



Agenda

ADA Advisory Board Regular Meeting

Thursday, November 14, 2024 at 4:00 PM

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

Homer City Hall

491 E. Pioneer Avenue
Homer, Alaska 99603
www.cityofhomer-ak.gov

Zoom Webinar ID: 998 6324 0301 Password: 404451

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

CALL TO ORDER, 5:00 P.M.

APPROVAL OF THE AGENDA

PUBLIC COMMENTS ON MATTERS ALREADY ON THE AGENDA The Public is invited to comment on items not scheduled for Public Hearing. (3 Minute Time limit)

RECONSIDERATION

VISITORS

APPROVAL OF THE MINUTES

- A. Unapproved Special Meeting Minutes for September 12, 2024 - *Please refer to Supplemental Packet.*

REPORT(S)

ADA Coordinator's Report - October/November 2024 - *Please refer to the Supplemental Packet*

PUBLIC HEARING(S)

PENDING BUSINESS

- A. Staff Report ADA-24-022 Harbor ADA Accessibility Capital Improvement Plan Project Development
- B. Staff Report ADA-24-024 Draft Trails Transition Plan Status Update

NEW BUSINESS

- A. 2025 Regular Meeting Schedule
- B. Staff Report ADA-24-023 Strategic Plan Review and Update

INFORMATIONAL MATERIALS

[A.](#) City Manager's Report for City Council Meeting on October 28, 2024

[B.](#) City of Homer Fall Newsletter - October 2024

[C.](#) ADA Annual Calendar 2024

[D.](#) ADA Annual Calendar 2025

COMMENTS OF THE AUDIENCE The public is invited to comment on any topic. (3 Minute Time Limit)

COMMENTS OF THE STAFF

COMMENTS OF THE BOARD

ADJOURNMENT

Next Regular Meeting is **Thursday, February 13, 2025, at 4:00 p.m.** All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar



AGENDA ITEM REPORT

Harbor ADA Accessibility Capital Improvement Plan Project Development

Item Type: Informational

Prepared For: ADA Advisory Board

Meeting Date: November 6, 2024

From: Renee Krause, MMC, City Clerk/Ada Coordinator

Background

The ADA Advisory Board has been discussing with the Port Director and Deputy Harbormaster on developing a project to make access to the harbor float system more accessible. It is a daunting task as the existing conditions in the Harbor are compliant with the federal regulations surrounding ADA compliance and while the Board is desiring the City go above what is required in order to offer visitors and residents a more enjoyable experience for all abilities.

There are few solutions that could accommodate the Board's goal but due to the extreme tides that Homer experiences it is rather difficult to find a system that will accommodate a person with mobility limitations and especially difficult if one uses a wheelchair without customization and that involves engineering.

I was doing some research and found a company on the East Coast that offers custom Trolley systems such as you would find in use in a mountain ski village but was modified for steep approaches to lakes in Maine and Vermont, New York, etc. I am currently waiting on information and will be able to share with the Board at the February meeting.

I have an additional option to consider for a CIP project and that is installation of an Adaptive Kayak/Canoe/Boat Launch. I have submitted a request for information related to this possible project as well and this has been included as attachments.

From: [Kelly Beals](#)
To: [Renee Krause](#)
Cc: [Scott Tihansky](#); [Tom Warchol](#)
Subject: FW: New submission on HubSpot Form "Sidebar Form"
Date: Wednesday, November 6, 2024 2:24:53 PM
Attachments: [image002.png](#)

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi Renee,

Thank you for reaching out to BoardSafe Docks with interest in a kayak launch project for the City of Homer. We would be happy to assist in any way we can to develop a site-specific design, specifications, and costing for the project. The best next step would be to schedule a brief virtual meeting with you and our design/engineering team to discuss the project details. Please share times you are available over the next two weeks. In the meantime, included below are links to some of our completed projects, as well as articles and videos on our adaptive canoe/kayak launch. Please take a moment to review when you have a chance.



BoardSafe's signature product, the universal access kayak launch includes features that enable paddlers with mobility challenges to access their watercraft with significantly more ease. We believe universal access kayak launches are a key infrastructure component in creating access to water recreation for all abilities. A universal access kayak launch also has the potential to bring numerous economic benefits to communities, including increased tourism, elevated property values and improved recreational opportunities.

Project Profiles:

- [Lake Chaminwood - IL](#)
- [Fishing Pier & Kayak Launch – Kempton, PA](#)
- [Adaptive Kayak Launch – Jacksonville, FL](#)

General Information:

- [About Us Video](#)
- **E-Brochure:** [E-Brochure-BoardSafe-Kayak-Launch.pdf](#)
- **Videos of Our Adaptive Launches Being Used:** <https://youtu.be/vUVoc8a7EV8> | <https://youtu.be/s4InLFSdx70>
- **Key Features of an Adaptive Kayak Launch:** <https://boardsafedocks.com/products/difference-between-adaptive-accessible/>

Kelly Beals

Business Development Team



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[YouTube](#) | [LinkedIn](#) | [Facebook](#)



BoardSafe Understands the Difference Between Adaptive and Accessible



Adaptive vs. Accessible Kayak Launches

The popularity of kayaking and other paddle sports has increased over the last several years.

Adaptive athletes hold the same desire to be on the water with their able-bodied friends and family members. However, accessibility challenges continue to exist for those with physical disabilities when trying to get into their kayak and out onto the water. Kayaking has proved to be beneficial to the adaptive athlete's physical and mental wellbeing, allowing them to feel included and offering a sense of freedom they may not experience on land and in their wheelchairs. Shouldn't we all do more to ensure the kayak launch being considered is going to serve those with the greatest need for accommodations?

BoardSafe Docks designs, engineers, and manufactures floating dock systems and holds a longstanding presence in assisting customers to access their waterfront both safely and easily. Understanding the *difference between an **accessible launch system** and an **adaptive launch system*** comes up frequently in discussions when assisting customers with identifying a kayak launch that will provide the greatest amount of accessibility for paddlers with the greatest need for assistance.

In 2015, the Lehigh Valley Chapter of **Team River Runner**, an adaptive paddling group, and the **Kempton Lion's Club**, sought out BoardSafe Docks for their dock-building expertise. Specifically, they were interested in an adaptive kayak launch that would work for paddlers in wheelchairs. Team River Runner is a national organization with over 75 chapters in 34 states. Their mission is to provide all veterans and their families an opportunity to find health, healing, community purpose, and new challenges, through adventure and adaptive paddle sports. As Team River Runner's local chapter membership grew, so did the varied needs of their adaptive paddlers. A partnership was formed with BoardSafe Docks and they worked with the adaptive paddlers to identify specific adaptive features that would work to get them in and out of their vessel and onto the water for a safer and more successful paddling experience.



Team BoardSafe and Team River Runner collaborating on the first adaptive kayak launch

More often than not, the adaptive paddlers reported that they couldn't get into the water to kayak, even when the launch was described as "accessible." Together, they identified the problems that existed with accessible launches they had tried but had not worked. Too often, launches that were described as accessible only worked for the able-bodied paddler. They talked about what was missing and identified solutions that would help them gain access to the water safely and independently. BoardSafe's team has been fortunate to work side by side with Team River Runner's adaptive paddlers to identify features that truly work and identify features that have kept them excluded.

Ken Ryno, an adaptive paddler with Team River Runner's Lehigh Valley Chapter, is classified as a C5-C6 Incomplete Quadriplegic. Ken is paralyzed from the chest down and has use of only his upper body and arm strength. Over the years, Ken has become a very active chapter leader and has taken on the role of spokesperson for BoardSafe Docks. Ken's mission is to help educate communities about specific adaptive features that should be considered when designing an adaptive dock system.

A kayak launch is a big investment, whether it's in your town, lake, or park system. The investment you're building and buying should be inclusive of ALL paddlers. Adaptive paddlers have expressed their dismay in traveling to sites that promote themselves as accessible when, in reality, they're only accessible for some of the users and not inclusive of all.

Accessible launches get paddlers to the water. Accessible launches are found to be great for able-bodied kayakers, beginners, and seniors, and people with minor limitations like joint issues, arthritis, and developmental delays. Accessible launches may even work for a small number of paddlers with moderate disabilities. However, for adaptive paddlers like Ken Ryno, Team River Runner chapters, disabled veteran groups, and wounded warrior groups, an accessible launch alone does not meet their needs or get them into the water safely and easily.

When considering an adaptive launch, input from local adaptive paddling groups should always be considered. What types of disabilities is the launch going to serve? Adaptive paddlers are able to identify launch features that will work for them and also identify features that will create additional challenges. As we continue to educate ourselves about the needs of the adaptive paddling community, we have the responsibility to ensure that future kayak launches will be usable by the disabled paddler, or as Ken Ryno refers to himself and those like him, the "differently-abled" paddler.

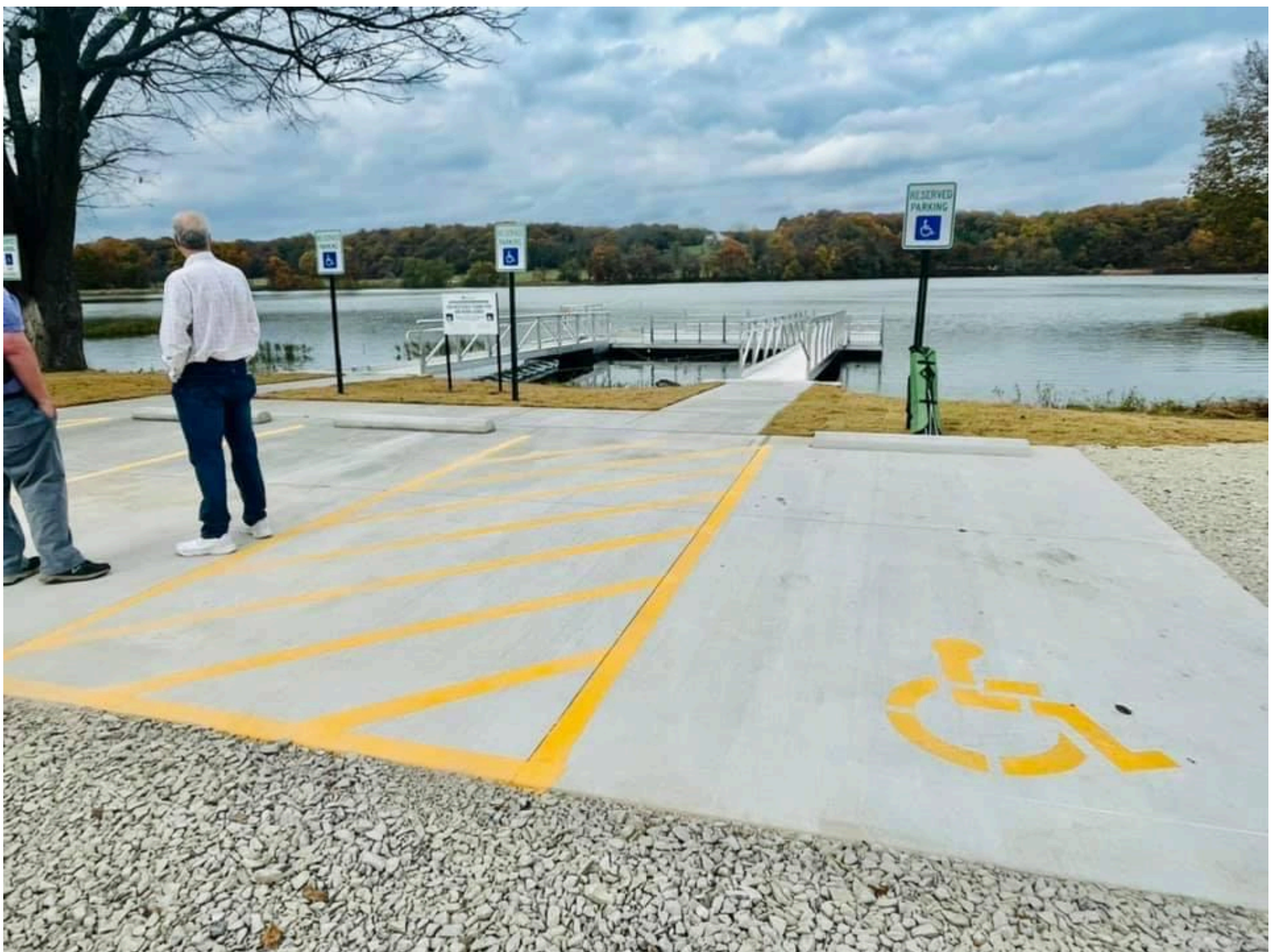
Here is a video of Ken Ryno using an adaptive kayak launch independently.

Getting boat from vehicle to water: Adaptive kayak launch makes it easy



To help you better understand the specific adaptive features that allow Ken to access the water independently, they are illustrated below:

A **means of egress** must exist that allows for wheelchair travel from the parking lot to the kayak launch site.



The **gangway** offers an adaptive paddler a way of moving their kayak from the land to the launch area and vice versa. The gangway should have nothing greater than a 1/12 pitch (meeting ADA slope requirements and features) and a chute where the vessel is placed in alignment with the gangway and launch saddle.



The **chute and launch saddle** should be large enough to accommodate kayaks with outriggers. However, they shouldn't be too wide or they will create too large a distance between the boarding bench and the cockpit of the vessel. If the saddle is too wide, it will decrease the stability needed for a disabled paddler to get into and out of their vessel.



A **toe kick** is an added safety feature around the perimeter of the floating dock. This will prohibit a wheelchair from accidentally rolling off the dock into the water.





A **tiered boarding bench** allows the user to easily transfer from the wheelchair. The top step of the bench must be equal to the height of a wheelchair in order for the user to transition from the wheelchair to the top of the bench. The steps should be minimal in height (approx. 3") to allow the paddler a small shift from step to lower step.



The **bench** should be equipped with a pull-out seat that slides out over the kayak and directly above the vessel's cockpit. This will allow the adaptive paddler to slide down into the vessel with a safe but limited drop, and shimmy himself or herself into their kayak.





The **roll cage** provides support with an **overhead grab bar** as well as optional **hand straps**. Adaptive paddlers have varied upper-body strength and varied preferences as they enter and exit their vessels. Some paddlers prefer the grab bar while others prefer the hand straps. Notice that there are no obstructions along either side of the step-down bench, allowing the paddler to choose the side they prefer and are most comfortable with as they navigate themselves down the bench.



The **pull bars** on either side of the launch are at an elevation and distance from the paddlers that are comfortable and easy to use, allowing the paddler to pull himself or herself down the chute and into the water.



This particular kayak launch not only contains all the adaptive features necessary for an adaptive paddler — this chute is designed and equipped to accept a single, center rudder that allows users to launch a standard Stand-Up Paddle Board (SUP).



The most commonly-overlooked adaptive features

Kayak Chute

Too often, we see accessible launches that force the disabled paddler to drag their kayak behind them down the gangway. This is a challenge for those with mobility issues.

Kayak Launch Area

Too often, we find the launch area is sloped and includes rollers. When a kayak, canoe, or SUP is placed into the launch, gravity will dictate. If a kayak is not level in the chute, it will roll into the water and will not remain securely in place for the disabled paddler to board or disembark from their vessel. Rollers can actually make this condition worse because they prevent the vessel from sitting securely and remaining in place.

The launch area is too wide — in some cases, nearly 6-feet wide. This is nearly 2-feet wider than what is needed. The wider loading area makes it more difficult for a paddler to make their way from the step-down bench in order to transfer into their vessel.

Pull-Out Bench

The length of the step-down areas is too narrow, not wide enough to comfortably sit on.

There is no pull-out seat, meaning there is no way to get from the bottom of the step-down bench to the vessel. The drop is often too great of a distance for a disabled person to lower themselves safely into the kayak.

Overhead Grab Bar

The bar is not centered over the middle of the bench and is more of a handrail design that limits the user to boarding the bench from only one side.

There are no hand straps over the cockpit area to provide lifting assistance for the adaptive paddler.

Toe Kick

There must be a safety toe kick around the perimeter of the floating dock as a safety feature for all wheelchairs on the dock. This will prohibit a wheelchair from accidentally rolling off the dock into the water.

There are no published guidelines for adaptive kayak launches, only various products manufactured by a handful of dock companies that make the claim that their product provides the required adaptive features. Everyone wants to believe their system will work for the able-bodied and differently-abled paddlers, but there are often shortcomings due to a lack of standards.

At BoardSafe Docks, we have developed ongoing relationships with Team River Runner chapters, disabled veterans groups, and rehabilitation centers, and are always seeking feedback and reflections on the usability of the BoardSafe Adaptive Kayak launch and our adaptive fishing pier.

