

Agenda City Council Regular Meeting

Monday, September 23, 2024 at 6:00 PM City Hall Cowles Council Chambers In-Person & Via Zoom Webinar

Homer City Hall

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

Zoom Webinar ID: 205 093 973 Password: 610853

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

CALL TO ORDER, PLEDGE OF ALLEGIANCE

AGENDA APPROVAL (Only those matters on the noticed agenda may be considered, pursuant to City Council's Operating Manual)

MAYORAL PROCLAMATIONS AND RECOGNITIONS

PUBLIC COMMENT ON MATTERS ALREADY ON THE AGENDA

RECONSIDERATION

CONSENT AGENDA (Items listed below will be enacted by one motion. If a separate discussion is desired on an item, that item may be removed from the Consent Agenda and placed on the Regular Meeting Agenda at the request of a Councilmember.)

- <u>a.</u> Homer City Council Unapproved Regular Meeting Minutes of September 9, 2024. City Clerk. Recommend approval.
- <u>b.</u> Memorandum CC-24-193 from Council Members Aderhold and Erickson re: Resolutions to Submit to the Alaska Municipal League for Consideration at the Annual Business Meeting in December. Recommend approval.
- Memorandum CC-24-194 from City Clerk re: Confirm Election Judges and Canvass Board for the October 1, 2024 Municipal Election. Recommend approval.
- d. Ordinance 24-45, An Ordinance of the City Council of Homer, Alaska, Amending the 2025 Operating Budget by Appropriating Funds in the Amount of \$25,000 from the Port Reserves Fund for the Purpose of the Deep Water Dock North Mooring Dolphin Repair Project. City Manager/Port Director. Introduction September 23, 2024 Public Hearing and Second Reading October 14, 2024.

Memorandum CC-24-195 from Port Director as backup.

- e. Ordinance 24-46, An Ordinance of the City Council of Homer, Alaska, Amending the FY25 Capital Budget by Appropriating \$40,000 from the Homer Accelerated Roads and Trails (HART) Roads Fund to Purchase Speed Monitoring Devices. Davis/Lord.
- G. Ordinance 24-47, An Ordinance of the City Council of Homer, Alaska, Amending the FY24 Capital Budget by Appropriating an Additional \$15,000 from the Public Works Capital Asset Repair and Maintenance Allowance (CARMA) Fund to the Airport Terminal Sidewalk Replacement Project. City Manager/City Engineer. Introduction September 23, 2024 Public Hearing and Second Reading October 14, 2024.
 - Memorandum CC-24-196 from City Engineer as backup.
- g. Resolution 24-101, A Resolution of the City Council of Homer, Alaska, Supporting the Efforts of the Homer Cycling Club and Friends of Kachemak Bay State Park to Establish Hiking, Biking and Equestrian Trails in the Cottonwood-Eastland Management Unit of Kachemak Bay State Park. Venuti.
 - Memorandum CC-24-197 from Parks, Art, Recreation & Culture Advisory Commission as backup.
- h. Resolution 24-102, A Resolution of the City Council of Homer, Alaska, Acknowledging the City of Homer Surplus Equipment Sale 2024 Results. City Clerk.
 - Memorandum CC-24-198 from City Clerk as backup.
- i. Resolution 24-103, A Resolution of the City Council of Homer, Alaska, Urging the State of Alaska to Maintain Funding for the Public Libraries Assistance (PLA) Grants and the Statewide Library Electronic Doorway (SLED) at FY 2024 Levels. Library Director/Aderhold.
- j. Resolution 24-107, A Resolution of the City Council of Homer, Alaska, Awarding a Contract to Hughes and Associates of Palmer, Alaska in the Amount Not to Exceed \$40,000 for the Harbor Basin Survey Project and Authorizing the City Manager to Negotiate and Execute the Appropriate Documents. City Manager/Port Director.
 - Memorandum CC-24-204 from Port Director as backup.

VISITORS (10 minutes per visitor)

- a. City of Homer Financial Statements Bikky Shrestha, BDO USA, LLP
- b. CARTS Presentation Jodi Stuart, Board President & Jessica Schultz, Executive Director
- c. Comprehensive Plan Status Update Shelly Wade, Agnew::Beck

ANNOUNCEMENTS / PRESENTATIONS / REPORTS (5 Minute limit per report)

- a. Worksession Report
- b. Committee of the Whole Report

- c. Mayor's Report
- d. Borough Report
- e. Economic Development Advisory Commission
- f. Planning Commission
- g. Library Advisory Board
- h. Americans with Disabilities Act Compliance Committee
- i. Parks Art Recreation and Culture Advisory Commission
- j. Champions Report
 - i. Finance
 - ii. Harbor
 - iii. Recreation

PUBLIC HEARING(S)

<u>a.</u> Ordinance 24-43, An Ordinance of the City Council of Homer, Alaska Amending the FY25 Capital Budget by Appropriating an Additional \$15,00 from the Port Reserves Fund for the Harbor Basin Survey Project. City Manager/Port Director. Introduction September 9, 2024 Public Hearing and Second Reading September 23, 2024.

Memorandum CC-24-185 from Port Director as backup.

D. Ordinance 24-44, An Ordinance of the City Council of Homer, Alaska, Amending the FY25 Capital Budget by Accepting and Appropriating a State of Alaska Public Library Assistance Grant for FY25 in the Amount of \$1,829 for Books and Library Materials. City Manager/Library Director. Introduction September 9, 2024 Public Hearing and Second Reading September 23, 2024.

Memorandum CC-24-186 from Library Director as backup.

ORDINANCE(S)

CITY MANAGER'S REPORT

- a. City Manager's Report
- b. Monthly General Fund Expenditure Report

PENDING BUSINESS

<u>a.</u> Ordinance 24-31(S), An Ordinance of the Homer City Council Adopting the 2024 Homer Transportation Plan, Amending the Homer Comprehensive Plan to Include the Transportation

Plan and Recommending Adoption by the Kenai Peninsula Borough. Introduction August 12, 2024 Public Hearing and Second Reading August 19, 2024 Postponed to September 23, 2024 Remanded to ADA Advisory Board and Parks, Art, Recreation & Culture Advisory Commission.

Memorandum CC-24-147 from Community Development Director as backup.

Memorandum CC-24-200 from ADA Advisory Board as backup.

Memorandum CC-24-201 from Parks, Art, Recreation & Culture Advisory Commission as backup.

NEW BUSINESS

RESOLUTIONS

 Resolution 24-104, A Resolution of the City Council of Homer, Alaska Directing the City Manager to Address Speeding on West Fairview. Davis.

Memorandum CC-24-199 from City Manager as backup.

- b. Resolution 24-105, A Resolution of the City Council of Homer, Alaska, Accepting the Fiscal Year 2023 Basic Financial Statements and Acknowledging the Management Letter Submitted by the City's Independent Auditor, BDO USA, LLP and Authorizing the City Manager to Execute the Financial Report. City Manager/Finance Director.
- c. Resolution 24-106, A Resolution of the City Council of Homer, Alaska, Disbanding the Sister City 40th Anniversary Celebration Task Force. Lord/Venuti.

Memorandum CC-24-203 from Assistant to the City Manager/Sister City Coordinator as backup.

COMMENTS OF THE AUDIENCE

COMMENTS OF THE CITY ATTORNEY

COMMENTS OF THE CITY CLERK

COMMENTS OF THE CITY MANAGER

COMMENTS OF THE MAYOR

COMMENTS OF THE CITY COUNCIL

ADJOURNMENT

Next Regular Meeting is Monday, October 14, 2024 at 6:00 p.m., Committee of the Whole at 5:00 p.m. A Worksession at 4:00 p.m. All meetings are scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

Session 24-19 a Regular Meeting of the City Council of Homer, Alaska was called to order on September 9, 2024 by Mayor Ken Castner at 5:00 p.m. at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska, and opened with the Pledge of Allegiance.

PRESENT: COUNCILMEMBERS ERICKSON, DAVIS, ADERHOLD, VENUTI, LORD

ABSENT: COUNCILMEMBER HANSEN (EXCUSED)

STAFF: CITY MANAGER JACOBSEN

CITY CLERK KRAUSE
CITY ATTORNEY GATTI

PUBLIC WORKS DIRECTOR KORT FINANCE DIRECTOR FISCHER PORT DIRECTOR HAWKINS

COMMUNITY DEVELOPMENT DIRECTOR ENGEBRETSEN

CHIEF TECHNOLOGY OFFICER JIRSA PERSONNEL DIRECTOR BROWNING

SPECIAL PROJECTS & COMMUNICATIONS COORDINATOR CARROLL

CITY PLANNER FOSTER FIRE CHIEF KIRKO

AGENDA APPROVAL

Mayor Castner announced supplemental items for the record: CONSENT AGENDA Item c. Memorandum CC-24-184 from City Clerk re: Liquor License Renewals for Homer Brewing Company, Boatyard Café and Finn's Applications and Memorandums of Non-objections from the Homer Police Department and Kenai Peninsula Borough Item e. Ordinance 24-44 Amending FY25 Capital Budget by Accepting and Appropriating a State of Alaska Public Library Assistance Grant for FY25 in the Amount of \$1829 for Books and Library Materials. Memorandum CC-24-186 from Library Director as backup. Item f. Resolution 24-096 Awarding a Construction Contract for the Bayview Park Playground Improvements Project to East Road Services, Inc. of Homer Alaska, in an amount not to Exceed \$114,401 and Authorizing the City Manager to Negotiate and Execute the Engineer **Appropriate** Documents. Memorandum CC-24-187 from City backup. ANNOUNCEMENTS/PRESENTATIONS/REPORTS Item e. Planning Commission written report for September 4, 2024 regular meeting & Worksession

There are laydowns received for the following: **ANNOUNCEMENTS/PRESENTATIONS/REPORTS** item c. Borough Report - Email from Assembly Person Cooper and KPB Resolution 2024-037 KPB Tourism Working Group **VISITORS/PRESENTATIONS** item a. Megumi Beams, Sister City Liaison and Interpreter **RESOLUTIONS** item a. Memorandum CC-24-193 New Proposed City Project for Consideration for the 2025-2030 Capital Improvement Plan: Extension of Reber Trail to Soundview Avenue

ADERHOLD/VENUTI MOVED TO APPROVE THE AGENDA AS AMENDED.

There was no discussion.

VOTE. NON OBJECTION. UNANIMOUS CONSENT

Motion carried.

MAYORAL PROCLAMATIONS AND RECOGNITIONS

PUBLIC COMMENT ON MATTERS ALREADY ON THE AGENDA

Mayor Castner noted the public was invited to comment on items on the agenda with the exception of the following:

- Ordinance 24-39, An Ordinance of the City Council of Homer, Alaska, Amending the FY25 Capital Budget by Appropriating \$18,000 from the Port Reserves Fund for the Acquisition of an Ammonia Storage Tank for the City Ice Plant.
- Ordinance 24-40, An Ordinance of the City Council of Homer, Alaska, Amending the FY25 Capital Budget by Re-Appropriating \$6,152 from the Homer Accelerated Roads and Trails (HART) Trails Fund for Library Trail West Storybook Trail Improvements.
- Ordinance 24-40(S), An Ordinance of the City Council of Homer, Alaska Amending the FY25 Capital Budget by Re-Appropriating \$6,152 from the Homer Accelerated Roads and Trails (HART) Trails Fund for the Library Trail - West Storybook Trail Improvements.
- Ordinance 24-41, An Ordinance of the City Council of Homer, Alaska, Amending the FY25 Capital Budget by Appropriating \$6,000 from the Homer Accelerated Roads and Trails (HART) Trails Fund for Lucky Shot Trail Improvements.
- Ordinance 24-42, An Ordinance of the City Council of Homer, Alaska, Amending the FY25 Capital Budget by Appropriating an Additional \$50,000 from the Homer Accelerated Roads and Trails (HART) Road Fund to the Bayview Park Renovation Project.

It was noted that comments on these matters will be addressed under Public Hearings.

Derotha Ferraro, Public Information Officer for South Peninsula Hospital, expressed her appreciation for the City including the hospital's two projects in the Capital Improvement Plan document.

RECONSIDERATION

CONSENT AGENDA (Items listed below will be enacted by one motion. If a separate discussion is desired on an item, that item may be removed from the Consent Agenda and placed on the Regular Meeting Agenda at the request of a Councilmember.)

Mayor Castner requested amendments.

- a. Homer City Council Unapproved Regular Meeting Minutes of August 26, 2024. City Clerk. Recommend approval.
- b. Memorandum CC-24-183 from Mayor re: Appointment of Hanh Stephens to the Economic Development Advisory Commission. Recommend adoption.
- Memorandum CC-24-184 from City Clerk re: Liquor License Renewals for Homer Brewing Company, Boatyard Cafe and Finn's. Recommend approval.

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d. Ordinance 24-43, An Ordinance of the City Council of Homer, Alaska Amending the FY25 Capital Budget by Appropriating an Additional \$15,000 from the Port Reserves Fund for the Harbor Basin Survey Project. City Manager/Port Director. Introduction September 9, 2024 Public Hearing and Second Reading September 23, 2024.

Memorandum CC-24-185 from Port Director as backup.

e. Ordinance 24-44, An Ordinance of the City Council of Homer, Alaska, Amending the FY25 Capital Budget by Accepting and Appropriating a State of Alaska Public Library Assistance Grant for FY25 in the Amount of \$1,829 for Books and Library Materials. City Manager/Library Director. Introduction September 9, 2024 Public Hearing and Second Reading September 23, 2024.

Memorandum CC-24-191 from Library Director as backup.

f. Resolution 24-096, A Resolution of the City Council of Homer, Alaska, Awarding a Construction Contract for the Bayview Park Playground Improvements Project to East Road Services, Inc., of Homer, Alaska, in an Amount Not to Exceed \$114,401 and Authorizing the City Manager to Execute and Negotiate the Appropriate Documents. City Manager/City Engineer. Recommend adoption.

Memorandum CC-24-187 from City Engineer as backup.

g. Resolution 24-097, A Resolution of the City Council of Homer, Alaska, Awarding a Construction Contract for the Fish Grinder Building Replacement Project to Beachy Construction, Inc., of Homer, Alaska in an Amount Not To Exceed \$674,500 and Authorizing the City Manager to Negotiate and Execute the Appropriate Documents Contingent Upon Full Execution of the Amended ADF&G Cooperative Agreement That Adds Phase 2 Funds For Construction. City Manager/Port Director. Recommend adoption.

Memorandum CC-24-188 from Port Director as backup.

h. Resolution 24-098, A Resolution Adopting Joint Resolution No. 2024-002 of the Assembly of the Kenai Peninsula Borough and the Councils of the City of Homer, Kachemak, Kenai, Seward, Seldovia and Soldotna Supporting the Kenai Peninsula Economic Development District's Request that the 2026 and 2027 Cook Inlet Finfish Meetings be held in Soldotna, Alaska to Provide Resource Stakeholders with the Opportunity to be Present at Public Discussions Affecting the Management of their Resources. City Manager. Recommend adoption.

Memorandum CC-24-189 from Port & Harbor Advisory Commission as backup.

i. Resolution 24-099, A Resolution of the City Council of Homer, Alaska, Recognizing September as National Recovery Month in the State of Alaska. Davis/Lord. Recommend adoption.

City Clerk Krause read the Consent Agenda as presented.

LORD/VENUTI MOVED TO ADOPT THE RECOMMENDATIONS OF THE CONSENT AGENDA AS READ.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

VISITORS

a. Head Japanese Consul, Mr. Kiyahiko Hamada

Mayor Castner introduced Mr. Hamada and welcomed him to Homer.

Mr. Hamada expressed his appreciation and pleasure to be allowed to speak to Council. He then congratulated the City on the 40th Anniversary. Mr. Hamada noted the number of sister city relationships between the US and Japan and the State of Alaska and Japan, speaking about the various visits from Anchorage and the Hokkaido Taiko Drummers entertainment, residents' enthusiasm to continue the relationships from both countries and that they persevered during the pandemic. Mr. Hamada spoke about the renaming of Sand Lake Park to Chitose Park encourages by Sand Lake Elementary to honor the 55-year sister city relationship between Anchorage and Chitose has had a park named after Anchorage for the past 30 years.

Megumi Beams, Sister City Liaison/Translator provided a brief report on the proposed delegation, recent visits, and events conducted in honor of the sister city relationship with Teshio, Hokkaido, Japan.

b. Kachemak Bay Recovery Connection Presentation

Jacqueline Rainwater presented information on the organization, outlining their goals, including events and successes in the community that the Kachemak Bay Recovery Connection was achieving.

Councilmembers expressed their appreciation and acknowledged the benefits provided by Kachemak Bay Recovery Connection and requested contact information so the public could reach out to them if needed or desired. They expressed their appreciation for attending the meeting and making the presentation.

ANNOUNCEMENTS/PRESENTATIONS/REPORTS

a. Committee of the Whole Report

Councilmember Lord reported that Council discussed at length, Resolution 24-096 and Ordinance 24-44 from the Consent Agenda and topics from the City Manager's Report regarding the Cemetery maintenance, policies, and invasive species mitigation, and Resolution 24-100 and the process used to determine Council's prioritized listing of projects shown in the resolution, along with the late breaking project submitted by Councilperson Davis for Reber Trail.

b. Mayor's Report

Mayor Castner reported that Kristin Faulkner, two-time Olympic Gold Medalist will be returning to Homer and the Chamber is looking for suggestions for celebratory events. He reported attending the Comp Plan Steering Committee meeting and will be attending the next Port & Harbor Advisory Commission and Planning Commission meetings. Mayor Castner provided informational update on the Kachemak Drive Pavement Restoration project.

c. Borough Report

- i. Laydown provided with adopted Resolution authorizing the formation of a Tourism Working Group.
- d. Port and Harbor Advisory Commission Report
- e. Planning Commission Report
 - i. September 4, 2024 written report provided by Scott Smith, Chair in the Supplemental Packet
- f. Comprehensive Plan Steering Committee Report

Kathy Carssow, Chair, reported the following:

- focus on project team setting the scenarios that will be presented in October
- Steering Committee members are still concerned on the project schedule
- Lot of questions on the project team on Title 21
- Fantastic public input process on the Comp Plan
- How to push Title 21 work to get it going
- Planning Commission will be asked to identify priorities
- Additional organizations within the community are researching how to address housing issues using
 Title 21
- Comp Plan Team will have a booth at the Farmers Market and this will be staffed by various Councilmembers and staff
- Next meeting Oct 9th at 8:30 a.m.
- g. Champions Report
 - i. Finance

Councilmember Lord reported a meeting is scheduled for Friday, Sept 13th with the City Manager and Finance Director, if Council has specific issues or concerns please submit them to Councilmember Lord or Davis.

ii. Harbor

Councilmember Lord reported that there is nothing scheduled at this time.

iii. Recreation

Councilmember Erickson reported that there is nothing scheduled at this time.

- iv. Sister City 40th Anniversary Celebration Task Force
 - 1. August 28, 2024 written report submitted by Council member Venuti

Councilmember Venuti reminded the public of the exhibit at the museum and that it will be in place through the end of September.

Mayor Castner noted that the display was not inclusive there were still many items located within City Hall that were gifted to Homer by Teshio.

PUBLIC HEARING(S)

> a. Ordinance 24-39, An Ordinance of the City Council of Homer, Alaska, Amending the FY25 Capital Budget by Appropriating \$18,000 from the Port Reserves Fund for the Acquisition of an Ammonia Storage Tank for the City Ice Plant. City Manager/Port Director. Introduction August 26, 2024 Public Hearing and Second Reading September 9, 2024.

Memorandum CC-24-169 from Port Director as backup.

Mayor Castner introduced the topic and opened the public hearing. Having no member of the audience come forward, or indicate that they wish to provide comment, he closed the public hearing and requested a motion and second.

LORD/VENUTI MOVED TO ADOPT ORDINANCE 24-39 BY READING OF TITLE ONLY FOR SECOND AND FINAL READING.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

b. Ordinance 24-40, An Ordinance of the City Council of Homer, Alaska, Amending the FY25 Capital Budget by Re-Appropriating \$6,152 from the Homer Accelerated Roads and Trails (HART) Trails Fund for Library Trail - West Storybook Trail Improvements. City Manager/Public Works Director. Introduction August 26, 2024 Public Hearing and Second Reading September 9, 2024.

Memorandum CC-24-170 from Public Works Director as backup.

Ordinance 24-40(S), An Ordinance of the City Council of Homer, Alaska Amending the FY25 Capital Budget by Re-Appropriating \$6,152 from the Homer Accelerated Roads and Trails (HART) Trails Fund for the Library Trail - West Storybook Trail Improvements. City Manager/Public Works Director.

Mayor Castner introduced the topic and opened the public hearing. Having no member of the audience come forward, or indicate that they wish to provide comment, he closed the public hearing and requested a motion.

LORD/VENUTI MOVED TO ADOPT ORDINANCE 24-40 BY READING OF TITLE FOR SECOND AND FINAL READING.

Mayor Castner asked if there was a motion to substitute.

LORD/VENUTI MOVED TO SUBSTITUTE ORDINANCE 24-40(S) FOR ORDINANCE 24-40 BY READING OF TITLE ONLY.

There was a brief discussion with Councilmember Lord expressing her appreciation to staff for providing the necessary changes providing clarification and creating a better record regarding the funding.

VOTE.(Substitute) NON-OBJECTION. UNANIMOUS CONSENT. Motion carried.

There was no further discussion.

LORD/VENUTI MOVED TO ADOPT ORDINANCE 24-40(S) BY READING OF TITLE ONLY.

There was no discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

c. Ordinance 24-41, An Ordinance of the City Council of Homer, Alaska, Amending the FY25 Capital Budget by Appropriating \$6,000 from the Homer Accelerated Roads and Trails (HART) Trails Fund for Lucky Shot Trail Improvements. City Manager/Public Works Director. Introduction August 26, 2024 Public Hearing and Second Reading September 9, 2024.

Memorandum CC-24-171 from Public Works Director as backup.

Mayor Castner introduced the topic and opened the public hearing. Having no member of the audience come forward, or indicate that they wish to provide comment, he closed the public hearing and requested a motion and second.

LORD/VENUTI MOVED TO ADOPT ORDINANCE 24-41 BY READING OF TITLE FOR SECOND AND FINAL READING.

There was no discussion.

VOTE, NON-OBJECTION, UNANIMOUS CONSENT.

Motion carried.

d. Ordinance 24-42, An Ordinance of the City Council of Homer, Alaska, Amending the FY25 Capital Budget by Appropriating an Additional \$50,000 from the Homer Accelerated Roads and Trails (HART) Road Fund to the Bayview Park Renovation Project. City Manager/City Engineer. Introduction August 26, 2024. Public Hearing and Second Reading September 9, 2024.

Memorandum CC-24-192 from City Engineer as backup. Memorandum CC-24-172 from City Engineer as backup.

Mayor Castner introduced the topic and opened the public hearing. Having no member of the audience come forward, or indicate that they wish to provide comment, Mayor Pro Tem Lord closed the public hearing and requested a motion and second.

LORD/VENUTI MOVED TO ADOPT ORDINANCE 24-42 BY READING OF TITLE FOR SECOND AND FINAL READING.

Councilmember Lord expressed her appreciation to the staff for providing clear funding documentation.

There was a brief discussion and clarification on the replacement of fencing for the park was still required.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

ORDINANCE(S)

CITY MANAGER'S REPORT

a. City Manager's Report

City Manager Jacobsen reported on the following:

- Cruise Ship discussion at the EDC worksession Tuesday, September 10th 4:30 p.m.
- Discussed points with Council on the speeding issues for W. Fairview/ Eric Lane
 - Recommended Public Works Director to take comments made and refer to Transportation
 Plan and bring back recommendations for a future meeting
 - Police presence

PENDING BUSINESS

NEW BUSINESS

RESOLUTIONS

 Resolution 24-100, A Resolution of the City Council of Homer, Alaska Adopting the 2025-2030 Capital Improvement Plan and Establishing Capital Project Legislative Priorities for Fiscal Year 2026. Mayor/City Council.

Memorandum CC-24-190 from Special Projects & Communications Coordinator as backup. Public Comment Received

LORD/ADERHOLD MOVED TO REMOVE THE FOLLOWING PROJECTS FROM THE CIP:

- 1) HOMER SPIT TRAILHEAD RESTROOM FROM THE MID RANGE SECTION
- 2) BAYCREST OVERLOOK GATEWAY IMPROVEMENTS FROM THE STATE PROJECTS SECTION.

There was a brief discussion on comments made at the worksession on August 26th

VOTE. (Amendment) NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

DAVIS/ADERHOLD MOVED TO INCLUDE THE FOLLOWING CITY OF HOMER PROJECTS IN THE MID-RANGE SECTION: 1) BAYCREST OVERLOOK PUBLIC RESTROOM REBUILD 2) PARKING LOT DRAINAGE SOLUTIONS FOR HOMER PUBLIC LIBRARY 3) WATER TREATMENT PLANT DRYING BEDS 4) EXTENSION OF REBER TRAIL

There was a brief discussion on the support from property owners for the extension of the Reber Trail to Soundview Avenue.

VOTE.(Amendment) NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

ADERHOLD/LORD MOVED TO INCLUDE THE FOLLOWING PROJECTS IN THE OTHER ORGANIZATION AND STATE PROJECT SECTIONS:

- 1) KEVIN BELL ARENA PARKING LOT LIGHTING & FLOORING REPLACEMENT (PROPOSED BY HOMER HOCKEY ASSOCIATION)
- 2) ROOF SYSTEM REPLACEMENT PROJECT (PROPOSED BY THE PRATT MUSEUM)
- 3) CHILDCARE FACILITY FOR HOSPITAL EMPLOYEE (PROPOSED BY SOUTH PENINSULA HOSPITAL)
- 4) EXPANSION OF MEDICAL SERVICES (PROPOSED BY SOUTH PENINSULA HOSPITAL)

There was a brief discussion on including the projects to provide the organizations of a means to show support by the community for their projects to obtain funding, and there was no funding expectation from the city.

VOTE. (Amendment) NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

LORD/ADERHOLD MOVED TO ESTABLISH IN PRIORITY ORDER THE FOLLOWING NINE PROJECTS AS CITY COUNCIL LEGISLATIVE PRIORITY:

- 1. HOMER HARBOR EXPANSION
- 2. MULTI-USE COMMUNITY CENTER
- 3. HOMER HARBOR CRITICAL FLOAT SYSTEM REPLACEMENTS: SYSTEMS 4 & 1
- 4. SLOPE STABILITY & EROSION MITIGATION PROGRAM
- 5. CITY HALL ADA ACCESSIBILITY PROJECT
- 6. KAREN HORNADAY PARK IMPROVEMENTS
- 7. HOMER SPIT EROSION MITIGATION
- 8. A-FRAME WATER TRANSMISSION LINE
- 9. NEW PUBLIC WORKS FACILITY

There was discussion on moving the New Public Works Facility higher up in the prioritization in order to get funding for it sooner rather than later due to the importance of being able to work and maintain city equipment and provide better facilities for the staff and equipment outside of a tsunami zone.

VOTE. NON-OBJECTION. UANNIMOUS CONSENT.

Motion carried.

LORD/ADERHOLD MOVED TO ADOPT RESOLUTION 24-100 AS AMENDED BY READING OF TITLE ONLY.

There was no further discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

COMMENTS OF THE AUDIENCE

Patty Relay, Executive Director expressed her appreciation for including the Pratt Museum Roof Replacement Project in the CIP and invited the Council to the Putting on the Ritz event, October 5th 6:00 – 9:00 p.m.

COMMENTS OF THE CITY ATTORNEY

COMMENTS OF THE CITY CLERK

COMMENTS OF THE CITY MANAGER

COMMENTS OF THE MAYOR

COMMENTS OF THE COUNCIL MEMBERS

Councilmember Lord expressed her appreciation for the Japanese Consul visit and related he daughter's interest in Japan.

Councilmember Venuti commented on an article regarding fish and the request for assistance from the fisherman, noted that there were many drivers with only one headlight and makes it extremely dangerous. Interesting meeting, and expressed having seen Megumi Beans and the Japanese Club kin action.

Councilmember Aderhold announced the new season of Conversation with the Councilmember at noon at the Homer Public Library starting Tuesday, September 10th with her, the second meeting for Safe Streets at the college on Thursday, expressing hope that more people attend this meeting since more effort was made to advertise and encourage people to attend and comment on any transportation issues that people are having. She noted that the City of Homer applied with the Kenai Peninsula Borough for the grant to conduct this work.

Councilmember Davis reported the upcoming Chamber luncheon on Cruise ships policies, and the KPC Mayoral Forum 12-1 tomorrow, September 10th.

Councilmember Erickson expressed her appreciation for the Kachemak Bay Recovery Connection presentation and admires the energy, she was very impressed and grateful for their work in the community. She noted that the cruise ship that was in the harbor was sold and heading to Japan, the passenger's expressed enjoyment with their interactions with people who actually live here, it was a fun tour to Bear Creek Winery and the Chamber of Commerce does a wonderful job especially with the Guide, and people who have reached out to the guests.

ADJOURNMENT

Mayor Castner adjourned the meeting at 7:41 p.m. The next Regular Meeting is MONDAY, SEPTEMBER 23, 2024, at 6:00 p.m. Committee of the Whole at 5:00 p.m. A Worksession at 4:00 p.m. All meetings are scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

Renee Krause, MMC, City Clerk	
Approved:	

¹ The display at the Pratt Museum reportedly displayed until the end of September actually expired on September 7th and was removed on Wednesday September 11, 2024.



Resolutions to submit to the Alaska Municipal League for consideration at the Annual Business Meeting in December

Item Type: Action Memorandum

Prepared For: Mayor Castner and City Council

Date: September 23, 2024

From: Council members Aderhold and Erickson

The Alaska Municipal League (AML) has issued a call for resolutions to be considered at the Annual Business Meeting that will be held in conjunction with the Annual Local Government Conference in December. The deadline to submit resolutions is October 18.

In August, city council passed Resolution 24-088 requesting AML take up the issue of public notice with the state legislature to change the definition of "published" to include web based public notice. City Manager Jacobsen raised this issue at the summer AML meeting in Kodiak and received applause, indicating this issue is an important one for many municipalities across Alaska. Submitting a resolution to the AML membership to vote on in December is the best way to ensure this is an issue that AML staff and lobbyists advocate for in the upcoming state legislative session.

On the current agenda we have Resolution 24-103 urging the Alaska legislature to maintain funding for the Public Libraries Assistance grants and Statewide Library Electronic Doorway at FY2024 levels. State funding for libraries, particularly those in small municipalities and unorganized communities, is critical to the continued functioning of the important services libraries provide to residents and visitors. Having AML help municipalities advocate for library funding will keep this issue at the forefront for the Department of Education and Early Development and State legislature.

Approving this memorandum will allow city staff to submit these resolutions to AML for consideration at the Annual Business Meeting in December. The final resolution packet will be submitted to AML members for review by October 25.

Recommendation:

City Council approve Memorandum CC-24-193 to send resolutions related to defining "published" to include web-based publication and funding for Alaska libraries to AML for consideration at the December business meeting.

Attachments:

Backup Memorandum City Council September 23, 2024 CC-24-193

Resolutions prepared in AML style

Resolution of the Alaska Municipal League, Resolution #2025-xx

A resolution urging the Alaska Legislature to maintain funding for Public Libraries Assistance Grant and the Statewide Library Electronic Doorway at FY 2024 levels

WHEREAS, For decades Public Libraries Assistance (PLA) grants have supported libraries across Alaska with \$6,000 to \$7,000 in annual funding; and

WHEREAS, The Statewide Library Electronic Doorway (SLED) has provided Alaskans with access to online resources and databases for learning that would otherwise be unaffordable to their local libraries; and

WHEREAS, The budget for the Division of Libraries, Archives and Museums reduced all PLA grants to \$1,829 in August 2024 before reversing those cuts, while SLED funding has been reduced from \$500,000 to \$369,514 in FY 2025; and

WHEREAS, The impacts of PLA funding cuts to libraries statewide varies from reductions in purchases of new materials to full closure, depending on the size and funding sources of individual libraries; and

WHEREAS, Loss of SLED funding means that all public libraries in the state will have to eliminate significant online resources available to Alaska residents.

NOW THEREFORE BE IT RESOLVED that AML urges the Alaska State Legislature to maintain funding for PLA grants and SLED at FY 2024 levels.

City of Homer, September 25, 2024



IMPACT OF THE REDUCTION TO THE PUBLIC LIBRARY ASSISTANCE GRANT Friday, September 6, 2024

Contact: Mike Robinson, Chair, Alaska Library Association Advocacy Committee

mcrobinson@limxr.org

To: State of Alaska Department of Education & Early Development

State of Alaska Division of Libraries, Archives, and Museums

State of Alaska Governor's Office

Public Libraries in Alaska were recently blindsided by a cut to a state grant that has been a steady source of income since at least the 1990s. For decades, the Public Library Assistance (PLA) Grant, funded by the State of Alaska under Statute 14.56.300, has been awarded to eligible libraries in the amount of \$6,250 - \$7,000. On August 16, 2024, seven weeks into the fiscal year, the Libraries, Archives, and Museums (LAM) Division announced that the PLA Grant had been reduced to \$1,829 per library in FY25, a nearly 75% cut.

The budget for this important grant was reduced within the LAM Division from over \$500,000 in recent years to \$150,000 this year. The LAM Division budget was not significantly cut in FY25.

On September 4, 2024, after receiving numerous questions and concerns from libraries and legislators, LAM announced that they were working to restore the FY25 grant to the standard \$7,000.

The Department of Education & Early Development (DEED) has encouraged Alaskans to comment on the importance of the PLA Grant to their libraries. At this point, end library users are not generally aware of this proposed cut and its effects. Libraries are currently working in their communities to raise awareness about the importance of the PLA Grant and educate their users on which services could be impacted as a result of a future grant cut.

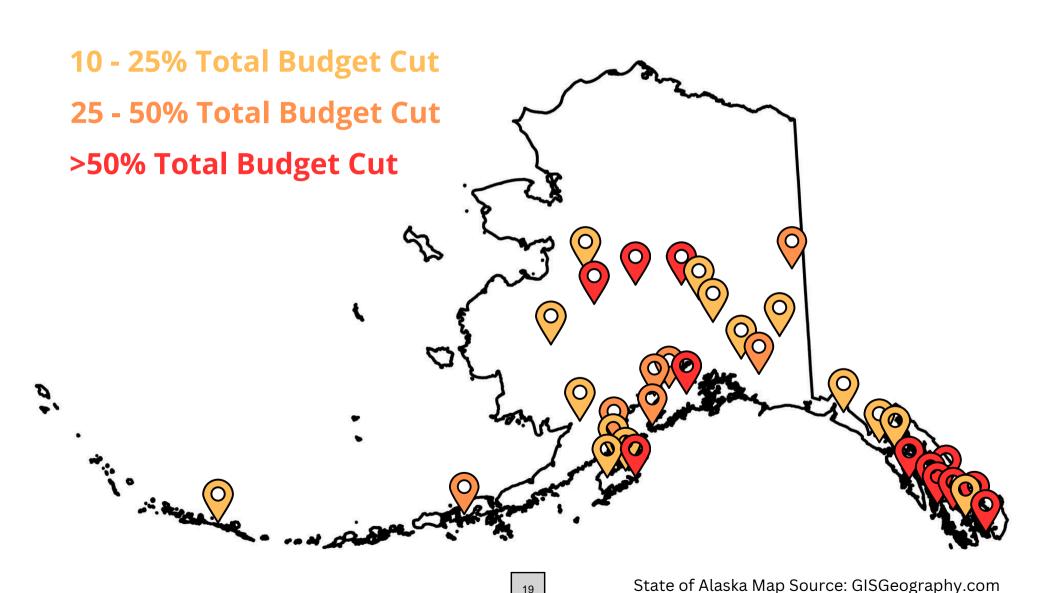
The attached impact statements provide a picture of the devastating effects to small, rural communities that a potential cut to PLA Grant funding would create. Many of these libraries operate with volunteer labor for budgets less than \$50,000 per year, some less than \$10,000 per year. These beloved community institutions provide vital services to Alaskans. The best way to support these libraries is to continue to fully fund the PLA Grant each year.

Attachments:

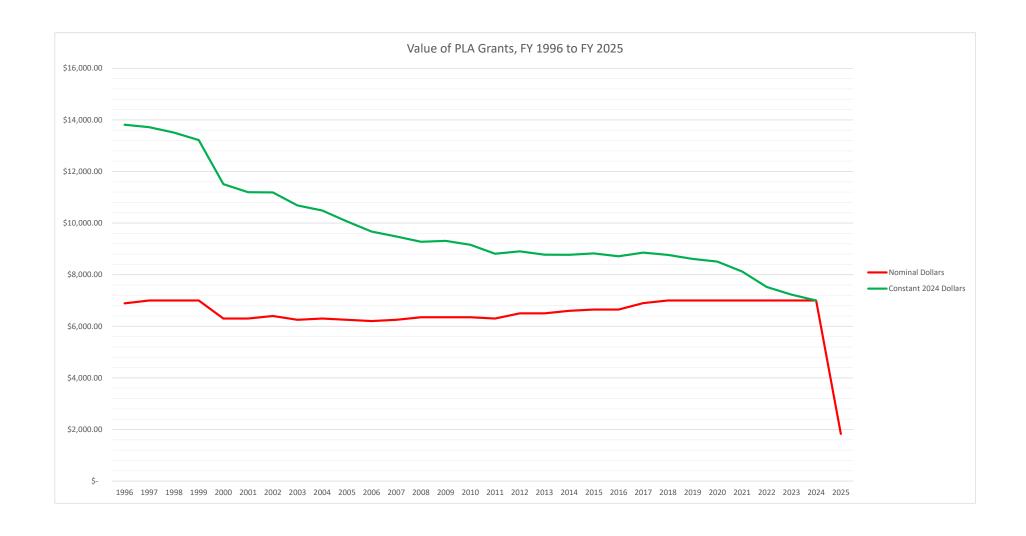
- Map of severely affected libraries
- Graph of PLA Grant over time
- Impact Statements from Public Libraries

Alaska Libraries Most Affected by Proposed FY25 PLA Grant Cut

Map shows 34 out of 82 libraries/outlets receiving the PLA Grant in FY25



Data pased on library budgets reported on FY23 PLA Grant Reports

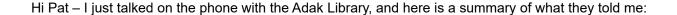


Library providing impact statement

Library providing impact statement
Adak - City of Adak Public Library
Anchor Point Public Library
Bethel - Kuskokwim Consortium Library
Chiniak Public Library
Chiniak Public Library
Cooper Landing Community Library
Craig Public Library
Glennallen - Copper Valley Community Library
Healy - Tri-Valley Community Library
Homer Public Library
Igiugig Tribal Library
Klukwan Community/School Library
Ninilchik Community Library
Nome - Kegoayah Kozga Library
Palmer Public Library
Seldovia Public Library
Tok Community Library
Utgiagvik - Tuzzy Consortium Library
Whale Pass Public Library
Wrangell - Irene Ingle Public Library



Comments from Adak



They are a newer library, just in their first years of getting started. Most of their funding comes from the PLA Grant and OWL funding. This cut will cause an "icing effect" on developing new services and materials as they are just trying to learn how best to serve their community and move forward. They did not indicate that they'd be shutting down or reducing hours due to the cut, but they will find it hard to add new materials to their collection. They also noted that they were caught off guard with the news and didn't know that this cut was on the horizon until it was announced on August 16.

They said it's okay to say that their comments come from the Adak Library.

PO BOX 129 34020 North Fork Rd. ANCHOR POINT, AK 99556-0129



Phone & Fax: 907/235-5692

anchorpointlibrary@gmail.com

To Whom It May Concern,

When we received the Public Library Assistance grant letter, we were shocked to see that libraries have not been fully funded. This is a sad day for us since our library counts on this money to be able to provide the services and materials that our patrons need.

We serve a small community that relies on us to help them access the internet. We have many people who can't afford the equipment and cost for internet at home and don't even have an online presence. They depend on us to help them navigate the cyberworld. They also come to us when they need things printed, scanned or faxed. There is nowhere else to get these services in our town.

In addition to helping people who are not computer savvy, we circulate a large number of items each month. Both children and adults look forward to coming and choosing the books to take home. We do several children's reading programs: story time, summer reading, book club for teens, and a winter program we call Idit-a-Read.

We have adult reading programs as well. We help with computer and other reference questions. We will not be able to provide these services if we are closed.

The small grant amount will only keep us open for one month. We really need the DEED to reconsider the grant funding.

Thank you,	



Chiniak Public Library

P.O. Box 5610 Chiniak, AK 99615 chiniaklibrary@gmail.com

To Whom It May Concern,

September 3, 2024

We are writing this letter in an effort to create an understanding of what the Chiniak Public Library (CPL) provides to our rural community, how we operate, and express the importance of the State Public Library Assistance Grant to our Library.

The CPL is a nonprofit organization dedicated to providing information, education, and positive recreational services to the community of Chiniak, Pasagshak, and Kalsin Bay. We document an average of 750-800 uses a year. In addition to the literary and multimedia resources we provide, the library acts as a Tsunami Shelter and Community Center. CPL hosts various group activities to unite and educate our community. Some examples include: plant walks, astronomy nights, all ages game nights, yoga, early childhood group activities, art workshops, CPR/First Aid Class. These activities are especially valuable to our community because there are no extracurricular activities offered through the school and children don't often have the opportunity to go to town. CPL also hosts the presidential elections.

CPL provides high speed internet for patrons to be able to continue their education and attain college degrees. We offer easily accessible resources for homeschoolers and the Chiniak School staff and students. In the past 5 years, we have had two students obtain college degrees through use of the library. We have one currently attending college. Arwen Botz earned her masters degree in early childhood special education and Gabe Edwards earned his bachelors in history, both through UAA. Renee Truitt is currently attending the Midwife's College of Utah for her bachelor's in science and midwifery. CPL hosts virtual field trips that the school attends. High school students frequently use the library after school hours to catch up on homework and study. Homeschooler's also frequent the library for activities and references. We host local organizations such as Kodiak Area Native Association who come and have early childhood intervention activities.

Chiniak Public Library Association was established in 1984 and has been operated by volunteers since establishment. CPL is funded by an annual Public Library Association (PLA) as well as donations and fundraiser funds. CPL is completely operated by all volunteer staff including maintenance and janitorial services. We are unsure how we would continue to operate with the drastic cut in our budget due to the much smaller PLA Grant that was announced last week. We were blindsided by this news six weeks into the fiscal year and hope that the funds can be reinstated back to the previous year's funding allocation so we can continue to offer these positive services to our community.

Respectfully,

Chiniak Public Library Board of Directors





Chiniak Library Funding Cut

To Pat Tully, Library Director in Ketchikan

We are permanent residents of Chiniak and Public Library Board of Directors.

We are very involved in our library and are regular volunteers.

Our last library burned in a wildfire 9 years ago, and we have worked very hard to restock make our library an important part of Chiniak again.

Our little library is located in the KIB owned building and is multi-functional as a Community Center and Tsunami Shelter.

We are strictly run by community members that volunteer their time and energy, we have no paid employees.

We rely heavily on the \$7,000.00 from the State each year for our expenses, we have depended on this for years and were blindsided by the budget being cut to \$1,800.00 without any warning!

This is devastating to our small community.

Our library offers not only reading materials, but much needed reliable internet for our patrons.

Over the past years we have had residents earn college credit and degrees, doing online classes in the Chiniak Public Library, many residents in Chiniak do not have any other access to internet.

In addition, we have hosted First Aid/CPR training, a variety of arts and crafts, marine debris recycling, celestial class, community game nights all by volunteers sharing their expertise. Our library in Chiniak is very active and well used, please reconsider our full funding.

Thank you,

Chiniak, Alaska 99615



[AkLA-L] FY25 GRANTS ANNOUNCEMENT: Alaska State Libraries, Archives and Museums

Cooper Landing Community Library < cooperlandinglibrary@gmail.com>

Thu, Aug 22, 2024 at 2:15

PM



I tried calling your office phone, and received the following message: "You have reached a State of Alaska number that is not in service." I did not get an answer on your cell phone, so I am sending an email.

This message is regarding the Public Library Assistance Grant. Your email arrived late Friday afternoon and was overlooked until last night. At first glance, it seemed to be a general update about museum and library grants. This morning I read the message more carefully and realized that our Public Library Assistance Grant is being reduced by nearly 74% almost two months into the fiscal year. I feel like the bottom has dropped out from under us. I am the director of a small, volunteer-run library in the state. We have no paid staff and no revenue source beyond the PLAG, donations, and any grants our volunteers apply for. Our small rural library cannot operate without the support of this grant from the state. We have recently made monetary commitments to services such as the Alaska Digital Library, our Integrated Library System, and internet services for FY25, all of which we cannot afford without this grant, let alone new books for our library patrons to check out. Today I am trying to figure out how to break this news to our community. I'm wondering which bills we can stop paying and if it is possible to cancel any FY25 services we have already paid for. Today I will inform our volunteer staff that all media purchases must cease immediately.

I have so many questions. How did this happen? Why, after years of being able to depend on this grant, are we being informed about this reduction in funding so late? Why was this message emailed to the AkLA list, and not directly to each library's director? Why is excitement shared in the first paragraph of the email, rather than sadness and apologies at such shocking news? Do the decision-makers at the state level understand that many of Alaska's small rural libraries exist outside of municipalities, and have no other sources of revenue?

For the first time since our library was founded in 1983, we are faced with the possibility of closing our doors to the community. I am devastated!

I look forward to hearing back from you and hope I misunderstood the message below.



[Quoted text hidden]



Sample impact statement; email address for DEED

Sat, Aug 31, 2024 at 3:29 PM

Hi Pat,

Here is our impact statement:

Craig Public Library, located on Prince of Wales Island, serves 12 rural communities both on and off the island road system. While we are not the only library on the island, we are the largest and most accessible. The PLA funds play a vital role in ensuring our collection stays up-to-date, reliable, and relevant to patrons. We also depend on this award to supplement our programming budget, to prevent summer learning loss through our annual reading program, to promote early literacy with our lap-sit bags for check out, and to facilitate life-long learning through requested workshops for our community. The sudden and unexpected loss in funding has left us scrambling and disappointed. In addition to supporting our materials and programming budget, we had planned to roll out hoopla, a new digital collection service that would have allowed us to improve library access for our homebound senior patrons and off-road communities. Our communities- small, rural, and semi-isolated – rely on a strong public library system. The loss of this funding will deny our community the library services they deserve.

Thank you for all your work on this.

Hope you have a good weekend!

Best,



Craig Public Library



[Quoted text hidden]



PLA Grant custs - THIS IS A PROBLEM

Copper Valley Community Library Association < cvcla@cvinternet.net>

Fri, Aug 30, 2024 at 12:50 PM

Good morning Pat -

Three board members met this morning to write a short paragraph about the PLA grant cut. Never, since I have been affliated with the library, have I had to deal with such a drastic reduction in a grant AFTER the amount was initially quoted and I have been with the library since 1996.

THIS IS A PROBLEM

The Copper Valley Community Library agrees with comments from the other libraries and we are deeply concerned about the cut in the PLA grant amount. This will have a devastating impact

on library services in rural and remote Alaskan communities. CVCLA will now need to redo the budget to accommodate these changes. This will require us to make cuts to programs such as but not limited to; the ILL returns, new book purchases and our pre-school story hour. This will leave the Glennallen, Slana, Chistochina, Gakona, Gulkana, Tazlina and Copper Center communities underserved.

We know that the Kenny Lake library also serves Copper Center, Chitina, Upper and Lower Tonsina, and the McCarthy communities with this grant. These two libraries cover the whole Copper River basin – 24,000 sq miles the size of West Virginia.



PLA grant impact on Homer Public Library

Thu, Aug 29, 2024 at 10:30 AM

Here's the letter I sent to DEED yesterday:

Good evening!

By now, you've likely received a great deal of feedback about the cuts to the PLA grants. I'll add some input from the perspective of Homer Public Library (and forgive me if it repeats much of what you've already heard!).

We use the PLA funds to supplement our materials budget. In a typical year, we spend about a third of the PLA money on picture books and juvenile fiction, with the remainder mainly going to adult nonfiction. The loss of over \$5,000 in expected funding means we will cut back on purchasing new releases, slow down replacement of damaged materials, and shift the focus of collection development. Updates to our medical collection and foreign-language section will be put on hold. When we have to pick and choose our purchases, we inevitably trend towards ordering more broad, high-demand titles and fewer specialized or cutting-edge materials.

Our library is taxpayer-supported, which gives us the wherewithal to survive a single year of significant funding cuts. The small libraries around us are not so fortunate. I've been working with the volunteer staff in Ninilchik, Anchor Point and Seldovia to find supplementary funding to see them through the year. All three are considering reductions to service hours, and it goes without saying that their materials budgets have been wiped out.

The importance of the PLA grants can't be overstated. I sincerely hope there's a way to repair the damage before it's too late for the many small, volunteer-operated libraries across Alaska.

Cheers! , Homer Public Library



Regarding the reduction in this year's PLA

Igiugig Library <igiugiglibrary@gmail.com>

Fri, Aug 30, 2024 at 3:08 PM

To whom it may concern,

As a small, rural tribal library, we are so grateful for the funding we have received over the years through the Public Library Assistance grant. The PLA funding has allowed us to improve our collection and address community needs year after year--it is the main source of funding for collections and programming. We rely heavily on the funding from two sources to keep our library going, the State PLA and the IMLS Native American Basic grant. The IMLS covers wages for our part-time staff of two people, as well as travel money for a trained library consultant to visit us onsite for training and improvements. The PLA covers everything else, namely Collections, Technology, and Programming--all the good stuff! Books and other materials for the children and adults in our community. Unlimited internet access for our community (the library is the only place community members have free internet access). Our budget for the upcoming year was based on the usual \$7,000 we have received in the past, so the drastic reduction in funding will require a major shift for our collections and programming plan for this year. The loss of \$5,000 from the PLA amounts to a 29% reduction for us, essentially a third of our entire budget. We hope this reduction is only temporary and that the Alaska State Legislature and other organizations involved will find a way to return the PLA to the full \$7,000 award in coming years.

Quyana, thank you for the opportunity to provide feedback.



Impact of FY25 PLA Grant Reductions on Irene Ingle Public Library

2 messages

Mon, Aug 26, 2024 at 12:19 PM

Hi Pat,

My heart is with you and Ketchikan today as you deal with the devastating landslide that has affected your community. We know all too well in Wrangell what you are going through, and I am so sorry for what your community is facing. Please reach out if there is anything you need, or your community needs.

I am writing to respond to your request for impact statements regarding the PLA Grant reduction. I wrote the EED an email already, but wanted to let you know how these cuts affect our library specifically:

Since 2018 we have received a \$7,000 PLA grant, therefore we reasonably included these funds in our FY25 budget. Without the restoration of this funding, we will face severe budget shortfalls, particularly affecting:

- OCLC WorldShare Subscription: These funds cover our OCLC WorldShare subscription,
 which is essential for providing interlibrary loans both within Alaska and across the country. This
 service is a critical lifeline, not only for our patrons who rely on it for access to materials beyond
 our local collection but also for other libraries that depend on us to fulfill their loan requests. This \$3200 has already been spent.
- Collection Development: We also rely on the PLA Grant to purchase large print and children's books. Wrangell has one of the highest median ages in Alaska, and large print titles are essential for our older residents. The reduced funding will severely impact our ability to maintain and expand our collection.

Thank you for your work on compiling this report, and for including Wrangell's information.

You are all in my thoughts,





RE: PLA Grant reduction impact statement Klukwan Library

Tue, Aug 27, 2024 at 12:21 PM

To: "eedlibrarygrants, eedlibrarygrants (EED sponsored)" <eed.library.grants@alaska.gov>

Hello -

The Klukwan Community and School Library would like to make the following impact statement regarding the reduced PLA grant amount.

Reducing the amount of the Public Library Assistance (PLA) grant down to \$1,829 will have severe negative impacts to our library and community. This sudden reduction is especially impactful because the late announcement doesn't allow any planning to offset the loss and this is substantial for our small library.

In our remote village with few other resources, people of all ages go to the library for information, learning, and recreational opportunities. Our library is a community hub and offers easy access for patrons of all ages to attend cultural and life skills programs, access to materials, and search the internet.

With the reduction of funds, this will reduce the amount of hours our library will be open, and thereby reducing our ability to provide services and programing to our patrons, teachers, students, and all community members. Our unique position as a school and community library also allows us to provide a lot of support within a small, multi-grade school both during and after school hours. We provide a workspace for students, have helped run reading, writing, and math groups, and serve as a reading space. Students come before and after school for special programs, checking out materials and enjoying the quiet space to read. Reducing our hours would limit our ability to work with the school community effectively and help support our youth in their educational and recreational reading/activities.

The PLA grant provides our main source of funding to add new materials to our collection in order to keep them relevant and useful to our patrons. This past year alone we were able to add over 300 items consisting of books, movies, and audio. Without this funding, we will not be able to add as many new materials, and our collections will become stagnant and less useful to our patrons. Being able to add newer materials is a big draw to our community and even encourages other patrons from the surrounding area to use our library services.

Our library uses PLA funds to cover the yearly cost of having an online catalog. Now, we will only be able to cover the cost of the online catalog, spend the required 50% on library materials, and that leaves us very little to cover any other expenses. This will impact our general library work by severely limiting the time we have to work on library tasks as well as reducing our ability to provide programming and collaboration with our community and school. We will no longer have supply funds which we use to cover purchasing general library supplies, as well as supplies for programming. We will no longer have a travel budget which will impact our ability to attend the annual AkLA Conference which is extremely important for our staff's continued education and peer networking.

Thank you for listening,



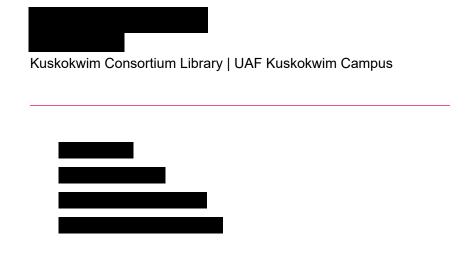
Impact statement from your library?

Thu, Sep 5, 2024 at 11:06 AM

This is what I sent to Amy!

Thanks for doing this.

For my library and a lot of small, rural libraries the PLA grant is our only source of funding to buy books. I am going to have to cancel our subscription to the Alaska Library Catalog, stop buying bestsellers, cancel our magazine subscriptions and more for the entire year without this funding. This is a huge loss to us. What can we do to advocate for this funding to be restored?



