitality businesses invade the residential areas. She suggested the Commission clarify what constitutes a short term rental, and require permits, require registration for filing taxes and compliance with zoning code. The city should follow up immediately with residents and report non-owner occupied short term rentals. The city could then notify Airbnb regarding their requirements too.

Heath Smith, city resident, expressed his appreciation for the good discussion held and change is never easy, but to borrow a phrase, baby steps, which was used several times, but the thing that should be considered is what those baby steps translate into when you hit your full stride. So it may seem somewhat mild and innocuous in a way that it's not something that is a big deal but bureaucracy has a way of growing so the intentions of the people here today planning for many years down the road but you may not be sitting at this table at that point so it is an animal that is rarely controlled over a long period of time. Mr. Smith stated that Commissioner Venuti made a point regarding enforcement, requirements in place with Airbnb, VRBO, the state and what the Borough is doing and he believed those systems worked well. He then noted that some people may enjoy their neighbors changing every couple of days.

Charles Anderson, realtor, has long term rentals and short term rentals and had developed some projects as well and stated that one of the nails that we need to hang this on getting rid of nuisances and his records request resulted in zero records outside of one involving short term rentals regarding parking. The City with the KPB Assessor has almost completed getting everyone in compliance. He reported that most are local residents that put their homes on the market for the summer. He is aware of many units that were brought onto market.

### **COMMENTS OF THE STAFF**

Economic Development Manager Engebretsen commented that it has been an interesting process in the zoning code when there is an amendment and city code defines that staff should look at it, there is a set process for the planning commission and that is not true for this ordinance that is not part of Title 21. There are questions such as how the city should be using its time and resources, What is its worth? How do you have that conversation? She expressed her appreciation for everyone being civil and productive. The Planning Commission does get some controversial issues and working with the EDC she expressed hope to work together with the two commissions on other projects in the future.

Deputy City Clerk Krause commented that public accommodations fall under Title III of the ADA and should be compliant it does not just apply to hotels, motels but Bed & Breakfasts, as well as any short term rentals, store fronts, retail shops etc.

### **COMMENTS OF THE MAYOR/COUNCIL MEMBERS**

### **COMMENTS OF THE COMMISSION**

Commissioner Highland provided explanation on why the Commission was provided a copy of the book “Less is More” written by Jason Hickel, grandson to Wally Hickel. She thought it may provide some thoughts for pondering.

Commissioner Venuti expressed his appreciation for the other Commissioners serving and that it was an interesting meeting.

Commissioner Barnwell expressed his appreciation for the work that Ms. Engebretsen has and is doing, she wears many hats with the city and he appreciates all she tries to get accomplished. He then expressed his opinion on the proposed ordinance regarding the STR’s as a baby step in the right direction, but more discussion is needed but does believe there is a problem with STR’s in the city. He appreciated the data that gathered by Mr. Anderson and Mr. Young regarding the STR’s believing it was a unique and independent database in conjunction with the information at the Borough level.

Commissioner Stark expressed his appreciation for the public participation, staff and the clerk noting the value each individual offers to the whole by providing their skills and opinions to assist in guiding the project. Mr. Stark commented that it was very encouraging to see the public so involved. But to be fair to the City Council they are accountable to their constituents and he was assured that they came about by some reason or push, lets say merit to put forth the ordinance to address the perceived problem. It is important to address the redundancy as we know that does not provide adequate return for the effort provided. Mr. Stark then commented on the perception of extra bureaucracy but Commissioner Highland pointed out that it is better to be proactive rather than reactive. The Commission and city need to consider these issues and clarification is needed on terms and it can be addressed.

Chair Smith encouraged everyone to review the draft transportation plan before the next meeting as it will be on the agenda for the next meeting. He expressed his appreciation for the Commissioner Barnwell stepping up and being a member on the Comp Plan Steering Committee and they will add the item under reports on the

agenda. He then expressed his appreciation to the Staff welcoming Ms. Engebretsen noting that it was always beneficial to the Commission to have her address topics and working with them.

**ADJOURNMENT**

There being no further business Chair Smith adjourned the meeting at 8:48 p.m. The next regular meeting is scheduled for **Wednesday, March 6, 2023 at 6:30 p.m.** A worksession will be held at 5:30 p.m. prior to the regular meeting. All meetings are scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar. Meetings will adjourn promptly at 9:30 p.m. An extension is allowed by a vote of the Commission.

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RENEE KRAUSE, MMC, DEPUTY CITY CLERK II

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



# City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

## Planning

491 East Pioneer Avenue  
Homer, Alaska 99603

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

(p) 907-235-3106

(f) 907-235-3118

### Staff Report PL-24-006

TO: Homer Planning Commission  
FROM: Ryan Foster, AICP, City Planner  
DATE: March 6, 2024  
SUBJECT: City Planner's Report

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#### **2.26.24 City Council Meeting**

- a. Ordinance 23-61, An Ordinance of the City Council of Homer, Alaska Amending Homer City Code Title 5 to add Chapter 5.48 Short Term Rentals. Aderhold/Davis. Introduction November 13, 2023, Referred to Economic Development Advisory Commission and Planning Commission, Public Hearing and Second Reading February 26, 2024. Memorandum CC-23-260 from City Manager as backup. Ordinance 23-61(S), An Ordinance of the City Council of Homer, Alaska Amending Homer City Code Title-~~5~~ **8** to add Chapter ~~5.48~~ **8.05** Short Term Rentals. Aderhold Davis. Memorandum CC-24-053 from Economic Development Manager as backup. *Failed substitute with discussion.*

#### **National Flood Insurance Program Training**

City Planner, Ryan Foster, is attending the “Managing Floodplain Development Thru the National Flood Insurance Program (NFIP)” from February 27 through March 1, 2024. This course provides local, state, tribal, territorial, and Federal officials with the knowledge and skills to administer and enforce floodplain management regulations. The course focuses on the NFIP and concepts of floodplain management, flood maps and studies, ordinance administration, and the relationship between floodplain management and flood insurance. The course is designed to provide new floodplain administrators with the information and communication techniques to explain the impact of floodplain management decisions on insurance, public safety, and health.

#### **Meeting Schedule**

The next regular meeting date is Wednesday, March 20, 2024.

## **CALL TO ORDER**

Session 24-02 a Regular Meeting of the Comprehensive Plan Steering Committee was called to order by Chair Kathy Carsow at 1:52 p.m. on February 20, 2024 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

PRESENT: COMMITTEE MEMBERS BARNWELL, DAVIS, CARSSOW, ERICKSON, & KIM

STAFF: CITY CLERK JACOBSEN

CONSULTING: CITY PLANNER FOSTER

## **AGENDA APPROVAL**

ERICKSON/BARNWELL MOVED TO APPROVE THE AGENDA.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

## **PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA**

Aaron Yeaton, GIS Technician for the City of Homer's Public Works Department, took to the podium to introduce himself to the Committee. He provided a brief background on himself, and stated that his role with the Comprehensive Plan Steering Committee was to be the bridge for the GIS and mapping aspects of the project.

## **APPROVAL OF MINUTES**

A. Steering Committee Meeting Minutes of February 5, 2024

ERICKSON/BARNWELL MOVED TO APPROVE THE FEBRUARY 5, 2024 STEERING COMMITTEE MINUTES.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

## **VISITORS/PRESENTATIONS**

## **REPORTS**

## **PENDING BUSINESS**

A. Review of Draft Public Participation Plan

City Planner Foster acknowledged the updated draft of the Public Participation Plan in the packet before deferring to Shelly Wade of Agnew::Beck Consulting. Ms. Wade highlighted the changes that had been made to the Draft Public Participation Plan at the request of the Committee Members, including:

- An updated schedule and flushed out roles for the Comprehensive Plan Steering Committee with a specific section that gives a short-term view of the member's roles and responsibilities.
- The overall project schedule and better integration of the Steering Committee.
- Community Visit framework.

Chair Carsow raised some concerns she had regarding the Community Visits and Public Participation Roles portions of the Draft Public Participation Plan, stating that the projected schedule was a little bit off. Ms. Wade affirmed Ms. Carsow's suspicion, reasoning that the dates were either overlooked by Agnew::Beck or inaccurately represented due to a program malfunction. Ms. Wade added that Agnew::Beck would revisit that and make the necessary corrections.

Committee Member Erickson asked about the dates for both the introductory work session and the hearing and adoption meetings. Ms. Wade stated that the joint work session with City Council and the Planning Commission is scheduled for Tuesday, March 26<sup>th</sup>.

Meg Friedenauer of Agnew::Beck Consulting reviewed the rest of the Draft Public Participation Plan with the Committee.

Committee Member Barnwell shared that the interactive map that Kinney Engineering created for the City's transportation plan was very user-friendly and nice to use. Ms. Wade added that Kinney Engineering is a key partner with Agnew::Beck on the Comprehensive Plan project, and that she would inquire with them about the technology used. City Planner Foster added that Aaron Yeaton is on the mapping team for the Comprehensive Plan Project.

Chair Carsow asked how Agnew::Beck would be participating in the community events. Ms. Friedenauer explained that their approach would be casual engagement, meaning that they will try to meet people where they are. She pointed to an example of the firm's work with the harbor in Haines, stating that Agnew::Beck decided not to set up a table and instead went around to boat slips and engaged with people one-on-one. She added that if Agnew::Beck can't be in attendance for some of the community events, they hope to empower others to be there and provide the resources and support necessary for success. She also said that the community events can be tailored to reach the highest number of people during those events. City Planner Foster added that City staff can help with filling in the gaps.

Mr. Barnwell pointed out that a third bullet was missing under the 'Steering Committee' portion of the Draft Public Participation Plan document. Ms. Wade and Ms. Friedenauer agreed with Mr. Barnwell and said that they would get the document updated.

The Committee then began review of the proposed Steering Committee activities over the next three months. It was determined that the group will meet for pre-visit work on April 1<sup>st</sup> and April 15<sup>th</sup> for the visit that will take place on April 29<sup>th</sup>.

At the request of Chair Carsow, the group went back and reviewed the Community and Partner Stakeholders on page 5 of the document. The following groups/organizations were requested to be added to the Community and Partner Stakeholders portion of the Draft Public Participation Plan:

- **General:** Economic Development Advisory Commission
- **Land Use:** Kachemak Heritage Land Trust, Kachemak Bay Birders, Homer Soil and Water Conservation District, and Parks Art Recreation and Cultural Advisory Commission
- **Public Services and Infrastructure:** Kenai Peninsula Borough Solid Waste, Moore & Moore, and Alaska Waste
- **Transportation:** Port and Harbor Advisory Commission
- **Economic Development:** Homer Marine Trades Association

- **Health and Wellness:** Ninilchik Tribal, South Peninsula Behavioral Health Center, Haven House, Hospice, and Homer Service Area Board (under South Peninsula Hospital)
- **Sustainability, Resilience, and Climate Change:** Friends of Kachemak Bay State Park
- **Quality of Life:** Library Advisory Group, Independent Living Center, Americans with Disabilities Advisory Board, Guiding Homer’s Growth Group, and Faith Based Community

Committee Member Erickson also suggested adding AGTL Radio and KHCX 90.9 FM to the ‘Notices, Radio Announcements, and Local Radio Programming.’

## NEW BUSINESS

- A. Project Website: <https://homercompplanupdate.com>

Ms. Wade and Ms. Friedenauer presented the City of Homer’s Comprehensive Plan Rewrite website to the Committee, noting that this wasn’t complete and that it was pretty “bare bones.” Ms. Wade and Ms. Friedenauer then showed their previous work with the Haines Comprehensive Plan website to the Committee to give the group a better idea of what the final website will look like.

Committee Members Kim and Davis suggested incorporating the history of Homer into the project website for the purpose of honoring those who helped to build the community, as well as acknowledging the newcomers that have arrived recently. Mr. Davis went on to provide some key points in Homer’s history that could be included.

- B. Case Study Examples

Ms. Wade exhibited the previous work that Agnew::Beck had done with the Salcha-Badger Road Area Plan and how that plan related to zoning. Committee Members noted the graphics and readability of the Salcha-Badger Road Area Plan.

- C. Draft Community Visit #1 Framework

The Committee Members and Ms. Wade reviewed the schedule for the first Community Visit and scheduled the following items tentatively:

- **Tuesday, March 26<sup>th</sup>:** 12:00-1:00 p.m. – Guiding Growth Group conversation
- **Wednesday, March 27<sup>th</sup>:** 9:00 a.m. – KBBI Coffee Table and other radio stations (90.9), Lunch Time at Captain’s Coffee, 5:30 p.m. (after Port & Harbor Advisory Commission Meeting) – Guiding Growth Group conversation
- **Thursday, March 28<sup>th</sup>:** 9:00 a.m. – KBBI Coffee Table and other radio stations (90.9)

There was further discussion about a potential flyer that would explain the purpose, timeline, how to engage, et cetera.

## INFORMATIONAL MATERIALS

- A. Strong Towns Event Flyer
- B. “Cruise Boom” Movie Event Flyer

## COMMENTS OF THE AUDIENCE



Scott Adams, city resident, shared his concern that the dates for the first Community Visit are the same week as spring break and Good Friday. He urged the Committee Members to take the public into consideration when scheduling public outreach events. He added that he's hopeful the Comprehensive Plan will look into the recent changes at Bridge Creek Reservoir, reasoning that each property should be look at individually and not as a whole. Lastly, he stated that policy changes are the reason why people are moving outside of city limits. He highlighted a recent policy change where some residential land above Pioneer Avenue near the hospital was rezoned to medical.

**COMMENTS OF THE CITY STAFF**

**COMMENTS OF THE TASK FORCE**

**ADJOURNMENT**

ERICKSON/BARNWELL MOVED TO ADJOURN THE MEETING.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

There being no further business to come before the Committee, Chair Carsow adjourned the meeting at 3:50 p.m. The next regular meeting is Monday, March 4, 2024 at 3:30 p.m. All meetings are scheduled to be held in the City Hall Cowles Council Chambers and via Zoom Webinar.

---

ZACH PETTIT, DEPUTY CITY CLERK I

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



# City of Homer

www.cityofhomer-ak.gov

## Planning

491 East Pioneer Avenue  
Homer, Alaska 99603

Planning@ci.homer.ak.us  
(p) 907-235-3106  
(f) 907-235-3118

### Staff Report 24-010

TO: Homer Planning Commission **24-010**  
 THROUGH: Ryan Foster, AICP, City Planner  
 FROM: Julie Engebretsen, Economic Development Manager  
 DATE: 2/28/24  
 SUBJECT: RNK Subdivision Preliminary Plat

**Requested Action:** Approval of a preliminary plat the subdivision of one larger lot into two smaller lots.

### General Information:

Applicants:	Richard and Kate Barnard 1154 Krueth Way Homer, AK 99603	Geovera LLC PO Box 3235 Homer, AK 99603
Location:	Kachemak Drive, about 1/3 mile south of the boat yard	
Parcel ID:	17909009	
Size of Existing Lot(s):	1.03 acres	
Size of Proposed Lots(s):	0.47 acres, 0.46 acres	
Zoning Designation:	Rural Residential District	
Existing Land Use:	Vacant	
Surrounding Land Use:	North: Vacant/Residential South: Residential East: Kachemak Bay West: Vacant/Residential	
Comprehensive Plan:	1-C-1 Promote infill development in all housing districts.	
Wetland Status:	No wetlands present.	
Flood Plain Status:	The beach area is within a VE flood zone.	
BCWPD:	Not within the Bridge Creek Watershed Protection District.	
Utilities:	City water and sewer are present	
Public Notice:	Notice was sent to 23 property owners of 26 parcels as shown on the KPB tax assessor rolls.	

**Analysis:** This subdivision is within the Rural Residential District. This plat divides a larger lot to create two smaller lots.

### **Homer City Code 22.10.051 Easements and rights-of-way**

- A. The subdivider shall dedicate in each lot of a new subdivision a 15-foot-wide utility easement immediately adjacent to the entire length of the boundary between the lot and each existing or proposed street right-of-way.

**Staff Response:** The plat meets this requirement. The plat notes a 15-foot utility easement. This should be granted to the City and accepted by signature on the plat.

- B. The subdivider shall dedicate in each lot of a new subdivision any water and/or sewer easements that are needed for future water and sewer mains shown on the official Water/Sewer Master Plan approved by the Council.

**Staff Response:** The plat meets these requirements. City sewer and water are already provided. No additional easements are needed.

- C. The subdivider shall dedicate easements or rights-of-way for sidewalks, bicycle paths or other non-motorized transportation facilities required by HCC 11.04.120.

**Staff Response:** The plat meets these requirements. No new street is being accepted by the City for maintenance. Kachemak Drive is a State facility.

**Preliminary Approval, per KPB code 20.25.070 Form and contents required.** The commission will consider a plat for preliminary approval if it contains the following information at the time it is presented and is drawn to a scale of sufficient size to be clearly legible.

- A. Within the Title Block:
1. Names of the subdivision which shall not be the same as an existing city, town, tract or subdivision of land in the borough, of which a plat has been previously recorded, or so nearly the same as to mislead the public or cause confusion;
  2. Legal description, location, date, and total area in acres of the proposed subdivision; and
  3. Name and address of owner(s), as shown on the KPB records and the certificate to plat, and registered land surveyor;

**Staff Response:** The plat meets these requirements.

- B. North point;

**Staff Response:** The plat meets these requirements.

- C. The location, width and name of existing or platted streets and public ways, railroad rights-of-way and other important features such as section lines or political subdivisions or municipal corporation boundaries abutting the subdivision;

**Staff Response:** The plat meets these requirements.

- D. A vicinity map, drawn to scale showing location of proposed subdivision, north arrow if different from plat orientation, township and range, section lines, roads, political boundaries and prominent natural and manmade features, such as shorelines or streams;

**Staff Response:** The plat meets these requirements.

- E. All parcels of land including those intended for private ownership and those to be dedicated for public use or reserved in the deeds for the use of all property owners in the proposed subdivision, together with the purposes, conditions or limitation of reservations that could affect the subdivision;

**Staff Response:** The plat does not meet these requirements. The shared driveway easement along the north property boundary should be noted. (See item N below)

- F. The names and widths of public streets and alleys and easements, existing and proposed, within the subdivision; [Additional City of Homer HAPC policy: Drainage easements are normally thirty feet in width centered on the drainage. Final width of the easement will depend on the ability to access the drainage with heavy equipment. An alphabetical list of street names is available from City Hall.]

**Staff Response:** The plat meets these requirements.

- G. Status of adjacent lands, including names of subdivisions, lot lines, lock numbers, lot numbers, rights-of-way; or an indication that the adjacent land is not subdivided;

**Staff Response:** The plat meets these requirements.

- H. Approximate location of areas subject to inundation, flooding or storm water overflow, the line of ordinary high water, wetlands when adjacent to lakes or non-tidal streams, and the appropriate study which identifies a floodplain, if applicable;

**Staff Response:** The plat meets these requirements. The plat note should be corrected to reference the City of Homer rather than the Kenai Peninsula Borough.

- I. Approximate locations of areas subject to tidal inundation and the mean high water line;

**Staff Response:** The plat meets these requirements.

- J. Block and lot numbering per KPB 20.60.140, approximate dimensions and total numbers of proposed lots;

**Staff Response:** The plat meets these requirements.

- K. Within the limits of incorporated cities, the approximate location of known existing municipal wastewater and water mains, and other utilities within the subdivision and immediately abutting thereto or a statement from the city indicating which services are currently in place and available to each lot in the subdivision;

**Staff Response:** The plat does not meet these requirements. Recommend the surveyor provide the approximate location of known existing municipal wastewater and water mains, and other utilities within the subdivision and immediately abutting thereto or a statement from the city indicating which services are currently in place and available to each lot in the subdivision to the preliminary plat.

- L. Contours at suitable intervals when any roads are to be dedicated unless the planning director or commission finds evidence that road grades will not exceed 6 percent on arterial streets, and 10 percent on other streets;

**Staff Response:** The plat meets these requirements. No roads are dedicated.

- M. Approximate locations of slopes over 20 percent in grade and if contours are shown, the areas of the contours that exceed 20 percent grade shall be clearly labeled as such;

**Staff Response:** The plat does not meet this requirement. The bluff area exceeds 20 percent grade.

- N. Apparent encroachments, with statement indicating how the encroachments will be resolved prior to final plat approval; and

**Staff Response:** The plat does not meet these requirements. Staff recommends a plat note indicating the recent recording of document 2024-000356-0, a shared easement over the existing gravel driveway.

- O. If the subdivision will be finalized in phases, all dedications for through streets as required by KPB 20.30.030 must be included in the first phase.

**Staff Response:** The plat meets these requirements.

**Public Works Comments:** The Surveyor has provided a statement in the application cover letter that the property will provide water and sewer services to the newly subdivided lot. These improvements will need to be completed prior to recording the final plat, or the property owner can enter into an installation agreement with the City.

**Staff Recommendation:**

Planning Commission recommends approval of the preliminary plat with additional comments below.

1. Staff understands that the utility easement would be granted to the City of Homer, and therefore should be accepted by the City via the City Manager's signature on the plat.
2. Recommend the surveyor provide the approximate location of known existing municipal wastewater and water mains, and other utilities within the subdivision and immediately abutting thereto or a statement from the city indicating which services are currently in place and available to each lot in the subdivision to the preliminary plat.
3. Show areas over 20 percent grade (bluff).
4. Staff recommends a plat note indicating the recording of document 2024-000356-0, a shared easement over the existing gravel driveway.
5. Correct the Flood Hazard Notice plat note to refer to the City of Homer floodplain administrator, and City of Homer flood plain code.

**Attachments:**

1. Preliminary Plat
2. Surveyor's Letter
3. Public Notice
4. Aerial Map

**NOTES**

1. BASIS OF BEARING FOR THIS SURVEY WAS DETERMINED BY A HIGH PRECISION GPS SURVEY USING TOPCON DUAL-FREQUENCY HiPer V RECEIVERS, DIFFERENTIALLY CORRECTED AND PROCESSED WITH MAGNET OFFICE VERSION 3.1 SOFTWARE. NAD83 ALASKA STATE PLANE GRID COORDINATES (U.S. SURVEY FEET) OBTAINED FROM THE GPS OBSERVATIONS WERE BASED ON THE NGS PUBLISHED VALUES FOR FEDERAL BASE NETWORK CONTROL STATION "HOMAIR" (PID TT0155).

2. TRUE BEARINGS AND DISTANCES WERE DETERMINED BY ROTATING AND SCALING FROM GRID USING FEDERAL BASE NETWORK CONTROL STATION "HOMAIR" AS A SCALING POINT. TRUE BEARINGS WERE DETERMINED BY ROTATING GRID INVERSE AZIMUTHS -1°17'13.4". TRUE DISTANCES WERE OBTAINED BY DIVIDING GRID INVERSE DISTANCES BY 0.999986696.

3. THE RESULTING SCALED COORDINATES WERE TRANSLATED TO A LOCAL COORDINATE SYSTEM BASED ON FEDERAL BASE NETWORK CONTROL STATION "HOMAIR" N=100,000 E=100,000. ALL COORDINATE VALUES REPRESENT GROUND DISTANCES IN U.S. SURVEY FEET ORIENTED TO TRUE NORTH.

4. THE FRONT 15 FEET ADJOINING THE KACHEMAK DRIVE RIGHT-OF-WAY IS A UTILITY EASEMENT GRANTED BY THIS PLAT. NO PERMANENT STRUCTURE SHALL BE CONSTRUCTED OR PLACED WITHIN A UTILITY EASEMENT WHICH WOULD INTERFERE WITH THE ABILITY OF A UTILITY TO USE THE EASEMENT.

5. PROPERTY IS SUBJECT TO CITY OF HOMER REGULATIONS. CHECK WITH HOMER PLANNING PRIOR TO ANY DEVELOPMENT ACTIVITIES.

6. PROPERTY OWNER SHOULD CONTACT THE ARMY CORPS OF ENGINEERS PRIOR TO ANY ON-SITE DEVELOPMENT OR CONSTRUCTION ACTIVITY TO OBTAIN THE MOST CURRENT WETLAND DESIGNATION (IF ANY). PROPERTY OWNERS ARE RESPONSIBLE FOR OBTAINING ALL REQUIRED LOCAL, STATE AND FEDERAL PERMITS.

7. THESE LOTS ARE AFFECTED BY A PUBLIC RECREATION EASEMENT PER HM 2009-000794-0.

**FLOOD HAZARD NOTICE**

SOME OR ALL OF THE PROPERTY SHOWN ON THIS PLAT HAS BEEN DESIGNATED BY FEMA PER FIRM PANEL 02122C2115E AS A FLOOD HAZARD AREA DISTRICT AS OF THE DATE OF THIS PLAT IS RECORDED WITH THE DISTRICT RECORDER'S OFFICE. PRIOR TO DEVELOPMENT, THE KENAI PENINSULA BOROUGH FLOODPLAIN ADMINISTRATOR SHOULD BE CONTACTED FOR CURRENT INFORMATION AND REGULATIONS. DEVELOPMENT MUST COMPLY WITH CHAPTER 21.06 OF THE KENAI PENINSULA BOROUGH CODE.