By definition, “accessible” can be defined as “physically within reach; however, it’s the specific additional adaptive features that will make a kayak launch system usable for disabled paddlers. **The adaptive features are what allow them to get in and out of their vessel independently and safely.**


Many accessible launch systems may look good to us visually and can be aesthetically pleasing; however, too often their features haven’t been developed to the extent necessary to truly work for the adaptive paddler.


Working with adaptive paddling groups has been a continuing educational experience for the team at BoardSafe Docks. Understanding the difference between an *accessible* launch and an *adaptive* launch is imperative for everyone considering an adaptive launch system. **An accessible launch is not synonymous with an adaptive launch.** BoardSafe Docks continues to work within the adaptive community of paddlers to ensure their launch remains the premier adaptive kayak launch. Their mission remains to continue to provide the best, safest, and most accessible launch for paddlers using their docks.


Watch the video below to see how the Lion’s Club, Team River Runner, and BoardSafe Docks partnered for a successful adaptive kayak launch that now benefits their whole paddling community!

Lions Club Raises Money for ADA Fishing Pier & Adaptive Boat Launch



 604 Crisscross Road, Fleetwood, PA 19522

 info@boardsafedocks.com (mailto:info@boardsafedocks.com)

 610.899.0286

Work With Us

If you would like to work with us, please go to our **Work With Us contact page (https://www.boardsafedocks.com/work-with-us/)**.

Office Hours

Mon – Fri: 9:00 – 5:00

Saturday: By Appointment

Sunday: Closed



Empowering Adaptive Athletes

The BoardSafe Difference





From Concept to Installation



Having its roots in custom home building and over 30 years of construction experience, the quality, craftsmanship, and attention to detail is evident in our products. Our process blends the best products with manufacturing innovations and highly-skilled craftsmen. The result is a functional, durable, and beautiful product direct from the manufacturer. Whether you know what product you want or you require assistance, BoardSafe is here to help:

1.

Site Assessment & Engineering

BoardSafe's team is comprised of experienced designers, drafters and engineers capable of developing solutions for all environmental conditions. Tidal fluctuations, debris diversion, shore anchorage and river current are just a few factors that are assessed prior to final design.

2.

Manufactured to Specifications

Customer input is very important to us and we work to ensure our designs are met in strict accordance with required specifications.

3.

Delivered and Installed

Using our own installation crews, a single installation supervisor or our network of installers, we will ensure the project will be constructed safely and quickly.



Designed with Adaptive Paddlers

In 2013, BoardSafe worked with an environmental engineer, physical therapists, an accessibility coordinator at a local nonprofit for independent living, and a group of avid adaptive paddlers to fashion the best possible accessible kayak launch on the market. The result evolved into BoardSafe's best-in-class adaptive kayak launch.

The product continues to evolve with input from stakeholders in the accessibility movement.





Safety & Access for All Abilities

Features	Other Launches	BoardSafe
Aluminum gangway 1:12 ADA slope		X
Gangway top handrail and 36" handrail		X
Parallel boat slide		X
Tiered Bench	X	X
Bench rail	X	X
Overhead bars		X
Overhead Straps		X
Slideout Seat	X	X
Support saddles for vessels	X	X
Pull bars		X
Informational signage with QR Code	X	X
Styrofoam encapsulated flotation for stability		X
Self-Performed Installation Services		X
Debris Diversion Control	X	X
SUP compatibility		X
Extruded aluminum for added strength		X
Non-roller kayak chute for stability	X	X

Note: All the above features are available for every BoardSafe launch although they may not be specified for each project.



More Features = More Users

“Just because a product is marketed as ‘accessible’ doesn’t mean that we can actually use it.”

-- Michael White, avid outdoorsman & paddler who lived with spina bifida

Direct quote made prior to becoming a BoardSafe client

Not only are the transfers of some with mobility impairments questionably safe but also the moving of the kayaks in/out of the water. I was not comfortable with the consistent level of safety that we are able to provide for our volunteers, all staff and of course, our participants.”

BROOKSSM
Rehabilitation

Alice Krauss, M.Ed., OTR/L
Manager, Adaptive Sports and Recreation,
Brooks Rehabilitation

BoardSafe’s accessible kayak launches maximize the numbers of users in a community who can use the launch to be truly inclusive for those with moderate to severe physical challenges.

ROI **COMMUNITY IMPACT**
Safety + Fun = Value

Testimonials



After a Category 3 hurricane flooded our area we found that all the kayak launches were ripped away except for the BoardSafe launch. It didn't move an inch.

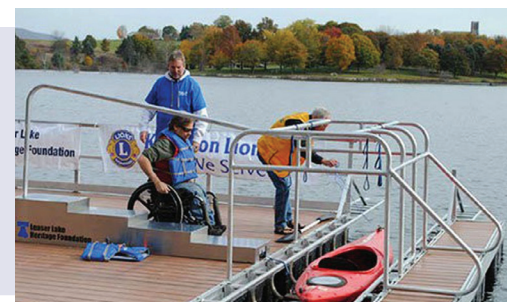
Chris Camp, Principal Engineer, City of Cape Coral, FL

”

“

BoardSafe has all the features to provide the most access to the greatest number of users.

George White, Wetland Biologist, Team River Runner Chapter Coordinator



We have been VERY impressed by BoardSafe, and they have developed a system which we feel is superior to the competition.

Leon Mertz, Lake Loramie Improvement Association

”

“

The construction and installation of our new ramp and dock was flawless...we are the envy of our neighbors on Boathouse Row in Philadelphia.

Michael Ragan, Pennsylvania Barge Club



REFERENCES

City of Cape Coral - Cape Coral, FL

Chris Camp, City Engineer
239 344-6187

Leaser Lake Heritage Foundation- Kempton, PA

George White, Executive Director-
570 396-5500

City of Jacksonville, FL

Brian Burkett, City Engineer
904 255-7935

Lake Nockamixon State Park- Lehigh, PA

Mike Quinn, Executive Director
215 804-0372

Lake Laramie - Minster, OH

Leon Mertz
937 726-1414



SEE THE ACTION

click on the image below to watch videos

Review from Adaptive Athlete at Bethesda Park



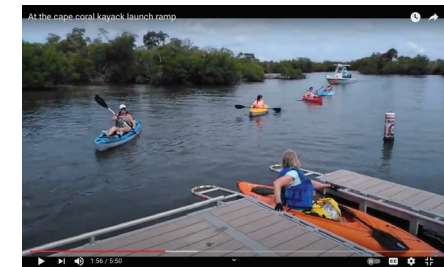
Installation of Kayak Launch



Van to Water in 10 Min



Review from Cape Coral



Fundraising for a Kayak Launch



Inaugural at Hanna State Park





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Info@BoardSafeDocks.com



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Fleetwood, PA 19522



BoardSafe

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Contact us for a free project evaluation, request for engineering and quotes.





AGENDA ITEM REPORT

Trail Transition Report Draft

Item Type: INFORMATIONAL
Prepared For: ADA ADVISORY BOARD
Meeting Date: NOVEMBER 14, 2024
Staff Contact: RENEE KRAUSE, ADA COORDINATOR
Subject: City Maintained Trails Transition Plan




Attached is the draft transition plan sheet for the trails. This is still a work in progress and I will hopefully have this completed for your approval at the first meeting next year.

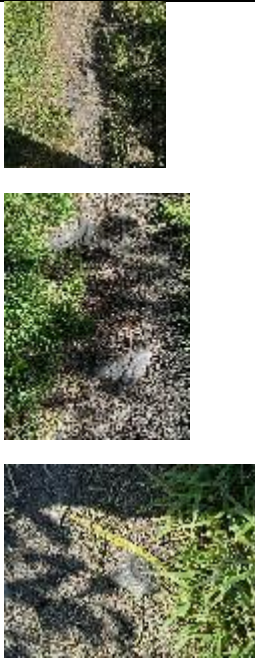
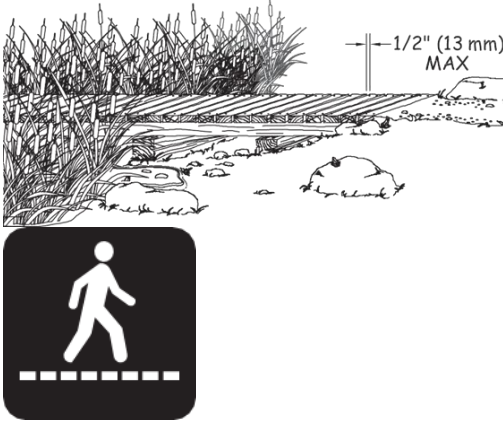

Since the trails are limited to these few I planned on providing pictures related to the areas of non-compliance and providing as an appendix to the City's Transition Plan for parks, and play areas since they are recreational in nature.

Recommendation




No action needed. Informational in nature.






TRAIL NAME	Poopdeck	Lower Calhoun	Upper Calhoun
<div data-bbox="110 159 305 352" data-label="Image"> </div> <p data-bbox="110 373 305 405">Surface - 1017.2</p> <p data-bbox="110 436 609 583">The surfaces of trails, passing spaces, and resting intervals must be firm and stable. A firm trail surface resists deformation by indentations.</p> <p data-bbox="110 615 609 793">A stable trail surface is not permanently affected by expected weather conditions and can sustain normal wear and tear from the expected uses between planned maintenances.</p>		<p data-bbox="1027 163 1260 310">It was noted that there was an unstable small section:</p> <div data-bbox="1027 310 1260 590" data-label="Image"> </div>	<p data-bbox="1292 163 1511 468">Midpoint in going up the trail, there's a dip off to the right which is a depression about two feet or so which is unmarked.</p> <p data-bbox="1292 489 1511 594">The trail surface was noted to be uneven.</p> <div data-bbox="1292 621 1528 947" data-label="Image"> </div>
<div data-bbox="110 974 578 1213" data-label="Image"> </div> <div data-bbox="110 1268 305 1461" data-label="Image"> </div> <p data-bbox="110 1486 440 1518">Clear Tread Width - 1017 .3</p> <p data-bbox="110 1549 609 1843">The clear tread width of trails must be a minimum of 36 inches (figure 2). The 36-inch-minimum clear tread width must be maintained for the entire distance of the trail and may not be reduced by gates, barriers, or other obstacles unless a condition for exception does not permit full compliance with the provision.</p>	<p data-bbox="634 974 894 1005">Varying tread widths:</p> <div data-bbox="634 1031 867 1339" data-label="Image"> </div> <div data-bbox="634 1367 824 1619" data-label="Image"> </div> <div data-bbox="634 1646 959 1885" data-label="Image"> </div>	<p data-bbox="1027 974 1260 1079">The lower part of Calhoun trail has a narrowing width.</p> <p data-bbox="1027 1110 1260 1289">The pathway width average along the coast guard section is about 8 inches over the gravel.</p> <div data-bbox="1027 1318 1182 1535" data-label="Image"> </div>	


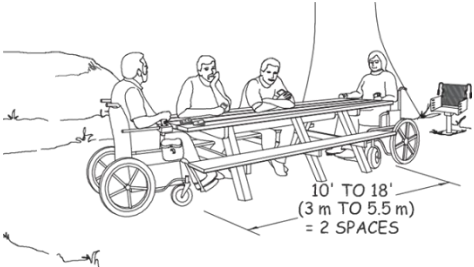



TRAIL NAME	Poopdeck	Lower Calhoun	Upper Calhoun
 <p>Passing Spaces [1017.4] A trail tread width less than 60 inches does not permit two people using mobility devices to pass each other. Consequently, where the tread width is less than 60 inches, passing spaces must be provided at intervals of at least 1000 feet. Where the trail is heavily used or the trail is not at the same level as the adjoining ground surface, such as a bridge crossing a water course, dip or similar obstruction, increasing the frequency of passing spaces or widening the tread width to a minimum of 60 inches provides greater access. People using mobility devices also use passing spaces to turn around.</p> <ul style="list-style-type: none"> • Passing spaces must be a minimum of 60" x 60" • 2% (1:48) to 5% (1:20) max slope 		(There are no passing spaces)	(There are no passing spaces)
 <p>Tread Obstacles - 1017.5 A tread obstacle is anything that interrupts the evenness of the tread surface. The vertical alignment of joints in concrete, asphalt, or board surfaces, as well as natural features, such as tree roots and rocks, within the trail tread can be tread obstacles.</p> <p>The limit on the height of tread obstacles on trails, passing spaces, and resting intervals is based on the surface material used. When the trail surface is constructed of concrete, asphalt, or</p>		<p>There's the protrusion of a root in the trail just past the Coast Guard housing.</p>  <p>There are several rock obstacles</p>	


TRAIL NAME	Poopdeck	Lower Calhoun	Upper Calhoun
<p>boards, tread obstacles cannot exceed one-half inch in height at their highest point. When the trail surface is constructed of materials other than concrete, asphalt, or boards, tread obstacles are permitted to be a maximum of 2 inches high.</p> <p>Frequent tread obstacles and tread obstacles that cross the full width of a trail tread can make travel very difficult for people using mobility devices. Where possible, separate tread obstacles by at least 48 inches, particularly when the obstacles cross the entire tread width. This separation allows people using mobility devices to fully cross one obstacle before confronting another.</p>			
 <p>Openings - 1017 .6</p> <p>Openings are gaps in the surface of a trail. Gaps, including slots in a drainage grate and spaces between the planks on a bridge or boardwalk (figure 7), that are big enough for wheels, canes, or crutch tips to drop through or become trapped in are potential hazards.</p> <p>Openings in the surfaces of trails, passing spaces, and resting intervals must be small enough so that a sphere more than one-half inch in diameter cannot pass through. Where possible, elongated openings should be placed perpendicular, or as close to perpendicular as possible, to the dominant direction of travel.</p>		<p>At the top of the lower Calhoun, there's gaps on footbridge that are greater than half an inch (maybe inch and a half) and there is a drop on each side of the footbridge of several inches where it joins the trail.</p> 	

TRAIL NAME	Poopdeck	Lower Calhoun	Upper Calhoun
<div data-bbox="118 170 313 363" data-label="Image"> </div> <div data-bbox="118 363 618 1003" data-label="Image"> </div> <div data-bbox="118 1020 407 1052" data-label="Section-Header"> <p>Running Slope - 1017 .7 .1</p> </div> <div data-bbox="118 1071 609 1171" data-label="Text"> <p>Running slope, also referred to as grade, is the length- wise slope of a trail, parallel to the direction of travel.</p> </div> <div data-bbox="118 1190 609 1436" data-label="Text"> <p>Trails or trail segments of any length may be constructed with running slopes up to 1:20 (5 percent). To accommodate steep terrain, trails may be designed with shorter segments that have a running slope and length, as shown in table 2, with resting intervals at the top and bottom of each segment.</p> </div>	<p>The first 20 feet there is 13% slope from the rock to the first tree. The remainder of the 43 feet is approximately 11% grade on the trail measured from the rock.</p>	<p>At the beginning of the lower Calhoun trail, (heading to a higher elevation) the first 66 feet have a 10% grade.</p> <p>Just after the Coast Guard or it's 16 1/2% grade for the next 60 feet which curves to the right.</p> <p>For the many feet on the upper lower section, we don't have a % grade reading on it, but it's quite a bit steeper.</p> <div data-bbox="1026 913 1256 1134" data-label="Image"> </div> <div data-bbox="1026 1159 1256 1459" data-label="Image"> </div> <div data-bbox="1026 1484 1206 1719" data-label="Image"> </div> <p>There is a break in the Typar in several places:</p>	<p>In the upper Calhoun trail at the very top of the trail it's 11% over the last the highest 40 feet of the trail.</p>

TRAIL NAME	Poopdeck	Lower Calhoun	Upper Calhoun
			
 <p>Cross Slope - 1017 .7 .2</p> <p>Cross slope is the side-to-side slope of a trail tread. Some cross slope is necessary to provide drainage and to keep water from ponding and damaging the trail surface, especially on unpaved or natural surfaces.</p> <p>When the trail surface is constructed of concrete, asphalt, or boards, the cross slope must be no steeper than 1:48 (2 percent). When the trail surface is constructed of materials other than asphalt, concrete, or boards, cross slopes no steeper than 1:20 (5 percent) are allowed when necessary for drainage.</p>			
 <p>Protruding Objects - 1017 .9</p> <p>Objects that protrude into the trail clear tread width, passing spaces, and resting intervals can pose hazards to people who are blind or have low vision. Constructed</p>	<p>In this first section the spruce tree and Raspberry bushes are protruding into the trail, and at the turn to the right there's alders that are entering into the trail space.</p> 	<p>Tree is protruding into trail space</p> 	<p>100 feet from the top, there are some tree limbs protruding into the space above the trail.</p>

