



## Agenda

### Parks, Art, Recreation & Culture Advisory Commission Regular Meeting

Thursday, September 19, 2024 at 5:30 PM

City Hall Cowles Council Chambers In Person & via Zoom Webinar

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#### Homer City Hall

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

#### Zoom Webinar ID: 990 6701 0473 Password: 295088

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

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**CALL TO ORDER 5:30 P.M.**

#### AGENDA APPROVAL

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

**VISITORS/PRESENTATIONS** (10 minute time limit)

#### 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.

- A. Unapproved Meeting Minutes for Regular Meeting on August 15, 2024 and  
Special Meeting on August 22, 2024 *Refer to Supplemental Packet*

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

- A. Community Recreation Report for September 2024

Memorandum from Recreation Manager as backup.

- B. Parks Report for September 2024

Memorandum from Parks Maintenance Coordinator as backup.

- C. Staff Report for September 2024

Memorandum from Recreation Manager as backup

#### PUBLIC HEARING

**PENDING BUSINESS** (15 minute time limit)

A. Strategic Plan Draft Review and Recommendation

Memorandum from City Clerk as backup

B. Draft SWOT Analysis Review and Recommendation

**NEW BUSINESS** (15-20 minute time limit)

A. Transportation Plan Review and Recommendation

Memorandum from Community Development Director as backup

**INFORMATIONAL MATERIALS**

A. PARC Annual Calendar for 2024

B. City Manager's Report for City Council Meeting September 9, 2024

**COMMENTS OF THE AUDIENCE** (3 minute time limit)

**COMMENTS OF THE CITY STAFF**

**COMMENTS OF THE COMMISSION**

**COMMENTS OF THE COMMISSION**

**ADJOURNMENT**

Next Regular Meeting is **Thursday, October 17, 2024, at 5:30 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.





# MEMORANDUM

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## Community Recreation Report for September


**Item Type:** Informational Memorandum  
**Prepared For:** Parks, Arts, Recreation & Culture Advisory Commission  
**Date:** September 10, 2024  
**From:** Mike Illg, Recreation Manager/Staff Liaison

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Programming & Special Events: Please view the monthly calendar for reference of the programs, activities and special events provided.

- Community Rec is offering a new Youth Ballet Class with Cheryl Tolman at the HERC.
- Community Rec is offering Exercise Class is offering a new Exercise Class with Raphael de la Uz at the HERC.
- Youth Basketball for 3-6<sup>th</sup> graders will be starting soon and will meet three times a week at the HERC.
- Community Rec is providing a pickleball buffet! We are offering Beginner (two), Intermediate and Advance drop in times, All levels drop in, Instructional Youth Classes, Skills and Strategy play, Family Pickleball time and random casual fun tournaments.
- Community Rec has teamed up with SPROUT to offer a Toddler toys & Clothing Swap on Sept. 14<sup>th</sup>.
- Community Rec also provides other programs besides physical activities as we are offering Spanish and Jewelry Classes this time of year.
- Staff is continuing to research and discuss with PW engineer regarding the future purchase and installation of a volleyball net system in the HERC. More information as it becomes available.
- The CR outdoor programs, drop in soccer and ultimate Frisbee continue outside as the weather allows.
- We are considering a possible additional fee rate for full time college students that would be equivalent to our current youth fee structure. This is an effort to help attract local college students to engage in some fun local activities but are on a limited income. Staff will be consulting with City Manager regarding this proposal.