Kuskokwim Campus (KuC), University of Alaska Fairbanks occupies the Indigenous and traditional lands of the Yup'ik and Cup'ik peoples in the Southwest region of Alaska. We at KuC honor, recognize, and respect the Indigenous communities and the land of the Yukon-Kuskokwim Delta region and throughout the state of Alaska.



[AkLA-L] FY25 GRANTS ANNOUNCEMENT: Alaska State Libraries, Archives and Museums

nincomlib@alaska.net <nincomlib@alaska.net> Reply-To: nincomlib@alaska.net Fri, Aug 23, 2024 at 12:32 PM

Cc: aklalist@lists.akla.org, akmuseums@list.state.ak.us

As a small library in Ninilchik, AK this hit will most likely cause us to close in the near future. We are already only available 4 days a week, we are starting 3 days a week. We will not be able to afford staying open in the winter months with the cost of plow services and heating the library.

Ninilchik Community Library

[Quoted text hidden]

[Quoted text hidden]

To view this discussion on the web visit https://groups.google.com/a/lists.akla.org/d/msgid/aklalist/1724445126. 291xi7exsk4gs8k4%40mymail.acsalaska.net.

RE: External Email FY 2025 PLA Grant Agreement	
	Mon, Aug 26, 2024 at 11:57 AN
Pat,	
It is not an ideal situation and the cost of my catalog, OCLC, McNaughton, ALN and sthat I would have very little money to purchase library materials if I don't take this smabest interest of our public library patrons, I am forced to get it signed before Septemb library. I can't make it bleaker.	all amount of money. So in the
Warm regards,	

Dear Dr. Amy Chan,

I am at a loss as to how to respond to the Public Library Assistance Grant reduction. You have received the same emails I have, expressing concern that this is going to cause devastating consequences to small libraries across Alaska.

- Alaskan Public Libraries with FY23 operating budgets below \$50,000?
- Alaskan Public Libraries with FY23 operating budgets below \$14,000?

That is 34 libraries that may have to close or shorten hours out of the 82 funded?

As the of Palmer Public Library, trying desperately to have a replacement library built, we are on a tight budget. With the continued attacks by the book banners, and the anti-library crowd, the size of the potential new library has shrunk. We do not know when it will be funded or how much or when. I use this PLA grant money to purchase things that are needed but not necessarily in the planned budget. Just today I went to a thrift store to purchase patron tables at a sizable cost difference than anywhere else to keep our costs down.

Alaska Public Libraries serve 95% of the Alaska population.

Reaching people is so much more than books or dvds or internet access. We are helping patrons, from every walk of life, navigate information. We are touching and changing people's lives daily. And with the Public Library Assistance Grant reduced by so much, our ability to help our patrons is reduced as well.

How has this happened? Where was the \$424,000 money reallocated?

I look forward to hearing your response.

Sincerely,

Palmer Public Library

"State Grant Funding Through the Alaska Statutes and Alaska Administrative Code

Each year, the State Legislature appropriates funds for library grants to the State Library. The State Library uses 75% of this appropriation to fund the public library assistance grants. These funds are simply divided up by the number of public library outlets that are eligible for the public library grant. In recent years, the amount of the public library assistance grant for each outlet has ranged from \$6,200 to \$6,350. The remaining 25% of this appropriation is used to fund netlender reimbursement and interlibrary cooperation grants." https://lam.alaska.gov/library-grants/funding



FY25 PLA Funding Cut report - Seldovia

Seldovia Public Library <seldovia.library@gmail.com>

Fri, Aug 30, 2024 at 9:56 AM

The Seldovia Public Library depends upon the Public Library Assistance (PLA) Grant program for the vast majority of our funding - approximately 85%. Our only other income is from Pick.Click.Give., our annual Fourth of July Book Sale, and other small donations. All of these together add up to an (unpredictable) approximate \$1000 per year.

Our budget for Fiscal Year 2025 is counting on \$7,000 from PLA, as we have for many years past. We use this money to purchase new books and DVDs, pay for our magazine subscriptions, internet service, furniture, equipment, and other materials, software, supplies and services, including keeping our electronic catalog up and running. We already operate on a shoestring budget, and 100% of our labor is provided free by volunteers.

We are very fortunate to have our building and utilities costs covered by the City of Seldovia, and our faithful volunteers will keep showing up to keep our doors open and run programs. But, we will likely have to spend money out of our savings to pay for copy paper, software, internet and so on. Perhaps our most vital service to the community and to visitors is our free WiFi and our copier/printer. These services are in jeopardy. In addition, we won't be able to add any new materials to our collection, so our circulation will go down and patron numbers will probably go down.

The Seldovia Public Library is an important hub in the community. This funding cut has not only been devastating and stressful to our all-volunteer staff, our community has also expressed concern.



Seldovia Public Library
PO Drawer H
Seldovia, AK 99663
907-234-7662
http://seldovialibrary.wordpress.com/



[AkLA-L] FY25 GRANTS ANNOUNCEMENT: Alaska State Libraries, Archives and Museums

Tok Library < library@tokak.us>

Fri, Aug 23, 2024 at 2:26 PM

To: "aklalist@lists.akla.org" <aklalist@lists.akla.org>

I agree with everything others have said about the impact of this cut and seriously question why the PLA funds were cut by \$411,605 when the overall cut was only \$30,700. The PLA funds amounted to 43% of our budget for FY24 so a cut of this magnitude is devastating.

Tok Community Library

[Quoted text hidden]

To view this discussion on the web visit https://groups.google.com/a/lists.akla.org/d/msgid/aklalist/C9F09638-51F0-42C0-9D0B-CE26D423D965%40tokak.us.

From:

Sent: Friday, September 6, 2024 10:12 AM

To:

Subject: Re: [AkLA-L] FY25 GRANTS ANNOUNCEMENT: Alaska State Libraries, Archives and Museums

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I'm shocked to see that this funding has been drastically reduced! As my library receives funding for all 7 of my village libraries, as well as Tuzzy Library, this is a massive hit! I rely on this grant to pay for a portion of my village staff's wages as well as books, subscriptions, and online services that support all of my rural communities of the North Slope. I do receive other grant funds, but it supports the remainder of my staff's wages. At this rate, I don't know if I can maintain the open hour requirements to keep these libraries open. If that's the case, then I assume I would be ineligible for this grant.

Quyanaq (Thank you),

Tuzzy Consortium Library | Ilisagvik College PO Box 2130 | Utqiagvik, AK 99723

P: (907) 852-4050 |

RE: State of Alaska Public Library Assistance (PLA) Grant 70% Cut

The successful functionality of any library relies on a dedicated and trained staff to be efficient and available to the public. This proposed cut in state funding will negatively impact our ability to staff our libraries and to keep our internet connections available as a resource to the public. Because our libraries offer public services, we tend to rely on public funding in the form of patron donations, local grants from borough government assemblies, sponsorships via local businesses, and importantly, the state funding that we budget for and apply for annually.

Like many libraries in Alaska, our local Tri-Valley Community Library in Healy, and our sister Community Libraries in Anderson and Cantwell in the Denali Borough, often operate as important hubs of our small rural communities. We offer not only books, magazines, and other media; we also offer many useful resources such as computers, printers, other electronic devices, and of course the all important public wi-fi connection to the internet. For residents living off the grid or in a home far from the main transportation artery of highways and roads, this usually means the traditional internet networks are only available sporadically and often not at all. The library is one of the only places many patrons are able to complete certain functions that our current technologically advanced society requires from its citizens.

As an extension of the local public schools, all three of our Community Libraries also offer much needed programs to incoming and continuing students. These programs include, but are not limited to, winter Story Hour sessions, and Summer Reading programs that help children and their parents stay connected to what is happening in the School District and to keep reading skills honed during times outside of the school season or outside of regular school hours. The multitude of homeschool families in the borough also use the resources available at their local libraries on a weekly and sometimes daily basis.

The libraries in our borough have recently suffered a setback because of the worldwide effects of the pandemic that our nation endured in 2020-2021. We are still struggling to return from those days when we were required to close our doors and to adhere to public safety mandates. While we continue to operate via the donations, sponsorships, and state funding mentioned previously, we typically also coordinate major fundraising events to remain as self-sufficient as possible. However, because of the nature of a major fundraising event – large crowds, buffets of food, crews of volunteers – the atypical pandemic years put a damper on those previously significant events. Pre-pandemic events could pull in tens of thousands of dollars, money that

has been non-existent during recent years. Due to this, our Tri-Valley Library is operating at a deficit. We have also not been immune to the economic and employment crisis created by the pandemic. To keep a consistent staff we need to stay relevant in the employment market and be able to offer our employees a competitive wage and consistent schedule.

We are currently surviving within an era of crisis, and most likely many rural Alaska libraries are in a similar situation. This is the worst time for the State of Alaska to be removing previously consistent funding that has been relied upon. It is during these times of national crisis that the state should be bolstering existing public infrastructure such as public libraries, not removing helpful resources. This is a devastating cut to our local libraries, and will perpetuate the problem of trying to bring back our major fundraising events to be more self-sufficient. With less funding to guarantee a library staff, there will be no one to coordinate these efforts. There will be more days that the library doors will be forced to remain closed. There will be less access to the public services we have offered for decades. We sincerely hope this cut in funding for Alaska libraries will be reconsidered.

The Tri-Valley Community Library Board and the School & Community Library Staff



Impact Statement - Whale Pass Public Library

Wed, Sep 4, 2024 at 6:57 PM

Cc: Library Whale Pass <whalepasspubliclibrary@gmail.com>

Hi Pat,

Tyra forwarded your email, I'm the new library director for the Whale Pass Public Library. Please see below for the impact statement. Hopefully we will all receive supplemental funding in October per Dr. Phillips-Chan's recent email.

Thank you for putting this together,

Library Director

"Reducing grant funding will negatively impact our summer reading program, reduce the relevance of keeping updated collection materials, and make it challenging to keep our lights on. The PLAG covers all our summer reading materials and new collection items and pays for our heating, electricity, and phone expenses. -Whale Pass Public Library"

Resolution of the Alaska Municipal League, Resolution #2025-xx

A resolution supporting an amendment to Alaska Statute 29.71.800 to allow for web based public notice

WHEREAS, Alaska municipalities take many actions that require public notice, including public meetings, public hearings, elections, assessment districts, property taxes, land and surplus sales, among others; and

WHEREAS, Alaska Statute (AS) Title 29 mandates that public notices be published and section 29.71.800 (18) state that "published" means appearing at least once in a newspaper of general circulation distributed to the municipality or, if there is no newspaper of general circulation distributed in the municipality, posting in three public places for at least five days; and

WHEREAS, Newspapers throughout Alaska are reducing their physical paper publication dates or fail to publish public notices due to staff shortages, inhibiting municipalities' governing bodies' ability to take action at their regularly scheduled meetings; and

WHEREAS, Many newspapers now publish online and municipalities publish public notices on their websites, a format that is becoming a common method for the public to access information; and

WHEREAS, It would be a great service to Alaska municipalities for section 29.71.800 (18) to amend "published" to include allowance for online public notice to achieve public notice requirements.

NOW THEREFORE BE IT RESOLVED that AML requests that the Alaska State Legislature amend the definition of "published" in AS 29.71.800 (18) to include allowance for web based public notice to achieve municipal public notice requirements.

City of Homer, September 25, 2024



Confirmation of Election Judges for the City of Homer Regular Election October 1, 2024

Item Type: Action Memorandum

Prepared For: Mayor Castner and Homer City Council

Date: September 15, 2024

From: Renee Krause, MMC, City Clerk

Pursuant to Homer City Code Sections 4.20.010 and 4.35.010, the Election Judges are approved by the City Council and the Canvass Board is confirmed by the City Council.

Homer absentee voting and Precincts No. 1 and No. 2 are assigned the following Election Judges:

Homer AVO	Homer No. 1	Homer No. 2	Canvass Board
Danaan Smith	Pamela Brodie	Kira Stuart, Chair	Susie Myhill
Pamela Brodie	Danaan Smith	Alex Stuart	Cynthia Barker
Nancy Lord	Vicky Berney	Kent Smith	
Kate Finn	Susie Myhill, Chair	Joan Smith	
Susie Myhill	Christine Anderson	Cynthia Barker, Co-Chair	
Karen Smith	Karen Smith	Tressa Hidden Friend	
		Elizabeth Wolf	

Recommendation:

Confirm the appointment of the Canvass Board and approve the appointment of the Election Judges for the October 3, 2023 City of Homer Regular Election

Fiscal Note: Per the Memorandum of Agreement with the Kenai Peninsula Borough approved by Resolution 21-049, wages for election judge's recruitment, training, and administration are split equally between the Borough and the City. Wages are based on the current hourly rate as set by the Division of Elections. The Kenai Peninsula Borough pays the election judges and then bills the City of Homer for their portion.

The City is responsible to hire and compensate their Election Canvass Board members. Part-time wages are \$25/hour, 2-4 hours or until done.

Account: 100-0102-5103 thru 5107



Ordinance 24-45, An Ordinance of the City Council of Homer, Alaska, Amending the FY25 Capital Budget by Appropriating \$25,000 from the Port Reserves Fund for the Purpose of the Deep Water Dock North Dolphin Repair Project. City Manager/Port Director.

Item Type: Back Up Memorandum

Prepared For: Homer City Council & Mayor Castner

Date: September 10, 2024

From: Bryan Hawkins, Port Director

Through: Melissa Jacobsen, City Manager

Earlier this summer, our team observed that one of the dolphins at the Deep Water Dock had sustained damage. The exact timing of the incident and the responsible party remain unknown, but the dolphin has completely detached from the pile cap and will require realignment and re-welding.



(Complete separation from piling cap and failed weld)



(location of damaged dolphin at the deep water dock)

With a dock face measuring 345 feet, these dolphins serve an essential purpose when mooring vessels that extend beyond the dock's length. The Deep Water Dock is designed to accommodate vessels up to 800 feet long, utilizing both dolphins and mooring buoys for secure moorings. Due to the dolphin's location, the repair will necessitate a vessel equipped with a crane to facilitate the repair crew.

Although the repair process is straightforward, it will involve constructing a scaffold platform for the welding team, welding pad eyes onto the piles, winching the damaged pile back into its proper position, and performing a multi-pass weld to secure it back to the pile cap.

Memorandum CC-24-195
City Council

September 23, 2024

RECOMMENDATION:

Council approve Ordinance 24-45 Amending the FY 25 budget allocating \$25,000 from the port reserve fund for the repair of the damaged Deep Water Dock dolphin.

Fiscal note: 456-0380 \$25,000.

1		CITY OF HOMER, AL		
2		HOMER, AI	.ASKA	City Managar/
3				City Manager/ Port Director
4		ORDINANCI	- 24 45	Port Director
5		ORDINANCI	: 24-45	
6	AN ODDIN	IANCE OF THE CITY OF	NUMBER ALASI	Z A
7			DUNCIL OF HOMER, ALASI BUDGET BY APPROPRIATI	•
8				_
9	·		S FUND FOR THE PURPOSE	OF
10	THE DEEP	WATER DOCK NORTH DO	ILPHIN REPAIR.	
11	WUEDEAC T			1 1.1
12		·	water dock has sustained	damage and the
13	weld on one of the dolph	in pilings has failed; and		
14				
15	•	•	th its mooring dolphins,	U
16	•	to 800 foot long and the	north dolphin is a crucial s	tructural element
17	to that purpose; and			
18				
19	·		nt, allocation from the Por	
20	necessary for amending t	the FY25 port operationa	l budget to fund this neede	d repair.
21				
22	NOW, THEREFORE	E, The City of Homer Orda	ains:	
23				
24	<u>Section 1:</u> The FY	'25 Operating budget is	hereby amended by \$25,0	00 from the Port
25	Reserve Fund for the pur	pose of the deep water d	ock north dolphin repair, as	s follows:
26				
27	Account No.	<u>Description</u>		<u>Amount</u>
28	456-0380	DWD dolphin repair		\$ 25,000
29				
30	Section 2: This is a	budget amendment ord	inance, is not permanent in	nature, and shall
31	not be codified.			
32				
33	ENACTED BY THE	CITY COUNCIL OF HOME	R, ALASKA, this day of C	ctober, 2024.
34				
35			CITY OF HOMER	
36				
37				
38				
39			KEN CASTNER, MAYOR	
40				

ORDINANCE 24-45
CITY OF HOMER

41 ATTEST:
42
43

43 _____

44 RENEE KRAUSE, MMC, CITY CLERK

45 46 YES:

47 NO:

48 ABSTAIN:

49 ABSENT:

50

51 First Reading:

Page 2 of 2

- 52 Public Hearing:
- 53 Second Reading:
- 54 Effective Date:

1	CITY OF HOMER	
2	HOMER, ALASKA	
3 4	Lord, ORDINANCE 23-46	/Davis
5	ONDINANCE 25 40	
6	AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA	
7	AMENDING THE FY25 CAPITAL BUDGET BY APPROPRIATING	
8	\$40,000 FROM THE HOMER ACCELERATED ROADS AND TRAILS	
9	(HART) ROADS FUND TO PURCHASE SPEED MONITORING	
10	DEVICES.	
11		
12	WHEREAS, Concerns of speeding have been expressed by citizens in several are	as our
13	community; and	
14		
15	WHEREAS, The Homer Police Department regularly patrols the roads througho	
16	City and responds to calls based level of the emergency, so aren't always available to	write
17	tickets when speeding occurs; and	
18 19	WHEREAS, Speed monitoring devices are tools the City uses to help fill the gap a	s they
20	can alert drivers when they are exceeding the speed limit on our local roads; and	3 they
21	can attitude when they are exceeding the speed time on our total rodas, and	
22	WHEREAS, Speed monitoring devices also collect traffic speed and volume dat	a and
23	some will take images of vehicles; and	
24		
25	WHEREAS, The City's existing mobile speed monitoring device still functions but is	older
26	and doesn't collect data like the newer models; and	
27		
28	WHEREAS, Purchasing a new mobile speed monitoring device and two additiona	-
29	mounted devices will benefit the City by alerting drivers when they are speeding and coll	ecting
30	data to help identify areas that need more enforcement.	
31 32	NOW, THEREFORE, THE CITY OF HOMER ORDAINS:	
33	NOW, THEREFORE, THE CITT OF HOMER ORDAINS.	
34	Section 1. The Homer City Council hereby amends the FY25 Capital Budg	et by
35	appropriating \$40,000 as follows:	, ,
36		
37	<u>Fund</u> <u>Description</u> <u>Amount</u>	
38	160 HART Roads \$40,000	
39		
40	Section 2. This ordinance is a budget amendment only, is not of a permanent r	nature
41	and is a non code ordinance.	
42		

Page 2 of 2 ORDINANCE 23-46 CITY OF HOMER

43	ENACTED BY THE CITY COUNCIL OF HOM	IER, ALASKA thisday of Octo	ober, 2024.
44			
45			
46		CITY OF HOMER	
47			
48			
49		KEN CASTNER, MAYOR	
50	ATTEST:		
51			
52			
53	RENEE KRAUSE, MMC, CITY CLERK		
54			
55	YES:		
56	NO:		
57	ABSTAIN:		
58	ABSENT:		
59			
60	First Reading:		
61	Public Hearing:		
62	Second Reading:		
63	Effective Date:		

CITY OF HOMER FINANCIAL SUPPLEMENT

PROJECT NAME	Speed Monitori	ng D	g Devices		DATE <u>09/19/2024</u>		
DEPARTMENT	Council				SPONSOR_	Lord/Davis	vis
REQUESTED AMOUNT \$40,000							
DESCRIPTION	throughout the City monitoring devices a monitoring devices a The City's existing m speed monitoring de	and restoo also co obile s	sponds to calls based levels the City uses to help fillect traffic speed and volumed monitoring device	rel of the emergency, so aren' Il the gap as they can alert dri Jume data and some will take still functions but is older anc	nunity. The Homer Police Departr t always available to write tickets vers when they are exceeding the mages of vehicles. I doesn't collect data like the new ne City by alerting drivers when th	when speeding occu speed limit on our le ver models. Purchas	urs. Speed ocal roads. Speed ing a new mobile
FUNDING SOURCE(S)	OPERATING		GF CARMA	GF FLEET CARMA	PORT RESERVES	WAT	ER CARMA
	0%		0%	0%	0%		0%
	HAWSP		HART-ROADS	HART-TRAILS	PORT FLEET RESERV	ES SEWI	ER CARMA
	0%		100%	0%	0%		0%
FUNDING SOURCE 1: HART	Roads (160)	FU	INDING SOURCE):	FUNDING SOURC	F 3:	
Current Balance	\$ 6,950,613	+	rent Balance		Current Balance		
Encumbered	\$ 4,841,338	End	cumbered		Encumbered	_	
Requested Amount	\$ 40,000	Red	Requested Amount		Requested Amount	Requested Amount	
Other Items on Current Ager	Other Items on Current Agenda \$ 0		Other Items on Current Agenda		Other Items on Current Agenda		
Remaining Balance \$2,069,275		Rer	Remaining Balance		Remaining Balance		
FUNDING SOURCE 4:		FU	INDING SOURCE	5:	FUNDING SOURC	E 6:	
Current Balance			Current Balance		Current Balance	Current Balance	
Encumbered		E	incumbered		Encumbered	Encumbered	
Requested Amount		F	Requested Amour	nt	Requested Amo	unt	<u>-</u>
Remaining Balance		F	Remaining Balance		Remaining Bala	nce	_



Ordinance 24-47, An Ordinance of the City Council of Homer, Alaska Amending the FY24 Capital Budget by Appropriating an Additional \$15,000 from the Public Works Capital Asset Repair and Maintenance Allowance (CARMA) Fund for the Airport Sidewalk Replacement Project. City Manager/Public Works Director.

Item Type: Backup Memorandum

Prepared For: Mayor Castner and Homer City Council

Date: September 19, 2024

From: Melissa Jacobsen, City Manager

Council Member Davis and others who reside on West Fairview have provided comments to Council at their meetings and directly to Public Works regarding concerns of speeding and pedestrian safety following the development of the West Fairview connection from Eric Lane.

I've been in conversations with Public Works staff regarding this matter since it's come up and we've considered what solutions might be viable for the situation as we transition between summer and winter maintenance. It's not feasible to keep candlestick markers or cones along the roadway as was done during the summer because they interfere with the grader work that is being performed following recent rainfall and in preparing the road for winter maintenance.

We've talked internally about some solutions for the area that include installing colored stake whiskers (reflective tabs are affixed by adhesive and won't work on gravel) to delineate the pedestrian area from the road. These have to be ordered so will take some time to get here and then be installed. The grader could pass over these, and they would have to be replaced as they are pulled out of the gravel. We've also recently shared some emails regarding signage options that could be placed along the roadway to alert drivers and pedestrians to where the pedestrian path is.

It's my understanding that Homer Police increased their patrols of the area for a period of time and reported that they didn't observe speeding during their patrols. Chief Robl will be back in office on the 23rd and I'll confirm this prior to the meeting time.

It's important to remember this isn't the only area where there's a need, and as a result of doing this work it will create a staffing impact to attempt to address other areas for this short shoulder season between summer and winter.

Traffic calming is something staff and Council Members Lord and Davis have been discussing generally because it's important to remember this is an issue in other areas, not just West Fairview. There is a work session scheduled for October 14th to discuss traffic calming.

I'll appreciate any additional feedback on this specific to this matter from Council.

Memorandum CC-24-196
City Council

September 19, 2024

Attachments:

Memorandum from Public Works Director Kort Email correspondence from City Engineer Galbraith

1		CITY OF HOMER			
2		HOMER, ALASKA			
3			City Manager/		
4			City Engineer		
5		ORDINANCE 24-xx			
6					
7	AN ORDINA	NCE OF THE CITY COUNCIL O	F HOMER, ALASKA,		
8		THE FY25 CAPITAL BUDGET BY A			
9		. \$15,000 FROM THE GENERAL FU			
10		MANTENANCE ALLOWANCE (CA			
11	AIRPORT TEI	RMINAL SIDEWALK REPLACEMEN	T PROJECT.		
12					
13	•	•	Sidewalk Replacement Project will		
14	_	_	and improving on handicap access		
15	ramps to the sidewalk that	lead to the terminal doors; and			
16					
17	•		opriations in the FY24/25 Capital		
18			nce 24-21, and additional CARMA		
19	funds by Ordinance 24-29 f	or a total of \$249,990; and			
20	WILEDEAG TI				
21	WHEREAS, The runway side of the Airport Terminal has severely deteriorated pavement				
22	adjacent to the forklift loading doors; and				
23	WHEDEAC T		·		
24	WHEREAS, The project has a very short duration of construction and this additional				
25					
26 27					
28	NOW, THEREFORE,	THE CITT OF HOMER ORDAINS.			
29	Section 1. The Ho	omer City Council hereby ame	nds the FY25 Capital Budget by		
30	appropriating an additiona	-	inds the 1125 capital badget by		
31	appropriating an additione	1 713,000 us follows.			
32	Transfer from:				
33	Fund	Description	Amount		
34	156-0395	Public Works CARMA	\$15,000		
35	200 0000		¥=5,000		
36	Transfer to:				
37	Fund	Description	<u>Amount</u>		
38	151-7037	Airport Sidewalk Project	\$15,000		
39			• •		
40	Section 2: This is a b	oudget amendment ordinance, is	not permanent in nature, and shall		
41	not be codified.	,			

Page 2 of 2 ORDINANCE 24-xx CITY OF HOMER

43	ENACTED BY THE CITY COUNCIL OI	F HOMER, ALASKA, this day of September, 2024.
44		
45		CITY OF HOMER
46		
47		
48		KEN CASTNER, MAYOR
49	ATTEST:	
50		
51		
52	RENEE KRAUSE, MMC, CITY CLERK	
53		
54	YES:	
55	NO:	
56	ABSTAIN:	
57	ABSENT:	
58		
59	First Reading:	
60	Public Hearing:	
61	Second Reading:	
62	Effective Date:	

CITY OF HOMER FINANCIAL SUPPLEMENT

PROJECT NAME	Additional Funding - Airport Sidewalk Replacement	DATE <u>09/19/2024</u>
DEPARTMENT	Public Works	SPONSOR City Manager/City Engineer
REQUESTED AMOUNT	\$ 15,000	
DESCRIPTION	The under construction Airport Terminal Sidewalk Replacem the uneven sidewalk and improving on handicap access ramped the runway side of the Airport Terminal has severely deterior. The project has a very short duration of construction and this incorporated as quickly as possible.	ps to the sidewalk that lead to the terminal doors. rated pavement adjacent to the forklift loading doors.

FUNDING SOURCE(S)	OPERATING	PW CARMA	GF FLEET CARMA	PORT RESERVES	WATER CARMA
	0%	100%	0%	0%	0%
	HAWSP	HART-ROADS	HART-TRAILS	PORT FLEET RESERVES	SEWER CARMA
	0%	0%	0%	0%	0%

FUNDING SOURCE 1: PW CARMA (156-0395)		FUNDING SOURCE 2:	FUNDING SOURCE 3:
Current Balance	\$ 609,595	Current Balance	Current Balance
Encumbered	\$ 566,708	Encumbered	Encumbered
Requested Amount	\$ 15,000	Requested Amount	Requested Amount
Other Items on Current Agenda	\$0	Other Items on Current Agenda	Other Items on Current Agenda
Remaining Balance	\$ 27,887	Remaining Balance	Remaining Balance
FUNDING SOURCE 4:		FUNDING SOURCE 5:	FUNDING SOURCE 6:
Current Balance		Current Balance	Current Balance
Encumbered		Encumbered	Encumbered
Requested Amount		Requested Amount	Requested Amount
Remaining Balance		Remaining Balance	Remaining Balance



Resolution 24-101, A Resolution of the City Council of Homer Alaska Supporting the Efforts of the Homer Cycling Club and Friends of Kachemak Bay State Park to Establish Hiking, Biking and Equestrian Trails in the Cottonwood-Eastland Management Unit of the Kachemak Bay State Park. Venuti.

Item Type: Backup Memorandum

Prepared For: Mayor Castner and City Council

Date: September 4, 2024

From: Parks Art Recreation & Culture Advisory Commission

Purpose:

This memorandum aims to convey the reasons why the City Council should support the passage of the attached resolution endorsing the efforts of the Homer Cycling Club and Friends of Kachemak Bay State Park to establish hiking, biking, and equestrian trails in the Cottonwood-Eastland Unit of Kachemak Bay State Park.

Background:

Kachemak Bay State Park, Alaska's first state park, encompasses 400,000 acres of mountains, forests, coastline, and glaciers. Within this park, the Cottonwood-Eastland Management Unit covers 2,643 acres and is accessible from the road system on the north side of Kachemak Bay. This accessibility makes it an ideal location for developing multi-modal trails that can accommodate various recreational activities.

Rationale for Support:

- 1. **Alignment with State Management Plans:** The management plan for the Cottonwood-Eastland Unit highlights the need for more intensive trail-based recreation opportunities. The proposed trails will directly address this need, enhancing the recreational offerings of the park.
- 2. **Community Support:** During the public comment period in July-August 2022, there was overwhelming support from the local community for developing these trails, with no negative comments received. This reflects a strong local desire for improved access to outdoor activities.
- 3. **Conformance with Statewide Goals:** The project aligns with the goals and objectives of the Alaska 2023-2027 Statewide Comprehensive Outdoor Recreation Plan (SCORP). The SCORP emphasizes expanding and enhancing recreational infrastructure to meet the growing demand

for outdoor activities, promoting healthy lifestyles, and fostering community engagement with natural resources.

- 4. **Proven Dedication and Preliminary Efforts:** The Homer Cycling Club and Friends of Kachemak Bay State Park have already engaged and funded trail contractors who have flagged 11 miles of trail. Their comprehensive plan for phased implementation of these trails demonstrates their dedication and preparedness to see this project through to completion.
- 5. **Funding Opportunities:** The proposed Recreational Trails Program (RTP) grant, along with other potential funding opportunities, is crucial for the project's success. The RTP grant application requires community letters of support or resolutions, making the passage of this resolution essential.
- 6. **Enrichment:** Supporting the development of trails in the Cottonwood-Eastland Unit of Kachemak Bay State Park is a significant step towards enriching the recreational landscape of our community and secure the necessary funding to bring this project to fruition.

Recommendation:

The PARCAC strongly recommends that the City Council adopt Resolution 24-0xx demonstrating its commitment to enhancing recreational infrastructure, supporting community health and well-being, and fostering a stronger connection between residents and the natural environment.

Attachment:

PARCAC Unapproved Meeting Minutes for August 15, 2024

Cottonwood Eastland Project Documents

Public Trail Location Map

CALL TO ORDER

Session 24-07, a Regular Meeting of the Parks, Art, Recreation and Culture Advisory Commission was called to order by Chair David Lewis at 5:30 p.m. on August 15, 2024 from the City Hall Upstairs Conference Room located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar. The Commission met at 4:30 p.m. for a worksession on the development of the Commission Strengths Weaknesses Opportunities Threats (SWOT) Analysis Parks, Recreation, Art & Culture.

PRESENT: COMMISSIONERS ARCHIBALD, HARRALD, KEISER, ROEDL, PARSLEY, STEFANO, LEWIS

ABSENT: STUDENT REPRESENTATIVE WALKER (EXCUSED)

STAFF: CITY CLERK KRAUSE

RECREATION MANAGER ILLG

PARKS MAINTENANCE COORDINATOR FELICE

PUBLIC WORKS DIRECTOR KORT

AGENDA APPROVAL

HARRALD ARCHIBALD MOVED TO AMEND THE AGENDA TO ADD SPECIAL PROJECTS & COMMUNICATIONS COORDINATOR CARROLL AS A VISITOR FOR THE CAPITAL IMPROVEMENT PLAN PRESENTATION.

There was no discussion.

VOTE. (Amendment). NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

There was no further amendments or discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

PUBLIC COMMENTS ON MATTERS ALREADY ON THE AGENDA (3 minute time limit)

Karin Marks, city resident, commented on the proposed mural suggesting that it could then be placed in other locations. She stated that the Boathouse Pavilion was a very nicely constructed building.

John Foutz, non-resident, wanted to provide comment on access to driving on the beach and was informed that he would need to wait until the end of the meeting or attend the meeting in October. Chair Lewis explained that the Beach Policy was postponed until the October meeting at 5:30 p.m.

VISITORS/PRESENTATIONS (10-minute time limit)

A. 2025-2030 Capital Improvement Plan and FY26 Legislative Request Presentation by Jenny Carroll Special Projects and Communications Coordinator

Ms. Carroll presented the draft 2025-2030 Capital Improvement Plan pointing out the various changes and updates and described the process to develop the plan. She explained for the Commission why it included other organizations' projects, noting that typically the City Council did not include them in the listing of top

1 090424 rk

priority projects, but as a show of support from the Community these projects are important to the City of Homer. She explained and provided clarification on the request to the Commission to present their top three or four projects to Council for inclusion in their top 9 recommendations to the Legislature.

RECONSIDERATION

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

Unapproved Meeting Minutes for June 20, 2024

ARCHIBALD/PARSLEY MOVED TO APPROVE THE CONSENT AGENDA AS PRESENTED.

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT.

Motion carried.

STAFF & COUNCIL REPORT/COMMITTEE REPORTS (5 minute time limit)

A. Parks Maintenance Staff Report for August 2024

Parks Maintenance Coordinator Felice reviewed his report that was provided in the packet. He facilitated discussion the following:

- Karen Hornaday Park road was redone up to 200 feet
- Prepared the access road to accommodate delivery and removal of the unit, electrical, water to the location, security lighting installed
- Jack Gist Park parking lot was redone
 - o access road was from the neighborhood was put in
 - hydroseeding completed
- Bartlett & Pioneer restroom area was completed
- Bayview Park bid was concluded but came in over so additional money is required
- Trail over the creek in Karen Hornaday Park will be reviewed
- A proposed trail in Taijen will require funding
- New Sign for Ben Walters Park in the same style as the one placed in Jeffrey Park has been ordered
- Lighthouse sculpture donation is still being constructed
- Fencing for Bayview Park pricing is needed
- Updates to the financial plans for the next meeting for the upcoming budget cycle
- Homer Soil and Water Conservation District is interested in starting up a Steering Committee for the Homer Demonstration Forest
- Resolution for the Western Lot Library Trail Completion and plans to resurface Lucky Shot and Story Trail.
- Parks Maintenance Coordinator and Part time job description will be redone since duties are changed

B. Community Recreation Staff Report for August 2024

Mike Illg, Recreation Manager reported on the following in addition to his written report in the packet:

- Receiving a lot of calls regarding Pickleball and scheduled meetings with the City Manager and Community Development Director on getting more promotion by the Chamber of Commerce
- Meeting with City Engineer on the installation of the volleyball net system
- Scheduling Kathy Vogel to come and provide a demonstration on the CivicRec software
- Councilmember Erickson meeting with School Officials to assist in clarification on the agreement between the School District and the City regarding the use of equipment
- Looking at expanding use in the middle school as they currently do not have access to the facility; and
- Renewing ARPA membership for the Commission and staff
 - o The 2025 conference will be in Valdez and 2026 in Kenai

C. Staff Report for August 2024

Mike Illg, Recreation Manager reported the following:

- there was little action by Council that involved Parks, Art, Recreation or Culture items or topics
- Commissioner Scott Smith, Chair Lewis, City Planner Foster and he met regarding a joint worksession on the Comprehensive Plan Update.
 - o A Joint Worksession will be arranged for the September 18th Planning Commission meeting

Mr. Illg facilitated a brief discussion on the Transportation Plan and site selection for a community center.

PUBLIC HEARING

PENDING BUSINESS (15 minute time limit)

A. Review Commission Strategic Plan and Goals - Final Draft

Chair Lewis introduced the topic and noted that they received a memorandum from the City Manager stating that the Strategic Plan and Goals is a tool for the Commission to use as a work plan not a tool to direct staff. It is not the Commission's role to direct the staff.

Commissioner Keiser stated that PARCAC as the Commission is not empowered to do this work so it is the staff that will or should do it, she understood that the Commission could not "direct" staff. She questioned if they could recommend that staff is the appropriate party and with all due respect the work needs to be done and it is staff's job to perform that work.

Staff facilitated a lengthy discussion with the Commission on the following:

- Amending the language to remove the "Staff will" or "Staff shall"
 - Amend the language to read more as a goal and objective as opposed to an assignment
 - Such as PARCAC requests research options from Staff for creating long term sustainable funding or PARCAC would need to accomplish the goal
- If the tasks or goals as outlined are not measured or scheduled they will never be completed

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- Staffing capacity
- Many of the items listed in the document are expecting Staff to provide something in addition to what is currently being done.
- Amend it to read Commission requests draft budget to be presented to the commission
- the Commission recommends and does not approve
- Objective, Action
- Review of the previous strategic plans for the other advisory bodies was referenced
- There are multiple items that staff already does and is it required to differentiate
- Staff recommended working on the document and bringing back to the Commission
- Underlying procedural assumption from the Commission that Staff is doing the work versus the Commission
 - Referenced the difference in how the EDC Strategic Plan is written

City Clerk Krause clarified that the only motion is to postpone to the next meeting.

Commissioner Keiser offered to remove the language but keep the spirit of what the Commission would actually need to accomplish.

Chair Lewis then stated that the document could then be taken by Staff and reviewed with the City Manager.

Commissioner Keiser objected to that action and reiterated that it was the Commission's Strategic Plan and Goals not the staff. She understood the direction provided by the City Manager, but the Commission is not accountable to the City Manager they are accountable to City Council, City Council appointed them and they were directed by City Council. Ms. Keiser reminded the Commission that the Council had a big ask when they charged us with this strategic plan.

Commissioner Archibald would rather soften the ask than present it to Council and they send it back.

ARCHIBALD/HARRALD MOVED TO POSTPONE TO THE SEPTEMBER REGULAR MEETING.

A brief discussion ensued including removal of the associate planner position, add "appropriate actions of other Commissions"

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

Commissioner Keiser will make the amendments and submit the document to staff and the Clerk for review.

B. Review Draft Memorandum for Vessel Haul Out and Camping Area

Chair Lewis introduced the topic and deferred to Recreation Manager Illg.

UNAPPROVED

Recreation Manager Illg reviewed the memorandum and City Clerk Krause clarified the Commission to focus on the document in the Supplemental packet.

Commissioner Harrald stated that the memorandum captured everything the Commission wanted.

HARRALD/ARCHIBALD MOVED TO ADOPT THE MEMORANDUM AS WRITTEN AND FORWARD TO THE CITY COUNCIL.

There was no further discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

C. Review and Recommendation on Art Mural for the Boathouse Pavilion

Chair Lewis introduced the topic and deferred to City Clerk Krause.

City Clerk Krause provided the Commission with additional information on the proposed mural that was gained from a discussion with Ms. Oberstein.

Staff facilitated discussion on the proposed mural that included the following:

- Not the location that was preferred
- Responsible party for cleaning
- The goal is to discourage capture of large halibut
- Artistic style was not preferred
- No Alaska artist involved
- The endorsement of the people who constructed the Boat Pavilion
 - Postponing the acceptance until input is received from the members of the group who constructed the pavilion
- The Commission is not required to accept all donations, so they can move to recommend the Port and Harbor Commission for their opinion and then forward to City Council.

KEISER/STEFANO MOVED TO REJECT THE APPLICATION FOR A DONATION OF A MURAL DEPICTING A GROUP OF PEOPLE HOLDING THEIR LARGE HALIBUT FISH TROPHIES SUBMITTED BY ALASKA WORLD ARTS FOR PLACEMENT ON THE BOATHOUSE PAVILION CREATED BY CHICAGO ARTIST KATHLEEN DOSE-KOEHL

Discussion ensued on the proposed art does not demonstrate to visitors why Homer has a reputation of being an art destination, it does not enhance the diversity of the City Municipal Art Collection, does not represent Homer's culture or immediate environment, the mural is not from a local artist.

VOTE. YES. STEFANO, LEWIS, HARRALD, ARCHIBALD, PARSLEY, KEISER.

Motion carried.

A memorandum will be submitted to Council.

NEW BUSINESS (15-20 minute time limit)

A. Memorandum from City Manager re: HERC 2 Exterior Recommendations

Chair Lewis introduced the topic and deferred to Public Works Director Kort.

Public Works Director Kort expressed concern on painting or doing any improvements to this building that would elicit public adoration. He noted that he was not aware that this was on the agenda until today and Staff has discussed boarding up the windows.

Discussion ensued on not improving the exterior and boarding up the windows with a graphic or painting the same color of paint, the removal of glass from the windows and installing netting to prevent wildlife from entering, previous comments from the public not to do anything artistic with the exterior.

ARCHIBALD/PARSLEY MOVED TO RECOMMEND NOT BEAUTIFYING THE EXTERIOR WITH ARTISTIC ENDEAVORS THAT MAY DISTRACT THE PUBLIC OR INGRATIATE THE FACILITY TO THE LOCAL COMMUNITY ENCOURAGING THAT IT BE KEPT. IT IS FURTHER RECOMMENDED THAT BUILDING MAINTENANCE BE CONSULTED TO PROVIDE SOLUTIONS THAT ARE ECONOMICALLY FEASIBLE AND WILL WITHSTAND THE ELEMENTS WITH MINIMAL TO NO MAINTENANCE UNTIL THE BUILDING CAN BE REMOVED.

There was a brief comment that the City Manager was approached by members of Council to address the issues of the broken windows, etc.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

B. Recommendation of Support for Cottonwood Eastland Trails

Chair Lewis introduced the topic and reported he ran into Cameale Johnson with the Homer Cycling Club and agreed to bring this before the Commission. He added that he reached out to Councilmember Venuti who agreed to sponsor a resolution of support for Council. There is no cost to the City or Commission and a number of folks would like to see trails in the Cottonwood-Eastland Management area. It is proposed to construct 10 miles of trails, Eric Clark is mapping out the area and he is with the Kachemak Bay State Park.

City Clerk Krause explained that the resolution will be from the City Council and the Commission will be submitting a memorandum of support with the excerpt from the minutes.

Commissioner Archibald reported that they are in the process of getting an interagency land management assessment agreement with the State Department of Natural Resources for a parking lot and they have had a

professional trails designed do additional layout for trails that will provide a good system of trails for pedestrians, cyclists and horses. It will really be nice to have something like this on this side of the bay.

Discussion ensued with Commissioners pointing out the benefits to being able to access trails from the road system and encouraging visitors to Kachemak Bay State Park that might never be able to otherwise.

MOVED THAT PARKS, ART, RECREATION AND CULTURE ADVISORY COMMISSION FULLY SUPPORTS THE CREATION OF TRAILS AND RECOMMENDS CITY COUNCIL ADOPT A RESOLUTION EXPRESSING SUPPORT FOR THE PROJECT.

There was no further discussion.

VOTE. NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

C. Welcome New Commissioner Ellie Stefano!

INFORMATIONAL MATERIALS

- A. PARCAC Letter to the Editor
- B. Annual Calendar for 2024

Commissioner Keiser will be reporting at the Special Meeting on August 29, 2024 and requesting on behalf of the Commission for Council to postpone adoption of the Transportation Plan until after their September regular meeting.

Commissioner Harrald will report at the August 25, 2024 regular meeting.

Recreation Manager Illg will provide the FY24/FY25 Budgets for the Commission review for the September meeting.

COMMENTS OF THE AUDIENCE (3 minute time limit)

COMMENTS OF THE MAYOR/COUNCILMEMBER (If Present)

COMMENTS OF THE CITY STAFF

City Clerk Krause announced that she will be assigning a new Clerk for the Commission so she will be turning the Commission over to someone else after almost 18 years Clerking for the Commission.

Recreation Manager Illg commented it was a great meeting

COMMENTS OF THE COMMISSION

Commissioner Harrald welcomed Commissioner Stefano and stated that it would be nice to have a Student Representative mentor to assist the Student Commissioner with packet pickup, etc. Glad to see the quality of

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UNAPPROVED

life happens in the parks, noting some of her best memories this summer were because the parks looked awesome.

Commissioner Archibald welcomed Commissioner Stefano and noted that he will be absent from the September meeting. He expressed his appreciation for her participation on the mural donation noting his significant other fully agreed with her opinion of the artwork.

Commissioner Parsley commented it was a good meeting, the SWOT analysis was really fun and welcomed Commissioner Stefano.

Commissioner Keiser thanked everyone for their hard work and welcomed Commissioner Stefano and then noted that the Calendar called out for the Commission to work on the budget in September and October but the Budget Schedule said Council is going to present their budget priorities in October and budget sheets in November.

Chair Lewis welcomed Commissioner Stefano and commented that it was a good meeting.

ADJOURNMENT

There being no further business to come before the Commission Chair Lewis adjourned the meeting at 8:10 p.m. A Special Meeting is scheduled for **Thursday, August 22, 2024 at 5:30 p.m. The next regular meeting is Thursday, September 19, 2024 at 5:30 p.m. A worksession is scheduled for 4:30 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.

Renee Krause, MMC, City Clerk	
Approved:	

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Cottonwood Eastland Trail Design

Trail Construction and Design Recommendations

















Acknowledgements

Homer Cycling Club Board and Members

Derek Reynolds Jason Herreman

Dale Banks Cooper Freeman

Chuck Lindsay

Jake Schlaffer

Camaele Johnson

Alaska DNR Staff

Jason Okuly

Eric Clarke

Carter Forney

Additional Organizational Support

Camaele Johnson - Friends of Kachemak Bay State

Park Megan Stoll - Kenai Peninsula Back Country

Horsemen Christine Byl - Interior Trails

Gabe Travis - Interior Trails

Kevin Simpson - Mountain Surf Creative LLC





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Cottonwood Eastland Trail Design

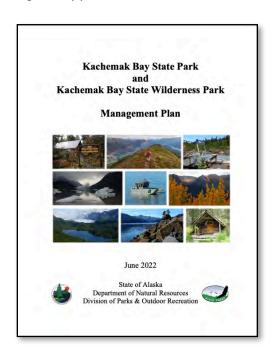
Homer Cycling Club and Alaska State Parks - Department of Natural Resources

Summary

Cottonwood Eastland (CE) is 2643 acre management unit of the expansive Kachemak Bay State Park, Owned and managed by Alaska State Parks (ASP) under the Department of Natural Resources (AKDNR). The CE parcels are located directly east of Homer, Alaska, 17 miles out East End Rd. This document provides guidance to the Homer Cycling Club (HCC) and Alaska State Parks (ASP) in their efforts to expand and enhance the accessibility and function of Cottonwood Eastland. HCC has hired Ptarmigan Ptrails LLC (PTRAILS) to assess the property, identify promising locations for trail development, highlight potential areas of concern within the property boundary, create a trail prescription to conceptualize desired community trail experiences and provide construction budget recommendations for future grant applications.

In 2022, ASP approved and finalized a revision to the parks master plan, originally created in 1995. The 2022 plan aims "to provide management direction that facilitates recreational use opportunities while conserving the natural and cultural resources through a set of policies and recommendations that guide permitting activities, uses, facilities, and trail development on all the state owned and managed land and waters within KBSP and KBSWP" (Pg 2, KBSP &KBSWP Plan, 2022).

Ptarmigan Ptrails LLC, under the direction of HCC has conceptualized trail development at *Cottonwood Eastland*, seeking to meet the needs of HCC and the outdoor community at large. Our design team was able to identify a roughly 11.5 mile trail system, with potential for phased development depending on funding availability. The mileage contained within the trail system is sufficient to provide a fun and engaging experience for varied trail users of all skill levels while also providing a unique nature experience for both pedestrian and bike traffic.



This deliverable aims to inform HCC, ASP and stakeholders on the potential physical and fiscal investment in the area. Upon direction from HCC, our team:

- Conducted stakeholder meetings to gather input and concerns
- Completed Field Layout of Concept and logging of GPS data
- · Developed Conceptual Trail Mapping
- Created budget for construction contracting and grant fundraising
- · Provided trail management objectives for development of trail infrastructure





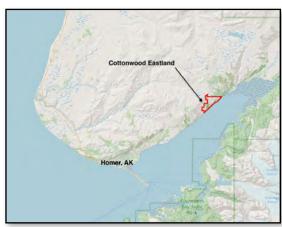
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Site Description

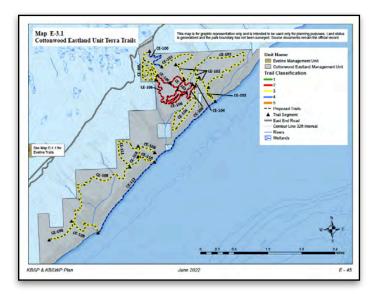
Cottonwood Eastland consists of 2643 acres located along the northern side of Kachemak Bay and is now classified as a Recreational Development Zone within the 2022 revised master plan. This unit is characterized by southeast sloping terrain that falls precipitously at a bluff to Kachemak Bay. The exception to the difficult and complex terrain is the northern parcel of CE, in which HCC has interest in developing mountain bike and multiuse trails. According to Alaska State Parks, the "northern part of the unit would be suitable to both trail and facility development. East End Road provides direct access to this portion of the unit. The vast majority of this unit is forested, with five streams entering the bay from the CE unit. The remaining area is composed of coastal/estuarine habitat along the north side of Kachemak Bay. Since a 2009 burn, 400 acres of the forest area is now Calamagrostis/shrub dominated habitat." (Pg 123, KBSP & KBSWP Plan, 2022)



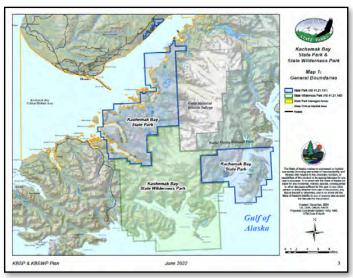
Project Location

While the southern portion of Cottonwood Eastland is difficult to access and slated to be managed as natural space, the highest level of development and use is suggested in the northern parcel and "includes - but are not limited to - roads, trails, private vehicle and public transportation routes or access, campgrounds, picnic areas, visitor and interpretive centers, high-standard trails for all ages and abilities, park management facilities, and commercial lodges or resorts as provided for within the unit management or site development plan." (Pgs 58- 58, KBSP & KBSWP Plan, 2022).

For the purpose of this trail development and prescription plan, PTRAILS and HCC are most interested in implementing primary mountain bike optimized trails and high-standard multi-use trails for all ages and abilities."



K-Bay State Park CE Trails Proposed during 2022 Parks Master Plan Revision



K-Bay General Boundaries Map

PTARMIGAN PTRAILS LLC

JUNE 2024





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Trail Vision and Development Details

Cottonwood Eastland is a unique location and deserves to be highlighted as a trail destination. This parcel of public land, once dominated by a mixed conifer/hardwood spruce forest, consists primarily of open grasslands and young hardwoods. Current development of the property is limited to a small user developed parking area, steep social trails and dispersed user developed routes. In fact the majority of Cottonwood Eastland and the north side of the bay has relatively little development. (Pg 35, KBSP & KBSWP Plan, 2022). The post-fire successional landscape offers a coastal trail experience with sweeping views of Kachemak Bay, Cook Inlet and the glaciated terrain of Kenai Mountains. Developing a trail system at Cottonwood Eastland should emphasize the importance of appreciating this unique natural landscape. Secondary to the natural beauty, the trail system should be a spotlight on local



development of healthy recreation, potential for renewed economic vitality and an outdoor trail community looking to sustain visitation and use into the future.

The planned trail development imagines multiple styles of trail use and experiences, ranging from low-risk to technically demanding mountain bike trails, user specific routes and stacked loops for added trail connectivity. The property has potential to become an attractive snow biking, mountain biking and hiking stop for those visiting Homer or Kachemak Bay State Park. Locals will have a recreation facility to stay fit and improve their mental well-being in nature. Trails will be suitable for families, beginners and experienced users alike. The proposed development could result in increased visitation to Homer and the surrounding communities, in turn supporting tourism spending in local communities and businesses.

This trail development and conceptual design seeks to provide an experience for the majority of trail users. The design our team has created seeks to benefit the most users possible, with a large portion of the trails open to adaptive users and multi-use access. The design lends itself to both longer outings or short and after-work recreation. Local schools can also use the trail system for outdoor experiential education activities or as a venue for team practices and events.







Easy/Intermediate - Dual Direction Multi-Use Trails:

Design Standard: Pack & Saddle (P&S)

Managed Use: Adaptive MTB (AMB), Mountain Bike (MTB), Pedestrian (PED)

Trails #'s: 121, 202, 204, 300, 301, 302, 400

These multi-use trails will consist of long grade reversals, low trail grades (5-7%), sinuous hillside contours and provide a trail experience mixing classic US Forest Service Trail and Alaska State Parks standards with updated industry standards of trail construction developed over the last decade. These dual direction trails provide arterial connections and stacked loops throughout the CE trail system. From HUB A, C and H trail users can choose to descend a variety of trails back to the trailhead or continue on additional trails throughout the property. When combined with MTB and P&S optimized trails, users can create a perimeter loop of the entire property. These trails will have slower speeds, as a more diverse group of trail users will navigate these segments.

Additionally, these trail segments have been designed in a manner that allows grooming and use as winter snow biking trails. Not every trail in the system is appropriate for this, but trails in this category are well suited.

Intermediate - Mountain Bike Optimized Trails:

Design Standard: Mountain Bike (MTB)

Managed Use: Mountain Bike (MTB), Adaptive MTB (AMB),

Pedestrian (PED)

Trails #'s: 200, 201, 203, 400, 401, 402, 403

These trail segments provide mountain bikers with one-way descending trail options. These trails will begin at various hubs throughout the trail system and are intended to be looped back with multi-use trails as climb options. These segments will have frequent grade reversals that could be linked using the transitions to jump between each reversal. Trails will have in sloped turns, faster speeds, and slightly steeper overall trail grades (up to 10%). These trail will not be recommended for foot traffic due to their high rates of speed and one-way travel, but pedestrian users will not be specifically barred from using them. There may be technical trail features (TTF) along the route of the trail providing additional challenge to riders looking to test their skills. These TTF's will be located as an "option line" and exist outside the obvious main tread alignment.









Easy - Multi-Use Pedestrian/Biking Trails:

Design Standard: Pack & Saddle (P&S)

Managed Use: Adaptive MTB (AMB), Mountain Bike (MTB), Pedestrian (PED)

Trails #'s: 101, 121

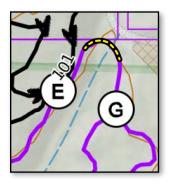
These dual direction trail segments will cater to users seeking a shorter more developed experience. Their hardened surface also provides a technical solution to crossing relatively flat terrain or saturated areas. Users will experience low angle trail grades, hardened tread surfaces and greater tread widths. In order to accommodate a wider variety of users, trail sections will be comprised of a compacted aggregate tread, and will be generally usable in nearly all conditions.