TRAIL NAME	Poopdeck	Lower Calhoun	Upper Calhoun
<p>elements on trails, resting intervals, and passing spaces must comply with the technical requirements for protruding objects in section 307 of the ABA Standards. Signs and other post-mounted objects are examples of constructed elements that, if located incorrectly, can be protruding objects.</p> <p>The technical requirements for protruding objects do not apply to natural features, such as tree branches, rock formations, and trails that pass beneath rock ledges or through caves because these are not constructed elements (figure 10). Clearing limits for trail construction and maintenance usually require that brush, limbs, trees, and logs be cut back a foot or more from the edge of the trail. However, trail maintenance cycles may be several years for some trails, and vegetation may encroach on the trail in the interim between cycles. While it may not always be possible to control vegetation, it is always possible to place constructed features where they won't pose a hazard to hikers who are blind or have low vision.</p>			
 <p>Trailhead Information Signs - F216 .13 and 1017 .10</p> <p>All hikers need trail information to make informed decisions. For example, hikers want to know which trail is most appropriate for the amount of time they have available, the people in their group, and the type of hike that best suits their needs or desires. Information about the accessibility of a trail enables people with disabilities to decide whether the characteristics of the trail are suited to their abilities. When this information is available on Web sites and in printed materials, it allows all hikers, including people with disabilities, the opportunity to understand the possible challenges of the trail before arriving at the trailhead.</p>	<p>There's a question whether the crosswalk should be painted across Klondike avenue to indicate the continuation of the lower Poopdeck trail (we have signage but there's no crosswalk indication).</p>  <p>There is no sign at the "Y" to indicate trail continuation.</p>	<p>The trail sign appears to be too high.</p>  <p>The consensus is that lower Calhoun trail is recreational use but some things could be done to improve the trail surface.</p>	<p>The trail sign appears to be too high.</p>  <p>A question was raised if there should be a "parking allowed" sign for trail access.</p>

TRAIL NAME	Poopdeck	Lower Calhoun	Upper Calhoun
			
 <p>Outdoor Constructed Features at Trailheads - F247 .3 .1 and 1011</p> <p>When outdoor constructed features, such as benches, picnic tables, or trash and recycling receptacles, are provided at trailheads, at least 20 percent, but no less than one, of each type of element provided must comply with the applicable technical requirements for the element. The technical requirements for outdoor constructed features are discussed in the section of this guide on outdoor constructed features.</p> <p>Toilet and bathing facilities, parking facilities, and drinking fountains must comply with the applicable sections of the ABA Standards.</p> <p>Outdoor Recreation Access Routes at Trailheads - F247 .3 .2</p> <p>Trailheads are usually accessed by vehicle rather than by hiking. At least one outdoor recreation access route (ORAR) must connect the following at trailheads:</p> <ul style="list-style-type: none"> ■ Accessible parking spaces or other arrival points ■ The starting point of the trail ■ Accessible elements, spaces, and facilities within the trailhead <p>The technical requirements for ORARs are discussed in the section of this guide on ORARs. ORARs provide greater accessibility than a trail because areas served by ORARs are typically more developed than trails.</p>	<p>Access to the beginning of the Poopdeck trail: the dimension from the electric box to the bench is 29 inches (less than the 36"). On the other side of the top rock, it's 48 inches.</p>  <p>There are access problems because of the curb.</p>  		

TRAIL NAME	Poopdeck	Lower Calhoun	Upper Calhoun
<p>Existing Trailheads - F202 .3</p> <p>At existing trailheads, if elements or spaces are altered but the circulation path to the altered space or element is not changed, the circulation path does not have to be altered to comply with the technical requirements of ORARs. If the circulation path at a trailhead is altered and a condition for exception does not permit full compliance with a specific provision in the technical requirements for ORARs, the circulation path must comply with the specific provision to the extent practicable. Additional information on the conditions for exceptions is provided in the section of this guide on the conditions for exceptions.</p>			
 <p>Outdoor Constructed Features Along Trails - F247 .5</p> <p>When outdoor constructed features, such as benches (figure 11), picnic tables, or trash and recycling receptacles, are provided along a trail, at least 20 percent, but no less than one, of each type of element provided at each location on the trail (other than within camping and picnic facilities and viewing areas, which have their own scoping requirements for outdoor constructed features) must comply with the applicable technical requirements for the element, regardless of whether the trail complies with the technical requirements for trails. The technical requirements for outdoor constructed features are discussed in the section of this guide on outdoor constructed features.</p>	<p>There is a curving access from the crosswalk around a bench and a rock at the beginning of the Poopdeck trail. There's a question of whether the bench needs to be moved or whether rock or concrete needs to be removed so that there is a 36 inches wide path. The crosswalk curb to the trail makes it not ADA accessible.</p>		

1 Compliance Not Practicable due to terrain.

2 Compliance cannot be Accomplished with Prevailing Construction practices.

Does not require the use of construction equipment or methods other than typically used by most contractors or designers faced with similar projects in the area.

3 Compliance would fundamentally alter the function or purpose of the setting or facility.

This condition recognizes that public lands provide a wide variety of recreational experiences, from highly developed areas to wilderness areas that appear unchanged from primeval times and provide opportunities for people to experience primitive and/or challenging conditions.

4 Compliance is limited or precluded by any of the following laws, or by decisions or opinions issued or agreements executed pursuant to any of the following laws:

- Endangered Species Act
- National Environmental Policy Act
- National Historic Preservation Act
- Wilderness Act
- Other Federal, State, or local law, the purpose of which is to preserve threatened or endangered species; the environment; or archaeological, cultural, historical, or other significant natural features.

DEFINITIONS







Trailhead A trailhead is defined as an outdoor space that is designated by an entity responsible for administering or maintaining a trail to serve as an access point to the trail. The junction of two or more trails or the undeveloped junction of a trail and a road is not a trailhead. For example, if a trail crosses the road, the crossing does not automatically become a trailhead.


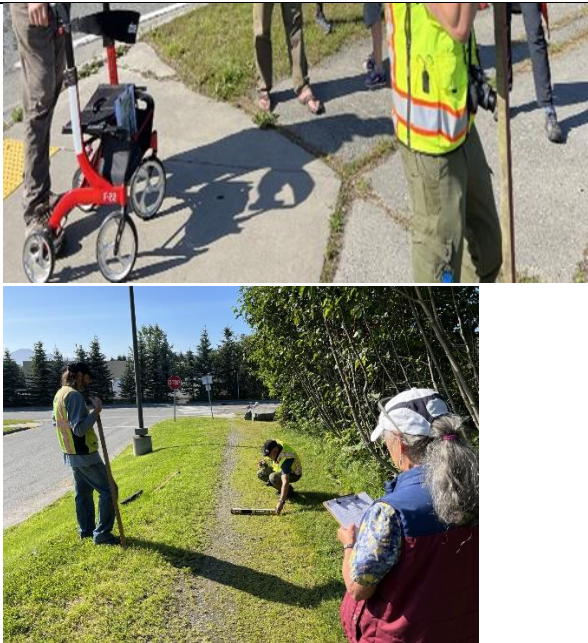
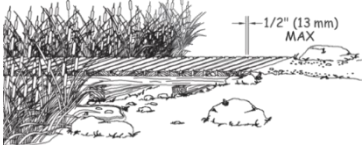


Trail is defined as the following: Designed for the “recreation experience”






Does not connect elements and spaces on a site




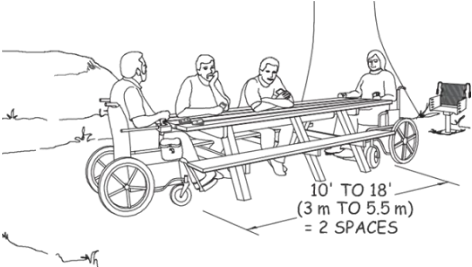
Generally includes a trailhead

Has limited to no transportation function


		Lucky Shot Trail Part of HAPP Loop	Karen Hornaday Park Trail	Beluga Slough Trail	Poopdeck Trail
<div></div> <div>Surface - 1017.2 The surfaces of trails, passing spaces, and resting intervals must be firm and stable. A firm trail surface resists deformation by indentations. A stable trail surface is not permanently affected by expected weather conditions and can sustain normal wear and tear from the expected uses between planned maintenances.</div>				Entrance from Beach Access has hidden, by vegetation, drop off before boardwalk Monitor fasteners to make sure they do not protrude Charles Way access requires mitigation. Stability is questionable.	Recently resurfaced on lower section and in good shape Grubstake to Klondike - Subject to flooding & icing presenting slippery surfaces during rain, snow and freeze/thaw cycles
<div></div> <div>Clear Tread Width - 1017 .3 The clear tread width of trails must be a minimum of 36 inches (figure 2). The 36-inch-minimum clear tread width must be maintained for the entire distance of the trail and may not be reduced by gates, barriers, or other obstacles unless a condition for exception does not permit full compliance with the provision.</div>		Lower Portion 36” tread width can easily increase to 81” currently obstructed by grass and weeds that are mown.		Boardwalk width is adequate, but vegetation encroaches on sides, recommend more frequent maintenance	8 feet wide between base of trail and library trail up to Grubstake Tread width Grubstake up to Klondike average 24 inches, variable recommend widening to minimum width if not more
<div></div> <div>Passing Spaces [1017.4] A trail tread width less than 60 inches does not permit two people using mobility devices to pass each other. Consequently, where the tread width is less than 60 inches, passing spaces must be provided at intervals of at least 1000 feet. Where the trail is heavily used or the trail is not at the same level as the adjoining ground surface, such as a bridge crossing a water course, dip or similar obstruction, increasing the frequency of passing spaces or widening the tread width to a minimum of 60 inches provides greater access. People using mobility devices also use passing spaces to turn around.<ul style="list-style-type: none">• Passing spaces must be a minimum of 60” x 60”• 2% (1:48) to 5% (1:20) max slope</div>				Passing Spaces are compliant, refer to Bishop Beach Park Plan	

		Lucky Shot Trail Part of HAPP Loop	Karen Hornaday Park Trail	Beluga Slough Trail	Poopdeck Trail
<div></div> <div>Tread Obstacles - 1017.5 A tread obstacle is anything that interrupts the evenness of the tread surface. The vertical alignment of joints in concrete, asphalt, or board surfaces, as well as natural features, such as tree roots and rocks, within the trail tread can be tread obstacles. The limit on the height of tread obstacles on trails, passing spaces, and resting intervals is based on the surface material used. When the trail surface is constructed of concrete, asphalt, or boards, tread obstacles cannot exceed one-half inch in height at their highest point. When the trail surface is constructed of materials other than concrete, asphalt, or boards, tread obstacles are permitted to be a maximum of 2 inches high. Frequent tread obstacles and tread obstacles that cross the full width of a trail tread can make travel very difficult for people using mobility devices. Where possible, separate tread obstacles by at least 48 inches, particularly when the obstacles cross the entire tread width. This separation allows people using mobility devices to fully cross one obstacle before confronting another.</div>		Upper Section Has large rocks sticking up		Fasteners on boardwalk need to be maintained and monitored on a consistent basis as they prevent trip hazards. Requires coordination with Public Works projects. Gravel portion of trail at end of Bunnell requires new gravel and compaction, slope has changed with water flow; trail sections have no side rails/boards to define width and address drop off; gravel is uneven	Between Grubstake and Klondike surface has larger rocks exposed, presents trip hazard
<div></div> <div>Openings - 1017.6 Openings are gaps in the surface of a trail. Gaps, including slots in a drainage grate and spaces between the planks on a bridge or boardwalk (figure 7), that are big enough for wheels, canes, or crutch tips to drop through or become trapped in are potential hazards.  Openings in the surfaces of trails, passing spaces, and resting intervals must be small enough so that a sphere more than one-half inch in diameter cannot pass through. Where possible, elongated openings should be placed perpendicular, or as close to perpendicular as possible, to the dominant direction of travel.</div>				Boardwalk at Charles Way intersection has dropped and gap between plates has expanded beyond ½ inch Raise lower section to eliminate gap using one of several methods	

		Lucky Shot Trail Part of HAPP Loop	Karen Hornaday Park Trail	Beluga Slough Trail	Poopdeck Trail
<div><p>Running Slope - 1017 .7 .1</p><p>Running slope, also referred to as grade, is the length- wise slope of a trail, parallel to the direction of travel.</p><p>Trails or trail segments of any length may be constructed with running slopes up to 1:20 (5 percent). To accommodate steep terrain, trails may be designed with shorter segments that have a running slope and length, as shown in table 2, with resting intervals at the top and bottom of each segment.</p></div>		<p>Lower Section</p> <p>47 yards 1° grade Hazel Trail to boulder 26.5 yards at 2° grade Hazel Trail to “top” of steeper grade 11.5 yards 3° grade from boulder A to B 23.7 yards 4° grade A to C, 40 yards 5° grade Edge at rip rap fill, 26 yards 6° grade B to C</p> <p>11.4% over 4 foot length with level</p> <p>Top of trail 17.7% over 5 feet</p> <p>Recommend moving top of trail to make less steep</p> <p>Legend</p> <p>Boulder = A Rip Rap = B Line of Sight = C</p>			<p>Boulders at base of trail to Library Trail intersection 4° grade over 21.7 yards.</p> <p>50 yards 2° grade between Library Trail & Grubstake</p> <p>17.7 yards 4° grade, 30 yards 4° grade between Grubstake & Bonanza * exceeds ADA maximum 13.6% grade</p> <p>Bonanza to Klondike also exceeds grade maximums</p>
<div><p>Cross Slope - 1017 .7 .2</p><p>Cross slope is the side-to-side slope of a trail tread. Some cross slope is necessary to provide drainage and to keep water from ponding and damaging the trail surface, especially on unpaved or natural surfaces.</p><p>When the trail surface is constructed of concrete, asphalt, or boards, the cross slope must be no steeper than 1:48 (2 percent). When the trail surface is constructed of materials other than asphalt, concrete, or boards, cross slopes no steeper than 1:20 (5 percent) are allowed when necessary for drainage.</p></div>		<p>Lower Section 0.6 ° to 2.9° (measured in degrees)</p> <p>Upper Section 0.4% (measured as percentage)</p> <p>Cross Slope is outside allowable limits</p>		<p>At the beginning of the trail head, there is significant slope on the edges (in the dirt) that could use bumpers to prevent falls</p>	<p>2.3% cross slope in section between base of trail and & Library Trail</p>

		Lucky Shot Trail Part of HAPP Loop	Karen Hornaday Park Trail	Beluga Slough Trail	Poopdeck Trail
<div></div> <p>Protruding Objects - 1017 .9</p> <p>Objects that protrude into the trail clear tread width, passing spaces, and resting intervals can pose hazards to people who are blind or have low vision. Constructed elements on trails, resting intervals, and passing spaces must comply with the technical requirements for protruding objects in section 307 of the ABA Standards. Signs and other post-mounted objects are examples of constructed elements that, if located incorrectly, can be protruding objects.</p> <p>The technical requirements for protruding objects do not apply to natural features, such as tree branches, rock formations, and trails that pass beneath rock ledges or through caves because these are not constructed elements (figure 10). Clearing limits for trail construction and maintenance usually require that brush, limbs, trees, and logs be cut back a foot or more from the edge of the trail. However, trail maintenance cycles may be several years for some trails, and vegetation may encroach on the trail in the interim between cycles. While it may not always be possible to control vegetation, it is always possible to place constructed features where they won't pose a hazard to hikers who are blind or have low vision.</p>		<p>None on lower Section as long as alders are maintained</p> <p>Upper Section Alders need to be regularly maintained</p>		<p>Trees protrude over trail</p> <p>City to trim branches to appropriate height considering winter snows</p>	<p>Alders beginning to encroach between Library Trail & Grubstake</p> <p>Grubstake to Klondike forested, requires regular maintenance of the trees</p>
<div></div> <p>Trailhead Information Signs - F216 .13 and 1017 .10</p> <p>All hikers need trail information to make informed decisions. For example, hikers want to know which trail is most appropriate for the amount of time they have available, the people in their group, and the type of hike that best suits their needs or desires. Information about the accessibility of a trail enables people with disabilities to decide whether the characteristics of the trail are suited to their abilities. When this information is available on Web sites and in printed materials, it allows all hikers, including people with disabilities, the opportunity to understand the possible challenges of the trail before arriving at the trailhead.</p>		<p>There is no signage</p>		<p>No signage about trail information at any trailhead.</p> <p>No path of travel to interpretive sign at the trailhead – Listening for the Rain</p>	<p>Needs Signage at the trailhead on Hazel Avenue.</p> <p>Wayfinding Signage in works should comply with ADA requirements.</p> <p>Signage on portion of trail by Grubstake on land owned by the KHLT</p>
<div></div> <p>Outdoor Constructed Features at Trailheads - F247 .3 .1 and 1011</p> <p>When outdoor constructed features, such as benches, picnic tables, or trash and recycling receptacles, are provided at trailheads, at least 20 percent, but no less than one, of each type of element provided must comply with the applicable technical requirements for the element. The technical requirements for outdoor constructed features are discussed in the section of this guide on outdoor constructed features.</p> <p>Toilet and bathing facilities, parking facilities, and drinking fountains must comply with the applicable sections of the ABA Standards.</p>		<p>Picnic Table at intersection with Library Trail not accessible with boulders, coaxial cable; power line guy wire as barriers to access</p> <p>Hazel Avenue needs curb cut on west side at Library entrance</p>		<p>1. Bishop's Beach no handicap parking at Beluga Slough Trailhead</p> <p>Recommend including ADA required # of spaces during park planning.</p> <p>2. Level 4 grade at trailhead approach becoming overgrown – USFWS to maintain</p> <p>3. Transition to metal boardwalk in not level – refer to measurements from previous review</p>	<p>Bonanza at trail is a steep grade and recommend regrade to regulations for neighborhood use</p>