# City of Homer Community Rec September 2024

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<b>1</b> 4-6pm BASKETBALL at HHS 6:30-8:30pm VOLLEYBALL at HHS 6:30-8:30pm Drop in SOCCER at HHS	<b>2</b> 6-7am MORNING BB at HHS 9-11am Drop in PICKLEBALL at HERC 4:30-7PM KARATE at HERC 4:30-8pm Drop in PICKLEBALL at HERC 6:30-8:30pm BASKETBALL at HMS 7:30-9:30pm Drop in FRISBEE at HHS	<b>3</b> 5-7pm 4.0/4.5 Skill level PICKLEBALL Open Play at HERC 6:30-8:30pm VOLLEYBALL at HMS 7-8:30pm Skills AND Strategies PICKLEBALL at HERC	<b>4</b> 6-7am MORNING BB at HHS 9-11am Drop in PICKLEBALL at HERC 11am-1pm INTRO TO PICKLEBALL at HERC 4:30-8pm Drop in PICKLEBALL at HERC 4:30-7pm KARATE at HERC 6:30-8:30pm BASKETBALL at HMS 7:30-9:30pm Drop in SOCCER at HHS	<b>5</b> 5:30-6:30pm INTRO TO PICKLEBALL at HERC 6:30-8:30pm 3.0-3.5 Skill Level PICKLEBALL at HERC 6:30-8:30pm VOLLEYBALL at HMS 7:30-9:30pm Drop in FRISBEE at HHS	<b>6</b> 6-7am MORNING BB at HHS 9-11am Drop in PICKLEBALL at HERC 4:30-7pm KARATE at HERC 4:30-8pm PICKLEBALL at HERC	<b>7</b> 9:30am-12pm PICKLEBALL SKILL SHARING at HERC 3-5pm FAMILY PICKLEBALL at HERC
<b>8</b> 4-6pm BASKETBALL at HHS 6:30-8:30pm VOLLEYBALL at HHS 6:30-8:30pm Drop in SOCCER at HHS	<b>9</b> 6-7am MORNING BB at HHS 9-11am Drop in PICKLEBALL at HERC 4:30-7PM KARATE at HERC 4:30-8pm Drop in PICKLEBALL at HERC 6:30-8:30pm BASKETBALL at HMS 7:30-9:30pm Drop in FRISBEE at HHS	<b>10</b> 3-4:30PM YOUTH BALLET at HERC 5-7pm 4.0/4.5 Skill level PICKLEBALL Open Play at HERC 6:30-8:30pm VOLLEYBALL at HMS	<b>11</b> 6-7am MORNING BB at HHS 9-11AM Drop in PICKLEBALL at HERC 11am-1pm INTRO TO PICKLEBALL at HERC 4:30-7PM KARATE at HERC 4:30-8pm Drop in PICKLEBALL at HERC 6:30-8:30pm BASKETBALL at HMS 7:30-9:30pm Drop in SOCCER at HHS	<b>12</b> 5:30-6:30pm INTRO TO PICKLEBALL at HERC 6:30-8:30pm VOLLEYBALL at HMS 6:30-8:30pm 3.0-3.5 Skill level PICKLEBALL Open Play at HERC 7:30-9:30pm Drop in FRISBEE at HHS	<b>13</b> 6-7am MORNING BB at HHS 9-11am Drop in PICKLEBALL at HERC 4:30-7pm KARATE at HERC 4:30-8pm Drop in PICKLEBALL at HERC 7:30-9:30pm Drop in SOCCER at HHS	<b>14</b> 9:30am-12pm PICKLEBALL SKILL SHARING at HERC 11am-2pm TODDLER CLOTHING TOY SWAPEVENT at HHS