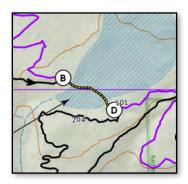


Trail 101 will require a 100' span of puncheon to traverse a wet area between Hubs B and D; also a 50-75' section between E & G. These puncheon can be constructed from locally milled spruce logs gathered on site. The down and dead logs have been fire charred and provides similar hardening benefits as the Japanese method of Yakisugi or Shou Sugi Ban, and would be excellent joists and support structure for traditional treaded wood decking.

In order to encourage a specific traffic flow throughout the trail system, and to limit risk and potential conflicts between users, these trail segments will be suggested as one-way climb only travel for mountain bike users. Pedestrians may use the trail in both directions.

Additional segments of trail may be improved later if HCC or ASP seeks to establish additional Universal Access Trail segments.





Puncheon locations on trail 101



Yakisugi method for curing



Short span puncheon





Hiking Trails:

Design Standard: Pack & Saddle (P&S)

Managed Use: MTB, PED

Trails #'s: 500, 501

Trail 500 and 501 will be designated for pedestrian traffic and experience mountain bikers seeking a backcountry experience. These will be dual direction trails varying in difficulty.

Moderately difficult, the trails will traverse steeper slopes, beginning at HUB H and K s they descends to the lower portions of the Cottonwood Eastland parcel, above Cottonwood Creek. Creek crossings may consist of rock stone fords or small timber crossings. Due to the difficult nature of the terrain and soils along it will be constructed as a backcountry style Class II trail, providing a unique experience for trail users looking for a more remote and less developed experience.







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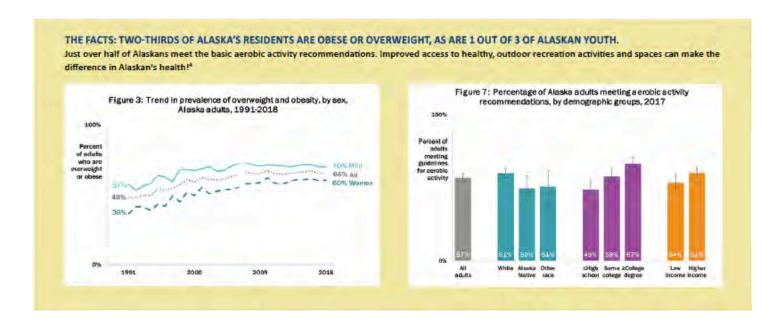




Alaska SCORP

Recreation users in Alaska spend on average \$887 billion dollars annually (2023-2027 Alaska SCORP, pg. 9 fig 1). As mountain biking, hiking and general trail use expands across the United States it is incumbent upon public agencies, land managers and trail designers to create experiences that meet the myriad needs of diverse trail users. This includes new trails, adaptive trails and trails that are accessible to populations not normally portrayed in recreation marketing and advertising.

Chapter 2 of the The **2023 - 2027 Alaska SCORP** (Statewide Comprehensive Outdoor Recreation Plan) discusses the positive outcomes associated with outdoor recreation and the need to get more Alaskans, especially youth, outside (2023-2027 Alaska SCORP, ch 2. Pg 13, pg 53 of 194). The plan highlights needs specific to the Alaska recreation industry and specifically underserved recreational project areas such as Cottonwood Eastland outside Homer.



In Strategy 6.1 (2023-2027 Alaska SCORP, ch4, page 14, pg 142), the SCORP outlines the need to "Support non-profits that build and maintain trails, including bike trail and hut organizations." The growing shift towards outdoor recreation for residents and visitors suggests that Cottonwood Eastland is worthy of investment from both a community and agency standpoint. Alaska State Parks should lean on their stakeholder partners and listen to their needs. The 2022 revision of the Kachemak Bay State Park plan already envisions additional trail and more intensive use at Cottonwood Eastland, and the 2023-2027 Alaska SCORP further reinforces this trend through real world quantified statistical data.

In order of importance, the need for:

- 1. Increased day use recreations (parks, waysides, scenic areas)
- 2. Winter Biking (trailhead parking and trails)
- 6. Mountain Biking (unpaved trails, trailheads and open space)

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Expanded trail infrastructure and the desire to recreate closer to home is something desired by a vast array of Alaskans. According to the Land Managers "Summary of Results" on *ch 2, pg 39, page 79*, a survey conducted by land managers showed three clear demands that would be satisfied by the development of trails at Cottonwood Eastland.

The **2023-2027 SCORP** recommendations suggest that a Cottonwood Eastland trail system could help to highlight and address issues associated lack of recreation access, potential new tourism income, alleviate physical health disparities and create positive mental health outcomes.

Our outdoor and recreation facilities provide more than physical benefits, they also help alleviate inequality through shared social and cultural experiences, thus creating a more unified and diverse sense of community identity.

HCC and the Homer outdoor community seeks to invite more diverse opportunities for visitors, residents and businesses regardless of social class or economic income, and has done so through continued investment in trail infrastructure, tourism and lodging needs as well as working with stakeholder partners at Alaska State Parks and City of Homer.

NEWS FROM THE FRONTLINES – ALASKA LAND MANAGERS REPORT ON TRENDS IN USE



SCORP Land Managers Survey:
What were the top growth areas in recreation demand from 2019-2022? (Question #36)

- 1. Day-use recreation (city parks, picnic areas)
- Winter biking (trailhead parking, trails, open space)
- 3. Walking or biking (paved trails, parking areas)
- Cross-country skiing (trailheads, groomed and open space trails)
- 5. Camping or RV-ing (campgrounds)
- Mountain biking (unpaved trails, trailheads, open space)
- 7. ATV riding (places to ride, developed trails)





Trails Descriptions and Classifications

COTTONWOOD EASTLAND TRAIL ALIGNMENTS									
TRAIL NAME	STYLE	DIFFICULTY	DIRECTION	DESIGNED STANDARD	MANAGED USE	AK STATE PARKS CLASSIFICATION	DESIGN LENGTH (LF)	BUILTD LENGTH (LF)	FLAGGED
101a	NSP	GRN	Dual Direction	PACK & SADDLE	AMB/MTB/PED	IV	2407	1467	Y
101b	SINGLETRACK	GRN	Dual Direction	PACK & SADDLE	AMB/MTB/PED	IV	1367	1504	Y
101c	NSP	GRN	Dual Direction	PACK & SADDLE	AMB/MTB/PED	IV	2957	3253	Y
102	NSP	GRN	Dual Direction	PACK & SADDLE	AMB/MTB/PED	IV	1670	1837	Y
121	SINGLETRACK	BLU	Dual Direction	PACK & SADDLE	AMB/MTB/PED	III	1738	1912	Y
200	SINGLETRACK	GRN	One Way	MTB	MTB/PED	III	2750	3025	Y
201	SINGLETRACK	GRN	One Way	MTB	MTB/PED	III	1900	2090	Y
202	SINGLETRACK	GRN	Dual Direction	MTB	MTB/PED	III	850	935	Y
203	SINGLETRACK	BLU	One Way	MTB	MTB/PED	III	2105	2316	Y
204	SINGLETRACK	BLU	Dual Direction	MTB	MTB/PED	III	3220	3542	Y
300	SINGLETRACK	GRN	Dual Direction	PACK & SADDLE	AMB/MTB/PED	III	1000	1100	Y
301	SINGLETRACK	GRN	Dual Direction	PACK & SADDLE	AMB/MTB/PED	III	1960	2156	Y
302	SINGLETRACK	GRN	Dual Direction	PACK & SADDLE	AMB/MTB/PED	III	4500	4950	Y
400	SINGLETRACK	GRN/BLU	Dual Direction	AMB/MTB	AMB/MTB/PED	III	4550	5005	Y
401	SINGLETRACK	BLU	One Way	AMB/MTB	AMB/MTB	III	4550	5005	Y
402	SINGLETRACK	BLU	One way	AMB/MTB	AMB/MTB	III	3380	3718	Υ
403	SINGLETRACK	BLU	One way	AMB/MTB	AMB/MTB	III	4000	4400	Y
500	SINGLETRACK	BLU	Dual Direction	PACK & SADDLE	MTB/PED	II/III	8555	2850	N
501	SINGLETRACK	BLU	Dual Direction	PACK & SADDLE	MTB/PED	II	5300	7350	N
					Overall Linear Foot		58759	58414	
					Overall Milage		11.13	11.06	

The Following information explains experience and style descriptions mentioned in the trail experience narratives on pages 23-28.

Mountain Bike Optimized (MBO)

Alias/s: Flowy Mountain Bike Optimized - Flow trail

Characteristics: Features, flow, berms, surface treatments

Description: Mountain bike-optimized singletrack trails are designed and constructed to enhance trail experiences specifically for mountain bikers. Mountain bike-optimized trails might differ from traditional trails in several ways: enhanced tread shaping, directional or one-way travel, and the addition of man-made technical trail features

(TTFs). Bicycles move differently along a trail than other modes of transportation. The movement of the wheel, the use of gravity and friction, the transfer of energy

from the rider to the wheel – these offer both opportunities and constraints for trails

and trail features that may differ from those of other users.

Primitive Bike Optimized (PBO)

Alias/s:

Characteristics: Enduro, 1%'er, natural

Description:

Often this style of trail is observed in a mid-country to backcountry setting.

These trails provide an adventurous and more rugged experience to riders

offering technical terrain challenges. Trail alignment is not without intention, but does not always take into consideration modern trail building design standards.

Classic (CLX)

Alias/s: old school, XC, cross country, historic, Legacy

Characteristics: Not Bike Optimized

Description: A trail style that is to be the most efficient route between point A and point B. Ofte an angular consideration to any one user experience. Grades may be manageable for average riders (3-10%) but are often severe (15% or greater) on historic alignment. Users of this trail are focused on pedal efficiency, distance, and speed.often devoid of distinct uphill or downhill sections.

Trail Typology

Format below = Abbreviation - Title - key descriptor - Alias/s

Many of these will not be used on this project

Route Type

Narrative - "Route Type" or "Type" describes the basic physical presence of a route through the landscape. This is the highest and least granular level of attribution for a route.

SGL - Singletrack - narrow, natural surface or OCCASIONALLY imported surface

NSP - Narrow Surfaced Pathway - ALWAYS a paved or imported surface

WSP - Wide Surfaced Pathway - Always a paved or imported surface

DBL - Double Track - truck/Jeep/natural surface/driven in/fire road

RBD - Road Bed - Natural Surface - cut road

GRD - Gravel surfaced road - cut road

PAV - Paved Road

PBL - Paved road with bike lane

RRD - Railbed

STR - Streambed

Style

Narrative - "Style" describes trail characteristics that primarily affect mountainbikers.

"Style" is a layer of granularity added almost exclusively to a Singletrack "Route Type".

CLX = Classic - Not Bike Optimized - old school, XC, cross country, historic, legacy

TRD = Traditional Bike Optimized - Trad, Rolling contour trail, traditional

SKL = Skills -

TEC = Technical Bike Optimized - Techie

MBO = Flowy Mountain Bike Optimized - Flow trail

PBO = Primitive Bike Optimized - Enduro, 1%'er, natural, down-country

JMP = Jump - Slopestyle, Freeride

GRV = Gravity/DH

Trail Difficulty

Narrative - "Difficulty" These attributes are derived from the IMBA Trail Difficulty Rating System, a basic method used to categorize the relative technical difficulty of recreation trails.

WHT - White Circle, Easiest

GRN - Green Circle, Easy

BLU - Blue Square, More Difficult

BLK - Black Diamond, Very Difficult/MOST DIFFICULT

RED - Double Black Diamond, Extremely Difficult

User

Narrative - "User" is who or what is on the trail. This is commonly broken out into "Designed User" - for whom or what the trail is design for, and "Managed User" - For whom or what the trail is managed for. They are not always the same.

MTB - Mountain Biker, Bicycle

HIK - Hiker/Pedestrian

EQU - Equestrian, Pack & Saddle

SHRD or HIKBIK - Hiker and Biker

HIKEQ - Hiker and Equestrian

MULTI - Mountain Biker, Hiker, and Equestrian

ALL - All users - All of the above and below

MTO - Motorcycle

ATV - All terrain vehicle

UTV - UTV/Side by side

TRK - Truck - jeep, 4x4, Class

Direction

Narrative - "Direction" describes a preferred or mandated direction of travel for user upon a trail.

A. UP - Up

B. DWN - Down

C. BI - Bidirectional

D. ONE - One-way travel (for a skills loop for example)

Status

Narrative - "Status" describes at what level of implementation a specific alignment is.

FLG - Flagged

PFLG - Partially Flagged

CON - Conceptual

FEA - Feasible

EXT - Existing

Trail Difficulty Definitions

WHT - White Circle - Not applicable to this project

GRN - Beginner, Easiest Trails, Green Lines (green circle) – For beginners, these trails have a smoother and wider tread, lower trail grades, and less exposure.

BLU - Intermediate, More Difficult, Blue Lines (blue square) – For intermediate riders, these trails can be steeper, more technically difficult, or longer.

BLK - Advanced, Very Difficult Trails, Black Lines (black diamond) – For advanced riders, these trails offer a combination of difficult trail tread, technical features, and long distances for those looking for challenge and endurance-oriented experiences. Generally, they have moderate exposure and have less predictable surfaces.

RED - Expert, Extremely Difficult Trails, Red Lines (double black diamond) – For expert riders, these trails offer a combination of extremely difficult trail tread, extremely technical features, and often longer distances for those looking for challenge and endurance-oriented experiences. Generally, they have significant exposure and have very unpredictable surfaces.

IMBA Trail Difficulty Rating System **MORE DIFFICULT VERY DIFFICULT** EXTREMELY DIFFICULT **GREEN CIRCLE** BLUESQUARE **BLACK DIAMOND** DBL. BLACK DIAMOND 36" (900 mm) 24" (600 mm) 12" (300 mm) 6" (150 mm) **TRAIL WIDTH** or more or more or more or more Firm and **TREAD SURFACE** Mostly stable Widely variable Widely variable stable with some and unpredictable variability **AVERAGE** Typically Typically Typically Typically **TRAIL GRADE** 5% or less 8% or less 12% or less 15% or less Max 15% Max 15% or **MAXIMUM** Max 15% or Max 15% or TRAIL GRADE greater greater greater NATURAL OBSTACLES Unavoidable Unavoidable Unavoidable Unavoidable AND TECHNICAL obstacles obstacles obstacles obstacles TRAIL FEATURES 2" [50 mm] 8" (200 mm) 15" (380 mm) 15" (380 mm) (TTF) tall or less tall or less tall or less tall or less Avoidable Avoidable **Avoidable** Avoidable obstacles may obstacles may obstacles may obstacles may be present be present be present be present Unavoidable Unavoidable May include May include bridges loose rocks bridges loose rocks 36" (900 mm) 24" (600 mm) or wider Unavoidable Unavoidable or wider bridges bridges 24" 24" (600 mm) TTF's 24" (600 mm) (600 mm) high or wider or narrower or less, width of deck is greater TTF's 48" TTF's 48" than 1/2 the (1,200 mm) (1,200 mm) height high or less, high or greater, width of deck width of deck is is less than unpredictable 1/2 the height Many sections **Short sections** may exceed may exceed criteria

criteria

Trail Number/Name		101, 102		
Mileage (appx.)	1.76			
Build Spec		Narrow Surfaced Path		
Route Type	Classic			
Difficulty Rating	Green Circle - Easiest			
Detail Sheet Reference	DT-05-All			
Narrative	This series of trails consists of narrow surfaced pathways with a compacted crushed quarry rock tread. Trail will feature 5-7% average grade with maximum grades of up to 12% in short sections. Typical tread width will be 48-60". Trail tread surface comprised of native soil capped with aggregate base and top course throughout to prevent soil damage due to water intrusion and soil saturation. Trails will flow continuously, contouring along the hillsides, with open sight-lines to			
	prevent issues with wildlife and other trail users. These trails are suitable for all user types and provide point to point arterial connections throughout Cottonwood Eastland. Suggest "Climb Only" encouragement for MTB users Tread will consist of: Base course of 3-5" of 3/4" Minus Crushed Quarry Rock Top Course of 3" 1/4" Minus Crushed Quarry Rock			
Trail Characteristic/Feature	Value	Description		
Finished tread width, 0% - 20% side slope	48-60"			
Finished tread width, 21% - 40% side slope	48-60"			
Finished tread width, 40%+ side slope	48-60"			
Horizontal clearance	120"	60" clearance each side of centerline		
Vertical clearance	8' – 10'	Over entire trail tread.		
Outslope	0% - 5%	Avoid aggressive outsloping for purposes of drainage; use grade reversals instead		
Inslope	0% - 7%	Avoid aggressive in-sloping to avoid the sensation of a "flow trail".		
Average grade, soil	5-7%			
Maximum grade, soil	N/A	Maximum length of segment = 50'		
Maximum grade, rock or armored, climbing	12%	Maximum length of segment = 20'		
Maximum grade, rock or armored, descending	8%	Maximum length of segment = 50'		
Maximum grade, soil, optional lines	N/A	Maximum length of segment = 20'		
Maximum grade, rock or armored, optional lines	N/A	Maximum length of segment = unlimited		
Grade reversal, frequency (trough-to-trough)	25'-50'	More than outslope, grade reversals will be responsible for draining the tread. Grade reversals should not make the trail feel "hyperkinetic" or resemble a pump track. Instead, the natural terrain should be "surfed" to take advantage of microtopography.		
		Where possible climbing turns are preferred. SwitchBerm style turns are acceptable on steeper side slopes. Maximum berm height Cut and fill slopes on inside and outside of turns excavations must be filled and graded to meet		
Turn radius	6-10'	natural angle of repose.		
Roughness/texture	0"	Relief from surround typical soil-based tread		
Roughness/texture, optional lines	N/A	Relief from surround typical soil-based tread		
Sightlines	100'	Continual clear sightlines are expected.		
TTFs, natural, unavoidable	None			
TTFs, natural, optional lines	Not allowed			
MTTFs, natural, unavoidable	Not allowed			
MTTFs, natural, optional lines	Not allowed			

Trail Number/Name	121, 202, 204, 300, 301, 302, 400			
Mileage (appx.)	3.72			
Build Spec		Singletrack		
Route Type	Traditional Bike Trail and Classic Trail Experience			
Difficulty Rating	Green Circle and Blue Square - Easy and Intermediate - see bid sheet			
	This series of trails consists of native soil tread with some areas of armoring or puncheon where needed to protect soil structure and hydrological resources.			
Narrative	Trails will feature 7-9% average grades with maximum grades of up to 15% in short sections. Typical tread width will be 36". Trail tread surface comprised of native soil with some aggregate armoring or puncheon where needed to prevent soil damage due to high water table. Trails will contour along the hillside, with open sight-lines to prevent issues with wildlife and other trail users. These trails will provide greater exposure and higher speeds than the "narrow surfaced pathways." These native surface pathways are best suited to XC Mountain Bike Users, hikers and trail runners. These trails provide loop options for those seeking longer trail experiences or a varied experience in a more diverse and challenging trail environment			
Trail Characteristic/Feature	Value	Description		
Finished tread width, 0% - 20% side slope	36-48"			
Finished tread width, 21% - 40% side slope	36-48"			
Finished tread width, 40%+ side slope	36-48"			
Horizontal clearance	96"	48" clearance each side of centerline		
Vertical clearance	96"	Over entire trail tread.		
Outslope	0% - 5%	Avoid aggressive outsloping for purposes of drainage; use grade reversals instead		
Inslope	0% - 7%	Avoid aggressive in-sloping to avoid the sensation of a "flow trail".		
Average grade, soil	7-9%			
Maximum grade, soil	10%	Maximum length of segment = 50'		
Maximum grade, rock or armored, climbing	12%	Maximum length of segment = 20'		
Maximum grade, rock or armored, descending	12%	Maximum length of segment = 50'		
Maximum grade, soil, optional lines	N/A	Maximum length of segment = 20'		
Maximum grade, rock or armored, optional lines	N/A	Maximum length of segment = unlimited		
Grade reversal, frequency (trough-to-trough)	25'-50'	More than outslope, grade reversals will be responsible for draining the tread. Grade reversals should not make the trail feel "hyperkinetic" or resemble a pump track. Instead, the natural terrain should be "surfed" to take advantage of microtopography.		
Turn radius	6-10'	Where possible climbing turns are preferred over switchbacks. On steeper side slopes or where necessary, use switchberms style turns. These turn styles allow mtb riders to user the backslope as tread in addition to the standard flat tread surface. Cut and fill slopes on inside and outside of turns excavations must be filled and graded to meet natural angle of repose.		
Roughness/texture	3"	Relief from surround typical soil-based tread		
Roughness/texture, optional lines	6"	Relief from surround typical soil-based tread		
Sightlines	75'	Continual clear sightlines are expected.		
TTFs, natural, unavoidable	Allowed	some roots and rocks may be left in the trail tread that meet the roughness and texture guidelines. Where indicated, follow Kootenay guidelines for AMB use.		
TTFs, natural, optional lines	Allowed	some roots and rocks may be left in the trail tread that meet the roughness and texture guidelines. Where indicated, follow Kootenay guidelines for AMB use.		
MTTFs, natural, unavoidable	Not allowed			
MTTFs, natural, optional lines	Not allowed			

Trail Number/Name		401		
Mileage (appx.)	0.95			
Build Spec	Singletrack - Native Soil Surface			
Route Type	Gravity Trail			
Difficulty Rating	Blue Square - Intermediate			
Narrative	Trail will feature 8-10% average grade with maximum grades of up to 20% in short sections. Steep sections will be incorporated in to jump and technical features. Typical 36-48" tread with fall away turns and small in-sloped turns where possible. Trail will incorporate root/rock rollovers and technical challenges throughout the tread, designed to keep riders speed in check between potentially airborne features. Trail experience will be consistent between and among features, with open sightline to prevent issues with wildlife and other trail users. Rythm of trail will not be syncopated like a "flow" trail, and will thus require riders to interpret the trail and terrain, using their existing riding experience to influence their riding style and speed throughout trail system. Users will develop appropriate skills in order to descend effectively with the trail becoming more enjoyable each time it is riddent. Trail should still allow for progression for novice and intermediate riders if users cannot clear each feature.			
Trail Characteristic/Feature	Value	Description		
Finished tread width, 0% - 20% side slope	36-48"			
Finished tread width, 21% - 40% side slope	36-48"			
Finished tread width, 40%+ side slope	36-48"			
Horizontal clearance	96"	48" clearance each side of centerline		
Vertical clearance	96"	Over entire trail tread.		
Outslope	0% - 7%	Avoid aggressive outsloping for purposes of drainage; use grade reversals instead		
Inslope	0% - 10%	Avoid aggressive in-sloping to avoid the sensation of a "flow trail".		
Average grade, soil	8-10%			
Maximum grade, soil	20%	Maximum length of segment = 50'		
Maximum grade, rock or armored, climbing				
Maximum grade, rock or armored, descending	25%			
Maximum grade, soil, optional lines	25%	Maximum length of segment = 30'		
Maximum grade, rock or armored, optional lines	25%			
Grade reversal, frequency (trough-to-trough)	15 - 40'	More than outslope, grade reversals will be responsible for draining the tread. Grade reversals should not make the trail feel "hyperkinetic" or resemble a pump track. Drainage features will likely be troughs of jumps and gravity features.		
Turn radius	8-12'	All turns should be insloped and bermed. No flat turns or climbing turns. Users should expect large radius berms that allow riders to maintain or increase speed with minimal braking required. Cut and fill slopes on inside and outside of turns excavations must be filled and graded to meet natural angle of repose. Average height 24-36" throughout with a Maximum berm height of 48-60" at apex of bowl if conditions allow.		
Roughness/texture	smooth	Relief from surround typical soil-based tread		
Roughness/texture, optional lines	none	generally smooth		
Sightlines	75'	Continual clear sightlines are expected.		
TTFs, natural, unavoidable	3-6"			
TTFs, natural, optional lines	6-10"	roots, rollovers and rocks may be left in the trail tread that meet the roughness and texture guidelines. Where indicated, follow Kootenay guidelines for AMB use.		
MTTFs, natural, unavoidable	none			
MTTFs, natural, optional lines	allowed	roots, rollovers and rocks may be left in the trail tread that meet the roughness and texture guidelines. Where indicated, follow Kootenay guidelines for AMB use.		

Trail Number/Name		401		
Mileage (appx.)	0.70			
Build Spec		Singletrack - Native Soil Surface		
Route Type	Gravity Trail			
Difficulty Rating	Blue Square - Intermediate			
Narrative	Trail will feature 8-10% average grade with maximum grades of up to 20% in short sections. Steep sections will be incorporated in to jump and technical features. Typical 36-48" tread with fall away turns and small in-sloped turns where possible. Trail will incorporate root/rock rollovers and technical challenges throughout the tread, designed to keep riders speed in check between potentially airborne features. Trail experience will be consistent between and among features, with open sightline to prevent issues with wildlife and other trail users. Rythm of trail will not be syncopated like a "flow" trail, and will thus require riders to interpret the trail and terrain, using their existing riding experience to influence their riding style and speed throughout trail system. Users will develop appropriate skills in order to descend effectively with the trail becoming more enjoyable each time it is riddent. Trail should still allow for progression for novice and intermediate riders if users cannot clear each feature.			
Trail Characteristic/Feature	Value	Description		
Finished tread width, 0% - 20% side slope	36-48"			
Finished tread width, 21% - 40% side slope	36-48"			
Finished tread width, 40%+ side slope	36-48"			
Horizontal clearance	96"	48" clearance each side of centerline		
Vertical clearance	96"	Over entire trail tread.		
Outslope	0% - 7%	Avoid aggressive outsloping for purposes of drainage; use grade reversals instead		
Inslope	0% - 10%	Avoid aggressive in-sloping to avoid the sensation of a "flow trail".		
Average grade, soil	8-10%			
Maximum grade, soil	20%	Maximum length of segment = 50'		
Maximum grade, rock or armored, climbing				
Maximum grade, rock or armored, descending	25%			
Maximum grade, soil, optional lines	25%	Maximum length of segment = 30'		
Maximum grade, rock or armored, optional lines	25%			
Grade reversal, frequency (trough-to-trough)	15 - 40'	More than outslope, grade reversals will be responsible for draining the tread. Grade reversals should not make the trail feel "hyperkinetic" or resemble a pump track. Drainage features will likely be troughs of jumps and gravity features.		
Turn radius	8-12'	All turns should be insloped and bermed. No flat turns or climbing turns. Users should expect large radius berms that allow riders to maintain or increase speed with minimal braking required. Cut and fill slopes on inside and outside of turns excavations must be filled and graded to meet natural angle of repose. Average height 24-36" throughout with a Maximum berm height of 48-60" at apex of bowl if conditions allow.		
Roughness/texture	smooth	Relief from surround typical soil-based tread		
Roughness/texture, optional lines	none	generally smooth		
Sightlines	75'	Continual clear sightlines are expected.		
TTFs, natural, unavoidable	3-6"			
TTFs, natural, optional lines	6-10"	roots, rollovers and rocks may be left in the trail tread that meet the roughness and texture guidelines. Where indicated, follow Kootenay guidelines for AMB use.		
MTTFs, natural, unavoidable	none			
MTTFs, natural, optional lines	allowed	roots, rollovers and rocks may be left in the trail tread that meet the roughness and texture guidelines. Where indicated, follow Kootenay guidelines for AMB use.		

Trail Number/Name		403		
Mileage (appx.)	0.83			
Build Spec	Singletrack - Native Soil Surface			
Route Type	XC Trail			
Difficulty Rating	Blue Square - Intermediate			
Narrative	Trail will feature 8-10% average grade with maximum grades of up to 20% in short sections. Steep sections will be incorporated in to jump and technical features. Typical 36-48" tread with fall away turns and small in-sloped turns where possible. Trail will incorporate root/rock rollovers and technical challenges throughout the tread, designed to keep riders speed in check between potentially airborne features. Trail experience will be consistent between and among features, with open sightline to prevent issues with wildlife and other trail users. Rythm of trail will not be syncopated like a "flow" trail, and will thus require riders to interpret the trail and terrain, using their existing riding experience to influence their riding style and speed throughout trail system. Users will develop appropriate skills in order to descend effectively with the trail becoming more enjoyable each time it is riddent. Trail should still allow for progression for novice and intermediate riders if users cannot clear each feature.			
Trail Characteristic/Feature	Value	Description		
Finished tread width, 0% - 20% side slope	36-48"			
Finished tread width, 21% - 40% side slope	36-48"			
Finished tread width, 40%+ side slope	36-48"			
Horizontal clearance	96"	48" clearance each side of centerline		
Vertical clearance	96"	Over entire trail tread.		
Outslope	0% - 7%	Avoid aggressive outsloping for purposes of drainage; use grade reversals instead		
Inslope	0% - 10%	Avoid aggressive in-sloping to avoid the sensation of a "flow trail".		
Average grade, soil	8-10%			
Maximum grade, soil	20%	Maximum length of segment = 50'		
Maximum grade, rock or armored, climbing				
Maximum grade, rock or armored, descending	25%			
Maximum grade, soil, optional lines	25%	Maximum length of segment = 30'		
Maximum grade, rock or armored, optional lines	25%			
Grade reversal, frequency (trough-to-trough)	15 - 40'	More than outslope, grade reversals will be responsible for draining the tread. Grade reversals should not make the trail feel "hyperkinetic" or resemble a pump track. Drainage features will likely be troughs of jumps and gravity features.		
Turn radius	8-12'	All turns should be insloped and bermed. No flat turns or climbing turns. Users should expect large radius berms that allow riders to maintain or increase speed with minimal braking required. Cut and fill slopes on inside and outside of turns excavations must be filled and graded to meet natural angle of repose. Average height 24-36" throughout with a Maximum berm bright of 48,60" at apply of how if conditions allow.		
Turn radius		height of 48-60" at apex of bowl if conditions allow.		
Roughness/texture entire lines	smooth	Relief from surround typical soil-based tread		
Roughness/texture, optional lines Sightlines	none 75'	generally smooth Continual clear sightlines are expected.		
TTFs, natural, unavoidable	3-6"	Continuat clear signituries are expected.		
TTFs, natural, optional lines	6-10"	roots, rollovers and rocks may be left in the trail tread that meet the roughness and texture guidelines. Where indicated, follow Kootenay guidelines for AMB use.		
MTTFs, natural, unavoidable	none			
MTTFs, natural, optional lines	allowed	roots, rollovers and rocks may be left in the trail tread that meet the roughness and texture guidelines. Where indicated, follow Kootenay guidelines for AMB use.		

Trail Number/Name	500, 501				
Mileage (appx.)	1.93				
Build Spec	Singletrack				
Route Type	Hiker/ MTB				
Difficulty Rating	Blue Square - Intermediate - see bid sheet				
Narrative	This series of trails consists of native soil tread with some areas of armoring or puncheon where needed to protect soil structure and hydrological resources. Trails will feature 7-9% average grades with maximum grades of up to 15% in short sections. Typical tread width will be 24". Trail tread surface comprised of native soil with some aggregate armoring or puncheon where needed to prevent soil damage due to high water table. Trails will				
	contour along the hillside, with open sight-lines to prevent issues with wildlife and other trail users. These trails will provide greater hillside exposure and a less developed tread. Best suited for hikers and potentially pack and saddle users in the future. These trails provide loop options for those seeking longer or varied trail experiences in a more diverse and challenging trail environment				
Trail Characteristic/Feature	Value	Description			
Finished tread width, 0% - 20% side slope	24"				
Finished tread width, 21% - 40% side slope	24"				
Finished tread width, 40%+ side slope	24-36"				
Horizontal clearance	120"	48" clearance each side of centerline			
Vertical clearance	96"	Over entire trail tread.			
Outslope	0% - 5%	Avoid aggressive outsloping for purposes of drainage; use grade reversals instead			
Inslope	-	outsloped			
Average grade, soil	7-9%				
Maximum grade, soil	10%	Maximum length of segment = 50'			
Maximum grade, rock or armored, climbing	12%	Maximum length of segment = 20'			
Maximum grade, rock or armored, descending	12%	Maximum length of segment = 50'			
Maximum grade, soil, optional lines	N/A	Maximum length of segment = 20'			
Maximum grade, rock or armored, optional lines	N/A	Maximum length of segment = unlimited			
Grade reversal, frequency (trough-to-trough)	25'-50'	More than outslope, grade reversals will be responsible for draining the tread. Grade reversals should not make the trail feel "hyperkinetic." The natural terrain should be "surfed" to take advantage of microtopography.			
Turn radius	6-10'	Where possible climbing turns are preferred over switchbacks. On steeper side slopes or where necessary, use switchberms style turns. Cut and fill slopes on inside and outside of turns excavations must be filled and graded to meet natural angle of repose.			
Roughness/texture	3"	Relief from surround typical soil-based tread			
Roughness/texture, optional lines	6"	Relief from surround typical soil-based tread			
Sightlines	75'	Continual clear sightlines are expected.			
TTFs, natural, unavoidable	Allowed	some roots and rocks may be left in the trail tread that meet the roughness and texture guidelines.			
TTFs, natural, optional lines	Allowed	some roots and rocks may be left in the trail tread that meet the roughness and texture guidelines.			
MTTFs, natural, unavoidable	Not allowed				
MTTFs, natural, optional lines	Not allowed				





Trail Photo Examples





Trail Examples Trails 101, 121



Clockwise from top left, Mossy Maple Trail, Campbell Creek Estuary, Chehalem Ridge Nature Park, Thurston Hills Natural Area











Similar Trail Examples - 202, 204, 400, 401,300, 301, 302





Clockwise from top left, Northwoods Trails, Lichen It Trail, Monkshood Trail - GPRA, Mirror Lake Trails







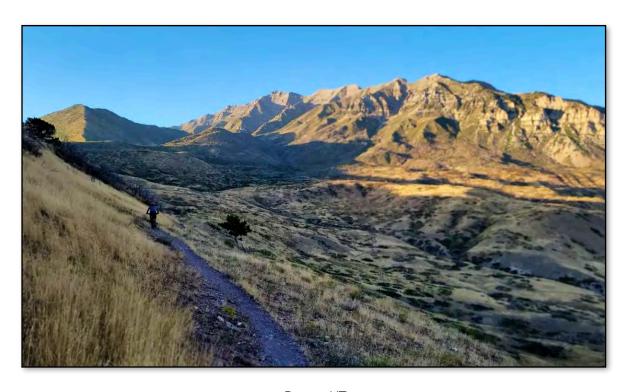


Trail Photo Examples

Cross Country Style Contour Trails - Trails 201-204, 400, 401



Wing and a Prayer - Whiskey Run Trails



Draper, UT





MTB One-way Downhill Trails - 201, 202, 401, 402, 403



Top: Hollerback Trail - Whiskey Run, Below: Evolution Trail - Kincaid Park,







Similar Trail Example Options - 402, 403



Top: This Buds For You - Winchester Trails, Below: No Joke Trail - Mountain of the Rogue







MTB One-way Downhill Trails - 201, 202, 401, 402, 403



Lava Flow - Cedar City, UT



Breakdown Trail - Mountain of the Rogue







No Joke Trail - Mountain of the Rogue (photo by Bermstyle 2020)





Crossing and Bridge Examples



Cabbage Patch Crossing - Whiskey Run



Crystal Bridges Museum Trail - Bentonville, AR







Tumble Falls Bridge - Newell Creek Canyon Nature Park





Technical Trail Features and Rock Work - 401, 402, 403 Options



Back 40 Trails - Bella Vista, AR



Spence Mountain - Klamath Falls







Coler Preserve - Bentonville, AR



Baker Creek Preserve - Knoxville, TN





Primitive Backcountry Technical Trails - 500, 501



Strawberry Mountains - John Day, UT



Wishbone Trail - Hot Spring National Park, AR





Progressive Skills Trails and Loops - Future Phases?





Bike Park Progression Features (photo by IMBA)

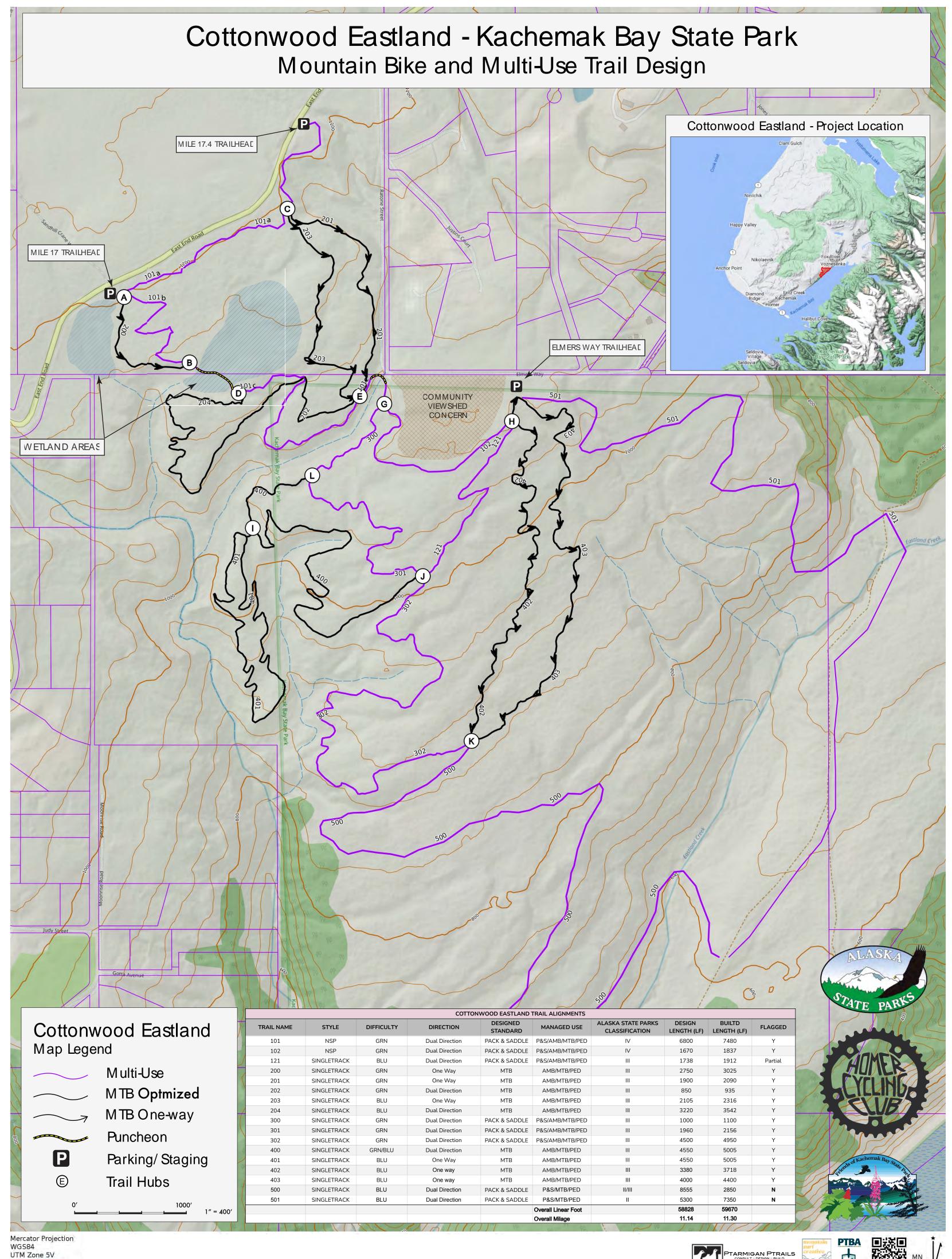


Progression Trails with constructed flow, natural and man made "technical trail features" (TTF's)





Mapping



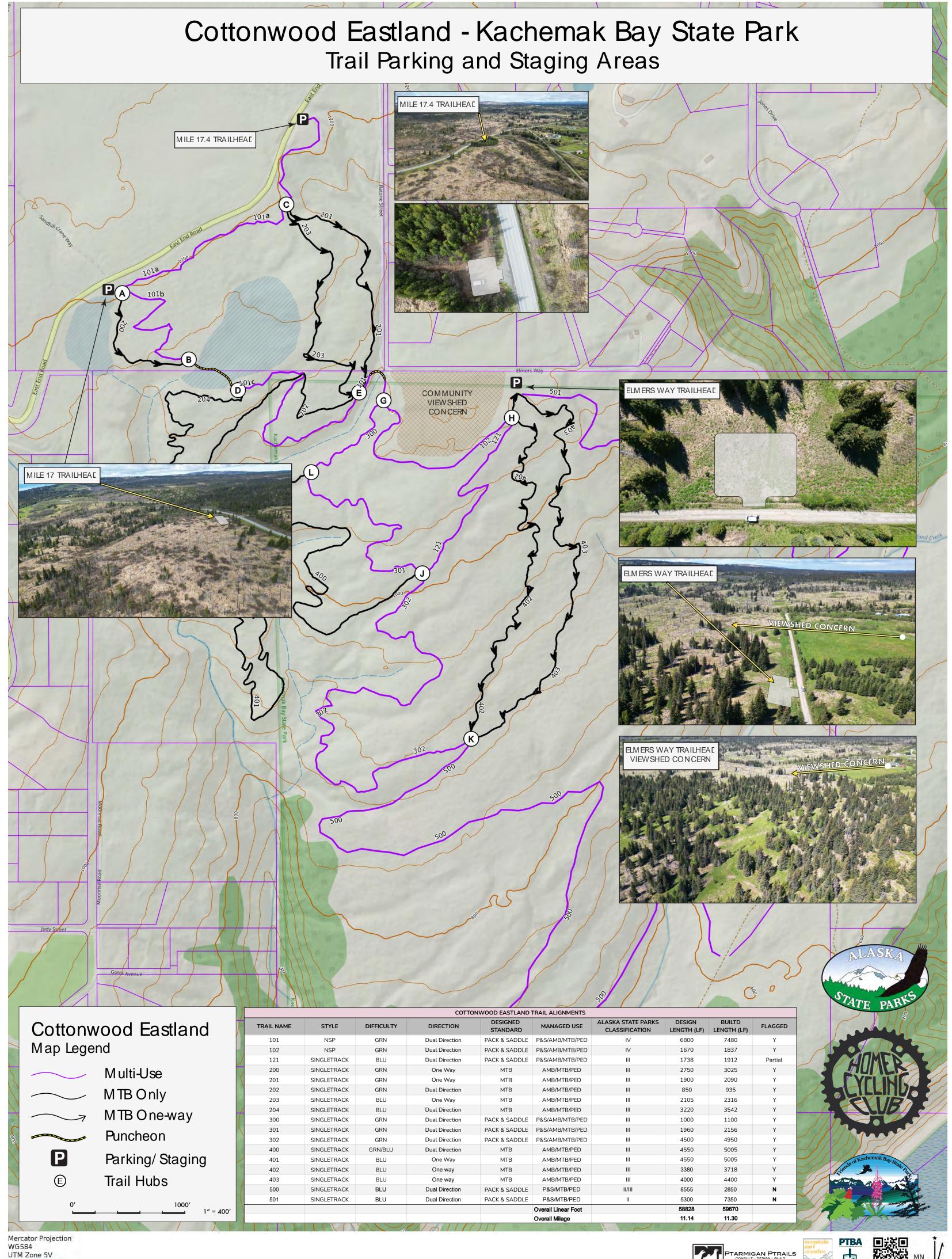






















Cross Section Schematics (Not to Scale)

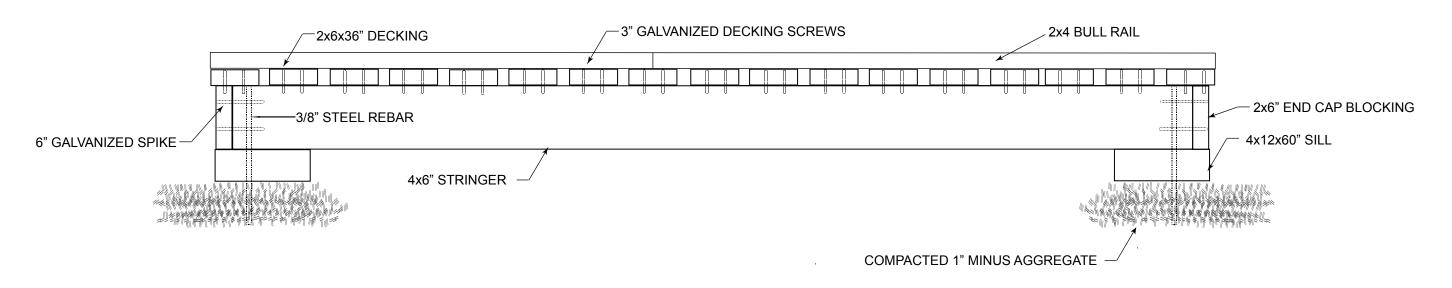
TRAIL TREAD 48" DISTANCE 2x4 BULL RAIL 2x6x48" TREATED DECKING 2x6 END CAP BLOCKING 4x6" STRINGER 4x6" STRINGER COMPACTED 1" MINUS AGGREGATE

MOUNTAIN BIKE TRAIL BRIDGES

TYPICAL BRIDGE CROSSING (CLASS 4)

- A. TYPICAL BRIDGE CROSS VIEW
- **B.** TYPICAL BRIDGE SIDE VIEW
- 1. DECKING TREAD WIDTH 48" (DECKING WIDTH UP TO 60" W/ APPROPRIATE SILL WIDTH)
- 2. BRANCHES EXTENDING INTO CLEARING LIMITS WILL BE CUT CLEAN AT TRUNK OR BASE OF TREES
- 3. SILLS AND 1" MINUS AGGREGATE TO BE PLACED OUTSIDE HIGH WATER MARK IN RIPARIAN AREAS
- 4. APPROACHES TO BE ARMORED USING NATIVE ROCK AND IMPORTED 1" MINUS AGGREGATE

A. TYPICAL BRIDGE CROSS VIEW (TC3)



B. TYPICAL BRIDGE SIDE VIEW (TC4)

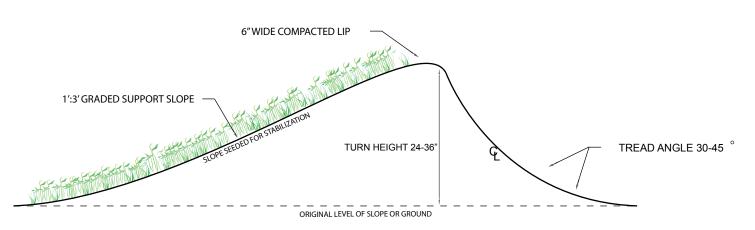


EXTENT OF GRADED SUPPORT SLOPE 6" WIDE COMPACTED L RAIL TREAD 48"-60' **TURN RADIUS 15'** DRAINAGE NICK W/ 5% OUTSLOPE DRAINAGE NICK W/ 5% OUTSLOPE

MTB SINGLETRACK TRAILS

TYPICAL IN-SLOPE TURN SECTION (CLASS 3) ***NOT TO SCALE***

- A. TOP VIEW
- **B. SIDE VIEW**
- 1. 30-45% INSLOPE OF TREAD SHEETS FLOW OF WATER TO DRAINS
- 2. BRANCHES EXTENDING INTO CLEARING LIMITS WILL BE CUT CLEAN AT TRUNK OR BASE OF TREES
- 3. TREAD COMPRISED OF NATIVE SOILS AND COMPACTED USING 18" VIBRAPLATE COMPACTOR
- 4. SPOILS AND EXCAVATED MATERIAL TO BE BURIED OR PLACED DOWNHILL OF TRAIL AND CLEAR OF DRAINAGES
- 5. 1':3' GRADING ON BACK OF TURNS PREVENTS SLOUGHING OF SOILS
- 6. 6-10' FROM CENTERLINE ROOTS AND BRANCHES WILL BE CUT TO 2" HEIGHT OR LESS
- 7. DISTURBED AREAS, GRADED SLOPES AND DRAINS WILL BE SEEDED WITH M.O.A APPROVED GRASS SEED
- 8. AREAS OF HIGH SPEED TURNS WILL BE CLEARED 10' EACH SIDE OF CENTERLINE FOR SIGHTLINES



B. TYPICAL IN-SLOPE TURN SIDE VIEW (TC3)

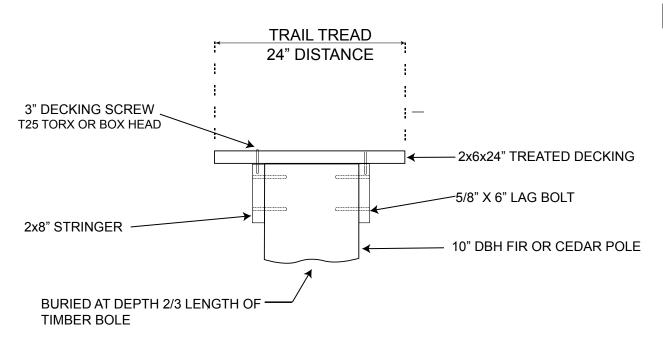
A. TYPICAL IN-SLOPE TURN TOP VIEW (TC3)



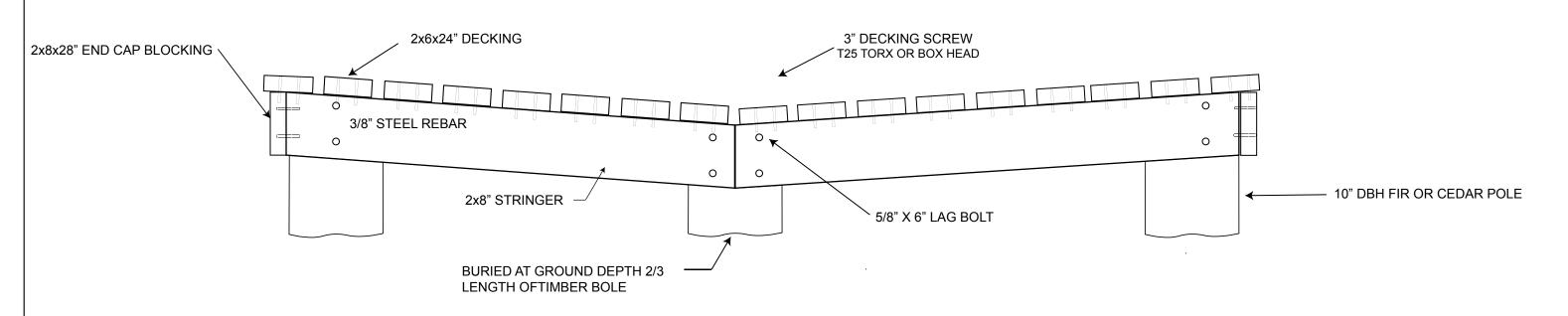
MOUNTAIN BIKE SINGLETRACK TRAILS

TIMBER TECHNICAL TRAIL FEATURE (TTF CLASS 2)

- A. TYPICAL TTF CROSS VIEW
- B. TYPICAL TTF SIDE VIEW
- 1. DECKING TREAD WIDTH 24" (DECKING WIDTH UP TO 36" W/ APPROPRIATE POLE WIDTH)
- 2. BRANCHES EXTENDING INTO CLEARING LIMITS WILL BE CUT CLEAN AT TRUNK OR BASE OF TREES
- 3. APPROACHES TO BE ARMORED USING NATIVE ROCK AND IMPORTED 1" MINUS AGGREGATE OR APPROPRIATE COMPACTED NATIVE MINERAL SOILS



A. TYPICAL BRIDGE CROSS VIEW (TC2)



B. TYPICAL BRIDGE SIDE VIEW (TC2)

6.1 Figures

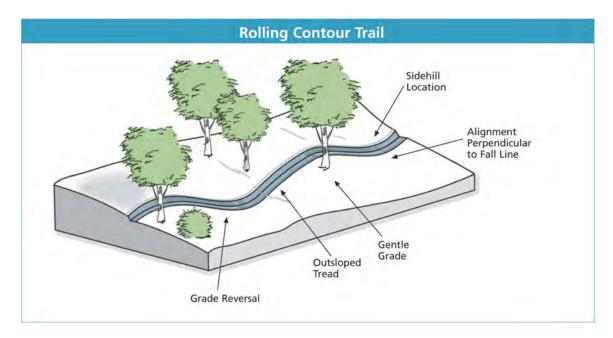


Figure 1: Rolling Contour Trail

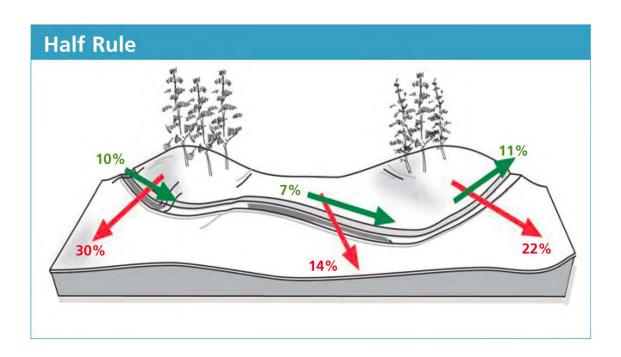
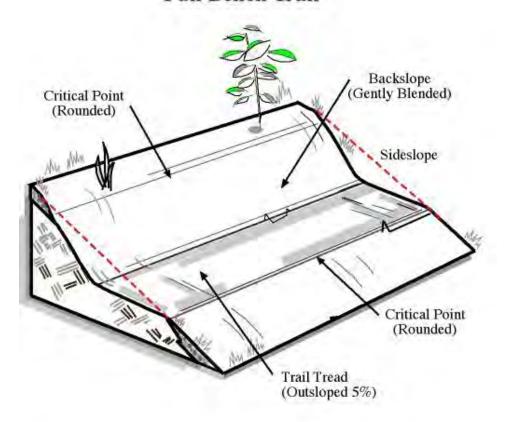


Figure 2: Illustration of The Half Rule

Full Bench Trail



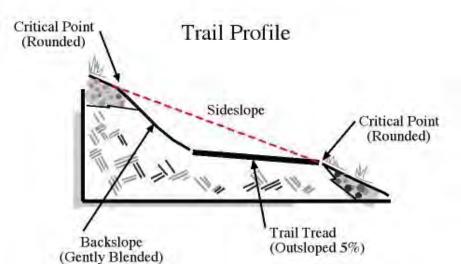
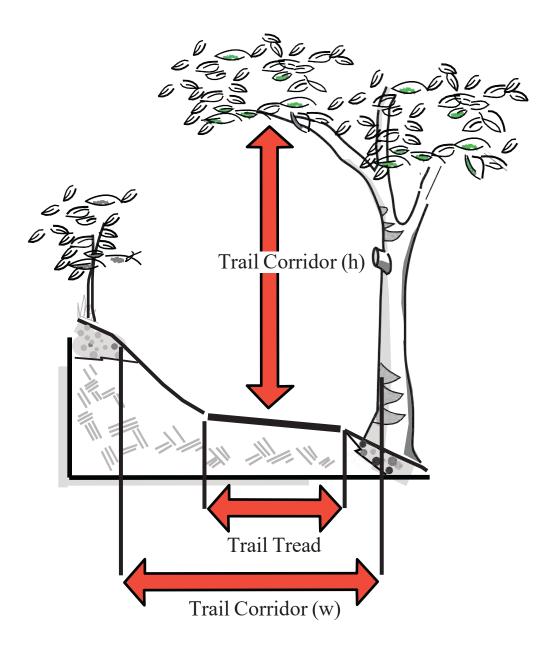


Figure 3: Full Bench Trail



Trail Tread = 24" - 36" Trail Corridor (w) = " - 72" Trail Corridor (h) = ' - 10'

Figure 4: Clearing Limits

Stone Pitching

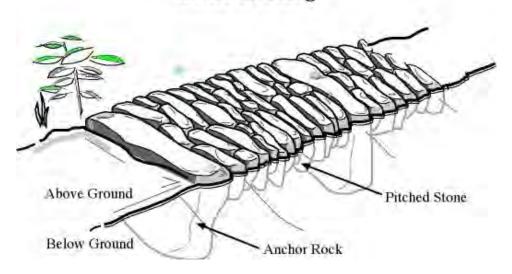


Figure 5: Stone Pitching

Rolling Grade Dip

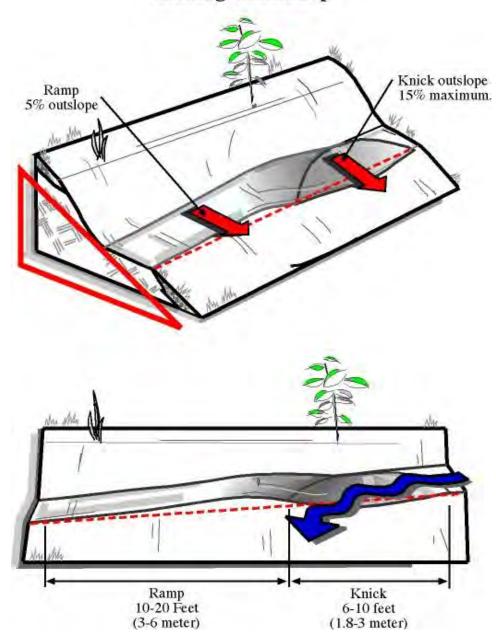


Figure 7: Rolling Grade Dip

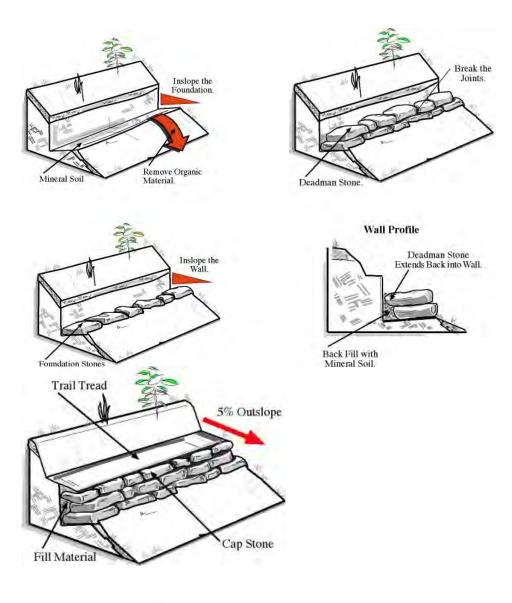




Figure 9: Rock Retaining
Wall 54

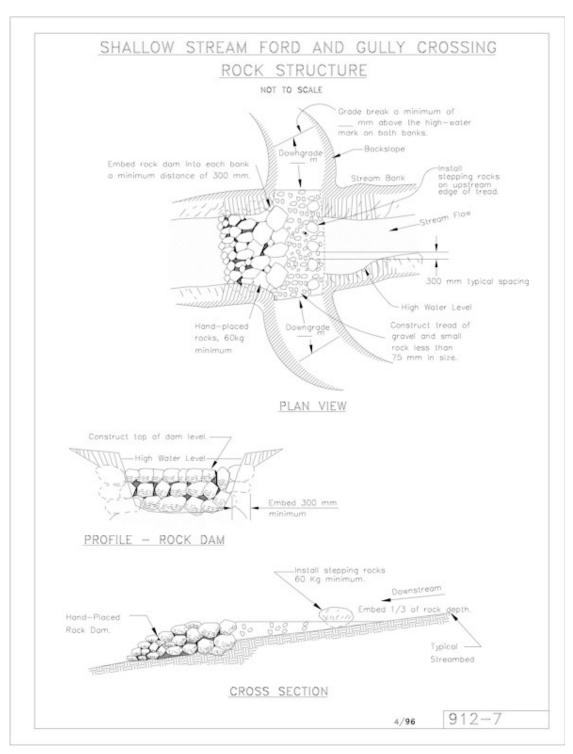


Figure 10: Rock Armored Ford

Insloped Turn

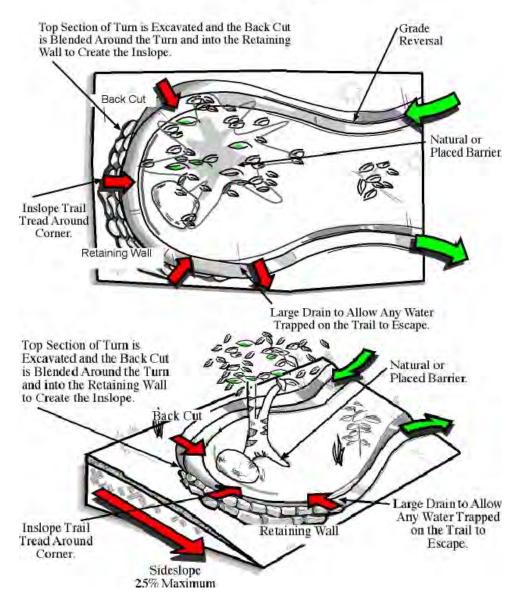


Figure 11: Insloped Turn

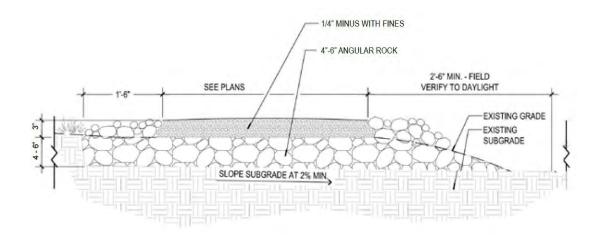


Figure 13: Filled Tread Trail





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Equipment Recommendations

When constructing or improving sustainable trail, it is important to utilize equipment most suited to the trail design and management guidelines. In the case of this assessment, we are looking to meet the needs of a Alaska State Parks or CLASS III USFS Trail designed for Bicycles and Equine use.