1
2

		Lucky Shot Trail Part of HAPP Loop	Karen Hornaday Park Trail	Beluga Slough Trail	Poopdeck Trail
<p>Outdoor Recreation Access Routes at Trailheads - F247 .3 .2</p> <p>Trailheads are usually accessed by vehicle rather than by hiking. At least one outdoor recreation access route (ORAR) must connect the following at trailheads:</p> <ul style="list-style-type: none">■ Accessible parking spaces or other arrival points■ The starting point of the trail■ Accessible elements, spaces, and facilities within the trailhead <p>The technical requirements for ORARs are discussed in the section of this guide on ORARs. ORARs provide greater accessibility than a trail because areas served by ORARs are typically more developed than trails.</p> <p>Existing Trailheads - F202 .3</p> <p>At existing trailheads, if elements or spaces are altered but the circulation path to the altered space or element is not changed, the circulation path does not have to be altered to comply with the technical requirements of ORARs. If the circulation path at a trailhead is altered and a condition for exception does not permit full compliance with a specific provision in the technical require- ments for ORARs, the circulation path must comply with the specific provision to the extent practicable. Additional information on the conditions for excep- tions is provided in the section of this guide on the conditions for exceptions.</p>				<p>Add ramp</p> <p>4. Trailhead by pavilion has large drop off and is not accessible from pavilion or parking lot (See Bishop’s Beach Park Plan)</p> <p>5. Access at Charles Way requires maintenance and signage, transition is not accessible</p>	
 <p>Outdoor Constructed Features Along Trails - F247 .5</p> <p>When outdoor constructed features, such as benches (figure 11), picnic tables, or trash and recycling receptacles, are provided along a trail, at least 20 percent, but no less than one, of each type of element provided at each location on the trail (other than within camping and picnic facilities</p> <p>and viewing areas, which have their own scoping requirements for outdoor constructed features) must comply with the applicable technical require- ments for the element, regardless of whether the trail complies with the technical requirements for trails. The technical requirements for outdoor constructed features are discussed in the section of this guide on outdoor constructed features.</p>					

3	Condition Exceptions	
4	1	Compliance Not Practicable due to terrain.
5	2	Compliance cannot be accomplished with prevailing construction practices.
6		Does not require the use of construction equipment or methods other than typically used by most contractors or designers faced with similar projects in the area.
7	3	Compliance would fundamentally alter the function or purpose of the setting or facility.
8		This condition recognizes that public lands provide a wide variety of recreational experiences, from highly developed areas to wilderness areas that appear unchanged from primeval times and provide opportunities for people to experience primitive
9		and/or challenging conditions.
10	4	Compliance is limited or precluded by any of the following laws, or by decisions or opinions issued or agreements executed pursuant to any of the following laws:
11		■ Endangered Species Act
12		■ National Environmental Policy Act
13		■ National Historic Preservation Act
14		■ Wilderness Act
15		■ Other Federal, State, or local law, the purpose of which is to preserve threatened or endangered species; the environment; or archaeological, cultural, historical, or other significant natural features.
16	DEFINITIONS	
17	Trailhead A trailhead is defined as an outdoor space that is designated by an entity responsible for administering or maintaining a trail to serve as an access point to the trail. The junction of two or more trails or the undeveloped junction of a trail and a road	
18	is not a trailhead. For example, if a trail crosses the road, the crossing does not automatically become a trailhead.	
19	Trail is defined as the following: Designed for the “recreation experience”	
20		Does not connect elements and spaces on a site
21		Generally includes a trailhead
22		Has limited to no transportation function



MEMORANDUM

Resolution 24-xxx, A Resolution of City Council of Homer, Alaska Establishing the 2025 Regular Meeting Schedule for City Council, Economic Development Advisory Commission, Library Advisory Board, Parks Art Recreation & Culture Advisory Commission, Planning Commission, Port & Harbor Advisory Commission and ADA Advisory Board. City Clerk.

Item Type: Action Item
Prepared For: Advisory Bodies
Date: October 11, 2024
From: Renee Krause, MMC, City Clerk

Please review the draft resolution that establishes your meetings for 2025 and make any changes by way of motion.

Requests for meeting schedule changes will then go to City Council, who will be setting the 2025 meeting schedule for Council and Advisory Bodies via resolution no later than their November 25, 2024 meeting.

Recommendation

Review the attached draft resolution; make a motion to approve the resolution either as-is or with amendments and recommend adoption by City Council.

**CITY OF HOMER
HOMER, ALASKA**

City Clerk

RESOLUTION 24-1xx

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA, ESTABLISHING THE 2025 REGULAR MEETING SCHEDULE FOR CITY COUNCIL, ECONOMIC DEVELOPMENT ADVISORY COMMISSION, LIBRARY ADVISORY BOARD, PARKS ART RECREATION AND CULTURE ADVISORY COMMISSION, PLANNING COMMISSION, PORT AND HARBOR ADVISORY COMMISSION, AND AMERICANS WITH DISABILITIES ACT (ADA) ADVISORY BOARD.

WHEREAS, Pursuant to Homer City Code (HCC) Section 1.14.020, the City Council annually sets the schedule for regular and some special meetings, noting the dates, times and places of the City Council, Planning Commission, Advisory Commissions and Boards; and

WHEREAS, The public is informed of such meetings through notices located at the City Clerk's Office, Clerk's Calendar on KBBI, the City Clerk's Website, and postings at the Public Library; and

WHEREAS, HCC 1.14.020 - 040 states that meetings may be advertised in a local paper of general circulation at least three days before the date of the meeting and that special meetings should be advertised in the same manner or may be broadcast by local radio at least twice a day for three consecutive days or two consecutive days before the day of the meeting plus the day of the meeting; and

WHEREAS, HCC 1.14.010 notes that the notice of meetings applies to the City Council and all commissions, boards, committees, subcommittees, task forces and any sub-unit of the foregoing public bodies of the City, whether meeting in a formal or informal meeting; that the failure to give the notice provided for under this chapter does not invalidate or otherwise affect any action or decision of a public body of the City; however, this sentence does not change the consequences of failing to give the minimum notice required under State Statute; that notice will ordinarily be given by the City Clerk; and that the presiding officer or the person or persons calling a meeting are responsible for notifying the City Clerk of meetings in sufficient time for the Clerk to publish notice in a newspaper of general circulation in the City; and

WHEREAS, This Resolution does not preclude additional meetings such as emergency meetings, special meetings, worksessions, and the like; and

WHEREAS, Council adopted Resolution 06-144 on October 9, 2006 establishing the Regular Meeting site for all bodies to be the City Hall Cowles Council Chambers.

NOW, THEREFORE, BE IT RESOLVED by the Homer City Council, that the 2025 meeting schedule is established for the City Council, Economic Development Advisory Commission, Library Advisory Board, Parks Art Recreation and Culture Advisory Commission, Planning Commission, Port and Harbor Advisory Commission, and the American with Disabilities Act (ADA) Advisory Board of the City of Homer, Alaska, as follows:

HOLIDAYS – City Offices closed:

January 1, New Year's Day, Wednesday	February 17, Presidents' Day, third Monday	March 31, Seward's Day, last Monday	May 26, Memorial Day, last Monday	July 4, Independence Day, Friday	September 1, Labor Day, first Monday
October 17*, Alaska Day Friday	November 11, Veterans Day, Tuesday	November 27 Thanksgiving Day, Fourth Thursday	November 28, Friday, the day after Thanksgiving	December 25, Christmas, Thursday	

*If a holiday is on a Sunday, the following Monday is observed as the legal holiday; if on a Saturday, the preceding Friday is observed as the legal holiday pursuant to the City of Homer Personnel Rules and Regulations.

CITY COUNCIL (CC)

January 13, 27	February 10, 24	March 10, 24	April 14, 28	May 12, 27*	June 9, 23
July 28**	August 11, 25	September 8, 22	October 7 Election	October 13, 27 Oath of Office October 13	Canvass Board October 10
November 4 Runoff Election	November 10, 24	December ***If needed			

*Second meeting in May will be held on a Tuesday due to Memorial Day

**There will be no First Regular Meeting in July.

*** The City Council will not schedule a regular meeting in December to allow for attendance at AML Annual Conference and may hold Special Meetings as needed.

City Council's Regular Committee of the Whole Meetings at 5:00 p.m. to no later than 5:50 p.m. prior to every Regular Meeting which are held the second and fourth Monday of each month at 6:00 p.m. Council will not conduct a First Regular Meeting in July or a meeting in December.

ECONOMIC DEVELOPMENT ADVISORY COMMISSION (EDC)

January 14	February 11	March 11	April 8	May 13	June 10
July 8	August 12	September 9	October 14	November 12*	December 10

*Wednesday meeting day due to Veteran's Day Holiday

Economic Development Advisory Commission Regular Meetings are held on the second Tuesday of each month at 6:00 p.m.

LIBRARY ADVISORY BOARD (LAB)

January 21	February 18	March 18	April 15	May 20	
	August 19	September 16	October 21	November 18	December 17

Library Advisory Board Regular Meetings are held on the third Tuesday of January through May and August through December at 5:30 p.m.

PARKS, ART, RECREATION AND CULTURE ADVISORY COMMISSION (PARC)

	February 20	March 20	April 17	May 15	June 19
	August 21	September 18	October 16	November 20	

Parks, Art, Recreation and Culture Advisory Commission Regular Meetings are held on the third Thursday February through June and August through November at 5:30 p.m.

PLANNING COMMISSION (PC)

January 2**, 15	February 5, 19	March 5, 19	April 2, 16	May 7, 21	June 4, 18
July 16*	August 6, 20	September 3, 17	October 1, 15	November 5*	December 3*

*There will be no First Regular Meeting in July or Second Regular Meetings in November and December.

**Meeting is on Thursday, due to the holiday.

Planning Commission Regular Meetings are held on the first and third Wednesday of each month at 6:30 p.m.

PORT AND HARBOR ADVISORY COMMISSION (PHC)

January 22	February 26	March 26	April 23	May 28	June 25
July 23	August 27	September 24	October 22	November 12*	December 10*

Port and Harbor Advisory Commission Regular Meetings are held on the fourth Wednesday of month January through October and the second Wednesday of November and December at 5:30 p.m.

AMERICANS WITH DISABILITIES ACT (ADA) ADVISORY BOARD (ADAAB)

	February 13		April 10	May 8	June 12
July 10	August 14		October 9	November 13	

The Americans with Disabilities Act (ADA) Advisory Board Regular Meetings are held on the second Thursday at 4:00 p.m. in the months of February, April through August, October and November, with additional meetings called as needed.

PASSED AND ADOPTED by the Homer City Council this 25th day of November, 2024.

CITY OF HOMER

RACHEL LORD, MAYOR

ATTEST:

RENEE KRAUSE, MMC, CITY CLERK

Fiscal Impact: Advertising of meetings in regular weekly meeting ad and advertising of any additional meetings.



AGENDA ITEM REPORT

Review and Update ADA Advisory Board Strategic Plan & Goals for 2025

Item Type: Informational

Prepared For: ADA Advisory Board

Meeting Date: November 6, 2024

From: Renee Krause, MMC, City Clerk/Ada Coordinator

Background

The ADA Board developed and approved their Strategic Plan and Goals in 2023 and are scheduled to review and update the document annually.

Action Requested

Review the document and consider goals that the Board would like to accomplish in 2025.

Recommendation

Please review and make recommendations for changes by motion.

ADA ADVISORY BOARD (ADAAB)
2023-2024 STRATEGIC PLAN & GOALS
08/10/23 Approved by ADAAB

MISSION STATEMENT

The ADA Advisory Board shall act in an advisory capacity to the City Manager and City Council concerning Title II Regulations of the Americans with Disabilities Act within the borders of the City of Homer which covers programs, activities, and services of public entities and its facilities pursuant to the powers and duties in Homer City Code 2.70.040.

VALUES, ROLES & RESPONSIBILITIES

General Administrative	Advise the City Manager and the City Council on necessary steps to ensure city facilities, programs and services are compliant with Title II of the ADA.
Policy	Work with the ADA Coordinator to establish written policies to effect and maintain accessibility for and in City facilities, programs, and services to include but not limited to parks, play areas, recreational programs, trails and campgrounds for approval by the City Council.
Planning	Ensure that the ADA Transition Plan(s) have implementation and evaluation components.
Fiscal	Advocate for an annual budget line item for ADA Compliance in the City Budget and assist in the preparation and presentation of budget requests in accordance with city code.
Advocacy	Promote the mission of the Board within the community. Advocate for ADA Compliance with legislators and local businesses.
Meetings	Participate in all advisory board meetings. Report on ADAAB and ADAAB activities to City Council once each month at their meetings.

GOALS

1. Prepare and Review ADA Transition Plans for adoption by City Council.
 - a. Includes annual review and updates to previously adopted Transition Plans.
2. Advocate for ADA Compliance within City Projects
 - a. Ensure the budget is sufficient to address compliance issues outlined in the adopted transition plan(s) on an acceptable progress level that expresses the commitment Council made by adoption of Resolution 17-075(A) to become a universally accessible city to all and to maintain compliance.
 - b. Review needs for physical upkeep and efficiencies.
 - c. Promote future funding of ADA needs.
 - i. Capital Improvement Plan Projects Selected
 1. City Hall Access Barrier Removal Project
 2. Nick Dudiak Fishing Lagoon Accessible Ramp and Fishing Platform Project
 3. Homer Public Library Parking Lot Improvement Project (title subject to change)
 4. Parking and Pavement Accessibility Barriers at City Facilities Project
 5. Homer Harbor Ramp Accessibility Platform Lift
 - ii. Communicate accessibility concerns on proposed city projects when presented to the Board

3. Actively Advocate for ADA compliance of City facilities, programs, policies and services in accordance with Title I and Title II of the ADA.
 - a. Advocate updating Homer City Code to include a Section for Building Code
 - b. Advocate for the Development, Creation and Funding of a Building Inspector position that would require knowledge of ADA and ABA requirements.
4. Explore opportunities to increase and improve service to all community members, especially students and underrepresented user-groups.

DUTIES OF THE BOARD & STAFF

Boardmembers

- Attend City Council meetings as assigned.
- Attend worksessions and training opportunities.
- Come to meetings prepared to take action through motions, or ask staff before the meeting for more information.
- Communicate with City Council members to gain support on ADA-related projects that need sponsorship at the Council level.

Staff Liaison

- Aid the Chair in setting the agenda.
- Compile packet material from boardmembers, write backup memos, and submit to City Manager.
- Provide information on items the board needs to review annually.
- Inform the board of City Council actions and discussion of ADA-related issues.

Clerk's Office

- Track yearly items such as reappointments and election of officers.
- Advertise any seat vacancies and process new appointment applications.
- Help the board learn to be more efficient and effective in their meetings.
- Support the board's ability to communicate with the Mayor and City Council (through Memorandums, Resolutions, and Ordinances).