<b>15</b> 4-6pm BASKETBALL at HHS 6:30-8:30pm VOLLEYBALL at HHS 6:30-8:30pm Drop in SOCCER at HHS	<b>16</b> 6-7am MORNING BB at HHS 9-11am Drop in PICKLEBALL at HERC 3-4:30PM YOUTH PICKLEBALL at HERC 4:30-7PM KARATE at HERC 4:30-8pm Drop in PICKLEBALL at HERC 6:30-8:30pm BASKETBALL at HMS 7:30-9:30pm Drop in FRISBEE at HHS	<b>17</b> 3-4:30PM YOUTH BALLET at HERC 5-7pm 4.0/4.5 Skill level PICKLEBALL Open Play at HERC 6:30-8:30pm VOLLEYBALL at HMS 7-8:30pm Skills and Strategies PICKLEBALL at HERC	<b>18</b> 6-7am MORNING BB at HHS 9-11AM Drop in PICKLEBALL at HERC 11am-1pm INTRO TO PICKLEBALL at HERC 4:30-7PM KARATE at HERC 4:30-8pm Drop in PICKLEBALL at HERC 6:30-8:30pm BASKETBALL at HMS 7:30-9:30pm Drop in SOCCER at HHS	<b>19</b> 5:30-6:30pm INTRO TO PICKLEBALL at HERC 6:30-8:30pm 3.0-3.5 Skill Level PICKLEBALL Open Play at HERC 6:30-8:30pm VOLLEYBALL at HMS 7:30-9:30pm Drop in FRISBEE at HHS	<b>20</b> 6-7am MORNING BB at HHS 9-11am Drop in PICKLEBALL at HERC 3-4:30PM YOUTH PICKLEBALL at HERC 4:30-7PM KARATE at HERC 4:30-8pm drop in PICKLEBALL at HERC 7:30-9:30pm Drop in SOCCER at HHS	<b>21</b> 9:30am-12pm PICKLEBALL SKILL SHARING at HERC
<b>22</b> 4-6pm BASKETBALL at HHS 6:30-8:30pm VOLLEYBALL at HHS 6:30-8:30pm Drop in SOCCER at HHS	<b>23</b> 6-7am MORNING BB at HHS 9-11am Drop in PICKLEBALL at HERC 3-4:30PM YOUTH PICKLEBALL at HERC 4:30-7PM KARATE at HERC 4:30-8pm Drop in PICKLEBALL at HERC 6:30-8:30pm BASKETBALL at HMS 7:30-9:30pm Drop in FRISBEE at HHS	<b>24</b> 3-4:30PM YOUTH BALLET at HERC 5-7pm 4.0/4.5 Skill level PICKLEBALL Open Play at HERC 6:30-8:30pm VOLLEYBALL at HMS 7-8:30pm Skills and Strategies PICKLEBALL at HERC	<b>25</b> 6-7am MORNING BB at HHS 9-11AM Drop in PICKLEBALL at HERC 11am-1pm INTRO TO PICKLEBALL at HERC 4:30-8pm Drop in PICKLEBALL at HERC 4:30-7PM KARATE at HERC 6:30-8:30pm BASKETBALL at HMS 7:30-9:30pm Drop in SOCCER at HHS	<b>26</b> 5:30-6:30pm INTRO TO PICKLEBALL at HERC 6:30-8:30pm 3.0-3.5 Skill Level PICKLEBALL Open Play at HERC 6:30-8:30pm VOLLEYBALL at HMS 7:30-9:30pm Drop in FRISBEE at HHS	<b>27</b> 6-7am MORNING BB at HHS 9-11am Drop in PICKLEBALL at HERC 3-4:30PM YOUTH PICKLEBALL at HERC 4:30-7PM KARATE at HERC 4:30-8pm Drop in PICKLEBALL at HERC 7:30-9:30pm Drop in SOCCER at HHS	<b>28</b>
<b>29</b> 6:30-8:30pm VOLLEYBALL at HHS 6:30-8:30pm Drop in SOCCER at HHS	<b>30</b> 6-7am MORNING BB at HHS 9-11am Drop in PICKLEBALL at HERC 3-4:30PM YOUTH PICKLEBALL at HERC 4:30-7PM KARATE at HERC 4:30-8pm Drop in PICKLEBALL at HERC 6:30-8:30pm BASKETBALL at HMS 7:30-9:30pm Drop in FRISBEE at HHS			<b>DISCLAIMER:</b> ALL ACTIVITIES ARE SUBJECT TO CHANGE OR BEING <b>CANCELLED</b> WITH LIMITED NOTIFICATION	<b>Color Key</b> BLACK=Homer High BLUE=Homer Middle PURPLE=HERC GREEN= West Homer RED=Cancellation	