**LEGEND**

- ⊙ INDICATES IRON PIPE FILLED W/ CONCRETE PER HM 99-80 RECOVERED THIS SURVEY
- ⊗ INDICATES X IN GRANITE BOULDER PER HM 2004-8 RECOVERED THIS SURVEY
- INDICATES 5/8" X 30" REBAR WITH 2" ALCAP (7538-S, 2024) SET THIS SURVEY
- ( ) RECORD DIMENSION PER PLAT 88-3RS

**PLAT APPROVAL**

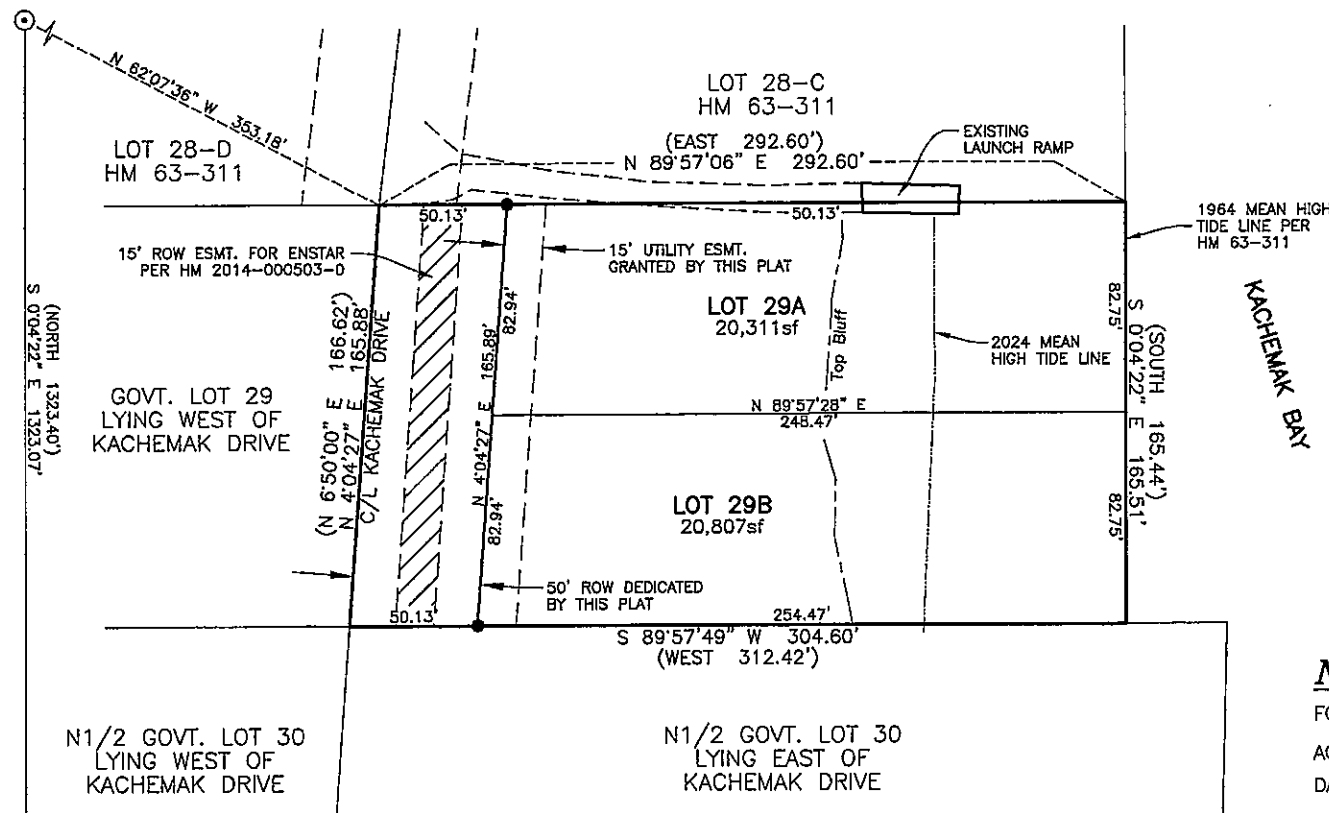
THIS PLAT WAS APPROVED BY THE KENAI PENINSULA BOROUGH PLANNING COMMISSION AT THE MEETING OF ???

BY: \_\_\_\_\_ DATE \_\_\_\_\_  
 AUTHORIZED OFFICIAL  
 KENAI PENINSULA BOROUGH

**WASTEWATER DISPOSAL**

PLANS FOR WASTEWATER DISPOSAL THAT MEET REGULATORY REQUIREMENTS ARE ON FILE AT THE DEPARTMENT OF ENVIRONMENTAL CONSERVATION.

CN1/16 SEC. 14  
 N=107,815.5180  
 E=108,720.9690



C1/4 SEC. 14  
 N=106,492.4530  
 E=108,722.6470

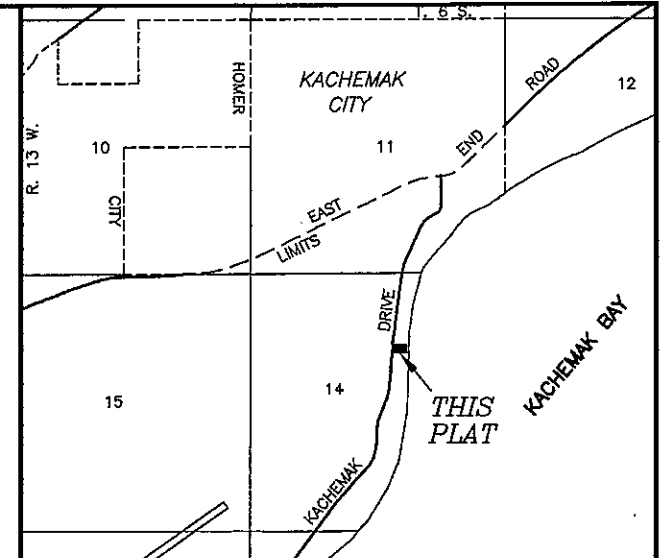
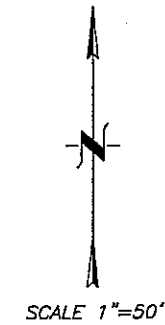
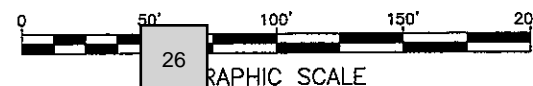
**CERTIFICATE OF ACCEPTANCE AND DEDICATION BY STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES**

THE UNDERSIGNED OFFICIAL IDENTIFIED BY NAME AND TITLE IS AUTHORIZED TO ACCEPT AND HEREBY ACCEPTS ON BEHALF OF THE ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES FOR PUBLIC USES AND FOR PUBLIC PURPOSES THE REAL PROPERTY TO BE DEDICATED BY THIS PLAT INCLUDING EASEMENTS, RIGHTS-OF-WAY, ALLEYS, AND OTHER PUBLIC AREAS SHOWN ON THE PLAT IDENTIFIED AS FOLLOWS:

THE KACHEMAK DRIVE RIGHT-OF-WAY

THE ACCEPTANCE OF LANDS FOR PUBLIC USE OR PUBLIC PURPOSE DOES NOT OBLIGATE THE PUBLIC OR ANY GOVERNING BODY TO CONSTRUCT, OPERATE, OR MAINTAIN IMPROVEMENTS.

BY: \_\_\_\_\_ DATE \_\_\_\_\_  
 MELANIE ARNOLDS, P.E.  
 CENTRAL REGION ROW CHIEF  
 STATE OF ALASKA DOT & PF  
 4111 AVIATION AVENUE  
 ANCHORAGE, ALASKA 99516



**VICINITY MAP**

SCALE: 1" = 1/2 MILE U.S.G.S. QUAD. SELDOVIA (D-5)

**CERTIFICATE OF OWNERSHIP**

WE, THE UNDERSIGNED, HEREBY CERTIFY THAT WE ARE THE OWNERS OF THE REAL PROPERTY SHOWN AND DESCRIBED HEREON, THAT WE HEREBY ADOPT THIS PLAN OF SUBDIVISION AND BY OUR FREE CONSENT DEDICATE ALL RIGHTS OF WAY AND GRANT ALL EASEMENTS TO THE USE SHOWN.

RICHARD W. BARNARD  
 1154 KRUEH WAY  
 HOMER, ALASKA 99603

KATE E. BARNARD  
 1154 KRUEH WAY  
 HOMER, ALASKA 99603

**NOTARY'S ACKNOWLEDGMENT**

FOR RICHARD W. AND KATE E. BARNARD  
 ACKNOWLEDGED BEFORE ME THIS  
 DAY OF \_\_\_\_\_, 2024.

**RECEIVED**

FEB 15 2024

NOTARY PUBLIC FOR ALASKA

MY COMMISSION EXPIRES: \_\_\_\_\_ **CITY OF HOMER PLANNING/ZONING**

HOMER RECORDING DISTRICT KPB FILE No. 2024-???

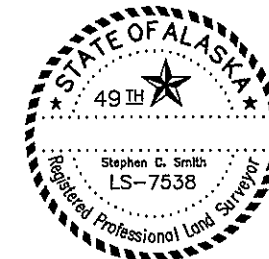
**RNK SUBDIVISION**

BEING A SUBDIVISION OF GOVERNMENT LOT 29, SECTION 14 T. 6 S., R. 13 W., S.M., ALASKA LOCATED WITHIN THE SW1/4 NE1/4 SECTION 14, T. 6 S., R. 13 W., SEWARD MERIDIAN, KENAI PENINSULA BOROUGH, THIRD JUDICIAL DISTRICT, ALASKA CONTAINING 1.134 ACRES

OWNERS:  
 RICHARD W. AND KATE E. BARNARD  
 1154 KRUEH WAY, HOMER, AK 99603

**GEOVERA, LLC**

PO BOX 3235  
 HOMER ALASKA 99603  
 (907) 399-4345  
 EMAIL: scsmith@gci.net



DRAWN BY: SCS	DATE: FEBRUARY 2024	SCALE: 1" = 50'
CHK BY: SCS	JOB #2024-6	SHEET 1 OF 1



Kenai Peninsula Borough Planning Department
144 North Binkley Street
Soldotna, AK 99669

Plat Submittal Form

Abbreviated Plat - Use the Abbreviated Plat Submittal Form.

Survey Firm Name & Address:

Geovera, LLC

Phone: (907) 399-4345

PO Box 3235

Homer, Alaska 99603

Email: scsmith@gci.net

- Checkboxes for Preliminary Plat, Revised Preliminary Plat, Preliminary Design, and Subdivision Plat Phase.

Submittal of 1 full size plat and 7 - 11x17 size plats.

Plat Submittal Fee in the Amount of \$300.00

Final Plat - Preliminary Approval Granted (date) FEB 15 2024

Plat Recording Fee in the Amount of

Plat Name:

Kachemak Drive Homer

General Location:

USE: Residential, Recreational, Commercial, Agricultural

Other:

City minutes attached (Plat location is in city limits or Bridge Creek Watershed District.)

CURRENT ZONING WHERE APPLICABLE:

SEWER: On site, City, Community

WATER: On site, City, Community

EXCEPTIONS REQUIRED AND REQUESTED:

- Numbered list for exceptions (1-4)

Comments: (Attach an additional sheet if needed.)

See Attached Submittal Letter

Original Signature(s) of Owner(s) of a Majority of Land within the Subdivision

Richard W. Barnard

Print Name

Kate E. Barnard

Print Name

Handwritten signatures of Richard W. Barnard and Kate E. Barnard

Print Name

Signature

Print Name

Signature

**Geovera, LLC**

PO Box 3235 • Homer, Alaska 99603 • (907) 399-4345 • scsmith@gci.net

February 14, 2024

City of Homer  
Planning Department  
Ryan Foster, City Planner  
491 E. Pioneer Ave.  
Homer, Alaska 99603

**RECEIVED**

FEB 15 2024

**CITY OF HOMER  
PLANNING/ZONING**

RE: RNK Subdivision Preliminary Plat Submittal

Ryan,


Please find enclosed (1) full size copy and (2) 11X17 copies of the preliminary plat of RNK Subdivision, and a \$300.00 check for the submittal fee.

This plat divides Government Lot 29, Section 14, T. 6 S., R. 13 W., S.M., Alaska lying east of Kachemak Drive into two lots. The plat dedicates a 50 foot right-of-way to the centerline of Kachemak Drive. There is a certificate of acceptance and dedication that ADOT will sign accepting the right-of-way dedication. The plat grants a 15 foot public utility easement adjoining the Kachemak Drive right-of-way dedication.

The owner will install a new water and sewer service to service Lot 29-A. A construction agreement is being worked out with public works.

Please let me know if you have any questions. You can reach me at any time at (907) 399-4345. Thanks!

Sincerely,

  
Stephen C. Smith P.L.S.



## NOTICE OF SUBDIVISION

Public notice is hereby given that a preliminary plat has been received proposing to subdivide or replat property. You are being sent this notice because you are an affected property owner within 500 feet of a proposed subdivision and are invited to comment.

Proposed subdivision under consideration is described as follows:

### **RNK Subdivision Preliminary Plat**

The location of the proposed subdivision affecting you is provided on the attached map. A preliminary plat showing the proposed subdivision may be viewed at the City of Homer Planning and Zoning Office. Subdivision reviews are conducted in accordance with the City of Homer Subdivision Ordinance and the Kenai Peninsula Borough Subdivision Ordinance. A copy of the Ordinance is available from the Planning and Zoning Office. **Comments should be guided by the requirements of those Ordinances.**

A public meeting will be held by the Homer Planning Commission on Wednesday, March 6, 2024 at 6:30 p.m. In-person meeting participation is available in Cowles Council Chambers located downstairs at Homer City Hall, 491 E. Pioneer Ave., Homer, AK 99603. To attend the meeting virtually, visit [zoom.us](https://zoom.us) and enter the Meeting ID & Passcode listed below. To attend the meeting by phone, dial any one of the following phone numbers and enter the Webinar ID & Passcode below, when prompted: 1-253-215-8782, 1-669-900-6833, (toll free) 888-788-0099 or 877-853-5247.

Meeting ID: 979 8816 0903

Passcode: 976062

Additional information regarding this matter will be available by 5 p.m. on the Friday before the meeting. This information will be posted to the City of Homer online calendar page for March 1, 2024 at <https://www.cityofhomer-ak.gov/calendar>. It will also be available at the Planning and Zoning Office at Homer City Hall and at the Homer Public Library.

Written comments can be emailed to the Planning and Zoning Office at the address below, mailed to Homer City Hall at the address above, or placed in the Homer City Hall drop box at any time. Written comments must be received by 4 p.m. on the day of the meeting.

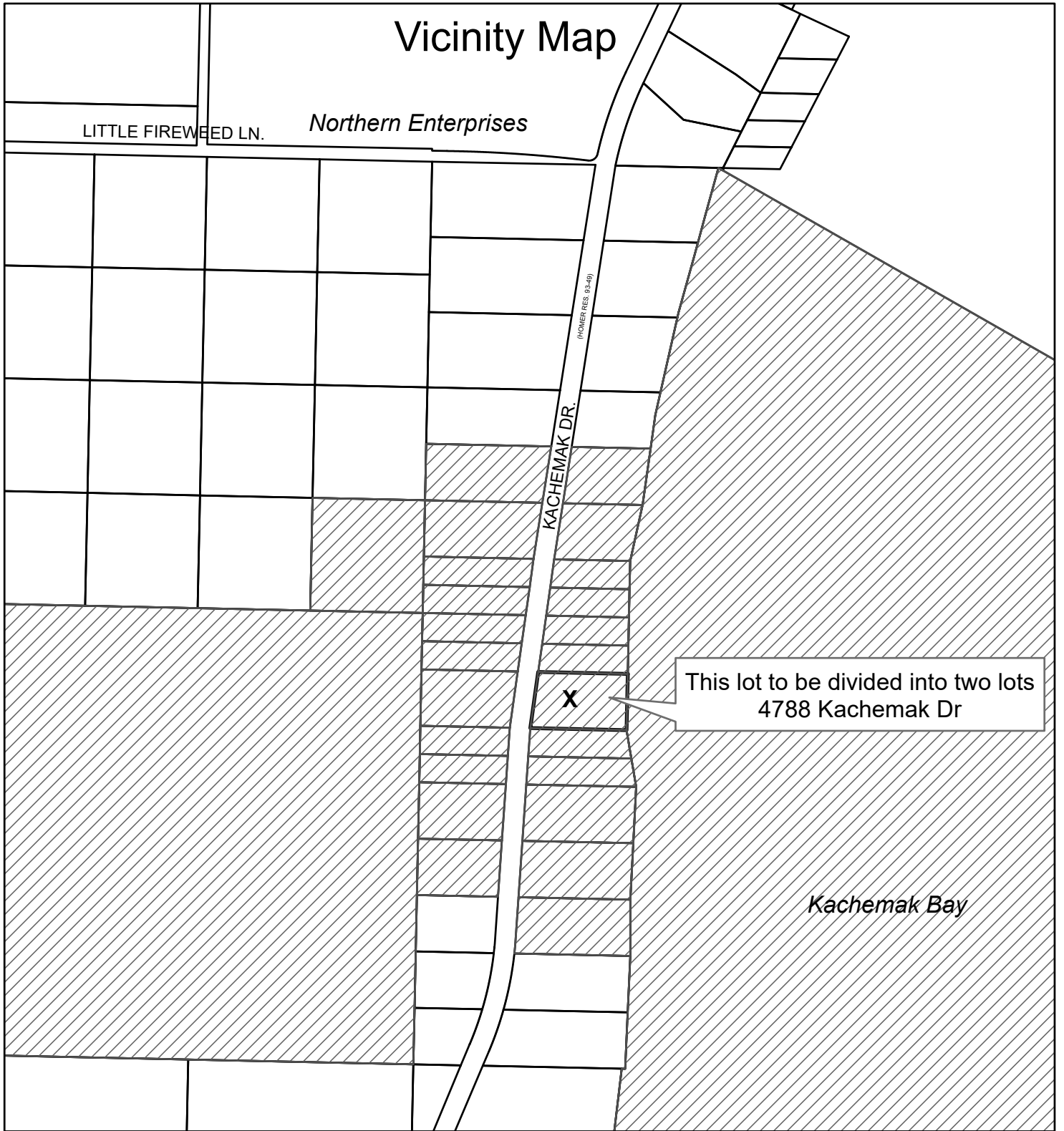
If you have questions or would like additional information, contact Ryan Foster at the Planning and Zoning Office. Phone: (907) 235-3106, email: [clerk@cityofhomer-ak.gov](mailto:clerk@cityofhomer-ak.gov), or in-person at Homer City Hall.

**NOTICE TO BE SENT TO PROPERTY OWNERS WITHIN 500 FEET OF PROPERTY.**

.....

## VICINITY MAP ON REVERSE

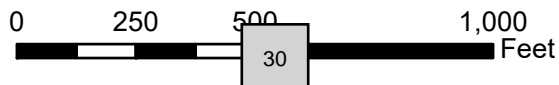
# Vicinity Map



City of Homer  
Planning and Zoning Department  
2/21/24

## RNK Subdivision Preliminary Plat

Marked lots are within 500 feet  
and property owners notified



*Disclaimer:  
It is expressly understood the City of  
Homer, its council, board,  
departments, employees and agents are  
not responsible for any errors or omissions  
contained herein, or deductions, interpretations  
or conclusions drawn therefrom.*



This lot to be divided into two lots  
4788 Kachemak Dr

X

Kachemak Drive

Kachemak Bay

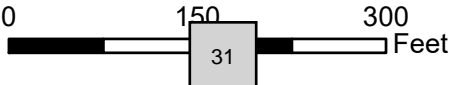
Property lines are not exact; use with care.  
Aerial Photoe dated 2016.  
10 foot topo lines are shown.

40  
30  
20  
10



City of Homer  
Planning and Zoning Department  
2/21/24

RNK Subdivision  
Preliminary Plat  
Aerial Map



*Disclaimer:  
It is expressly understood the City of Homer, its council, board, departments, employees and agents are not responsible for any errors or omissions contained herein, or deductions, interpretations or conclusions drawn therefrom.*



# City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

## Planning

491 East Pioneer Avenue  
Homer, Alaska 99603

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

(p) 907-235-3106

(f) 907-235-3118

### Staff Report PL 24-011

TO: HOMER PLANNING COMMISSION  
THROUGH: RYAN FOSTER, AICP, CITY PLANNER  
FROM: JULIE ENGBRETSSEN, ECONOMIC DEVELOPMENT MANAGER  
DATE: MARCH 6, 2024  
SUBJECT: TRANSPORTATION PLAN

---

#### Introduction

The City has been working on a Comprehensive Transportation Plan since August 2022. The Plan will be presented at the work session by the consulting firm Kinney Engineering, followed by more discussion at the regular meeting. This will likely be the only meeting that the consultant will attend; ask questions now!

\*If you find typos or unclear sentences, please email or contact staff directly. Meeting time is best used for Commission discussion with the consultant.

#### Next Steps

After the Commission has reviewed the Plan, the Commission will hold a public hearing and make a recommendation to the City Council. Council passes an ordinance adopting the plan, and then the plan is approved/adopted by the Kenai Peninsula Borough Planning Commission and finally the Assembly.

Please give some thought as to how many meetings the Commission would like to spend on the Plan. Would a public hearing in April be a reasonable goal?

#### Recommendation:

Review the Plan, ask questions of Kinney Engineering, and discuss any items in the plan. Provide staff some indication of timeframe for a public hearing.

#### Attachments

Draft Transportation Plan



# Transportation Plan

January 2024



Prepared For:

**City of Homer**

Prepared By:

**Kinney Engineering, LLC**

3909 Arctic Blvd, Ste 400  
Anchorage, AK 99503  
907-346-2373  
AECL1102



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# Introduction





The City of Homer is the largest city on the southern Kenai Peninsula and serves as a central hub for goods and services for nearby communities. Within the city limits, Homer has a population of about 5,719; however, an estimated 12,200 individuals reside within a 15-mile radius of Homer. With the arrival of seasonal residents and visitors during tourist season, the community experiences significant increases in vehicular traffic.

This **Homer Transportation Plan** presents the goals and objectives for the Homer transportation network and describes policies, actions, and projects

that will help to achieve those goals over the next 20 years. The Transportation Plan falls under the umbrella of the Homer Comprehensive Plan which looks at land use and development throughout the City and provides a broad overview on the interaction between land use and transportation. This Transportation Plan will provide additional detail regarding the transportation network and will support the City's land use and development goals. *Table 1* presents previous City of Homer plans that relate to the transportation plan and *Table 2* presents pending and ongoing projects.

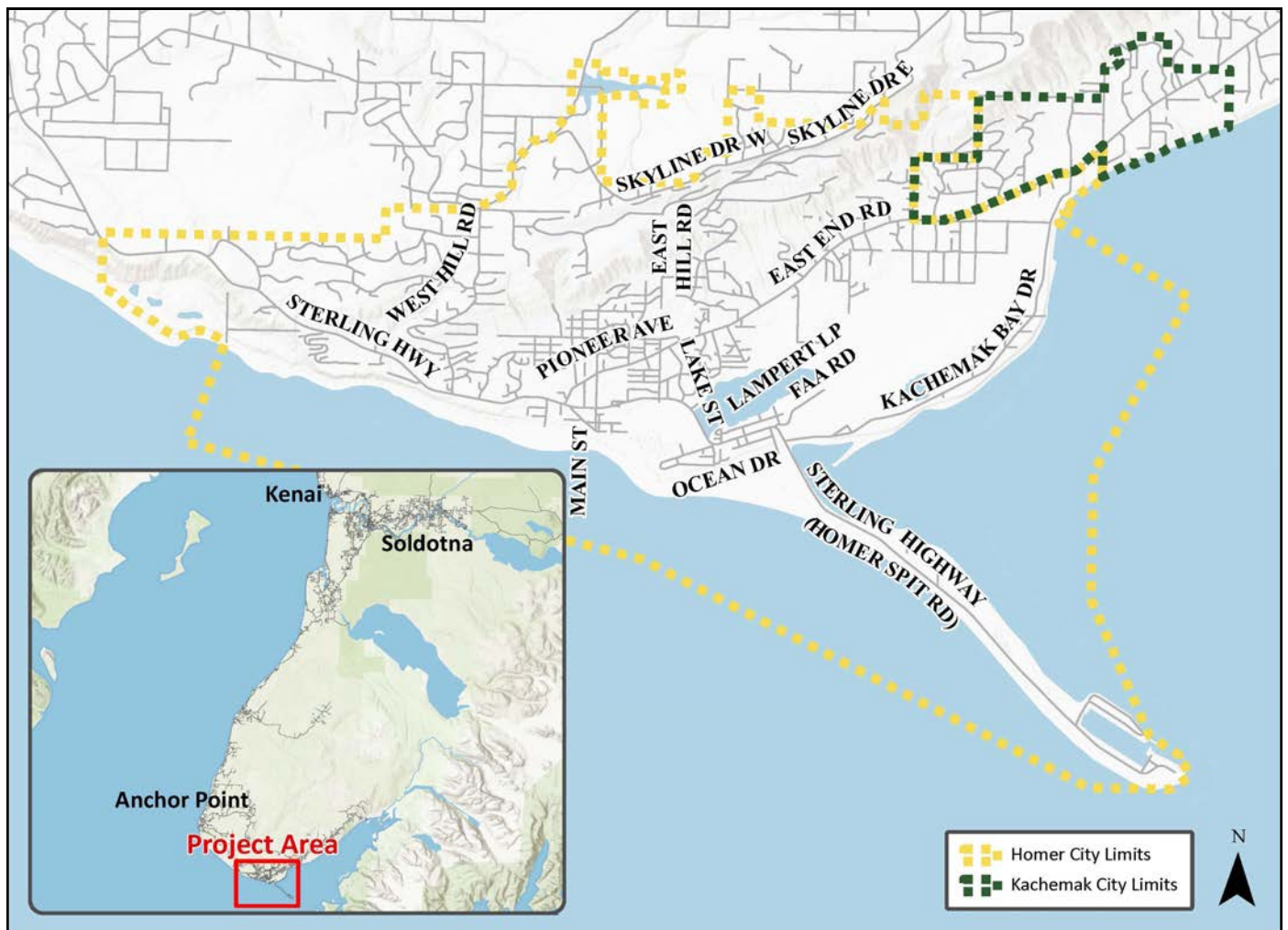


Figure 1: Homer Vicinity Map

RELATED PLANS	DESCRIPTION
<b>City of Homer Non-Motorized Transportation and Trails Plan 2022 Implementation Plan (2022)</b>	Guides the development of a non-motorized network in Homer.
<b>Green Infrastructure – Storm Water Management Plan (2021)</b>	Examines the benefits of integrating green infrastructure for stormwater mitigation.
<b>Homer Spit Parking Study (2021)</b>	Examines parking concerns on the Homer Spit and makes suggestions for improvements.
<b>All-Hazard Mitigation Plan (2018)</b>	Outlines actions taken during hazardous situations, including tsunami evacuation routes.
<b>Homer Comprehensive Plan (2018)</b>	Establishes goals, standards, and policies for land use and development.
<b>Climate Action Plan (2007)</b>	Outlines how to reduce energy usage and greenhouse gas emissions.
<b>Homer Area Transportation Plan (2005)</b>	Identifies needs, guides planning, and aids funding efforts for roads and trails capital improvement projects.
<b>Homer Non-Motorized Transportation and Trail Plan (2004)</b>	Provides a development manual for creating and integrating a non-motorized transportation and trail system over the period from 2004 to 2024.

Table 1: Past Plans

PLANS AND PROJECTS	DESCRIPTION
<b>Homer Comprehensive Plan Update (pending)</b>	Updates the 2018 plan, establishing goals, standards, and policies for land use and development.
<b>Homer All Ages &amp; Abilities Pedestrian Path Project (ongoing)</b>	Connects the Senior Center, medical district, and Central Business District with an accessible pathway for year-round, non-motorized access.
<b>Homer Harbor Expansion Project (ongoing)</b>	Addresses Homer’s need for additional harbor space to moor large vessels.
<b>Stormwater Management Projects (ongoing)</b>	Uses green infrastructure and natural systems to improve water quality and prevent flooding/erosion. There are currently four projects in the conceptual phase.