Designed Use BICYCLE		Trail Class 1	Trail Class 2	Trail Class 3	Trail Class 4	Trail Class 5
Design Tread Width	Single Lane Double Lane Structures (Minimum Width)	ane 36" – 48"		18" – 36" 36" – 48" 36"	24" - 48" 48" - 84" 48"	36" - 60" 72" - 120" 60"
Design Surface ²	Туре	Native, ungraded May be continuously rough Sections of soft or unstable tread on grades < 5% may be common and continuous	Native, with limited grading May be continuously rough Sections of soft or unstable tread on grades < 5% may be common	Native, with some on- site borrow or imported material where needed for stabilization and occasional grading Intermittently rough Sections of soft or unstable tread on grades < 5% may be present, but not common	Native, with improved sections of borrow or imported materials and routine grading Stable, with minor roughness	Likely imported material and routine grading Uniform, firm, and stable
	Protrusions ≤ 24° Likely common and continuous Obstacles (Maximum Height) ≤ 24°		≤ 6" May be common and continuous	≤ 3" May be common, but not continuous	≤ 3" Uncommon and not continuous	No protrusions
			12"	10"	8"	No obstacles
Design Grade ²	Target Grade	5% – 20%	5% – 12%	3% – 10%	2% – 8%	2% – 5%
Grade	Short Pitch Maximum	30% 50% on downhill segments only	25% 35% on downhill segments only	15%	10%	8%
	Maximum Pitch Density	20% - 30% of trail	10% – 30% of trail	10% - 20% of trail	5% – 10% of trail	0% - 5% of trail

Designed Use BICYCLE		Trail Class 1	Trail Class 2	Trail Class 3	Trail Class 4	Trail Class 5	
Design Cross	Target Cross Slope	5% – 10%	5% – 8%	3% – 8%	3% - 5%	2% – 3%	
Slope	Maximum Cross Slope	10%	10%	8%	5%	5%	
Design Clearing	Height	6'	6' - 8'	8'	8, - 8,	8' - 9'	
Olearing	Width	24" - 36" Some vegetation may encroach into clearing area	36" – 48" Some light vegetation may encroach into clearing area	60" – 72"	72" – 96"	72" – 96"	
	Shoulder Clearance	0' - 12"	6" – 12"	6" – 12"	6" – 18"	12" – 18"	
Design Turn	Radius	2' - 3'	3, - 6,	4' – 8'	8' – 10'	8' - 12'	

In order to best meet specifications in an efficient manner, with the least amount of impact on surrounding trail and infrastructure, our team recommends the following trail equipment for use at the Cottonwood Eastland.

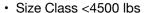




Additionally, managers should consider potential size and weight limits on construction equipment used by contractors during transitional weather and seasonal period

Mini Excavators:

- Size Class <6500 lbs
 - · Maximum Track Width 65"
 - Common models Kubota U27, John Deere 27G (D), Bobcat E26, CAT302CR, CAT 302.7
 - These models should be limited to trails with treads consistently maintained at 48" width, or to areas where major lift and turnpiking is required



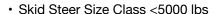
- · Maximum Track width 48"
- Common Models Kubota U17, JD 17G(D), Bobcat E20, CAT302CR, CAT301.7
- These models can be used throughout the entire trail system, but are best suited to narrower trails and naturalized technical trails



<6500 lb Size Class - Hot Springs, AR

Materials Moving: Skid Steers and Powered Wheelbarrows

- · Skid Steer Size Class <8000 lbs
 - Maximum Track width 72"
 - · All skid steer models are uniformly similar, Canycom S100, S120(a)
 - · No wheels, only tracks
 - These models should be limited to trails with treads consistently maintained at 60" width, or to areas where major lifting, rock placement and turnpiking is required



- · Maximum Track Width 42"
- Common Models: Vermeer S625-1000, Ditch Witch SK650-850, Dingo, Bobcat MT55
- These models can be used throughout the entire trail system, but are best suited to narrower trails and in areas that see predominantly more motorcycle use. Their narrower width and lower weights make them better suited to maintaining narrower treads.



<5000 lb Skid Steer - Vermeer SX800

- Tracked Power Wheelbarrow <48" Width
 - Models BFP602, SC75
 - These models can be used throughout the entire trail system, but are best suited to narrower trails and in areas that see predominantly more motorcycle use. Their narrower width and lower weights make them better suited to maintaining narrower treads.
 - Small 4 & 6 way dozer blade attachments work well in Sandy soils



48" Width Canycom Buggy S120 June 2024





Trail Dozers:

- Size Class < 10,000 lbs
- Common Models: SWECO 480, Sutter 500, SWECO 500, SUTTER 300
 - These models can be used throughout the entire trail system, but are best suited to narrower trails and in areas that see predominantly more motorcycle use. Their narrower width and lower weights make them better suited to maintaining narrower treads.



SWECO 480 Trail Dozer





Construction Budget

COTTONWOOD EASTLAND BUDGET ESTIMATIONS												
BID ITEM	STYLE	DIFFICULTY	DIRECTION	DESIGNED STANDARD	MANAGED USE	AK STATE PARKS CLASSIFICATION	UNIT or LUMP SUM	BUILD LENGTH (LF)	COST / UNIT	TOTAL COST		
PHASE I												
100.1	MOBILIZATION						LS		1.00	\$8,610.80		
101b	NSP	GRN	Dual Direction	PACK & SADDLE	AMB/MTB/PED	IV	U	1350	\$17.36	\$23,436		
101c	NSP	GRN	Dual Direction	PACK & SADDLE	AMB/MTB/PED	IV	U	2640	\$20.13	\$53,150		
102	NSP	GRN	Dual Direction	PACK & SADDLE	AMB/MTB/PED	IV	U	1837	\$17.36	\$31,890		
121	SINGLETRACK	BLU	Dual Direction	PACK & SADDLE	AMB/MTB/PED	III	U	1912	\$13.51	\$25,832		
200	SINGLETRACK	GRN	One Way	MTB	MTB/PED	III	U	3025	\$13.95	\$42,190		
202	SINGLETRACK	GRN	Dual Direction	МТВ	MTB/PED	III	U	935	\$13.95	\$13,040		
204	SINGLETRACK	BLU	Dual Direction	MTB	MTB/PED	III	U	3542	\$12.72	\$45,054		
300	SINGLETRACK	GRN	Dual Direction	PACK & SADDLE	AMB/MTB/PED	III	U	1100	\$12.76	\$14,034		
301	SINGLETRACK	GRN	Dual Direction	PACK & SADDLE	AMB/MTB/PED	III	U	2156	\$12.76	\$27,506		
						PHASE I SUBTOTAL	LINEAR FT	18497	COST	\$284,744		
				DECICNED		AV CTATE DADVO	LINUTLUMB	DI III D				
BID ITEM	STYLE	DIFFICULTY	DIRECTION	DESIGNED STANDARD	MANAGED USE	AK STATE PARKS CLASSIFICATION	UNIT or LUMP SUM	BUILD LENGTH (LF)	COST / UNIT	TOTAL COST		
PHASE II												
100.2	MOBILIZATION						LS		1.00	\$8,611		
302	SINGLETRACK	GRN	Dual Direction	PACK & SADDLE	AMB/MTB/PED	III	U	4950	\$12.76	\$63,152		
400	SINGLETRACK	GRN/BLU	Dual Direction	AMB/MTB	AMB/MTB/PED	III	U	5005	\$13.95	\$69,805		
401	SINGLETRACK	BLU	One Way	AMB/MTB	AMB/MTB/PED	III	U	5005	\$14.75	\$73,820		
402	SINGLETRACK	BLU	One way	AMB/MTB	AMB/MTB/PED	III	U	3718	\$14.75	\$54,838		
403	SINGLETRACK	BLU	One way	AMB/MTB	AMB/MTB/PED	III	U	4400	\$14.75	\$64,897		
						PHASE II SUBTOTAL	LINEAR FT	23078	COST	\$335,122		
BID ITEM	STYLE	DIFFICULTY	DIRECTION	DESIGNED STANDARD	MANAGED USE	AK STATE PARKS CLASSIFICATION	UNIT or LUMP SUM	BUILD LENGTH (LF)	COST / UNIT	TOTAL COST		
PHASE III												
100.2	MOBILIZATION						LS		1.00	\$8,611		
101a	NSP	GRN	Dual Direction	AMB/MTB	AMB/MTB/PED	IV	U	2640	\$17.36	\$45,830		
201	SINGLETRACK	GRN	One Way	МТВ	MTB/PED	III	U	2090	\$13.95	\$29,149		
203	SINGLETRACK	BLU	One Way	МТВ	MTB/PED	III	U	2316	\$12.72	\$29,460		
500	SINGLETRACK	BLU	Dual Direction	PACK & SADDLE	PED/MTB	11/111	U	2850	\$9.71	\$27,671		
501	SINGLETRACK	BLU	Dual Direction	PACK & SADDLE	PED/MTB	II	U	7350	\$9.71	\$71,362		
						PHASE II SUBTOTAL	LINEAR FT	17246	COST	\$212,083		
								Total	Cost	\$831,949		
								Total Li	near Ft	58,821		
								Average	Cost/LF	\$14.14		





Glossary of Terms





- <u>Annual Maintenance</u> Preventative and/or cyclic maintenance performed in the year it is scheduled (maintenance schedules are identified on TMOs and in Infrastructure)
- Clearing Limit The area over and beside the trail tread that is cleared of trees, limbs, and other
 obstruction
 - **a.** Clearing Height. The height of the clearing limit measured vertically from the trail tread.
 - **b.** Clearing Width. The width of the clearing limit measured perpendicular to the trail.
- <u>Cross Slope</u> The percentage of rise to length when measuring the trail tread from edge to edge perpendicular to the direction of travel (also referred to as Outslope).
- <u>Deferred Maintenance</u> Maintenance that was not performed when it should have been or when it was scheduled and which, therefore, was put off or delayed for a future period.

Deferred maintenance includes repair, replace or decommission.

- a. Repair Work to restore a damaged, broken, or worn-out fixed asset or component to normal operation condition
- b. Replace Substitution or exchange of an existing asset or component with one having essentially the same capacity and purpose.
- c. Decommission. Demolition, dismantling, removal, obliteration and/or disposal of a deteriorated or otherwise unneeded asset or component, including necessary cleanup work.
- <u>Design Clearing</u> The clearing limit determined to be appropriate to accommodate the Managed Uses of a Trail
 - d. Design Clearing Height. The minimum clearing height determined to be appropriate to accommodate the Managed Uses of a trail.
 - e. Design Clearing Width. The minimum clearing width determined to be appropriate to accommodate the Managed Uses of a trail.
 - f. Design Shoulder Clearance. The minimum horizontal and vertical clearance of obstructions (for example, removal of bicycle pedal or motorcycle peg bumpers) immediately adjacent to the trail tread that is determined to be appropriate to accommodate the Manages Uses of a trail.
- <u>Design Cross Slope</u> The cross slope determined to be appropriate to accommodate the Managed Uses
 of a trail.
 - g. Target Cross Slope. The cross slope that is determined to be appropriate over most of a trail to accommodate its Managed Uses.
 - h. Maximum Cross Slope. The steepest cross slope that is determined to be appropriate based on the Managed Uses of a trail and that exceeds the target cross slope of the trail.

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- Design Grade The trail grade determined to be appropriate to accommodate the Managed Uses of a trail.
 - a. Target Grade. The trail grade that is determined to be appropriate over most of a trail to accommodate its Managed Uses.
 - b. Short Pitch Maximum. The steepest grade that is determined to be appropriate based on the Managed Uses of a trail, that generally occurs for a distance of no more than 200 feet, and that does not exceed the maximum pitch density.
 - c. Maximum Pitch Density. The maximum percentage of a trail with grades that exceed the Target Grade and that are less than or equal to the short pitch maximum, which is determined to be appropriate based on the Managed Uses of the trail.
- <u>Design Surface</u> The trail tread surface, defined in terms of surface type, surface protrusions, and surface obstacles, that is determined to be appropriate to accommodate the Managed Uses of a trail.
 - d. Surface Type. A characteristic of the design surface expressed in terms of material type, grading, compaction, and roughness of the trail tread.
 - 1. Native A surface composed of soil, rock or other naturally occurring materials found on or near the trail.
 - 2. Firm A surface that is not noticeably distorted or compressed during the seasons for which it is managed, under normally occurring weather conditions, by the passage of a device that simulates a trail user in a wheelchair.
 - 3. Stable A surface that is not permanently affected by normally occurring weather conditions and able to sustain normal wear and tear caused by the uses for which the trail is managed between planned maintenance cycles.
 - e. Surface Protrusions. Trail tread imperfections, such as rock, roots, holes, stumps, steps, and structures, that are within the acceptable range of tread roughness and challenge level for the trail and that do not obstruct the Managed Uses of the trail.
 - f. Surface Obstacles. Trail tread imperfections, such as rocks, roots, holes, stumps, steps, downed logs, and structures, that are beyond the acceptable range of tread roughness and challenge level for the trail and that obstruct one or more Managed Uses of the trail.
- Design Tread Width The tread width determined to be appropriate to accommodate the Managed Uses
 of a trail.
- <u>Design Turn Radius</u> The minimum horizontal radius required for a Managed Use to negotiate a curve (for example, a switchback, climbing turn, or horizontal turn) in a single maneuver.
- <u>Designed Use</u> The Managed Use of a trail that requires the most demanding design, construction, and maintenance parameters and that, in conjunction with the applicable Trail Class, determines which Design Parameters will apply to a trail.
- **Full Bench** A trailbed constructed entirely on undisturbed material.
- <u>Grade Reversal</u> A location in the trail tread where sustained grade is changed in order to aid in removing water from the tread surface, and diminish the effects of erosion do to water running down the trail tread.





- Managed Use A mode of travel that is actively managed and appropriate on a trail, based on its design and management.
- Nick Small cutout or increase if outslope on the downhill side of the tread, allowing water to drain or sheet
 off the tread surface
- Side Slope The natural slope of the ground, usually expressed as a percentage.
- **Sloughing** The loss of soil integrity in the backslope, critical edge or anywhere loose fill or soil has begun to slump and settle along the trail
- **Switchback** A reverse in direction of the trail grade with a level landing that is used to change elevation on a steep slope and that usually involves special treatment of approaches, barriers, and drainages.
- <u>Trail</u> A linear route managed for human-powered, stock, or off-highway vehicle (OHV) forms of transportation or for historic or heritage values.
 - a. Clarifier: Trails provide public access for opportunities of outdoor recreation as well as access to many significant prehistoric and historic sites.
 - b. Some portions of historic trails are accessible today, and provide recreational and other benefits, while others, more 'virtual' in nature, provide a cultural and/or historic experience, but are not physically capable of being traversed or accessed. Historic trails can consist of a path, a route, a corridor, a road, a river/stream, etc.
- <u>Trail Class</u> The prescribed scale of development for a trail, representing its intended design and management standards.
- <u>Trail Fundamentals</u> The five concepts that are the cornerstones of Forest Service trail management, including Trail Type, Trail Class, Managed Use, Designed Use, and Design Parameters.
- <u>Trail Grade</u> The ascent or descent of a trail segment expressed as a percentage of its length.
- <u>Trail Management Objective (TMO)</u> Documentation of the intended purpose and management of a National Forest System trail based on management direction, including access objectives.
- <u>Trail Type</u> A category that reflects the predominant trail surface and general mode of travel accommodated by a trail.
- <u>Trailhead</u> The transfer point between a trail and a road, water body, or airfield, which may have developments that facilitate transfer from one mode of transportation to another.
- <u>Tread Creep</u> Movement of active tread path due to poor design, erosion, intrusion of obstacles, or general unintended consequences.





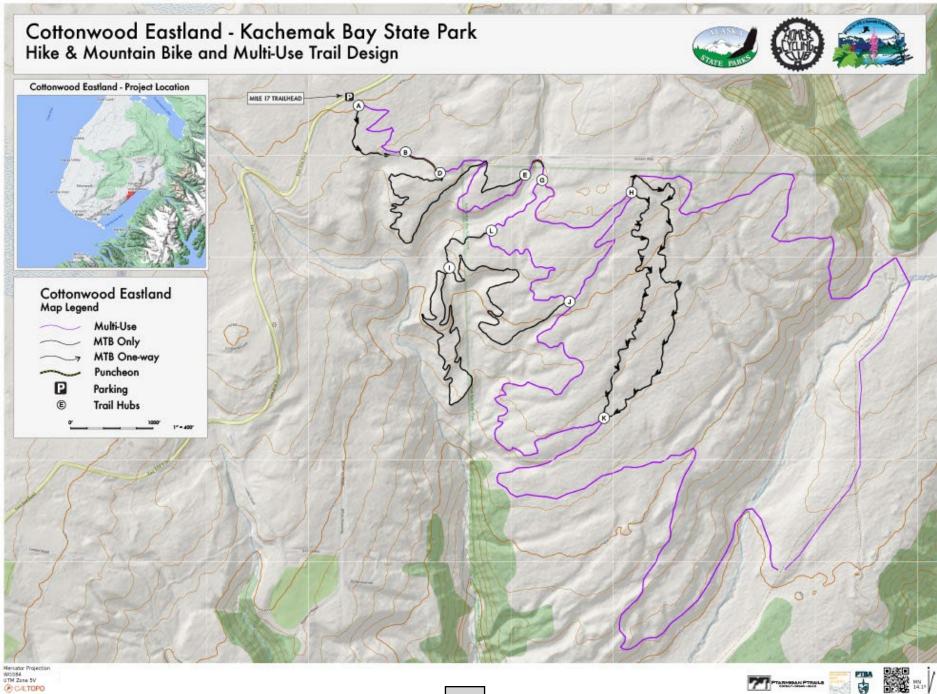
Reference Materials





Cited References:

- 1. Kachemak Bay State Park and Kachemak Bay State Wilderness Park Management Plan, State of Alaska Department of Natural Resources Division of Parks and Outdoor Recreation, June 2022
- 2. Alaska State Parks Trail Management Handbook, Alaska State Parks, Alaska State Trails Program, May 2015
- 3. Alaska Statewide Comprehensive Outdoor Recreation Plan 2023-2027, State of Alaska Department of Natural Resources Division of Parks and Outdoor Recreation, December 2022
- **4. Guidelines for a Quality Trail Experience**, International Mountain Bike Association and Department of Interior Bureau of Land Management, 2017





1 2	CITY OF HOMER HOMER, ALASKA	
3	Venu	ti
4	RESOLUTION 24-101	•
5		
6	A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA	
7	SUPPORTING THE EFFORTS OF THE HOMER CYCLING CLUB AND	
8	FRIENDS OF THE KACHEMAK BAY STATE PARK TO ESTABLISH	
9	HIKING, BIKING AND EQUESTRIAN TRAILS IN THE COTTONWOOD-	
10	EASTLAND MANAGEMENT UNIT OF THE KACHEMAK BAY STATE	
11	PARK.	
12		
13	WHEREAS, Kachemak Bay State Park is Alaska's first state park, encompassing an are	a
14	of 400,000 acres of mountains, forests, coastline and glaciers; and	
15		
16	WHEREAS, The Cottonwood-Eastland Management Unit covering 2,643 acres withi	
17	Kachemak Bay State Park is located on the north side of Kachemak Bay making it accessible	e
18	from the road system; and	
19	WILEDEAC The many and allow fourth a Cotton and Foother addition to the many	_1
20	WHEREAS, The management plan for the Cottonwood-Eastland Unit identifies the need	
21 22	for more intensive multi-modal trail based recreation opportunities and the development of)
23	associated facilities to accommodate current and future recreation use; and	
24	WHEREAS, There are no Alaska State Park approved trails in the Cottonwood-Eastlan	Ч
25	Management Unit; and	u
26	management omit, and	
27	WHEREAS, Community input, including from the local neighborhood, received durin	g
28	the public comment period July-August 2022 was overwhelmingly in favor of trails i	_
29	Cottonwood-Eastland with no negative comments received; and	
30		
31	WHEREAS, The Parks, Art, Recreation and Culture Advisory Commission discussed thi	S
32	at their August 15, 2024 regular meeting and voiced unanimous consent in support of th	e
33	proposed project; and	
34		
35	WHEREAS, The Homer Cycling Club and the Friends of Kachemak Bay State Park hav	
36	engaged and paid for trail contractors to do trail layout with the intent of constructing thos	e
37	trails; and	
38		
39	WHEREAS, A Recreational Trails Program grant and any other grants applied for will	
40	require letters or resolutions of support.	
41	NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska hereb	.,
42 43	supports the efforts of the Homer Cycling Club and Friends of the Kachemak Bay State Park to	-

Page 2 of 2 RESOLUTION 24-101 CITY OF HOMER

44	establish hiking, biking and equestrian trails in	the Cottonwood-Eastland Management Unit of
45	Kachemak Bay State Park.	
46		
47	PASSED AND ADOPTED by the Homer Ci	ty Council this 23rd day of September, 2024.
48		
49		CITY OF HOMER
50		
51		
52		
53		KEN CASTNER, MAYOR
54		
55	ATTEST:	
56		
57		<u> </u>
58	RENEE KRAUSE, MMC, CITY CLERK	
59		
60	Fiscal Note: N/A	



Resolution 24-102, A Resolution of the City Council of Homer Alaska Acknowledging the City of Homer Surplus Equipment Sale 2024 Results. City Clerk.

Item Type: Backup Memorandum

Prepared For: Mayor Castner and City Council

Date: September 4, 2024

From: Renee Krause, MMC, City Clerk

Through: Melissa Jacobsen, City Manager

At least once a year, departments may have surplus, obsolete or unneeded supplies, materials, equipment or other personal property with a value of \$5,000 or less that the City Manager may sell or otherwise dispose of in accordance with Homer City Code 18.30.

The City Clerk's Office conducted a Surplus Equipment Sale through the competitive bidding process to sell such items. The Surplus Equipment Sale 2024 Invitation to Bid included 65 items, with no addendums issued, and was advertised in the Homer News on August 8-2024 and August 22, 2024, submitted to three plans rooms in the state, posted on the City of Homer's website and Facebook page. Sealed bids were due by 5:00 p.m. on Wednesday, August 28, 2024 to be received by the City Clerk's Office and publicly opened and read on Thursday, August 29, 2024 at 3:00 p.m. in the Cowles Council Chambers.

Results of the ITB:

There were 25 bidders listed on the Plan Holder's List, 22 of those listed submitted a total of 69 bids on 33 of the items available for sale. Revenue generated from the sales totaled \$28,217.56 and was distributed to the Surplus Property accounts for the General and Port and Harbor funds.

For those items not bid on, and if found to meet the criteria of Homer City Code 18.30.040, the City Manager may authorize the disposal of items through non-competitive methods such as donations.

Recommendation:

Adopt the Resolution 24-102 acknowledging the bid results attached as Exhibit A for the Surplus Equipment Sale 2024 Invitation to Bid.

1 CITY OF HOMER 2 **HOMER, ALASKA** City Clerk 3 4 **RESOLUTION 24-102** 5 6 A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA, 7 ACKNOWLEDGING THE CITY OF HOMER SURPLUS EQUIPMENT 8 SALE 2024 RESULTS. 9 10 WHEREAS, A Surplus Equipment Sale was conducted in accordance with Homer City 11 Code 18.30; and 12 13 WHEREAS, The City of Homer Surplus Equipment Sale 2024 Invitation to Bid included 14 65 items, and was advertised in the Homer News on August 8th & 22nd, sent to three plans rooms 15 in the state, posted on the City of Homer's website and Facebook page; and 16 17 WHEREAS, Sealed bids were due by 5:00 p.m. on Wednesday, August 28, 2024 to be 18 received by the City Clerk's Office and publicly opened and read on Thursday, August 29, 2024 at 3:00 p.m. in the Cowles Council Chambers; and 19 20 21 WHEREAS, There were 25 bidders listed on the Plan Holder's List, 22 who submitted a 22 total of 69 bids on 33 of the items available for sale; and 23 24 WHEREAS, The City Manager shall reevaluate the value of those items not bid upon and 25 if found to meet the criteria of Homer City Code 18.30.040, the City Manager may authorize the 26 disposal of items through non-competitive methods. 27 28 NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, hereby 29 acknowledges the bid results attached as Exhibit A for the City of Homer Surplus Equipment 30 Sale 2024 Invitation to Bid. 31 32 PASSED AND ADOPTED by the Homer City Council this 23rd day of September, 2024. 33 34 CITY OF HOMER 35 36 37 KEN CASTNER, MAYOR 38 ATTEST: 39 40 41 RENEE KRAUSE, MMC, CITY CLERK 42 43 Fiscal Impact: Cost of Advertising and processing bids. Revenue generated \$28,217.56

distributed to Accts. 100-0040-4901 and 400-0600-4901.

44

											Payment	Dept Acct
	Bidder Name	Item #	Description	Min	Minimum Bid		id Amount	TOTAL DUE		received		Credited
1	Simon Hawk Gucer	PW1	1999 Ford Ranger	\$	750.00	\$	1,250.00					100
		PH01	Boat Trailer #22-09	Mak	e Offer	\$	-	\$	1,250.00	\$	1,250.00	400
2	Mike Riley	PW#2	1999 Ford Van	\$	500.00	\$	556.00					100
		PH12	Parts Washer - White	Mak	e Offer	\$	25.00	\$	581.00	\$	581.00	400
3	Mike IIIg	PW4	2002 Jeep Wrangler	\$	2,500.00	\$	2,750.00	\$	2,750.00	\$	2,750.00	100
4	Gerard Johnson	PW6	1998 Ford Expedition	\$	500.00	\$	588.00					100
		PW14	Riello RGS Power Gas Burner	Mak	e Offer	\$	11.00					100
		PH14	Floatation Billets	Mak	e Offer	\$	203.00					400
		PH29	Sweepster	Mak	e Offer	\$	355.00	\$	1,157.00	\$	1,157.00	400
5	Eric Pederson	PW8	1999 Ford F550 Flatbed	\$	500.00	\$	2,121.00					100
			2019 Husquavarna Zturn									
		PW12	Riding Mower 70000	\$	1,000.00	\$	1,107.00	\$	3,228.00	\$	3,228.00	100
- 6	Belinda Perry	PW9	2000 Dodge Durango	\$	750.00	\$	1,500.00	\$	1,500.00	\$	1,500.00	100
			2003 F250 w Snow Plow &									
7	Scott Adams	PW10	Lift Gate	\$	4,800.00	\$	6,500.00					100
		STP9	Tote#1 Did not want	\$	50.00	\$	-	\$	6,500.00	\$	6,500.00	100
8	3 Jean Arno	PW13	2020 Yamaha Wolverine	\$	9,300.00	\$	10,400.00					100
		LIB1	Lounge Chair		e Offer	\$	23.00					100
		PH05	Dry Bag		e Offer	\$	12.00	\$	10,435.00		10,435.00	400
	Barry Reiss	LIB3	Weight Set		e Offer	\$	85.00	\$	85.00	\$	85.00	100
10	Mark Robl	HPD1	Exercise Bike		e Offer	\$	31.00					100
		HPD2	Roman Chair		e Offer	\$	21.00	\$	52.00	\$	52.00	100
11	. Joe Inglis	PH03	Boat#22-15		e Offer	\$	67.76					400
		PH09	Life Jackets		e Offer	\$	23.32	\$	91.08	\$	91.08	400
	Ken Karstens	PH18	Fuel Container		e Offer	\$	33.00	\$	33.00	\$	33.00	400
13	S Sammy Walker	PH19	3 Yokohama Fenders		e Offer	\$	30.00					400
		STP10	Tote #2	\$	50.00	\$	60.00					100
		STP9	Tote#1	\$	50.00	\$	55.00	\$	145.00	\$	145.00	100
14	Ivan Stonorov	PH04	2 x Two Way Talk System		e Offer	\$	5.00					400
		PH22	1 LD-3 Fender	Mak	e Offer	\$	1.00					400

	Bidder Name	Item#	Description	Minimum Bid	Bio	d Amount	Т	OTAL DUE	Payment received	Dept Acct Credited
		PH28	Welder Generator	Make Offer	\$	50.00	\$	56.00	\$ 56.00	400
15	Sean Love	PH21	14 White Fenders	Make Offer	\$	25.00				400
		PH25	Insulated 1/2 Tote	Make Offer	\$	200.00	\$	225.00	\$ 225.00	400
16	Christie Hill	PH07	XL Puffer Jacket	Make Offer	\$	25.00	\$	25.00	\$ 25.00	400
17	⁷ Bryan Hawkins	PH26	ATV Ramps	Make Offer	\$	79.00	\$	79.00	\$ 79.00	400
18	Noah Duncan	PH30	Honda Generator 650w	Make Offer	\$	25.48	\$	25.48	\$ 25.48	400

TOTAL PAYMENT RECEIVED \$ 28,217.56 \$ 28,217.56 \$ 28,217.56

CITY OF HOMER 1 2 **HOMER, ALASKA** 3 City Manager/ **Library Director** 4 5 **RESOLUTION 24-103** 6 7 A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA, URGING THE STATE OF ALASKA LEGISLATURE TO MAINTAIN 8 9 FUNDING FOR THE PUBLIC LIBRARIES ASSISTANCE (PLA) GRANTS AND THE STATEWIDE LIBRARY ELECTRONIC DOORWAY (SLED) AT 10 FY 2024 LEVELS. 11 12 WHEREAS, For decades the Public Libraries Assistance (PLA) grants have supported 13 libraries across Alaska with \$6,000 to \$7,000 in annual funding, and the Homer Public Library 14 has received many such grants; and 15 16 WHEREAS, The Statewide Library Electronic Doorway (SLED) has provided Alaskans 17 with access to online resources that would otherwise be unaffordable for their local libraries, 18 19 including 60 of the 68 subscription databases currently offered to patrons of the Homer Public Library; and 20 21 22 WHEREAS, The budget for the Division of Libraries, Archives and Museums reduced all 23 PLA grants to \$1,829 before reversing those cuts, while SLED funding has been reduced from \$500,000 to \$369,514; and 24 25 WHEREAS, Cuts to the PLA grants would force the Homer Public Library to reduce its 26 27 purchases of new materials, particularly picture books, foreign languages and medical texts; 28 and 29 30 WHEREAS, The Seldovia Library would have to decrease materials purchases and 31 service hours; and 32 33 WHEREAS, The Ninilchik Community Library would be forced to close over winter; and 34 35 WHEREAS, The reduced PLA grant would only support Anchor Point Public Library's 36 operations for one month; and 37 38 WHEREAS, Loss of SLED funding means all public libraries in the state will have to eliminate significant online resources. 39 40

Page 2 of 2 RESOLUTION 24-103 CITY OF HOMER

41	NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, hereby			
42	urges the State of Alaska Legislature to maintain funding for the Public Libraries Assistance			
43	grants and the Statewide Library Electronic Doorway at FY 2024 levels.			
44				
45	PASSED AND ADOPTED by the Homer City Council this 23rd day of September, 2024.			
46				
47	CITY OF HOMER			
48				
49				
50				
51	KEN CASTNER, MAYOR			
52				
53	ATTEST:			
54				
55				
56	RENEE KRAUSE, MMC, CITY CLERK			
57				
58	Fiscal note: N/A			



IMPACT OF THE REDUCTION TO THE PUBLIC LIBRARY ASSISTANCE GRANT Friday, September 6, 2024

Contact: Mike Robinson, Chair, Alaska Library Association Advocacy Committee

mcrobinson@limxr.org

To: State of Alaska Department of Education & Early Development

State of Alaska Division of Libraries, Archives, and Museums

State of Alaska Governor's Office

Public Libraries in Alaska were recently blindsided by a cut to a state grant that has been a steady source of income since at least the 1990s. For decades, the Public Library Assistance (PLA) Grant, funded by the State of Alaska under Statute 14.56.300, has been awarded to eligible libraries in the amount of \$6,250 - \$7,000. On August 16, 2024, seven weeks into the fiscal year, the Libraries, Archives, and Museums (LAM) Division announced that the PLA Grant had been reduced to \$1,829 per library in FY25, a nearly 75% cut.

The budget for this important grant was reduced within the LAM Division from over \$500,000 in recent years to \$150,000 this year. The LAM Division budget was not significantly cut in FY25.

On September 4, 2024, after receiving numerous questions and concerns from libraries and legislators, LAM announced that they were working to restore the FY25 grant to the standard \$7,000.

The Department of Education & Early Development (DEED) has encouraged Alaskans to comment on the importance of the PLA Grant to their libraries. At this point, end library users are not generally aware of this proposed cut and its effects. Libraries are currently working in their communities to raise awareness about the importance of the PLA Grant and educate their users on which services could be impacted as a result of a future grant cut.

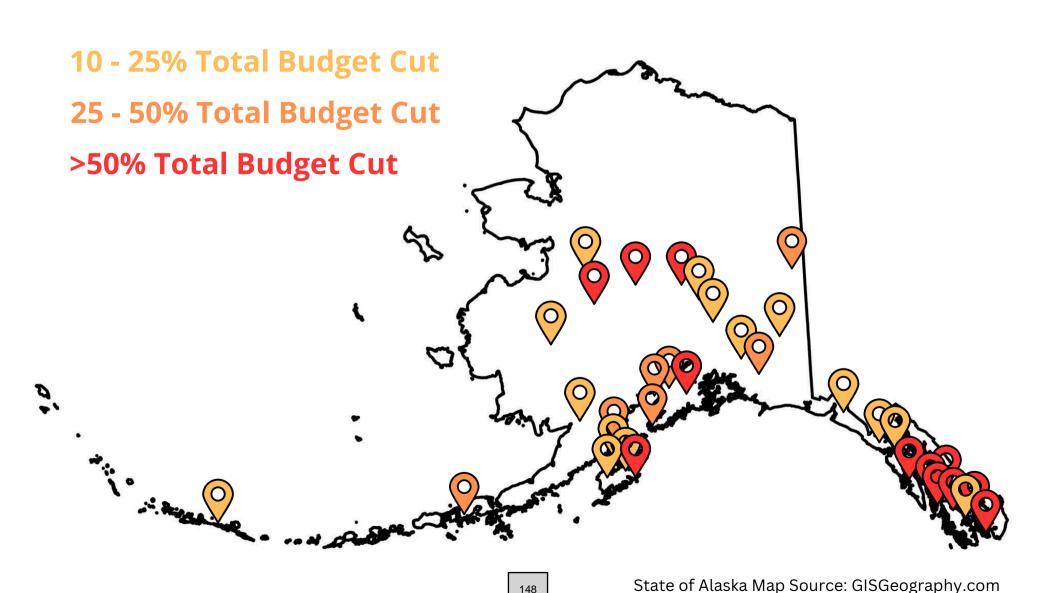
The attached impact statements provide a picture of the devastating effects to small, rural communities that a potential cut to PLA Grant funding would create. Many of these libraries operate with volunteer labor for budgets less than \$50,000 per year, some less than \$10,000 per year. These beloved community institutions provide vital services to Alaskans. The best way to support these libraries is to continue to fully fund the PLA Grant each year.

Attachments:

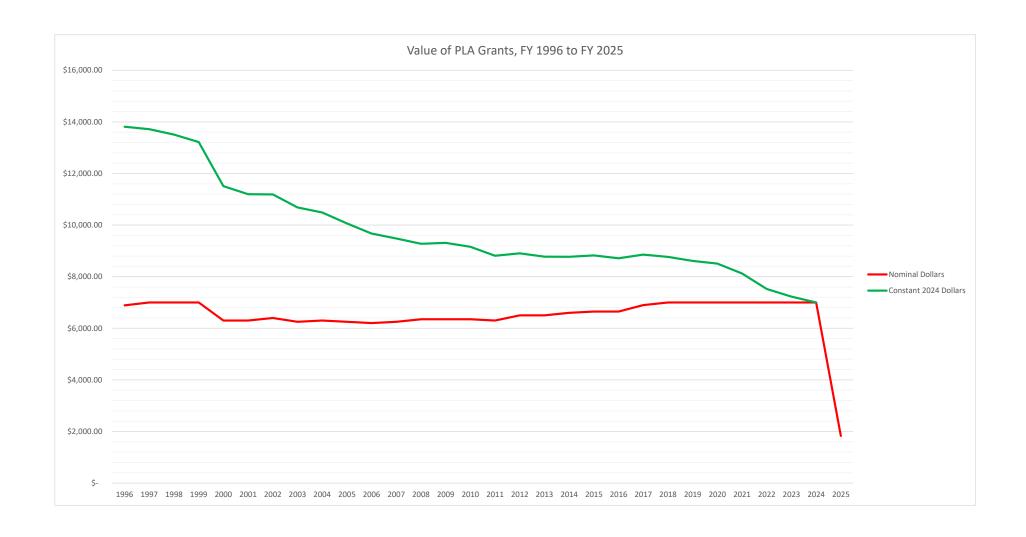
- Map of severely affected libraries
- Graph of PLA Grant over time
- Impact Statements from Public Libraries

Alaska Libraries Most Affected by Proposed FY25 PLA Grant Cut

Map shows 34 out of 82 libraries/outlets receiving the PLA Grant in FY25



Data pased on library budgets reported on FY23 PLA Grant Reports



Library providing impact statement

Adak - City of Adak Public Library
Anchor Point Public Library
Bethel - Kuskokwim Consortium Library
Chiniak Public Library
Chiniak Public Library
Cooper Landing Community Library
Craig Public Library
Glennallen - Copper Valley Community Library
Healy - Tri-Valley Community Library
Homer Public Library
Igiugig Tribal Library
Klukwan Community/School Library
Ninilchik Community Library
Nome - Kegoayah Kozga Library
Palmer Public Library
Seldovia Public Library
Tok Community Library
Utgiagvik - Tuzzy Consortium Library
Whale Pass Public Library
Wrangell - Irene Ingle Public Library



Comments from Adak

Hi Pat – I just talked on the phone with the Adak Library, and here is a summary of what they told me:

They are a newer library, just in their first years of getting started. Most of their funding comes from the PLA Grant and OWL funding. This cut will cause an "icing effect" on developing new services and materials as they are just trying to learn how best to serve their community and move forward. They did not indicate that they'd be shutting down or reducing hours due to the cut, but they will find it hard to add new materials to their collection. They also noted that they were caught off guard with the news and didn't know that this cut was on the horizon until it was announced on August 16.

They said it's okay to say that their comments come from the Adak Library.



PO BOX 129 34020 North Fork Rd. ANCHOR POINT, AK 99556-0129



Phone & Fax: 907/235-5692

anchorpointlibrary@gmail.com

To Whom It May Concern,

When we received the Public Library Assistance grant letter, we were shocked to see that libraries have not been fully funded. This is a sad day for us since our library counts on this money to be able to provide the services and materials that our patrons need.

We serve a small community that relies on us to help them access the internet. We have many people who can't afford the equipment and cost for internet at home and don't even have an online presence. They depend on us to help them navigate the cyberworld. They also come to us when they need things printed, scanned or faxed. There is nowhere else to get these services in our town.

In addition to helping people who are not computer savvy, we circulate a large number of items each month. Both children and adults look forward to coming and choosing the books to take home. We do several children's reading programs: story time, summer reading, book club for teens, and a winter program we call Idit-a-Read.

We have adult reading programs as well. We help with computer and other reference questions. We will not be able to provide these services if we are closed.

The small grant amount will only keep us open for one month. We really need the DEED to reconsider the grant funding.

Thank you,



Chiniak Public Library

P.O. Box 5610 Chiniak, AK 99615 chiniaklibrary@gmail.com

To Whom It May Concern,

September 3, 2024

We are writing this letter in an effort to create an understanding of what the Chiniak Public Library (CPL) provides to our rural community, how we operate, and express the importance of the State Public Library Assistance Grant to our Library.

The CPL is a nonprofit organization dedicated to providing information, education, and positive recreational services to the community of Chiniak, Pasagshak, and Kalsin Bay. We document an average of 750-800 uses a year. In addition to the literary and multimedia resources we provide, the library acts as a Tsunami Shelter and Community Center. CPL hosts various group activities to unite and educate our community. Some examples include: plant walks, astronomy nights, all ages game nights, yoga, early childhood group activities, art workshops, CPR/First Aid Class. These activities are especially valuable to our community because there are no extracurricular activities offered through the school and children don't often have the opportunity to go to town. CPL also hosts the presidential elections.

CPL provides high speed internet for patrons to be able to continue their education and attain college degrees. We offer easily accessible resources for homeschoolers and the Chiniak School staff and students. In the past 5 years, we have had two students obtain college degrees through use of the library. We have one currently attending college. Arwen Botz earned her masters degree in early childhood special education and Gabe Edwards earned his bachelors in history, both through UAA. Renee Truitt is currently attending the Midwife's College of Utah for her bachelor's in science and midwifery. CPL hosts virtual field trips that the school attends. High school students frequently use the library after school hours to catch up on homework and study. Homeschooler's also frequent the library for activities and references. We host local organizations such as Kodiak Area Native Association who come and have early childhood intervention activities.

Chiniak Public Library Association was established in 1984 and has been operated by volunteers since establishment. CPL is funded by an annual Public Library Association (PLA) as well as donations and fundraiser funds. CPL is completely operated by all volunteer staff including maintenance and janitorial services. We are unsure how we would continue to operate with the drastic cut in our budget due to the much smaller PLA Grant that was announced last week. We were blindsided by this news six weeks into the fiscal year and hope that the funds can be reinstated back to the previous year's funding allocation so we can continue to offer these positive services to our community.

Respectfully,

Chiniak Public Library Board of Directors





Chiniak Library Funding Cut

To Pat Tully, Library Director in Ketchikan

We are permanent residents of Chiniak and Public Library Board of Directors.

We are very involved in our library and are regular volunteers.

Our last library burned in a wildfire 9 years ago, and we have worked very hard to restock make our library an important part of Chiniak again.

Our little library is located in the KIB owned building and is multi-functional as a Community Center and Tsunami Shelter.

We are strictly run by community members that volunteer their time and energy, we have no paid employees.

We rely heavily on the \$7,000.00 from the State each year for our expenses, we have depended on this for years and were blindsided by the budget being cut to \$1,800.00 without any warning!

This is devastating to our small community.

Our library offers not only reading materials, but much needed reliable internet for our patrons.

Over the past years we have had residents earn college credit and degrees, doing online classes in the Chiniak Public Library, many residents in Chiniak do not have any other access to internet.

In addition, we have hosted First Aid/CPR training, a variety of arts and crafts, marine debris recycling, celestial class, community game nights all by volunteers sharing their expertise. Our library in Chiniak is very active and well used, please reconsider our full funding.

Thank you,

Chiniak, Alaska 99615



[AkLA-L] FY25 GRANTS ANNOUNCEMENT: Alaska State Libraries, Archives and Museums

Cooper Landing Community Library < cooperlandinglibrary@gmail.com>

Thu, Aug 22, 2024 at 2:15

PM



I tried calling your office phone, and received the following message: "You have reached a State of Alaska number that is not in service." I did not get an answer on your cell phone, so I am sending an email.

This message is regarding the Public Library Assistance Grant. Your email arrived late Friday afternoon and was overlooked until last night. At first glance, it seemed to be a general update about museum and library grants. This morning I read the message more carefully and realized that our Public Library Assistance Grant is being reduced by nearly 74% almost two months into the fiscal year. I feel like the bottom has dropped out from under us. I am the director of a small, volunteer-run library in the state. We have no paid staff and no revenue source beyond the PLAG, donations, and any grants our volunteers apply for. Our small rural library cannot operate without the support of this grant from the state. We have recently made monetary commitments to services such as the Alaska Digital Library, our Integrated Library System, and internet services for FY25, all of which we cannot afford without this grant, let alone new books for our library patrons to check out. Today I am trying to figure out how to break this news to our community. I'm wondering which bills we can stop paying and if it is possible to cancel any FY25 services we have already paid for. Today I will inform our volunteer staff that all media purchases must cease immediately.

I have so many questions. How did this happen? Why, after years of being able to depend on this grant, are we being informed about this reduction in funding so late? Why was this message emailed to the AkLA list, and not directly to each library's director? Why is excitement shared in the first paragraph of the email, rather than sadness and apologies at such shocking news? Do the decision-makers at the state level understand that many of Alaska's small rural libraries exist outside of municipalities, and have no other sources of revenue?

For the first time since our library was founded in 1983, we are faced with the possibility of closing our doors to the community. I am devastated!

I look forward to hearing back from you and hope I misunderstood the message below.



[Quoted text hidden]



Sample impact statement; email address for DEED

Sat, Aug 31, 2024 at 3:29 PM

Hi Pat,

Here is our impact statement:

Craig Public Library, located on Prince of Wales Island, serves 12 rural communities both on and off the island road system. While we are not the only library on the island, we are the largest and most accessible. The PLA funds play a vital role in ensuring our collection stays up-to-date, reliable, and relevant to patrons. We also depend on this award to supplement our programming budget, to prevent summer learning loss through our annual reading program, to promote early literacy with our lap-sit bags for check out, and to facilitate life-long learning through requested workshops for our community. The sudden and unexpected loss in funding has left us scrambling and disappointed. In addition to supporting our materials and programming budget, we had planned to roll out hoopla, a new digital collection service that would have allowed us to improve library access for our homebound senior patrons and off-road communities. Our communities- small, rural, and semi-isolated – rely on a strong public library system. The loss of this funding will deny our community the library services they deserve.

Thank you for all your work on this.

Hope you have a good weekend!

Best,



Craig Public Library



[Quoted text hidden]



PLA Grant custs - THIS IS A PROBLEM

Copper Valley Community Library Association < cvcla@cvinternet.net>

Fri, Aug 30, 2024 at 12:50 PM

Good morning Pat -

Three board members met this morning to write a short paragraph about the PLA grant cut. Never, since I have been affliated with the library, have I had to deal with such a drastic reduction in a grant AFTER the amount was initially quoted and I have been with the library since 1996.

THIS IS A PROBLEM

The Copper Valley Community Library agrees with comments from the other libraries and we are deeply concerned about the cut in the PLA grant amount. This will have a devastating impact

on library services in rural and remote Alaskan communities. CVCLA will now need to redo the budget to accommodate these changes. This will require us to make cuts to programs such as but not limited to; the ILL returns, new book purchases and our pre-school story hour. This will leave the Glennallen, Slana, Chistochina, Gakona, Gulkana, Tazlina and Copper Center communities underserved.

We know that the Kenny Lake library also serves Copper Center, Chitina, Upper and Lower Tonsina, and the McCarthy communities with this grant. These two libraries cover the whole Copper River basin – 24,000 sq miles the size of West Virginia.



PLA grant impact on Homer Public Library

Thu, Aug 29, 2024 at 10:30 AM

Here's the letter I sent to DEED yesterday:

Good evening!

By now, you've likely received a great deal of feedback about the cuts to the PLA grants. I'll add some input from the perspective of Homer Public Library (and forgive me if it repeats much of what you've already heard!).

We use the PLA funds to supplement our materials budget. In a typical year, we spend about a third of the PLA money on picture books and juvenile fiction, with the remainder mainly going to adult nonfiction. The loss of over \$5,000 in expected funding means we will cut back on purchasing new releases, slow down replacement of damaged materials, and shift the focus of collection development. Updates to our medical collection and foreign-language section will be put on hold. When we have to pick and choose our purchases, we inevitably trend towards ordering more broad, high-demand titles and fewer specialized or cutting-edge materials.