**CITY OF HOMER  
COMMUNITY REC PRESENTS:**



**FOR 5-8 YEAR OLDS**

# *Creative Movement/Ballet 1*

Introducing kids to the joy of moving to music while also teaching fundamentals of ballet. This class allows students to explore creative ways of moving while also learning positions, basic movements, and combinations in classical ballet. Max of 10 participants. 5 week session.

**WHEN:** Tuesdays, 3:15-4PM; SEPT 10 -OCT 8

**WHERE:** HERC Activity Room

**FEE:** \$75 payable to instructor

**CONTACT CHERYL AT 805-390-6132**

**REGISTER HERE**



5  
KPBSD posts flyers as a community service. This posting does not constitute an endorsement for or against the materials and viewpoints expressed in them.



**CITY OF HOMER  
COMMUNITY REC  
PRESENTS:**



# **CUONG NHU KARATE CLASSES**

Cuong Nhu came to the United States in 1971 from Vietnam where it was founded by O'Sensei Ngo Dong and draws influence from 7 traditional styles of martial arts. We don't just teach the physical part of martial arts though. "A martial artist without philosophy is nothing more than a well-trained street fighter." - O'Sensei Ngo Dong.



**REGISTER HERE**



**OPEN TO YOUTH  
& ADULTS**



## **CLASSES:**

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

Adult: 5:30-6:30pm M-W-F

## **MORE INFO :**

polarisdojo.com or contact  
Sensei Martha at (206) 414 8319  
or at polarisdojo@gmail.com





# City of Homer

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

## Public Works

3575 Heath Street  
Homer, AK 99603

[publicworks@cityofhomer-ak.gov](mailto:publicworks@cityofhomer-ak.gov)

(p) 907- 235-3170

(f) 907-235-3145

## Memorandum

TO: PARKS, ART, RECREATION AND CULTURE ADVISORY COMMISSION  
FROM: CHAD FELICE, PARKS MAINTENANCE COORDINATOR  
DATE: September 19th, 2024  
SUBJECT: PARKS REVIEW FOR AUGUST

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### KAREN HORNADAY PARK PLAYGROUND

- Conduit is buried to the back for the batting cage and lighting
- Sand in the sandbox has been replenished
- Conduit is buried to the pavilion for power to be installed
- Working on finishing up the path to the pavilion from the parking lot
- Fixed a couple little things that broke in the playground
- New light installed on the back power pole

### TRAIL MAINTENANCE

- Cutting back brush on some trails
- Getting ready for winter maintenance
- Prepping West Lot and Lucky Shot trail for resurfacing

### BAYVIEW PARK

- Bid got approved by council on 9/9 (East Road Services)
- Playground and play surface material are here

### JACK GIST PARK

- Water and Sewer hookups to where the bathroom will be, is being put in
- Secured a power pole and it is staged out there waiting for installation
- Brush hogging some of the disk golf course
- Working on some fall cleanup of the fields

### GENERAL INFORMATION

- Mowing is finally slowed down
- Started transplanting some peonies around town
- Meet with a playground rep for some ideas about Gist and Fishing Hole area
- New signs for Jack Gist and Ben Walters have been shipped
- Trying to catch up on a lot of little projects before the winter season
- I will be doing the tool cat route this winter (plowing of sidewalks and trails)
- Started the discussion with PW director about maintenance at Hickerson
- Burning Basket was a success on 9/8





# MEMORANDUM

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## Staff Report for September 2024

**Item Type:** Informational  
**Prepared For:** Parks, Arts, Recreation & Culture Advisory Commission  
**Date:** September 10, 2024  
**From:** Mike Illg, Recreation Manager/Staff Liaison

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The following City Council resolutions and ordinances activity relevant to the Park, Arts, Recreation and Culture Advisory Commission since the last PARCAC meeting on August 15, 2024.