Table 2: Pending and Ongoing Plans and Projects

## The Transportation Plan includes the following key sections:

**Public Involvement Summary.** Describes how input from the public was solicited and incorporated into this plan.

**State of the System.** Describes the transportation infrastructure within the City, including state roads, City roads, and non-motorized trails, paths, and sidewalks; evaluates how the transportation network operates, including consideration of seasonal impacts, as well as the impacts of schools, hospitals, and events such as the Farmers Market on system operations; discusses the transportation needs of persons of all ages and abilities; and describes the existing evacuation routes for emergency events such as tsunamis and wildfires.

**Transportation System Guidelines.** Presents brief summaries of current best practices for transportation systems pertinent to the City of Homer.

**Goals and Objectives.** Presents the goals and objectives for the City of Homer transportation network. These goals address community desires for increased safety when using different modes of transportation and better connectivity for all users.

**Recommendations.** Presents policies, actions, and projects that need to be implemented to reach the City’s goals.

**Funding.** Describes potential sources of funding for the recommended policies, actions, and projects.



# Public Involvement Summary





In the fall of 2022, as part of the **Transportation Plan** effort, the City of Homer and community stakeholders conducted multiple public outreach events as well as focused group discussions with target populations in mind. Outreach activities included:

- Discussion at Homer High School
- Discussion at Senior Center
- Booth at Rotary Health Fair
- Discussions with representatives from:
  - Independent Living Center
  - Local taxi companies
  - Heavy equipment and freight operators
- Presentations to City of Homer commissions and Council

### **In addition, comments from the public at large were solicited in four other ways:**

- 1** An online mapping tool where community members could identify specific locations of interest as well as share specific concerns and offer potential solutions. Nearly 500 specific comments were made using this tool.
- 2** Comments from the Non-Motorized Transportation Symposium held by Homer Drawdown (a community effort focused on local efforts to mitigate climate change) on October 1, 2022, were added to the online mapping tool.
- 3** An online survey, which asked specific questions about how individuals travel, their concerns while traveling, and what travel options they preferred. This survey was also available in print. Nearly 300 people responded to this survey.
- 4** A public open house focused on identifying goals and objectives for the Transportation Plan.



Figure 2: Transportation Plan Open House (November 9, 2022)

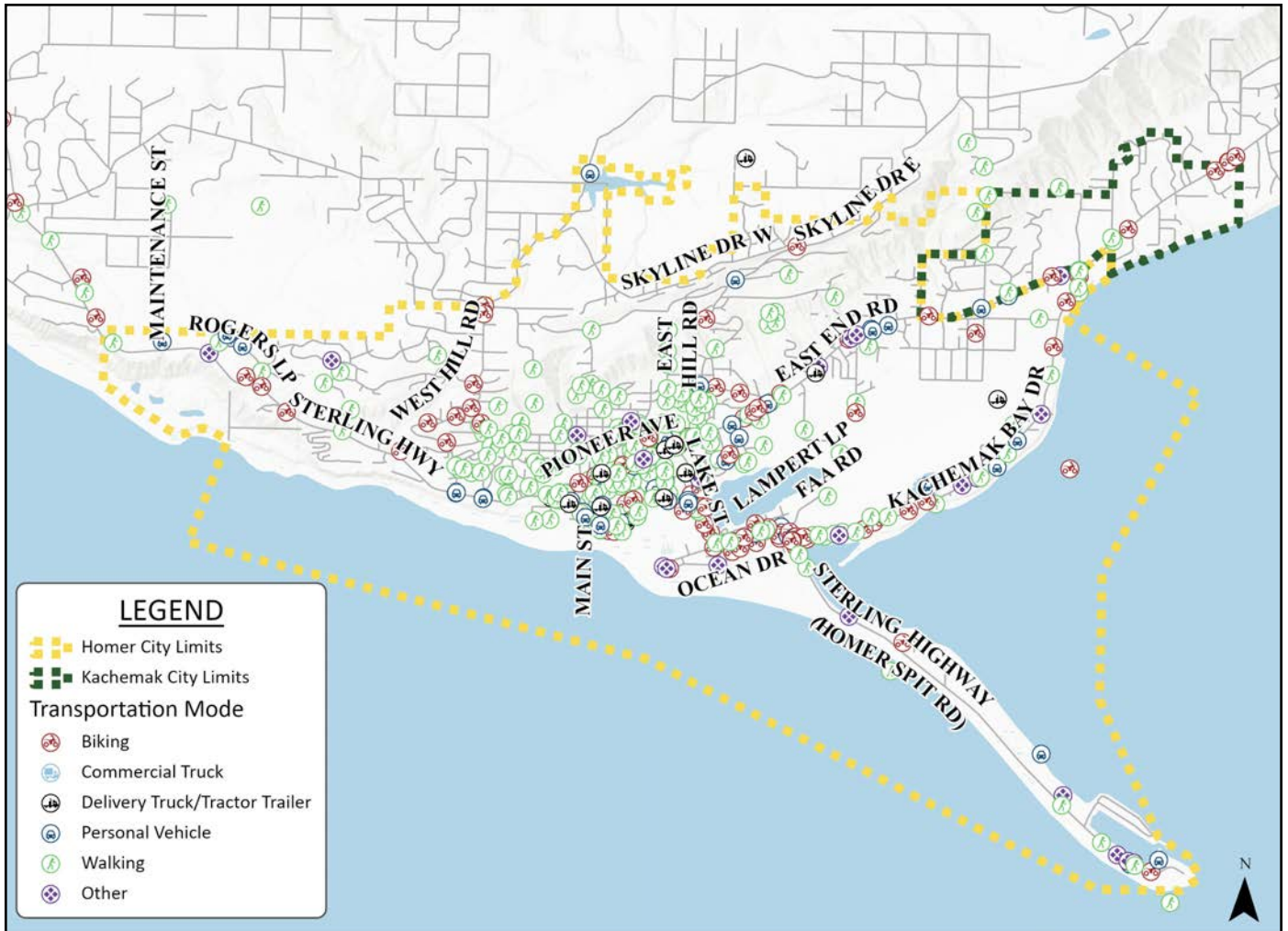


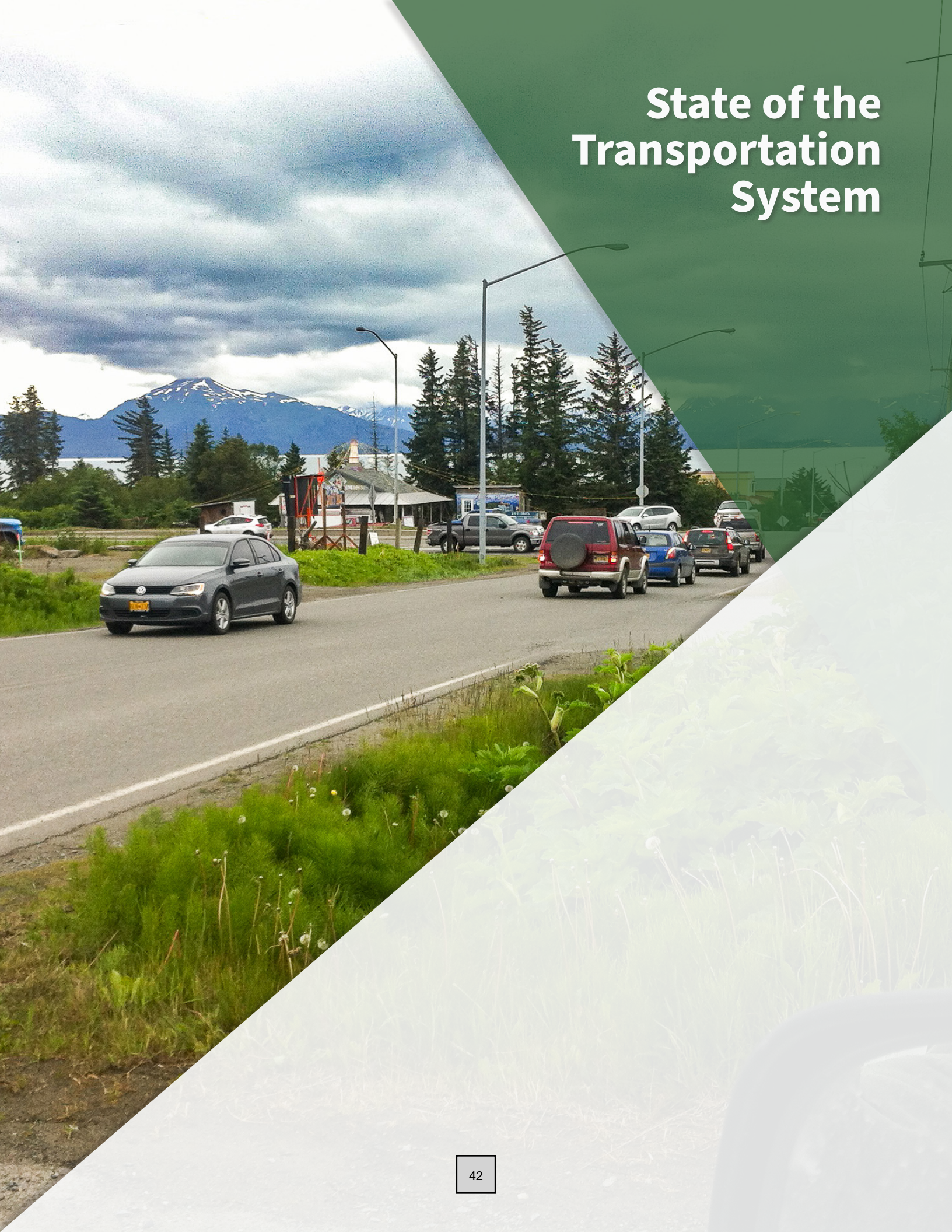
Figure 3: Online Map of Public Comments

The received comments were used to develop draft goals and objectives for the Transportation Plan, and to identify policies, projects, and activities that meet the needs of the community and support the goals and objectives.

*Appendix A* includes a more detailed summary of the public involvement efforts.



# State of the Transportation System





State roads make up the backbone of the City of Homer transportation system, providing key connections between local city roads for walking, biking, driving, and the movement of freight. Alaska Department of Transportation and Public Facilities' (DOT&PF) roads emphasize moving traffic quickly over relatively longer distances and connect to areas outside of the city. City of Homer roads emphasize access to residences, businesses, and other attractions. Both state- and city-owned roads are needed to provide safe transportation options for residents, visitors, and the movement of freight.

Nearby communities connected to the City of Homer via the Sterling Highway and East End Road include Anchor Point, Diamond Ridge, Happy Valley, Kachemak City, Kachemak Selo, Vozneseka, Razdolna, Nikolaevsk, and Fritz Creek. Homer also provides goods and services to communities across Kachemak Bay, including Halibut Cove, Seldovia, Nanwalek, and Port Graham. In addition to the roadway network, Homer is reached via public ferries, private boats, and the Homer Airport.

## ROAD SYSTEM

### Functional Classification

Roads are divided into three main functional classes: arterials, collectors, and local roads. In Alaska, the DOT&PF assigns classifications for all state-owned roads and local agencies assign classifications for locally-owned roads. These classifications help to define the purpose of each road within the road network and relate to roadway design decisions, such as design speed and walking and biking amenities. Arterial roads are generally designed to carry higher volumes of vehicles at higher speeds over longer distances. Often, separated paths or wide shoulders are provided for walking and biking. Local roads carry lower volumes of traffic at lower speeds, are focused on providing access to homes and businesses, and carry travelers for only a short distance.

Figure 4 presents the functional classification for both the DOT&PF roads and the city-owned roads in Homer.

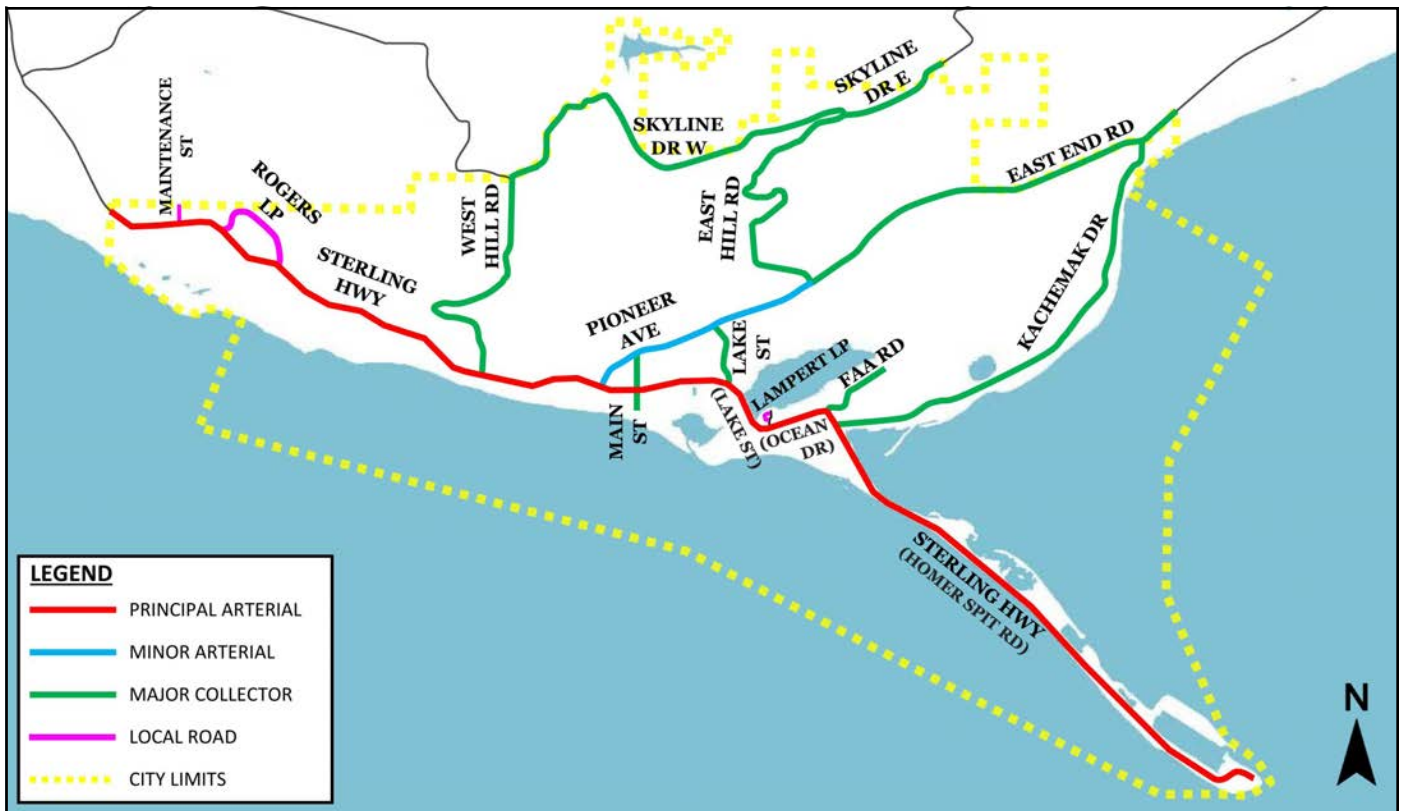


Figure 4: Roadway Functional Classification (State and City Roads)

Often, pedestrians and bicyclists share the road with vehicles, although sometimes a sidewalk or wide shoulder may be provided. Collector roads distribute trips between local and arterial roads, with appropriate spaces for walking and biking.

### DOT&PF Routes

There are fourteen DOT&PF-owned roads within the City of Homer city limits as shown in Figure 5. Of the state roads, only the Sterling Highway is part of the National Highway System (NHS), but it includes portions of Lake Street, Ocean Drive, and Homer Spit Road. Maintenance Street and Lampert Loop are access roads that lead to state-owned lands.

Table 3 (page 10) summarizes the existing walking and biking infrastructure along DOT&PF roads and Figure 6 (page 11) maps the facilities. There are many routes without dedicated infrastructure for walking and biking.

DOT&PF prioritizes the maintenance of their roads as shown in Figure 7 (page 11). Roads with a priority level of one are maintained first, with maintenance on the other roads following sequentially. The priority level for the Sterling Highway is level 1; most of the other DOT&PF roads in Homer fall under the priority levels 3 and 4, with sidewalks given similar priority depending on the availability of resources.

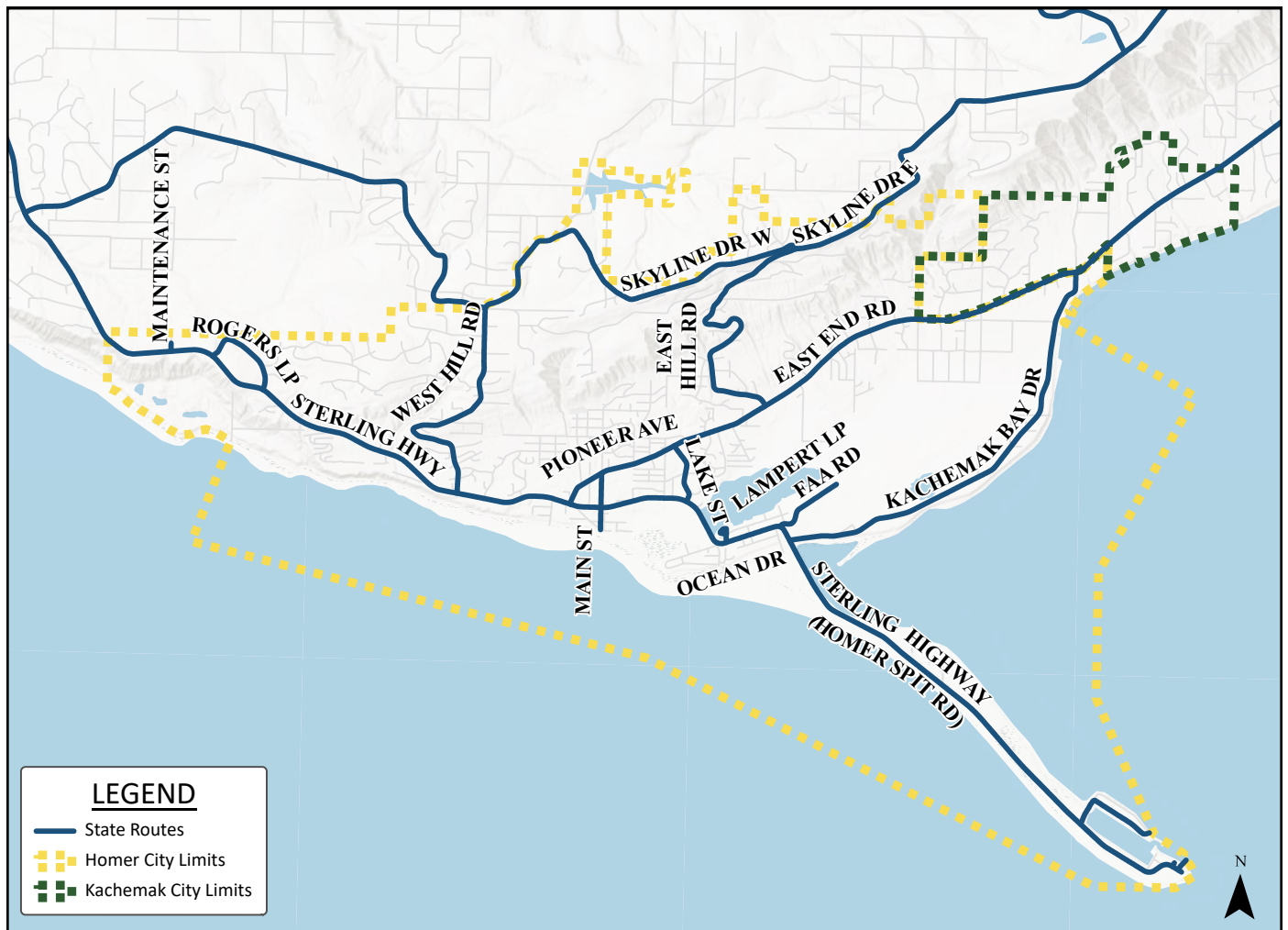


Figure 5: DOT&PF State Routes



ROUTE NAME	SUB-SEGMENT EXTENTS	NON-MOTORIZED INFRASTRUCTURE
<b>Sterling Highway</b>	Bluff Road to Rogers Loop	None
	Rogers Loop to Glenview Street	Sidewalk (north side)
	Glenview Street to Brown Bear Loop	Sidewalks
	Brown Bear Loop to Lake Street/Ocean Drive	Separated pathway (west side)
	Lake Street/Ocean Drive to Kachemak Drive	Bike lane (south/west side)
	Kachemak Drive to end of Homer Spit Road	Separated pathway
<b>Pioneer Avenue</b>	Sterling Highway to Lake Street	Sidewalk
<b>East End Road</b>	Lake Street to East Hill Road	Sidewalk
	East Hill Road to McLay Road	Separated pathway (north side)
<b>Lake Street</b>	Sterling Highway to East End Road	Sidewalk (east side), bike lanes
<b>Kachemak Drive</b>	Sterling Highway to East End Road	None
<b>West Hill Road</b>	Sterling Highway to Skyline Drive West	None
<b>East Hill Road</b>	East End Road to Skyline Drive West	None
<b>Skyline Drive West</b>	Diamond Ridge Road to East Hill Road	None
<b>Skyline Drive East</b>	East Hill Road to Woodman Lane	None
<b>Main Street</b>	Bunnell Avenue to Pioneer Avenue	None
<b>FAA Road</b>	Sterling Highway to Airport Parking Entrance	Bike lane (north side)
<b>Rogers Loop</b>	Sterling Highway to Sterling Highway	None
<b>Maintenance Street</b>	Sterling Highway to Road End	None
<b>Lampert Loop</b>	Lambert Lane to Lambert Lane	None

Table 3: Description of Non-Motorized Facilities along State Routes

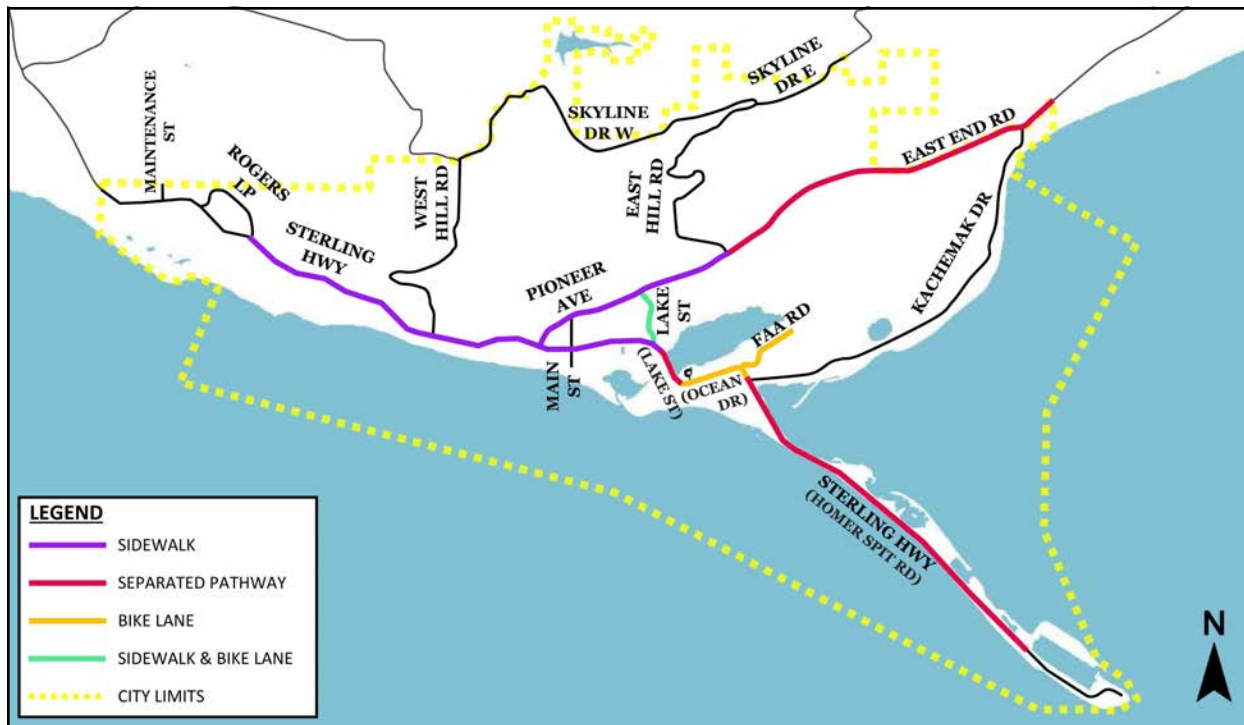


Figure 6: Non-Motorized Facilities along State Routes



Figure 7: DOT&PF Maintenance Priority Map

## City-Owned Routes

The city roads in Homer provide access to homes, local businesses, and attractions for residents and visitors. Since the 2005 Homer Area Transportation Plan, the City of Homer has been working to build a well-connected network of local and collector roads. This effort will allow users to get to their destinations without traveling out of their way and relieve arterial roads from carrying short-distance trips. Additionally, a well-connected network allows everyone access to signalized intersections on the major arterials, reducing safety concerns

and delay associated with turning left onto busier roads such as the Sterling Highway, Pioneer Avenue, and East End Road. These connections can also reduce the challenges associated with school drop off and pick up.

Examples of connections that have been made since the 2005 plan include the extension of Grubstake Avenue from Heath Street to Lake Street and the extension of Greatland Street to Pioneer Avenue.

## Traffic Volumes

The 2021 annual average daily traffic (AADT) volumes are shown in Figure 8. The highest volume roads carry around 8,500 to 9,500 vehicles per day and include the Sterling Highway between Pioneer Avenue and FAA Road, as well as East End Road between Lake Street and East Hill Road.

Monthly traffic volumes within Homer vary widely throughout the year due to the influx of visitors primarily in the summer. At the most extreme, Homer Spit Road traffic volumes drop to 40 to 45% of the yearly average in December and January and rise to 215% of the yearly average in July. In the busiest areas of town where residents travel daily (Sterling Highway between Pioneer Avenue and FAA Road, as well as East End Road between Lake Street and East Hill Road), traffic varies less: volumes drop to 75 to 85% of the yearly average in November

through February and increases to 115 to 135% of the yearly average in June through August.

The 2023 Homer Transportation Plan is a 20-year plan, with a planning year of 2045. An annual traffic growth rate was forecasted by first identifying the relationship between historical population and traffic volumes and then applying that relationship to population growth forecasts for the Kenai Peninsula Borough to determine traffic volumes. This method yields a very low growth rate (0.1% per year) since the borough population is forecasted to not grow very much over this time period. A second traffic forecasting method looked at the historical growth rate from 2012 through 2019 and applied the same rate to future growth. This method yields a modest growth rate of 1.0% per year (equivalent to a 30% increase from 2021 to 2045).