Our library is taxpayer-supported, which gives us the wherewithal to survive a single year of significant funding cuts. The small libraries around us are not so fortunate. I've been working with the volunteer staff in Ninilchik, Anchor Point and Seldovia to find supplementary funding to see them through the year. All three are considering reductions to service hours, and it goes without saying that their materials budgets have been wiped out.

The importance of the PLA grants can't be overstated. I sincerely hope there's a way to repair the damage before it's too late for the many small, volunteer-operated libraries across Alaska.

Cheers! , Homer Public Library



Regarding the reduction in this year's PLA

Igiugig Library <igiugiglibrary@gmail.com>

Fri, Aug 30, 2024 at 3:08 PM

To whom it may concern,

As a small, rural tribal library, we are so grateful for the funding we have received over the years through the Public Library Assistance grant. The PLA funding has allowed us to improve our collection and address community needs year after year--it is the main source of funding for collections and programming. We rely heavily on the funding from two sources to keep our library going, the State PLA and the IMLS Native American Basic grant. The IMLS covers wages for our part-time staff of two people, as well as travel money for a trained library consultant to visit us onsite for training and improvements. The PLA covers everything else, namely Collections, Technology, and Programming--all the good stuff! Books and other materials for the children and adults in our community. Unlimited internet access for our community (the library is the only place community members have free internet access). Our budget for the upcoming year was based on the usual \$7,000 we have received in the past, so the drastic reduction in funding will require a major shift for our collections and programming plan for this year. The loss of \$5,000 from the PLA amounts to a 29% reduction for us, essentially a third of our entire budget. We hope this reduction is only temporary and that the Alaska State Legislature and other organizations involved will find a way to return the PLA to the full \$7,000 award in coming years.

Quyana, thank you for the opportunity to provide feedback.



Impact of FY25 PLA Grant Reductions on Irene Ingle Public Library

2 messages

Mon, Aug 26, 2024 at 12:19 PM

Hi Pat,

My heart is with you and Ketchikan today as you deal with the devastating landslide that has affected your community. We know all too well in Wrangell what you are going through, and I am so sorry for what your community is facing. Please reach out if there is anything you need, or your community needs.

I am writing to respond to your request for impact statements regarding the PLA Grant reduction. I wrote the EED an email already, but wanted to let you know how these cuts affect our library specifically:

Since 2018 we have received a \$7,000 PLA grant, therefore we reasonably included these funds in our FY25 budget. Without the restoration of this funding, we will face severe budget shortfalls, particularly affecting:

- OCLC WorldShare Subscription: These funds cover our OCLC WorldShare subscription,
 which is essential for providing interlibrary loans both within Alaska and across the country. This
 service is a critical lifeline, not only for our patrons who rely on it for access to materials beyond
 our local collection but also for other libraries that depend on us to fulfill their loan requests. This \$3200 has already been spent.
- Collection Development: We also rely on the PLA Grant to purchase large print and children's books. Wrangell has one of the highest median ages in Alaska, and large print titles are essential for our older residents. The reduced funding will severely impact our ability to maintain and expand our collection.

Thank you for your work on compiling this report, and for including Wrangell's information.

You are all in my thoughts,





RE: PLA Grant reduction impact statement Klukwan Library

Tue, Aug 27, 2024 at 12:21 PM

To: "eedlibrarygrants, eedlibrarygrants (EED sponsored)" <eed.library.grants@alaska.gov>

Hello -

The Klukwan Community and School Library would like to make the following impact statement regarding the reduced PLA grant amount.

Reducing the amount of the Public Library Assistance (PLA) grant down to \$1,829 will have severe negative impacts to our library and community. This sudden reduction is especially impactful because the late announcement doesn't allow any planning to offset the loss and this is substantial for our small library.

In our remote village with few other resources, people of all ages go to the library for information, learning, and recreational opportunities. Our library is a community hub and offers easy access for patrons of all ages to attend cultural and life skills programs, access to materials, and search the internet.

With the reduction of funds, this will reduce the amount of hours our library will be open, and thereby reducing our ability to provide services and programing to our patrons, teachers, students, and all community members. Our unique position as a school and community library also allows us to provide a lot of support within a small, multi-grade school both during and after school hours. We provide a workspace for students, have helped run reading, writing, and math groups, and serve as a reading space. Students come before and after school for special programs, checking out materials and enjoying the quiet space to read. Reducing our hours would limit our ability to work with the school community effectively and help support our youth in their educational and recreational reading/activities.

The PLA grant provides our main source of funding to add new materials to our collection in order to keep them relevant and useful to our patrons. This past year alone we were able to add over 300 items consisting of books, movies, and audio. Without this funding, we will not be able to add as many new materials, and our collections will become stagnant and less useful to our patrons. Being able to add newer materials is a big draw to our community and even encourages other patrons from the surrounding area to use our library services.

Our library uses PLA funds to cover the yearly cost of having an online catalog. Now, we will only be able to cover the cost of the online catalog, spend the required 50% on library materials, and that leaves us very little to cover any other expenses. This will impact our general library work by severely limiting the time we have to work on library tasks as well as reducing our ability to provide programming and collaboration with our community and school. We will no longer have supply funds which we use to cover purchasing general library supplies, as well as supplies for programming. We will no longer have a travel budget which will impact our ability to attend the annual AkLA Conference which is extremely important for our staff's continued education and peer networking.

Thank you for listening,



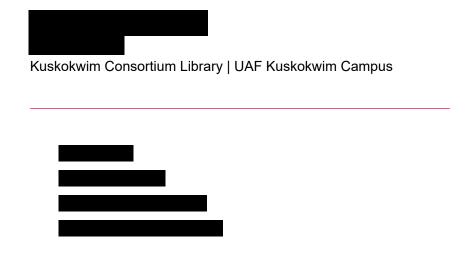
Impact statement from your library?

Thu, Sep 5, 2024 at 11:06 AM

This is what I sent to Amy!

Thanks for doing this.

For my library and a lot of small, rural libraries the PLA grant is our only source of funding to buy books. I am going to have to cancel our subscription to the Alaska Library Catalog, stop buying bestsellers, cancel our magazine subscriptions and more for the entire year without this funding. This is a huge loss to us. What can we do to advocate for this funding to be restored?



Kuskokwim Campus (KuC), University of Alaska Fairbanks occupies the Indigenous and traditional lands of the Yup'ik and Cup'ik peoples in the Southwest region of Alaska. We at KuC honor, recognize, and respect the Indigenous communities and the land of the Yukon-Kuskokwim Delta region and throughout the state of Alaska.



[AkLA-L] FY25 GRANTS ANNOUNCEMENT: Alaska State Libraries, Archives and Museums

nincomlib@alaska.net <nincomlib@alaska.net> Reply-To: nincomlib@alaska.net Fri, Aug 23, 2024 at 12:32 PM

Cc: aklalist@lists.akla.org, akmuseums@list.state.ak.us

As a small library in Ninilchik, AK this hit will most likely cause us to close in the near future. We are already only available 4 days a week, we are starting 3 days a week. We will not be able to afford staying open in the winter months with the cost of plow services and heating the library.

Ninilchik Community Library

[Quoted text hidden]

[Quoted text hidden]

To view this discussion on the web visit https://groups.google.com/a/lists.akla.org/d/msgid/aklalist/1724445126. 291xi7exsk4gs8k4%40mymail.acsalaska.net.

Nome - Kegoayah Kozga Library

RE: External Email FY 2025 PLA Grant Agreement		
	Mon, Aug 26, 2024 at 11:57 AN	
Pat,		
It is not an ideal situation and the cost of my catalog, OCLC, McNaughton, ALN and that I would have very little money to purchase library materials if I don't take this subject interest of our public library patrons, I am forced to get it signed before September 1 can't make it bleaker.	small amount of money. So in the	
Warm regards,		

Dear Dr. Amy Chan,

I am at a loss as to how to respond to the Public Library Assistance Grant reduction. You have received the same emails I have, expressing concern that this is going to cause devastating consequences to small libraries across Alaska.

- Alaskan Public Libraries with FY23 operating budgets below \$50,000?
- Alaskan Public Libraries with FY23 operating budgets below \$14,000? 13

That is 34 libraries that may have to close or shorten hours out of the 82 funded?

As the of Palmer Public Library, trying desperately to have a replacement library built, we are on a tight budget. With the continued attacks by the book banners, and the anti-library crowd, the size of the potential new library has shrunk. We do not know when it will be funded or how much or when. I use this PLA grant money to purchase things that are needed but not necessarily in the planned budget. Just today I went to a thrift store to purchase patron tables at a sizable cost difference than anywhere else to keep our costs down.

Alaska Public Libraries serve 95% of the Alaska population.

Reaching people is so much more than books or dvds or internet access. We are helping patrons, from every walk of life, navigate information. We are touching and changing people's lives daily. And with the Public Library Assistance Grant reduced by so much, our ability to help our patrons is reduced as well.

How has this happened? Where was the \$424,000 money reallocated?

I look forward to hearing your response.

Sincerely,

Palmer Public Library

"State Grant Funding Through the Alaska Statutes and Alaska Administrative Code

Each year, the State Legislature appropriates funds for library grants to the State Library. The State Library uses 75% of this appropriation to fund the public library assistance grants. These funds are simply divided up by the number of public library outlets that are eligible for the public library grant. In recent years, the amount of the public library assistance grant for each outlet has ranged from \$6,200 to \$6,350. The remaining 25% of this appropriation is used to fund netlender reimbursement and interlibrary cooperation grants." https://lam.alaska.gov/library-grants/funding



FY25 PLA Funding Cut report - Seldovia

Seldovia Public Library <seldovia.library@gmail.com>

Fri, Aug 30, 2024 at 9:56 AM

The Seldovia Public Library depends upon the Public Library Assistance (PLA) Grant program for the vast majority of our funding - approximately 85%. Our only other income is from Pick.Click.Give., our annual Fourth of July Book Sale, and other small donations. All of these together add up to an (unpredictable) approximate \$1000 per year.

Our budget for Fiscal Year 2025 is counting on \$7,000 from PLA, as we have for many years past. We use this money to purchase new books and DVDs, pay for our magazine subscriptions, internet service, furniture, equipment, and other materials, software, supplies and services, including keeping our electronic catalog up and running. We already operate on a shoestring budget, and 100% of our labor is provided free by volunteers.

We are very fortunate to have our building and utilities costs covered by the City of Seldovia, and our faithful volunteers will keep showing up to keep our doors open and run programs. But, we will likely have to spend money out of our savings to pay for copy paper, software, internet and so on. Perhaps our most vital service to the community and to visitors is our free WiFi and our copier/printer. These services are in jeopardy. In addition, we won't be able to add any new materials to our collection, so our circulation will go down and patron numbers will probably go down.

The Seldovia Public Library is an important hub in the community. This funding cut has not only been devastating and stressful to our all-volunteer staff, our community has also expressed concern.



Seldovia Public Library
PO Drawer H
Seldovia, AK 99663
907-234-7662
http://seldovialibrary.wordpress.com/



[AkLA-L] FY25 GRANTS ANNOUNCEMENT: Alaska State Libraries, Archives and Museums

Tok Library < library@tokak.us>

Fri, Aug 23, 2024 at 2:26 PM

To: "aklalist@lists.akla.org" <aklalist@lists.akla.org>

I agree with everything others have said about the impact of this cut and seriously question why the PLA funds were cut by \$411,605 when the overall cut was only \$30,700. The PLA funds amounted to 43% of our budget for FY24 so a cut of this magnitude is devastating.

Tok Community Library

[Quoted text hidden]

To view this discussion on the web visit https://groups.google.com/a/lists.akla.org/d/msgid/aklalist/C9F09638-51F0-42C0-9D0B-CE26D423D965%40tokak.us.

From:

Sent: Friday, September 6, 2024 10:12 AM

To:

Subject: Re: [AkLA-L] FY25 GRANTS ANNOUNCEMENT: Alaska State Libraries, Archives and Museums

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I'm shocked to see that this funding has been drastically reduced! As my library receives funding for all 7 of my village libraries, as well as Tuzzy Library, this is a massive hit! I rely on this grant to pay for a portion of my village staff's wages as well as books, subscriptions, and online services that support all of my rural communities of the North Slope. I do receive other grant funds, but it supports the remainder of my staff's wages. At this rate, I don't know if I can maintain the open hour requirements to keep these libraries open. If that's the case, then I assume I would be ineligible for this grant.

Quyanaq (Thank you),

Tuzzy Consortium Library | Ilisagvik College PO Box 2130 | Utqiagvik, AK 99723

P: (907) 852-4050 |

RE: State of Alaska Public Library Assistance (PLA) Grant 70% Cut

The successful functionality of any library relies on a dedicated and trained staff to be efficient and available to the public. This proposed cut in state funding will negatively impact our ability to staff our libraries and to keep our internet connections available as a resource to the public. Because our libraries offer public services, we tend to rely on public funding in the form of patron donations, local grants from borough government assemblies, sponsorships via local businesses, and importantly, the state funding that we budget for and apply for annually.

Like many libraries in Alaska, our local Tri-Valley Community Library in Healy, and our sister Community Libraries in Anderson and Cantwell in the Denali Borough, often operate as important hubs of our small rural communities. We offer not only books, magazines, and other media; we also offer many useful resources such as computers, printers, other electronic devices, and of course the all important public wi-fi connection to the internet. For residents living off the grid or in a home far from the main transportation artery of highways and roads, this usually means the traditional internet networks are only available sporadically and often not at all. The library is one of the only places many patrons are able to complete certain functions that our current technologically advanced society requires from its citizens.

As an extension of the local public schools, all three of our Community Libraries also offer much needed programs to incoming and continuing students. These programs include, but are not limited to, winter Story Hour sessions, and Summer Reading programs that help children and their parents stay connected to what is happening in the School District and to keep reading skills honed during times outside of the school season or outside of regular school hours. The multitude of homeschool families in the borough also use the resources available at their local libraries on a weekly and sometimes daily basis.

The libraries in our borough have recently suffered a setback because of the worldwide effects of the pandemic that our nation endured in 2020-2021. We are still struggling to return from those days when we were required to close our doors and to adhere to public safety mandates. While we continue to operate via the donations, sponsorships, and state funding mentioned previously, we typically also coordinate major fundraising events to remain as self-sufficient as possible. However, because of the nature of a major fundraising event – large crowds, buffets of food, crews of volunteers – the atypical pandemic years put a damper on those previously significant events. Pre-pandemic events could pull in tens of thousands of dollars, money that

has been non-existent during recent years. Due to this, our Tri-Valley Library is operating at a deficit. We have also not been immune to the economic and employment crisis created by the pandemic. To keep a consistent staff we need to stay relevant in the employment market and be able to offer our employees a competitive wage and consistent schedule.

We are currently surviving within an era of crisis, and most likely many rural Alaska libraries are in a similar situation. This is the worst time for the State of Alaska to be removing previously consistent funding that has been relied upon. It is during these times of national crisis that the state should be bolstering existing public infrastructure such as public libraries, not removing helpful resources. This is a devastating cut to our local libraries, and will perpetuate the problem of trying to bring back our major fundraising events to be more self-sufficient. With less funding to guarantee a library staff, there will be no one to coordinate these efforts. There will be more days that the library doors will be forced to remain closed. There will be less access to the public services we have offered for decades. We sincerely hope this cut in funding for Alaska libraries will be reconsidered.

The Tri-Valley Community Library Board and the School & Community Library Staff

<u>Library Staff:</u>
Library Board of Directors



Impact Statement - Whale Pass Public Library

Wed, Sep 4, 2024 at 6:57 PM

Cc: Library Whale Pass <whalepasspubliclibrary@gmail.com>

Hi Pat,

Tyra forwarded your email, I'm the new library director for the Whale Pass Public Library. Please see below for the impact statement. Hopefully we will all receive supplemental funding in October per Dr. Phillips-Chan's recent email.

Thank you for putting this together,

Library Director

"Reducing grant funding will negatively impact our summer reading program, reduce the relevance of keeping updated collection materials, and make it challenging to keep our lights on. The PLAG covers all our summer reading materials and new collection items and pays for our heating, electricity, and phone expenses. -Whale Pass Public Library"



Resolution 24-107, A Resolution of the City Council of Homer, Alaska, Awarding a Contract to Hughes and Associates of Palmer, Alaska in the Amount Not to Exceed \$40,000 for the Harbor Basin Survey Project and Authorizing the City Manager to Negotiate and Execute the Appropriate Documents. City Manager/Port Director.

Item Type: Backup Memorandum

Prepared For: Homer City Council & Mayor Castner

Date: August 28 2024

From: Bryan Hawkins, Port Director

Through: Melissa Jacobsen, City Manager

The current harbor basin was created in 1985 and, although the main fairway and harbor entrance is annually maintained by the Army Corps of Engineers, the remainder of the harbor hasn't been dredged since its creation. 30 years of sediment and erosion of the basin banks have caused a shallowing of the basin that is hindering vessel operations, especially at low tides. To restore normal depths, a survey comparing the current basin to the 1985 as-builts is necessary.

Maintaining the harbor basin is vital for transportation, commerce and public access to Kachemak Bay for Homer residents.

A RFP was issued by the City for the Survey of the harbor basin, closing on August 22, 2024 with 4 responsive bids. Of the four responsive bids received, Hughes & Associates of Palmer, Alaska has the strongest combination of experience, equipment, and competitive price. One responsive bid came in under Hughes & Associates, but had minimal dedicated equipment and experience with this type of surveying. Hughes & Associates was the next lowest bidder and has significant technical experience in related jobs, which is crucial for ensuring the quality and reliability of the survey data. Their specialized equipment positions them well to minimize data gaps and ensure comprehensive and accurate survey results. This was a significant advantage over the bid that came in lower but lacked dedicated equipment. The remaining two bids were both higher and also had indicated data gaps.

RECOMMENDATION:

City Council approve Resolution 24-107 awarding the survey contract to Hughes & Associates of Palmer Alaska, and authorizing the City Manager to negotiate and execute appropriate documents contingent upon the adoption of Ordinance 24-43.

1 2	CITY OF HOMER HOMER, ALASKA	
3	City Manager/	
4	Port Director	
5	RESOLUTION 24-107	
6		
7	A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA,	
8	AWARDING A CONTRACT TO HUGHES AND ASSOCIATES OF	
9	PALMER, ALASKA IN AN AMOUNT NOT TO EXCEED \$40,000 FOR	
10	THE HARBOR BASIN SURVEY PROJECT AND AUTHORIZING THE	
11	CITY MANAGER TO NEGOTIATE AND EXECUTE THE APPROPRIATE	
12	DOCUMENTS.	
13		
14	WHEREAS, The City issued a Request for Proposals (RFP) for the Harbor Basin Survey	
15	Project in accordance with the Procurement Policy and Procedures Manual; and	
16	WILEDEAC The Descret for Dromonde was advertised in the Homes News on August 0	
17	WHEREAS, The Request for Proposals was advertised in the Homer News on August 8	
18 19	and 15, 2024, sent to three in state plans rooms and posted on the City Website; and	
20	WHEREAS, Two addendums were issued and four proposals were received; and	
21	WITEREAS, Two addendams were issued and four proposats were received, and	
22	WHEREAS, Hughes and Associates of Palmer, Alaska was determined to be the most	
23	responsible bidder based on their combination of experience, equipment, and competitive	
24	price; and	
25	proce, and	
26	WHEREAS, This award is not final until written notification is received by the firm from	
27	the City of Homer and is contingent on the adoption of Ordinance 24-43.	
28		
29	NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, hereby	
30	awards the contract for the Harbor Basin Survey Project to the firm of Hughes and Associates	
31	of Palmer, Alaska in an amount not to exceed \$40,000 and authorizes the City Manager to	
32	negotiate and execute the appropriate documents.	
33		
34	PASSED AND ADOPTED by the Homer City Council this 23rd day of September, 2024.	
35		
36	CITY OF HOMER	
37		
38		
39		
40		
41	KEN CASTNER, MAYOR	
42		

43 ATTEST:
44
45
46 ______
47 RENEE KRAUSE, MMC, CITY CLERK
48
49 Fiscal note: 456-0380: Previously Allocated FY25 Capital Budget \$25,000, Ord 24-43 \$15,000

49 Fiscal note: 4550 Total \$40,000

Page 2 of 2 RESOLUTION 24-107 CITY OF HOMER

51

CENTRAL AREA RURAL TRANSIT SYSTEM, INC.



City of Homer Presentation 2024

INTRODUCTION

- Door-to-Door demand response transportation for the central Kenai Peninsula
- Ride reservations are scheduled by 5pm the business day prior
- Service hours: Monday-Saturday 24-hours
- > 13 zones -\$2.50 per zone
- 14 employees/8 dedicated vehicles
- Contract provider is Alaska Cab
- CARTS has delivered over 1 million rides since forming in 2001



RECENT IMPROVEMENTS

New Leadership

- Board appointed new Executive Director in February 2024
- Diverse Board of
 Directors with a wide
 range of expertise
- Committed to board recruitment to broaden knowledge

Service Hours

- Extended office hours to include Saturdays (9:00am-5:00pm)
- Extended service hours to include Saturdays (24-hours)
- Reduced the number of holiday closures
- Extended after-hours customer support to 24/7
- Additional staffing

Technology

- Dispatching software
- CARTS mobile App
- > CB Radios
- Dual-facing dash cameras with advanced Al technology



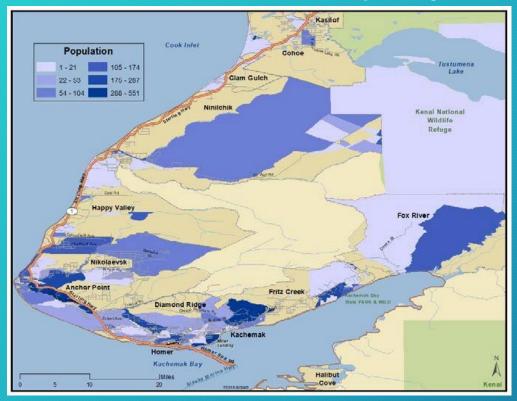
CURRENT TRANSPORTATION OPTIONS

The Southern Peninsula has no year-round, easily accessible public transportation that meets the community transportation needs.

- <u>BUMPS</u> -Unified multi-path service bus, which serves the Southern Peninsula 3-days a week.
- <u>Taxi Providers</u> -Offers demand response transportation to the general public. Contract providers for private, nonprofit, and government agencies.
- Human Service Agencies -Clientele only; eligibility requirements.
- School District Provides transportation to students attending public, charter, and non-public schools.

UNIQUE DEMOGRAPHIC

South Peninsula Density Map

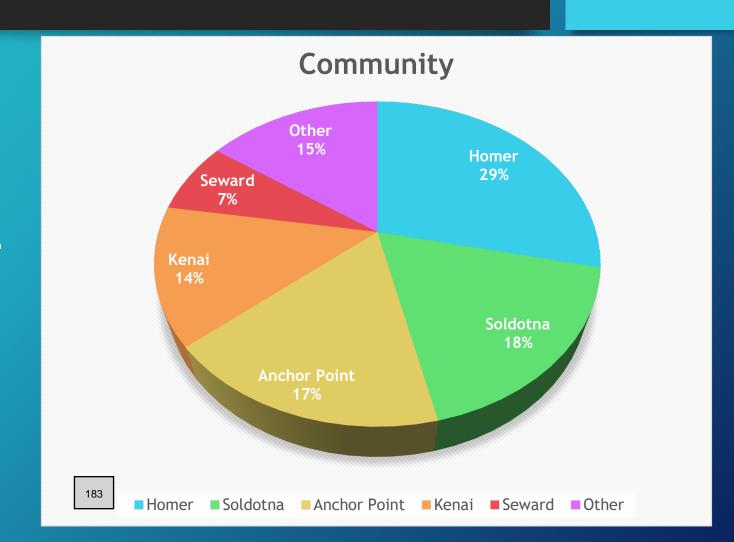


- The South Peninsula's 655 square miles reflect an overall density of 20.1 persons per square mile.
- Central Peninsula- 59.8 persons per square mile
- >Anchorage -3,900 persons per square mile
- The South Peninsula's population density is a critically important factor that dictates the design of efficient, cost effective transportation options.

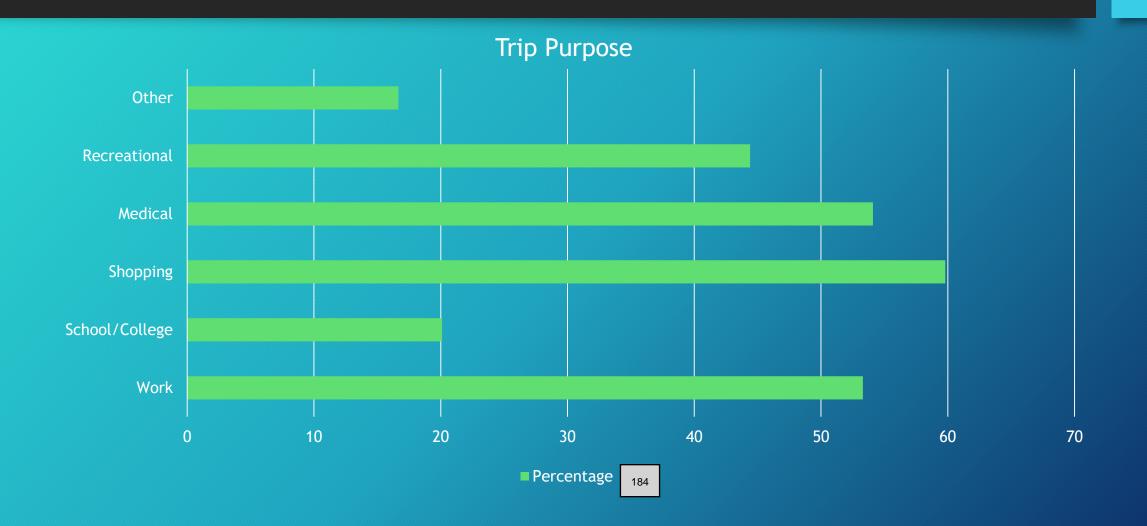
TRANSPORTATION NEEDS

KPEDD, in partnership with the Kenai Peninsula Transportation Committee, created a survey to identify regional public transportation needs throughout the Peninsula.

The survey gathered responses from over 300 residents, who lived in communities across the Borough.



TRANSPORTATION NEEDS CONT.



TRANSPORTATION NEEDS CONT.

- The primary driver behind public transportation usage often stems from the need to access essential services concentrated in central areas.
- Work, medical appointments, and shopping trips are the leading reasons individual rely on public transportation.
- Residential areas tend to be located in outlying communities, often experiencing limited access to services without the convenience of personal vehicles.
- This geographic disparity creates a strong reliance on public transportation for those residing in these neighborhoods, providing a crucial link to the resources available in the central business districts.

CENTRAL KENAI PENINSULA MODEL



- CARTS recognizes the diverse transportation needs of its clientele and actively collaborates with a range of stakeholders to ensure comprehensive service delivery.
- > CARTS leverages a local cab company as a contracted provider to enhance its service offerings and expand accessibility. This partnership allows CARTS to extend its reach to underserved communities.
- ➤ Integrating public transportation into a community's existing transportation network, alongside other providers, presents a powerful enhancement to the overall community.

NEXT STEPS...

• Jodi Stuart -President



Harmony Curtis- Secretary

Katie Cowgill -Treasurer



Tyson Cox -Member



Maggie Winston - Member









- Vacant position
- Vacant position
- Vacant Position



Jessica Schultz Executive Director 907-262-6345 jschultz@ridecartsak.org



THANK YOU!

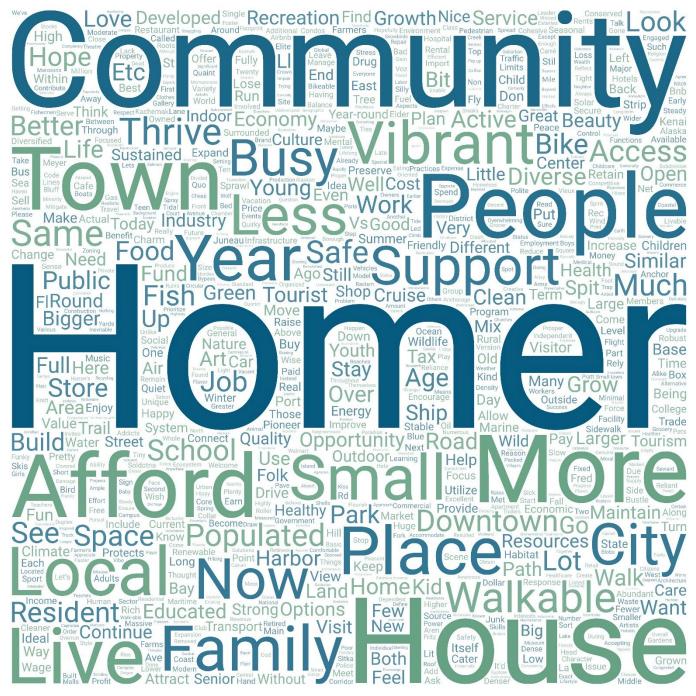




Homer Comprehensive Plan Revision

Results from Community Survey and Interactive Comment Map

September 6, 2024



Word cloud generated from answers to the question, "Twenty years from now, what does your ideal Homer look like?". Generated using wordart.com; word size based on frequency of mention.



"Thank you for gathering this input!
Homer has been an amazingly
connected and healthy place for me, and
I want it to remain so for my kids and any
who are drawn to our engaged,
connected community."



"I came here to work a seasonal job...
I stayed because Homer gave me the space and support to be who I am. I love this place deeply; I love the fun and quirky community that I've found."



"I have lived in Homer for most of my life and absolutely love this town and its surrounding areas. It is the most beautiful place I have ever seen. This community is just as beautiful as the land... Homer is my Home <3"

Executive Summary

Survey and Comment Map Purpose

The City of Homer is updating the 2018 Comprehensive Plan to recognize and celebrate what we have accomplished, to address new challenges and opportunities for our community, and to coordinate efforts to achieve our shared vision for a future Homer.

A community survey and interactive comment map were created to gather Homer residents' ideas and concerns about Homer's future. Survey results help the project team understand community priorities and develop strategies for the updated Comprehensive Plan.

Other (small group conversations, youth outreach, Farmer's Market, etc.) Community Visits (March, May, October)

Plan Review (36 plans)

Community Survey (556 responses)

Interactive

Map (224

comments)

Homer
Comprehensive
Plan Revision:
Inputs

Scenario
Planning (3
scenarios +
preferred
scenario)

Business Survey (66 responses)

Interviews (12 so far)

Population and Economic Data

Process

- DATES: The survey and interactive comment map were open from April 22 to July 1, 2024.
- OUTREACH: The survey and map were promoted via:
 - o Facebook
 - E-blasts to the project distribution list
 - o Announcements at City Council and other public meetings
 - Outreach by the Project Steering Committee
 - Through business cards featuring the survey and comment map QR code and links at business, local events, and to individuals.
 See example business card →

Participate in the survey to help guide the future of Homer and update the Homer Comprehensive Plan!

190

Who Responded?

556 people participated in the survey, exceeding our goal of 500 participants.

224 comments were received on the interactive

Of the 556 survey participants:

- 70% of have lived in Homer more than a decade.
- 91% live in Homer year-round.
- 39% reside within the City of Homer limits.

Highlight of Results



Top 3 themes: What three things do you value most about living in Homer?

- Community, small town feel, family and friends
- Natural beauty and scenery
- Access to outdoor activities and ocean



Top 3 themes: What three things do you find **most challenging** about living in Homer?

- Overall cost of living
- Infrastructure and transportation challenges
- Lack of affordable housing



Top 3 themes: 20 years from now, what does your ideal Homer look like?

- Homer has retained its smalltown character
- Affordable housing and reasonable cost of living
- Walkable, vibrant downtown

Quality of Life

- ➤ A combined 82% rate the quality of life in Homer as good/excellent.
- A combined 88% rate Homer as a good/excellent place to raise a family.

Desired Growth

Other, 18%

Significant growth, 7%

A smaller economy (reduced population, jobs, etc.), 4%

> No growth preferred (no change), 8%

What is your preference for growth in Homer?

Moderate growth, 37%

Minimal growth, 27%

Most open-ended comments about growth discuss "sustainable and controlled growth" with a focus on planning that considers environmental impact, infrastructure capacity, and preservation of Homer's character.

Housing Highlights

- > 76% of survey participants are satisfied/very satisfied with their current housing situation.
- ➤ 68% say housing is too expensive in Homer.
- 66% say more attainable starter homes are needed for younger residents, families, or residents that wish to downsize.

Top Priorities and Projects for Homer to Focus on for the Next 10-20 Years

- Increase supply and accessibility of affordable housing
- Encourage the retention and creation of more year-round, higher wage jobs
- Preserve open public spaces within the city from development
- Create a livable, walkable, vibrant downtown
- Encourage renewable energy projects

Identified as "important/very important" by 74% or more of survey participants

191

Introduction

To inform planning work, the project committee collected community feedback in two ways: a survey of open-ended questions and a comment map where participants could identify locations of interest. When appropriate to a specific survey question, feedback collected from the survey map has been included in the survey results using purple text. Partner groups, including the Homer City Council, Homer Planning Commission, Economic Development Advisory Council, Chamber of Commerce Marine Trades Association, Mobilizing for Action through Planning and Partnerships (MAPP), and others assisted in promoting the survey. Community Survey Process

- **Timing**: The Homer Community Survey was open for a little over two months, from April 22 to July 1, 2024.
- **Promotion**: The survey was promoted via Facebook, e-newsletters, announcements at City Council and other public meetings. Survey participation was also sought through outreach by the Steering Committee, and through handouts at business, local events, and to individuals. Hard copies were available at City Hall and the library. Partner groups were encouraged to help share and promote the survey.

Response Summary

We exceeded our goal of 500 survey responses, with 556 responses received. 552 residents responded online via SurveyMonkey and 4 responded via hard copy.

The common themes highlighted below were those that received approximately five percent or more mentions of the answers submitted. Additional relevant or topical themes are also included in the analysis on most of the questions. ChatGPT was used for some analysis and results verified by team members.

Interactive Comment Map

Process

- Timing: The interactive comment map was launched on May 13, 2024. The comment tool was disabled on July 3, 2024. The map with results remains live and can be viewed here.
- Promotion: The comment map was promoted via enewsletters to the project distribution list, announcements at City Council and other public meetings, and through outreach by the Steering Committee. Partner groups were encouraged to help share and promote the survey.



Response Summary

The comment map received 224 responses. Most location-based responses were concentrated within the City of Homer limits (90%) and the

primary focus areas of interest were Transportation, Quality of Life, Land Use & Environment, and Sustainability, Resilience, and Climate Change.

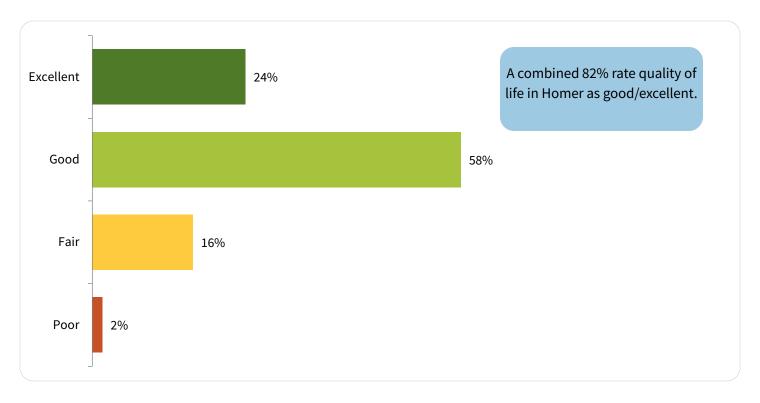
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	Q7: Please choose up to three statements from the options below that best summarize the housing situation in Homer	12
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	Q11: What is your preference for community/economic growth in Homer (increased population, jobs, specific industries expanding, etc.)?	22
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	Q13: Listed below are potential priorities for the greater Homer community to focus on for the next 10-20 years. For each potential priority, please indicate level of importance.	25
	Q14: What is the single most important project we can do as a community over the next 10 – 20 years?	27
	Q15: Twenty years from now, what does your ideal Homer look like?	31
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Community Survey Results

Q1: How would you rate quality of life in Homer?

Answered: 553.



Q2: What three things do you value most about living in Homer?

Answered: 539; up to three answers per response.				
Theme	# of mentions	Representative Quotes		
Community: Small town feel, community spirit, friendliness, sense of community, and peace and quiet	420	 People - community and good friends The slower, quiet pace Small town vibe and being able to establish relationships with other folks that live here. Community collaboration and interdependence The small business centered economy Opportunity for generations to grow and have viability to have a small business Knowing my neighbors, being part of a community Everyone looks out for each other and cares for one another Loving community that rallies when needed There are endless opportunities to be involved in the community and people truly get involved Freedom No large industry dominates town The love and community mindset folks have The People, (Community and passion in varied interests and willingness to do the work). Energetic, friendly and tight-knit community The people with their can-do spirit 		
Natural Beauty and Scenery:	350	 The beauty and proximity of nature Open, green space idespread and plentiful. 		

Views, scenery, wildlife, proximity to the ocean and mountains, and clean air and water		 Natural environment, living by the ocean Being able to walk on the beach every day— the fact that motorized vehicles are limited at Mariner Park beach, and there is ample parking there for locals View across the bay - that magic moment pulling off at Baycrest as you come into town Kachemak Bay's rich natural habitat The environment (scenery, climate, clean air and water) The wild land still integrated within the city Breathtaking, accessible natural beauty and wildlife Moose in my yard, slow tempo of life, natural beauty, quiet My kids get to grow up in wild places Beautiful. I can see the blue ocean and ice capped mountains from my driveway
Access to Outdoor Activities: Outdoor recreational opportunities and experiencing nature	140	 Access to world-class outdoor recreation opportunities Access to fishing and hunting and supportive resources to do so Outside space/recreation Access to Kachemak Bay The access to the outdoors Able to walk/bike to many places Fishing, camping across the bay, hiking, walking and biking trails Year-round outdoor activities Lifestyle and subsistence culture based on surrounding land and ocean Access to outdoor activities (skiing, hiking, boating)
Safety : Low crime rates, feeling safe in Homer	71	 Not a lot of crime Low crime Safety. I don't worry about my kids riding their bikes around the neighborhood Safe environment Feeling of safety mainly a safe place to live
Arts and Culture: Local creative activities and opportunities to experience arts and culture	62	 The people and all their artistic proclivities Pratt Museum A creative engaged community - lots of art and efforts Culture, arts community and nonprofits Food and arts I appreciate the vibrancy of the creative arts in Homer. Arts and culture investments Community events, focused on arts and nature Arts, Music, and Entrepreneurship. (creativity in general) Access to arts and culture despite being small town Lively creative inclusive crowd The many community opportunities for art, theater, classes, groups The arts community, the farming and flower growing
Friends and family: Friends and family and the feeling of "home"	49	 My family nearby Personal ties, friends, family Our friendships The people! Newcomers and old timers. My family's history here My friends and neighbors My community of friends and musicians Kindness of neighbors, sense of belonging
Education: Quality of schools and	34	 Strong schools Educational and job training opportunities are valued Good public services - schools, health care, library, museum

- Healthcare
- Environmental Awareness and Protection

Q3: What three things do you find most challenging about living in Homer?

Answered: 539; up to three answers per response. Responses in purple text are from the comment map.

Theme	# of mentions	Representative Quotes
Overall Cost of Living: Cost of food, utilities, fuel, transportation and other supplies; Wages not comparable to cost of living.	281	 Spending 30% of my income on food per month Lack of jobs that offer a livable wage & benefits The cost of groceries/gas/utilities People are being priced out of the town Wages are not enough to cover living expenses Property prices very high for "average" working family Price of utilities, food and rent Expensive for families to participate in activities The cost of living is high in Alaska and because we don't get barge or container ships delivering directly to our port we have to pay to truck everything in from Anchorage and beyond. Folks in Anchorage will complain that the cost off living is high there but that's where we go to stretch our shopping dollars Cost of services like mechanics, water taxis, and medical services
Infrastructure and Transportation: Pedestrian and biking safety, road maintenance (especially during winter), limited public transportation, and difficulties with local and out-of-town connectivity	191	 Poor road maintenance Traffic and flow of traffic Road maintenancesand more and get rid of salt brine Concern about future infrastructure with the growing outlying population that does not contribute to the tax base Roads - East End as an example - when was the last time it received real maintenance, not just emergency repairs? It's not a walking friendly city, even though I love all the little city trails, I wish there was more. Also, sidewalks are missing and not being maintained in the winter Lack of public transportation No cohesive downtown or walking core of businesses Lack of infrastructure for growth - east end and spit for example No Dog Park I wish it was more walkable- needs more crosswalks, needs more enforcement of crosswalk rules, sidewalks need clearing/ sanding in winter Lack of sewer and water in some areas of Homer There's no real public restrooms at parks with flush toilets and sinks Subsidizing tourists' water and sewer while I have to pay I wish it felt easier to walk to places for basics like groceries. I live in town, but it takes me 30 minutes walking to get to the nearest grocery store due to lack of connections between parallel streets.
Affordable Housing: Expensive housing costs and rent, limited rental options, impact of	163	 The lack of affordable homes/rentals for locals year-round. I have a year-round dwelling, but I am seeing many service workers being priced out of living here Quality housing affordability I wish the housing market was better/more affordable for young folks/families wanting to invest

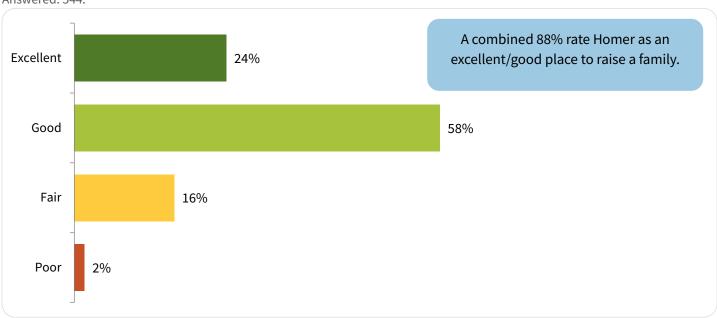
seasonal vacation rentals, workforce housing, and new, expensive housing being built by non-locals	 Lack of support and especially housing for seniors Housing for workforce Housing / rental costs astronomical The cost of housing is not reflective of our local economy and is rapidly outpacing the middle class wage earner
Overdevelopment: Impacts of development on the environment, increased noise and traffic (especially during tourist season), and how new development affects character of Homer	 Gridlock on the spit in summer. It is overdeveloped to extend it is no longer attractive Downtown moose habitat is being destroyed by new development Development by those who want to make a buck, exploiting the beauty RAPID GROWTH Summer crowds and not enough parking for local boat owners on the spit Summer crowds keep growing Growing too fast Unplanned, big development threats
Limited recreational opportunities: Limited indoor recreational activities particularly for children, teenagers and during the winter	 I would like more trails and bike paths Affordable access to hiking Best hiking is on the other side of the Bay Lack of functional/usable year-round maintained trail systems I wish there was a space (larger than the SPARC) for indoor walking in the winter, for seniors especially Lack of fun things to do in the winter inside (bowling) Trails are really limited and not connected to each other - walking is a major form of recreation Areas for young kids yr round Lack of accessible organized sports for kids or camps, lack of indoor recreation center I wish there were more trails here. I'm an avid outdoors person and boy do we have loads of places to ski and I'm so grateful for KNSC but hiking and biking trails are so limited on this side of the bay and across bay is expensive [The south end of Bridge Creek Reservoir on Crossman Ridge Road] would be a benefit as a recreational park with established picnic areas. It's already used as such all summer.
Access and availability of goods: Similar to "cost of living" but comments focused on limited selection of goods and fresh foods.	 Costs and limitations associated with geographic isolation Limited choice for shopping. Inconsistent hours and seasons restaurants and some services Very difficult to get skilled services done, such as plumbing, fixing leaky roof or auto repair Costs and limitations associated with geographic isolation Access to groceries and other goods - slim pickings & expensive Limited food & shopping options Proximity to Amenities (Kenai/Anchorage)
Isolation and weather: Challenges of living in remote area and effects of winter weather.	 Getting here and away requires a big drive since the flight schedules have gotten trimmed down Middle of winter weather Winter can be pretty grim, and so much is closed and shut down Winter ice Lack of activities in the winter (I don't Nordic ski) Traveling out in urgent situations (planes/ Ravn is unreliable) Remoteness and the expense of getting to ANC for travel

- Long cold dark winters
- It can be expensive and difficult to travel elsewhere
- Winter windstorms
- Feels isolated sometimes
- The dark days of early winter.

- Lack of cohesive community vision; political and religious divisiveness; lack of diversity.
- Criticisms of local government decisions, taxes, and regulations.
- Lack of access to specialized medical care, behavioral health services, and substance abuse services.
- Lack of funding for education and accessible childcare.
- Impacts of climate change.

Q4: How would you rate Homer as a place to raise a family?





Q5:, In five words or less, how would do you describe Homer's character, people, and attributes?

Answered: 482.

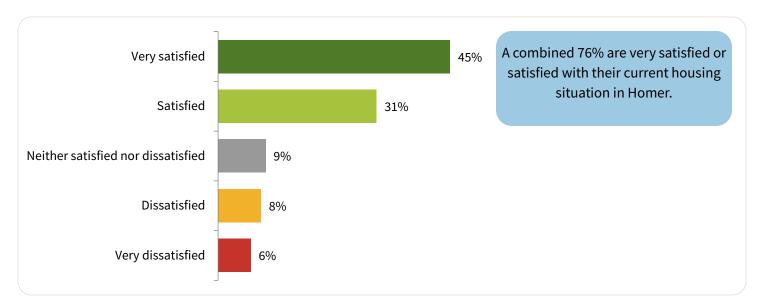
Theme	# of mentions	Representative Quotes
Creative, Artistic, Unique	120	 Independent, artistic, Free thinking, non-conforming Funky, mostly okay people, great art Unique. Artisanal Kind of grumpy but okay Hardy, artistic, nutty
Friendly, Supportive, Community-Minded	90	 Respectful, kind Caring, religious Friendly and comples

		 Homer is feisty, fun & kind Generous, caring, community minded Sweet as a fuzzy kitten! Encouraging, welcoming, helpful
Opinionated, Diverse, Civically Engaged	58	 Very opinionated residents Small town politics Welcoming, but increasingly fractious Layered Politically and religiously diverse Colorful, opinionated, kind and generous if given a chance to connect face to face
Independent, Resilient	50	 Driven, robust Hardy Resilient, generous, respectful, and upbeat Stubborn and caring Entrepreneurial
Outdoorsy, Active, Nature-Loving	69	 Outdoor oriented Healthy, outdoorsy, active Attractive community, natural beauty Outdoorsy, friendly, Fishing people Environmentally conscience

- Laid back and slow paced
- Changing
- Adapting

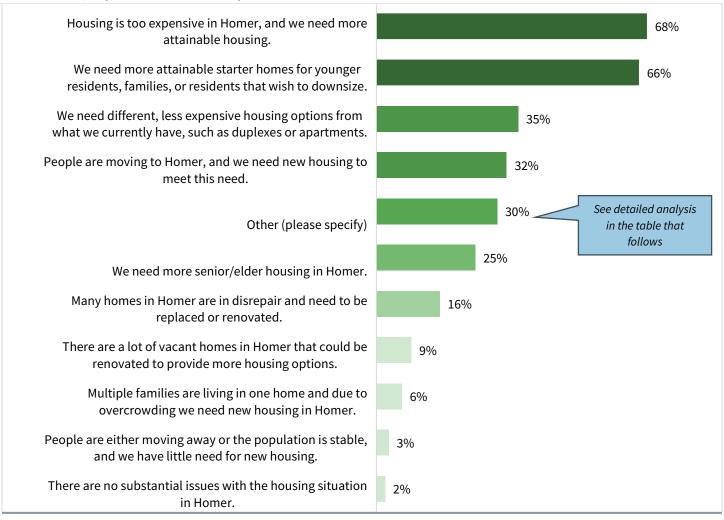
Q6: How satisfied are you with your current housing situation?

Answered: 551.



Q7: Please choose up to three statements from the options below that best summarize the housing situation in Homer.

Answered: 551; respondents could select up to three from the list below.



Themes from Reponses to "Other (Please Specify)"

Answered: 166. Responses in purple text are from the comment map.

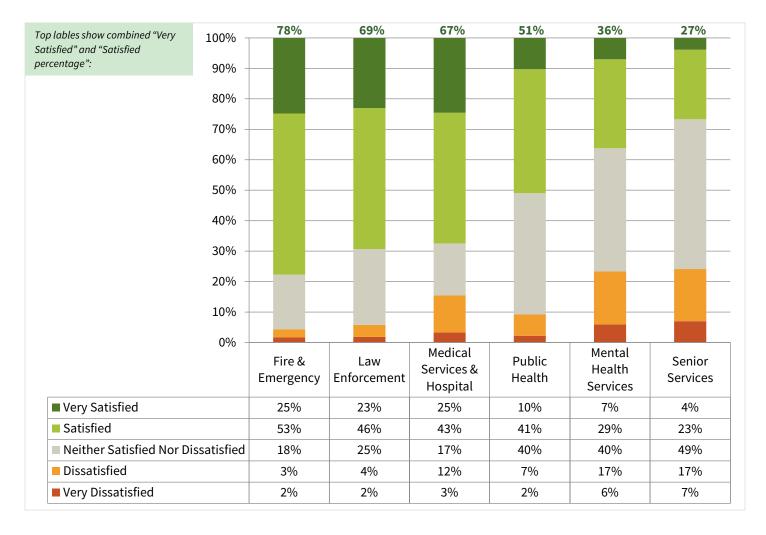
Theme	# of mentions	Representative Quotes
Short-Term Rentals and Vacation Homes - Impacts of short-term rentals and vacation homes on housing availability, affordability, and community character	112	 Too many vacation rentals that take away from having available real estate on the market. Increases prices and decreases availability I think short term rentals are causing this bubble that makes it hard for young working families to start out here Air bnbs are taking all the mid to small houses from local people. Rentals are very hard to find at reasonable prices and home prices are so high that they are out of reach for the average young family. We don't need more housing, we need fewer BnB's and fewer people People are moving to Homer and building huge houses only living here part-time, making it harder for those full-time residents to afford to stay. I think that there is more than enough housing options, and the only issue is that our land is being used for vacation rentals. This is only destroying more of what makes homer a beautiful travel destination! Zone to clarify that only owner-occupied short-term rentals are allowed in all residential zones. No non-owner occupied STRs in residential zones to prevent the hospitality industry from taking over our neighborhoods. Zoning of the Cranberry Peninsula neighborhood needs to prohibit non-owner-occupied short-term rentals to prevent it from becoming a hospitality industry zone.
Affordability and Housing Costs - High cost of housing, including both rentals and homes for purchase	40	 We don't need MORE housing. We need to find ways to make the current housing affordable! Seasonal workers cannot afford housing We need to incentivize people willing to build affordable, year-round housing High property taxes combined with very high square footage costs and interest rates are making it nearly impossible for average family to buy (and getting harder for families to sell because not affordable/attractive to new buyers with high property taxes) Overpriced real estate/housing, excessive property tax values/utilities make housing difficult. People with poor credit/lack of affordability are most vocal about the issue The cost of rentals has skyrocketed! Seemingly due to the current cost of seasonal housing. It's gotten absolutely ridiculous! People want to charge locals the same amount in winter!

Other themes mentioned (received fewer than 5% of answers):

- Lack of rentals that allow pets
- Regulation and zoning
- Gentrification and influx of wealthy outsiders
- Overdevelopment and loss of green space
- Housing for families and young residents
- Role of government in housing

Q8: How satisfied are you with the availability of the following Health & Safety programs or services in Homer?

Answered: 552.



Reponses to "In the space below, please share more about those things you are dissatisfied with – this will help us better understand potential needs and priorities. Don't see a program/service in the list above? Tell us more here."

Answered: 294. Responses in purple text are from the comment map.

Theme	# of mentions	Representative Quotes
Senior Services and Housing: Existing senior care facilities; limited housing options; limited hospice and in-home care options	85	 Need better senior housing options There needs to be a Memory Care Unit here We need another Assisted Living Facility, more licensed hospice care, and maybe a skilled nursing/rehab facility As seniors living in Homer, you are on your own if you have no family or friends to assist. This leads to depression and isolation. Senior services are as essential as youth programming There is a huge lack of senior care and senior housing in this community. The assisted livings are already full, and we are expecting a silver wave in this community.

High Healthcare Costs and Access to Healthcare: High cost of medical services in Homer; limited availability of medical specialists; Homer residents must travel to larger cities for certain types of care	•	Health care is too expensive, especially considering both taxes and service costs Healthcare costs are very high, wait time to see a doctor is far too long, there is a shortage of wound care and surgeons, all major emergency situations require life flight to Anchorage, elderly and disabled transportation is a major issue It takes months to get in anywhere even with private insurance. Several of the people in our community either don't have insurance or are on state insurance which limits their access to mental health services even more. The workers in this field do all they can but we need more of them to support our rapidly growing population Long waits for regular appointments with local doctors, dentists, and counselors who take my insurance (and I hear the same from others) Medical services are ridiculously expensive, basic things like x-rays cost several times the national average
Mental Health Services: Shortage of mental health providers; long wait times; challenges accessing care, especially for children and seniors	•	There is little to no help for those who suffer from mental illness and isolation Not enough mental health professionals to fill the need; the ones we have are overburdened Mental Health Services were excellent ten years ago. Cuts from State funding have changed the quality and availability of mental health and social services Very few mental health providers take Medicare - I was referred, and the waiting list was over 7 months There is a massive mental health crisis facing every demographic in Homer right now. There are simply not enough providers to meet patient demand Mental health professionals are already difficult to retain, add in a sky-high cost of living and unattainable housing, and they won't stay for long There is no support for being who are struggling with severe mental illness and drug misuse. Folks who have severe mental illness are also victims of houselessness, domestic violence and sexual assault
Fire and Emergency Services: More staffing and resources needed; challenges posed by relying on volunteers for critical emergency services	•	There is not enough law enforcement to cover the city of Homer and outlying areas It would be great to have all services with designated staff instead of volunteers. Takes a long time for responses by time the volunteers get to the station, then out on the call Our fire and emergency services are grossly understaffed. Please fix it. We finally increased the staff from one to two on call at night but that is still insufficient Public safety should be first and foremost on the minds of a local government, the rest is details Our fire and emergency response teams need more funding so they can hire more staff. They have a very large area to cover and with limited staff their ability to do their job is negatively impacted.
Public Health: Decline in public health services due to state funding cuts; a lack of proactive community health initiatives	•	Public Health Services have declined due to State funding cuts. Vaccination education is not consistent and there is a threat from old childhood diseases rebounding Public Health nurses used to go and do "home checks"/"wellness checks" and there is no staff to do that. Public Health: there's ONE PH nurse, that's not enough, services have suffered I would like to see more traditional public health service aimed at supporting young families and decreasing rates of child abuse and neglect Public Health was gutted by the state years ago. They used to do wonderful work supporting families, helping new parents, (all socioeconomic statuses) providing vaccination, etc.