### **August 19, 2024 City Council Special Meeting**

*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. **Postponed to the second council meeting in September to allow the ADA Advisory Board and Parks, Art, Recreation & Culture Advisory Commission review the document.**

*Ordinance 24-34*, An Ordinance of the City Council of Homer, Alaska Amending the FY25 Capital Budget by Appropriating \$16,000 from the General Fund Capital Asset Repair and Maintenance Allowance (CARMA) Fund to Convert the Existing Fuel Boiler at the Homer Education and Recreation Complex (HERC) to Natural Gas. Introduction July 22, 2024 Public Hearing and Second Reading August 12, 2024. **Approved.**

### **August 26, 2024 City Council Regular Meeting**

*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. Introduction August 26, 2024 Public Hearing and Second Reading September 9, 2024. **Introduced.**

*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. Introduction August 26, 2024 Public Hearing and Second Reading September 9, 2024. **Introduced.**

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*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. Introduction August 26, 2024 Public Hearing and Second Reading September 9, 2024. **Introduced.**

*Resolution 24-090*, A Resolution of the City Council of Homer, Alaska, Authorizing Issuance of a Task Order to Kinney Engineering, LLC in the Not to Exceed Amount of \$25,000 for Preliminary Design of the Diamond Creek Trail Highway Underpass Project and Authorizing the City Manager to Execute the Appropriate Documents. **Approved.**

*Resolution 24-091*, A Resolution of the City Council of Homer, Alaska, Authorizing the Purchase and Installation of a Natural Gas Burner in the Homer Education and Recreation Complex (HERC) Boiler in the Amount of \$14,000 and Authorizing the City Manager to Negotiate and Execute the Appropriate Documents. **Approved.**

*Resolution 24-095*, A Resolution of the City Council of Homer, Alaska Accepting the Donation of Playground Equipment from the Rotary Club for Bayview Park. **Approved.**

#### **September 9, 2024 City Council Regular Meeting**

*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. Introduction August 26, 2024 Public Hearing and Second Reading September 9, 2024. **Approved**

*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. Introduction August 26, 2024 Public Hearing and Second Reading September 9, 2024. **Approved.**

*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. Introduction August 26, 2024 Public Hearing and Second Reading September 9, 2024. **Approved.**

*Resolution 24-187*, A Resolution of the City Council of Homer, Alaska, Awarding the contract to East Road Services, Inc. for the Bayview Park Playground Improvements Project in the Amount of \$114,401 and Authorizing the City Manager to Execute the Appropriate Documents. **Approved.**

*Resolution 24-190*, A Resolution of the City Council of Homer, Alaska Adopting the 2025-20303 Capital Improvement Plan and Establishing Capital Improvement Plan and Establishing Capital Project Legislative Priorities for Fiscal Year 2026. **Adopted/Approved.**



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The City Clerk's office will be sending important renewal applications for some upcoming expiring PARCAC Commissioners.