City of Homer

www.cityofhomer-ak.gov

Office of the City Manager

491 East Pioneer Avenue
Homer, Alaska 99603

citymanager@cityofhomer-ak.gov

(p) 907-235-8121 x2222

(f) 907-235-3148

Memorandum

TO: Mayor Lord and Homer City Council
FROM: Melissa Jacobsen, City Manager
DATE: October 23, 2024
SUBJECT: City Manager's Report for October 28, 2024 Council Meeting

Bayview Park Grand Re-Opening Celebration

Bayview Park improvements are **almost** complete and we are ready to celebrate! The City is hosting a Bayview Park re-opening celebration Wednesday, October 30th at 1:30 pm. Everyone is welcome to attend. Enjoy hand-warming hot cocoa and treats for the kids and thank our partners: Kachemak Bay Rotary Club, the Alaska Department of Health and our community for helping us transform Bayview Park into a fun and accessible destination for preschool age children and their families!



In the meantime, please note that the park is not yet reopened. Paving was completed on October 22, after which there will be some cleanup, installing the last of the play equipment and spreading mulch – so it is close to being open. The Alaska Department of Health helped fund the project through a Healthy & Equitable Communities Grant, which was supplemented by City of Homer HART funds and a Homer-Kachemak Bay Rotary Club donation of playground equipment.



Homer Spit Road Erosion

On October 17th, following a high tide reaching over 22 feet and winds blowing up to 25 mph there was significant erosion on the west side of the Homer Spit Road resulting in damage to the unprotected section of the road which is encroaching on the roadbed itself with some areas just a few feet from the edge of the pavement. Port Director Hawkins reported the issue to AKDOT Commissioner Ryan Anderson, the US Army Corps of Engineers (USACE), Representative Vance and Senator Stevens. Director Hawkins emphasized that if we continue to monitor this situation passively, before the end of the winter storm season we may have to close one lane of the highway due to the extent of the erosion. Inspections by AKDOT engineers and USACE are anticipated to happen soon.



Comprehensive Plan Open House

The City held an open house for the Comprehensive Plan on Tuesday October 22nd. The meeting was well attended by some 90 participants and good conversations were held all around on the three growth scenarios that were developed through the initial Comprehensive Plan surveys and public meetings. An online opportunity will be available soon where folks who were unable to attend can review the information and provide feedback to Agnew::Beck. The next Comprehensive Plan Steering Committee is scheduled for Monday December 2nd.



Community Development Update

For the first time in 19 months, Community Development is fully staffed! Homer residents Will Anderson and Jackie McDonough have joined the team; Will is an Associate Planner and Jackie is a Community Development Associate. Will has previously worked in Homer as a framing contractor and holds degree in Architecture. Jackie is a 9-year veteran of the Homer Public Library and brings a wealth of knowledge about the community to the team.

Attachments:

- Memo from City Manager re: Ohlson Lane & West Bunnell Road and Water Improvement Project
- Memo from Public Works Director re: Road Grader Purchase
- Current job openings
- Small Business Development Quarterly Report
- City Council Work Session Schedule



MEMORANDUM

Ohlson Lane and W. Bunnell Avenue Roadway and Water Improvements Update

Item Type: Informational Memorandum
Prepared For: Mayor Lord and Homer City Council
Date: October 22, 2024
From: Melissa Jacobsen, City Manager

In 2020 a City Council Retreat was held and the Council at that time identified road improvements as a priority issue. Following that, former Public Works Director Keiser worked to develop a roads financial plan (Ord 20-33). The current plan includes a full reconstruction project for Ohlson Lane and West Bunnell for design and construction of the road, sidewalk, storm drain, water main, and traffic calming.

Design work was authorized by Task Order in Resolution 22-052. This work uncovered the need for more comprehensive storm drain improvements and replacement of an old 8" cast iron water distribution line as explained in Memo CC-23-168. This memo also includes a breakdown of project components, funding sources, estimated costs, and subsidies.

Resolutions 23-068 and 070 authorized the application of ADEC Clean Water and Drinking Water loans for the storm drain and water main pipe replacement portions of this project, and the projects are included on the ADEC Intended Use Plans with an anticipated start date of June, 2025.

On January 3, 2024, Nelson Engineering completed a 95% design for this project. According to the cost estimate attached to the 95% design, the project will cost a total of \$2,370,409 to construct, minus \$815,400 in loan subsidy leaves \$1,555,009. Nelson is currently working to complete the 100% design for this project and anticipates an increased total project cost based mostly on steadily escalating material costs over the last year.

In an effort to stay on track with this project we will be bringing an ordinance forward on November 12th to appropriate \$2 million from HART Roads for this project. This will ensure the funds are available for the project to proceed to construction in the summer of 2025.

Attachments:

Ordinance 20-33
Resolutions 22-052, 23-068 and 070
Memorandum CC-23-168

**CITY OF HOMER
HOMER, ALASKA**

City Manager/
Public Works Director

ORDINANCE 20-33

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA,
AMENDING THE 2020 CAPITAL BUDGET AND AUTHORIZING
EXPENDITURE OF \$175,000 FROM THE HART-ROAD FUND FOR
THE SMALL WORKS ROAD REPAIR PROGRAM.

WHEREAS, At the January 2020 Planning Retreat City Council identified road improvements as a priority issue; and

WHEREAS, Every traffic and transportation-related study the City has ever commissioned has identified the need to provide reliable access and convenient connectivity for residential, commercial and emergency traffic, which is impeded when roads are not passable by residents, business owners or emergency vehicles during certain times of the year; and

WHEREAS, The Road Maintenance Plan will:

- a. catalog the condition of City roads and drainage ways;
- b. provide a systematic way of
 1. assessing the condition of the City's roads/drainage networks; and
 2. documenting regular preventative maintenance activities, which are funded by the normal Operating Budget; and
- c. identify situations where regular preventative maintenance is not enough; that is, the conditions require more extensive repair or reconstruction.

WHEREAS, The City has the capacity in labor and equipment to perform ordinary maintenance on road beds and surfaces; and

WHEREAS, There are conditions that require materials, supplies or 3rd party contractor support, the costs for which are not covered in the ordinary operating budget; and

WHEREAS, The City proposed to create a Small Works Road Repair Program to fund such spot repairs; and

WHEREAS, The Homer City Council on April 24, 2017 passed Resolution 17-038, which adopted the Homer Accelerated Roads and Trails Program ("HART") Manual. The HART Manual identified a set of nine criteria for projects that may be considered for HART funding; and

WHEREAS, The criteria, which would be met by the Small Works Road Repair Program, include:

- Improves life, safety and traffic flow
- Corrects deficiencies of existing systems
- Corrects drainage problems
- Reduces maintenance costs

WHEREAS, The HART-Roads Fund has sufficient capital to fund a Small Works Road Repair Program.

NOW, THEREFORE, THE CITY OF HOMER ORDAINS:

Section 1. The City of Homer's 2020 Capital Budget is hereby amended by appropriating \$175,000 from the HART-Roads Fund to complete the Fuel Island Replacement Project.

<u>Account No.</u>	<u>Description</u>	<u>Amount</u>
160-xxxx	HART Roads	\$175,000

Section 2. This is a budget amendment ordinance, is not permanent in nature, and shall not be codified.

ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA this 27th day of July, 2020.

CITY OF HOMER



KEN CASTNER, MAYOR

ATTEST:



MELISSA JACOBSEN, MMC, CITY CLERK

YES: 5

NO: 0

ABSTAIN: 0

ABSENT: 1

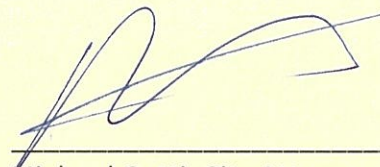


85 First Reading: 6.22.20
86 Public Hearing: 7.27.20
87 Second Reading: 7.27.20
88 Effective Date: 7.28.20

89
90 Reviewed and approved as to form:

91 
92 _____
93 Rick Abboud, Interim City Manager

94
95 Date: 7/28/2020



Michael Gatti, City Attorney

Date: 9/25/2020

**CITY OF HOMER
HOMER, ALASKA**

City Manager/
Public Works Director

RESOLUTION 22-052

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA
AUTHORIZING TASK ORDERS TO KINNEY ENGINEERING, HDL
ENGINEERING, AND NELSON ENGINEERING FOR PAVEMENT
RESTORATION PROJECTS AND AUTHORIZING THE CITY MANAGER
TO NEGOTIATE AND EXECUTE THE APPROPRIATE DOCUMENTS.

WHEREAS, A Pavement Restoration Program was funded by Ordinance 22-26; and

WHEREAS, Public Works has reassessed the City's paved roads, identified what they feel
are the most pressing needs, and developed a schedule of improvements and finds that some
of the projects require design or other preparatory work; and

WHEREAS, Term contracts with Kinney Engineering, HDL Engineering, and Nelson
Engineering were approved by Resolution 22-038; and

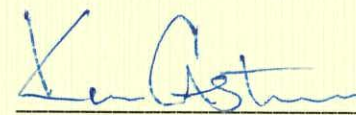
WHEREAS, Public Works requested proposals for the necessary design work from
multiple engineering firms, that were directed to use local surveying firm, regardless if they
had their own in-house survey team.

NOW, THEREFORE BE IT RESOLVED that the City Council of Homer, Alaska Authorizes
task orders to Kinney Engineering, HDL Engineering, and Nelson Engineering and authorizes
the City Manager to negotiate and execute the appropriate documents as follows:

Firm	Project	Estimated Cost
Kinney Engineering	Bay Avenue/B. Street/E. Street	\$69,925
HDL Engineering	Develop Grind/Pave Specifications	\$8,680
Nelson Engineering	Ohlson Lane/Bunnell Avenue	\$55,518
Nelson Engineering	Island View Court	\$69,320

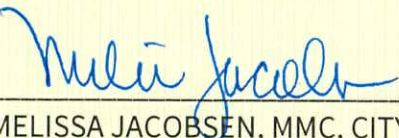
PASSED AND ADOPTED by the Homer City Council this 13th day of June, 2022.

CITY OF HOMER



KEN CASTNER, MAYOR

44 ATTEST:

45
46 
47 _____
48 MELISSA JACOBSEN, MMC, CITY CLERK

49
50 Fiscal Note: Ordinance 22-26 Fund 160



**CITY OF HOMER
HOMER, ALASKA**

City Manager/
Public Works Director

RESOLUTION 23-068

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA
AUTHORIZING THE CITY MANAGER TO APPLY FOR CLEAN WATER
STATE REVOLVING LOAN FUNDS FROM THE ALASKA
DEPARTMENT OF ENVIRONMENTAL CONSERVATION IN THE
AMOUNT OF \$324,000 TO PROVIDE UPGRADED STORM WATER
IMPROVEMENTS AS PART OF THE OHLSON LANE AND BUNNELL
AVENUE PAVEMENT RESTORATION PROJECT.

WHEREAS, Nelson Engineering (Nelson) was commissioned to design the Ohlson Lane/Bunnell Avenue Pavement Restoration Project, which included basic road-side ditches and culverts to convey storm water; and

WHEREAS, During the investigation of the existing conditions, we determined more comprehensive improvements were needed to address chronic drainage issues; and

WHEREAS, The 2022 estimated costs of the storm water upgrades is \$324,491; and

WHEREAS, The storm water upgrade project is listed on the Alaska Department of Environmental Conservation's FY24 Intended Use Plan for Clean Water State Revolving Loan Funds and the City is eligible for a Principal Forgiveness Subsidy in the amount of \$324,000; and

WHEREAS, In order to receive this subsidy, the City must apply for the loan funds.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska hereby authorizes the City Manager to apply for Clean Water State Revolving Loan Funds in the amount of \$324,000 for the storm water upgrades to the Ohlson Lane/Bunnell Avenue Pavement Restoration Project and to execute the necessary documents.

PASSED AND ADOPTED by the Homer City Council this 24th day of July, 2023.

CITY OF HOMER



KEN CASTNER, MAYOR

ATTEST:

Melissa Jacobsen

MELISSA JACOBSEN, MMC, CITY CLERK

Fiscal Note: N/A



**CITY OF HOMER
HOMER, ALASKA**

City Manager/
Public Works Director

RESOLUTION 23-070

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA
AUTHORIZING THE CITY MANAGER TO APPLY FOR DRINKING
WATER STATE REVOLVING LOAN FUNDS FROM THE ALASKA
DEPARTMENT OF ENVIRONMENTAL CONSERVATION IN THE
AMOUNT OF \$491,400 TO REPLACE THE EIGHT INCH WATER
DISTRIBUTION LINE IN OHLSON LANE AND BUNNELL AVENUE.

WHEREAS, Nelson Engineering (Nelson) was commissioned to design the Ohlson Lane/Bunnell Avenue Pavement Restoration Project, which did not include the replacement of the waterline in the roads; and

WHEREAS, During the course of investigating the condition of the existing infrastructure in the roads, it was determined the existing water line was old, fragile cast iron pipe, which needed to be replaced; and

WHEREAS, The estimated cost of the water line replacement is \$540,000; and

WHEREAS, the water line replacement project is listed on the Alaska Department of Environmental Conservation's FY24 Intended Use Plan for Drinking Water State Revolving Loan Funds and the City is eligible for a Principal Forgiveness Subsidy in the amount of \$491,400; and

WHEREAS, In order to receive this subsidy, the City must apply for the loan funds.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska hereby authorizes the City Manager to apply for Drinking Water State Revolving Loan Funds in the amount of \$491,400 to replace the cast iron water line in Ohlson Lane and Bunnell Avenue as part of the pavement restoration project and to execute the necessary documents.

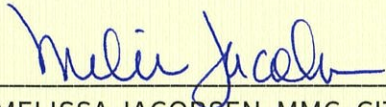
PASSED AND ADOPTED by the Homer City Council this 24th day of July, 2023.

CITY OF HOMER



KEN CASTNER, MAYOR

ATTEST:



MELISSA JACOBSEN, MMC, CITY CLERK

Fiscal Note: N/A





MEMORANDUM

Resolutions 23-068, 23-069, 23-070, and 23-071

Item Type: Backup Memorandum
Prepared For: Mayor Castner and Homer City Council
Date: July 13, 2023
From: Janette Keiser, PE, Public Works Director/City Engineer
Through: Rob Dumouchel, City Manager

Issue: The purpose of this Memorandum is to update the Council on the Ohlson Lane/Bunnell Avenue Pavement Restoration Project and recommend new strategies.

Background: One of the projects in the Pavement Restoration Program established by Ordinance 22-26 was the Ohlson Lane/Bunnell Avenue Project. Resolution 22-052 authorized issuance of a Task Order, in the not to exceed amount of \$55,518, to Nelson Engineering to design the project. In the course of the design work, we learned that Ohlson Lane and Bunnell Avenue have an old 8" cast iron water distribution line, which is subject to cracking and should be replaced before the roads are repaved. The estimated cost for the water line replacement is \$540,000, as a stand-alone project. We submitted a Questionnaire for an Alaska Department of Environmental (ADEC) State Revolving Loan (SRF) for the water line replacement. The project is now listed on the ADEC's Intended Use Plan for SRF Drinking Water monies in the amount of \$491,400. Further, we've been offered a Principal Forgiveness Subsidy in the amount of \$491,400. The remaining costs will be requested from the Water CARMA Fund at later date.

Also, in the course of the design work, we learned that more comprehensive storm drain improvements are needed to address long-standing problems on Bunnell Avenue. The estimated cost is \$324,491 as a stand-alone project. Storm drain projects qualify for ADEC SRF Clean Water monies, so we submitted a Questionnaire for this project as well. This project is now listed on the ADEC's Intended Use Plan in the amount of \$324,000. Further, we've been offered a Principal Forgiveness Subsidy in the amount of \$324,000.

The ADEC's Intended Use Plan is good for three years, after which the City must re-apply for eligibility and there is no guarantee we will be offered new subsidies. In order to lock in the subsidies, we must apply for the loans.

The City needs to decide how it wants to proceed. We recommend moving forward with the road project by adding the water line replacement component and the upgraded storm drain improvements. This will give us a fully-functional road system, with a rehabilitated road bed, new pavement, a sidewalk on the south side of the road, a new water line and comprehensive storm water improvements. The cost estimates for the three elements of the project were developed as if each project were built separately. It is highly likely we will achieve some economies of scale if we build all three elements at the same time; for example, we will only need to pay for one SWPPP plan, one traffic control plan, one set of mobilization costs, etc. The estimated total cost of the entire project are:

Component of Project	Funding Source	Est. Cost	Subsidy
• Road restoration project	HART Road	\$1,171,292	\$0
• Storm drain improvements	HART Road	\$ 342,491	\$324,000
• Water line replacement	Water CARMA	<u>\$ 540,000</u>	\$491,400
Total Project Cost		\$2,053,783	

The design for the road work was funded, a contract was issued to Nelson Engineering and the work is almost complete. That contract did not include design of a water line. Nelson's proposal to design the water line is estimated to be \$55,867. The contract did include most of the storm water work, but some additional effort is necessary. Nelson's proposal to provide this additional effort is estimated to be \$11,634. Both costs will be covered by the ADEC Principal Forgiveness Subsidies. The FY24 Capital Project includes \$90,000 design work related to Ohlson Lane/Bunnell Avenue.