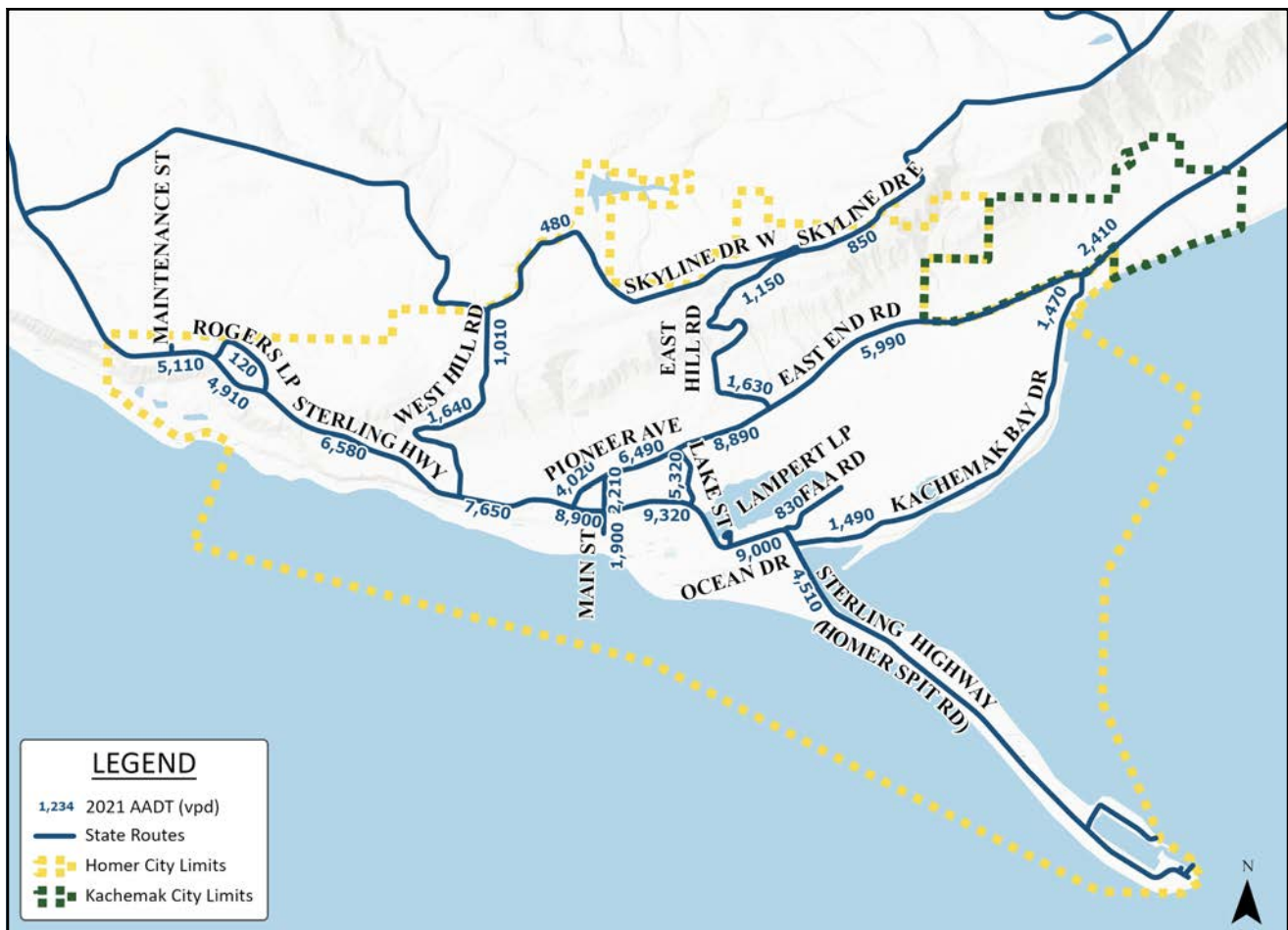


Figure 8: 2021 AADT State Roads

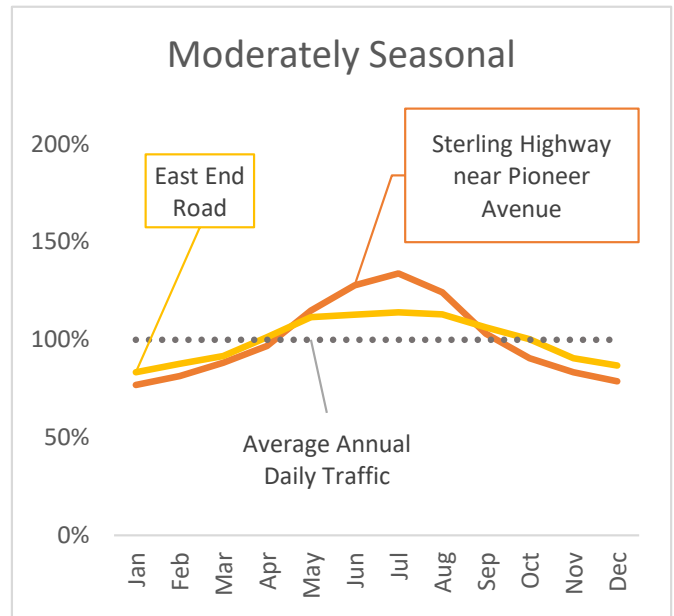
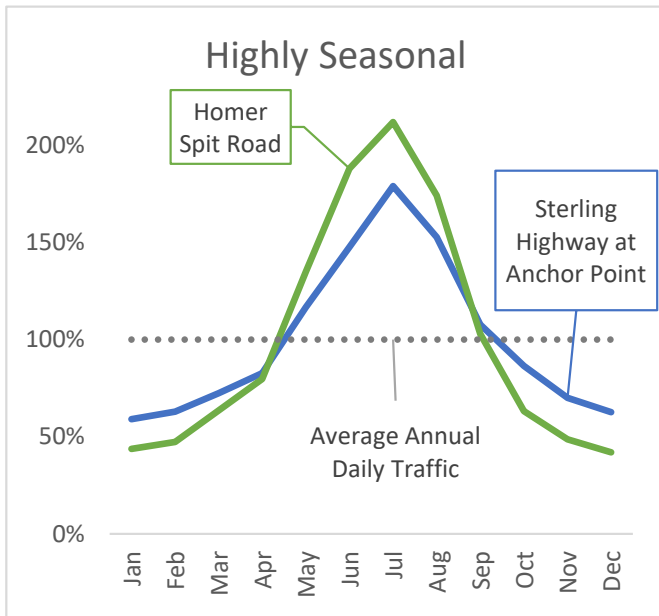


Figure 9: Monthly Traffic Volume as a Percentage of Average Annual Daily Traffic

## Operational Quality of State Roads

The state roads represent roads used for higher speed, longer distance travel within Homer. Table 4 presents the planning level volume-to-capacity (v/c) ratio and an estimate of vehicular level of service (LOS) for state roads in Homer using 2021 peak hour directional volumes.

The **level of service** concept describes the user experience for different modes of travel (pedestrians, bicycles, transit, and vehicles). Level of service uses different metrics for different modes and for different types of facilities and rates them all on a scale of A (best conditions for individual users) to F (worst conditions). Often, LOS C or D is comfortable for most users, balancing delay for most users. For the state roadways in Homer, vehicle level of service is generally a measure of how much vehicle speed drops due to interactions with other vehicles.

The **v/c ratio** compares the capacity of the roadway (the volume of traffic the roadway is designed to carry) to the traffic volume actually being carried by the roadway. Generally, v/c values of 0.85 or less indicate that traffic on the road is operating reasonably well.

As shown in Table 4, all state roadways in 2021 operated within capacity and under the target threshold v/c ratio of 0.85. The 2021 values also represent operations in 2045 under the low growth rate scenario. To determine operations in 2045 under the moderate growth scenario, the directional peak hour volumes were increased by 1.0% annually. There are only two state road segments (the Sterling Highway between Glenview and Lake Streets and East End Road from Lake Street to Ben Walters Lane) where the v/c ratio is expected to exceed the 0.85 threshold in 2045 under the moderate growth scenario.

## What improvements are needed?

### Roadway Ownership and Maintenance

City of Homer residents desire improved walking and biking on many state-owned roads. This includes both construction of separated paths, sidewalks, and bike lanes and improved year-round maintenance of these facilities (removing dirt and debris in the summer and snow and ice in the winter). In the case of Pioneer Avenue, the City of Homer has formed an agreement with DOT&PF (known as a TORA) for Homer to maintain Pioneer Avenue, so that the city can respond to the community desires. Another possible option for some roads could be to pursue a transfer of ownership from the state to the City.

### Winter Maintenance and Snow Storage

Traditionally, the City of Homer has placed snow storage at the ends of dead-end roads or in vacant lots. However, as development occurs and roadways get connected, there are fewer locations like this to use. Similarly, when sidewalks are plowed, the snow is pushed to the center of the road and then picked up and carried to snow dumps. As the number of sidewalks increases, this maintenance burden will increase. These issues will need to be addressed as the City of Homer continues to develop its transportation system.

### Electric Vehicles

As the number of electric vehicles increases, there may be a need for public charging station infrastructure.

ROUTE NAME	EXTENTS	DIRECTIONAL PEAK HOUR CAPACITY (VEHICLES PER HOUR)	2021			2045 (MODERATE GROWTH)		
			DIRECTIONAL PEAK HOUR VOLUME (VEHICLE PER HOUR)	V/C	ESTIMATED VEHICLE LOS	DIRECTIONAL PEAK HOUR VOLUME (VEHICLE PER HOUR)	V/C	ESTIMATED VEHICLE LOS
<b>Sterling Highway</b>	Bluff Road to Maintenance Street	1350	280	0.20	A	360	0.25	B
	Maintenance Street to Rogers Loop	2200	280	0.15	A	360	0.15	A
	Rogers Loop to West Hill Road	2200	430	0.20	A	540	0.25	B
	West Hill Road to Glenview Street	1130	540	0.50	C	680	0.60	D
	Glenview Street to Lake Street	830	650	0.80	C	830	1.00	F
	Lake Street to Lake Street/Ocean Drive	1080	570	0.55	C	730	0.65	D
	Lake Street/Ocean Drive to Kachemak Drive	1080	570	0.55	C	730	0.65	D
	Kachemak Drive to Road End	1350	450	0.35	B	570	0.40	C
<b>Pioneer Avenue</b>	Sterling Highway to Lake Street	850	410	0.50	B	510	0.60	B
<b>East End Road</b>	Lake Street to Ben Walters Lane	810	570	0.70	D	720	0.90	E
	Ben Walters Lane to East Hill Road	1080	570	0.55	C	720	0.65	D
<b>East End Road</b>	East Hill Road to Sabrina Road	1080	380	0.35	B	480	0.45	C
	Sabrina Road to McLay Road	1350	380	0.30	B	480	0.35	B
<b>Lake Street</b>	Sterling Highway to East End Road	810	320	0.40	C	410	0.50	C
<b>Kachemak Drive</b>	Sterling Highway to East End Road	1080	160	0.15	A	200	0.20	A
<b>West Hill Road</b>	Sterling Highway to Skyline Drive West	950	120	0.10	A	150	0.15	A
<b>East Hill Road</b>	East End Road to Skyline Drive West	950	140	0.15	A	180	0.20	A
<b>Skyline Drive West</b>	Diamond Ridge Road to East Hill Road	1080	40	0.05	A	50	0.05	A
<b>Skyline Drive East</b>	East Hill Road to Eagleaerie Avenue	1080	90	0.10	A	110	0.10	A
<b>Main Street</b>	Bunnell Avenue to Pioneer Avenue	810	120	0.15	A	150	0.20	A
<b>FAA Road</b>	Sterling Highway to Airport Parking Entrance	810	60	0.10	A	80	0.10	A

Table 4: Planning-Level Operational Analysis for State Roadways (Improvements may be needed to address future congestion for the highlighted segment. Network connections and improved bicycle or pedestrian facilities should be considered.)



## Walking and Biking

The City of Homer has also been actively adding walking and biking infrastructure to city-owned roads. Projects that are currently underway include the addition of sidewalks along Ben Walters Lane and Svedlund Street, where many pedestrians travel to school, shopping, and other activities. On Kachemak Drive, where motorized and non-motorized users are forced into conflicts due to higher speeds, narrow roads, and low visibility, the City of Homer has been advocating a project to construct a separated pathway. The City has also been working to improve safe travel for persons of all ages and abilities. One project to address this is the Homer All-Ages and Abilities Pedestrian Pathway (HAP) (see Figure 10), made up of two interconnected loops that join the Senior Center, main medical district, library, post office, police station, grocery store, and pharmacy, as well as connecting with existing trails. These projects will improve the non-motorized transportation network, but there are still many places that need more work. For example, the 2004 Homer Non-Motorized Transportation and Trail Plan identified a sidewalk gap on Main Street south of Pioneer Avenue that still needs to be addressed.

## What improvements are needed?

### *Walking and Biking*

While the City of Homer has been improving sidewalk connections, lengthy sidewalk gaps still exist. Additionally, Homer's reliance on official and unofficial trails for pedestrian connectivity often include unimproved footpaths that are narrow and with surfaces that are not firm and stable. While these trails provide route alternatives for some Homer residents and visitors, there are a significant number of individuals who cannot safely use these connections as they currently exist. Constructed trails have not always been designed to be usable year-round and are often avoided by pedestrians who are concerned about trip hazards, icing during winter months, wildlife interactions, and personal safety concerns, particularly at night. Many community members would rather use neighborhood streets than the trail system. Future construction of walking and biking facilities should consider ease of winter and summer maintenance.

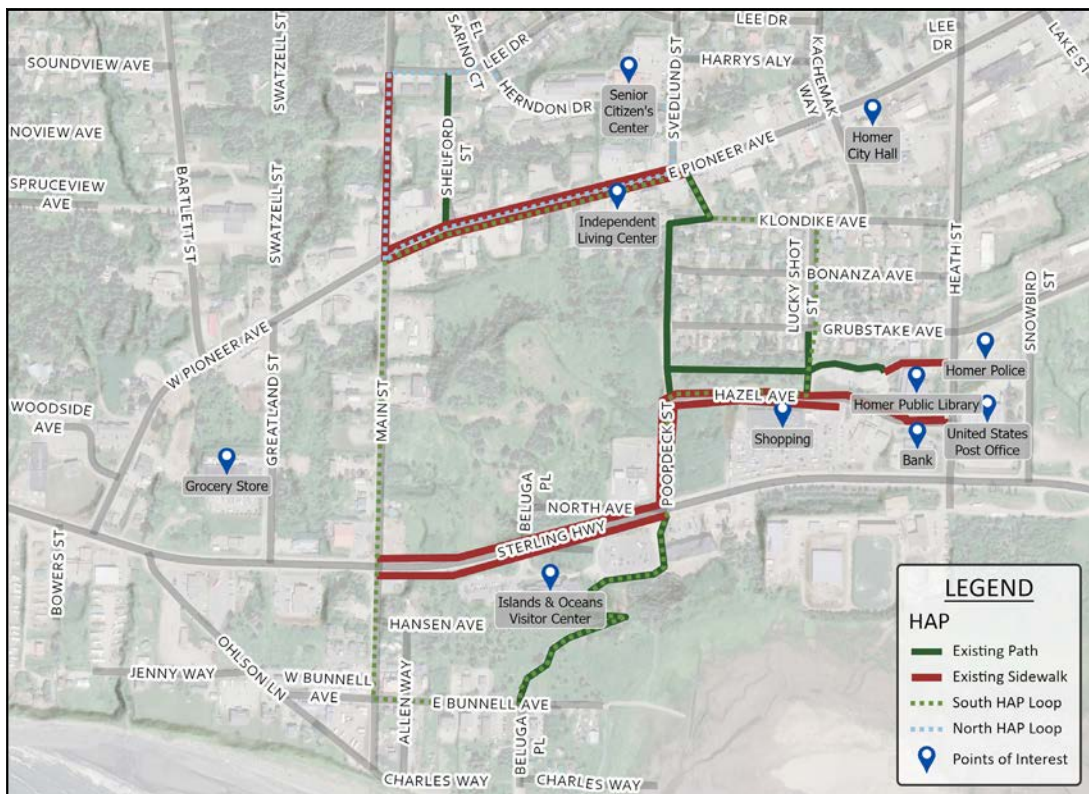


Figure 10: Homer All-Ages and Abilities Pedestrian Pathway (HAP)

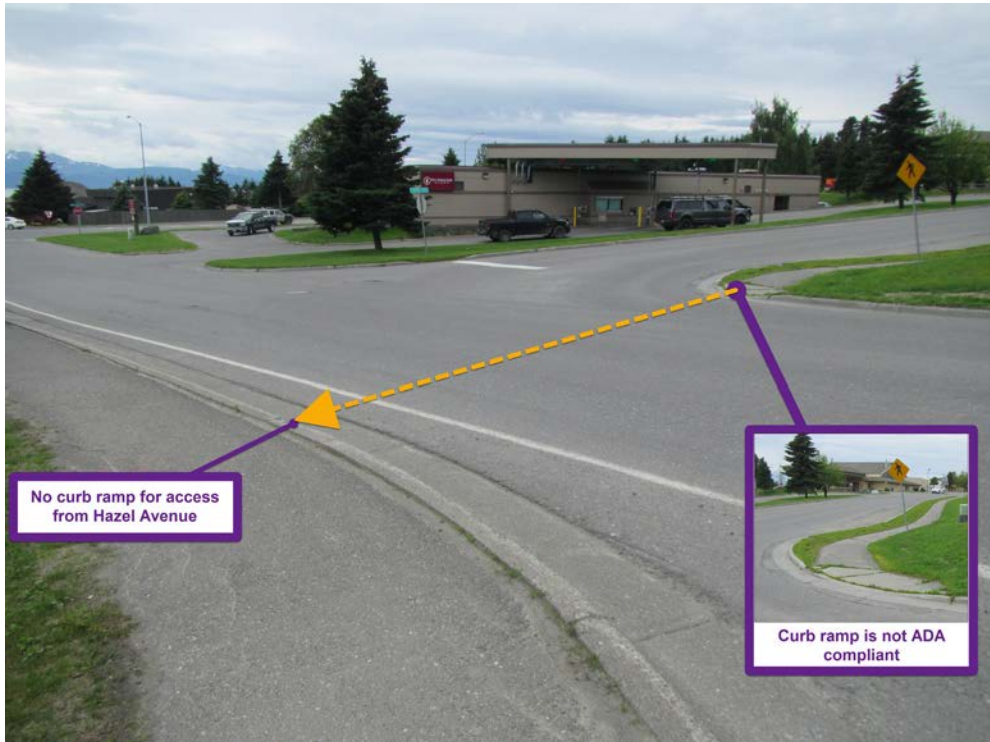


Figure 11: Obstructed Path of Travel near the Homer Public Library and Post Office

*What improvements are needed? (continued)*

Homer has a significant population that walks or bikes regularly. Needs related to walking and biking that were identified by the public through the online mapping tool include:

- Bike lanes or sidewalks
- Paths that would provide shorter connections, safer travel, or more scenic routes
- Neighborhood connectors
- New crosswalks, improved crosswalks and relocated crosswalks
- New or improved streetlights
- More traffic calming measures
- Reduced speeds
- Additional signs
- Improved wayfinding
- Improved winter and summer maintenance

Appendix B provides maps of specific trails or paths that were proposed using the online mapping tool.

*Connectivity and “Path of Travel”*

Defined as a “Path of Travel” within the Americans with Disabilities Act,<sup>1</sup> (ADA) a continuous and unobstructed pedestrian route (or “path of travel”) is essential when

considering accessibility realities within the pedestrian network as a whole. Often, a single barrier can make an entire route no longer function as intended.

Identifying, planning, designing, and constructing continuous pedestrian travel corridors is central to creating equitable and accessible connections for all members of the community. These continuous travel corridors should also take into consideration the routes pedestrians prefer based on their own experiences with a path of travel that is direct and that they deem safe.

An example of a location with a lack of accessible connectivity is between the Homer Public Library and destinations to the east, such as the Homer Post Office, the Homer Police Department, as well as destinations along Grubstake Avenue such as Ulmer’s Drug and Ace Hardware, the Center for Alaskan Coastal Studies, the Department of Motor Vehicles, and other shops and restaurants. Important social service agencies also located within a one mile radius of the library include the Rec Room, Kachemak Bay Family Planning Clinic, Haven House, South Peninsula Behavioral Health Services, Alaska Social Services, Homer Courthouse as well as low-income housing. The sidewalk running along Hazel Avenue from the library has a non-ADA-compliant curb ramp at Heath Street that is steep and guides users toward vehicular travel lanes. Pedestrians must cross Heath Street to access the sidewalk along Heath Street; however, there is no curb ramp for the Heath Street sidewalk at Hazel Avenue, forcing users to use the roadway (see Figure 11). One

1 CFR 28.1.35.151(b)(4)

community member with a visual impairment reported being struck by a motor vehicle at this intersection, resulting in severe injuries. Comments from the online mapping survey also included: “Sidewalk ramps and connections feel way off” and “Getting from the library to the post office seems like it should be an easy task. It is not.” When routes of pedestrian movement or “paths of travel” are disrupted, access to services and amenities are also significantly disrupted.

“Path of Travel” should also consider the route from the roadway right-of-way to the front door of a business or residence. Some development has been built without constructing walkway connections to sidewalks, which is a barrier to walking. Private development and the City need to work together to eliminate these obstacles as new development is built.

### *Winter Maintenance and Snow Storage*

The equipment needed for maintaining sidewalks, paths, and trails free from snow and ice depends on design elements, such as width and steepness, as well as whether it is connected to or separated from the roadway. There are several paths that are currently difficult for the City of Homer to maintain. For example, the Harbor Boardwalk has a wooden deck that cannot be cleared by a snowblower due to the damage it would cause the wood; instead, it must be cleared by hand. Other examples are sidewalks that are not directly adjacent to a road cannot be cleared with a grader blade, so a tool cat or hand-pushed snow blower must be used. Roads and trails with steep grades also require special consideration, adding to the maintenance time after each snow fall. As new walking and biking facilities are constructed, the design should consider efficient ways to accommodate the needed maintenance equipment.

## Recreational Trails

The City of Homer currently has 5.41 miles of trails within the city limits, most of which provide a walking connection between neighborhoods and all of which can be used for recreation. Some of these trails are maintained year-round, while others cannot be maintained in the winter. In addition, Calvin and Coyle Woodland Park (on property owned by the Kachemak Heritage Land Trust) includes 1.5 miles of recreational trail. The Woodard Creek Watershed Plan (November 2016) includes several priority projects to develop trails that either provide access from neighborhoods to the watershed area or provide views of the watershed.

Just outside of the city limits, the Diamond Creek Recreation Area (DCRA) is a 275-acre property which the City has acquired and designated as park land. DCRA is immediately adjacent to the State of Alaska Homer Demonstration Forest. The Kachemak Nordic Ski Club maintains winter trails that cross both properties and provide connections between Rogers Loop, the Sterling Highway, Diamond Ridge Road, and West Hill Road. In summer, the trails become very wet and some areas are unusable. The Diamond Creek Recreation Area Management Plan (May 2013) describes goals, objectives, and strategies for constructing summer-use trails in the recreation area.

## Truck Routes

Truck traffic through the City of Homer has been increasing due to construction activity along East End Road. Many of these trucks travel on Pioneer Avenue to access East End Road from the Sterling Highway. Truck volumes were measured on Pioneer Avenue for a 10-day period in October 2022. An average of 150 trucks a day drove along Pioneer Avenue during that period, which represented about 3% of the total traffic. The trucks were present mostly during the day; 85 to 90% of the trucks traveled between 7 AM and 6 PM.

## What improvements are needed?

### *Truck Routing*

With the ongoing construction activities occurring on or along East End Road, heavy vehicles are frequently driving between Sterling Highway and East End Road along Pioneer Avenue. Pioneer Avenue has a downtown feel with many restaurants, cafes, and shops and is characterized by frequent driveways and moderate pedestrian activity. Thus, heavy vehicles using Pioneer Avenue frequently interact with other vehicles and with pedestrians.

Consideration should be given to establishing a truck route through Homer that uses roads where there are fewer interactions. Two potential routes include:

- Sterling Highway to Lake Street to East End Road; however, intersection improvements would be needed to accommodate turning vehicles.
- Sterling Highway to Kachemak Drive; however, this route is longer than the current route and interactions between bicyclists and vehicles has been noted as a concern for this route.



## Special Traffic Generators

Special traffic generators are facilities that generate irregular traffic patterns through the day, impacting the road network surrounding them.

### Schools

The City of Homer is served by seven elementary and secondary schools. Table 5 lists start and end times for each school. Areas surrounding the schools experience an increase in traffic congestion during pick up and drop off times, and this congestion can be amplified when school start and end times occur at the same time as other traffic peaks, such as commute times. While the congestion lasts for relatively short periods of time (15 to 30 minutes), queues affect both state and local roads and result in undesirable driver behavior. Possible mitigations include changes to start and end times and adjustments to

on-site queue and parking management. Schools with known traffic concerns include Homer High School, Paul Banks Elementary School, and West Homer Elementary School.