**RECOMMENDATION:** Informational Only.

City of Homer  
FY24/25 Operating Budget

FUND 100 - GENERAL FUND								
DEPT 0115- COMMUNITY RECREATION								
A/C Num.	Expenditure Categories & Descriptions	FY21	FY22	FY23	FY24	FY25	Difference Between	
		1/1/21 - 6/30/21	7/1/21 - 6/30/22	7/1/22 - 6/30/23	7/1/23 - 6/30/24	7/1/24 - 6/30/25	FY25 & FY23 Budget	
		ACTUAL	ACTUAL	BUDGET	BUDGET	BUDGET	\$	%
<b>Salaries and Benefits</b>								
5101	Salary and Wages	42,764	85,049	90,440	100,266	159,009	68,569	75.8%
5102	Fringe Benefits	19,885	43,477	48,874	53,605	86,203	37,329	76.4%
5103	Part-time Wages	648	1,305	16,714	41,597	-	(16,714)	-100.0%
5104	Part-time Benefits	65	104	1,921	24,427	-	(1,921)	-100.0%
5105	Overtime	646	1,522	-	1,351	1,351	1,351	0.0%
5107	Part-time Overtime	50	-	-	-	-	-	0.0%
5108	Unemployment Benefits	-	-	-	-	-	-	0.0%
5112	PERS Relief	3,656	6,879	-	-	-	-	0.0%
<b>Total Salaries and Benefits</b>		<b>67,715</b>	<b>138,336</b>	<b>157,949</b>	<b>221,247</b>	<b>246,564</b>	<b>88,614</b>	<b>56.1%</b>
<b>Maintenance and Operations</b>								
5201	Office Supplies	-	20	250	250	250	-	0.0%
5202	Operating Supplies	424	2,188	2,000	2,500	2,500	500	25.0%
5208	Equipment Maintenance	-	232	500	500	500	-	0.0%
5210	Professional Services	6,456	1,870	18,000	18,000	18,000	-	0.0%
5215	Communications	951	2,934	1,950	1,950	1,950	-	0.0%
5216	Freight and Postage	-	58	50	50	50	-	0.0%
5223	Liability Insurance	125	236	413	295	1,404	992	240.4%
5227	Advertising	145	586	900	900	900	-	0.0%
5233	Computer Related Items	416	765	4,200	4,200	4,200	-	0.0%
5235	Membership Dues	175	175	185	300	300	115	62.2%
5236	Transportation	-	62	1,250	-	-	(1,250)	-100.0%
5237	Subsistence	-	-	500	-	-	(500)	-100.0%
5238	Printing and Binding	-	-	1,800	-	1,800	-	0.0%
5252	Credit Card Expenses	-	-	1,000	1,000	1,000	-	0.0%
5601	Uniform	-	-	-	1,000	1,000	1,000	0.0%
5603	Employee Training	-	1,401	1,500	4,500	4,500	3,000	200.0%
5614	Car Allowance	253	503	500	500	500	-	0.0%
5635	Software	-	367	-	11,400	7,400	7,400	0.0%
5815	Parks & Recreation Board	-	-	-	1,500	1,500	1,500	0.0%
<b>Total Maintenance and Operations</b>		<b>8,945</b>	<b>11,398</b>	<b>34,998</b>	<b>48,845</b>	<b>47,754</b>	<b>12,757</b>	<b>36.4%</b>
<b>Total</b>		<b>76,660</b>	<b>149,735</b>	<b>192,947</b>	<b>270,092</b>	<b>294,318</b>	<b>101,371</b>	<b>52.5%</b>

FY24/25 Budget Notes:

5235- include membership for PARCAC Advisory Board for ARPA

5236/5237/5603 - combined all travel expenses connected with employee training into one account code to be consistent with budget account descriptions