RECOMMENDATIONS:

That the City Council adopt Resolutions authorizing the City Manager to apply for ADEC SRF loan funds, in order to lock in Principal Forgiveness Subsidies:

Ohlson Lane/Bunnell Avenue Water Line Replacement	\$491,400
Ohlson Lane/Bunnell Avenue Storm Drain	\$324,000

That the City Council authorize a new Task Order to Nelson Engineering for the design of a water line replacement in the Not to Exceed amount of \$55,867.

That the City Council authorize a new Task Order to Nelson Engineering to design more comprehensive storm drain improvements in Bunnell Avenue for the Not To Exceed amount of \$11,634.



MEMORANDUM

Road Grader Lease

Item Type: Informational Memorandum
Prepared For: Mayor Lord and Homer City Council
Date: October 23, 2024
From: Daniel Kort, Public Works Director
Through: Melissa Jacobsen, City Manager

The City currently owns and uses five graders. This chart is information from the FY24/25 capital budget document-

Department	Asset ID	Asset Description	Manufacture Date	Expected Life	Risk Rating
EQ OPS	E169	1980 CAT 12G GRADER - Herdon Grader	1980	20	3
EQ OPS	E164	1994 720A CHAMPION GRADER	1994	20	5
EQ OPS	E168	2002 163H AWD CAT GRADER	2002	20	4
EQ OPS	E180	2021 CAT 160 AWD GRADER	2021	20	2
	E181	2022 CAT 160 AWD GRADER	2022	20	1

E169 is a small 1980's grader. It functions as a spring breakup grader that is used as the ground softens and frost boils start to surface in the roads. Its light weight helps retain the integrity of the roads when plowing is needed during this time of year.

E164 is a 1994 model grader that has served the City well and is currently functioning as a backup grader. It has significant transmission issues and is currently out of service with no return to service date.

E180 and 181 are newer graders that are running well and should do well in their 20-year lifespan.

E168 is a 2002 model that has passed its 20-year mark and is showing its age in transmission leakage to the point the operators carry a jug of transmission fluid with them and have to scrape the ice off the windows of the cab on their routes.

The purpose of this ordinance is to appropriate funds to lease a new 2024 model 160-15AWD grader under a government contract. The lease term is seven years at a 5.49% interest rate and the City would

own the grader interest rate at the end of the term. According to the NC Machinery representative the lease will be through Caterpillar and the CAT Finance Gov Lease has a non-appropriations clause which allows the City to return the machine to NC Machinery if for some reason the funds aren't appropriated in order to continue the lease during the length of the contract.

The Homer Accelerated Roads and Trails (HART) Fund has a provision for equipment purchases and Council has approved this in the past to purchase a grader. However, a fair amount of HART Roads funding has been appropriated in recent years to fund various projects, and there are other projects on the immediate horizon that will require HART Roads funding to complete. As of October 9th the remaining available balance in the fund is approximately \$2.1 million (per financial supplement attached to Ordinance 24-49).

Public Works Fleet CARMA has a balance to accomplish the first annual payment. Going forward a budgeted transfer will be necessary to fund future payments.

From a road maintenance and rolling stock perspective, graders E168, 180, and 181 (E164 is the backup) are used for winter maintenance and snow plowing city roads around and within our subdivisions. There are three winter plowing routes and typical snow event requires 14-16 hours of operator time to complete. With the addition of new subdivisions within the City over the past few years, the requirement for plowing is growing and Public Works will likely be establishing a fourth route soon. Reliable equipment is necessary for the operators to complete their routes safely, timely and efficiently.

With the lease purchase of the 2024 grader, E168 will move to the backup grader position and E164 will be sold through surplus at the next available opportunity.

Our intent is to bring an ordinance before Council at their November 12th meeting after the City Attorney has an opportunity to review and provide input.



[Documents](#) [Job Openings](#) [Helpful Links](#)

Current Job Listings

Below is a list of the current openings with our company. Click on the job title to learn more about the opening.

Search Jobs

Q

Search Jobs

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State

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Employment Type

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Department

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Sort By

▼

Number of Jobs: 3

Firefighter/ ALS EMT/ Driver Operator (<https://cityofhomerak.applicantpro.com/jobs/3514515>)

Fire | Homer, AK, USA | Full Time
Posted: Oct 01, 2024 Closing Date: Oct 31, 2024
[Apply Now](#) (<https://cityofhomerak.applicantpro.com/jobs/3514515>)

Part-Time Port Property Associate (<https://cityofhomerak.applicantpro.com/jobs/3515932>)

Port and Harbor Administration | Homer, AK, USA | Part Time | \$25.32 - \$26.34 per hour
Posted: Oct 02, 2024 Closing Date: Oct 31, 2024
[Apply Now](#) (<https://cityofhomerak.applicantpro.com/jobs/3515932>)

Port & Harbor Administrative Assistant (<https://cityofhomerak.applicantpro.com/jobs/3515893>)

Port and Harbor Administration | Homer, AK, USA | Full Time | \$22.38 - \$23.94 per hour
Posted: Oct 02, 2024 Closing Date: Oct 31, 2024
[Apply Now](#) (<https://cityofhomerak.applicantpro.com/jobs/3515893>)

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Alaska Small Business
Development Center

SBDC

UAA BUSINESS ENTERPRISE INSTITUTE

October 17, 2024

City of Homer
491 E. Pioneer Ave
Homer, AK 99603

Dear Mayor Lord, City Council, and City Staff,

This letter serves as our quarterly report from July 1 to September 30, 2024. Homer Business Advisor Robert Green put together another steady quarter for the Alaska SBDC. On August 22, Robert joined the Small Business Administration, the Alaska Women's Business Center, and Business Impact NW to present a Business Power Workshop. The workshop was so well attended, it set the Alaska SBDC record for the most attendees to an SBA workshop in Homer. Robert continues to excel with client satisfaction, now reaching nine consecutive quarters with 100% client satisfaction on surveys. Here is a summary of deliverables to the Homer community during the quarter (year):

Client Hours: 116.6 (376.2)

Total Clients: 53 (101)

New Businesses Started or Bought: 2 (3)

Jobs Supported: 63 (184)

Capital Infusion: \$0 (\$1,000,000)

Client Surveys: 100% positive (100% positive)

This next section provides lists of the top advising topics and top industries obtaining technical assistance from the Alaska SBDC in Homer. The top topics list was nearly identical to last quarter, with assistance to entrepreneurs looking to start new businesses again number one, followed by managing an established business, buy/sell business, and financing/capital. For industries, food services moved atop the list, followed by professional services and manufacturers, which joined the list in the quarter.

Topics

1. Start-up Assistance: 44.8 hrs (38%)
2. General Management: 16.6 hrs (14%)
3. Buy/Sell Business: 14.9 hrs (13%)
4. Financing/Capital: 14.5 hrs (12%)
5. Business Planning: 14.0 hrs (12%)

Industries

1. Food Services: 19.0 hrs (16%)
2. Professional: 15.5 hrs (13%)
3. Manufacturer: 15.4 hrs (13%)
4. Services: 11.5 hrs (10%)
5. Accommodation: 11.0 hrs (9%)

We would like to thank the City of Homer for supporting the Homer Business Advisor position. We greatly appreciate the knowledge, experience, and consistency Robert Green brings to efforts in Homer. Please do not hesitate to contact us if you have any questions.

Sincerely,

DocuSigned by:

98AFA012679B4D7...

Jon Bittner
Executive Director
Alaska SBDC

Council Meeting Dates	Work Session Topic
Monday, August 12	<i>E-session: Cyber Security Risk Assessment Review</i>
Monday, August 19 Off-Cycle	<i>Joint Session with ADA Advisory Board</i>
Monday, August 26	<i>Capital Improvement Plan & Legislative Requests</i>
Monday, September 9	<i>Vessel Haul Out/Camping Land Allocation Rescheduled</i>
Monday, September 16 Off-cycle	<i>Joint Worksession with Economic Development Advisory Commission Rescheduled</i>
Monday, September 23	<i>End of Year Financial Worksession</i>
Monday, October 14	<i>Traffic Calming Measures Worksession</i>
Monday, October 21	<i>Joint Worksession with Planning Commission To be Rescheduled in Early 2025</i>
Tuesday, October 22	<i>Comp Plan Event, Islands & Ocean Visitor Center</i>
Monday, October 28	<i>Land Allocation Plan</i>
Tuesday, November 12	<i>Special Meeting 3:30 p.m. Council member interviews</i>
Monday, November 18	<i>Joint Worksession with Economic Development Advisory Commission</i>
Monday, November 25	

CITY OF HOMER NEWSLETTER

FALL | 2024



WHAT'S INSIDE?

NEWSLETTER FROM THE OFFICE OF THE CITY MANAGER

COMPREHENSIVE PLAN REWRITE

Explore Homer's future! Using a combination of community input, city planning documents and demographic information, the project team has drafted three potential growth scenarios to explore how Homer could change over the next twenty years. The three scenarios will be shared at a community work session on October 22.

**SAVE THE
DATE!**



COMMUNITY WORK SESSION

When: October 22, 6:00 – 8:00 pm

Where: Islands and Oceans Visitor Center

You are invited to see the scenarios, add your input, and hear other suggestions. There will also be a virtual option to share your thoughts. More details to come!

During the City Council regular meeting on September 23rd, Shelly Wade from Agnew::Beck updated the community on the comprehensive plan rewrite, highlighting recent feedback collected through a community survey, interviews, local business visits, and data analysis. The general community survey exceeded its participation goal, with 556 participants. A total of 66 businesses participated in the business survey. The results for both surveys are now available on the Comprehensive Plan website, homercompplanupdate.com ([Survey Results](#)). Additionally, the project team engaged with the community at the Farmers Market over two weekends. A big thanks to the community for participating and providing honest feedback—your opinions matter to the future of Homer!

[Homer Comprehensive Plan Update \(homercompplanupdate.com\)](https://homercompplanupdate.com)

- Comprehensive Plan Rewrite
- Library Events
- Community Corner
- Clerks
- Fire Department
- Public Works
- Community Recreation
- City Manager
- Port and Harbor
- Harbor Expansion Study Update
- Public Safety Corner
- Meet City Staff
- Municipal Art Collection
- Stay Connected with City Council

Discover something new today and stay informed with the latest updates on city projects! Discover how you can engage with City Hall and get involved in our wonderful community.

Follow us on Social Media

- City of Homer: [@cityofhomerak](#)
- Parks & Recreation: [@homerparksandrec](#)
- Homer Public Library: [@homerpubliclibrary](#)
- Homer Police: [@homerpolice](#)
- Fire Department: [@HomerVolFireDept](#)

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LIBRARY EVENTS

ONGOING & SPECIAL EVENTS

VIRTUAL AUTHOR TALKS

Zoom in and listen to your favorite authors talk about their latest books. For a complete list of Upcoming Speakers, go to libraryc.org/homerlibrary/upcoming.

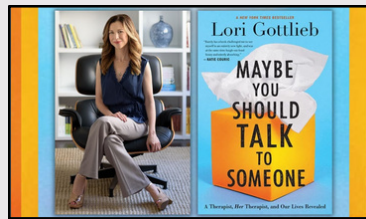
Oct 9 at 3 pm

Liberating Latin American Genre Fiction: In Conversation with Bestselling Author **Silvia Moreno-Garcia**



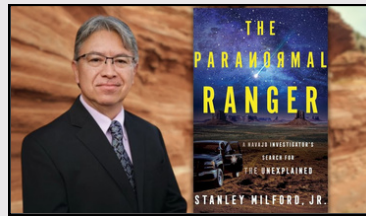
Oct 22 at 10 am

Maybe You Should Talk To Someone: Examining the Truths and Fictions we Tell Ourselves with **Lori Gottlieb**



Nov 7 at 3 pm

A Navajo Investigator's Search for the Unexplained: In Conversation with **Stanley Milford, Jr.**



SPECIAL EVENTS

Oct 10 at 6 pm

Bill Jirsa, the Chief Technology Officer for the City of Homer, delivers a talk and demonstration of Artificial Intelligence.

Oct 29 at 6 pm

Candidate Forum for House District 6, organized by KBBI, KDLL, the *Peninsula Clarion* and League of Women Voters

ONGOING EVENTS

Don't forget to check out the library calendar for ongoing events you won't want to miss!

[click here!](#) [Library Calendar of Events](#)

Check out more library programs and events



Homer Public Library
500 Hazel Street - 907-235-3180
circ@ci.homer.ak.us
www.cityofhomer-ak.gov/library



COMMUNITY CORNER

What's happening around the City of Homer

PIONEER AVE. TRICK-OR-TREAT

Thursday, October 31

4:00 pm - 6:00 pm

Pioneer Avenue and Beyond

homer.alaska.org/events/pioneer-ave-trick-or-treat

NUTCRACKER FAIRE

Saturday, December 7 | 11:00 am - 7:30 pm

Sunday, December 8 | Noon - 5:00 pm

Homer High School Commons and Gym

homerart.org/community/nutcracker-fair

NUTCRACKER BALLET

December 7, 8, 11, 13, & 14

Homer High School Theater

Tickets will be available in November

homernutcrackerproductions.com



Council Member Conversations

Noon to 1 pm

At the Homer Public Library

Tuesday, October 15:

Rachel Lord

Wednesday, November 13:

Caroline Venuti

Lit Lineup 2024

The Homer Public Library has created a community-wide initiative to read fifteen books throughout the year.

View the list and submit entries [here](#). You could be eligible to win the grand prize!



CLERKS

CITY OF HOMER MUNICIPAL ELECTION

After in-person voting on October 1, 2024 in the City of Homer Regular Election, the Canvass Board met on Friday, October 4, 2024 to review and process all ballots received through Absentee In-Person, By Mail, Email, and Fax. The results of that count have been entered on the [Certificate of Election](#) along with the certified election day vote count by the Ballot Tabulation System for Homer's two precinct polling places.

Preliminary Election Results

The following candidates were on the ballot and the preliminary results are as follows:

Shelly Erickson and Donna Aderhold ran unopposed and were both reelected to Homer City Council for three-year terms.

Rachel Lord, candidate for the two-year Mayoral term, received 55% of the votes, ahead of Jim Anderson who received 44% of the votes.

The City Council will officially certify the election results and swear in the elected candidates on Monday, October 14th, at Homer City Council's Regular 6:00 p.m. meeting. We look forward to the new term ahead as the elected officials prepare to continue their service to the community.

UPCOMING 2024 GENERAL ELECTION

The 2024 General Election is on Tuesday, November 5, 2024!

The 2024 General Election is approaching. The municipal elections may be over, but City Hall will still be an early and absentee voting location until the General Election on November 5th. Make a plan to vote, whether in person or by mail and encourage friends and family to join you in this civic duty!

General Elections

Voting information can be found at:
www.elections.alaska.gov/voter-information



General Elections

October 21 - Start of Absentee and Early Voting period (Held at City Hall Cowles Council Chambers.)

Ballot by Mail – Apply online at

www.elections.alaska.gov/voter-information, or in person at the City Clerks Office.

November 5 – **General Election**

FAQ's for voting in Federal Elections:

https://www.eac.gov/sites/default/files/document_library/files/VotersGuide_508.pdf



A BIG THANK YOU!



Deputy Clerk Zach Pettit, City Clerk Renee Krause, poll workers Nancy Lord, and Pam Brodie

While election outcomes often capture the headlines, we wanted to take a moment to recognize and thank our behind the scenes election heroes – our city clerks and dedicated poll workers – who work long hours to ensure voting is a safe, secure and accessible for all.

Our Clerks ensure voting is accessible and ensure an equitable voting process. The poll workers assist voters with checking in and oversee the ballots being dropped in the ballot box. We truly appreciate the work the clerks and poll workers do to ensure the fundamental elements of our democratic process.

State House District 6 Candidate Forums

Folks have two opportunities to hear what the 2024 Candidates have to say!