NAME OF SCHOOL	START TIME	END TIME
Paul Banks Elementary (K-2)	7:50 am	2:30 pm
West Homer Elementary (3-6)	8:00 am	2:50 pm
Little Fireweed (K-2)	7:50 am	2:25 pm
Fireweed Academy (3-6)	8:00 am	2:50 pm
Homer Middle School	9:00 am	3:50 pm
Homer Flex High School	9:00 am	3:35 pm
Homer High School	9:00 am	3:50 pm

Table 5: Homer Schools Start and End Times

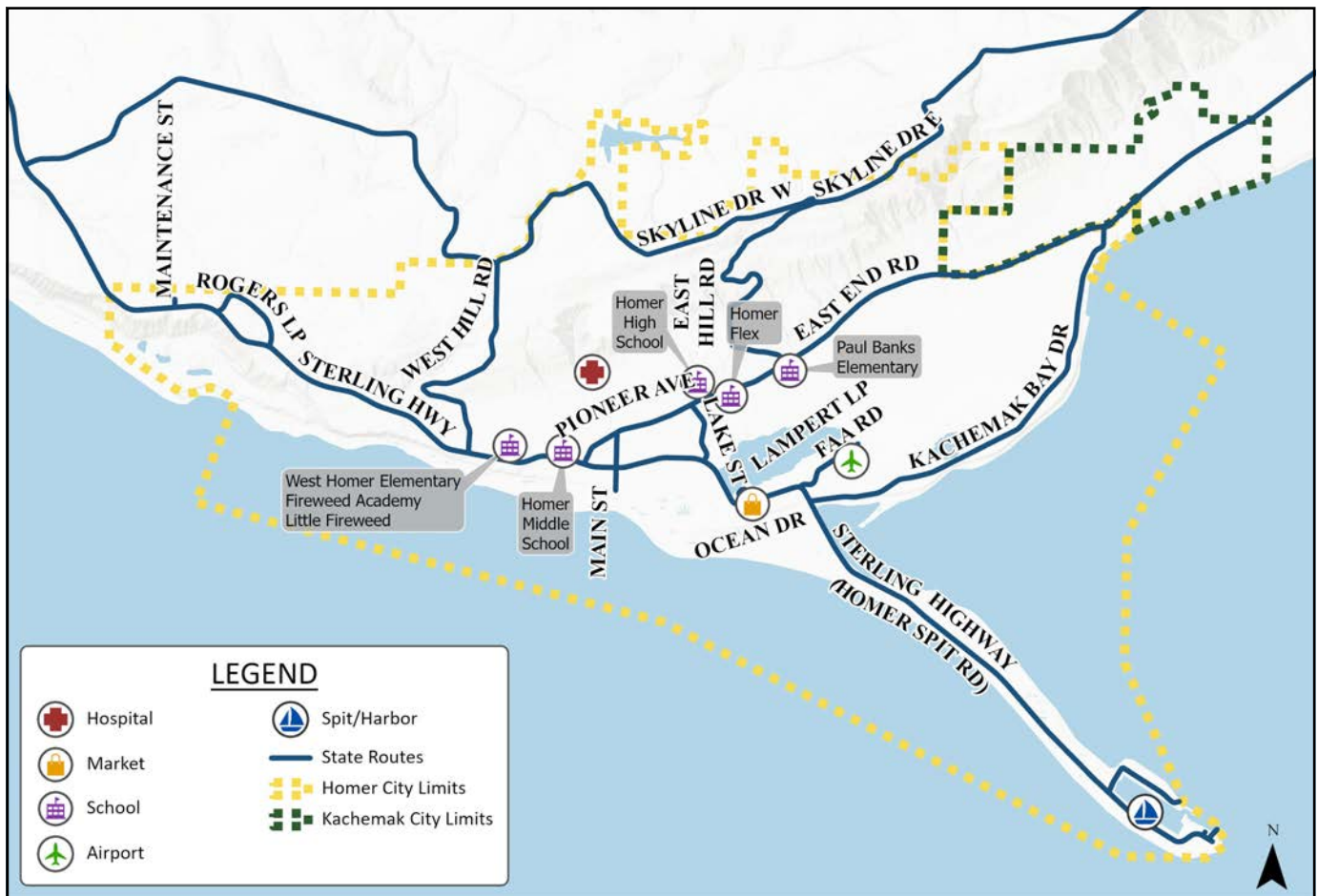


Figure 12: Special Traffic Generators within the City of Homer

### *Hospital Shifts*

The main hospital in Homer is the South Peninsula Hospital. During shift changes, the road network near the hospital experiences a sharp peak in traffic volumes. Recent changes to school start times for middle and high school have mitigated some of the traffic concerns associated with hospital shifts. Small changes in shift times could have a large impact on reducing or increasing congestion related to the hospital. The hospital could also be a key generator for transit trips for staff, patients, and hospital visitors.

### *Farmers Market*

The Homer Farmers Market, located on Ocean Drive, just east of Lake Street, begins Memorial Day weekend and continues until the end of September. It's open on Saturdays and Wednesdays. The Farmers Market attracts both Homer residents and visitors, which results in increased vehicle and non-motorized traffic in the surrounding area. Community members reported backups on Ocean Drive due to traffic turning into and out of the Farmers Market, especially on Saturdays. One possible mitigation would be to require the Farmers Market to hire traffic officers to provide traffic control.

### *Homer Spit*

The Spit is a major seasonal destination. It is a 4.5-mile long landform that juts out into Kachemak Bay. The Spit is a popular destination for boating, fishing, and camping, and there are also restaurants and shops located on the Spit. Because the Spit is narrow, there is only one route onto and off of the Spit, and parking and traffic problems are common in the summer. The City of Homer works to control parking issues through fee schedules and has encouraged non-motorized travel along the Spit by creating trails, but community members still report problems here. Because of the seasonality and unpredictability of traffic along the Spit, parking and traffic problems are likely to need continuous improvements.

### *The City of Homer Port & Harbor*

The City of Homer Port & Harbor provides service to many vessels and is busiest during the summer months. The port is located at the tip of the Homer Spit and is within a short walking or driving distance from many businesses, attractions, and beautiful beaches. The Alaska Ferry brings many people to Homer through this port. The short distance from attractions provides an incentive for visitors to disembark and enjoy the Spit, even on short layovers. There is a significant increase in both vehicle and non-motorized traffic as cruise ship passengers leave the port to experience Homer.

### *Homer Airport*

The Homer Airport is accessed via FAA Road, which connects to the Sterling Highway as the road makes a 90 degree turn from Ocean Drive to Homer Spit Road. The airport, owned by DOT&PF, includes both an asphalt runway and a floatplane facility on Beluga Lake. The airport serves approximately 30,000 passengers a year. The terminal building is owned and managed by the City of Homer.



Figure 13: Homer Spit path

## TRANSIT

### Existing Transit System

Currently, Homer has no year-round, accessible public transit that meets community transportation needs. Local taxi companies play a significant role in transporting Homer residents and visitors around the community. A few local organizations and residential facilities, such as the Homer Senior Center and the Center for Alaskan Coastal Studies, provide vans for their programs. There have been multiple efforts by private companies to run shuttles, but they have been financially unsustainable.

Homer's lone connection to a year-round public transit system is the Ninilchik-based BUMPS (Basic Unified Multi-Path Service) bus, which serves Homer three days per week. The BUMPS bus, operated by the Ninilchik Traditional Council, travels roundtrip connecting Homer to Ninilchik, Soldotna, and Kenai, and communities along the route and stopping at major retail outlets in each community.

Two local non-profit organizations provide free and/or subsidized taxi vouchers to ensure individuals have access to vital goods and services. The Independent Living Center (ILC) provides a low-cost taxi voucher program to eligible area residents, while the Homer Food Pantry fills urgent individual funding gaps for transportation. The ILC program began in 2000. Trip numbers have been relatively stable over the last 20 years. For fiscal year 2022, the ILC voucher program logged 5,846 passenger trips, with an operating budget of over \$78,000. For fiscal year 2024, ILC anticipates over 200 different riders will use the program and a budget that will exceed \$100,000. Likewise, in 2021, the Homer Food Pantry distributed over \$5,000 in free taxi vouchers, while also distributing over \$30,000 in gas vouchers to area residents. The gas voucher program has recently been suspended as the costs became prohibitive for the organization.

### What improvements are needed?

Area residents without a vehicle have few options for accessing goods and services and traveling to participate in local community activities. Additionally, a transit system could help to address seasonal congestion as well as the environmental impacts of personal automobile dependence.

#### *Transportation for Young Adults*

Young adults and providers who serve them point to a lack of transportation options as a community issue affecting youth.

Many students are dependent on the school bus to transport them home, which does not allow them to participate in after school activities. This concern was shared by respondents affiliated with Homer High School, the Homer Public Library, entities supporting youth employment, and the Homer REC Room. The lack of transportation options for youth and young adults is a major barrier to educational, occupational, and social opportunities.

#### *Affordable Transportation*

Transportation support provided by ILC and the Homer Food Pantry illustrate community need for subsidized public transportation. One measure of this need is the user numbers for the ILC taxi voucher program which have remained steady over the last four years even though national transit usership dropped precipitously during COVID.<sup>2</sup> The ILC taxi voucher program provides assistance for essential trips by users for whom private transportation is not affordable.

#### *Seasonal Congestion and Parking*

Many groups pointed to seasonal high traffic volumes and congestion on roadways as reasons for a seasonal shuttle connecting the Spit to the business district. Two problems frequently mentioned were: difficulty “turning left anywhere in town” and “parking on the Spit.” Left turns were identified as a specific concern along Pioneer Avenue from most feedback groups, including taxi operators, senior citizens, BUMPS operators, community forums, and the online mapping survey.

Parking issues on the Spit also warrant ongoing attention as evidenced by the recent Homer Spit Parking Study and subsequent proposals to construct new parking areas. Providing public or private seasonal shuttle services could help to address these issues.

#### *Environmental Impacts*

In 2022, from Memorial Day weekend to Labor Day, 817,000 vehicle trips were counted at the Spit data collection location, equivalent to approximately 153,000 gallons of gasoline consumed and the release of 1,400 metric tons in CO<sub>2</sub> emissions. If even 10% of those trips could be made by transit, there would be a reduction in CO<sub>2</sub> emissions of 140 metric tons.

<sup>2</sup> *Changes in Mobility by State*. Bureau of Transportation Statistics. (n.d.)



## EVACUATION ROUTES

### Tsunamis

Earthquakes can trigger an underwater landslide in Kachemak Bay, which means it is essential to evacuate within minutes of a tsunami warning being issued. The City of Homer has three tsunami evacuation routes, shown in Figure 14. The routes from the Homer Spit and areas south of Beluga Slough use Kachemak Drive to get to East End Road. Areas north of Beluga Slough use Lake Street and Heath Street to get to Pioneer Avenue. These evacuation routes are marked with official blue and white Tsunami Evacuation Route road signs.

### Wildfires

Wildfires are a growing concern in Homer. According to a climate

risk analysis done by the Woodwell Climate Research Center the length of the wildfire season will increase as Alaska's climate changes. While the City of Homer does not have specific wildfire evacuation routes laid out, their Emergency Operations Plan does allow the Incident Commander to issue evacuation orders as necessary. In the event of a wildfire, the City of Homer would partner with state fire response to evacuate the rural areas of the City.

#### What improvements are needed?

As road improvements are made to identified evacuation routes, the ability to evacuate areas at risk of a tsunami or wildfire needs to be a consideration in the road design. Improving the network of neighborhood connections will facilitate wildfire evacuation.

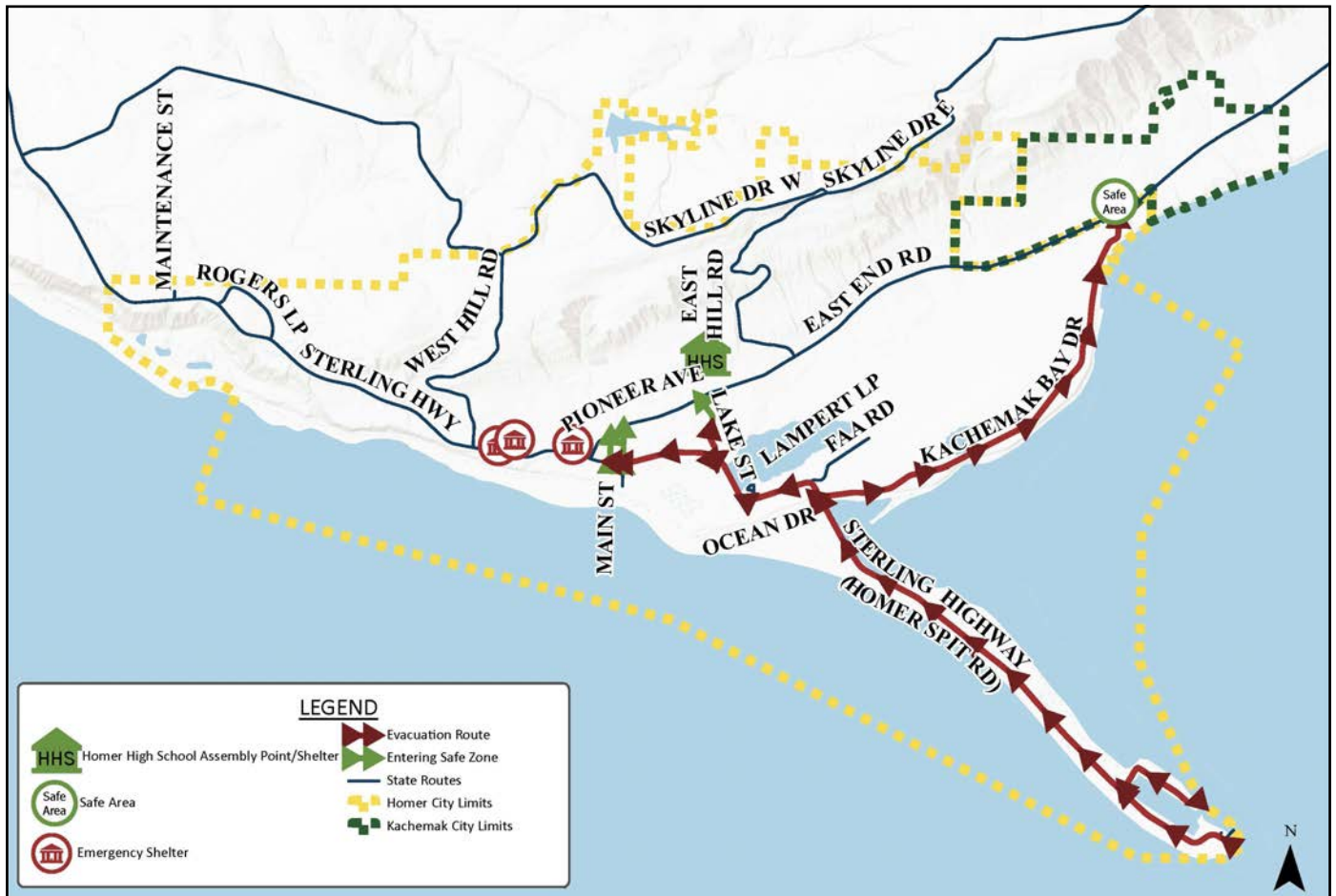


Figure 14: City of Homer Tsunami Evacuation Routes

## TRANSPORTATION FUNDING

The City of Homer Accelerated Roads and Trails (HART) Program is funded by a voter-approved sales tax and properties assessments. The fund is used to reconstruct substandard city roads, upgrade existing roads, and to construct new streets and non-motorized trails. The current program was authorized by voters for a 20-year period, through December 31, 2027. Roads (including associated non-motorized infrastructure such as sidewalks) are allocated 90% of the available fund and trails are allocated the remaining 10%. The HART funds can be used for projects that the City funds completely, as the City contribution to grant-funded projects, and as the City contribution to projects where the developer is required to construct a street to full arterial or collector road standards (see Title 11.04.050).

The HART funds allow the City of Homer to improve the transportation system in accordance with City of Homer transportation planning documents. The criteria for use of HART funds are reviewed every other year by the Homer Planning Commission. The use of the HART funds is reviewed by the City Council annually.

The HART fund authorization period will end within the first five years of this plan and will need to be reauthorized in order to continue to fund projects that meet the City's goals as identified in this plan.



Figure 15: City of Homer Poopdeck trail at the Homer Public Library.



Figure 16: Greatland Street Improvements were a HART funded project in 2017.



# Transportation System Guidelines



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## DESIGNING FOR PERSONS OF ALL AGES AND ABILITIES

Homer residents and community leaders have a long-standing commitment to developing transportation corridors and mobility networks that are inclusive for individuals of all ages and abilities; however, mobility barriers need continued attention.

Over the last 20 years, the need for transportation networks to support mobility for all ages and abilities were explicitly stated in the City’s planning documents. The 2004 Homer Non-Motorized Transportation and Trail Plan called for “creating an interconnected, accessible, non-motorized transportation system in Homer.” Similarly, the 2005 Homer Area Transportation Plan (originally drafted in 1999), explained that “an accessible, non-motorized transportation system increases opportunities for mobility.” The 2008 Homer Comprehensive Plan, echoed in the 2018 Homer Comprehensive Plan Update, noted that “without linked sidewalks, trails, crosswalks, and pedestrian ways, it is often difficult for seniors to navigate on foot and often impossible for those with disabilities that require a wheelchair.”

### Specific Needs

#### *Seniors*

Homer is relatively unique in its senior population when compared to Alaska in general and the nation at large. According to 2021 data from the U.S. Census Bureau<sup>1</sup>, roughly 20.3% of the Homer population is age 65 and older, compared to 13% statewide. While the median age of Homer residents is about 39 years of age, there is also a significant portion of residents that are nearing retirement age. Homer’s aging population of persons 60 years and older shows a continuing upward trend.

A recent report from the U.S. Department of Health and Human Services quantifies mobility realities for aging individuals. The *2020 Profile of Older Americans*<sup>2</sup> reports that 40% of adults aged 65 and older experience “difficulty with

mobility” and experience challenges “walking and climbing stairs.” Likewise, 22% of the aging population self-report “difficulty seeing,” 31% report “difficulty hearing,” and an additional 27% report “difficulty with cognition.” All these factors need to be considered within Homer’s transportation planning.

Previously identified non-motorized corridors near the Senior Center and surrounding neighborhood need particular attention to create dedicated, safe, and inclusive infrastructure with connections made to the business district, shopping, and restaurants, as well as to the medical district.

#### *Individuals with Disabilities*

According to the most recent nationwide data collected, 1 in 4 adults, roughly 61 million Americans, experience a significant disability that impacts “major life activities.” Of those identified disabilities, the majority involve mobility issues, followed by cognition, vision, and hearing. Those experiencing a disability also have a far greater likelihood of experiencing job insecurity, housing insecurity, low income households, as well as transportation insecurity. As identified by the Alaska Mental Health Trust Authority, lack of transportation and mobility options increases the likelihood of individuals with disabilities experiencing social isolation, unemployment, lack of independence, limited access to medical care, limited access to rehabilitation programs, as well as significant barriers to accessing goods and services as part of everyday activities.<sup>3</sup> The non-motorized transportation network is of particular importance when considering how individuals with disabilities travel within the community.<sup>4</sup>

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1 *Census Bureau Profile for Homer, Alaska*. U. S. Census Bureau. (n.d.).

2 *2020 Profile of Older Americans*. Administration for Community Living. (May 2021).

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3 *2022 Alaska Scorecard*, Alaska Mental Health Trust Authority. (April 2023).

4 *CDC: 1 in 4 US adults live with a disability*. Centers for Disease Control and Prevention. (2018, August 16).



## Speed, Safety, and Crash Outcomes

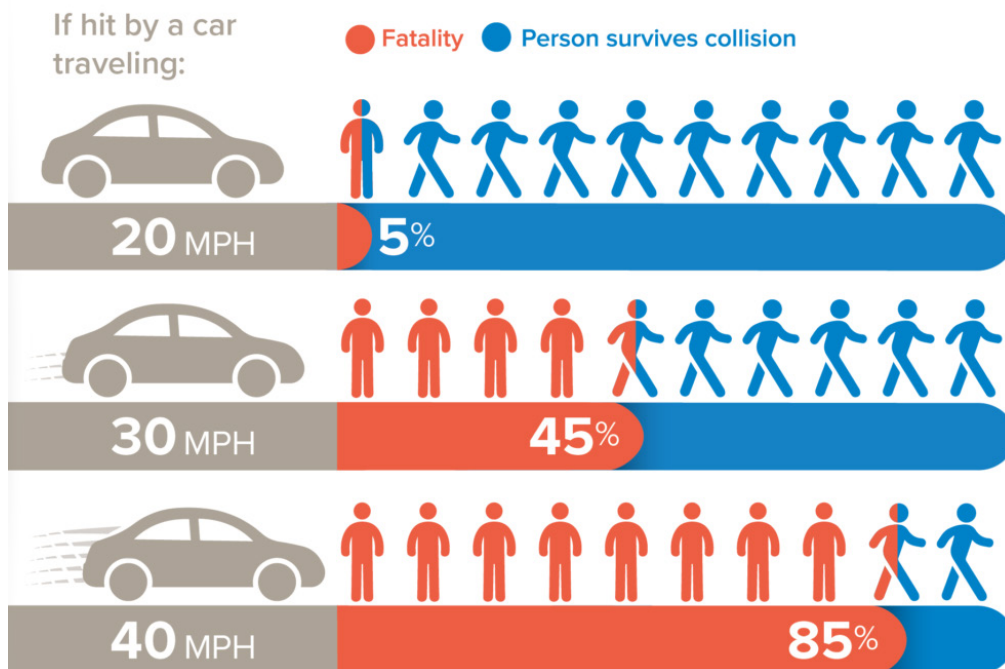
Aging adults and individuals with disabilities are far more likely to experience serious injury or death within transportation networks. Both groups are typically more reliant on the pedestrian environment to meet daily mobility needs and as such are more vulnerable. Studies also indicate a much higher rate of injury for both groups when involved in pedestrian-vehicle collisions. According to recent studies, individuals using wheelchairs have a 36% higher mortality rate in pedestrian/vehicle crashes than the general population. Similarly, the risk of severe injury or death for a 70-year-old pedestrian involved in a vehicular collision at 25 mph is similar to the risk for a 30-year-old pedestrian at 35 mph.<sup>5</sup>

In all cases of pedestrian and vehicular crashes, speed is a clear determining factor for injury and fatality outcomes for pedestrians. The vehicle speed to pedestrian injury rate increases exponentially as vehicle speed increases. Injury rates increase when size and mass of vehicles are also taken into account.

## All Ages & Abilities Design Best Practice and the ADA

**“Designing for all abilities: The design of sidewalk environments is important to all pedestrians, but is particularly important to those with disabilities who have limited travel choices and rely most on the pedestrian environment. For example, older adults, persons with vision impairments, and children frequently rely on the sidewalk to travel independently within their community for shopping, recreation, exercise, and walking to school.”**

*Federal Highway Administration*



National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles. Available from: <https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf>

Figure 17: Pedestrian Injury Rates by Speed of Vehicle

<sup>5</sup> Kraemer, J. D., & Benton, C. S. (2015, November 20). *Disparities in road crash mortality among pedestrians using wheelchairs in the USA: Results of a Capture-recapture analysis*. BMJ open.





Figure 18: Curb Ramps that Direct the User into the Crosswalk

Homer’s infrastructure can be planned and constructed with users of all ages and abilities in mind, using ADA compliance as a minimum standard as well as consulting the U.S. Access Board’s *(Proposed) Public Rights-of-Way Accessibility Guidelines* (PROWAG) and FHWA’s *Accessible Sidewalks and Street Crossings* recommendations as design best practice.

While ADA guidelines set minimum standards for slope, width, length, and surface conditions for an accessible pedestrian route, the experience of users of all ages and abilities should also be considered. Diagonal curb ramps at intersections, for instance, meet minimum ADA requirements and are employed at various locations throughout the City of Homer. However, they are not the ideal design because they direct wheelchair users, and possibly visually impaired pedestrians, towards the middle intersection. Parallel or perpendicular curb ramps

that direct users into the crosswalk are the preferred design. Diagonal curb ramps, however, do provide an acceptable, cost-effective solution in retrofit situations when other types of ramps may be cost-prohibitive.

Another common barrier frequently encountered is steep sidewalk cross slopes, particularly at driveways. ADA requires a maximum cross slope of 2% but this has been frequently exceeded. Severe cross slopes require wheelchair users and other pedestrians to work against the effects of gravity to maintain their lateral balance. Pedestrians using crutches or canes may be forced to turn sideways to keep their base of support at a manageable angle. Plans and specifications need to clearly call out the maximum allowable grades and contractors need to be held accountable for constructing in accordance with the documents.



Figure 19: Driveway Entrance with Level Cross Slope



Figure 20: Driveway Entrance with Steep Cross Slope

## PEDESTRIAN CROSSWALKS

Difficult road crossings can be a barrier, separating otherwise connected walking and biking networks. Areas where improved pedestrian crossings are desired include:

- **Homer Spit (specific locations along the last mile of roadway)**
- **Pioneer Avenue (at Svedlund Street, Kachemak Way, Heath Street, and Lake Street)**
- **East End Road (at Ben Walters Lane and Paul Banks Elementary School)**
- **Sterling Highway (on Lake Street at both ends of the Beluga Lake causeway)**

The *Alaska Traffic Manual* gives guidance on where marked pedestrian crosswalks are desirable as well as the type of traffic control that is desirable (e.g., pavement markings, signs, signals).

An engineering study considers pedestrian volume, street width, traffic volumes, traffic approach speed, sight distance, availability of gaps in the traffic stream, and crash experience as part of making recommendations for a specific location. These guidelines are based on safety studies and are designed to ensure that drivers see pedestrians as they enter crosswalks and that drivers and pedestrians have similar expectations.

In general, traffic volumes are low enough in Homer that marked crosswalks can be considered for anywhere speed limits are 35 mph or lower. Where pedestrians have difficulty finding enough opportunities to cross between vehicles, a median refuge island could be useful. Alternatively, an electrical warning device could be used to alert drivers to yield to pedestrians (Figure 21). Where vehicle speeds are higher, a pedestrian hybrid beacon could be considered.



Figure 21: Electrical Warning Devices (Rectangular Rapid Flashing Beacon, or RRFB) on University of Alaska Fairbanks Campus

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## TRAFFIC CALMING

Traffic calming treatments can be used to reduce the speeds of vehicles in a specific area. Speed management can allow drivers more time to react and reduce the severity of a crash.<sup>6</sup> In general, traffic calming devices are only suitable for local or collector roads. An engineering study will consider vehicle volume, speed limits compared to actual vehicle speeds, the presence of school zones or other pedestrian generators, crash history, and the availability of sidewalks. In addition to reconstruction, traffic calming elements can be incorporated into initial design projects.

### Traffic Calming and Complete Streets

Traffic calming is often used to improve safety and comfort for walking and biking through retroactive treatments that decrease vehicle speeds in a neighborhood or along a corridor.

Designing for Complete Streets is proactive and includes: considering walking and biking when setting design speeds; appropriately separating users in time and space; improving connectivity and access for walking, biking, and transit; and implementing safety treatments.

Complete Streets provides a mechanism for considering the land use context of the neighborhood in determining needed improvements. For example, the types of improvements needed will vary depending on if the area is residential, commercial, industrial, or mixed; natural, rural, suburban, or town center.

Complete Streets is one of several safety-focused approaches to transportation planning. Figure 22 briefly describes several of these.