5601 - shirts/hats for volunteers and staff

5635 - Adobe Subscription

5815 - moved this item from Parks budget

City of Homer  
FY24/25 Operating Budget

FUND 100 - GENERAL FUND								
DEPT 0175 - PARKS								
A/C Num.	Expenditure Categories & Descriptions	FY21	FY22	FY23	FY24	FY25	Difference Between	
		1/1/21 - 6/30/21	7/1/21 - 6/30/22	7/1/22 - 6/30/23	7/1/23 - 6/30/24	7/1/24 - 6/30/25	FY25 & FY23	
		ACTUAL	ACTUAL	BUDGET	BUDGET	BUDGET	\$	%
Salaries and Benefits								
5101	Salary and Wages	44,126	88,142	100,283	90,886	103,232	2,948	2.9%
5102	Fringe Benefits	26,370	57,099	62,441	58,553	58,797	(3,644)	-5.8%
5103	Part-time Wages	35,975	109,927	137,195	50,913	44,452	(92,743)	-67.6%
5104	Part-time Benefits	4,094	12,672	15,774	6,174	21,638	5,864	37.2%
5105	Overtime	4,002	2,394	1,520	3,152	3,152	1,632	107.4%
5107	Part-time Overtime	610	3,376	349	3,011	3,011	2,662	763.5%
5108	Unemployment Benefits	2,559	2,180	-	-	-	-	0.0%
5112	PERS Relief	4,054	7,189	-	-	-	-	0.0%
Total Salaries and Benefits		121,791	282,980	317,561	212,689	234,281	(83,280)	-26.2%
Maintenance and Operations								
5202	Operating Supplies	15,362	39,581	40,000	20,000	20,000	(20,000)	-50.0%
5203	Fuel and Lube	6,913	15,397	15,000	15,000	15,000	-	0.0%
5208	Equipment Maintenance	310	5,716	500	5,000	5,000	4,500	900.0%
5209	Building & Grounds Maintenance	16,278	33,061	40,000	40,000	40,000	-	0.0%
5210	Professional Services	40,164	120,960	170,000	90,000	90,000	(80,000)	-47.1%
5214	Rents & Leases	-	-	-	-	-	-	0.0%
5215	Communications	42	-	1,000	1,000	1,000	-	0.0%
5217	Electricity	7,083	12,159	12,409	13,375	14,713	2,303	18.6%
5218	Water	2,875	9,138	15,208	10,052	11,057	(4,151)	-27.3%
5219	Sewer	4,592	15,956	20,355	17,551	19,306	(1,049)	-5.2%
5220	Refuse and Disposal	1,866	4,748	3,500	3,500	3,500	-	0.0%
5227	Advertising	-	240	400	-	-	(400)	-100.0%
5231	Tools and Equipment	2,041	4,163	4,500	4,500	4,500	-	0.0%
5235	Membership Dues	-	622	500	500	500	-	0.0%
5236	Transportation	-	-	-	-	-	-	0.0%
5237	Subsistence	-	-	-	-	-	-	0.0%
5251	Pioneer Beautification	2,362	1,613	1,500	1,500	1,500	-	0.0%
5252	Credit Card Expenses	216	1,360	8,150	-	-	(8,150)	-100.0%
5601	Uniform	448	1,691	3,000	3,000	3,000	-	0.0%
5603	Employee Training	75	752	1,500	2,000	2,000	500	33.3%
5604	Public Education	-	-	-	-	-	-	0.0%
5815	Parks & Recreation Board	-	325	1,500	-	-	(1,500)	-100.0%
Total Maintenance and Operations		100,627	267,481	339,023	226,978	231,076	(107,947)	-31.8%
Total		222,418	550,461	656,583	439,667	465,357	(191,227)	-29.1%

FY24/25 Budget Notes:

5101/5102/5103/5104 - 1 FTE moved to Economic Development; added Parks Coordinator (funded by reduction in seasonal hires)

5202 - \$20,000 shifted to Janitorial budget

5208 - added increase to address current reality of needs

5210 - no longer using a 3rd party vendor for custodial services

5603 - increased \$500 - ARPA conference is in Wrangell this year

5815 - moved to Community Recreation budget



# MEMORANDUM

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## Strategic Plan Review and Recommendations

**Item Type:** Action Memorandum  
**Prepared For:** Parks, Arts, Recreation & Culture Advisory Commission  
**Date:** September 13, 2024  
**From:** Renee Krause, MMC, City Clerk/ADA Coordinator

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### Action Requested:

Please review the revised edition of the Strategic Plan comparing to the SWOT analysis, make any amendments as needed and motion to bring the final amended document for approval at the October meeting.

### Summary:

The Commission has worked diligently to draft a comprehensive strategic plan and goals that addresses their duties and responsibilities as outlined in Homer City Code and their Bylaws.

Please review the current revision and make any additional amendments to reflect the Commission draft SWOT analysis presented and in accordance with their duties and responsibilities as shown in City Code and the Bylaws.

Homer City Code and the Bylaws have been provided

### Recommendation:

Review and amend the document to address items or topics brought forth by the SWOT analysis and make sure the plan and goals are within the Commission duties and responsibilities.

### Attachments:

PARCAC Bylaws  
HCC 2.60 PARCAC

**Chapter 2.60**  
**PARKS, ART, RECREATION, AND CULTURE ADVISORY COMMISSION**

Sections:

[2.60.010 Created – Membership.](#)

[2.60.020 Terms of members.](#)

[2.60.030 Proceedings of Commission.](#)

[2.60.040 Duties and responsibilities of Commission.](#)

**2.60.010 Created – Membership.**

a. There shall be a City of Homer Parks, Art, Recreation and Culture Advisory Commission, hereinafter referred to as the Commission. The Commission will be composed of seven voting members, who shall be appointed by the Mayor and confirmed by the City Council, plus one nonvoting member who shall be a Homer area high school student selected by his or her student body. Up to three voting members of the Commission may be nonresidents of the City, but City resident applicants shall be preferred for all Commission member appointments.

b. A Chair and Vice-Chair of the Commission shall be elected annually from and by the voting members of the Commission. The Chair shall preside at meetings of the Commission. In the absence of the Chair, the Vice-Chair shall perform the duties of the Chair. [Ord. 19-46 § 1, 2019; Ord. 16-22 § 2, 2016].