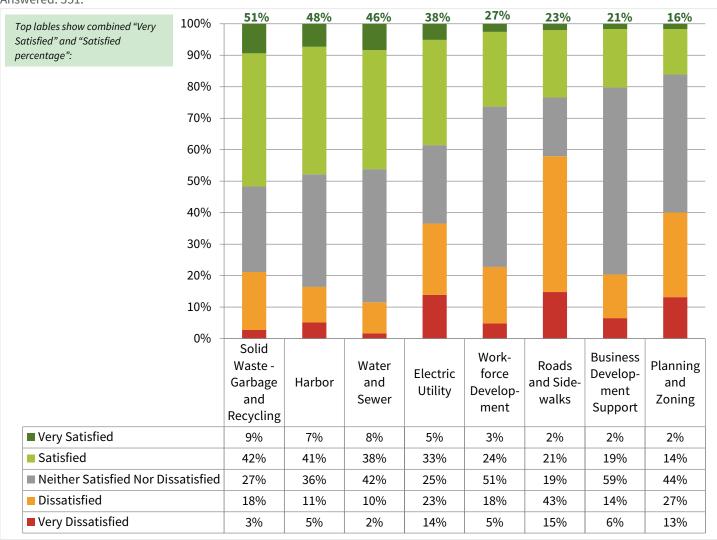
• The HERC needs to be modified into more of a community center space. It would be lovely to see Head Start, WIC, Sprout, OCS and Public Health in one spot and I think this is the perfect place to enhance public, family and community growth.

Other themes mentioned (received fewer than 5% of answers):

- Recreational opportunities
- Preventive health resources
- Homelessness
- Substance abuse services

Q9: How satisfied are you with the availability of the following Community & Economic Development programs or services in Homer?





Reponses to "In the space below, please share more about those things you are dissatisfied with – this will help us better understand potential needs and priorities. Don't see a program/service in the list above? Tell us more here."

Answered: 364. Responses in purple text are from the comment map.

Theme	# of mentions	Representative Quotes
		204

mment Map Summary, September 2024

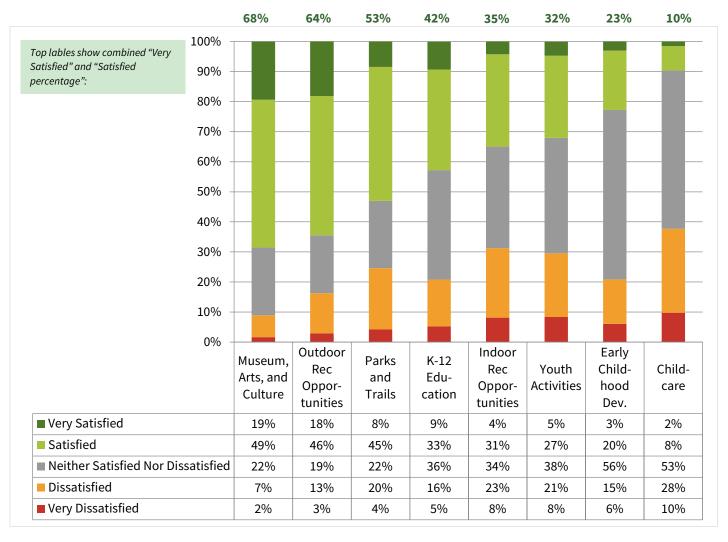
Electricity Costs and Utility Services: High costs associated with electricity and inconsistent utility services; high cost of water and sewer services; lack of availability for many residents within city limits.	 Our electric utility is ridiculously expensive Electricity is expensivereally expensive The high cost of electricity is an issue Electric prices continue to climb as there is no competition Water/sewer should be available to all residents Our electricity is all solar, because the expense of extending HEA services from the next lot over is prohibitive Electricity is expensive even when not using a lot About 1/2 of the water that goes into the Reservoir is ground water and 1/2 is surface water. Homer needs to do more research to understand this dynamic, protect the groundwater discharge slopes from development, and develop a water budget to ascertain how much water can be harvested from the reservoir. This is the true measure of how much development Homer can support.
Sidewalks, Walkability, and Bikeable Areas: Need more sidewalks, better pedestrian and bike infrastructure; improved winter maintenance	 Sidewalks which are available are not cleared in the winter months in a timely manner ever and puts pedestrians at risk frequently and this is very inequitable to those who either choose or must walk Would like to see more sidewalks and more traffic lights Bike paths are lacking I would not consider Homer a very walkable/bikeable community. Connector sidewalks or trails are needed in town and from east hill and west hill Roads and sidewalks are a huge issue. I know they're a money pit, but as an external observer, I don't see evidence of a lot of comprehensive or strategic planning as related to mitigating issues, but also growing pedestrian and bikefriendly infrastructure Better sidewalks and crosswalk signals It would be great to extend the walking trail from the library all the way to Main Street. Can sidewalks and/or bike path be added along Skyline/East Hill. A lot of bikers/walkers. It's dangerous.
Road Conditions and Maintenance: Poor road conditions; potholes; inadequate maintenance	 The roads are in horrible shape: Kachemak Drive, Skyline Drive just awful Road maintenance could be much better particularly in winter Roads need repair and upgrade. East End Road is dangerous between the people speeding, drifting while on the phone or texting and the animals in the road Potholes on roads are very damaging and not always permanently fixed Prioritize public tax dollars towards maintaining the existing road system (not expanding it) This sidewalk [north side Sterling Hwy near Chevron] is in terrible condition in winter. Can it be maintained?
Planning and Zoning: Issues surrounding zoning regulations; new developments; overregulation; inconsistent zoning enforcement; a lack of vision in planning	 Planning & Zoning Department needs more staffing and a more balanced approach to development Planning is too slow. Need to speed up. Way behind the curve I wish there were more zoning laws outside city limits. Would like to see more congruence in planning/zoning - esp. in the downtown Pioneer area Planning needs consistent enforcement and long-term goals - new subdivisions should be required to have sidewalks, for example This once nicely wooded area [west of Karen Hornaday] is now a horrible eyesore, with cleared brush sitting (burn hazard) and erosion from access to property left undeveloped. Planning and zoning should consider development. This bluff is not stable. Restrictions on development have aided in Pioneer's lack of walkability. There are too many large vacant parking lots and no public parking. Additionally, if property developments weren't required to install or maintain green space on

		their properties there would be more space for commerce. There is enough green space in the surrounding areas to keep our town beautiful. Planning and EDC need to recognize the zoning and codes that are preventing our downtown from reaching its full potential.
Recycling and Solid Waste Management: Recycling efforts; solid waste management practices and services	40	 Would love to see more recycling communication and maybe the option to recycle MORE. Love the electronics recycle days! The landfill is inadequate in size and scope There should be more public trash bins in the city The dump should be open more often to accommodate people working 9-5pm Mo-Fr. Would love to see more options for trash pickup services Overnight camping should not be allowed where there are no waste disposal options at the Bishops Overlook parking lot, which also needs support and improvement.
Harbor Expansion and Management: Conflicted thoughts about the planned harbor expansion	35	 Harbor needs some funding, two dilapidated dry docks one of which is now closed, these are things our local working fishermen actually use and use year round Harbor: love the plans for a larger harbor, we need it. Can we pave the parking lots, so the lines aren't spray painted on each summer? Harbor is expensive for locals and keeps going up. We don't need an expensive expansion. Increase fees for non-locals I'm not very educated about the harbor, and whether expansion is a good thing Small sports boats should not be allowed to park in the larger boat area of the harbor. Too many commercial fishermen are blocked out by tiny boats using valuable space on this side. Please continue to pursue the harbor expansion! It is much needed. The annual beach replenishment on the west side of the spit is ridiculous. This comp plan should focus on over slope development in the harbor. There is a lot of space that appears to be underutilized. The harbor should only be expanded to the minimum size absolutely needed, otherwise over the next decades, residents will be stuck with paying massive maintenance bills and dealing with environmental degradation, which will reduce tourism Harbor should only be expanded if the cost-benefit analysis truly warrants it and there is dedicated funding for O & M.

- Workforce development and vocational training
- Tourism and business development

Q10: How satisfied are you with the availability of the following Quality of Life programs or services in Homer?

Answered:551.



Reponses to "In the space below, please share more about those things you are dissatisfied with – this will help us better understand potential needs and priorities. Don't see a program/service in the list above? Tell us more here."

Answered: 326. Responses in purple text are from the comment map.

Theme	# of mentions	Representative Quotes
Childcare Availability and Affordability: Lack of affordable childcare and the impact on working families	110	 We need more childcare options for all, but especially low income families It's almost impossible to find childcare or preschool without waiting on a very long wait list More childcare is need for littles we have Homer has a serious lack of childcare and early preschool options. Of the options there are, there are some truly wonderful programs but not enough and also expensive Summer childcare availability is very limited and makes it hard for working full time parents in summer Homer needs more youth oriented space, activities especially between 3 and 5 pm, especially after school. Places they can go until parents free from work I believe child

Having a community funded childcare/after school activities for pre-k through 6th grade would increase parents ability to work until kids are old enough to be left unattended after school

- Licensed childcare spots need to be available for families so they can receive financial support. Childcare that meets the needs of young children with a variety of behavioral needs is important
- Childcare workers need better wages
- Preschool and daycare options are VERY limited and only for those with financial security. Not helpful for healthy families or stimulating local economy

Public Transportation, sidewalks, trails, and parks: Better sidewalk infrastructure; more bike paths and trails; improved public transportation options to enhance walkability

154

- Parks and trails-can always use development of more trails
- I'd love to see the city develop more parks and trails, to allow access to the outdoors for both residents and visitors. We have some, but not too many on this side of the bay (and it's really pricey to get across!), and a lot of our trails seem vulnerable to landowners trying to block easement access
- City Parks need improvements
- More bike paths, especially along Kachemak Drive.
- There could be better maintenance of the current parks, not to mention more park development especially in the vacant lots in town. Put in walking parks like in Kenai. But also, bathrooms at the park next to McDonald's and Karen Hornaday, not just porta-potties
- The community needs a comprehensive trail system (not just the Spit Trail) to encourage a more pedestrian in-town, user-friendly atmosphere Could use improved indoor rec opportunities
- I'd like to see more trails, more affordable indoor and outdoor exercise opportunities for elders
- Lack of a community-member user friendly aquatic and indoor exercise / recreational facility (such as Bay Club)
- Homer needs a community center
- There are plenty of lower-income households out here whose jobs, errands, and activities rely on transportation into Homer. How can we get safe, reliable public transportation from out here into town?
- If the new road was built, a bike path should be included. This would connect the Spit with East End paths, and those on Ocean Dr.
- Ocean drive needs a sidewalk/bike lane.
- The bike path becomes a sidewalk without any notice here [intersection of E Hill Rd and East End Rd]. A safe lane for cyclists on the road or a better shoulder would be great. This area also notoriously has a lot of sand in the shoulder and is dangerous for cyclists. More road sweeping is needed!
- Kachemak Drive should have a bike path which connects directly to the bike paths on the spit and east end road
- It would enhance the quality of living to have more trails on this side [west] of the bay. Is it possible for the city to develop the old Bob Gordon Road up above Karen Hornaday Park, to a destination bench or picnic table, then back down again? Accessed up and back from Hornaday Park. The old road provides a good start.
- This parcel [south of Cook Inletkeeper] should be acquired by city, with trails connected to the Kachemak Bay Conservation Center/Cook Inletkeeper office. As in-filling occurs, this parcel becomes even more important to retain open space and trails. The city also has an obligation from acquisition of the adjacent parcel from Tony Neal to make Beluga Lake amenable for ice skating in winter.
- Add a public trail to connect Mission Rd to Streamhill park trail system. This would give many East Hill residents a safer route to access East End Rd and in-town services.
- We still have a lot of work to do to make our trails ADA compliant. Not just trails! but in town locations, parking lot to business accesses etc. I hope the Beluga slough trail will finally get completed so the gravel path (out the picnic table in

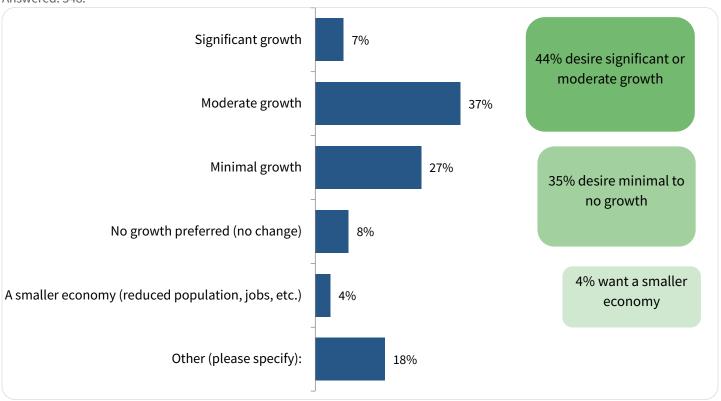
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		the slough) will be wheelchair and walker friendly. That would make that whole loop usable. • 'Homer Shares the Road' information at the Visitor Center would be VERY helpful.
K-12 Education and School Funding: Declining school funding; teacher retention	80	 Our schools are great, but lack stable funding from the state which makes for a challenging environment Childcare and K-12 education is inadequately funded and, therefore, we are unable to attract and retain educators and related professionals. K-12 services need more financial and institutional support. Teachers are underpaid and the quality of instruction is therefore poor, but even more importantly, classroom services aren't equipped for the personal problems of Homer students We are failing our youth with lack of advocacy for education, K-12 as well as Early ed/daycare. Teachers are leaving and class sizes are increasing, leading to less support in the classroom Seriously, if there is only one thing important in this community, it is to INVEST IN OUR CHILDREN! We want a healthy, smart, social, and proud community, and that starts and ends with providing the youth the ability to become this
Youth Activities and Spaces: More activities and spaces for youth and teenagers, especially indoor recreation options during the winter	85	 More activities/programs for school aged kids is needed Indoor play area for toddler young kids in the winter Children need more opportunities for indoor recreation in the winter Youth Activities: thank goodness for the SPARC, but we need more! Many other cities in the peninsula help fund youth activities and buildings that house those things. Kenai and Soldotna have affordable youth hockey programs funded through their city. They also have affordable soccer programs and facilities as well. All with nice buildings taken care of by our city. More kids could have access to this awesome opportunity if it was more affordable Youth activities: we do not have enough. Growing up here I struggled to find things to do outside of school. Herds of children end up at the library to play on computers. We used to have the Boys & Girls Club but that is no longer. The city set aside money to improve [Bayview Park] 3 years ago and it is still sitting empty. This is an important recreation access place for neighborhood kids and pets. The Pratt Museum has inspired community engagement for decades, while ensuring Homer's history is collected and preserved for future generations. Homer's people are our greatest asset. Support for organizations like the Pratt and other nonprofits is essential for growing future leaders who can realize many of the goals of this project. Something needs to happen with [the HERC lot]. Either renovate or raze. It could be a great center for community rec and after school programs for middle school and/intermediate elementary because of its location, but it is underutilized now.

- More funding and support for arts and cultural organizations
- Support for City Parks Department and staff

Q11: What is your preference for community/economic growth in Homer (increased population, jobs, specific industries expanding, etc.)?

Answered: 548.



Reponses to "Other (please specify)."

Answered: 146 – "#of mentions" may total more than 146 because of multiple comments or topics mentioned by a single respondent. Responses in purple text are from the comment map.

Responses to "Other (Please Specify)"	# of mentions	Representative Quotes
Sustainable and Controlled Growth: Focus on planning that considers environmental impact; infrastructure capacity; preservation of Homer's character	67	 Sustainable, with respect for natural setting Rational, measured, sustainable growth Growth however it may be, but we need to plan for what is likely to be coming. Not always reacting after it's a crisis Growth that reflects community values and benefits the local economynot growth for growth's sake. Keep local input central Sustainable, minimal growth that prioritizes year-round residents Carefully crafted growth I don't think you can hold back growth but a thoughtful vision on how to accommodate it is in the best interest of the community I would like growth with mindfulness.
Minimal to Moderate Growth: Limited growth, suggesting that Homer should maintain its small-town feel and avoid overexpansion or overdevelopment	54	 Managed minimal growthcontrol water distribution Minimal growth with planning, please! Planned incremental slow growth with long term vision Controlled growth that brings in revenue and promotes physical growth I would like to see moderate growth so long as adverse impacts of such growth are mitigated. For example, do not bring in big cruise ships if we don't have the infrastructure to support them

		Slow, moderate growth that focuses on year-round residents, recreation, "working" people (i.e. fisherman, marine trades), and avoids catering to large corporations, second homeowners, and cruise ship-tourism
Economic Opportunities and Local Business Growth: Growth that supports local businesses and creates more job opportunities, particularly in year- round industries such as marine trades and small businesses	42	 The new port construction will add to the economic growth. More family sustaining, year-round jobs will pay into the tax rolls and help the things happen Growth of young people with very small businesses pursuing their passions I would like to see the opportunity for local people to establish businesses here Increase the number of businesses in the community from within No growth of population or oil and gas industries Prioritize preservation of environment and commercial fishing, and smaller businesses Significant growth in the fishing and tourism sectors, and the creation of a remote service economy Doyon Hotel: It was a mistake to not allow Doyon to build the hotel. That project would have been used by hundreds of Birders to the pictures, walk the greatly expanded walking path/observation area, and provide jobs for many young people - which is greatly needed.
Zoning and Planning for Future Growth: Improved zoning, infrastructure planning; development strategies that accommodate growth without compromising Homer's natural beauty or livability	40	 Until the City can support growth with good infrastructure of facilities, roads, etc., limit growth plans Planned growth. I want brave leadership that embraces complex challenges of community sustainability through systemic solutions. Strict zoning imperative Any kind of growth, whether rampant or minimal, without zoning is very hard on the environment and the people who already live here. There seems to be a mentality that if someone owns a piece of land they can do whatever they want to with it regardless of how it impacts others in the immediate vicinity or community You cannot stop the growth in Homer but you could try to enhance it with better planning and less regulations on size of lots and homes Create a Professional Corridor along East End Road to allow for services like dental, optometry, legal, and other similar often-used services. This can be combined with residential. All of these buildings should have high architectural standards resembling residential appearances. How is a one-acre lot at 1308 Lakeshore Drive allowed to contain an air taxi service, restaurant, RV site, 6 rental cabins, an event center and 2 suites with inadequate parking so vehicles crowd Lakeshore Drive? Some of this area [Highland Drive near Jade Drive] is served with City water/sewer. This expensive infrastructure should be leveraged by upzoning to allow more dense residential development. There are times when development in Kachemak City adversely affects property in the Homer City Limits. Also, Homer's sewer lines serve parts of Kachemak City. There needs to be better coordination between the cities to manage these issues most effectively. [Homer FAA Site Subdivision lot] is one example of a property that would make sense for in-fill development, we should first evaluate wildlife travel corridors to preserve natural pathways that moose (and other animals) already consistently use.
Balancing Tourism and Local Priorities: Concerns about tourism, particularly	35	 Support tourism and growth in the community Tourism that prioritizes local businesses, local owners, and is definitively NOT cruise or tour company related Cap on tourism. It's ruining the town for locals Local economy growth, less focus on tourism

large-scale cruise ship tourism

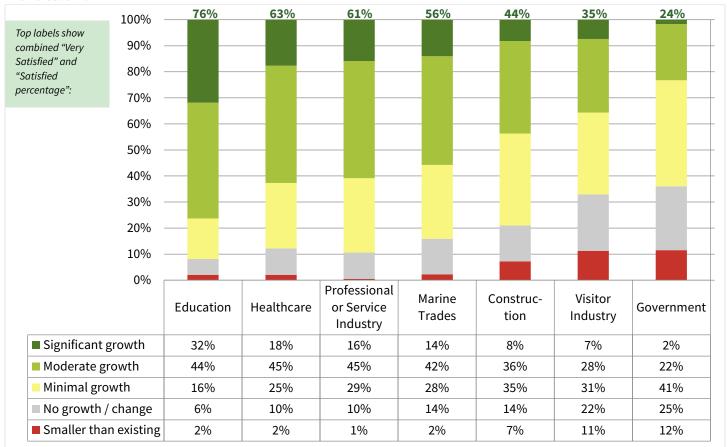
- STOP all public money from marketing Homer and the Kenai Peninsula as a tourist destination, retirement haven or a great place for remote workers to live. Stop promoting growth incompatible with an economy that benefits year-round local people. Instead, I would like to see a core economic foundation in marine trades, education (particularly trade schools and an expanded residential college) as well as nonprofits, government entities such as NOAA and other scientific agencies, as well as environmental and cultural institutions
- Carefully crafted growth. Not cruise ships but making Homer a must-see destination
- Tourism is an opportunity to capture revenues from outside the Kenai Peninsula Borough rather than just moving money around within the Borough's distinctly different source of revenue. I hope the Comprehensive Planning Process will provide better economic development/revenue/tax revenue information alongside the 'gotta have' and 'like to have' improvements or land use options in a transparent, understandable fashion that will facilitate a meaningful conversation on how we can shape our community going forward.

Other themes mentioned (received fewer than 5% of answers):

- Housing affordability and infrastructure
- Environmental and community preservation
- Market-driven growth vs planned growth
- Wealth inequity and outside investment

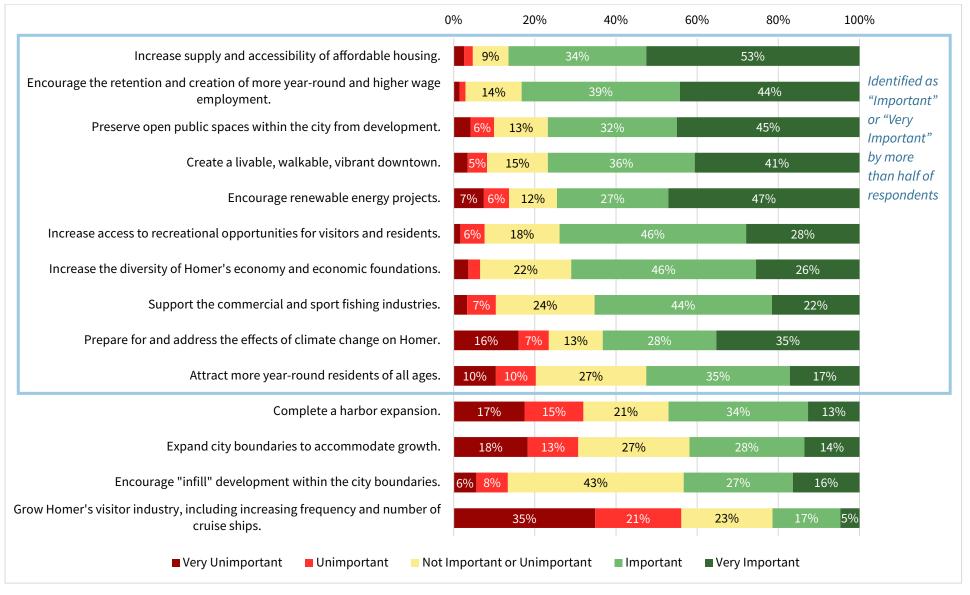
Q12: Please indicate your preferred level of growth for the following key economic sectors:

Answered: 544.



Q13: Listed below are potential priorities for the greater Homer community to focus on for the next 10-20 years. For each potential priority, please indicate level of importance.

Answered: 551.



Reponses to "Other (please specify)."

Answered: 114 – "#of mentions" may total more than 114 because of multiple comments or topics mentioned by a single respondent. Responses in purple text are from the comment map.

Responses to "Other (Please Specify)"	# of mentions	Representative Quotes
Concerns About Unchecked Growth and Over-Tourism	92	 Concerned about further harbor expansion, but it could be improved instead! I think the harbor should be limited for recreational/private use and have more space for the fishing industry and other industry boats Homer needs to stay unique - please do not invite cruise ships here! I have no problem with growing the visitor industry, but I do not support larger cruise ships. We do not have the infrastructure to handle them The harbor expansion is a mistake. Cruises would be a disaster for quality of life. We need to prioritize year-round residents, especially young people and new families development is unaffordable to people who live here and who are not older with incredible wealth No more cruise ships. We have plenty of tourists that actually spend money without them. Limiting the spit to commercial, art, tourism etc. is thought provoking and worth more discussion. I'm not sure it's a bad thing to have crew housing or even offices- especially if they are related to fishing/maritime/tourism businesses.
Balancing Development and Growth with Green Space Preservation, Sustainability, and Maintaining character of Homer	73	 Encourage infill if preservation open public spaces protection within city is encouragedeven purchasing/trading for sensitive lands Improve what we have, in place. Preserve any low elevation well drained agricultural land if left. maintain wildlife corridors! Emphasize infill development, however, do it in a thoughtful way that facilitates moose travel from the hillside, through town, to the water's edge. (Establish moose travel corridors) Encourage infill but preserving green space is important as well, there's a balance One of Homer's attractions as a place to live is its relatively small size. I would like to see its growth slow down before it loses its small town quality of life I'd like to see this lot [south of Charles Way] acquired for Bishop's Beach Park expansion or otherwise protected from development for wildlife and stormwater management. Large buildings for overnight guests should be prioritized to be in town and not where they can degrade and block the views and small town feel of the spit, and significantly contribute to already bad traffic. This is no place for a major development. The development of housing in this area of lower West Hill has negative impacts on the seasonal movement patterns of wildlife, specifically moose, who would use this area for early season browsing, calving and grazing. The importance of integrating and prioritizing wildlife corridors in current and future zoning of private/public lands is essential for optimizing wildlife health while reducing wildlife/human conflict issues not only in this location but throughout the Homer area. If [the Spit] is developed with more housing and business, how exactly will they safely and quickly evacuate from a tsunami?
Need for Housing Solutions	50	 Concerned about gentrification and cost, increasing rental prices and more exclusive housing, out placing low income families I'm wary of the impacts (on the housing market) of encouraging people to buy/build largely uninhabited 2nd homes/summer homes

- There's a large portion of land available and for sale. It's just priced in the ridiculously high range
- More compact density housing on a city lot (possibly 3-5 structures on a lot
- Incentivize new affordable housing with tax, and permitting breaks, disallowing only those units that used incentive programs from being short term rentals
- Expand employee housing so spit workers do not need to bring cars every day or have out of the way place to park. Also helps local businesses retain workers.

- Unsure what "infill" means
- Support for local businesses and economic diversification
- Environmental concerns regarding development
- Infrastructure and public services adapting
- Economic equity and fair taxation

Q14: What is the single most important project we can do as a community over the next 10 – 20 years?

Answered: 482 - "#of mentions" may total more than 114 because of multiple comments or topics mentioned by a single respondent. Responses in purple text are from the comment map.

Projects	# of mentions	Representative Quotes
Revitalization and Walkability Improvements: Projects aimed at improving downtown Homer's walkability; beautifying the area; making downtown more vibrant and pedestrian friendly	92	 A walkable/accessible downtown: Creating and improving existing parts of the environment that allows our kids to walk from their schools to positive recreational activities in town. Making a welcoming downtown for our youth will create a pleasant place overall. Places we can exist as a community without the necessity to spend money Develop the Homer city center. Make Homer more than a retirement community Making downtown more vibrant, walkable and attractive. It is not attractive now. It's a deterrent to visitors, especially year-round visitors Continue to look at walkability and connectivity, planning to preserve green space to that end and allow denser housing options Town Center Enhance the downtown including making it a walkable city and improving the grocery store situation. The Waddell lot (across from McDonald's) has long been an eye-sore for locals. With such a central location, how can we turn this into a public park - showing how much Homer values greenspaces and community? And right by the Police Station and shopping! The Farmers Market needs a different location with more parking to accommodate current and future needs. Almost all of the downtown pioneer gardens are poorly maintained and overrun with weeds. Some shopkeepers are under the impression it is the city's duty to maintain them, and whether the city spent thousands of dollars or private owners spent thousands of dollars to create these gardens, it is a big waste for these areas to be let go and overrun with weeds. Create a safer and more scenic way for those on bike or foot to connect from east end path to the spit trail and city center. Perhaps through creating a path from Calvin Coyle to Pennock or across the head of Beluga Lake to the airport road. Our downtown area could use more green spaces/parks for folks to spend time in. Could we use some of our existing green spaces/parks for folks to spend time in. Could we use some of our existing

		The City needs a new plan for this Town Center property. It is going to waste!
Road, Transportation, and Infrastructure Improvements: Improve roads, sidewalks, and bike trails; expand utilities; upgrade infrastructure to support the town's growth	85	 Fix roads Support our infrastructure. Our water and sewer facilities are at capacity, and we keep building new things with little thought to how we will maintain them Improve the roads and side streets Safe roads, sidewalks, and bike paths Build a Truck Route - FAA Rd to Turnview Make sure infrastructure keeps up with growth Expand city boundaries and services, repair roads, and sidewalk Invest in the infrastructure of this community, improving roads, improving parks Add more sidewalks to well-traveled area Decrease cost of power Expand utilities to those near town who don't have them I love the recent change to the campground. The disc golfers act as stewards to the area being encampment free and support the recreational area. More connecting trails would be very cool! The bike trail into town is really falling apart and difficult to ride a bike on. I live in Streamhill Park and would like to commute to the grocery store, but the sidewalk/bike trail is very difficult to ride on. Improve downhill mountain bike trails [near Tulin Ocean View Drive] and make this a destination to ride. [Kachemak Way corner near Nordic Living] is an incredible dangerous corner and hill with very little pedestrian infrastructure. The road is also degrading. It would be amazing to extend the bike path out further east, where the views from East End Road are breathtaking. Currently the road is too dangerous to bike on after the bike trail ends. A bike path on Kachemak Drive would be so great! Right now, it is dangerous to ride a bike on this road. A bike path or at least an expanded shoulder should be added to the East Hill Road. Many bikes and pedestrians use the road. Access road to the baseball fields is in terrible condition. The road receives a band-aid repair every spring; yet the road condition gets worse every year. Please implement a permanent fix.
Affordable Housing Development: Increase affordable housing, including options for year-round residents, seasonal workers, and young families; regulate short-term rentals	77	 Establish ways to makes services and housing more affordable Affordable and safe housing for seasonal employees to support summer visitor influx, safe and affordable housing for our lowest income and must vulnerable residents Provide affordable housing and childcare for young families just starting out Housing affordable for young and senior Improving housing options for first time homebuyers Make a concerted effort to lower the number of short-term rentals, build affordable housing
Harbor Expansion: Support the harbor expansion and marine industry	48	 The port project has the best long-range possibilities The Deep Water Port Complete the Harbor Expansion Humbly expand the harbor

Homer Comprehensive Plan Revision: Community Survey and Intera

		 Complete the large vessel harbor expansion. If we support growth in the industry that supports our economy we'll grow a sustainable future for Homer and the outlying communities that rely on the Homer connection. Harbor expansion and cruise ships/ cargo ships. We used to get a lot in Homer and I think it would impact us a lot and encourage growth of the community The harbor expansion and developing a diverse maritime support industry (cargo, fleet maintenance, and processing of fish) Expand the harbor, incentivizing cruise ships and a broadened marine economy. Would be nice to see the harbor expansion actually happen. There shouldn't be a multiyear waitlist to get a slip. Harbor electrification must be a priority in the comp plan. The Blue Economy is taking off and the future of maritime operations will be clean and electric energy. Petro Marine only opens the fuel dock a few weeks a year. It's some of the most valuable property in the entire harbor. It could be a water taxi hub and would push water taxi parking to backside of harbor. The public restrooms on the spit are regularly disgusting and out of toilet paper or soap. We should make sure we're making every effort to keep our town a nice place for our locals and visitors alike. Let's keep the Spit a working waterfront by supporting the commercial fishing industry as well as charter operators and recreational boaters. Economic diversity is key to resilience of a small town and commercial fishermen need to feel valued. From a planner's perspective, Homer Spit should consider the recreational and hospitality corridor that it is. Some buildings are being converted into offices and housing for crews. This leads to a less vibrant merchant/arts/food corridor.
Youth and Family Support Facilities: Build parks and youth centers; improve schools and childcare	45	 Give youth access to activities and earnings so that they stay out of drugs Provide childcare and construct more elder services Ensure the quality and sustainability of our schools and childcare programs. Everything starts from the ground up and families follow good educational opportunities Send Homer High graduates to post-secondary training Support for children and families. Safety for women and children Investment in improving childcare and K-12 education. Address funding education from the local to state level via Municipal League, election of representatives and city council advocacy Indoor playground for kids and toddlers Little Fireweed needs to expand, how is the city going to support education with limited access to land and buildings?
Community Recreation & Activities: Community facilities, including sports, fitness and event spaces	45	 Dedicate a parks and recreation department Build a multipurpose recreational center. Allow for expansion of recreational complex. Allow for after school programs Develop the Town Center with facilities. Eg: recreation center, fire hall, small hotel with conference center Community center, fix Karen Hornaday Create a centralized community space that serves all the community. Not just pickleball for all the retired community Community center Off-street parking (N side of road) for access to Lambert Lake [Homer FAA Site Subdivision] would be the perfect venue for the performing and mixed arts facility that Homer has needed for the last 30+ years City of Homer has a large parcel [west of Highland Drive] that is slated for recreational purposes, yet COH isn't doing anything to move that use forward. Adding a pool modeled after the pool in Nikiski that could be open year-round would be amazing. Aquatic rehab, swim recreation, lessons, etc.

217

Environmental Conservation and Green Space Protection: Protect green spaces and wildlife habitats; ensure responsible development	44	 Homer needs an arcade/bowling alley/roller-skating rink for all ages healthy fun and maybe prevent the burning down of old structures. The Diamond Creek Recreation Area Resource Management Plan which was adopted by COH in 2013 and never acted upon, needs to be part of the new comprehensive plan. Preserve the remaining wilderness access we have and not allow developments to ruin areas with little thought to such things as drainage Protect wildlife habitat, and plan maintainable community infrastructure for a future of climate uncertainty Preserve our natural spaces. Keep some areas free from residential development Radically reimagine the tapestry of our community with an emphasis on less parking lots, less car-oriented neighborhoods, more walkable spaces, public spaces, public transportation. More small business areas, and alternative housing like ADUs and trailer / tiny home parks Develop plans and code that encourage moderate, sustainable growth that powers a diverse and vibrant economy in town and makes it easy to steward the natural beauty and resources OUTSIDE of the City Limits Stop the erosion of the Spit and the bluff around Kachemak Drive. In tandem, develop these areas further to prevent future erosion. It is a very big issue that very little seems to be being done about [South of Robert Avenue] would make a great spot for a green infrastructure project, thereby mitigating drainage issues from multiple neighborhoods as well as protecting the bluff and the Sterling Hwy.
		 areas of known geologic hazard. [West of Sanjay Ct; south of Elderberry Drive] is a very environmentally vulnerable section of wildlife habitat. Increased housing and property development in the above neighborhood and cutting of old growth trees is increasing erosion and trail degradation. This is also an essential trail for fireweed and Homer HS youth. The trail must be maintained, and wildlife habitat preserved.
Climate Change Preparedness and Renewable Energy Initiatives: Projects that focus on renewable energy, sustainability, and infrastructure improvements to prepare for climate change	42	 Make our community fully sustainable Prepare for climate change Prepare for climate changes including major changes in marine environment and the fisheries it supports as well as local food security Focus on resiliency for climate change We need to make considerations about how we are going to get our energy in 10-20 years and adjust for climate change. Invest in ways to minimize our energy demand and alternative methods of harnessing our energy The city should update its climate adaption plan and coordinate with other organizations that are drafting similar climate adaption plans or Water Resource Management Plans for the K-Bay Watershed.

Other themes mentioned (received fewer than 5% of answers):

- Reform government; reduce taxes and regulations
- Expand medical services in Homer

Q15: Twenty years from now, what does your ideal Homer look like?

Answered: 464 - "# of mentions" may total more than 114 because of multiple comments or topics mentioned by a single respondent.

Themes	# of mentions	Representative Quotes
Preserving Small- Town Character and Charm	382	 Just like how it is now. But more food options and able to afford houses A thriving community of no more than 30,000 people, a vibrant downtown with year-round bustle, A small quaint town Thriving community A safe place for my children to grow up in I moved to Homer for the small town feel. I would hate for us to lose that by growing larger A small city feel and community- please don't encourage lots of growth that can't be sustained in the long run - look forward, not immediate Nice downtown. Walkable and bikeable. Much more pedestrian connectivity and awareness. A vibrant, diverse community A small tourist town that supports the beauty of the town in a clean and friendly environment It doesn't become overgrown Still very community based, about the same population, with a welcoming feel
Affordable Housing and Reasonable Cost of Living	162	 Affordable higher density housing in town More jobs, more housing. Supporting the locals not just the tourists A thriving community with a happy population that can afford to live and have fun in our beautiful city Young families move to town and stay in town because there are good jobs and cost of living is affordable Hopefully we've found a better way to house and care for the residents, especially seniors Services are more available and affordable for those who actively live here year round Reasonable cost of living Where people are making a livable wage, have access to healthy food options, housing resources are available Housing for the workforce to live year-round and opportunity for all to affordably live
Walkable and Vibrant Downtown	144	 Bike paths walking trails and a walking friendly downtown Walking/biking paths throughout town, and out to Fritz Creek & Anchor Point. Safe bike path on the North Fork Road, and Old Sterling. No more trendy bandwagon events Denser and multipurpose development downtown, highly walkable
Environmental Preservation and Conservation	131	 About the same size with little damage to our natural resources. I hope it looks a lot like it does now Increasing development will damage our ecosystems and quiet way of life More green spaces, more indoor well-lit community spaces for the winter There's a focus on the community health and sustainability over tourism Marine habitat and resources monitored for sustainability
Economic Diversity and Year-Round Jobs	120	 Good paying private sector employment, great fishing opportunity, vibrant economy not dependent on government or nonprofits Thriving year-round businesses and employment opportunities

- A community that has grown and developed to be able to support families living here without the stress of parents having to leave to earn a living
- Thriving businesses makes for Thriving community
- Homer would have a vibrant downtown area that is open year-round with various businesses that cater to all ages and interests
- A thriving healthy economy with steady growth

Other themes mentioned (received fewer than 5% of answers):

- Community cohesion and inclusivity
- Improved infrastructure and public services
- Support for arts and culture
- Resisting over-tourism and cruise ship influx

Q16: What leaders or organizations do you look to for guidance about Homer's future?

Answered: 378.

The following word cloud shows combined responses to this question; the size of the word indicates the frequency of mention. For a broad breakdown of responses by category, see the table below.

business owners Homer Trails Alliance
government Homer Drawdown
Heritage Land Trust Mayor Chamber local
Kachemak Bay Conservation community

Board None City Council leaders groups
Citizens Arts City govt Homer Trails Alliance
Mayor Chamber local
MAPP support
Homer Drawdown

Group	# of mentions	Themes	
Local Government	150	Respondents mention city council, the mayor, planning commission, and other government entities.	
Non-profits and Environmental Organizations	180	Respondents mentioned local non-profits and environmental organizations like the Homer Foundation, Kachemak Heritage Land Trust, Cook Inletkeeper, MAPP, Homer Drawdown, Homer Trails Alliance, and various arts organizations like Bunnell Street Arts Center and Homer Council on the Arts.	
Local Businesses and Industry Leaders	70	This includes mentions of small business owners, marine trades, and fishing.	
Faith-Based and Religious Organizations	50	Respondents cited local churches and faith-based organizations as important sources of guidance, particularly for moral and community-centered leadership	
Healthcare and Education Institutions	40	Respondents mentioned South Peninsula Hospital and the local school systems as organizations that are mindful of Homer's future needs, especially regarding public health and youth development.	
Skepticism and Disillusionment	40	Respondents express distrust or skepticism toward existing leadership and organizations, feeling that no one is adequately guiding Homer's future or that there is a lack of unified vision.	
Civic Engagement and Public Input	30	Respondents mention looking to public forums, community meetings, and input from long-time residents and knowledgeable citizens as sources of direction.	
Youth	20	Respondents expressed a desire for younger generations to take on leadership roles, viewing the ey to addressing future challenges and long-term planning.	

Comparisons to Other	20	This theme includes mentions of other successful small towns, tourism models
Models and		(e.g., New Zealand), and urban planning theories (e.g., Strong Towns, Nordic
Communities		models) as inspiration for Homer's future.

Q17: What other questions, comments, or concerns do you have?

The final question in the survey asked respondents if they had any additional comments, questions or concerns.

Of the 222 responses, 26 wrote "nothing to add," "n/a" or "thank you for this survey" or a similar response, with a revised total of 196 substantive comments. Other themes that emerged in the final question not already captured in previous response summaries above include:

Exclusion of residents outside city limits:

- A big concern is that the actual city limits are so small compared to the actual areas that many local residents live in and thus many of us who own businesses and earn sales tax for the city, do not actually live within the city limit and therefore are not able to vote on city decisions. Nor do we qualify for city services, such as the Police and Animal Shelter, etc. Something needs to change around all of that. Perhaps we don't need the city water and sewer where we live but would sure like to have more of a voice.
- I currently live with my family out East End Road, so I am not the most informed on all the public services, but I have heard a lot from other people. I do plan to live in Homer in the future, but that looks difficult with the expensive and limited housing options.

Cultural integration and recognition:

- I'm concerned that there was zero reference to Alaska Native communities in this survey. Homer needs to do better in acknowledging all cultures of our land and seeking diverse voices.
- Ultimately, 10-20 years is not far enough into the future to be considering in any sort of future vision and we should be thinking within the 7th Generation concept so that we are far more considerate of our descendants to come who will live with the consequences of how we choose to live now.

Desire for specific amenities or support for specific community assets and infrastructure:

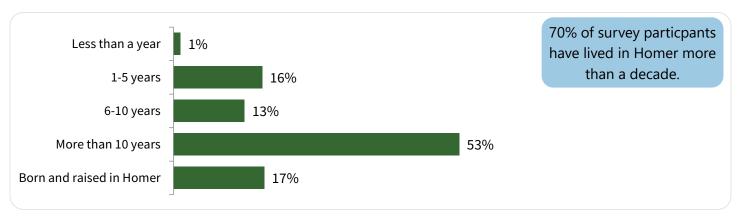
- A permanent structure for the Saturday Market and outdoor music performances place for our diversity to mingle. Soldotna does that really well.
- Can we get a bowling alley?
- Support the ice rink
- I am concerned about the airport using PFAS firefighting foams that drain into the Critical Habitat Area/Beluga Wetlands Complex. Two confirmed PFAS contamination sites drain directly into moose, shorebird, and riparian habitats.
- I really wish that there was a dog park somewhere near/within the City.
- I think the traffic and parking on the spit is crazy. It would be so cool to see a bus type of vehicle taking people in and out every hour or so to the spit so that we can cut down on the congestion of traffic, people can have a safe space to park, and maybe we can cut down on car pollution. There could be one place for pick up and one place for drop off, maybe at the islands and oceans visitor center and then by ramp 3. This should be extremely affordable and be attractive for the bus drivers.

Demographic Questions

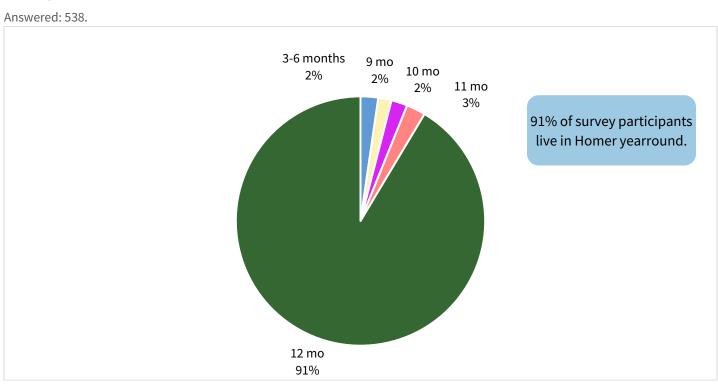
The following subsections summarize the demographic characteristics of survey respondents with comparison to demographic data of Homer's population (the demographic comparison data for Homer is constrained to the City of Homer.) This information helps identify how closely survey respondent demographics match the overall demographics of the City of Homer and where there may be gaps in perspectives of specific groups. Most demographic data used for survey comparison was taken from U.S. Census data. When the demographic comparison data says "Homer" (as in "Homer Age", "Homer Gender", and "Race in Homer") the area refers to Homer City as designated by the U.S. Census.

Q18: How long have you lived in the Greater Homer area?

Answered: 551.

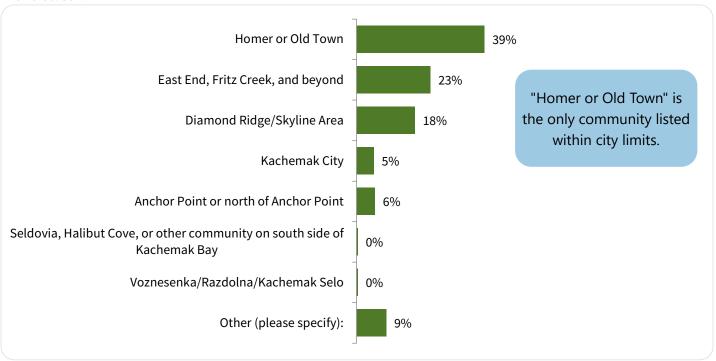


Q19: How many months of the year do you live in Homer? If you live in Homer seasonally, during what months are you typically in Homer?



Q20: Where do you live or own property in the Greater Homer Area?

Answered: 551.



Selection of "Other (please specify)" that received more than one mention:

- Baycrest
- East Hill
- Mountain View
- Old Sterling
- West Hill

Q21: In your own words, please describe your connection to the Greater Homer Area, and its people, lands, and waters.

Answered: 386.

Themes	# of mentions	Representative Quotes
Emotional and Personal Connections, References to "Home," and love for the area; Invested in the Area; Commitment to Future Generations of Homer Residents	148	 I have lived here over 40 years and know what a special place on earth Homer is Homer is Home. It was always my intent to return to raise a family here. I have a wide circle of close friends who love and support one another Some residents are really struggling. It's all of our responsibilities to lift up others, support the economy, and protect our youngsters as they grow and take their places in our community This community is just as beautiful as the land. There are so many friendly and caring people in Homer from a variety of backgrounds, political parties, financial brackets, and religious beliefs who are all just trying to connect and help each other out I love knowing my neighbors and seeing friends and acquaintances almost everywhere I go I'm invested in land and a business here, my children were born and attend school here This is my home by choice and my roots run deep My neighbors are kind and caring, as are so many people in this town. Homer is truly one of a kind

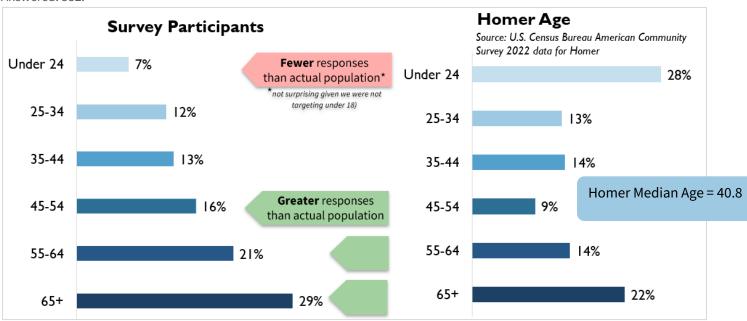
		Homer, its land, its people; this place is the Heart and Soul of my family
Connection to Nature and the Environment, Outdoor Activities, and Stewardship	88	 Beautiful, kind, peaceful and just amazing place to live. Couldn't image anywhere else My family regularly camps, hikes, fishes, skis, forages, walks on the beach, goes birding together and appreciates the community we have and the access to nature we've retained I hunt and fish and explore the hills We are invested in the sustainability, beauty, kindness, interdependence, and health of our community and the lands that belong to Native populations I care about property ownership with stewardship of the land More space, less people, more peace and quiet. More life qualities I am deeply connected to the land and waters around Homer I am a guest on Dena'ina and Sugpiaq ancestral lands. I am inspired to care deeply and think systemically by the stewardship practices of the original inhabitants of this land, who preserved its special qualities for generations Deeply invested in sustainability and shared resources for a brighter future
Community Involvement with Local Organizations and Civic Activities Including Connection to or Appreciation of Arts and Cultural Activities	58	 We have worked and volunteered around Homer in schools, fishing industry, sports, environment Spend a lot of time volunteering The community of people and non-profit organizations here have provided opportunities which have helped me thrive Concerned active participant at many levels Volunteer opportunities are unlimited Have enjoyed working with numerous arts groups and continue to do so Connected to the art, visitor, outdoor and various assistance programs (through Rotary and other organizations)

Other themes mentioned (received fewer than 5% of answers):

- Job or own a business in Homer
- Can't afford to move

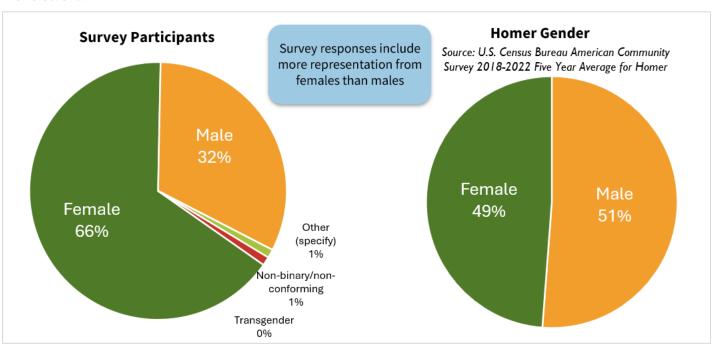
Q22: What is your age?

Answered: 552.



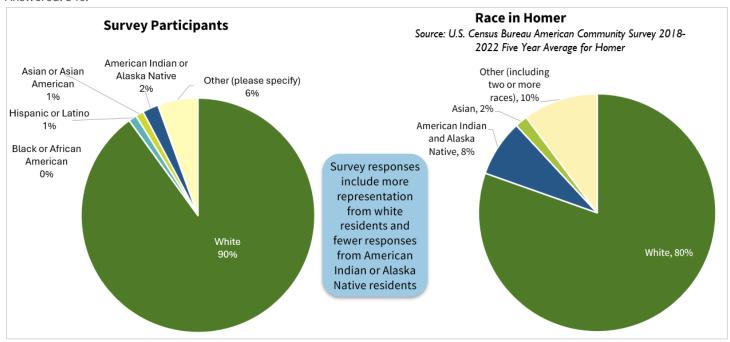
Q23: What is your gender?

Answered: 546.



Q24: What is your race?

Answered: 546.

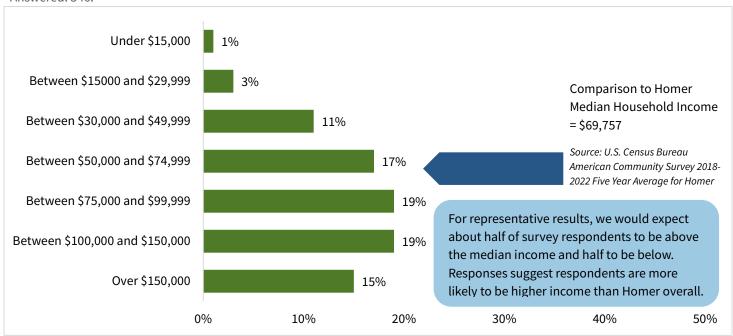


Choices received fewer than 2% of responses:

- Hispanic or Latino (1%)
- Asian or Asian American (1%)
- Native Hawaiian or other Pacific Islander (Less than 1%)
- Black or African American (No responses)

Q25: What is your annual household income from all sources?

Answered: 546.



Total does not equal 100% - remaining 15% are participants that selected "prefer not to answer"

Interactive Comment Map Results

An interactive comment map was launched alongside the community survey to provide Homer area residents a way to pin their feedback to specific locations.. The comment map compiles 224 comments with 82% related to the City of Homer / Old Town locations. Comments are sorted by comprehensive plan focus areas.

Comment Map Table 1: Total Map Comments by Focus Area

Focus Area-related Comments*	Total Comments	Includes comments about:
Quality of Life	111	Education, health services/programs/activities/spaces, culture/identity, affordability, natural environment
Land Use & Environment	107	Current and future land use, natural hazard mitigation, habitat value, zoning code
Sustainability, Resilience, & Climate Change	96	Air and water quality, climate change, natural hazard mitigation, habitat value, energy, active transportation modalities and connections, green infrastructure
Transportation	89	Roads, sidewalks, bike lanes, trails, transit, transportation modes (bus, cycling, walking, ATVs, etc.), connections
Public Services & Infrastructure	85	Utilities (water, sewer, stormwater, solid waste, etc.), public buildings/ facilities/ programs/ spaces/ safety, taxation
Health & Wellness	72	Education, health services/programs/activities/spaces, accessibility
Economic Development	40	Small business support, workforce development, economic sectors (fishing, tourism, consumer goods, etc.)
Other	18	Comprehensive plan rewrite process, technical edits, maintenance requests
Housing	10	New construction, housing affordability/availability/preservation/revitalization

Comment Map Table 2: Location of Comments

Location	# Comments	
Homer/Old Town	182	Most comm
East End, Fritz Creek, and Beyond	6	the Cit
Diamond Ridge, Skyline Area	7	bou
Kachemak City	6	
All areas or non-location-related	22	

Most comments focused on the City of Homer boundaries.

Homer Comprehensive Plan Rewrite Comment Map Locations - August 2024

The interactive comment map was active from May 13 to July 3, 2024. Comments are summarized by Comprehensive Plan focus area below.

See the Full Map

To view all comments received during the survey period, go to https://prod.mapfeede r.net/comment/index.p hp?city=HomerPlan

Transportation (89)

Comments focused on the conditions of roads, sidewalks, bike lanes, and trails. Many encouraged improvements to public transit and making the area more accessible for various transportation modes, including buses, cycling, and walking. Some comments highlight the need for better connections between different transportation networks and enhancing safety and convenience for non-motorized transportation.