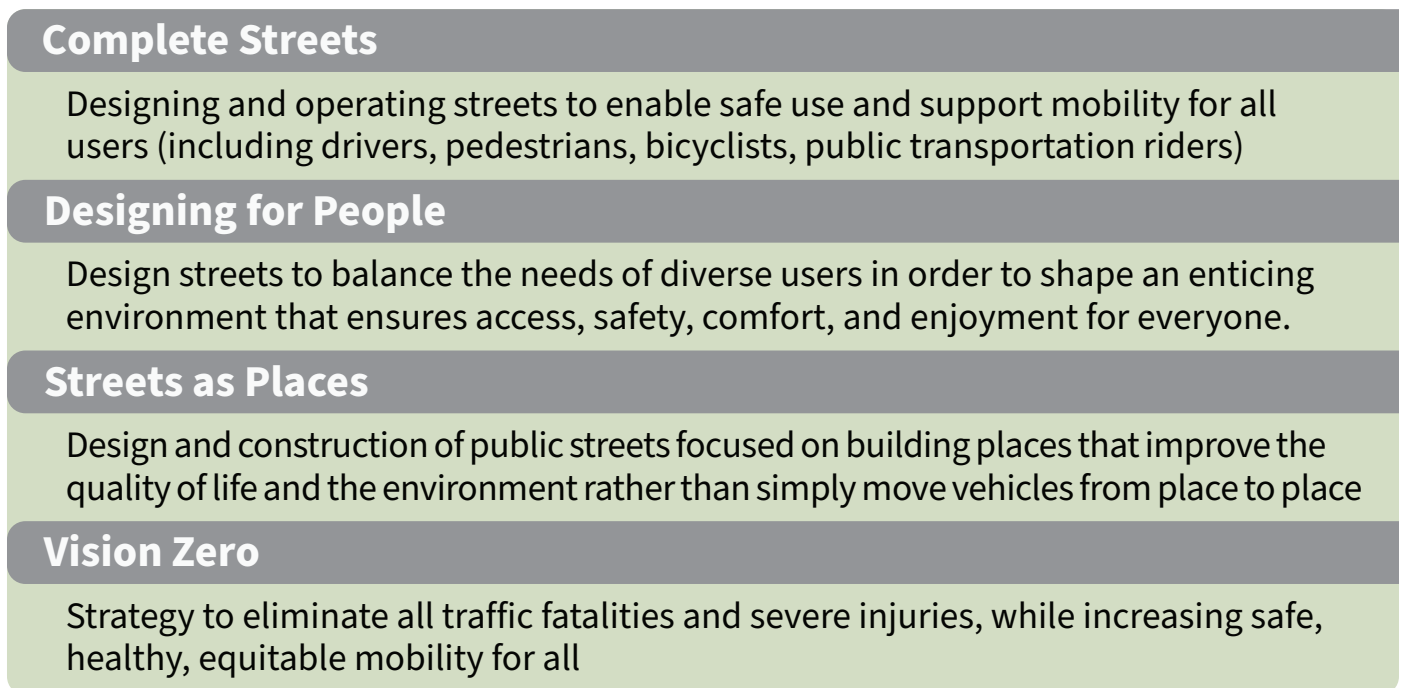


Figure 22: Safety-focused approaches to transportation planning

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6 Xu, G. (2022). *Speed Management is Key to Road Safety*. Public Roads, Vol 85 No. 4. FHWA.



## Traffic Calming Devices

Traffic calming treatments are most effective in the immediate area surrounding each device. As such, a series of devices should be installed to keep speeds low throughout a corridor. The following sections describe effective strategies for calming traffic.

### *Speed Humps and Tables*

Speed humps are parabolic raised areas of pavement. They are typically between 12 and 22 feet in length with a relative rise of 3 inches and extending the width of the travel way. Speed humps are designed to reduce 85<sup>th</sup> percentile speeds between 25 to 35 miles per hour. Speed tables have a similar size and shape to speed humps; however, they have a flat top. The flat surface is usually textured and can be used as a crosswalk for pedestrians. Speed humps and tables are most effective when used in a series or with other traffic calming measures.

**Advantages:** These traffic calming devices are compatible with bike lanes if the speed humps and tables do not encroach into the bike lanes. Large vehicles can traverse speed humps and tables at low speeds.

**Disadvantages:** Speed humps and tables can be damaged by snowplows and graders, and may require additional costs. Supplemental signs and markers also require additional maintenance efforts. Emergency response times are affected by these devices and emergency personnel have been injured while traversing speed humps.

### *On Street Parking*

On street parking reduces street width and can be applied alongside other traffic calming measures. Parallel parking is the most effective form of on-street parking as it increases side friction to traffic flow.

**Advantages:** On street parking provides convenient access to local businesses. First responders prefer this traffic calming device to all other devices.

**Disadvantages:** This can reduce road visibility and intersection sight distance. Vehicles must be removed from the road during snow plowing operations.



Figure 23: Speed Hump on Beluga Pl

### *Bulb-Out*

A bulb-out is when the curb is extended horizontally into the street, making the roadway narrower. Alone, it is not effective at reducing vehicle speeds, but bulb-outs can be effective when used with other traffic calming measures.

**Advantages:** Bulb-outs provide a lot of improvements for pedestrians. They control parking encroachment into crosswalks, increase pedestrian sight distance, and reduce pedestrian crossing distances. These changes mean that pedestrians are more likely to cross when gaps between traffic are desirable. Mid-block bulb-outs can be used for beautification and landscaping.

**Disadvantages:** Bulb-outs can be damaged by snowplows and graders and may require a metal armor plate at likely strike points.

### *Chicanes*

Chicanes are a series of at least three mid-block curb extensions that create S-shaped curves on the roadway. They reduce speed by forcing drivers to move horizontally and slow down around curves. To be effective, they must be placed in such a way that deflects traffic rather than simply narrowing the roadway.

**Advantages:** Bike lanes are compatible with chicanes. Large vehicles and emergency response vehicles can negotiate chicanes. Chicanes can also be used for landscaping which may further reduce speed by eliminating long sight lines.

**Disadvantages:** Chicanes require additional maintenance efforts. They can also result in increased response times to emergency calls.

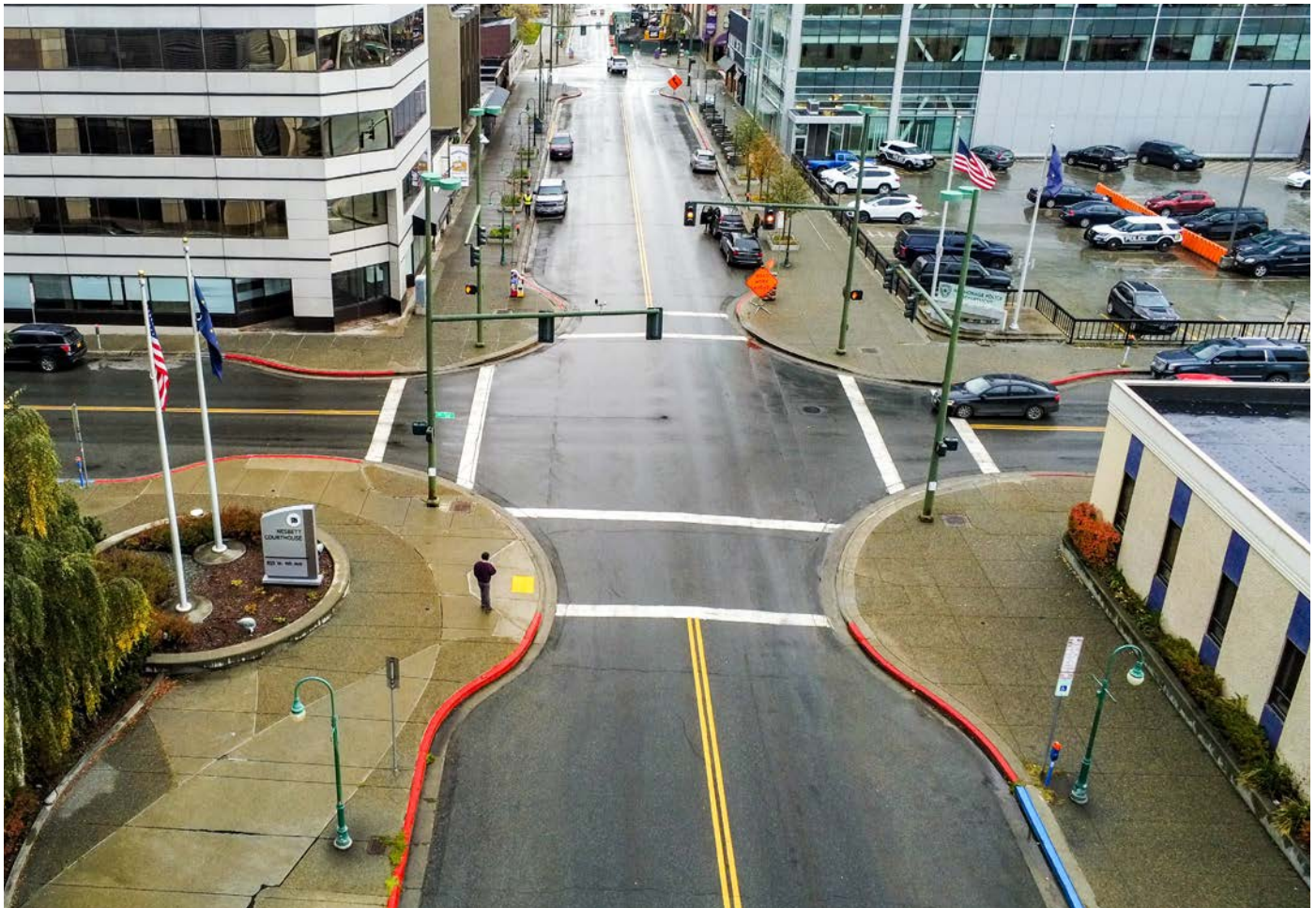


Figure 24: Curb Bulb-outs in Downtown Anchorage, Alaska



### Traffic Circles

Traffic circles are circular islands in the middle of an intersection. They slow down traffic by causing drivers to deflect right upon approach, make a short left “turn” around the circle, and then to do a sharp right turn to exit the intersection.

**Advantages:** Bike lanes are compatible with traffic circles. Landscaping on the traffic circles may reduce speed by eliminating long sight lines.

**Disadvantages:** Traffic circles require additional maintenance efforts and may be difficult to negotiate for larger vehicles. The slower speed necessary to navigate the circle may result in increased response time to emergency calls. Trucks and emergency vehicles may need truck aprons to accommodate vehicles with a larger turn radius.



Figure 25: Traffic Circle on Gillam Way in Fairbanks

### Speed Feedback Signs

These signs monitor the speeds of passing vehicles and display the speeds on a variable message board. When a vehicle traveling at a speed that exceeds the posted speed limit passes, the sign will flash or display a message such as “slow down”.

**Advantages:** Bike lanes and large vehicles are compatible with speed feedback signs. This traffic calming treatment may address the public perception of speeding better than any other treatment.

**Disadvantages:** There are ongoing maintenance and operation costs in providing electrical service to the sign.

### Supplemental Traffic Calming Measures

**Sidewalks and Crosswalks** – Increase pedestrian compliance which reduces conflicts between pedestrians and vehicles.

**Landscaping** – Increase vehicle and pedestrian visibility.

**Education and Enforcement** – These can be used as a precursor to physical measures to help roadway users know how to navigate upcoming traffic calming measures.



Figure 26: Speed Feedback Sign on Gillam Way in Fairbanks



# Goals and Objectives for the Transportation System





The City of Homer recognizes the critical role that transportation plays in shaping the community's livability, sustainability, and economic vitality. The goals and objectives for the Transportation Plan were developed with input from the city staff and members of the community. The goals describe the fundamental outcomes of the Transportation Plan, while the objectives are more specific and measurable outcomes that support the goals. The following goals and objectives represent the community's commitment to building a safe, sustainable, and accessible transportation system that meets the needs of all members of the community.

## GOAL 1: INCREASE SAFETY OF INTERACTIONS BETWEEN DIFFERENT MODES OF TRAVEL

Community members want travel within the city to be safer, including for people walking, biking, and driving, as well as for the movement of goods.

*Objective 1A: Improve safety at conflict points between pedestrians and motor vehicles, especially at intersections*

Safety can be improved at conflict points (where pedestrian and motor vehicle paths cross) by making crossing locations more visible, encouraging motor vehicles to yield to pedestrians, and reducing the crossing distance.

*Objective 1B: Provide for safe use of the right-of-way by all transportation modes, considering the land use context and type of vehicle*

Safety can be improved by policies that help to define the network for different users (such as defining truck routes or defining maximum speeds for e-bikes on pathways) and through infrastructure improvements to help separate users with different weight and speed characteristics (such as building bike lanes, pathways, and sidewalks).

*Objective 1C: Improve user understanding of how to safely share the public right-of-way*

Public awareness campaigns are another method to improve safety. One example of education that has been shown to reduce crashes is safety education for children regarding safe pedestrian and bicycle behaviors.

## GOAL 2: PROVIDE A CONNECTED NETWORK OF LOCAL AND COLLECTOR ROADS AND TRAILS THAT BALANCES MODES BASED ON LAND USE CONTEXTS

Community members desire a connected network for all users. Connected walking and biking networks provide more opportunities for walking and biking. A connected collector road network helps to reduce the number of short trips on the arterial road network. This reduces the need for increasing the number of traffic lanes or installing more restrictive traffic control on arterial networks. A connected collector road network works hand-in-hand with the walking and biking networks to reduce the overall cost of the transportation network and address climate impacts. As new connections are built, the design for each user type should reflect the land use context. For example, frequent safe pedestrian crossings are needed in commercial areas.

*Objective 2A: Identify a priority pedestrian network that connects key generators and develop a plan to build these connections*

Community members desire to walk more frequently. Building or improving pedestrian facilities that connect to locations where people want to walk (such as schools, the library, and shopping areas) will improve options for walking.

*Objective 2B: Identify a priority low-stress bicycle network that connects key generators, develop a plan to build these connections, and encourage appropriate bicycle parking*

Community members desire to bicycle for transportation more frequently. Building or improving low-stress bicycle facilities that connect to locations where people want to travel and providing appropriate bicycle parking at those locations (such as schools, the library, and shopping areas) will improve options for biking.

The Low-Stress Bicycle Network describes a connected system (or network) of shared roadways, bike lanes, sidewalks, paths, and trails that are suitable for bicyclists of all ages and abilities.

*Objective 2C: Identify key gaps in the collector road network and develop a plan to build these connections*

Prioritizing building or improving collector roads that allow drivers to access a signal on a major arterial or travel directly between



adjacent neighborhoods will decrease delay and trip length without necessitating major improvements to the arterial network.

***Objective 2D: Identify and address opportunities for parking once and then walking, ride-sharing, or using transit***

Park-and-ride facilities allow visitors to get out of their car or RV and travel to attractions using transit. Consolidated parking that serves several businesses allows people to park once and then visit several businesses without driving between each one.

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## **GOAL 3: MAINTAIN TRANSPORTATION NETWORK TO BE USABLE YEAR-ROUND**

Community members desire roads and walking and biking facilities to be maintained so they are usable in the winter and in summer.

***Objective 3A: Reconstruct and proactively maintain pedestrian facilities to ensure year-round usability***

Sidewalks, paths, and trails are less usable when drainage, lighting, and wayfinding are inadequate. Addressing problems with the existing pedestrian system will help to make them usable year-round. Additionally, establishing standards for winter and summer maintenance for specific locations will help users know what to expect.

***Objective 3B: Reconstruct and proactively maintain bicycle facilities to ensure year-round usability***

Shared roadways, bike lanes, paths, and trails are less usable when drainage, lighting, and wayfinding are inadequate. Addressing problems with the existing bicycle network will help to make it usable year-round. Additionally, establishing standards for winter and summer maintenance will help users know what to expect.

***Objective 3C: Reconstruct and proactively maintain City of Homer roadways to ensure year-round usability***

Inadequate drainage can also impact the usability of roadways. Improving drainage during roadway reconstruction can help keep the pavement in good condition for a longer period of time. Establishing maintenance standards for city roads and ways for the public to alert the city when there are concerns at specific locations can help make roadways usable year-round.

***Objective 3D: Work with DOT&PF to improve winter maintenance on state-owned sidewalks, paths, or bike lanes***

The public has identified maintenance of the sidewalks, paths, or bike lanes along DOT&PF-owned roadways as a top priority for improvement. Transferring maintenance responsibility is one possible solution. There may be some roads currently under state ownership that should be under city ownership.

***Objective 3E: Manage resources to maximize and balance maintenance efforts***

Improving the efficiency of maintenance activities allows better maintenance without increasing resources. Designing new roadways, sidewalks, paths, or trails to accommodate the existing equipment or buying new equipment that makes it easier to clear debris and snow from existing infrastructure could help balance maintenance efforts and make them more efficient.

***Objective 3F: Update and enforce design standards for walking, biking, road, and public transportation networks***

Enforcing and updating standards for infrastructure that serves all modes during design reviews will ensure consistency and improve travel options.

***Objective 3G: Include appropriate improvements for each travel mode as part of reconstruction or new construction projects within the public right-of-way***

As roads are constructed or reconstructed, infrastructure should be considered for each mode. New or improved infrastructure should be consistent with the land use context (such as providing sidewalks in urban areas and wide shoulders or separated paths in rural areas), meet design standards, and help to complete the priority network for that mode.

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## **GOAL 4: PROVIDE EXPANDED TRANSPORTATION OPTIONS FOR RESIDENTS AND VISITORS**

Community members desire a transportation system that provides additional transportation options and reduces environmental impacts.

***Objective 4A: Support the development of a public transportation network***

Public transit provides additional travel options and reduces travel by a single occupant in a vehicle. The City could support the private development of transit by building transit stops or park-and-ride facilities.



# Recommendations






To achieve the goals and objectives of the Transportation Plan, the following policies and projects should be implemented. Many will be accomplished using working groups or task forces. These are not arranged in order of priority. Many will be accomplished using working groups or task forces.

## POLICIES

### Truck Network


<b>Goals and Objectives</b> 	<b>Objective 1B</b> <b>Provide for safe use of the right-of-way by all transportation modes, considering the land use context and type of vehicle</b>
<b>Policy Description</b>	<b>Establish Truck Routes for the City of Homer to reduce the number of through trucks traveling on Pioneer Avenue</b> , taking into consideration land use context, pavement structure, and heavy vehicle turning requirements.
<b>Benefits</b>	Could reduce truck-pedestrian interactions. Establishes understanding between different agencies and companies for where trucks should be traveling.
<b>Challenges</b>	Truck routes must be designed to accommodate truck movements. Designating truck routes for DOT&PF roads will need DOT&PF approval. Consult with trucking companies and the public to ensure concerns are addressed.

A freight network map for all of Alaska lists the highways that are essential for freight routes, including the entire section of the Sterling Highway all the way to the end of the Homer Spit. DOT&PF Title 17 AAC 25.014 describes the type of trucks that are allowed on these freight routes. The federal and state governments leave non-highway truck route decisions to local governments.




Figure 27: Dump truck turning from Lake Street onto East End Road

## E-Bike Legislation

<b>Goals and Objectives</b> 	<b>Objective 1B</b> <b>Provide for safe use of the right-of-way by all transportation modes, considering the land use context and type of vehicle</b>
<b>Policy Description</b>	<p><b>Consider legislation governing the use of electric bikes (e-bikes)</b> to reduce the possibility of unsafe interactions with other modes.</p> <p>E-bikes are popular for many reasons: they allow riders to go farther with less effort than traditional bikes, they are environmentally friendly, and they cost less to use than cars.<sup>1</sup></p> <p>However, e-bikes present a unique dilemma as they are a hybrid between a human powered bicycle and a motorcycle. Currently, e-bikes fall under the Alaska definition of “motor-driven cycle”, which requires an operating license and has a minimum age requirement of 14. The classification also prohibits e-bikes from sidewalks or bike paths.</p> <p>Local governments, however, can enact their own legislation regulating e-bikes.</p> <p>A task force would be a good way to implement this effort; input from the cycling community should be solicited. The Municipality of Anchorage has a policy that could be used as a starting point.</p>
<b>Benefits</b>	<p>Increases safety of e-bike usage.</p> <p>Supports transportation mode options.</p> <p>Reduces conflicts between e-bikes users and other users.</p> <p>Encourages increased e-bike usage.</p>
<b>Challenges</b>	<p>Balancing regulations and allowances for E-bikes to satisfy the residents of Homer.</p>


## Bicycle Parking

<b>Goals and Objectives</b> 	<b>Objective 2B</b> <b>Identify a priority low-stress bicycle network that connects key generators, develop a plan to build these connections, and encourage appropriate bicycle parking</b>
<b>Policy Description</b>	<p><b>Adopt a bicycle parking ordinance for new and existing buildings</b> that specifies the amount and location of secure, convenient bicycle parking available. Bicycle trips require safe and secure bicycle parking at either end of the trip. Adopting a bicycle parking ordinance for new and existing buildings would make the City of Homer a more bicycle friendly community. A task force would be a good way to implement this effort.</p>
<b>Benefits</b>	<p>Reduces the likelihood of bike theft.</p> <p>Protects vegetation (which would otherwise be used for bike parking if other options weren't made available).</p> <p>Encourages community members to bike more often.</p>
<b>Challenges</b>	<p>Determining where to place bicycle parking and where different types (short- versus long-term) of bicycle parking should be.</p>

As an example, Sitka, which received a Silver Bicycle Friendly Community Award from the League of American Bicyclists, used these APBP guidelines to improve their bike parking by recommending a minimum number of bicycle parking spaces for each land use category. A local biking advocacy group in Sitka also conducted a survey of community members to identify where bicycle parking was needed. New bike racks were installed in places identified by the community as part of Sitka's Walk, Bike, Win! downtown commuter challenge. These changes resulted in Sitka becoming a more bike friendly community.

1 (ABC10), A. M. S. A. (2022, August 27). *E-bikes are gaining popularity in the US. here's why.* abc10.com. Retrieved March 31, 2023

## Transfer of Responsibility Agreements for State Roads

<b>Goals and Objectives</b> 	<b>Objective 3D</b> <b>Work with DOT&amp;PF to improve winter maintenance on state-owned sidewalks, paths, or bike lanes</b>
<b>Policy Description</b>	<p><b>Pursue additional Transfer of Responsibility Agreements (TORAs) to allow the city to maintain roads and pathways that are currently maintained by DOT&amp;PF.</b> If the City has the resources (staffing and equipment) to take on the added responsibility, the City should then enter into discussions with the DOT&amp;PF regarding transferring maintenance responsibility. The pathways along the Sterling Highway, East End Road, Lake Street, and Main Street could benefit from a TORA with the State of Alaska.</p>
<b>Benefits</b>	<p>Maintain roads and pathways to a higher standard than current maintenance efforts.</p>
<b>Challenges</b>	<p>City of Homer needs sufficient staffing and equipment to take on added maintenance responsibility.          Payments from DOT&amp;PF to City of Homer under a TORA agreement are not guaranteed to cover all of the City's costs.          Coming to a mutually beneficial agreement between DOT&amp;PF and the City of Homer.</p>

DOT&PF and the City of Homer currently have two TORAs: one for the Homer Spit and one for Pioneer Avenue. These two TORAs allow the City of Homer to maintain these state roads to the standards desired by community members.

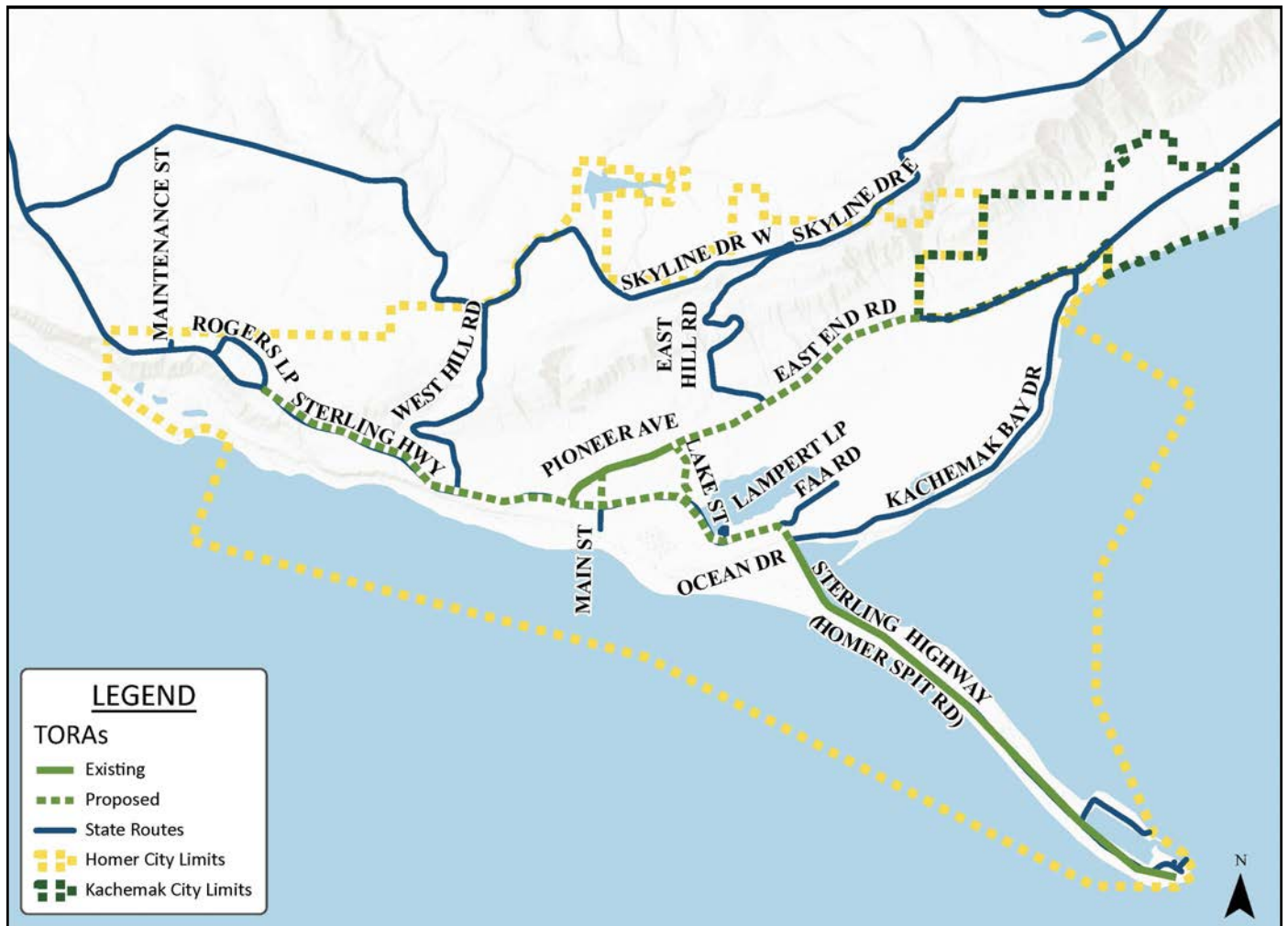



Figure 28: Existing and Proposed Transfer of Responsibility Agreements


## Ownership of State Roads

<b>Goals and Objectives</b> 	<b>Objective 3D</b> <b>Work with DOT&amp;PF to improve winter maintenance on state-owned sidewalks, paths, or bike lanes</b>
<b>Policy Description</b>	<b>Develop an agreement with the state to transfer ownership of some state roads to the city.</b> Under these agreements, the state pays to have the road constructed to Homer’s standards, and then the City takes over ownership and maintenance responsibility. Main Street is a good example of a road that functions more like a local road. As such, it may be in the best interests of the City of Homer to take over ownership of Main Street. Pioneer Avenue is another example of a street the City may want to take over.
<b>Benefits</b>	The City can maintain the road to the community’s standards. The City can control design decisions, such as the presence of a sidewalk or pathway.
<b>Challenges</b>	Coming to an agreement that is equally beneficial for the state and city.