Monday, October 14, 5:30 - 7:00 pm

Located at the Kachemak Bay Campus
Sponsored by the Homer Chamber of Commerce

Tuesday, October 29, 6:00 – 7:00 pm

Located at the Homer Public Library
Sponsored by KDLL and the Peninsula Clarion,
in partnership with the League of Women Voters,
KBBI and KSRM radio

On Oct. 29 you can attend in person, listen live at KDLL 91.9 FM, on KSRM 920 AM or on 92.5 FM. Stream at KDLL.org, radiokenai.com or Facebook Live on the Peninsula Clarion Facebook page.

FIRE DEPARTMENT

FIREFIGHTER AND EMS TRAINING

Over several weeks in August and September, staff and volunteers from the Homer Volunteer Fire Department (HVFD) underwent intensive training to prepare for emergencies, which includes physical fitness drills, hands-on skills practice, and real-life scenario simulations. Homer Fire and EMS conducted a Mass Casualty Incident Drill with the Homer Airport's Department of Transportation fire response team. This annual training is required by the FAA for commercial air carrier services. The exercise simulated a Dash-8 aircraft crash involving 25 passengers and 3 crew members, during which HVFD established a Unified Command with Homer Airport's fire crew. EMS personnel practiced treating and transporting the injured to local hospitals, with some being airlifted to Anchorage.



Mass Casualty Incident drills at the Homer Airport.



FF/EMT Paige Jones, FF/EMT Galina Orlova, FF/EMT Alex Miller (All from Homer Fire); FF/Paramedic Jamie Long, FF/EMT Angie Hicks-Clary (both from WES); FF/EMT Kelli Parker (KESA)

HVFD also partnered with Kachemak Emergency Services and Western Emergency Services for fire apparatus driver/operator training. A firefighting apparatus is any vehicle that has been customized for use during firefighting operations. This training includes vehicle familiarization, safe driving techniques, pump operations, emergency response protocols, basic vehicle maintenance, safety procedures, and hands-on drills to ensure participants can operate fire apparatus effectively and safely in emergencies. Excellent teamwork was demonstrated among all agencies involved!



FF/EMT2 Derek Haws Steering the Aerial Ladder



Deputy Chief Aaron Knowles Demonstrating the Aerial Ladder



9/11 NEVER FORGET

In a special tribute to 9/11, the Homer Volunteer Fire Department proudly displayed a thin red line firefighter flag outside the fire hall, hanging it over Pioneer Avenue honoring the courage and sacrifice of first responders and the lives forever changed.

PUBLIC WORKS

BEN WALTERS LANE SIDEWALK PROJECT COMPLETE

On Monday, September 30th, City officials and staff were joined by the project's contractor, East Road Services, and Homer residents for a ribbon-cutting ceremony to celebrate the completion of the Ben Walters sidewalk project! The sidewalk, which runs from Lake Street north to East End Road, will provide a safe and enjoyable place for residents to walk through town.

Throughout the summer, East Road Services has been hard at work. After all the drainage work, including storm drains, curbs, and gutters, was completed, paving started on September 12th and wrapped up a week later. Thanks to all the residents and businesses in the neighborhood for their patience during the construction period.

Though paving is complete, we're still not quite ready to put a bow on this project. Over the next couple of weeks, the contractors will finish constructing a new pressure-reducing vault building and its plumbing assemblies.

The \$1.45M project was funded through the City's HART (Homer Accelerated Roads and Trails) Program, which is funded by a voter-approved dedicated sales tax and assessments levied on adjacent benefited properties, where applicable. The purpose of the HART program is to pay for reconstructing substandard city roads, upgrading existing roads, and constructing new streets, sidewalks, and non-motorized trails. The new Ben Walters sidewalk is a great example of HART funds hard at work!



Mayor Ken Castner, Councilmembers Shelly Erickson, Caroline Venuti, and Rachel Lord cutting the ribbon, and Lori Pond

HOMER AIRPORT TERMINAL SIDEWALK REPLACEMENT



Airport Terminal sidewalk replacement progress.



Temporary ramp into Homer Airport Terminal.

The City is wrapping up a project to improve the sidewalks and access to the Homer airport terminal building. If you are flying out of Homer Airport, you may have noticed some temporary detours to the terminal doors. Please watch your step while construction is in progress!

The project involved removing the existing sidewalk, planters, curb, and pavement in front of the terminal building, as well as installation of sub-grade materials, including insulation board and heating tubes to help reduce ice buildup on the sidewalk during the winter months. The completed project will feature brand new sidewalks, curbs, and ramps, promising smoother journeys for you and your luggage.

Re-paving started in late September. We anticipate the paving to wrap up in the first week of October.

After that, the contractors will be working on the finishing touches, but regular access to the building should be restored. Until then, bear with us just a little longer as some parking areas may be impacted.

By the way, the long-term parking pay kiosk is taking a little vacation during construction, but we've got you covered with alternative payment options. Check out the [Parking at the Homer Airport webpage](#) for payment options.

PUBLIC WORKS

SITE VISIT FROM NOAA STAFF FROM THE OFFICE OF COASTAL MANAGEMENT



Jan Keiser, Timi Vann, Jaci Overbeck, Katherine Schake, Hamilton Smillie, Brett Folger, Harper Baldwin, Dan Kort, Leon Galbraith, Rebecca Smyth, and Lauren Sutton

On Friday June 28, 2024, the Kachemak Bay National Estuarine Research Reserve (KBNERR) in Homer hosted a regional leadership and science & geospatial team visit from the National Oceanic and Atmospheric Administration (NOAA), Office for Coastal Management in Alaska. Joining the KBNERR and NOAA teams were City of Homer staff, Dan Kort, Director of Public Works, Leon Galbraith, City Engineer/Special Projects Coordinator, and KBNERR Council member Jan Keiser. The group toured the City of Homer Reservoir, discussed land acquisition projects and the Kachemak Sponge site, and visited the KBNERR weather station in the Homer harbor.

Geospatial work in a coastal area, like Homer, plays an important role in managing and safeguarding these environments. By tracking key factors such as erosion, sea-level rise, and habitat loss, this work provides essential data.

Having this information at hand is useful for anticipating disasters and managing resources effectively. It lays the groundwork for urban planning, ensuring that development is both safe and sustainable. Additionally, it preserves biodiversity by monitoring changes in habitats and species distribution.

Click on this link, [KBNERR website](#), to learn more about how KBNERR protects and sustains Homer's beautiful coastlines.

REVITALIZING THE WEST LOT AND LUCKY SHOT TRAILS FOR COMMUNITY USE

The West Lot Trail has served Homer for 18 years but had narrowed to just 3-4 feet in some areas due to organic growth. Recently cleared and widened to about 12 feet, it now offers a welcoming space for hikers and outdoor recreation.

To enhance durability, plans include applying calcium to stabilize the path and topping it with one-inch crushed gravel. Once compacted, the trail will meet ADA standards, ensuring accessibility for everyone. The Friends of the Library have exciting plans to make the trail more interactive for children during their summer programs, which will make the outdoor experience even more fun for the community.



Newly widened West Lot Trail.

Alongside the West Lot Trail updates, work is also kicking off on the Lucky Shot Trail, which connects with it. While the northern part of Lucky Shot requires fabric installation and has not yet been fully developed as a trail, efforts will be made to bring it as close to ADA compliance as possible, given the constraints of space and right-of-way.

Both trails are designated for year-round maintenance, including winter upkeep, to tackle those long-standing maintenance issues. These upgrades are a big step in revitalizing our community spaces, making sure they stay accessible and enjoyable for everyone.



Chad Felice working on the West Lot Trail.

PUBLIC WORKS

BAYVIEW PARK IMPROVEMENTS

After gathering public ideas and working with Corvus Design on the park improvement plan, Bayview Park's makeover is underway! The park is temporarily closed to the public for the duration of the construction phase, which is tentatively scheduled to wrap up by the end of November.

So what's happening? A contractor is extending the accessible parking area, creating an accessible pathway from the parking area to the play area and leveling an area for playground equipment. Public Works is managing and supervising the construction, and will be assembling and installing the playground equipment, which is designed for preschool age children and their families.

We're excited about the park improvements! It's been a team effort brought to you through community planning, donations from the Kachemak Bay Rotary Club, a Healthy and Equitable Communities grant from the State of Alaska and funds from Homer's HART program. We can't wait to share these enhancements with you!



Riprap installation along the new pathway to combat erosion.

COMMUNITY RECREATION

UPCOMING EVENTS



Ski and Winter Gear Swap & Telluride Mountainfilm On Tour

When: Wednesday, November 13, 5:30 - 7:30 pm
Where: Homer High School Commons & Theater
Cost: For Film Show \$10 / ticket
(Tickets available at Homer Bookstore or at the door of the show.)



Barter, trade, sell or give away your winter and ski gear. HHS Ski team will be waxing skis as a fundraiser.

Stay and watch the Telluride Mountainfilm show at 7pm!

HOWL will be providing soup for sale & dessert fundraiser for the AK to DC Trip!

Jewelry Making Classes October 2024

October 12-13: Intro to Silversmithing
October 18-20: Lost Wax Casting
October 26-27: Intermediate Silversmithing



Where: Homer High School Art Room

Cost: \$180 per class (or \$100 for repeat students) in addition to cost of materials (average project \$15 - \$20)

Classes taught by Art Koeninger.

For class times and more details, follow this link:

cityofhomer-ak.gov/com-rec/jewelry-making-classes-october-2024

Cuong Nhu and Karate Program

Weekly:

Youth (Ages 6 & up): 4:30 - 5:30 pm, M-W-F
Adult: 5:45 - 6:45 pm, M-W-F



Where: HERC Activity Room

Check out the website: polarisdojo.com or contact Sensei Martha at (206) 414 8319 or at polarisdojo@gmail.com for more information and registration.

For more details, follow this link:

cityofhomer-ak.gov/com-rec/cuong-nhu-and-karate-program

CITY MANAGER

US COAST GUARD VISITS HOMER

On September 11, members of the U.S. Coast Guard Sector Western Alaska & U.S. Arctic paid a visit to the City to discuss enhancing our Coast Guard City partnership and understanding local needs. Sector Western Alaska & U.S. Arctic is the Coast Guard's largest geographic sector, exercising authority in a jurisdiction extending through-out Western Alaska, The North Slope, and the Aleutian Islands through Prince William Sound. We were thrilled they came for a visit!

The visit introduced key Coast Guard staff Deputy Sector Commander Scott Farr, Senior Chief Matthew Burns, Chief of Prevention Christine Brown, and Lieutenant Juston Lee with the local Marine Safety Detachment and outlined ways their staff are able to enhance the USCG City relationship through community engagement opportunities.

Mayor Ken Castner and Council Member Rachel Lord discussed local needs and reiterated great appreciation for the important role the USCG plays in our maritime community – including search and rescue, pollution prevention & response, waterways management, port security, vessel inspections, and investigations.



Left to Right: Bryan Hawkins, Lt. Juston Lee, Mayor Ken Castner, Chief Matthew Burns, Chief of Prevention Christine Brown, Lori Pond, Julie Engebretsen, Rachel Lord, Melissa Jacobsen, and Deputy Sector Commander Scott Farr.

PORT AND HARBOR

US COAST GUARD DOUGLAS DENMAN VISITS HOMER



The Douglas Denman, moored next to the USCG Cutter Aspen on Homer's Pioneer Dock.

Earlier in September, the Port and Harbor hosted the United States Coast Guard (USCG) Douglas Denman. The Douglas Denman is part of the fleet of Sentinel class cutters built to replace the 110' island class cutters and are being phased in across Alaska. They are built to spend more time at sea than the island class cutters like the Naushon. Currently home ported in Ketchikan, the Douglas Denman will eventually find her home in Sitka. The Douglas Denman has 22 crew on board and was here for three days for provisioning and shore leave.

Port & Harbor staff worked with the USCG to identify mooring that would be safe for the ship and for crew transfers. Options included having them enter the harbor to raft out from the Naushon, moor at the Deep Water Dock or raft out from the Cutter Aspen. Because the ship is large for safe maneuvering in the current harbor, but small for the Deep Water Dock, the crew chose to raft next to the Aspen (they could use the Aspen's gangway to get crew on and off the dock for shore leave) after refueling at the Deep Water Dock.

Visits from this new class of cutters are expected to be regular occurrences in the near future. The new large vessel harbor basin being considered in the General Investigation would enhance the port's capability to serve these cutters by providing deeper draft and wider turning radius, allowing the cutters to maneuver safely and efficiently to floats for safe crew transfers.

HOMER HARBOR EXPANSION

STUDY UPDATE

In late September, the US Army Corps of Engineers (USACE) Environmental team conducted its final field work visit. A team has visited the study site every month since April to gather data through:

- Beach seining: This technique allows the team to sample fish populations in shallow waters.
- Bottom trawls: Used to assess the diversity of marine life on the harbor floor.
- eDNA analysis: This innovative method detects genetic material in the water, providing insights into the biodiversity of our harbor without directly observing each species.



The team also resumed monthly coordination meetings with Federal and State agencies to keep them engaged and updated on the status of the study, and will re-engage the Environmental Stakeholders Working Group after field work has concluded.

Simultaneously, subcontractors have been out collecting crucial geophysical data, which includes the water depths and topography in the study area. Data collection will wrap up in mid-October. Of particular interest is the multi-beam sonar survey, which has mapped the seafloor up to 100 feet below the surface providing information about the density and composition of the seafloor.



Once collated, the USACE Project Development Team will review the information and make a plan for supplemental geotechnical drilling. The data from these activities will inform the design of potential harbor improvements, ensuring they're built on a solid foundation of geophysical understanding.

Building upon previous community input, the USACE Economics and design teams are collecting and analyzing moorage demand data, and are planning for small focus group meetings with different harbor user groups in late October to gather insight on how current harbor conditions impact daily operations and harbor user experience. A recent meeting with the US Coast Guard has already provided valuable perspectives, demonstrating the importance of these stakeholder consultations.

Looking Ahead: Key Milestones

Now that study activities have resumed at pace, the USACE published an updated schedule for reaching study milestones:

- January 2026: Community meeting to share USACE updates to conceptual harbor expansion designs
- Late June 2025: Tentatively Selected Plan to be completed
- Late August 2025: Draft feasibility study to be released for public comment and review
- Late October 2026: USACE to submit the final feasibility report
- Late February 2027: Expected signing of the Chief's Report

Stay informed about upcoming community meetings and opportunities to provide input.

Go to www.homerharborexansion.com

Your engagement can help ensure that the final recommendations meet the study's goals and objectives:

- Relieve transportation congestion
- Improve navigational safety and efficiency within the harbor
- Enhance regional connectivity and economic activity
- Foster maritime trades industry and other year-round opportunities
- Sustainable construction, operations and maintenance budget
- Maintain environmental integrity and quality of life and minimize adverse community impacts.





In this section, we aim to keep readers informed about the latest developments in public safety in the community. Whether it's news about crime prevention, emergency preparedness, or updates on local law enforcement activities, we've got you covered. Our goal is to promote a safe and secure environment for all community members and visitors of Homer, and we believe that staying informed is a crucial part of achieving that. Read on to learn more about what's happening in public safety in Homer.

EARTHQUAKE PREPAREDNESS

October 17th is the [Great Alaska ShakeOut!](#) Join millions of people worldwide to participate in earthquake drills at work, school, or home!

Alaska is one of the most seismically active regions in the world. The state experiences more earthquakes each year than any other state in the United States.

In an earthquake, you may only have seconds to respond before you are knocked off balance or something falls on you. By practicing “Drop, Cover, and Hold On”, response times can be quicker during a live event.

What is the ShakeOut? It's a worldwide earthquake drill and a great way for your family or business to practice being prepared to survive and recover quickly from a big earthquake.

When is the ShakeOut? The ShakeOut drill is set for 10:17 am on Thursday, October 17th. At 10:17 am, practice how you will Drop, Cover, and Hold On during a large earthquake, which only takes about one minute out of your day.

The main goal of ShakeOut is to help Alaskans be prepared for major earthquakes, so use the ShakeOut as an opportunity to learn and do more to be safe before, during, and after an earthquake.



How to Be Prepared!

In partnership with the Great Shake Out, Earthquake Country Alliance provides Seven Steps to Earthquake Safety. Follow these steps to be prepared, to survive, and recover. Learn more at [EarthquakeCountry.org](#).

Prepare:

1. **Secure your space** by identifying hazards and securing moveable items.
2. **Plan to be safe** by creating your emergency plan and deciding how you will communicate.
3. **Organize emergency supplies** in convenient locations.
4. **Minimize financial hardship** by organizing important documents, strengthening your property, and considering insurance coverage.