Land Use & Environment (107)

Many expressed the need for better natural hazard mitigation strategies, preserving habitat value, and ensuring that zoning codes support sustainable growth to protect sensitive areas.

Housing (10)

Some comments noted the need for affordable housing types and the expansion of workforce housing options.

Quality of Life (111)

Diamond Creek
HOMER

BOROUGH

Many comments supported improved educational opportunities, housing affordability, better health services, and more cultural activities.

CITY

Public Services & Infrastructure (85)

Comments noted the need for reliable utilities and the efficiency of public services, with some suggesting the need for better funding or taxation strategies to support infrastructure improvements.

Economic Development (40)

Comments highlighted the importance of supporting small businesses, workforce development, and the need for initiatives that could drive economic growth in various sectors. There was some concern about the sustainability of key economic sectors like fishing and tourism.

Health & Wellness (72)

Comments noted the need for accessible heath services and expanding healthrelated activities, most with direct ties to active transportation and parks improvements.

Sustainability, Resilience, & Climate Change (96)

Millers anding

0 2,000

☐ Feet

Many expressed the importance of maintaining air and water quality, addressing climate change, and enhancing resilience against natural hazards, with emphasis on protecting habitat value and promoting energy efficiency.

City of Homer

CITY OF HOMER Comprehensive Plan Rewrite



What We've Learned and What's Next

SEPTEMBER: Over 550 surveys and **more than 200 comments** on the interactive comment map! Join us at one or more of the gatherings below to **view and hear the results** and how they are informing Growth Scenarios and Draft Plan Development.

September 10: Economic Development Advisory Commission

September 12: Americans with Disabilities Act Advisory Boad Meeting

September 17: Library Advisory Board

September 18: Planning Commission/Parks, Art, Recreation & Culture (PARC) joint work session *(tentative)*

September 23: City Council

September 25: Port & Harbor Advisory Commission

View meeting details at www.cityofhomer-ak.gov/meetings

OCTOBER sneak peek: Explore our future!

Using a combination of community input and other information, the project team is developing three potential growth scenarios to explore how Homer could change over the next ten years.

The three scenarios will be shared for community feedback the week of October 22, with both in person and virtual options to share your thoughts.

Save the Date!

COMMUNITY WORK SESSION October 22, 6:00 – 8:00 pm

Islands and Oceans Visitor Center more details to come!

Contact Information

- City of Homer Planner: Ryan Foster, <u>rfoster@ci.homer.ak.us</u>, 907-299-8529
- Project Consultant: Shelly Wade, shelly@agnewbeck.com, 907-242-5326

Resources

- Project website: <u>www.homercompplanupdate.com</u>
- City of Homer on Facebook: https://www.facebook.com/cityofhomerak



















Ordinance 24-43 Amending the FY25 Capital Budget Appropriating an Additional \$15,000 from the Port Reserves for the Harbor Basin Survey Project.

Item Type: Backup Memorandum

Prepared For: Mayor Castner and City Council

Date: August 28, 2024

From: Bryan Hawkins, Port Director

Through: Melissa Jacobsen, City Manager

The current harbor basin was created in 1985 and, although the main fairway and harbor entrance is annually maintained by the Army Corps of Engineers, the remainder of the harbor hasn't been dredged since its creation. Thirty (30) years of sediment and erosion of the basin banks have caused a shallowing of the basin that is hindering vessel operations, especially at low tides. To restore normal depths, a survey comparing the current basin to the 1985 as-builts is necessary.

Maintaining the harbor basin is vital for transportation, commerce and public access to Kachemak Bay for Homer residents.

A RFP was issued by the City for the Survey of the harbor basin, closing on August 22, 2024 with 4 responsive bids.

The FY25 capital budget had already approved \$25,000 for this project. The most responsive qualified bid came in at \$40,000, leaving an additional \$15,000 needed to successfully complete this project.

RECOMMENDATION:

City council approval of Ordinance 24-43 amending the FY25 capital budget allocating an additional \$15,000 from the Port Reserves for the Harbor Basin survey project.

Fiscal note: -456-0380: Previously allocated \$25,000, additional \$15,000 needed-total \$40,000

City Manager/Port Director 4 ORDINANCE 24-43 5 AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA, 7 AMENDING THE FY25 CAPITAL BUDGET BY APPROPRIATING AN 8 ADDITIONAL \$15,000 FROM THE PORT RESERVES FUND FOR THE 9 HARBOR BASIN SURVEY PROJECT. 10 WHEREAS, The current harbor basin, created in 1985 and last dredged at that time, has 12 accumulated 30 years of sediment, hindering vessel operations especially at low tides; and 13 WHEREAS, To restore its functionality, a survey comparing current conditions to the 15 original design is needed; and 16 WHEREAS, The City's FY24/25 capital budget allocated \$25,000 for this survey; and 18 WHEREAS, The City issued a Request for Proposals for the harbor basin survey and 19 received a responsive and responsible proposal in the amount of \$40,000; and 20 WHEREAS, An additional allocation of \$15,000 from the Port Reserves is needed to 21 complete the harbor basin survey, a crucial step in maintaining the facility. 22 WHEREAS, The CITY OF HOMER ORDAINS: 23 Section 1: The Homer City Council hereby amends the FY25 Capital Budget by 24 25 appropriating an additional \$15,000 as follows: 29 30 Fund Description Amount 456-0380 Harbor Basin Survey \$15,000 31 32 Section 2: This is a budget amendment ordinance, is not permanent in nature, and shall	1		CITY OF HOMER			
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31 456-0380 Harbor Basin Survey \$15,000 32 33 Section 2: This is a budget amendment ordinance, is not permanent in nature, and shall	29					
32 33 Section 2: This is a budget amendment ordinance, is not permanent in nature, and shall	30	<u>Fund</u> <u>Descr</u>	i <u>ption</u>	<u>Amount</u>		
33 <u>Section 2:</u> This is a budget amendment ordinance, is not permanent in nature, and shall	31	456-0380 Harbo	or Basin Survey	\$15,000		
	32					
24 not be codified	33	Section 2: This is a budget a	mendment ordinance, is	not permanent in nature, and shall		
34 Hot be codified.	34	not be codified.				
35	35					
ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this day of,	36	ENACTED BY THE CITY COU	JNCIL OF HOMER, ALAS	KA, this day of,		
37 2024.	37	2024.				
38 CITY OF HOMER	38		CITY OF	HOMER		
39	39					
40	40					
41	41					
42 KEN CASTNER, MAYOR	42		KEN CAS	STNER, MAYOR		

Page 2 of 2 ORDINANCE 24-43 CITY OF HOMER

Effective Date:

56

43	ATTEST:
44	
45	
46	RENEE KRAUSE, MMC, CITY CLERK
47	
48	YES:
49	NO:
50	ABSTAIN:
51	ABSENT:
52	
53	First Reading:
54	Public Hearing:
55	Second Reading:

CITY OF HOMER FINANCIAL SUPPLEMENT

PROJECT NAME	Additional Funding - Harbor Basin Survey	DATE 09/03/2024
DEPARTMENT	Port and Harbor	SPONSOR City Manager/Port Director
REQUESTED AMOUNT	\$ 15,000	-
hindering vessel operations especially at low tides. To conditions to the original design is needed. The City's F		FY24/25 capital budget allocated \$25,000 for this survey. pasin survey and received a responsive and responsible ation of \$15,000 from the Port Reserves is needed to

FUNDING SOURCE(S)	OPERATING	GF CARMA	GF FLEET CARMA	PORT RESERVES	WATER CARMA
	0%	0%	0%	100%	0%
	HAWSP	HART-ROADS	HART-TRAILS	PORT FLEET RESERVES	SEWER CARMA
	0%	0%	0%	0%	0%

FUNDING SOURCE 1: PORT RESE	RVES	FUNDING SOURCE 2:	FUNDING SOURCE 3:		
Current Balance	\$ 1,636,006	Current Balance	Current Balance		
Encumbered	\$ 610,777	Encumbered	Encumbered		
Requested Amount	\$ 15,000	Requested Amount	Requested Amount		
Other Items on Current Agenda	\$ 18,000	Other Items on Current Agenda	Other Items on Current Agenda		
Remaining Balance \$ 992,229		Remaining Balance	Remaining Balance		
FUNDING SOURCE 4:		FUNDING SOURCE 5:	FUNDING SOURCE 6:		
Current Balance	_	Current Balance	Current Balance		
Encumbered		Encumbered	Encumbered		
Requested Amount		Requested Amount	Requested Amount		
Remaining Balance	<u> </u>	Remaining Balance	Remaining Balance		



Ordinance 24-44, An Ordinance of the City Council of Homer, Alaska, Amending the FY25 Capital Budget by Accepting and Appropriating a State of Alaska Public Library Assistance Grant for FY25 in the Amount of \$1,829 for Books and Library Materials. City Manager/Library Director.

Item Type: Backup Memorandum

Prepared For: Homer Mayor and City Council

Date: September 6, 2024

From: Library Director Dave Berry

Through: City Manager Melissa Jacobsen

Homer Public Library has received the Public Libraries Assistance (PLA) grant every year since 1978, and I am pleased to report that we have received it again. This year's grant was reduced substantially, from \$7,000 to \$1,829, due to changes at the State Division of Libraries, Archives and Museums.

On September 4, the director of the division issued a statement notifying us that they are "presently working to provide the total grant payout to \$7,000 for each Alaskan public library eligible for the FY2025 Public Library Assistance Grants Program and supplemental award letters will be sent out by October 15, 2024."

Following instructions from the division, we are introducing Ordinance 24-44 to accept the original \$1,829 now. We expect receive a further \$5,171 in October, and will submit another ordinance at that time.

RECOMMENDATION:

Introduce the Ordinance 24-44 to accept the funds from the Public Libraries Assistance grant.

1	CITY OF HOMER
2	HOMER, ALASKA
3	City Manager/
4	Library Director
5	ORDINANCE 24-44
6	AN OPPINANCE OF THE CITY COUNCIL OF HOMED ALACKA
7	AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA, AMENDING THE FY25 CAPITAL BUDGET BY ACCEPTING AND
8 9	APPROPRIATING A STATE OF ALASKA PUBLIC LIBRARY
10	ASSISTANCE GRANT FOR FY25 IN THE AMOUNT OF \$1,829 FOR
11	BOOKS AND LIBRARY MATERIALS.
12	DOORS AND EIDRART MATERIALS.
13	WHEREAS, The City submitted an application for the Alaska Public Library Assistance
14	Grant for books and library materials; and
15	Grant for Books and library materials, and
16	WHEREAS, The State awarded the grant in the amount of \$1,829 and required a local
17	match of \$1,829; and
18	
19	WHEREAS, The required match of \$1,829 is funded in the FY2025 budget.
20	
21	NOW, THEREFORE, THE CITY OF HOMER ORDAINS:
22	
23	Section 1. The Homer City Council hereby accepts and appropriates a State of Alaska
24	Public Library Assistance Grant in the amount of \$1,829 for books and library materials as
25	follows:
26	
27	Fund Description Amount
28	157-7100 State of Alaska Public \$1,829
29	Library Assistance Grant
30	Continue 2. The City Managery is grather yield to account the appropriate decreases
31	<u>Section 2.</u> The City Manager is authorized to execute the appropriate documents.
32 33	Section 2. This ordinance is a hudget amondment only is not of a normanent nature
33 34	<u>Section 3.</u> This ordinance is a budget amendment only, is not of a permanent nature and shall not be codified.
3 4 35	and shall not be codined.
36	ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA thisday of, 2024.
37	EINTERED BY THE CITY COONCIL OF HOMEN, ALAGINATING day of, 202 ii.
38	CITY OF HOMER
39	5 55
40	
41	KEN CASTNER, MAYOR
42	

CITY OF HOMER ATTEST: 43 44 45 46 RENEE KRAUSE, MMC, CITY CLERK 47 48 YES: 49 NO: ABSTAIN: 50 51 ABSENT: 52 53 First Reading:

Public Hearing:

Second Reading: Effective Date:

Page 2 of 2 ORDINANCE 24-44

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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 Castner and Homer City Council

FROM: Melissa Jacobsen, City Manager

DATE: September 18, 2024

SUBJECT: City Manager's Report for September 23, 2024 Council Meeting

City Hall Fiber Optic Install Complete

City Hall has successfully cut over to a new Internet link using the underground fiber optic cable that was installed in July. The link from City Hall provides internet to most of the City's operating locations, and about 80% of City staff. This kind of upgrade not only makes daily work for staff easier, it dramatically changes what the City can do with our internet link and re-calibrates strategic decisions like whether to utilize software as a service (SaaS or "cloud" services) vs continuing to make capital-intensive investments in on premise hardware to provide most data services. A few other notes about the project:

- The project to install buried fiber optic cable to City Hall was part of the FY24 capital budget, with help from the State of Alaska Community Assistance Program funding (Ordinance23-43(S)).
- The bandwidth increase is nearly 10x what available from the previous connection, a jump from 35 mbps to 300 mbps.
- The monthly service cost represents an increase of only about 25% over our previous monthly service.



Cruise Ships

Council passed Resolution 24-048 in April regarding cruise ships coming to Homer. The Port and Harbor Commission has completed their work and the Economic Development Advisory Commission expects to complete their tasks in October. On September 12, Port Director Bryan Hawkins, Community Development Director Julie Engebretsen and Councilmember and Homer Tours owner Shelly Erickson participated in a Chamber luncheon on the topic. Panelists shared experiences working with cruise ships, heard from Chamber members on their views and observations, and informed the audience about upcoming Comprehensive Plan events. Staff expects to wrap up the project and report back to Council in the latter half of October.

SS4A - Safe Streets 4 All, transportation partnership with Kenai Peninsula Borough

Community Development Director Engebretsen and Council Members Aderhold and Davis attended the open house held at the college on Thursday September 12th. Project team R&M Consulting provided an overview of the borough wide survey held earlier this year on the transportation safety concerns of residents. They also provided an in-depth analysis of crash data, encompassing 2018-2022. A data dashboard with data and results will be publicly available shortly. The draft plan will be out for public review early in 2025, concurrent with a third and final open house in Homer. Adoption is anticipated in June of 2025. This plan will make other funding sources available for transportation safety improvement projects, for all modes of transportation. The next round of funding will be announced in March next year. To fund the SS4A project, the Borough received a large federal grant. Five Cities within the Borough are participating by providing matching funds or in kind services (Resolution 22-063). Each City's share of match is based on population. At this point it is unlikely the project will require enough City of Homer staff time to meet the match. Staff will be providing council an ordinance for the calculated remainder of the Homer's required match.

Homer Landslide Assessment

Way back in 2018, FEMA awarded funding for a project to complete a comprehensive landslide hazard assessment for the City of Homer. The project included working with the State of Alaska Department of Natural Resources Geological & Geophysical Surveys (DGGS) and the University of Fairbanks. Field work was conducted, and the Planning Commission was given a presentation of the draft findings before the pandemic. Fast forward to fall 2024, and the study is finally ready for public release. More information and the study will be forthcoming in October.

Ben Walters Sidewalk Project Update

East Road Services recently wrapped up all the drainage work, storm drains, curbs, and gutters for the new Ben Walters sidewalk. The paving crew started work September 12 and will be continuing through early the next week. Traffic control and lane reduction are in place. Residential and business access will be restored as soon as the new pavement cools. Once paving is complete, the contractors will replace fire hydrants, construct the new pressure reducing valve building and plumbing assemblies, and other items through the end of September.





Homer Airport Terminal Sidewalk Replacement

Folks flying in or out of Homer Airport will notice some temporary detours to the terminal doors and in the parking lot because the terminal sidewalk replacement project is underway. Currently the existing sidewalk, planters, curb, and pavement in front of the terminal building are being removed. After that contractors will be installing the sub-grade materials, including insulation board and heating tubes which will help reduce ice build up on the sidewalk in the winter months. Over the following three weeks, new sidewalks, curbs, and ramps will be constructed.





Visit from the US Coast Guard Sector Western Alaska & US Arctic

On September 11, members of the U.S. Coast Guard Sector Western Alaska and US 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.



Attachments:

- Homer Harbor Expansion Project Monthly Report
- City Council Work Session Schedule
- Cook Inlet Regional Citizens Advisory Council Director's Report
- Conversations with a Council Member Fall 2024 Schedule



Homer Harbor Expansion Study Monthly Written Update

Item Type: Informational Memorandum

Prepared For: Mayor and City Council

Date: September 18, 2024

From: Jenny Carroll, Special Projects and Communications Coordinator

Through: Melissa Jacobsen, City Manager and Bryan Hawkins, Port Director

Purpose: This memorandum provides the Homer Harbor Expansion Study monthly written update to Homer City Council per Resolution 23-037.

The U.S. Army Corps of Engineers (USACE) Project Development Team (PDT)

Continuing study activities:

- The USACE Environmental Resources team
 - Has another site visit planned for September 20 to continue their series of beach seining and bottom trawls.
 - Resumed monthly coordinating meeting to keep agencies engaged and updated on the status of the study.
 - Plans to re-engage the Environmental Stakeholders Working Group after the field season is finished.
- Building upon previous community input on Local Service Facility (LSF) needs, the USACE Economics and Hydrology/Hydraulics teams continue collecting moorage demand data, maintenance cost data
- Economics team welcomed a senior USACE Economist, J Walter, to the Project Development Team to work with Megan Green. They are planning for meetings with harbor user groups in possibly October/November to help determine the appropriate basin size and local service facilities (LSF) as they pertain to the regional and national economic benefits.

HDR - Owner Representative:

- Geophysical-hydrographic data collection is going well, with most data delivered. One of the sensors
 malfunctioned, so the contractor had to get it repaired and will return to the site to complete the survey.
 Completion is estimated for mid to late September.
- Completed the analysis of moorage demand in the current harbor and submitted to the USACE.
- Arranged for the publication of an Opinion piece in the <u>Homer News</u> and the <u>Peninsula Clarion</u>.
- Developed social media ads and fliers (which were locally distributed by City staff), targeted at raising awareness about the importance of the Homer Harbor in general, and encouraging citizens to engage with the Homer Harbor Expansion website.
- Attended twice-monthly USACE Project Development Team meetings and weekly meetings with City.
- Provides communications support as-needed; keeps Homer Harbor Expansion website updated.

City Managers Report City Council September 23, 2024

City of Homer staff:

- Attended biweekly USACE Project Development Team meeting and biweekly meetings with HDR.
- Scheduling a joint meeting with the United States Coast Guard, the USACE project development team
 and the City to discuss harbor and local service facility deign considerations for USCG vessels that moor
 and layover in Homer Harbor.
- Providing logistical support for USACE meetings with harbor user groups.
- Port Director coordinating with Ronny McPherson at HDR on a Homer Harbor Expansion GI presentation at the Alaska Association of Harbormasters and Port Administrators' annual fall conference to be held in Homer October 21-25, 2024.
- Ongoing communications/outreach: Information and updates about the study are being disseminated through the <u>Homer Harbor Expansion website</u>, the City's quarterly newsletter, the <u>City of Homer Facebook</u> and <u>Instagram</u> pages and through HHE email subscriber list as needed.

RECOMMENDATION:

Informational Only.

WORK SESSION AGENDA CALENDAR 2024

Council	Work Session Topic
Meeting Dates	•
Monday, January 8	Exempt Employee Wage Scale
Monday, January 15	Joint Session with Parks Art Recreation & Culture
Off-cycle	Advisory Commission
Monday, January 22	Homer Harbor Expansion Baseline Conditions Report Overview – Ronny McPherson & KC Kent HDR
Monday, February 12	
Monday, February 26	Ord 23-61 Amending HCC Title 5 to add Chapter 5.48 Short Term Rentals
Monday, March 11	
Monday, March 18	Joint Session with ADA Advisory Board
Off-cycle	Rescheduled to August
Tuesday, March 26	3:00 start Comp Plan Meeting with Agnew:Beck and Planning Commission (tentative)
Monday, April 8	Longevity Pay/City Manager Transition
Monday, April 15 Off-cycle	Joint Session with Port & Harbor Advisory Commission
Monday, April 22	Water & Sewer Rate Model
Monday, May 13	Health Care Renewal
3 , 3	Mid-Biennium Budget Adjustments (if time allows)
Monday, May 20 Off-cycle	Joint session with Library Advisory Board
Tuesday, May 28	Mid Biennium Budget Amendments Water Sewer Rates
Monday, June 10	HCC Chapter 11, vegetation in the ROW
Monday, June 17 Off-cycle	Joint session with Economic Development Advisory Commission-Rescheduled to October
Monday, June 24	
Monday, July 22	Tentative e-session @4pm

Council	
Meeting Dates	Work Session Topic
Monday, August 12	E-session: Cyber Security Risk Assessment Review
Monday, August 19 Off-Cycle	Joint Session with ADA Advisory Board
Monday, August 26	Capital Improvement Plan & Legislative Requests
Monday, September 9	Vessel Haul Out/Camping Land Allocation Rescheduled
Monday, September 16 Off-cycle	Joint Worksession with Economic Development Advisory Commission Rescheduled
Monday, September 23	End of Year Financial Worksession
Monday, October 14	
Monday, October 21	Joint Worksession with Planning Commission To be Rescheduled in Early 2025
Tuesday, October 21	Comp Plan Event, Islands & Ocean Visitor Center
Monday, October 28	Future Use of Pier One Area Land Allocation Plan
Tuesday, November 12	
Monday, November 18	Joint Worksession with Economic Development Advisory Commission
Monday, November 25	

Update from the Board of Directors Cook Inlet Regional Citizens Advisory Council



Carla Stanley, representing the City of Homer

The Cook Inlet Regional Citizens Advisory Council held its regular meeting on Friday, September 6th in Kodiak.

The Council heard presentations that focused on Kodiak area issues and industries. Arron Jones, a Mariculture Technician from Alaska SeaGrant gave an update on the emerging mariculture industry around Kodiak, focusing mainly on kelp and oyster production. Macrosystis kelp beds are being discovered and tracked in the area, and more information about that expansion and the role of kelp production in the local economy are important data points that are informing oil spill response plans. Statewide, 93 permits for kelp farms have been issued, covering more than 1,300 acres. Jones noted the potential upsides to this new industry and some of the conditions unique to Alaska that are suitable to kelp production.

Lexa Meyer, Alaska Mariculture Alliance Liaison for the Kodiak Archipelago Leadership Institute and Owner and Hatchery Manager of Alaska Ocean Farms LLC provided a more detailed look at the local industry at this stage in its development; what challenges remain for local producers and what producers are looking for in terms of regulatory changes that could provide a boost for those local operations.

The Council also heard presentations about updated tsunami inundation maps for south central Alaska and were provided with an overview of tsunami warning systems and protocols. Barrett Salisbury, Ph. D, Earthquake and Tsunami Hazards Program Manager, Geohazards Section, Division of Geological and Geophysical Surveys and Chair of the AK Seismic Hazards Safety Commission, provided examples of tsunami events both in Alaska and in other parts of the world and how those events affected local communities.

Dave Snider, Tsunami Warning Coordinator with the National Tsunami Warning Center in Palmer walked the Council through the tsunami warning process, explaining areas where NOAA and the National Weather Service are working on improvements to the system to better reflect a particular area's actual threat risk.

The Council received an update from Alaska Department of Environmental Conservation Ex-Officio Board member Ytamar Rodriguez, Prevention and Tactical Response Unit Manager for the Department's Spill Prevention and Response (SPAR) division. He reported that central region staffing levels are currently full and employee turnover in the division has decreased.

Finally, the Council set its meeting schedule for 2025, with our annual meeting set for Kenai in April. Our rotating meeting will be in Seldovia in September. The Council will meet next in Anchorage on December 5th and 6th, 2024.

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MONLTHLY

CONVERSATIONS WITH A CITY COUNCIL MEMBER

CONNECT, REFLECT, AND LEARN TOGETHER!

12:00 - 1:00 pm at Homer Public Library in the Conference Room

Bring your questions, ideas, and lunch (if desired) for an informal conversation with a different Homer City Council Member each month. Join us on the second Tuesday of each month, September - May, at the Homer Public Library.



Donna Aderhold

Tuesday, Sept. 10, 2024



Rachel Lord

Tuesday, Oct. 15, 2024



Caroline Venuti

Wednesday, Nov. 13, 2024

What to Expect:











info@friendshomerlibrary.org friendsofthehomerpubliclibrary.wildapricot.org 907-435-3195



General Fund Expenditure Report Actuals through August 2024 17% Fiscal Year Elapsed

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Curre	nt Fis	ical Ai	าลเงรเ	S
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Revenues			FY25	FY25 YTD				
Property Taxes		1	ADOPTED					
Property Taxes			BUDGET		\$	%		
Sales and Use Taxes 9,296,032 2,238,156 24% Permits and Licenses 41,723 8,335 20% Fines and Forfeitures 8,381 614 7% Use of Money 0 0 0 Intergovernmental 746,338 1,257 0% Charges for Services 445,762 90,449 20% Other Revenues - 14,328 Airport 202,406 29,500 15% Operating Transfers 1,568,082 20,710 1% Total Revenues \$ 16,534,397 \$ 3,520,515 21% Expenditures & Transfers \$ 2,201,751 \$ 325,473 15% Clerks/Council 942,104 102,255 11% Planning 446,281 51,959 12% Library 1,126,251 188,429 17% Fire 1,973,062 319,989 16% Police 4,416,940 916,402 21% Public Works 3,663,001 480,424 13%	Revenues							
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Transfer to Other Funds \$ 178,375 \$ - 0% Other 6,752 - 0% Total Transfer to Other Funds \$ 185,128 \$ - 0% Transfer to CARMA \$ - \$ - 0% General Fund Fleet CARMA - \$ - 0% General Fund CARMA - 0% Seawall CARMA 10,000 - 0% Total Transfer to CARMA Funds \$ 10,000 \$ - 0%	Non-Departmental		191,000		704,442	369%		
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General Fund Fleet CARMA General Fund CARMA Seawall CARMA Total Transfer to CARMA Funds \$ - \$ - 0% 10,000 - 0% \$ 10,000 \$ - 0%	Total Transfer to Other Funds	\$	185,128	\$	-	0%		
General Fund Fleet CARMA \$ - \$ - 0% General Fund CARMA - 0% - 0% Seawall CARMA 10,000 - 0% Total Transfer to CARMA Funds \$ 10,000 \$ - 0%	Transfer to CARMA							
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Total Transfer to CARMA Funds \$ 10,000 \$ - 0%			10,000		-			
Total Expenditures & Transfers \$ 16,534,397 \$ 3,281,576 20%	Total Transfer to CARMA Funds	\$	·	\$	-	0%		
	Total Expenditures & Transfers	\$	16,534,397	\$	3,281,576	20%		
Net Revenues Over (Under) Expenditures \$ 0 \$ 238,938	Net Revenues Over (Under) Expenditures	\$	0	\$	238,938			

Water and Sewer Fund Expenditure Report Actuals through August 2024 17% Fiscal Year Elapsed

Current	Fiscal	Anal	ysis
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		FY25	FY25 YTD				
	_	ADOPTED		ACTUAL			
			\$		AL %		
Davising		BUDGET		Ą	70		
Revenues	<u>,</u>	2 404 551	<u>,</u>	000 050	220/		
Water Fund	\$	2,494,551	\$	808,052	32%		
Sewer Fund		2,213,812		659,468	30%		
Total Revenues	\$	4,708,362	\$	1,467,520	31%		
Expenditures & Transfers							
<u>Water</u>							
Administration	\$	350,977	\$	79,414	23%		
Treatment Plant		726,654		114,757	16%		
System Testing		36,000		2,394	7%		
Pump Stations		123,793		12,773	10%		
Distribution System		393,195		62,163	16%		
Reservoir		19,191		1,646	9%		
Meters		288,507		5,244	2%		
Hydrants		214,868		23,801	11%		
<u>Sewer</u>							
Administration	\$	348,160	\$	90,060	26%		
Plant Operations		938,779		119,251	13%		
System Testing		18,000		1,941	11%		
Lift Stations		230,206		29,893	13%		
Collection System		378,085		58,784	16%		
Total Operating Expenditures	\$	4,066,415	\$	602,120	15%		
- 6 . 01 - 1							
Transfer to Other Funds					-01		
Leave Cash Out	\$	12,216	\$	-	0%		
GF Admin Fees		-		-	0%		
Other		15,597		-	0%		
Total Transfer to Other Funds	\$	27,813	\$	-	0%		
Transfers to CARMA							
Water	\$	325,376	\$	-	0%		
Sewer		288,758		-	0%		
Total Transfer to CARMA Funds	\$	614,134	\$	-	0%		
Total Expenditures & Transfers	\$	4,708,362	\$	602,120	13%		
Net Revenues Over(Under) Expenditures	\$	0	\$	865,400			

Port and Harbor Fund Expenditure Report Actuals through August 2024 17% Fiscal Year Elapsed

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			TIL FISCAL AHALYSIS				
		FY25	FY25 YTD				
	ADOPTED			ACTUAL			
		BUDGET		\$	%		
Revenues							
Administration	\$	640,736	\$	146,855	23%		
Harbor		4,045,337		1,180,865	29%		
Pioneer Dock		302,106		70,962	23%		
Fish Dock		578,477		193,377	33%		
Deep Water Dock		188,651		37,447	20%		
Outfall Line		4,800		-	0%		
Fish Grinder		7,390		3,305	45%		
Load and Launch Ramp		130,000		44,931	35%		
Total Revenues	\$	5,897,497	\$	1,677,743	28%		
		·		•			
Expenditures & Transfers							
Administration	\$	1,227,954	\$	286,475	23%		
Harbor		1,658,848		278,612	17%		
Pioneer Dock		89,120		16,302	18%		
Fish Dock		817,052		94,251	12%		
Deep Water Dock		107,656		18,270	17%		
Outfall Line		13,500		830	6%		
Fish Grinder		45,150		10,897	24%		
Harbor Maintenance		558,501		80,931	14%		
Main Dock Maintenance		54,546		7,487	14%		
Deep Water Dock Maintenance		65,046		7,737	12%		
Load and Launch Ramp		141,549		33,169	23%		
Total Operating Expenditures	\$	4,778,920	\$	834,959	17%		
Transfer to Other Funds							
Leave Cash Out	\$	49,513	\$	-	0%		
GF Admin Fees		-		-	0%		
Debt Service		0		-	0%		
Other	L	380,573			0%		
Total Transfer to Other Funds	\$	430,086	\$	-	0%		
_							
Transfers to Reserves	I .						
Harbor	\$	688,491	\$	-	0%		
Load and Launch Ramp	<u> </u>	-	L.	-	0%		
Total Transfer to Reserves	\$	688,491	\$	-	0%		
Total Expenditures & Transfers	\$	5,897,496	\$	834,959	14%		
Net Revenues Over(Under) Expenditures	\$	0	\$	842,784			



Ordinance 24-31, An Ordinance of the Homer City Council Adopting the 2024 Homer Transportation Plan, Amending the Homer Comprehensive Plan to include the Transportation Plan and Recommending Adoption by the Kenai Peninsula Borough.

Item Type: Backup Memorandum

Prepared For: Mayor Castner and City Council

Date: July 10, 2024

From: Julie Engebretsen, Community Development Director

Through: Melissa Jacobsen, City Manager

Introduction

The City of Homer contracted with Kinney Engineering to update the Transportation Plan (ordinance 22-38). The new document is a major update to the 2005 Homer Area Transportation Plan and the Homer Non-Motorized Transportation and Trails Plan. This 2024 Homer Transportation Plan replaces both of those documents as part of the Homer Comprehensive Plan.

After consultation with appropriate City Departments, Commissions, Committees, and gathering extensive public input, the new plan was drafted and submitted to the Planning Commission. The Commission held a public hearing on May 1, 2024, reviewed the plan made minor edits and recommended approval.

After Council approval, the plan will be submitted to the Kenai Peninsula Borough Planning Commission and Assembly for review and adoption. The City of Homer holds zoning powers as delegated by the Kenai Peninsula Borough, but the Borough has retained area wide planning powers. Therefore, Borough approval is required as the final step in adoption.

Recommendation:

Introduce the ordinance, conduct a public hearing at the first Council meeting in August, and make a recommendation of adoption to the Kenai Peninsula Borough.

1	CITY OF HOMER
2	HOMER, ALASKA
3 4	City Manager ORDINANCE 24-31
5	ORDINANCE 24-51
6	AN ORDINANCE OF THE HOMER CITY COUNCIL ADOPTING THE
7	2024 HOMER TRANSPORTATION PLAN, AMENDING THE HOMER
8	COMPREHENSIVE PLAN TO INCLUDE THE TRANSPORTATION
9	PLAN AND RECOMMENDING ADOPTION BY THE KENAI PENINSULA
10	BOROUGH.
11	
12	WHEREAS, The Kenai Peninsula Borough as a Second Class Borough shall provide for
13	planning on an area wide basis in accordance with AS 29.40; and
14	
15	WHEREAS, As provided in Kenai Peninsula Borough Code 21.01.025, cities in the
16	$Borough\ requesting\ extensive\ comprehensive\ plan\ amendments\ may\ recommend\ to\ the\ Kenai$
17	Peninsula Borough Planning Commission a change to the city comprehensive plan; and
18	
19	WHEREAS, The City of Homer has prepared an extensive comprehensive plan update in
20	the form of the 2024 Homer Transportation Plan; and
21	WILEDEAC TI 2024II. T
22	WHEREAS, The 2024 Homer Transportation plan will guide the development motorized
23	and non-motorized transportation for the City of Homer; and
24 25	WHEREAS, City of Homer Commissions participated in the plan creation and provided
26	comments; and
27	comments, and
28	WHEREAS, There was extensive public participation, including a yearlong focus of the
29	grass roots group Homer Drawdown and a survey that included over five hundred responses;
30	and
31	
32	WHEREAS The Homer Planning Commission conducted a public hearing on May 1, 2024
33	and recommended approval by the Kenai Peninsula Borough; and
34	
35	WHEREAS, The Homer City Council, based upon the recommendation of the Homer
36	Planning Commission, recommends that the Kenai Peninsula Borough Planning Commission
37	and Assembly adopt the 2024 Homer Transportation Plan.
38	
39	NOW, THEREFORE, THE CITY OF HOMER ORDAINS:
40	
41	Section 1. The 2024 Homer Transportation Plan is hereby adopted as an element of
42	the City of Homer Comprehensive Plan, superseding the 2004 Homer Non-Motorized
43	Transportation and Trails Plan and the 2005 Homer Area Transportation Plan.

Section 2. The previously adopted Homer Master Roads and Streets Plan (1986), and 44 the Homer Town Center Development Plan (2006), Homer Spit Plan (2010) and the Homer 45 46 Comprehensive Plan (2018) remain part of the Homer Comprehensive Plan. 47 Section 3. Subsection (b) of Homer City Code 21.02.010, Comprehensive Plan-48 Adoption, is amended to read as follows: 49 The following documents, as initially approved and subsequently amended, are 50 adopted by reference as comprising the Homer Comprehensive Plan. 51 Homer Comprehensive Plan (2018) 52 1. 2. Homer Master Roads and Streets Plan (1986) 53 Homer Non-Motorized Transportation and Trail Plan (2004) 3. 54 Homer Area Transportation Plan (2005) 4. 55 Homer Town Center Development Plan (2006) 56 5. Homer Spit Plan (2010) 6. 57 58 Section 4. The City hereby recommends that the Kenai Peninsula Borough Planning 59 Commission and Assembly adopt the 2024 Homer Transportation Plan as extensive 60 comprehensive plan amendments under Kenai Peninsula Borough Code 21.01.025, and as an 61 element of the Official Borough Comprehensive Plan within the City of Homer planning area of 62 the Borough. 63 64 65 Section 5. Sections 1 through 3 of this ordinance shall take effect upon the adoption of 66 the 2024 Homer Transportation Plan by the Kenai Peninsula Borough Assembly. The remainder of this ordinance shall take effect upon its adoption by the Homer City Council. 67 68 69 Section 6. Section 3 of this ordinance is of a permanent and general character and shall 70 be included in the city code. The remainder of this ordinance is not of a permanent nature and 71 is a non-code ordinance. 72 73 ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this ____ day of August, 2024. 74 CITY OF HOMER 75 76 77 78 79 KEN CASTNER, MAYOR 80 81 82 ATTEST: 83 84 85 RENEE KRAUSE, MMC, CITY CLERK 86

Page 3 of 3 ORDINANCE 24-31 CITY OF HOMER

YES:
NO:
ABSTAIN:
ABSENT:
First Reading:
Public Hearing:
Second Reading:
Effective Date:

1	CITY OF HOMER	
2 3	HOMER, ALASKA	City Managor
	RDINANCE 24-31(S)	City Manager
5		
6 AN ORDINANCE OF TH	E HOMER CITY COUNCIL ADOPTING THE	
7 2024 HOMER TRANSPO	DRTATION PLAN, AMENDING THE HOMER	
8 COMPREHENSIVE PLA	N TO INCLUDE THE TRANSPORTATION	
9 PLAN AND RECOMMENI	DING ADOPTION BY THE KENAI PENINSULA	
10 BOROUGH.		
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	la Borough as a Second Class Borough sh	all provide for
planning on an area wide basis in acc	ordance with AS 29.40; and	
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•	enai Peninsula Borough Code 21.01.025	•
	ehensive plan amendments may recommer	
	sion a change to the city comprehensive p	lan; and
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23 and non-motorized transportation for		ent motorized
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	nmissions participated in the plan creation	and provided
26 comments; and		, p
27		
28 WHEREAS, There was extensiv	e public participation, including a yearlor	ng focus of the
29 grass roots group Homer Drawdown	and a survey that included over five hundr	ed responses;
30 and		
31		
	g Commission conducted a public hearing o	on May 1, 2024
and recommended approval by the Ko	enai Peninsula Borough; and	
34		
· · · · · · · · · · · · · · · · · · ·	ouncil, based upon the recommendation	
_	that the Kenai Peninsula Borough Plannin	g Commission
and Assembly adopt the 2024 Homer	Transportation Plan.	
38	AT HOMED ODDAINS.	
NOW, THEREFORE, THE CITY O	F HOMER ORDAINS:	
40 Section 1. The 2024 Homer Tra	ansportation Plan is hereby adopted as an	element of the
	Plan, superseding the 2004 Homer N	
	e 2005 Homer Area Transportation Plan.	1011 11101011200

44 45 46 47	<u>Section 2.</u> The previously adopted Homer Master Roads and Streets Plan (1986), and the Homer Town Center Development Plan (2006), Homer Spit Plan (2010) and the Homer Comprehensive Plan (2018) remain part of the Homer Comprehensive Plan.
48	Section 3. Subsection (b) of Homer City Code 21.02.010, Comprehensive Plan—
49	Adoption, is amended to read as follows:
50	b. The following documents, as initially approved and subsequently amended, are
51	adopted by reference as comprising the Homer Comprehensive Plan.
52	1. Homer Comprehensive Plan (2018)
53	2. Homer Master Roads and Streets Plan (1986)
54	3. Homer Non-Motorized Transportation and Trail Plan (2004)
55	4-3. Homer-Area Transportation Plan (2005 2024)
56	5 4. Homer Town Center Development Plan (2006)
57	6 <u>5.</u> Homer Spit Plan (2010)
58	
59	Section 4. The City hereby recommends that the Kenai Peninsula Borough Planning
60	Commission and Assembly adopt the 2024 Homer Transportation Plan as extensive
61	comprehensive plan amendments under Kenai Peninsula Borough Code 21.01.025, and as an
62	element of the Official Borough Comprehensive Plan within the City of Homer planning area of
63	the Borough.
64	Continue F. Continue 1 thursuals 2 of this audinous a shall talks affort we are the and outline of
65	Section 5. Sections 1 through 3 of this ordinance shall take effect upon the adoption of
66 67	the 2024 Homer Transportation Plan by the Kenai Peninsula Borough Assembly. The remainder of this ordinance shall take effect upon its adoption by the Homer City Council.
68	remainder of this ordinance shall take effect upon its adoption by the nomer City Councit.
69	Section 6. Section 3 of this ordinance is of a permanent and general character and shall
70	be included in the city code. The remainder of this ordinance is not of a permanent nature and
71	is a non-code ordinance.
72	
73	ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA, this day of August, 2024.
74	
75	CITY OF HOMER
76	
77	
78	
79	KEN CASTNER, MAYOR
80	
81	
82	
83	ATTEST:
84	
85	
86	RENEE KRAUSE, MMC, CITY CLERK

Page 3 of 3 ORDINANCE 24-31(S) CITY OF HOMER

87	
88	YES:
89	NO:
90	ABSTAIN:
91	ABSENT:
92	
93	First Reading:
94	Public Hearing:
95	Second Reading:
96	Effective Date:



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

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

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

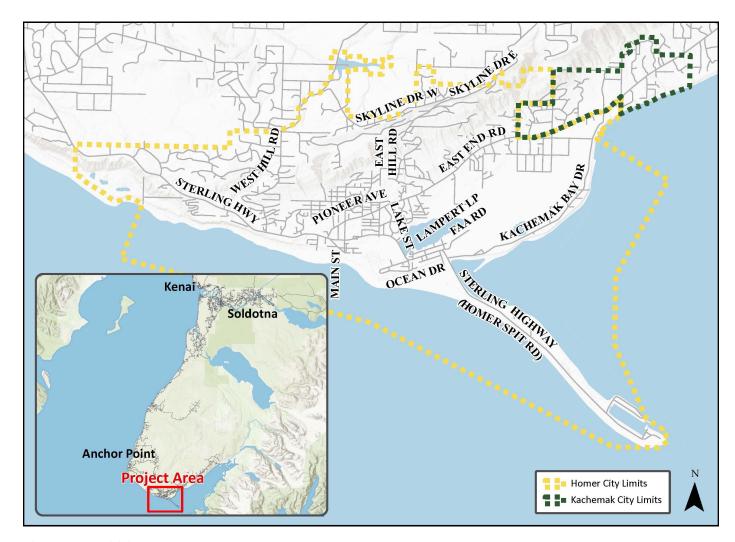


Figure 1: Homer Vicinity Map

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

Table 1: Past Plans

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

Table 2: Pending and Ongoing Plans and Projects

The Transportation Plan includes the following key sections:

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

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

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

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

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

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

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

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

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

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



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

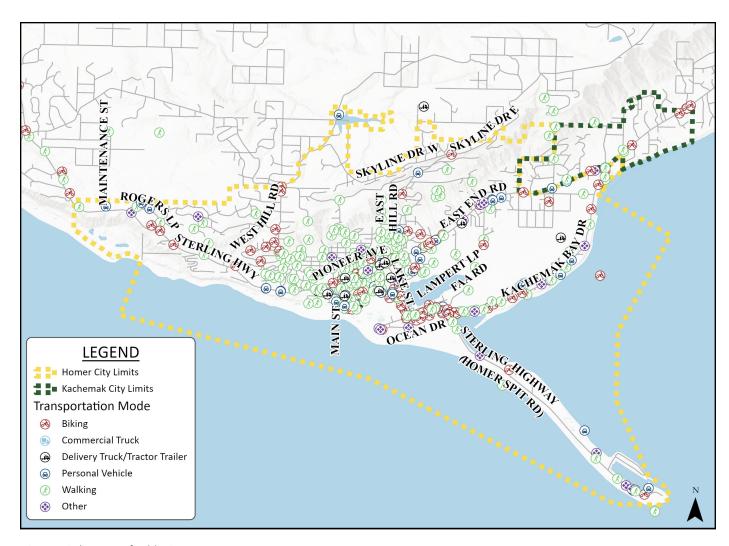
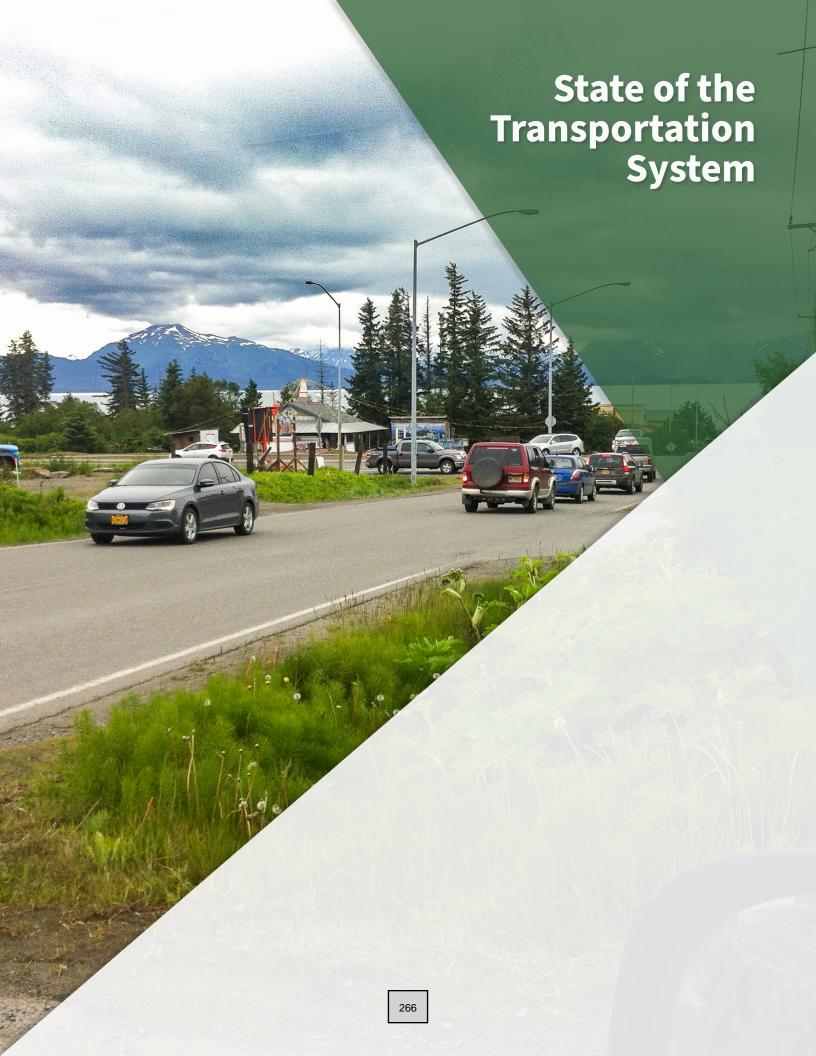


Figure 3: Online Map of Public Comments

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

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



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

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

ROAD SYSTEM

Functional Classification

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

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

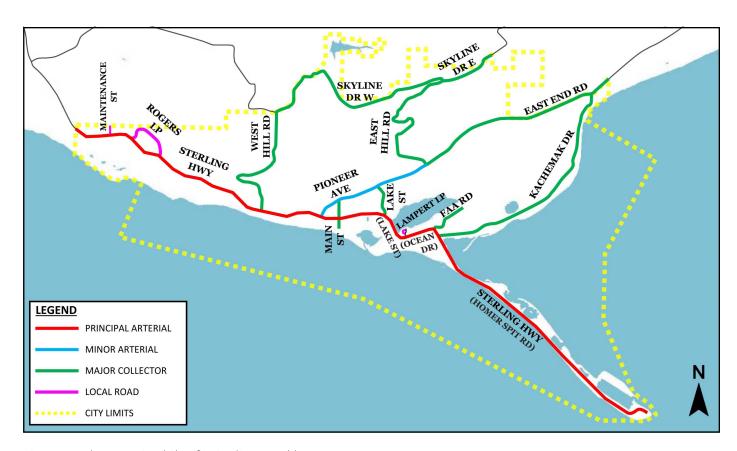


Figure 4: Roadway Functional Classification (State Roads)

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

DOT&PF Routes

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

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

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

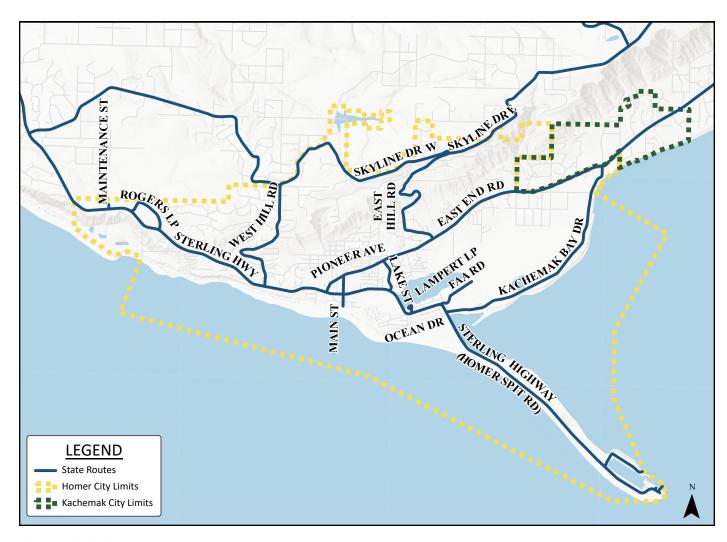


Figure 5: DOT&PF State Routes

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

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

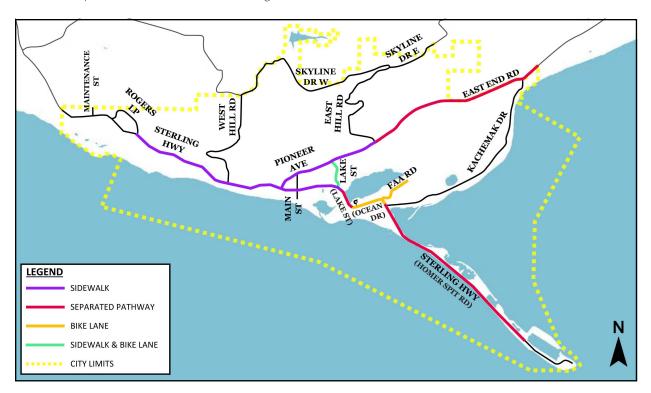


Figure 6: Non-Motorized Facilities along State Routes

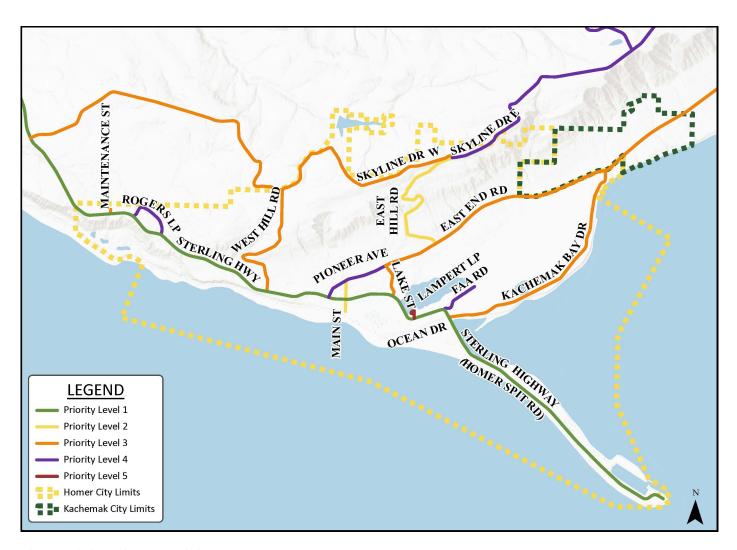


Figure 7: DOT&PF Maintenance Priority Map

City-Owned Routes

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

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

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

Traffic Volumes

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

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

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

The 2024 Homer Transportation Plan is a 20-year plan, with a planning year of 2045. An annual traffic growth rate was forecasted by first identifying the relationship between historical population and traffic volumes and then applying that relationship to population growth forecasts for the Kenai Peninsula Borough to determine traffic volumes. This method yields a very low growth rate (0.1% per year) since the borough population is forecasted to not grow very much over this time period. A second traffic forecasting method looked at the historical growth rate from 2012 through 2019 and applied the same rate to future growth. This method yields a modest growth rate of 1.0% per year (equivalent to a 30% increase from 2021 to 2045).

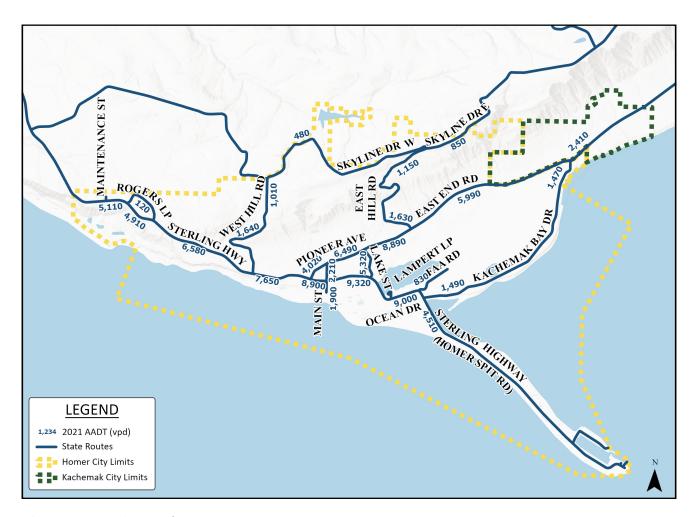
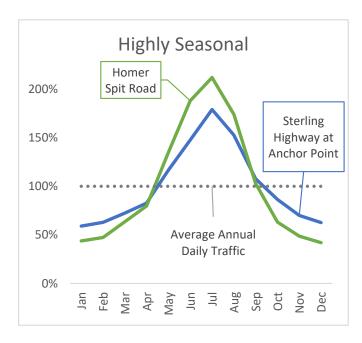


Figure 8: 2021 AADT State Roads



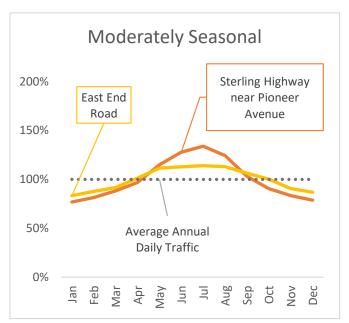


Figure 9: Monthly Traffic Volume as a Percentage of Average Annual Daily Traffic

Operational Quality of State Roads

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

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

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

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

What improvements are needed?