## Maintenance Standards

<b>Goals and Objectives</b> 	<b>Objective 3E</b> <b>Manage resources to maximize and balance maintenance efforts</b>
<b>Policy Description</b>	<b>Set maintenance standards for the City of Homer</b> to meet public expectation, such as how frequently or under what circumstances roads, sidewalks, paths, and trails will be plowed in winter and swept in summer.
<b>Benefits</b>	Helps define the level of effort needed so the City can plan for maintenance equipment and budget to meet that need. Standards can also be communicated to the public.
<b>Challenges</b>	Determining priorities for sidewalks, paths, and trails within the existing road priorities. Deciding a reasonable maintenance time frame that satisfies the public and is achievable by the maintenance crew.


## Update Non-Motorized Facility Design Standards

<b>Goals and Objectives</b> 	<b>Objective 2A</b> <b>Identify a priority pedestrian network that connects key generators and develop a plan to build these connections</b> <b>Objective 2B</b> <b>Identify a priority low-stress bicycle network that connects key generators, develop a plan to build these connections and encourage appropriate bicycle parking</b> <b>Objective 3F</b> <b>Update and enforce design standards for walking, biking, road, and public transportation networks</b>
<b>Policy Description</b>	<b>Update design standards for walking and biking infrastructure to ensure they are connected and are maintainable.</b> New development should include connections to sidewalks and paths. Standards for the way sidewalks and paths are built in the future can ensure that the available equipment can be effective in maintaining future paths. A task force could help to implement this policy.
<b>Benefits</b>	Reviewing development plans for connectivity to sidewalks and paths will remove obstacles to walking and biking. Designing new roads, sidewalks, paths, and trails to meet the operational characteristics of the City’s maintenance equipment will increase the effectiveness of maintenance efforts.
<b>Challenges</b>	Keeping standards up to date to include new equipment. Adapting to locations where design standards cannot be met.


## Complete Streets/All Ages and Abilities Policy

<b>Goals and Objectives</b> 	<b>Objective 3G</b> <b>Include appropriate improvements for each travel mode as part of reconstruction or new construction projects within the public right-of-way</b>
<b>Policy Description</b>	<b>Develop a Complete Streets policy for Homer.</b> “Complete streets” is an approach to planning, designing, building, and maintaining streets that supports safe travel and access for all ages and abilities of all modes, including pedestrians, bicyclists, motorists, and transit riders. A complete streets policy ensures that all users are considered at all phases of all projects.
<b>Benefits</b>	Can be applied to all streets for assessment. Will determine if a street is missing important safety elements.
<b>Challenges</b>	Determining appropriate treatments for variety of contexts. Attaining funding.

## Transit Options

<b>Goals and Objectives</b> 	<b>Objective 4A</b> <b>Support the development of a public transportation network</b>
<b>Policy Description</b>	<b>Seek out partners to provide public transportation service in the Homer area.</b> Of particular interest are year-round transit options that serve area residents and seasonal options that encourage visitors and employees to park their vehicles and travel to the Homer Spit and other highly visited areas by bus and on foot.  There are numerous examples of small community systems throughout the state, including Glacier Valley Transit, Soaring Eagle Transit, Sunshine Transit, Valley Transit, CARTS, and BUMPS.
<b>Benefits</b>	Helps people without access to vehicles get to jobs, shops, and services, and also increases travel options for everyone.  Reduces environmental impacts by reducing vehicle miles traveled.
<b>Challenges</b>	Federal funding is available for systems providing year-round service.  Attaining funding.  Seasonal variation in demand.  Requires public and non-profit partnership.


## Traffic Calming

<b>Goals and Objectives</b> 	<b>Objective 1B</b> <b>Provide for safe use of the right-of-way by all transportation modes, considering the land use context and type of vehicle</b>
<b>Policy Description</b>	<b>Develop a Traffic Calming Manual that describes treatments that are effective and acceptable to the City of Homer.</b> Traffic calming treatments discourage cut-through traffic and encourage vehicles to travel at speeds that are appropriate for the land use context. The Traffic Calming Manual should describe the data needs for the analysis and how it should be collected; address the types of treatments available, lighting and signage needs, and when and where a treatment is appropriate; and describe how to select treatments for a specific location.
<b>Benefits</b>	Walking and biking along a road, as well as recreating near a road, is safer and more comfortable when adjacent vehicles are traveling at slower speeds.
<b>Challenges</b>	Attaining funding.  Educating the public.  Potential for additional maintenance burden.




## PROJECTS

### Bicycle Safety Campaign


<b>Goals and Objectives</b>	 <b>Objective 1C</b> <b>Improve user understanding of how to safely share the public right-of-way</b>
<b>Project Description</b>	<b>Support efforts of a private partner to develop an effective education campaign that targets teaching bike safety to children.</b> Safety education campaigns have been shown to be effective where new information is presented and where the target audience has not already formed habits. Thus, children are the best targets for bicycle safety campaigns. <sup>2</sup>
<b>Benefits</b>	Reduces crashes and conflicts due to interactions between bicycles and vehicles.
<b>Challenges</b>	Finding appropriate private partner. Homer Bicycle Club has a “Homer Shares the Road” campaign that could be built upon.
<b>Related Projects</b>	N/A

### Parking Study


<b>Goals and Objectives</b>	 <b>Objective 2D</b> <b>Identify and address opportunities for parking once and then walking, ride-sharing, or using transit</b>
<b>Project Description</b>	<b>Conduct a parking study to determine the location and benefits of centralized parking lots.</b> Many members of the community voiced frustrations with parking options, especially along the Spit and in the Central Business District (CBD). Parking along the Spit is particularly difficult in the summer when the port is in constant use by residents, businesses, and tourists. When there are visitors to the CBD, they must drive between stops, which increases congestion and discourages them from visiting multiple businesses. The lack of centralized parking options negatively affects local business owners in these areas by limiting the amount of foot traffic to their businesses. Building parking facilities in association with transit will allow visitors to get out of their car or RV and travel to attractions using walking or transit.
<b>Benefits</b>	Reduces the amount of vehicle traffic in congested areas. Encourages visitors to the CBD and Spit to visit more than one business and increase economic growth by connecting attractions and businesses. Potentially provides extra space for beautification and more local businesses by adding centralized parking locations.
<b>Challenges</b>	Cooperation of private entities. Determining the location of bus stops and parking lots that work well for transit users and the transit operator. Costs to acquire land for shared off-street parking.
<b>Related Projects</b>	Policy 9 Transit Options

<sup>2</sup> *Improving the effectiveness of road safety campaigns: Current and new practices.* IATSS Research, Vol 34 No. 2. (March 2011).


## Improve Drop-Off and Pick-Up Locations at Schools

<p><b>Goals and Objectives</b></p> 	<p><b>Objective 1A</b>  <b>Improve safety at conflict points between pedestrians and motor vehicles, especially at intersections</b></p> <p><b>Objective 2A</b>  <b>Identify a priority pedestrian network that connects key generators and develop a plan to build these connections</b></p> <p><b>Objective 2B</b>  <b>Identify a priority low-stress bicycle network that connects key generators, develop a plan to build these connections and encourage appropriate bicycle parking</b></p>
<p><b>Project Description</b></p>	<p><b>Study schools with circulation concerns and develop plans to improve them.</b> Traffic congestion during school pick-up and drop-off times is a safety concern for several schools in Homer. Improving bus circulation, parent pick-up and drop-off areas, bicycle parking, sidewalk connections, and signage could reduce these problems.</p>
<p><b>Benefits</b></p>	<p>Reduces congestion on roads near schools.</p> <p>Protects children and increases drivers' awareness of them during pick-up and drop-off.</p> <p>Encourages student to walk or bike to school by improving pedestrian facilities.</p> <p>Encourages practice of healthy habits and decreases use of motor vehicles, thereby improving air quality.</p>
<p><b>Challenges</b></p>	<p>Right-of-way and utilities may limit feasible alternatives.</p> <p>Coordination with Kenai Peninsula Borough, Kenai Peninsula School District, and DOT&amp;PF.</p>
<p><b>Related Projects</b></p>	<p>Project 4 Neighborhood Connectivity to Schools</p>


## Neighborhood Connectivity to Schools

<p><b>Goals and Objectives</b></p> 	<p><b>Objective 2A</b>  <b>Identify a priority pedestrian network that connects key generators and develop a plan to build these connections</b></p> <p><b>Objective 2B</b>  <b>Identify a priority low-stress bicycle network that connects key generators, develop a plan to build these connections and encourage appropriate bicycle parking</b></p> <p><b>Objective 2B</b>  <b>Identify a priority low-stress bicycle network that connects key generators, develop a plan to build these connections and encourage appropriate bicycle parking</b></p> <p><b>Objective 3A</b>  <b>Reconstruct and proactively maintain pedestrian facilities to ensure year-round usability</b></p> <p><b>Objective 3B</b>  <b>Reconstruct and proactively maintain bicycle facilities to ensure year-round usability</b></p>
<p><b>Project Description</b></p>	<p><b>Encourage Kenai Peninsula Borough to build improved trails between schools and surrounding neighborhoods.</b> Several survey comments requested established trails from neighborhoods to the nearby schools. West Homer Elementary, Middle, and High schools all have natural surroundings to the north. It seems that students have been traversing these areas despite the lack of a maintained and designated trail. To ensure the safety of children walking to school, and to create more connectivity to the schools, a set of trails between the schools and the surrounding neighborhoods should be identified, constructed, and maintained.</p>
<p><b>Benefits</b></p>	<p>Provides a safe passage for children walking to school, encouraging active transportation, and providing additional travel options.</p>
<p><b>Challenges</b></p>	<p>Coordination with Kenai Peninsula Borough.</p>
<p><b>Related Projects</b></p>	<p>Project 3 Improve Drop-Off and Pick-Up Locations at Schools</p> <p>Project 9 Identify Additional Priorities for Walking &amp; Biking Infrastructure</p>


## Pioneer Avenue as an Extension of the HAP Loop

<p><b>Goals and Objectives</b></p> 	<p><b>Objective 1A</b>  <b>Improve safety at conflict points between pedestrians and motor vehicles, especially at intersections</b></p> <p><b>Objective 2A</b>  <b>Identify a priority pedestrian network that connects key generators and develop a plan to build these connections</b></p> <p><b>Objective 2B</b>  <b>Identify a priority low-stress bicycle network that connects key generators, develop a plan to build these connections and encourage appropriate bicycle parking</b></p> <p><b>Objective 3G</b>  <b>Include appropriate improvements for each travel mode as part of reconstruction or new construction projects within the public right-of-way</b></p>
<p><b>Project Description</b></p>	<p><b>Evaluate pedestrian crossing improvements for Pioneer Avenue intersections.</b> Community members identified the main intersections along Pioneer Avenue as being high stress locations for pedestrian crossings. An engineering study is needed to determine whether existing crossing treatments should be improved and what treatment(s) should be applied. Examples of treatments to be considered include high-visibility pavement markings, curb extensions, and rectangular rapid flashing beacons. There is already a plan in place to improve the intersections along Pioneer Avenue at Main Street and at Svedlund Street as part of the HAP Loop project.</p>
<p><b>Benefits</b></p>	<p>Eliminates barriers to walking and improves safety.</p>
<p><b>Challenges</b></p>	<p>Attaining funding.  Right-of-way and utilities may be a concern.</p>
<p><b>Related Projects</b></p>	<p>HAP Loop Project (ongoing)  Project 6 Old Town Connections as an Extension of HAP Loop</p>


## Old Town Connections as an Extension of HAP Loop

<p><b>Goals and Objectives</b></p> 	<p><b>Objective 2A</b>  <b>Identify a priority pedestrian network that connects key generators and develop a plan to build these connections</b></p> <p><b>Objective 2B</b>  <b>Identify a priority low-stress bicycle network that connects key generators, develop a plan to build these connections and encourage appropriate bicycle parking</b></p>
<p><b>Project Description</b></p>	<p><b>Evaluate connecting HAP Loop through Old Town.</b> Old Town is home to many hotels, restaurants, and local businesses. The HAP Loop provides access to the eastern part of Old Town but fails to connect the neighborhoods to the west. This project would evaluate the addition of pedestrian facilities in west Old Town with connections to the HAP Loop. It would also evaluate the need for improvements to the pedestrian crossing at the intersections of Sterling Highway and Pioneer Avenue.</p>
<p><b>Benefits</b></p>	<p>Increases non-motorized accessibility, provide travelers with more options.  Improves the areas near many hotels, which will provide seasonal visitors with more travel options.  Could reduce the amount of motorized traffic traveling on and across the Sterling Highway at Pioneer Avenue, an intersection that was identified as being difficult in the summer.</p>
<p><b>Challenges</b></p>	<p>Attaining funding.  Right-of-way and utilities may be a concern.  Coordination with DOT&amp;PF is required for Main Street.</p>
<p><b>Related Projects</b></p>	<p>HAP Loop Project (ongoing)  Project 5 Pioneer Avenue as an Extension of the HAP Loop</p>


## Kachemak Drive Reconnaissance Engineering Study

<b>Goals and Objectives</b> 	<b>Objective 1A</b> <b>Improve safety at conflict points between pedestrians and motor vehicles, especially at intersections</b> <b>Objective 1B</b> <b>Provide for safe use of the right-of-way by all transportation modes, considering the land use context and type of vehicle</b>
<b>Project Description</b>	<b>Conduct a reconnaissance engineering study to identify concerns, needs, and obstacles for improving Kachemak Drive for non-motorized travel and to develop potential solutions.</b> The safety of non-motorized transportation and interactions between motorized vehicles along Kachemak Drive was a repeated concern of survey participants. A two-lane road with a 35-mph speed limit and limited shoulders, this route is popular for walking, biking, and driving, but the interactions between users is uncomfortable and there is limited right-of-way for improvements.
<b>Benefits</b>	Improves safety.
<b>Challenges</b>	Attaining funding. Limited right of way. Coordination with DOT&PF.
<b>Related Projects</b>	Project 9 Identify Additional Priorities for Non-Motorized Infrastructure


## Regularly Update Existing Trails Maps

<b>Goals and Objectives</b> 	<b>Objective 2A</b> <b>Identify a priority pedestrian network that connects key generators and develop a plan to build these connections</b> <b>Objective 2B</b> <b>Identify a priority low-stress bicycle network that connects key generators, develop a plan to build these connections and encourage appropriate bicycle parking</b> <b>Objective 3A</b> <b>Reconstruct and proactively maintain pedestrian facilities to ensure year-round usability</b> <b>Objective 3B</b> <b>Reconstruct and proactively maintain bicycle facilities to ensure year-round usability</b>
<b>Project Description</b>	<b>Regularly update existing trails maps in GIS for online use and for creating print maps.</b> Trails such as the Beluga Trail and Reber Trail extend the non-motorized network. Trails are only effective when potential users are aware of them. Updating maps to include information about the difficulty level and type of maintenance, will help individuals to understand which routes are best for them.
<b>Benefits</b>	Informs the public of the trail routes available to them. Helps to identify gaps within the non-motorized network and inform the public as they are filled.
<b>Challenges</b>	Staffing. Coordination with trail user groups, such as Homer Trails Alliance and Kachemak Nordic Ski Club.
<b>Related Projects</b>	Project 9 Identify Additional Priorities for Non-Motorized Infrastructure

## Identify Additional Priorities for Walking & Biking Infrastructure

<b>Goals and Objectives</b> 	<b>Objective 3A</b> <b>Reconstruct and proactively maintain non-motorized facilities to ensure year-round usability</b>
<b>Project Description</b>	<p><b>Identify priority areas for non-motorized travel and develop a plan for constructing sidewalks, paths, and trails in those areas.</b> Wayfinding and streetscape improvements should be included. Survey respondents identified numerous sidewalks, paths, and trails that they would like to see constructed. These include:</p> <ul style="list-style-type: none"> <li>Connections between neighborhoods along Skyline Drive and those near the hospital and the high school</li> <li>Sidewalk or bike lanes along East Hill and West Hill Roads</li> <li>Pathways further out on the Sterling Highway and on East End Road</li> <li>Path along routes parallel to Ocean Drive</li> <li>Paths around the airport and connecting to areas along East End Road</li> <li>Traffic calming along Skyline Drive</li> <li>Access to beaches</li> </ul>
<b>Benefits</b>	<ul style="list-style-type: none"> <li>Satisfies the public desire for trails, sidewalks, and bike lanes.</li> <li>Improves pedestrian safety.</li> <li>Adds to the transportation network.</li> </ul>
<b>Challenges</b>	<ul style="list-style-type: none"> <li>Attaining funding.</li> <li>Coordination with DOT&amp;PF.</li> <li>Increased maintenance burden.</li> </ul>
<b>Related Projects</b>	Project 8 Regularly Update Existing Trails Maps

## Complete East-West Connections

<b>Goals and Objectives</b> 	<b>Objective 2C</b> <b>Identify key gaps in the collector road network and develop a plan to build these connections</b>
<b>Project Description</b>	<p><b>Build additional east-west connections.</b> This will add to the collector network and provide alternative routes to the heavily traveled arterial roadways. The road construction should include walking and biking infrastructure and traffic calming.</p>
<b>Benefits</b>	Improves the collector network and reduces the stress on arterials like Pioneer Avenue.
<b>Challenges</b>	<ul style="list-style-type: none"> <li>Attaining funding</li> <li>Right-of-way and utilities may be a concern</li> <li>Local public opposition due to change in neighborhood traffic volumes and speeds</li> </ul>
<b>Related Projects</b>	Project 3 Improve Drop-Off and Pick-Up Locations at Schools



# Abbreviations



<b>AADT</b>	Annual Average Daily Traffic
<b>AASHTO</b>	American Association of State Highway Transportation Officials
<b>ADA</b>	Americans with Disabilities Act
<b>APBP</b>	Association of Pedestrian and Bicycle Professionals
<b>BUMPS</b>	Basic Unified Multi-Path Service
<b>CBD</b>	Central Business District
<b>DOT&amp;PF</b>	Alaska Department of Transportation and Public Facilities
<b>EPA</b>	United States Environmental Protection Agency
<b>FAA</b>	Federal Aviation Administration
<b>FHWA</b>	Federal Highway Administration
<b>HAP</b>	Homer All Ages and Abilities Pedestrian Pathway
<b>IATSS</b>	International Association of Traffic and Safety Sciences
<b>ILC</b>	Independent Living Center
<b>KE</b>	Kinney Engineering
<b>LOS</b>	Level of Service
<b>M&amp;O</b>	Maintenance and Operations
<b>NHS</b>	National Highway System
<b>TORA</b>	Transfer of Responsibility Agreement
<b>USDOT</b>	United States Department of Transportation



# Definition of Terms



**Arterial Road:** Functional classification describing roads that are generally designed to carry higher volumes of vehicles at higher speeds over longer distances. Often, separated paths or wide shoulders are provided for walking and biking.

**Americans with Disabilities Act (ADA):** A civil rights law that prohibits discrimination against people with disabilities.

**All Ages and Abilities:** Refers to a design effort to make a transportation system that everyone can access safely.

**Average Annual Daily Traffic (AADT):** A measurement of the number of vehicles traveling on a segment of highway each day, averaged over the year.

**Collector Road:** Functional classification describing roads that distribute trips between local and arterial roads.

**Complete Streets:** An approach to planning, designing, building, and maintaining streets that supports safe travel and access for all users.

**Land Use Context:** Principle of transportation planning that allows the surrounding land uses to be considered in choosing transportation network elements for each mode of travel, such as walking, biking, parking, freight delivery, etc.

**Level of Service (LOS):** Performance measure concept used to quantify the operational performance of a transportation facility (sidewalk, bikeway, roadway, etc.) and present the information to users and operating agencies. The actual performance measure used varies by the type of facility; however, all use a scale of A (best conditions for individual users) to F (worst conditions).

**Local Road:** Functional classification describing roads that carry lower volumes of traffic at slower speeds, are focused on providing access to homes and businesses, and carry travelers for only a short distance. Often, pedestrians and bicyclists share the road with vehicles, although sometimes a sidewalk or wide shoulder may be provided.

**Low-Stress Bicycle Network:** Connected system of bicycle facilities (such as shared roadways, bike lanes, sidewalks, paths, and trails) suitable for bicyclists of all ages and abilities.

**Mobility:** The ability to move freely throughout a transportation network.

**Monthly Average Daily Traffic (MADT):** A measurement of the number of vehicles traveling on a segment of highway each day, averaged over a month.

**Path of Travel:** A continuous and unobstructed pedestrian route.

**Peak Hour Factor (PHF):** Measure of traffic variability over an hour period calculated by dividing the hourly flowrate by the peak 15-minute flowrate. PHF values can vary from 0.25 (all traffic for the hour arrives in the same 15-minute period) to 1.00 (traffic is spread evenly throughout the hour).

**Public Parking:** Locations available for all members of the public to park a vehicle. Public parking may be free, or users may be required to pay a fee to park.

**Speed Reduction:** Lowering the speed limit on roadways as a traffic calming measure.

**Traffic Calming:** Treatments that discourage cut-through traffic and encourage vehicles to travel at speeds that are appropriate for the land use context.

**Transit:** Transportation mode using buses or shuttles that charges set fares and is available to the public.

**Vehicle Capacity:** The maximum number of vehicles per hour that a roadway can sustain based on roadway geometry, environmental conditions, traffic volumes, and traffic control.

**Volume to Capacity Ratio (v/c):** Compares the capacity of a roadway to how many vehicles per hour are actually using a roadway. Values of 0.85 or less are optimal.



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# Appendix A: Summary of Public Involvement



## City of Homer Transportation Plan Survey Results

In the fall of 2022, 289 people responded to the survey.

**83% use a car daily**



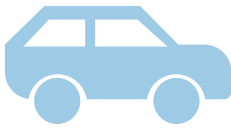
**27% walk daily**



**29% walk weekly**



### Concerns raised when using different modes of travel



- » Traffic
- » Left-turn congestion
- » Summer traffic
- » Pavement conditions
- » Parking



- » Road accessibility
- » Pavement conditions
- » Parking
- » Pedestrians



- » Sidewalks
- » Crosswalks
- » Drivers
- » Winter conditions
- » Safety
- » Trails



- » Drivers
- » Bike Lanes
- » Bike Paths
- » Safety
- » Trails

What should the Transportation Plan prioritize?

**SAFETY**

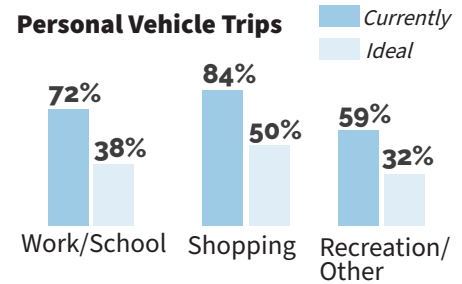
**MAINTENANCE**

**CONNECTIVITY**

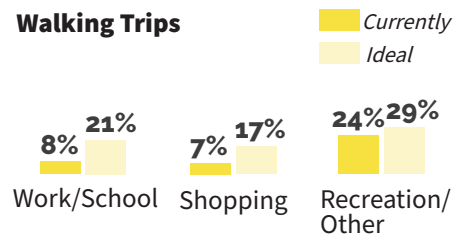
### Travel Habits – Current & Ideal

What percentage of the time do you use your personal vehicle for the following trips? What about walking or biking? Under ideal conditions, would you use your personal vehicle more or less? What percentage of your trips would be by personal vehicle, walking or biking?