Survive:

5. **Drop, Cover, and Hold On** or other recommended actions (if you feel shaking or get an alert).
6. **Improve safety** after earthquakes by evacuating if necessary, helping the injured, and preventing further injuries or damage.

Recover:

7. **Reconnect and Restore** daily life by reuniting with others, repairing damage, and rebuilding community.

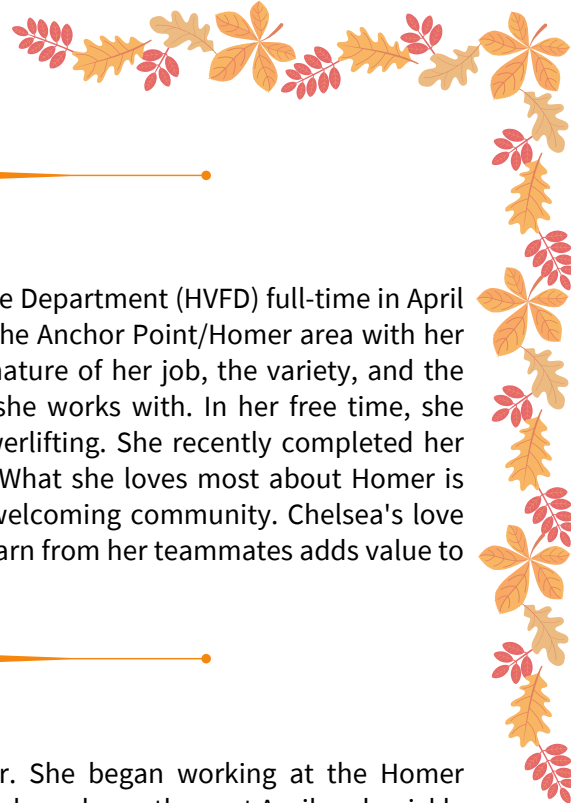
[Earthquake Preparedness | City of Homer Alaska Official Website](#)
([cityofhomer-ak.gov](#))



Create a Grab & Go Bag

One way you and your family can prepare for any emergency is to put together a Grab & Go Bag ahead of time! [www.cityofhomer-ak.gov](#) ("[Grab & Go](#)").

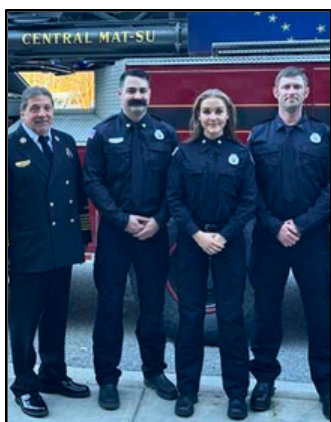
MEET THE STAFF



Meet Chelsea Marsh

Captain Homer Volunteer Fire Department

Chelsea Marsh joined the Homer Volunteer Fire Department (HVFD) full-time in April after volunteering since 2018. She moved to the Anchor Point/Homer area with her family in 2010. Chelsea enjoys the dynamic nature of her job, the variety, and the opportunity to learn from the great people she works with. In her free time, she loves gardening, home renovations, and powerlifting. She recently completed her first powerlifting competition in September! What she loves most about Homer is the stunning mountains and the close-knit, welcoming community. Chelsea's love for the variety in her work and her desire to learn from her teammates adds value to the HVFD and our community.



Meet Paige Jones

Firefighter / EMT

Paige Jones, was born and raised in Homer. She began working at the Homer Volunteer Fire Department (HVFD) as a seasonal employee the past April and quickly transitioned to a full-time role. Driven by a strong commitment to her community, she enjoys the ongoing training and learning opportunities that come with her position. Paige thrives during the busy summer months, when the team shifts into high gear to accomplish a lot in a short time. In her free time, she loves outdoor activities, and on rainy days, she indulges her creative side by painting. Paige's passion for her work and community makes her a great addition to the HVFD.



Renee Krause

City Clerk/ADA Coordinator

We are delighted to congratulate Renee Krause on her promotion to City Clerk! Renee has been a dedicated member of the city's administration, showcasing exceptional skill and commitment in managing city records, public communications, and ensuring efficient operations. In addition to her new role, she also serves as the City's ADA Coordinator, further demonstrating her dedication to inclusivity. Renee's skills and dedication will surely make a positive impact in our community!



Taylor Crowder

Investigations Sergeant

Sending a well-deserved congratulations to Taylor Crowder on his recent promotion to Investigations Sergeant! He has worked as a police officer since moving to Homer in April 2021. Inspired by his mother, who served for nearly 20 years, Taylor has always aspired to be a police officer. Helping people is his calling. He is married to his high school sweetheart, is a devoted Baltimore Ravens fan, and enjoys playing in the city softball league, fishing, and playing disc golf with his kids. With his commitment and genuine desire to help others, there's no doubt he will excel in this new role!

MEET THE STAFF



Kathy Vogl
Recreation Programmer

Kathy Vogl recently transitioned to a full-time role as Recreation Programmer with Community Recreation, where she has been a valued team member since 2022. What she enjoys most is the opportunity to create engaging programs and connect with an energetic mix of people, from the young to the young at heart. Kathy moved to Homer in 2000 at the age of 25, drawn by its stunning scenery and welcoming community. In her free time, she loves playing pickleball, hiking, and cross-country skiing. Her passion for creating engaging programs and her love for the community make her a wonderful fit as the Recreation Programmer!



Susie Inglis
Special Projects Associate

We're excited to introduce Susie Inglis as our new Special Projects Assistant. After leaving their film careers in California, Susie and her husband moved to the Homer area to build their dream home. A passionate researcher, Susie finds satisfaction in diving into the city's special projects. Outside of work, she loves reading, exploring new places, and recently tackled off-roading in Joshua Tree National Park. She appreciates Homer's stunning views and strong community and looks forward to contributing her diverse experience to the city.



Work Anniversaries

Thank you to the following staff members for your dedication, commitment, and service to the City of Homer!

July			August			September		
Employee	Dept.	Years	Employee	Dept.	Years	Employee	Dept.	Years
Lori Sorrows	Finance	17	Kellen Stock	Police	5	Aaron Glidden	Port	20
Dan Olsen	Public Works	15	Winnifred Wade	Police	2	Ryan Browning	Police	14
Julie Engebretsen	Community Dev	12	Japheth McGhee	Port	1	Tracie Whitaker	Police	10
Dave Welty	Public Works	10				Lisa Linegar	Police	9
David Bernard	Library	8				Charles Benson	Police	3
Jason Hoffman	Public Works	5				Jessica McGuire	Finance	2
Jason Hanenberger	Public Works	5				Dawn Brooks	Library	1
Mark Kirko	Fire	5				Chad Felice	Public Works	1
Owen Meyer	Public Works	3						
Ryan Foster	Community Dev.	2						
Keith Bohlken	Public Works	1						
Bradley Bordner	Police	1						
Tom Gilbert	Port	1						
Aaron Knowles	Fire	1						
Greg Trail	Public Works	1						

 *We Appreciate You!*

CITY OF HOMER ROSTER

Mayor - Ken Castner (2024)

City Council

Donna Aderhold (2024)
Jason Davis (2025)
Shelley Erickson (2024)
Storm P. Hansen (2025)
Rachel Lord (2026)
Caroline Venuti (2026)

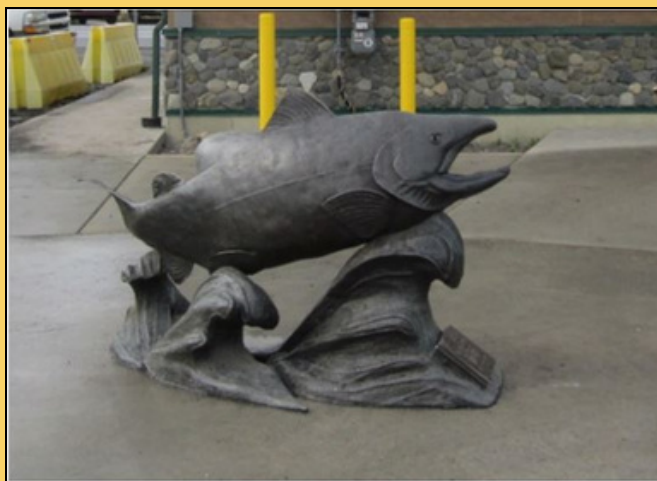
City Staff Leadership

Melissa Jacobsen, City Manager
Renee Krause, City Clerk, ADA Coordinator
Mark Robl, Chief of Police
Bill Jirsa, Chief Technology Officer
Julie Engebretsen, Community Development Director
Elizabeth Walton, Finance Director
Mark Kirko, Fire Chief
Dave Berry, Library Director
Andrea Browning, Personnel Director
Bryan Hawkins, Port Director
Dan Kort, Public Works Director
Ryan Foster, City Planner
Mike Illg, Community Recreation Manager

Commissions and Boards

ADA Advisory Board
Comprehensive Plan Steering Committee
Economic Development Advisory Commission
Library Advisory Board
Parks, Art, Recreation and Culture Advisory Commission
Planning Commission
Port and Harbor Advisory Commission

MUNICIPAL ART COLLECTION



The Giving Salmon, by artist Christina Demetro

Acquired in 2017 - The sculpture has a slot in the mouth of the Salmon to accept donations to the Homer Foundation.

This sculpture is an inspirational bronze sculpture to celebrate our community and the non-profits that support it. Donations received support the community's needs.

Located on the Homer Spit,
Ramp 2 Boathouse Pavillion

Learn more about the municipal art collection at:

[www.cityofhomer-ak.gov/
prac/city-homer-municipal-art-collection](http://www.cityofhomer-ak.gov/prac/city-homer-municipal-art-collection)

STAY CONNECTED TO CITY COUNCIL

Go to cityofhomer-ak.gov/cityclerk/stay-connected-city-council to find instructions on how to listen, provide testimony, and participate in the meetings via Zoom.

UPCOMING MEETINGS

View all meetings on the City's website.

<https://www.cityofhomer-ak.gov/meetings>

City Council: Oct. 14 & 28, Nov. 12 & 25

ADA Advisory Board: Oct. 10, Nov. 14

Comprehensive Plan Steering Committee: Oct. 9

Economic Development Advisory Commission: Oct. 8, Nov. 12

Library Advisory Board: Oct. 15, Nov. 19

Parks, Art, Recreation & Culture Advisory Commission: Oct. 17, Nov. 21

Planning Commission: Oct. 2 & 16, Nov. 6, Dec. 4

Port & Harbor Advisory Commission: Oct. 2 & 23, Nov. 20, Dec. 11



JOIN OUR TEAM

- Find current job listings for the City of Homer
- Sign up for Job Alerts
- Apply Online at:
cityofhomerak.applicantpro.com/jobs

ABOUT THIS NEWSLETTER

The City of Homer Newsletter is published quarterly. For questions or comments, please contact the Office of the City Manager at citymanager@ci.homer.ak.us

City of Homer

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www.cityofhomer-ak.gov

ADA ADVISORY BOARD

2024 Annual Calendar of Meetings and Topics

	AGENDA DEADLINE	MEETING	CITY COUNCIL MEETING FOR REPORT*	ANNUAL TOPICS/EVENTS
JANUARY	No Meeting Scheduled			
FEBRUARY	Wednesday 2/1 5:00 p.m.	Thursday 2/09 4:00 p.m.	Monday 2/13 6:00 p.m.	ADA Budget Review *may not be applicable during non-budget years Development of Annual Strategic Plans & Goals
MARCH	No Meeting Scheduled			
APRIL	Wednesday 4/5 5:00 p.m.	Thursday 4/13 4:00 p.m.	Monday 4/24 6:00 p.m.	<ul style="list-style-type: none"> Review first draft Parks, Play Areas & Campgrounds Transition Plan ADA Budget Review FY23-FY25
MAY	Wednesday 5/3 5:00 p.m.	Thursday 5/11 4:00 p.m.	Monday 5/22 6:00 p.m.	<ul style="list-style-type: none"> Engage in Education and outreach activities for ADA Compliance Draft Strategic Plan for 2024
JUNE	Wednesday 6/5 5:00 p.m.	Thursday 6/13 4:00 p.m.	Monday 6/17 6:00 p.m.	<ul style="list-style-type: none"> Schedule Site Audits for Trails
JULY	Wednesday 7/3 5:00 p.m.	Thursday 7/11 4:00 p.m.	Monday 7/22 6:00 p.m.	<ul style="list-style-type: none"> Term Expiration Notices/Reapplications Sent Out New CIP Project Draft Review CIP Review and Recommendations
AUGUST	Wednesday 8/7 5:00 p.m.	Thursday 8/8 5:00 p.m.	Monday 8/12 6:00 p.m.	<ul style="list-style-type: none"> Reapplications Due Joint Worksession with City Council Monday, August 19th @ 5:00 p.m.
SEPTEMBER	Wednesday 9/4 5:00 p.m.	Thursday 9/12 5:00 p.m.	Monday 9/23 6:00 p.m.	Special Meeting
OCTOBER	Wednesday 10/2 5:00 p.m.	Thursday 10/10 4:00 p.m.	Monday 10/21 6:00 p.m.	<ul style="list-style-type: none"> Approve Meeting Schedule for Upcoming Year Board Training by City Clerk Proposed CIP Project Accessible Parking
NOVEMBER	Wednesday 11/06 5:00 p.m.	Thursday 11/14 4:00 p.m.	Monday 11/25 6:00 p.m.	<ul style="list-style-type: none"> Review Strategic Plan & Goals for 2025 Trails Transition Plan Draft
DECEMBER	No Meeting Scheduled			

*The Board's opportunity to give their report to City Council is scheduled for the Council's regular meeting following the Board's regular meeting, under Agenda Item 8 – Announcements/ Presentations/ Borough Report/Commission Reports.

ADA ADVISORY BOARD

2025 Annual Calendar of Meetings and Topics

	AGENDA DEADLINE	MEETING	CITY COUNCIL MEETING FOR REPORT*	ANNUAL TOPICS/EVENTS
JANUARY	No Meeting Scheduled			
FEBRUARY	Wednesday 2/5 5:00 p.m.	Thursday 2/13 4:00 p.m.	Monday 2/24 6:00 p.m.	ADA Budget Review *may not be applicable during non-budget years Review Annual Strategic Plans & Goals Draft Review of Trails Transition Plan Discussion of Community Recreation Transition Plan CIP Project Development
MARCH	No Meeting Scheduled			
APRIL	Wednesday 4/2 5:00 p.m.	Thursday 4/10 4:00 p.m.	Monday 4/13 6:00 p.m.	<ul style="list-style-type: none"> • ADA Budget Review FY26/FY27 • CIP Project Draft
MAY	Wednesday 4/30 5:00 p.m.	Thursday 5/8 4:00 p.m.	Monday 5/22 6:00 p.m.	<ul style="list-style-type: none"> • Draft Strategic Plan for 2025 • Community Rec Transition Plan • CIP Project Final Draft
JUNE	Wednesday 6/4 5:00 p.m.	Thursday 6/12 4:00 p.m.	Monday 6/22 6:00 p.m.	<ul style="list-style-type: none"> • Community Rec Transition Plan Draft • Status Update of Adopted Transition Plans
JULY	Wednesday 7/2 5:00 p.m.	Thursday 7/10 4:00 p.m.	Monday 7/20 6:00 p.m.	<ul style="list-style-type: none"> • Term Expiration Notices/Reapplications Distributed • CIP Review and Recommendations
AUGUST	Wednesday 8/6 5:00 p.m.	Thursday 8/14 5:00 p.m.	Monday 8/24 6:00 p.m.	<ul style="list-style-type: none"> • Reapplications Due to Clerks Office • Joint Worksession with City Council Monday, August 17th
SEPTEMBER	No Meeting Scheduled			
OCTOBER	Wednesday 10/01 5:00 p.m.	Thursday 10/09 4:00 p.m.	Monday 10/12 6:00 p.m.	<ul style="list-style-type: none"> • Approve Meeting Schedule for Upcoming Year • Board Training by City Clerk • Proposed CIP Project • Accessible Parking
NOVEMBER	Wednesday 11/05 5:00 p.m.	Thursday 11/13 4:00 p.m.	Monday 11/23 6:00 p.m.	<ul style="list-style-type: none"> • Review Strategic Plan & Goals for 2025 • Trails Transition Plan Draft
DECEMBER	No Meeting Scheduled			

*The Board's opportunity to give their report to City Council is scheduled for the Council's regular meeting following the Board's regular meeting, under Agenda Item 8 – Announcements/ Presentations/ Borough Report/Commission Reports.