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

Winter Maintenance and Snow Storage

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

Electric Vehicles

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

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

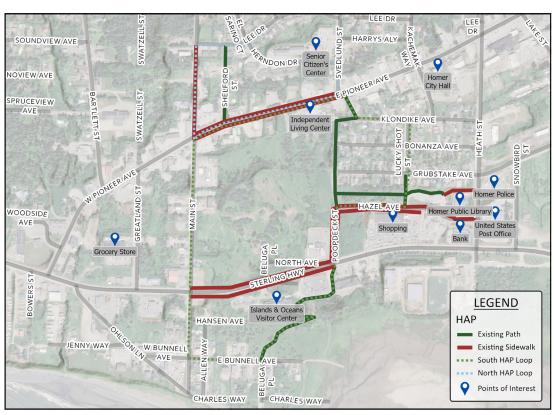
Walking and Biking

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

What improvements are needed?

Walking and Biking

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



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

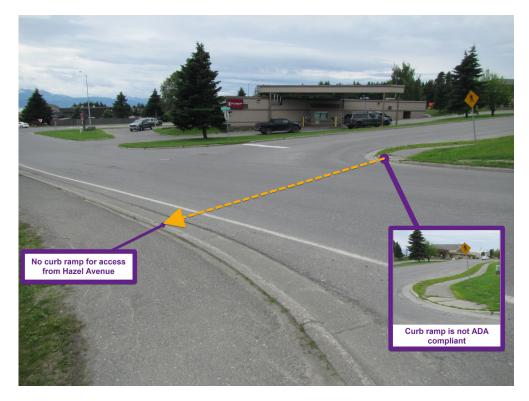


Figure 11: Obstructed Path of Travel near the Homer Public Library and Post Office

What improvements are needed? (continued)

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

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

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

Connectivity and "Path of Travel"

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

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

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

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

CFR 28.1.35.151(b)(4)

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

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

Winter Maintenance and Snow Storage

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

Recreational Trails

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

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

Truck Routes

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

What improvements are needed?

Truck Routing

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

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

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

Special Traffic Generators

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

Schools

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

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

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

Table 5: Homer Schools Start and End Times

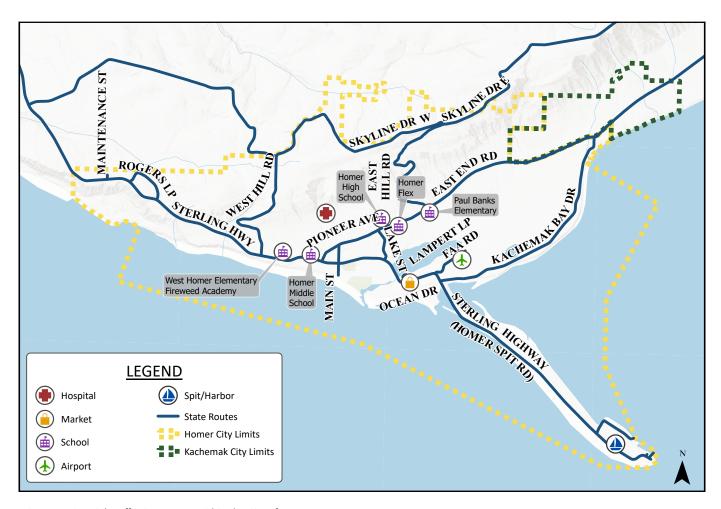


Figure 12: Special Traffic Generators within the City of Homer

Hospital Shifts

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

Farmers Market

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

Homer Spit

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

The City of Homer Port & Harbor

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

Homer Airport

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



Figure 13: Homer Spit path

TRANSIT

Existing Transit System

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

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

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

What improvements are needed?

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

Transportation for Young Adults

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

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

Affordable Transportation

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

Seasonal Congestion and Parking

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

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

Environmental Impacts

In 2022, from Memorial Day weekend to Labor Day, 817,000 vehicle trips were counted at the Spit data collection location, equivalent to approximately 153,000 gallons of gasoline consumed and the release of 1,400 metric tons in C02 emissions. If even 10% of those trips could be made by transit, there would be a reduction in CO2 emissions of 140 metric tons.

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

EVACUATION ROUTES

Tsunamis

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

Wildfires

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

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

What improvements are needed?

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

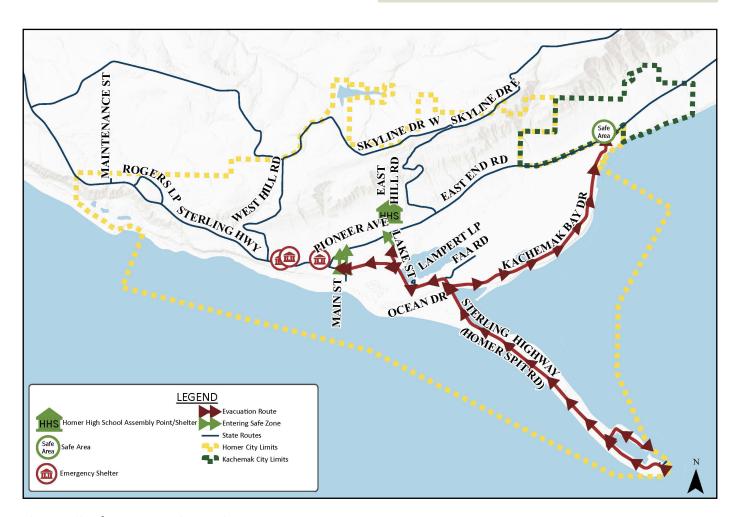


Figure 14: City of Homer Tsunami Evacuation Routes

TRANSPORTATION FUNDING

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

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

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



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



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



DESIGNING FOR PERSONS OF ALL AGES AND ABILITIES

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

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

Specific Needs

Seniors

Homer is relatively unique in its senior population when compared to Alaska in general and the nation at large. According to 2021 data from the U.S. Census Bureau¹, roughly 20.3% of the Homer population is age 65 and older, compared to 13% statewide. While the median age of Homer residents is about 39 years of age, there is also a significant portion of residents that are nearing retirement age. Homer's aging population of persons 60 years and older shows a continuing upward trend.

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

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

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

Individuals with Disabilities

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

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

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

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

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

Speed, Safety, and Crash Outcomes

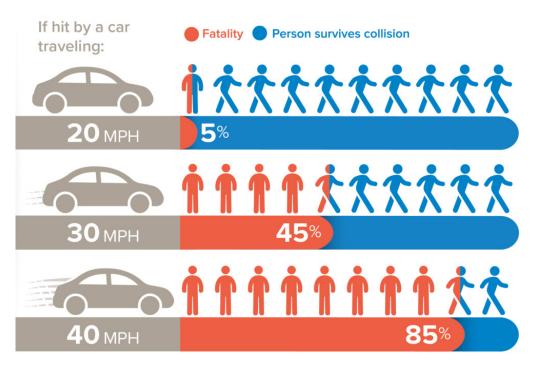
Aging adults and individuals with disabilities are far more likely to experience serious injury or death within transportation networks. Both groups are typically more reliant on the pedestrian environment to meet daily mobility needs and as such are more vulnerable. Studies also indicate a much higher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

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

All Ages & Abilities Design Best Practice and the ADA

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

Federal Highway Administration



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

Figure 17: Pedestrian Injury Rates by Speed of Vehicle

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





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

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

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

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

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



Figure 19: Driveway Entrance with Level Cross Slope



Figure 20 : Driveway Entrance with Steep Cross Slope

PEDESTRIAN CROSSWALKS

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

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

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

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

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



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

TRAFFIC CALMING

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

Traffic Calming and Complete Streets

Traffic calming is often used to improve safety and comfort for walking and biking through retroactive treatments that decrease vehicle speeds in a neighborhood or along a corridor. Designing for Complete Streets is proactive and includes: considering walking and biking when setting design speeds; appropriately separating users in time and space; improving connectivity and access for walking, biking, and transit; and implementing safety treatments.

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

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

Complete Streets

Designing and operating streets to enable safe use and support mobility for all users (including drivers, pedestrians, bicyclists, public transportation riders)

Designing for People

Design streets to balance the needs of diverse users in order to shape an enticing environment that ensures access, safety, comfort, and enjoyment for everyone.

Streets as Places

Design and construction of public streets focused on building places that improve the quality of life and the environment rather than simply move vehicles from place to place

Vision Zero

Strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all

Figure 22: Safety-focused approaches to transportation planning

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

Traffic Calming Devices

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

Speed Humps and Tables

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

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

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

On Street Parking

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

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

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



Figure 23: Speed Hump on Beluga Pl

Bulb-Out

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

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

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

Chicanes

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

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

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

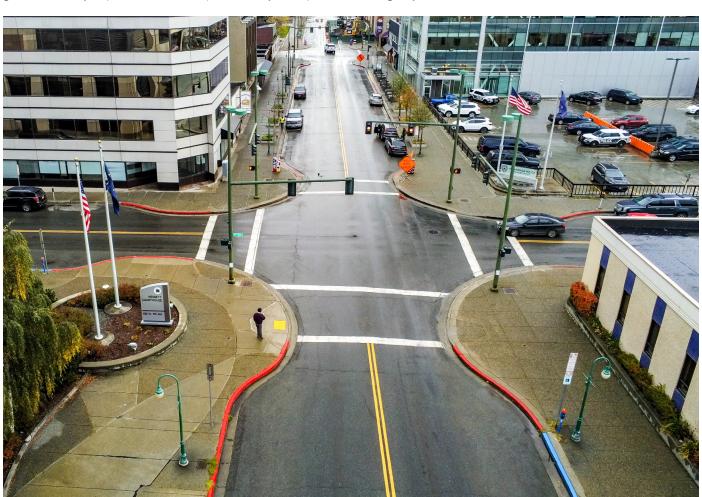


Figure 24: Curb Bulb-outs in Downtown Anchorage, Alaska

Traffic Circles

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

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

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

Speed Feedback Signs

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

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

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

Supplemental Traffic Calming Measures

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

Landscaping - Increase vehicle and pedestrian visibility.

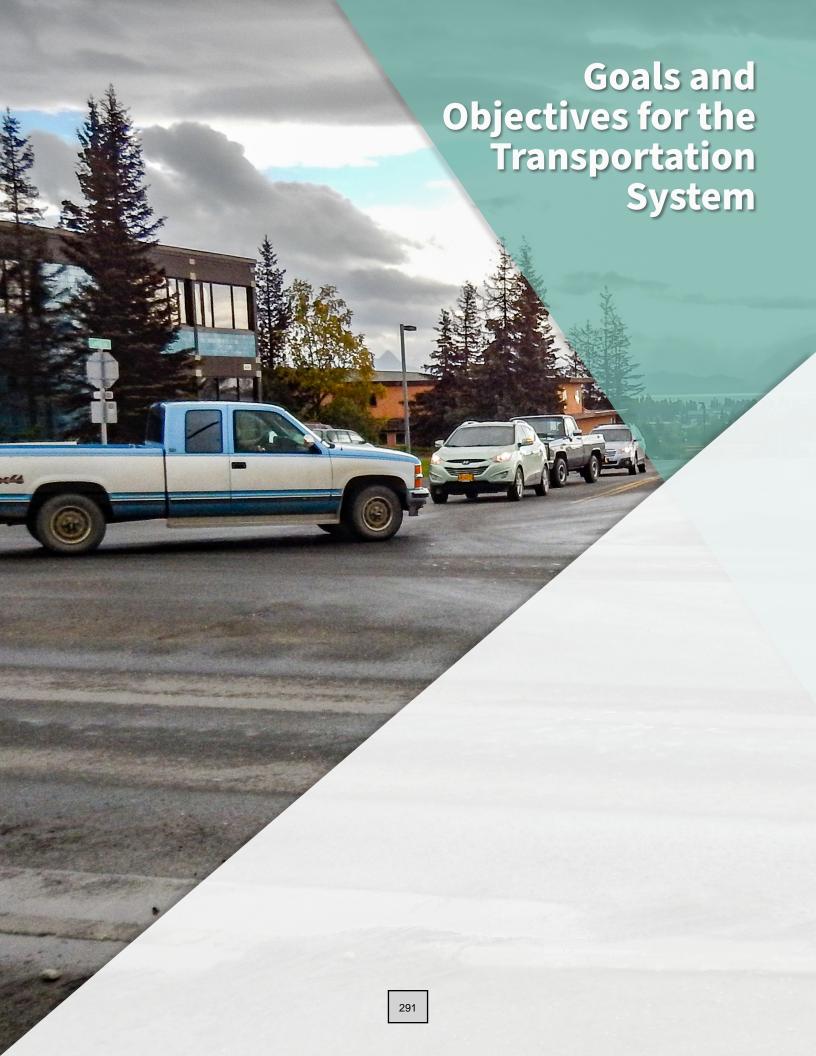
Education and Enforcement – These can be used as a precursor to physical measures to help roadway users know how to navigate upcoming traffic calming measures.



Figure 25: Traffic Circle on Gillam Way in Fairbanks



Figure 26: Speed Feedback Sign on Gillam Way in Fairbanks



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Prioritizing building or improving collector roads that allow drivers to access a signal on a major arterial or travel directly between adjacent neighborhoods will decrease delay and trip length without necessitating major improvements to the arterial network.

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

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

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

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

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

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

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

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

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

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

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

The public has identified maintenance of the sidewalks, paths, or bike lanes along DOT&PF-owned roadways as a top priority

for improvement. Transferring maintenance responsibility is one possible solution. There may be some roads currently under state ownership that should be under city ownership. It is necessary for the COH and ADOTPF to cooperate in jointly planning for roads in the COH (and broader) area.

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

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

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

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

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

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

GOAL 4: PROVIDE EXPANDED TRANSPORTATION OPTIONS FOR RESIDENTS AND VISITORS

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

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

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



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

POLICIES

Truck Network

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

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



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

E-Bike Legislation

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

Bicycle Parking

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

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

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

Transfer of Responsibility Agreements for State Roads

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

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

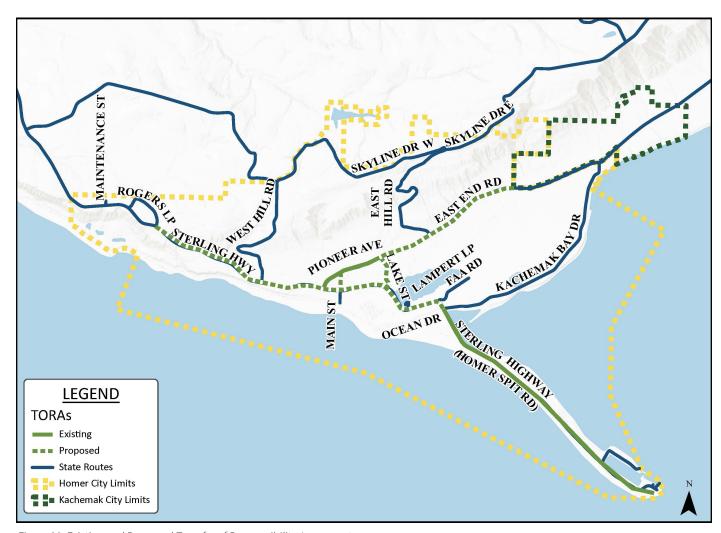


Figure 28: Existing and Proposed Transfer of Responsibility Agreements

Ownership of State Roads

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

Maintenance Standards

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

Update Non-Motorized Facility Design Standards

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

Complete Streets/All Ages and Abilities Policy

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

Transit Options

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

Traffic Calming

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

PROJECTS

Bicycle Safety Campaign

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

Parking Study

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

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

Improve Drop-Off and Pick-Up Locations at Schools

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

Neighborhood Connectivity to Schools

Neighborhood Col	· y
Goals and Objectives	Objective 2A Identify a priority pedestrian network that connects key generators and develop a plan to build these connections Objective 2B Identify a priority low-stress bicycle network that connects key generators, develop a plan to build these connections and encourage appropriate bicycle parking Objective 2B Identify a priority low-stress bicycle network that connects key generators, develop a plan to build these connections and encourage appropriate bicycle parking Objective 3A Reconstruct and proactively maintain pedestrian facilities to ensure year-round usability Objective 3B
	Reconstruct and proactively maintain bicycle facilities to ensure year-round usability
Project Description	
Project Description Benefits	Reconstruct and proactively maintain bicycle facilities to ensure year-round usability Encourage Kenai Peninsula Borough to build improved trails between schools and surrounding neighborhoods. Several survey comments requested established trails from neighborhoods to the nearby schools. West Homer Elementary, Middle, and High schools all have natural surroundings to the north. It seems that students have been traversing these areas despite the lack of a maintained and designated trail. To ensure the safety of children walking to school, and to create more connectivity to the schools, a set of trails between
, ,	Reconstruct and proactively maintain bicycle facilities to ensure year-round usability Encourage Kenai Peninsula Borough to build improved trails between schools and surrounding neighborhoods. Several survey comments requested established trails from neighborhoods to the nearby schools. West Homer Elementary, Middle, and High schools all have natural surroundings to the north. It seems that students have been traversing these areas despite the lack of a maintained and designated trail. To ensure the safety of children walking to school, and to create more connectivity to the schools, a set of trails between the schools and the surrounding neighborhoods should be identified, constructed, and maintained. Provides a safe passage for children walking to school, encouraging active transportation, and providing
Benefits	Reconstruct and proactively maintain bicycle facilities to ensure year-round usability Encourage Kenai Peninsula Borough to build improved trails between schools and surrounding neighborhoods. Several survey comments requested established trails from neighborhoods to the nearby schools. West Homer Elementary, Middle, and High schools all have natural surroundings to the north. It seems that students have been traversing these areas despite the lack of a maintained and designated trail. To ensure the safety of children walking to school, and to create more connectivity to the schools, a set of trails between the schools and the surrounding neighborhoods should be identified, constructed, and maintained. Provides a safe passage for children walking to school, encouraging active transportation, and providing additional travel options.

Pioneer Avenue as an Extension of the HAP Loop

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

Old Town Connections as an Extension of HAP Loop

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

Kachemak Drive Reconnaissance Engineering Study

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

Regularly Update Existing Trails Maps

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

Identify Additional Priorities for Walking & Biking Infrastructure

Goals and Objectives	Objective 3A Reconstruct and proactively maintain non-motorized facilities to ensure year-round usability
	Identify priority areas for non-motorized travel and develop a plan for constructing sidewalks, paths, and trails in those areas. Wayfinding and streetscape improvements should be included. Survey respondents identified numerous sidewalks, paths, and trails that they would like to see constructed. These include:
	Connections between neighborhoods along Skyline Drive and those near the hospital and the high school
	Sidewalk or bike lanes along East Hill and West Hill Roads
Project Description	Pathways further out on the Sterling Highway and on East End Road
	Path along routes parallel to Ocean Drive
	Paths around the airport and connecting to areas along East End Road
	Traffic calming along Skyline Drive
	Access to beaches
	Connections from outlying areas into Homer (ex: Diamond Creek Trails)
Benefits	Satisfies the public desire for trails, sidewalks, and bike lanes.
	Improves pedestrian safety.
	Adds to the transportation network.
Challenges	Attaining funding.
	Coordination with DOT&PF.
	Increased maintenance burden.
Related Projects	Project 8 Regularly Update Existing Trails Maps

Complete East-West Connections

Goals and Objectives	Objective 2C Identify key gaps in the collector road network and develop a plan to build these connections
Project Description	Build additional east-west connections. This will add to the collector network and provide alternative routes to the heavily traveled arterial roadways. The road construction should include walking and biking infrastructure and traffic calming.
Benefits	Improves the collector network and reduces the stress on arterials like Pioneer Avenue.
Challenges	Attaining funding Right-of-way and utilities may be a concern Local public opposition due to change in neighborhood traffic volumes and speeds
Related Projects	Project 3 Improve Drop-Off and Pick-Up Locations at Schools



AADT Annual Average Daily Traffic

AASHTO American Association of State Highway Transportation Officials

ADA Americans with Disabilities Act

APBP Association of Pedestrian and Bicycle Professionals

BUMPS Basic Unified Multi-Path Service

CBD Central Business District

DOT&PF Alaska Department of Transportation and Public Facilities

EPA United States Environmental Protection Agency

FHWA Federal Aviation Administration

Federal Highway Administration

HAP Homer All Ages and Abilities Pedestrian Pathway

IATSS International Association of Traffic and Safety Sciences

ILC Independent Living Center

KE Kinney Engineering

Los Level of Service

M&O Maintenance and Operations

NHS National Highway System

TORA Transfer of Responsibility Agreement

USDOT United States Department of Transportation

306 Abbreviations | Page 47



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

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

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

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

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

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

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

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

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

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

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

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

Path of Travel: A continuous and unobstructed pedestrian route.

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

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

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

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

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

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

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

Definition of Terms | Page 49



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References | Page 51

Appendix A: Summary of Public Involvement



City of Homer Transportation Plan Survey Results

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

83% use a car daily

27% walk daily

29% walk weekly

Concerns raised when using different modes of travel



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



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



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

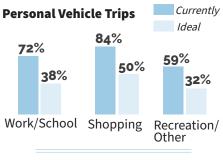


- » Drivers
- » Bike Lanes
- » Bike Paths
- » Safetv
- » Trails

What should the **Transportation** Plan prioritize **SAFETY MAINTENANCE** CONNECTIVITY

Travel Habits - Current & Ideal

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









Ideal

Currently

Work/School Shopping



Bicycle Trips





20%

18% 3%

23%

Work/School Shopping

Recreation/ Other



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

Beach Access

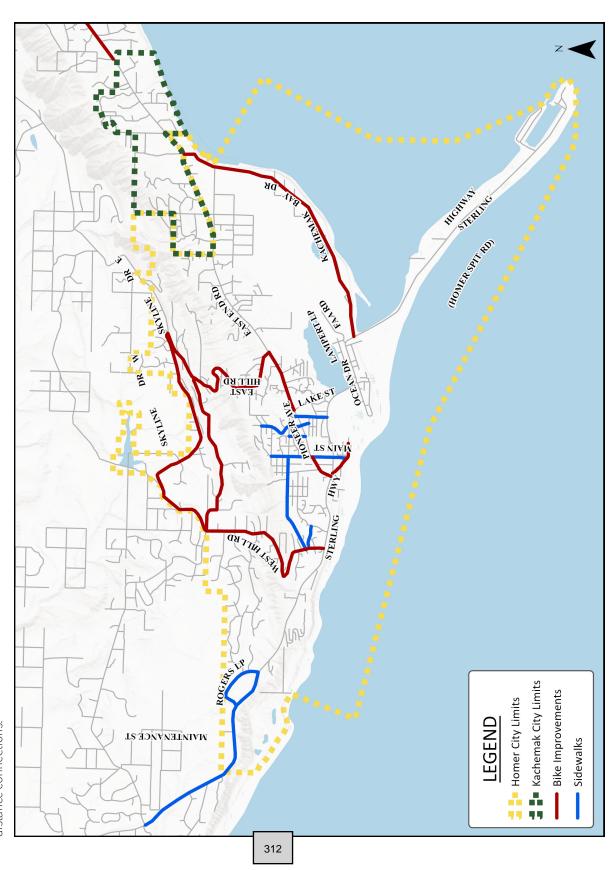
Guardrail Trail/Path

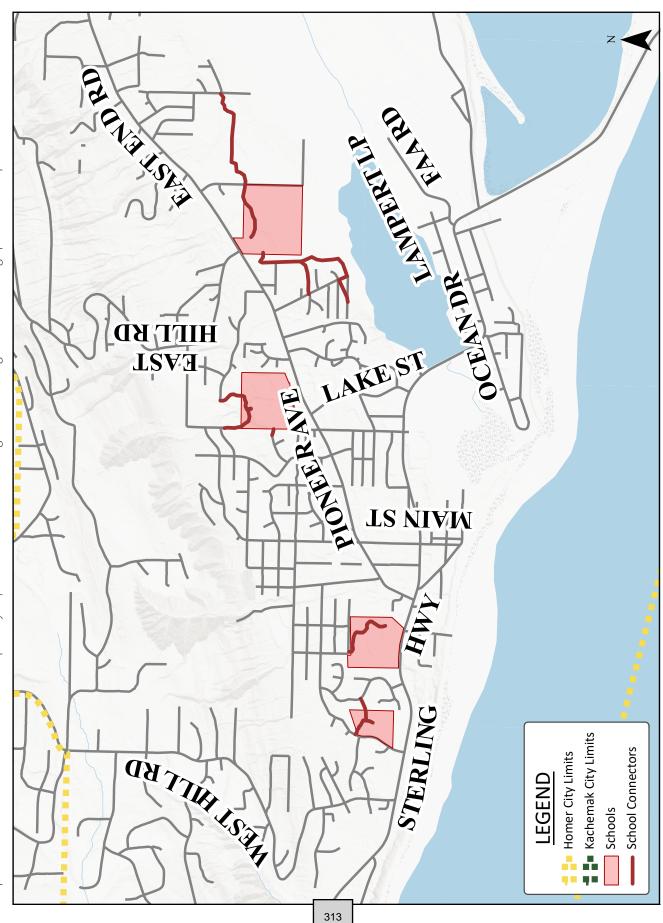
Crosswalks **Shopping**

Paved

Appendix B: Desired Walking or Biking Improvements from Public Comment

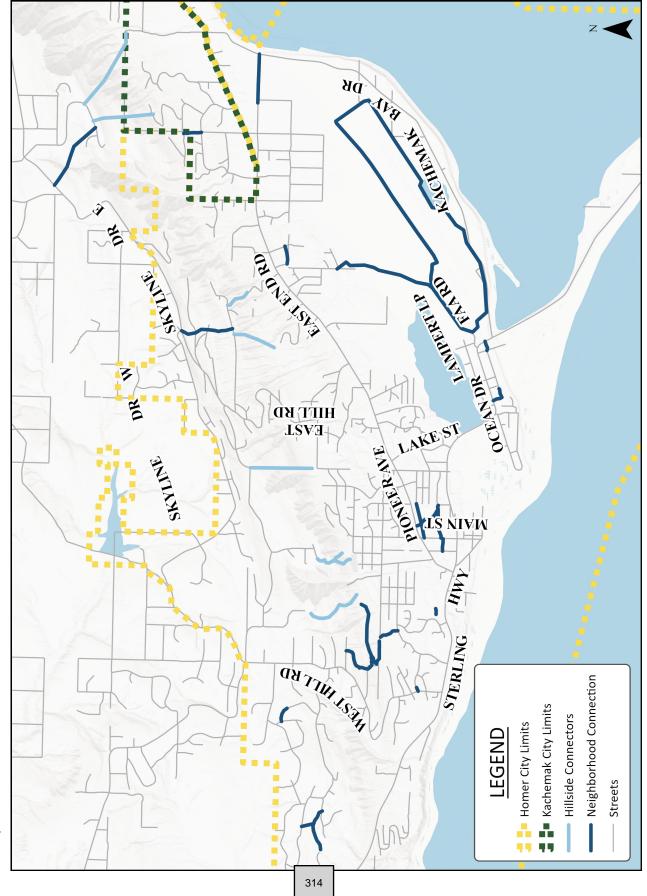
Respondents made comments in an online map. Requests for sidewalk improvements were focused in the central Homer area. Requests for bike facilities focused on longer distance connections.





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

Respondents made comments in an online map. Many requests focused on connecting neighborhoods, including connecting upper hillside with lower hillside, through path or trail improvements.



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

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



Resolution 24-104, A Resolution of the City Council of Homer, Alaska Directing the City Manager to Address Speeding on West Fairview. Davis.

Item Type: Backup Memorandum

Prepared For: Mayor Castner and Homer City Council

Date: September 19, 2024

From: Melissa Jacobsen, City Manager

Council Member Davis and others who reside on West Fairview have provided comments to Council at their meetings and directly to Public Works regarding concerns of speeding and pedestrian safety following the development of the West Fairview connection from Eric Lane.

I've been in conversations with Public Works staff regarding this matter since it's come up and we've considered what solutions might be viable for the situation as we transition between summer and winter maintenance. It's not feasible to keep candlestick markers or cones along the roadway as was done during the summer because they interfere with the grader work that is being performed following recent rainfall and in preparing the road for winter maintenance.

We've talked internally about some interim solutions for the area that include installing colored stake whiskers (reflective tabs are affixed by adhesive and won't work on gravel) to delineate the pedestrian area from the road. These have to be ordered so will take some time to get here and then be installed. The grader could pass over these, however they would have to be replaced as they are pulled out of the gravel and won't be visible after it snows. We've also recently shared some emails regarding signage options that could be placed along the roadway to alert drivers and pedestrians to where the pedestrian path is.

It's my understanding that Homer Police increased their patrols of the area for a period of time and reported that they didn't observe speeding during their patrols. Chief Robl will be back in office on the 23rd and I'll confirm this prior to the meeting time.

It's important to remember this isn't the only area where there's a need, and as a result of doing this work it will create a staffing impact to attempt to address other areas for this short shoulder season between summer and winter.

Traffic calming is something staff and Council Members Lord and Davis have been discussing generally because it's important to remember this is an issue in other areas, not just West Fairview. There is a work session scheduled for October 14th to discuss traffic calming.

I'll appreciate any additional feedback on this specific to this matter from Council.

Attachments:

Memorandum CC-24-104
City Council

September 19, 2024

Memorandum from Public Works Director Kort Email correspondence from City Engineer Galbraith



To: Melissa Jacobsen, City Manager

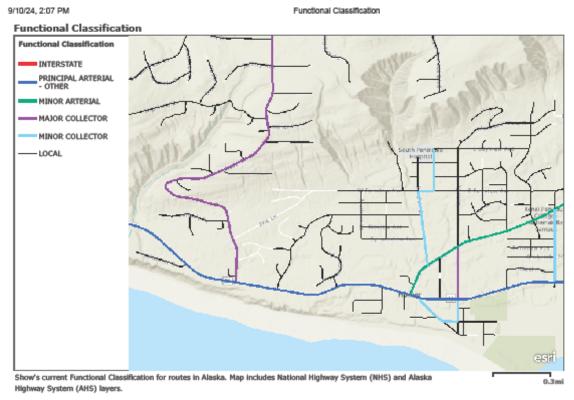
From: Daniel Kort, Public Works Director

Date: September 11, 2024

Subject: Eric Lane / Fairview Avenue

Background:

The project extending Eric Lane and Fairview Avenue was completed in the fall of 2022. This project opened up a lot of property to development and was a significant step towards connectivity improvement across the City of Homer (City). The 1998 and 2005 Transportation Plans had identified this route as a "minor collector route". The image below, provided from the Alaska Department of Transportation's website provides an indication of road way definition's around the City of Homer. The term "arterial" is used to define a major transportation route, while the term "collector" is used to define a secondary transportation route, and the term "local" is used for local roads in areas such as residential areas.



Esri, NASA, NGA, USGS, FENA | Kenal Peninsula Borough, State of Alaska, Esri, TomTom, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, US Census

Bureau, USDA, USFWS

Memorandum City Manager September 23, 2024

You will note that Bartlett Street was identified as a "minor collector" in this map, and the development around Fairview Avenue and Eric Lane is shown on the figure, but had not been developed yet, so it's shown in white. With the Eric Lane and Fairview Avenue project completion, it is anticipated that the Eric Lane and Fairview Avenue will be reclassified to a "minor collector" all the way to the Hospital, just like Bartlett Street. The City's designed layout eventually will create complete connectivity of Fairview from West Hill Road to East End Road and the whole distance would likely all be classified as a "minor collector".

The Subdivision Agreement for the Terra Bella Subdivision/Fairview Avenue West: Road and Sewer Improvement identifies requirements for gravel roads and an 8' wide shoulder extension on the north. The final product of this request provides the appearance of an extra wide roadway.

The developer had verbally stated their intention to the Public Works Department (PWD) to pave the Eric Lane portion of the project, however this verbal agreement made 2-years ago. Since then, the developer sold their interest in the Fairview Avenue portion of the project and there was no agreement made to pave the Fairview Avenue portion of the project with the new developer.

Since the development of the Eric Lane and Fairview Avenue project, the residents of the area have noticed a shift in traffic patterns where people appear to be transiting to the medical district from the West Hill Road using the new Eric Lane and Fairview Avenue route as opposed to the Sterling Highway and Bartlett Street. The gravel roadway and sidewalk is also being utilized for parking and staging of construction materials and equipment for housing being developed.

The City has received input from homeowners along this roadway that vehicles are passing through this area at excessive speeds. The Police Department provided law enforcement presence on Fairview Avenue upon the initial complaints and noted they did not observe excessive speeds as indicated. It is likely the presence of law enforcement briefly changed driving behaviors. Additionally, the PWD installed speed limit signs at both ends of Eric Lane and Fairview Avenue in accordance with Alaska Department of Transportation standards. The PWD also re-graded the roadway to create a slight gravel berm to define the roadway from the sidewalk, painted the gravel berm, and placed candlestick cones along the sidewalk to more clearly defining the sidewalk from the roadway and create a narrower roadway. The PWD further placed a Speed Measurement Trailer (Speed Cart) along the Eric Lane and Fairview Avenue.

Based upon City Councilor's and public feedback, the PWD's efforts appeared to provide at least partial relief to the issue of pedestrian safety and reducing speed of traffic. However, it must be noted, the gravel berm and candle stick cones were a temporary summer measure. The gravel berm impedes stormwater migration off of the road surface. This impediment to stormwater means water is either trapped on the road surface making the road fall apart faster by ponding water, creation of potholes, and water running down the road surface eroding and carrying fine road material off the road and into waterways. Further, both the berm and candle stick cones prevent typical road maintenance, particularly in winter for snow plowing.

Memorandum City Manager September 23, 2024

The City's PWD removed the Speed Cart from Eric Lane and Fairview Avenue to temporarily place it at the Ben Walters Sidewalk Construction project once school opened for the school year to provide additional safety to students walking between the Homer High School and McDonalds.

The City's PWD switches gears towards a "winter mode of operation" after the Labor Day holiday, which includes final grading of roads and removal of obstacles for winter plowing. The gravel berm on Eric Lane and Fairview Avenue had already created stormwater damage and with the ensuing fall rainy season, Eric Lane and Fairview Avenue were a priority to repair as well as remove the berm that was impeding stormwater flow. The cones impede grading and future snow removal, so the cones were also removed from the roadway.

The removal of the cones, gravel berm, and speed cart caused an increase in complaints from the public and Councilors about Eric Lane and Fairview Avenue sidewalk definition and speed reduction efforts.

Options:

The PWD has put a lot of effort into evaluation of options related to Eric Lane and Fairview and come up with the following options or combination of options for City Council to consider.

Short-Term

- Option 1 Over the coming winter, the PWD will plow only an approximate 20-ft width of roadway and leave the remaining portion unplowed or as snowbanks.
 - Pro's: The narrower roadway will leave the perception of a narrower roadway and thereby in theory slow traffic down.
 - Con's: This will mean that pedestrians will need to navigate down an un-plowed pathway. The likely outcome of this is pedestrians will move into the plowed roadway rather than walk the unplowed pathway. This also stores water in the form of snow and ice upon the road/sidewalk surface. Water on a road surface only serves to weaken the road's integrity and means it's going to have a shorter life between re-building investment.
- Option 2 Plow the full width of the road and allow pedestrians and traffic share the same roadway width for the winter until a better solution is found.
 - Pro's: This is what has occurred over the past year or two. This is the easiest and most cost effective. This serves to best protect the road surface from damage by stored water on the surface.
 - Con's: This does nothing to solve the problem of slowing traffic or pedestrian safety.
- Option 3 Plow the full width of the road and utilize volunteers to remove and replace cones during snow storm events, and plow road and sidewalk the full width of the roadway.

- Pro's: This meets the needs of the PWD for plowing and getting the snow (water) off of the driving surface.
- Con's: Gaining cooperation and full participation from a volunteer workforce is unlikely. The PWD begins plowing at 4:00am and the likelihood of the cones being removed prior to plowing is unlikely. The PWD could plow and knock the cones into the ditch and let the volunteer force recover the cones, however this is likely to damage a majority of these cones and further, there is a high likelihood the cones will be buried by the snow and unfindable until spring. There's a high likelihood we will need a substantial supply of cones to replenish the lost and damaged cones.
- Option 4 The PWD purchase fixed speed limit radar signs and install them near the mid-points of Eric Lane and Fairview Avenue in opposing directions.
 - Pro's: This will monitor the speed of traffic and accumulate data on speeds of traffic. The fixed speed limit radar sign would be out of the roadway for winter plowing.
 - Con's: Over time, these devices lose effectiveness as people become used to them. These devices are fixed to one location, so the drawback is they are only intended for one location.
- Option 5 The PWD purchase an additional Speed Cart to dedicate to Eric Lane and Fairview Avenue.
 - Pro's: This will monitor the speed of traffic and accumulate data on speeds of traffic. The existing speed cart no longer can record data, so it needs to be replaced regardless. This is a technology that can be deployed and removed as needed, so it provides flexibility that the fixed signs do not.
 - Con's: Over time, these devices lose effectiveness as people become used to them. The Speed Cart uses a battery for operation and winter operation will require re-charging the battery. This is also duplicative of the fixed sign's ability. The Speed Cart would be an obstacle to plowing in the winter.
- Option 6 Increased Police patrol efforts along the Eric Lane and Fairview Avenue corridor.
 - <u>Pro's</u>: Previous efforts seemed to have the desired effect of slowing traffic.
 - <u>Con's</u>: The Police Department had expressed they do not have adequate staffing to provide additional support to one long-term effort and their resources are frequently called to work on other public safety issues.

Long-Term

- Option 1 Paving the entire Eric Lane and Fairview Avenue (or portions of the road that the developer does not pave) to the full width including the pathway and painting a white line defining the sidewalk from the driving surface.
 - Pro's: This will improve the road surface and provide a sidewalk that has demarcation from the roadway. This would provide a robust solid surface for the addition of a maintainable traffic calming measure such as speed humps.
 - Con's: This clear demarcation between the roadway and sidewalk will become obscured in winter as snow and ice cover up the white line. The loss of clear demarcation will put the road back into the same condition it currently is where pedestrians do not have a clearly defined pedestrian path. From current use of the sidewalk along this roadway, it is quite probable the sidewalk will also be used as street parking as some residents have taken to street parking along the road. Additionally, an order of magnitude cost estimate of this option is likely to be between \$500,000 and \$1,000,000 depending upon how much is done by the contractor. It is also likely a Local Improvement District would be required to pay for this effort.
- Option 2 Re-design Eric Lane and Fairview to place the sidewalk on the south side of the entire roadway until the "old section" of Fairview Avenue or along whatever length of roadway that the engineering design allows, and relocate the cross walk to the redesign suggests. Then make the sidewalk elevated with curb and gutter.
 - Pro's: This will improve the road surface and provide a year round maintainable road and sidewalk with a well defined separation between the road surface and pedestrian sidewalk to meet the expectations of the public based upon current feedback.
 - Con's: This option would require some re-engineering of the roadway/sidewalk and stormwater. An order of magnitude cost estimate of this option is likely to be between \$1,200,000 and \$1,800,000 depending upon how much road is paved by the contractor. It is likely a Local Improvement District would be required to pay for this effort.
- Option 3 Add speed humps/tables or rumble strips to Eric Lane and Fairview Avenue.
 - Pro's: These are probably the least intrusive traffic calming measures when it comes to construction and maintenance. Other traffic calming measures create significant maintenance concerns when it comes to winter. Most traffic calming measures mentioned in the updated Transportation Plan either not applicable, require more space than available, are not suitable for gravel roads, or are not suitable for the slopes in the area of the roadway.
 - Con's: The rumble strips may be undesirable in a residential area due to noise. The speed humps can create a condition where snow and ice are left behind from plowing causing icy conditions. The speed humps make maintenance of the road surface more difficult

Memorandum City Manager September 23, 2024

and can damage equipment. Speed humps also delay emergency response time and Eric Lane and Fairview Ave have established a quicker connection to West Hill Rd, and therefore is now an emergency access route. Speed humps have been identified as devices that have caused injury to emergency personnel who traverse these structures.

Discussion/Recommendations:

Short-term

For the short-term, the PWD's opinion that the best option is a combination of Options #2, #4, #5, and #6. This would allow for proper winter road maintenance until a long-term solution can be deployed while also utilizing a traffic control device that will hopefully deter speeding.

Long-term

The choice for long-term solution depends upon the City's desired outcome. Based strictly upon the feedback and expectations by the public that was conveyed to the PWD, Option #2 combined with Option #3 is the proper selection. Choosing Option #2 comes at great expense that was previously unplanned for. However, the City (in coordination with the developer) has chosen the road design that leads to Option #1. It is the opinion of the PWD that choosing Option #1 will still result in the seasonal appearance of a "super wide road" like the current conditions and places pedestrians and non-motorized traffic in the same road profile, and thus does not increase the safety aspect expressed by Councilors and the public.

From: <u>Leon Galbraith</u>

To: <u>Melissa Jacobsen; Daniel Kort</u>

Cc: <u>Jean Arno</u>; <u>Mike Zelinski</u>; <u>Julie Engebretsen</u>

Subject: RE: Fairview/Eric Lane concerns

Date: Wednesday, September 18, 2024 9:30:08 AM

Attachments: <u>image001.png</u>

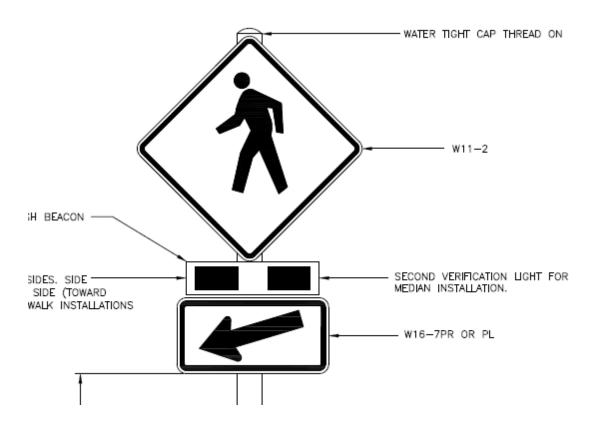
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Hey Melissa and Dan,

There are MANY options for how the pathway could be signed and I am using the latest Alaska Sign Design Specifications since Homer does not have a local signing policy guide this is a good default I have used for designing street signs on previous Homer projects. It's a large PDF but can be accessed here:

https://dot.alaska.gov/stwddes/dcstraffic/assets/pdf/asds/asds all linked 061110.pdf

Normally a pedestrian crossing has this warning signage: this is from Heath Street that I designed with a flashing beacon as well.

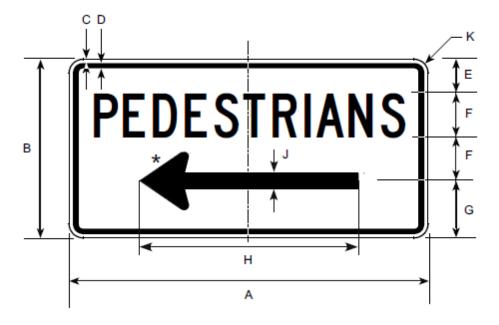


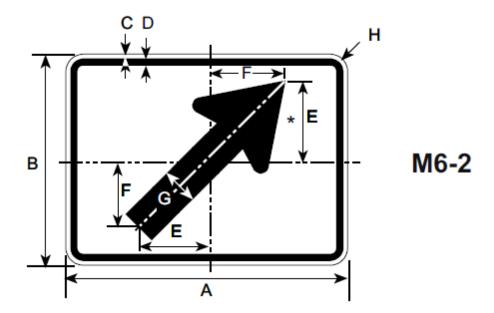
As far as the sidewalk/pathway itself I would recommend keeping it simple as too many signs is not a great thing either: here are some options.

I would use the square pathway sign with a down arrow and install right on the outside edge of the pathway. I call it a pathway because generally anything over 6 feet wide and or detached from the roadway is more of a "pathway" then a traditional sidewalk.



R9-100





Leon Galbraith, P.E.
City Engineer / Special Projects Coordinator
City of Homer, Alaska
W: 907-435-3100 ext. 3227
C: 907-435-4172



From: Melissa Jacobsen < MJacobsen@ci.homer.ak.us>

Sent: Wednesday, September 18, 2024 8:23 AM

To: Leon Galbraith <Lgalbraith@ci.homer.ak.us>; Mike Zelinski <mzelinski@ci.homer.ak.us>; Daniel Kort <dkort@ci.homer.ak.us>

Cc: Jean Arno <jarno@ci.homer.ak.us>; Julie Engebretsen <JEngebretsen@ci.homer.ak.us>

Subject: RE: Fairview/Eric Lane concerns

Thanks for taking the time to share this. I'm not clear on what you're referring to with traffic signal design and what the signage would look like. If you're at city hall today or could come a little early tomorrow before our 9am we could talk more about it?

-Melissa

From: Leon Galbraith < <u>Lgalbraith@ci.homer.ak.us</u>>

Sent: Tuesday, September 17, 2024 5:10 PM

To: Melissa Jacobsen < <u>MJacobsen@ci.homer.ak.us</u>>; Mike Zelinski < <u>mzelinski@ci.homer.ak.us</u>>;

Daniel Kort < dkort@ci.homer.ak.us >

Cc: Jean Arno < <u>jarno@ci.homer.ak.us</u>>; Julie Engebretsen < <u>JEngebretsen@ci.homer.ak.us</u>>

Subject: Fairview/Eric Lane concerns

Hi all,

I took another drive down this road the other day and actually got out and walked it as well. Apologies if this has already been discussed but I wanted to offer my engineer perspective on the concerns that have been raised. As discussed the best possible solution would have been to construct this road the same as the far west end of Eric Lane that I actually designed with the curb and paved sidewalk on the south side. There are of course many traffic calming measures that you can do on pavement like raised crosswalks, speed humps, stripe a narrow 10' lane, etc... I have done many designs like that on other projects, even the small radius reverse curves we designed on either end of Grubstake for example.

For a gravel road the only real options I know of are to treat it like we do traffic signal design for example where you have to use lane use signage to give people direction in winter when no striping is visible. I think the whisker hubs idea has merit to act as the striping until winter but we need some lane use signage installed that tells people there are two lanes AND a pathway present. It's not immediately obvious there is a pathway and on which side of the road since it changes sides. Also speed limit signs and enforcement of course could help even if just a few speeding tickets are written.

I think people will eventually get used to that being a road connection with pedestrian traffic now where it wasn't before and average speeds will drop. DOT only designs things and sets speed limits to accommodate the 80th percentile so they acknowledge there will always be about 20% of the drivers breaking the law and that's just the way it is.

We could just get some traffic counts too on an average Wednesday during peak hours in the morning and evening the old fashioned way with me sitting out there with a pen and paper. If we want to do that it should be before winter driving conditions.

Just my thoughts, thanks.

Leon Galbraith, P.E.
City Engineer / Special Projects Coordinator
City of Homer, Alaska
W: 907-435-3100 ext. 3227

C: 907-435-4172



1	CITY OF HOMER
2	HOMER, ALASKA
3 4	Davis RESOLUTION 24-104
5	
6	A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA
7	DIRECTING THE CITY MANAGER TO ADDRESS SPEEDING ON WEST
8 9	FAIRVIEW.
10	WHEREAS, The new connection between Fairview Avenue and Eric Lane has resulted in
11	a significant increase in vehicle traffic on West Fairview Avenue; and
12	a significant increase in venicle traine on west rail view Avenue, and
13	WHEREAS, The section of West Fairview Avenue where vehicles enter is 40 feet wide, a
14	width that was intended to accommodate a future sidewalk, though any paving and sidewalk
15	project is years away; and
16	
17	WHEREAS, Studies have shown that wider roads encourage higher vehicle speeds, and
18	this has been observed on the 40-foot wide section of West Fairview Avenue, with drivers
19	regularly exceeding the 25 mph speed limit by 10 to 30 mph; and
20	
21	WHEREAS, The excessively wide gravel road has also led to increased speeds on the
22	narrower paved section of Fairview Avenue to the east, funneling speeding drivers into this
23	area; and
24 25	WHEREAS, During the summer, the city effectively addressed this problem by using
26	cones to reserve a 10-foot wide section of the road for pedestrian use, narrowing the drivable
27	portion to 30 feet, and by placing a speed cart on the 40-foot wide section of West Fairview
28	Avenue that displayed the 25 mph speed limit and flashed drivers' actual speeds, prompting
29	most drivers to slow down; and
30	
31	WHEREAS, The recent removal of these traffic calming measures has resulted in a
32	significant increase in vehicle speeds, leading to multiple appeals to the city from residents
33	and other users of the road to address this problem.
34	
35	NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska, directs the
36	City Manager to work with the Public Works Department, in collaboration with the Police
37	Department, to take timely action to address speeding on the excessively wide portion of West
38	Fairview Avenue year round, by narrowing the drivable portion to the appropriate width
39 40	outlined in city code and dedicating the remainder to pedestrian and other non-motorized use.
41	PASSED AND ADOPTED by the Homer City Council this 23 rd day of September, 2024.

55 Fiscal note: Staff time and materials

RENEE KRAUSE, MMC, CITY CLERK

Page 2 of 3 RESOLUTION 24-104 CITY OF HOMER

Fiscal information: Budgeted or unbudgeted. Account No or other where funds are coming from and amounts. Note things such as grant is pending or applied for, funding not defined, etc. Staff and office supply impact. Advertising costs. Associated attorney fees unknown at this time. If the fiscal note is stated in the backup Memorandum it's okay to say: Fiscal Note: See Memorandum #-#.

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2 3	·	City Managory
4		City Manager/ ance Director
5		ance Director
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14	WHEREAS, BDO USA, LLP conducted the annual audit, submitted the Fis	cal Year 2023
15		
16		
17	7	
18	8 WHEREAS, BDO USA, LLP made a public presentation during the Regul	ar Meeting of
19	9 September 23, 2024.	
20	0	
21	1 NOW, THEREFORE, BE IT RESOLVED by the City Council of Homer, Alaska,	that the Fiscal
22	2 Year 2023 Basic Financial Statements is accepted and that the managen	nent letter is
23	acknowledged as submitted by BDO USA, LLP, the City's independent auditor.	
24	4	
25	5 PASSED AND ADOPTED by the Homer City Council this 23rd day of Septer	nber, 2024.
26		
27	7 CITY OF HOMER	
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38	8 Fiscal Note: N/A	



Resolution 24-106, A Resolution of the City Council of Homer, Alaska Disbanding the Sister City 40th Anniversary Task Force. Lord/Venuti

Item Type: Backup Memorandum

Prepared For: Mayor Castner and City Council

Date: September 23, 2024

From: Lori Pond, Assistant to the City Manager / Sister City Coordinator

Through: Melissa Jacobsen, City Manager

Summary: On April 7, 2024, Homer, Alaska, and Teshio, Hokkaido, Japan celebrated the 40th anniversary of their official sister city partnership.

The Sister City 40th Anniversary Task Force was established on March 11, 2024, via Resolution 24-029. It was designated to meet until it completed its mission and was not to extend beyond December 31, 2025, at the latest.

The Task Force successfully accomplished the missions set forth in Resolution 24-029 for 40th anniversary celebrations.

The Task Force met four out of six scheduled times, as two meetings were cancelled due to a lack of quorum.

As the Task Force has completed its missions and to reduce the impact on members' time, staff time, and the budget, it was suggested that the Task Force be disbanded. The City aims to empower community members to unite in this mission, share their ideas, form groups, or join with others to collectively coordinate sister city activities moving forward. Under the direction of community members, the hope is that sister city activities will grow into a program that benefits both communities, in Homer and Teshio.

The City will continue to play an active role in maintaining the municipal aspect of the sister city relationship by facilitating visits for City officials and/or staff, maintaining the city art collection - including gifts from Teshio - continuing mayoral communications, and maintaining the Sister Cities International membership.

Backup Memorandum City Council September 23, 2024 CC-24-203

The City is collaborating with the Homer Foundation to create an account and act as a fiscal agent for Sister City funds that can be made available for Sister City activities.

We extend our sincere gratitude to all the community members who have devoted their time, effort, and talents to making this year's Sister City 40th Anniversary celebrations memorable.

Recommendation: Adopt Resolution 24-106 to disband the Sister City 40th Anniversary Task Force.

1 2	CITY OF HOMER HOMER, ALASKA	
3		Lord/Venuti
4	RESOLUTION 24-106	
5		
6	A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA	
7	DISBANDING THE SISTER CITY 40 TH ANNIVERSARY TASK FORCE.	
8		
9	WHEREAS, Resolution 24-029 established the Sister City 40 th Anniversary Ta	ask Force and
10	established the scope of work and parameters under which it would operate for	the honoring
11	of the 40 th anniversary of the relationship between Teshio, Hokkaido, Japan ar	nd the City of
12	Homer; and	
13		
14	WHEREAS, The Task Force successfully kept within the constraints o	
15	funding, approved spending within the parameters of the City's procuremen	t policy, and
16	coordinated community engagement; and	
17		
18	WHEREAS, The Task Force engaged and organized events for the 40 th	-
19	celebrations including the Teshio Sister City display at the Pratt Museum, and th	e Taiko Drum
20	Building workshop and drumming event; and	
21	MULEDEAC The Teels Ferrer planted were military of the Cistory City wellst	
22	WHEREAS, The Task Force planned recognition of the Sister City relatively with harmony along Diagram Avanua diaglaying images of Harmony and along the state of t	-
23	Teshio with banners along Pioneer Avenue displaying images of Homer on one side	ie and Tesmo
24 25	on the other that can be displayed annually; and	
26	WHEREAS, The Task Force has accomplished what was assigned to them	in Pesalution
27	24-029; and	iii Nesotation
28	24 023, unu	
29	WHEREAS, The City is collaborating with the Homer Foundation to creat	e an account
30	and act as a fiscal agent for Sister City funds that can be made available for Sister C	
31		,
32	NOW, THEREFORE, BE IT RESOLVED that the Sister City 40th Annual Cele	bration Task
33	Force is hereby disbanded.	
34		
35	BE IT FURTHER RESOLVED that the City invites community members to	unite, share
36	their ideas, and form groups or join others to collectively coordinate sister	city activities
37	moving forward, under the direction of community members.	
38		
39	PASSED AND ADOPTED by the Homer City Council 23rd day of September,	2024.
40		

Page 2 of 3 RESOLUTION 24-106 CITY OF HOMER

41			
42		CITY OF HOMER	
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45		KEN CASTNER, MAYOR	
46			
47	ATTEST:		
48			
49			
50	RENEE KRAUSE, MMC, CITY CLERK		
51			
52	Fiscal note: N/A		

Fiscal information: Budgeted or unbudgeted. Account No or other where funds are coming from and amounts. Note things such as grant is pending or applied for, funding not defined, etc. Staff and office supply impact. Advertising costs. Associated attorney fees unknown at this time. If the fiscal note is stated in the backup Memorandum it's okay to say: Fiscal Note: See Memorandum #-#.