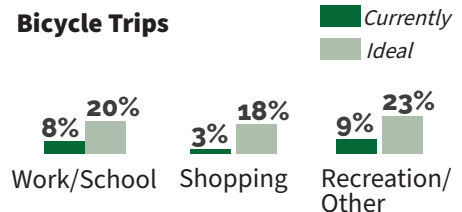
#### Personal Vehicle Trips



#### Walking Trips



#### Bicycle Trips

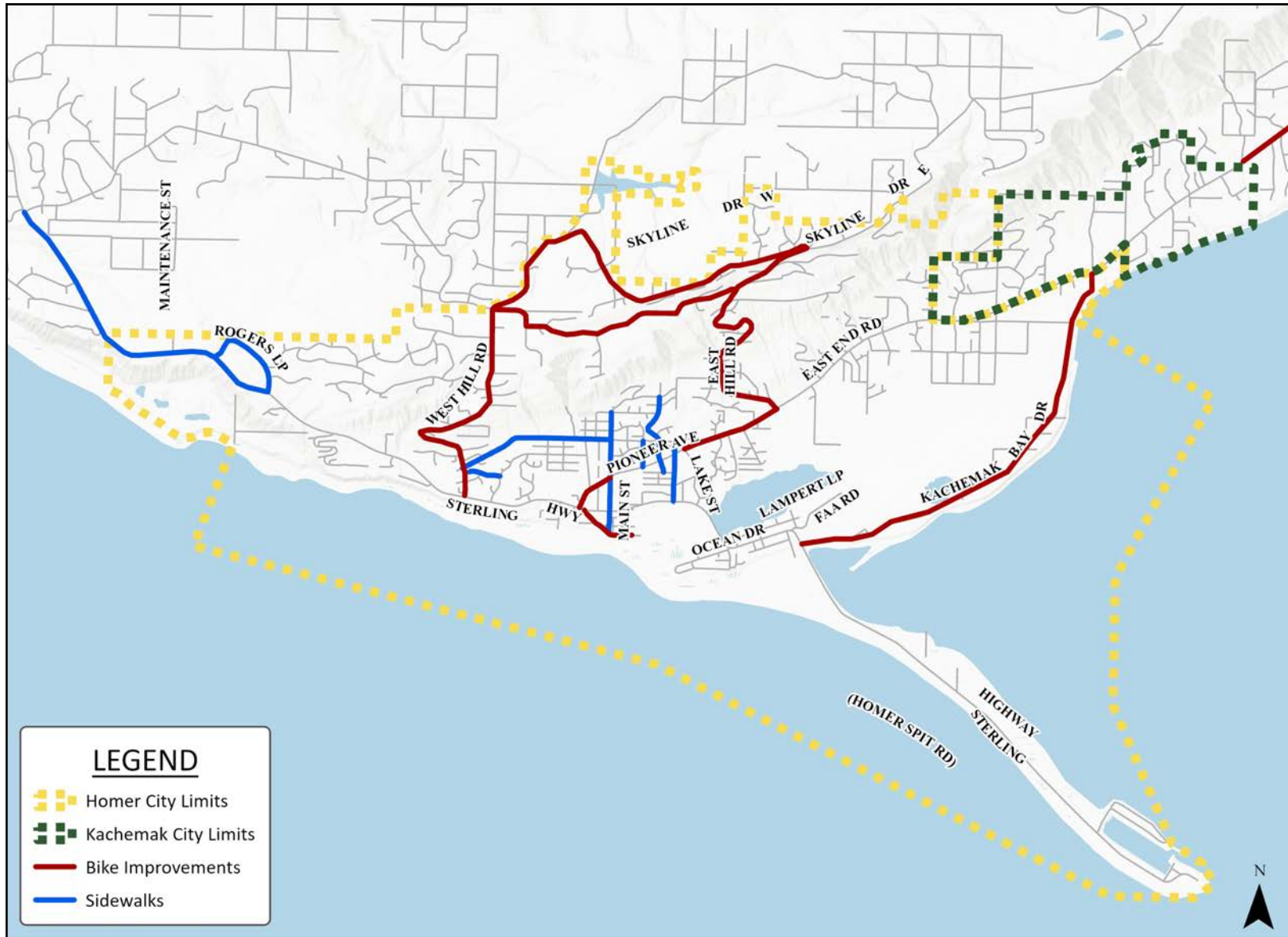


### What would you like to see more of in Homer's transportation system?



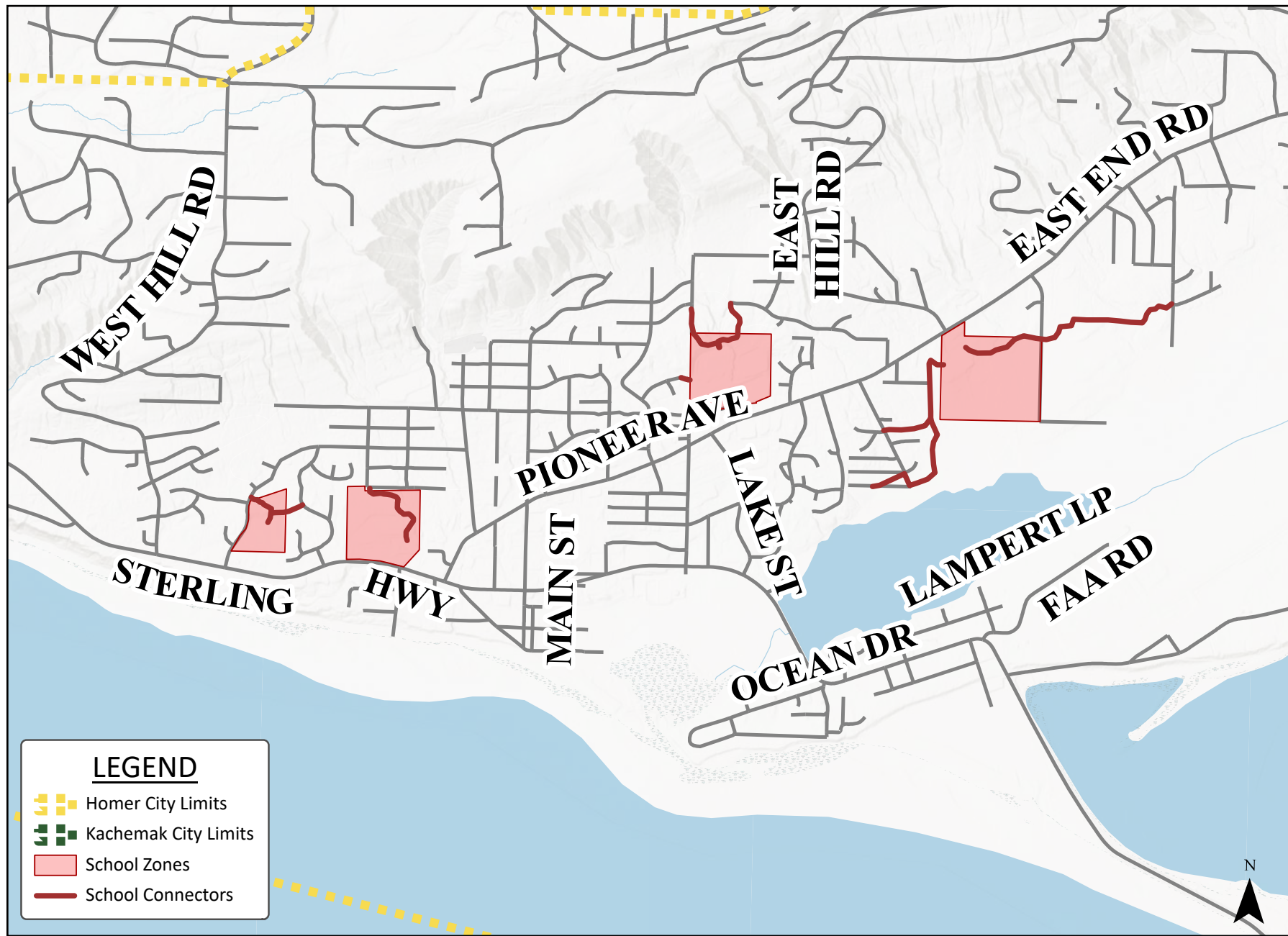
## Appendix B: Desired Walking or Biking Improvements from Public Comment

Respondents made comments in an online map. Requests for sidewalk improvements were focused in the central Homer area. Requests for bike facilities focused on longer distance connections.





Respondents made comments in an online map. Many requests focused on connecting schools to neighborhoods through path or trail improvements.





Respondents made comments in an online map. Several comments focused on creating connections between local streets and the beach.

- \* from Waddell Street, Hidden Way, and Crittenden Drive
- \* extension of Main Street or Charles Way
- \* from Ocean Drive Loop
- \* from Kachemak Drive near Lampert Lake
- \* from the north end of Kachemak Drive where it turns away from the beach to connect to East End Road

**PLANNING COMMISSION  
2024 Calendar**

	<b>AGENDA ITEM DEADLINES</b>	<b>MEETING DATE</b>	<b>COMMISSIONER SCHEDULED TO REPORT</b>	<b>CITY COUNCIL MEETING FOR REPORT*</b>	<b>ANNUAL TOPICS FOR AGENDA AND EVENTS PLANNED</b>
<b>JANUARY</b>	12/13/23 Public Hearing Items 12/15/23 Preliminary Plat Submittals 12/22/23 Regular Agenda Items	01/03/24		Monday, 01/08/24 6:00 p.m.	•
	12/27/23 Public Hearing Items 12/29/23 Prelim Plat Items 01/05/24 Regular Agenda Items	01/17/24		Monday 01/22/24 6:00 p.m.	•
<b>FEBRUARY</b>	01/17/24 Public Hearing Items 01/19/24 Prelim Plat Items 01/26/24 Regular Agenda Items	02/07/24		Monday 02/12/24 6:00 p.m.	• NFIP Staff Training • This meeting was canceled.
	01/31/24 Public Hearing Items 02/02/24 Prelim Plat items 02/09/24 Regular Agenda Items	02/21/24		Monday 02/26/24 6:00 p.m.	• Short Term Rental Ordinance
<b>MARCH</b>	02/14/24 Public Hearing Items 02/16/24 Prelim Plat Items 02/23/24 Regular Agenda Items	03/06/24		Monday 03/11/24 6:00 p.m.	• Transportation Plan
	02/28/24 Public Hearing Items 03/01/24 Prelim Plat Items 03/08/24 Regular Agenda Items	03/20/24		Tuesday 03/26/24 6:00 p.m.	
<b>APRIL</b>	03/13/24 Public Hearing Items 03/15/24 Prelim Plat Items 03/22/24 Regular Agenda Items	04/03/24		Monday 04/08/24 6:00 p.m.	
	03/27/24 Public Hearing Items 03/29/24 Prelim Plat Items 04/05/24 Regular Agenda Items	04/17/24		Monday 04/22/24 6:00 p.m.	• APA National Planning Conference
<b>MAY</b>	04/10/24 Public Hearing Items 04/12/24 Prelim Plat Items 04/19/24 Regular Agenda Items	05/01/24		Monday 05/13/24 6:00 p.m.	•
	04/24/24 Public Hearing Items 04/26/24 Prelim Plat Items 05/03/24 Regular Agenda Items	05/15/24		Tuesday 05/28/24 6:00 p.m.	•
<b>JUNE</b>	05/15/24 Public Hearing Items 05/17/24 Prelim Plat Items 05/24/24 Regular Agenda Items	06/05/24		Monday 06/10/24 6:00 p.m.	• Reappointment Applications will be sent out by the Clerk
	05/29/24 Public Hearing Items 05/31/24 Prelim Plat Items 06/07/24 Regular Agenda Items	06/19/24		Monday 06/24/24 00 p.m.	



<b>JULY</b>	06/26/24 Public Hearing Items 06/28/24 Prelim Plat Items 07/05/24 Regular Agenda Items	07/17/24		Monday 07/22/24 6:00 p.m.	<ul style="list-style-type: none"> <li>• Reappointment Application Due to the Clerk</li> </ul>
<b>AUGUST</b>	07/17/24 Public Hearing Items 07/19/24 Prelim Plat Items 07/26/24 Regular Agenda Items	08/07/24		Monday 08/12/24 6:00 p.m.	<ul style="list-style-type: none"> <li>• Election of Officers</li> <li>• Capital Improvement Plan Presentation by Jenny Carroll</li> </ul>
	07/31/24 Public Hearing Items 08/02/24 Prelim Plat Items 08/09/24 Regular Agenda Items	08/21/24		Monday 08/26/24 6:00 p.m.	<ul style="list-style-type: none"> <li>• Training – Conducted by the City Clerk</li> </ul>
<b>SEPTEMBER</b>	08/14/24 Public Hearing Items 08/16/24 Prelim Plat Items 08/23/24 Regular Agenda Items	09/04/24		Monday 09/09/24 6:00 p.m.	
	08/28/24 Public Hearing Items 08/30/24 Prelim Plat Items 09/06/24 Regular Agenda Items	09/18/24		Monday 09/23/24 6:00 p.m.	
<b>OCTOBER</b>	09/11/24 Public Hearing Items 09/13/24 Prelim Plat Items 09/20/24 Regular Agenda Items	10/02/24		Monday 10/14/24 6:00 p.m.	
	09/25/24 Public Hearing Items 09/27/24 Prelim Plat Items 10/04/24 Regular Agenda Items	10/16/24		Monday 10/28/24 6:00 p.m.	<ul style="list-style-type: none"> <li>• Annual Meeting Schedule</li> </ul>
<b>NOVEMBER</b>	10/16/24 Public Hearing Items 10/18/24 Prelim Plat Items 10/25/24 Regular Agenda Items	11/06/24		Tuesday 11/12/24 6:00 p.m. or Monday 11/25/24 6:00 p.m.	
<b>DECEMBER</b>	11/13/24 Public Hearing Items 11/15/24 Prelim Plat Items 11/20/24 Regular Agenda Items	12/04/24		No Meetings for Council in December	

\*The Commission’s opportunity to give their report to City Council is scheduled for the Council’s regular meeting following the Commission’s regular meeting, under Agenda Item 8 – Announcements/ Presentations/ Borough Report/Commission Reports. Reports are the Commission’s opportunity to give Council a brief update on their work. Attend via Zoom or in Person.



# City of Homer

[www.cityofhomer-ak.gov](http://www.cityofhomer-ak.gov)

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(f) 907-235-3148

## Memorandum

TO: Mayor Castner and Homer City Council  
FROM: Melissa Jacobsen, Acting City Manager  
DATE: February 21, 2024  
SUBJECT: City Manager's Report for February 26, 2024 Council Meeting

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### Welcome New Staff

While City Manager Dumouchel was out I had the opportunity to welcome our new Public Works Director Dan Kort and City Engineer/Special Projects Coordinator Leon Galbraith to the City of Homer team. I took them around City Hall to familiarize them with the building and meet the administrative and finance teams before they made their way to Public Works. They've been busy engaging with the departments and local partners to get up to speed on City projects and processes. We're glad to have them on board!

### Visit from Strong Towns

On Tuesday February 20<sup>th</sup>, the City hosted a visit by Strong Towns founder Chuck Marohn. Chuck is a nationally renowned speaker from Brainerd Minnesota who advocates for land development patterns that are financially strong and sustainable for municipal governments. His presentation was attended by about 80 community members in person and via zoom. Chuck's visit was a great start to upcoming conversations about the City's Comprehensive Plan. While he found the Homer Spit, harbor and the scenery breathtaking, he was "underwhelmed" by our built community. One of his talking points is that it takes a tax base to pay for long term maintenance costs of infrastructure – the water and sewer pipes in the ground, road maintenance and eventual repaving. The many gaps between buildings on Pioneer Avenue provide an opportunity for development that would use existing infrastructure, and help pay those long term costs. Infill development would also create more economic activity, help create a walkable environment, and contribute for a more financially viable development pattern particularly for small towns with a limited tax base. His presentation was recorded and will be shared in the coming weeks. Many thanks to Adele Person and Bunnell Street Arts Center for helping to coordinate his visit, and to Guiding Growth for helping with advertising this event.



## Screening of the Movie “Cruise Boom”

On February 27<sup>th</sup>, there will be a free showing of the movie “Cruise Boom” at the Homer Theater. The movie was filmed in Sitka and takes a look at the cruise ship industry and the impacts of tourism. The Port & Harbor and Economic Development have partnered to bring this movie to town and engage in conversations related to the impacts of tourism on small cities in Alaska.

## ADFG Waterfowl Monitoring Program

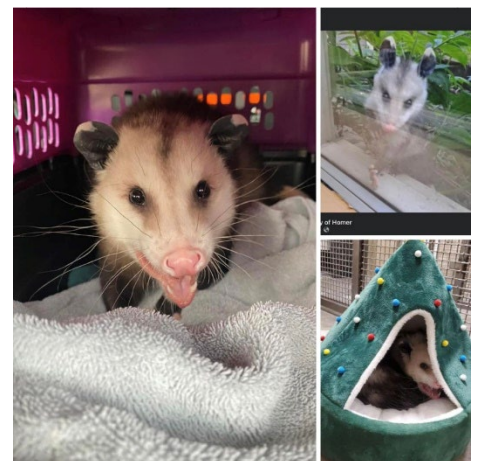
The Alaska Department of Fish and Game plans to trap waterfowl via rocket netting on April 19<sup>th</sup> to 26<sup>th</sup> in Beluga Slough. The purpose of this project is to band and tag migrating waterfowl as they transit through the Homer area. The target species of this work will be Lesser Canada and Taverner’s cackling geese, but all waterfowl capture will be banded as part of the state’s waterfowl monitoring program. The primary objectives of this project are to map the seasonal distributions of Lesser Canada and Taverner’s cackling geese and to estimate survival and harvest of these species. This is critical information for the management of these species. Work will be conducted under Federal Bird Banding Permit 08350. Agency staff conducting this work have extensive experience with the use of rocket netting to capture waterfowl, including geese.

## Voter Turnout Working Group

On August 1, 2023, the Borough Assembly enacted Resolution 2023-053 forming the Voter Turnout Working Group. The working group’s scope of work was to explore actionable options and ideas to present to the Assembly that are aimed at increasing awareness, participation, and voting in local elections, including but not limited to changing the Borough election day to align with the State of Alaska. The 14 member working group was made up of City and Borough Clerks and interested citizens that included myself and Council Member Aderhold. We met six times with the last meeting on February 22<sup>nd</sup> when we finalized our prioritized recommendations to the Borough Assembly. Our recommendations include surveying borough residents, public outreach/education, promotion, offering early voting prior to an election, developing partnerships with businesses in the community, considering email distribution of ballots and changing statute language from Special Needs ballots to Additional Needs ballots. The group also addressed combining borough and city ballots, changing the local election date, and vote by mail, but after roll call votes, those items weren’t added to the prioritized list. I went into this wondering how we’d be able to get through our charge in such a short time! I was pleased and impressed by the way this group of people with very diverse ideas and opinions who care about elections gathered together and had robust conversation, listened respectfully, and shared some really great ideas. The final report is scheduled to go the Assembly in March and I’ll share a copy when it’s available.

## An Opossums Life for Me

After last year’s excitement of having our furry marsupial friend Grubby and her passel stow away to our town and win our hearts, there have been a couple of reports of her little joeys making it big in other towns. This past December the Oregon Zoo welcomed Homer to their facility, and recently Bramble Park Zoo in South Dakota shared a story about Grublet, who recently made his debut. Both of these youngsters have joined Ambassador Teams at their respective zoos and are being won over by their keepers with enticing treats of berries and bananas. In looking at the top right photo, Grublet may have been the little one who stopped by the City Clerk’s office for some assistance. How neat is that? 😊



General Fund  
Expenditure Report  
Actuals through January 2024  
58% Fiscal Year Elapsed

**Current Fiscal Analysis**

	FY24		FY24 YTD	
	ADOPTED		ACTUAL	
	BUDGET		\$	%
<b>Revenues</b>				
Property Taxes	\$ 4,115,085	\$ 4,406,369	107%	
Sales and Use Taxes	8,939,282	5,757,917	64%	
Permits and Licenses	43,797	27,695	63%	
Fines and Forfeitures	10,303	1,874	18%	
Use of Money	0	173,218		
Intergovernmental	746,338	423,308	57%	
Charges for Services	396,890	339,835	86%	
Other Revenues	-	69,972		
Airport	198,448	134,591	68%	
Operating Transfers	1,728,989	-	0%	
<b>Total Revenues</b>	<b>\$ 16,179,131</b>	<b>\$ 11,334,780</b>	<b>70%</b>	
<b>Expenditures &amp; Transfers</b>				
Administration	\$ 2,288,320	\$ 1,032,078	45%	
Clerks/Council	927,024	453,896	49%	
Planning	387,478	143,525	37%	
Library	1,079,132	582,751	54%	
Finance	898,578	411,460	46%	
Fire	1,881,175	938,214	50%	
Police	4,282,603	2,515,584	59%	
Public Works	3,512,438	1,801,408	51%	
Airport	229,618	105,343	46%	
City Hall, HERC	179,040	101,521	57%	
Non-Departmental	179,000	189,000	106%	
<b>Total Operating Expenditures</b>	<b>\$ 15,844,405</b>	<b>\$ 8,274,779</b>	<b>52%</b>	
Transfer to Other Funds				
Leave Cash Out	\$ 221,360	\$ -	0%	
Other	103,366	-	0%	
<b>Total Transfer to Other Funds</b>	<b>\$ 324,725</b>	<b>\$ -</b>	<b>0%</b>	
Transfer to CARMA				
General Fund Fleet CARMA	\$ -	\$ -	0%	
General Fund CARMA	-	-	0%	
Seawall CARMA	10,000	-	0%	
<b>Total Transfer to CARMA Funds</b>	<b>\$ 10,000</b>	<b>\$ -</b>	<b>0%</b>	
<b>Total Expenditures &amp; Transfers</b>	<b>\$ 16,179,131</b>	<b>\$ 8,274,779</b>	<b>51%</b>	
<b>Net Revenues Over (Under) Expenditures</b>	<b>\$ 0</b>	<b>\$ 3,060,001</b>		



Water and Sewer Fund  
Expenditure Report  
Actuals through January 2024  
58% Fiscal Year Elapsed

**Current Fiscal Analysis**

	FY24		FY24 YTD	
	ADOPTED		ACTUAL	
	BUDGET		\$	%
<b>Revenues</b>				
Water Fund	\$ 2,369,005	\$ 1,544,089	65%	
Sewer Fund	1,948,388	1,229,017	63%	
<b>Total Revenues</b>	<b>\$ 4,317,393</b>	<b>\$ 2,773,107</b>	<b>64%</b>	
<b>Expenditures &amp; Transfers</b>				
<u>Water</u>				
Administration	\$ 309,507	\$ 176,882	57%	
Treatment Plant	684,568	379,144	55%	
System Testing	33,000	21,490	65%	
Pump Stations	115,707	52,118	45%	
Distribution System	372,744	223,106	60%	
Reservoir	19,025	8,578	45%	
Meters	285,597	32,230	11%	
Hydrants	214,533	117,584	55%	
<u>Sewer</u>				
Administration	\$ 303,612	\$ 172,393	57%	
Plant Operations	836,304	422,884	51%	
System Testing	18,000	5,953	33%	
Lift Stations	216,060	108,174	50%	
Collection System	306,884	139,343	45%	
<b>Total Operating Expenditures</b>	<b>\$ 3,715,541</b>	<b>\$ 1,859,878</b>	<b>50%</b>	
Transfer to Other Funds				
Leave Cash Out	\$ 15,769	\$ -	0%	
GF Admin Fees	-	-	0%	
Other	22,945	-	0%	
<b>Total Transfer to Other Funds</b>	<b>\$ 38,714</b>	<b>\$ -</b>	<b>0%</b>	
Transfers to CARMA				
Water	\$ 309,001	\$ -	0%	
Sewer	254,138	-	0%	
<b>Total Transfer to CARMA Funds</b>	<b>\$ 563,138</b>	<b>\$ -</b>	<b>0%</b>	
<b>Total Expenditures &amp; Transfers</b>	<b>\$ 4,317,393</b>	<b>\$ 1,859,878</b>	<b>43%</b>	
<b>Net Revenues Over(Under) Expenditures</b>	<b>\$ 0</b>	<b>\$ 913,228</b>		

Port and Harbor Fund  
Expenditure Report  
Actuals through January 2024  
58% Fiscal Year Elapsed

**Current Fiscal Analysis**

	FY24		FY24 YTD	
	ADOPTED		ACTUAL	
	BUDGET		\$	%
<b>Revenues</b>				
Administration	\$ 614,164	\$ 501,458	82%	
Harbor	3,961,361	3,225,800	81%	
Pioneer Dock	307,804	170,018	55%	
Fish Dock	578,477	406,376	70%	
Deep Water Dock	182,426	66,944	37%	
Outfall Line	4,800	4,800	100%	
Fish Grinder	7,390	10,393	141%	
Load and Launch Ramp	130,000	63,070	49%	
<b>Total Revenues</b>	<b>\$ 5,786,422</b>	<b>\$ 4,448,857</b>	<b>77%</b>	
<b>Expenditures &amp; Transfers</b>				
Administration	\$ 1,143,305	\$ 681,646	60%	
Harbor	1,609,487	817,771	51%	
Pioneer Dock	86,345	48,806	57%	
Fish Dock	747,966	359,121	48%	
Deep Water Dock	104,705	56,462	54%	
Outfall Line	13,500	4,015	30%	
Fish Grinder	27,682	30,838	111%	
Harbor Maintenance	533,783	285,308	53%	
Main Dock Maintenance	51,393	25,905	50%	
Deep Water Dock Maintenance	61,893	28,821	47%	
Load and Launch Ramp	138,815	64,147	46%	
<b>Total Operating Expenditures</b>	<b>\$ 4,518,876</b>	<b>\$ 2,402,841</b>	<b>53%</b>	
<b>Transfer to Other Funds</b>				
Leave Cash Out	\$ 73,867	\$ -	0%	
GF Admin Fees	-	-	0%	
Debt Service	0	-	0%	
Other	375,092	-	0%	
<b>Total Transfer to Other Funds</b>	<b>\$ 448,959</b>	<b>\$ -</b>	<b>0%</b>	
<b>Transfers to Reserves</b>				
Harbor	\$ 818,588	\$ -	0%	
Load and Launch Ramp	-	-	0%	
<b>Total Transfer to Reserves</b>	<b>\$ 818,588</b>	<b>\$ -</b>	<b>0%</b>	
<b>Total Expenditures &amp; Transfers</b>	<b>\$ 5,786,422</b>	<b>\$ 2,402,841</b>	<b>42%</b>	
<b>Net Revenues Over(Under) Expenditures</b>	<b>\$ 0</b>	<b>\$ 2,046,016</b>		

## JUNEAU VISITS



The Homer team made the round of legislative and administrative visits on February 20-22. Mayor Ken Castner, Councilmember Storm Hansen, Harbormaster Bryan Hawkins, and City Manager Robert Dumouchel represented the City of Homer. The main advocacy topics were the additional money needed to continue the General Investigation for the Homer Harbor Expansion along with the legislative capital requests. Mr. Dumouchel, Mr. Hawkins, and Ms. Hansen had the opportunity to testify in front of the full Senate Finance Committee in support of the Homer Harbor Expansion match funding, increased funding for community jails, and the harbor matching grant fund. Highlighting the value of in-person visits, Ms. Hansen had the opportunity to give U.S. Senator Sullivan an actual “elevator pitch” about the port expansion in the elevator of the Baranof Hotel. Senator Sullivan knew all about the project and stated that he had just recently spoke with the U.S. Army Corp of Engineers about moving the project forward.

The Homer team met with the following Senators or staff: Senators Stevens, Bjorkman, Kaufman, Meyers, and Dunbar. On the House side, the Homer team met with representatives or staff in the offices of Representatives Vance, Carpenter, McKay, Ruffridge, McCabe, Johnson, and



McCormick. While walking the halls we had the opportunity to speak about the project with Representative Josephson, Senator Stedman, and Finance Committee budget staff members Brodie Anderson and David Scott. We will be checking back with Senator Stevens and Representative Vance as they put together their capital priority requests in the next week or so. Katrina Matheny, staff to Senator Stevens, will provide us updates on the capital budget progress.

Outside of the Capitol Building, the Homer team met with Rear Admiral Megan Dean, her chief of staff, and an aide at the U.S. Coast Guard headquarters for an hour. The team provided a port project update. Rear Admiral Dean provided an update on Alaska's Coast Guard assets and expected growth over the next several years. Issues such as housing, education and quality of life were also discussed. The City of Homer received congratulations on becoming a US Coast Guard City!

The Homer team met with Commissioner Ryan Anderson at the Department of Transportation and Public Safety for an hour. The team provided an update on the port project. After some discussion Jenny Carroll, appearing by videoconference, suggested amending the Homer Harbor Expansion project to a Pre-Construction Design Study project and add it to the regular, programmed section of the STIP (rather than a construction project in the Illustrative section). Ms. Carroll has already supplied requested information to Commissioner Anderson to re-categorize the project. This change will help in securing grant funding.

The upcoming airport project was discussed, and the group agreed to work together on parking and looking for possible funding for terminal upgrades.



The issues around Kachemak Bay Drive and the green infrastructure project were discussed in depth. The Commissioner noted that Representative Vance has been doggedly pursuing solutions and funding for Kachemak Bay Drive. The Commissioner was going to check the status of several grants and report back. Mayor Castner received some commitments from DOT on working together on the Diamond Creek underpass.

Finally, the team met with the new Director of the Office of Management and Budget, Lacey Sanders, and several of her staff. Again, the

focus of discussion was around funding needed for the port harbor study. Ms. Sanders informed us that the project is on their internal project list.

Although the Homer team's visit unexpectedly coincided with intense education negotiations and turmoil, there were many good meetings, new connections made, and old connections renewed. It is amazing the number of people that we meet with who regularly visit Homer and love the community! Many people commented on the quality of the handouts. J&H Consulting will continue to monitor the funding for Homer's capital projects.

Chris and Reggie, J&H Consulting