**2.60.020 Terms of members.**

a. Voting members of the Commission are appointed for three-year terms.

b. The nonvoting high school student member serving from Homer High School class shall be appointed for a term that coincides with the school year.

c. A Commission member who is absent without excuse from two consecutive regular meetings shall be subject to removal from the Commission by a majority vote of the members present. [Ord. 16-22 § 2, 2016].

**2.60.030 Proceedings of Commission.**

The Commission shall hold one regular meeting in each of the months of February through June and August through November on the day of the month that the Commission shall select from time to time, and otherwise at the call of the Chair or a majority of the Commission. A recording shall be made or minutes shall be kept of each meeting of the Commission, showing the vote of each member upon every question. The recording or minutes shall be filed in the office of the City Clerk and shall be a public record open to inspection by any person. [Ord. 16-22 § 2, 2016].

**2.60.040 Duties and responsibilities of Commission.**

The Commission shall have the following duties and responsibilities:

a. Act in an advisory capacity to the City Manager and the City Council on matters involving:

1. City parks.
2. Recreation facilities.
3. Public beaches and trails.
4. Support of the arts.
5. Acquisition, maintenance and disposition of works of art.
6. Land use and future development related to parks and recreation facilities.
7. The administration of the public arts fund established by HCC 18.07.090.

Any recommendation by the Commission regarding the matters described above shall be directed to the City Council through the City Manager, except that the recommendation shall be sent directly to the Council when the Commission so requests.

b. Perform the functions prescribed in Chapter 18.07 HCC related to funding works of art in public spaces.

c. Further the development and awareness of the arts in the City.

d. Consider any specific proposal, problem or project as directed by the City Council and report thereon directly to the Council or as the Council otherwise directs.

e. Solicit donations of money and property in support of its duties under this section. Donations of money shall be deposited to the City treasury in a separate fund designated for parks, art, recreation and culture purposes. Donations of property shall be accepted by deed or other conveyance subject to the approval of the City Council, and shall be held or disposed of for parks, art, recreation or cultural purposes as the Council may direct. The Commission may make recommendations to the Council for the disposition of money or property so received. [Ord. 16-22 § 2, 2016].

# **CITY OF HOMER PARKS, ART, RECREATION AND CULTURE ADVISORY COMMISSION BYLAWS**

## **ARTICLE I – NAME AND AUTHORIZATION**

This organization shall be called the Parks, Art, Recreation and Culture Advisory Commission, established via Ordinance 16-22, existing by virtue of the provisions of Chapter 2.60 and Chapter 18.07 of the Homer Municipal Code, and exercising the powers and authority and assuming the responsibilities delegated under said Code. The following bylaws were adopted on December 13, 2021 and shall be in effect and govern the procedures of the Parks, Art, Recreation and Culture Advisory Commission.

## **ARTICLE II – PURPOSE**

Section 1. Act in an advisory capacity to the City Manager and the City Council on matters involving:

- City Parks
- Recreation Facilities
- Public Beaches and Trails
- Support of the Arts
- Acquisition, maintenance and disposition of works of art
- Land Use and Future Development related to Parks and Recreation Facilities
- The administration of the public arts fund established by HCC 18.07.090.

Any recommendation by the Commission regarding the matters described above shall be directed to the City Council through the City Manager, except that the recommendation shall be sent directly to the Council when the Commission so requests.

Section 2. Perform the functions prescribed in Chapter 18.07 HCC related to funding works of art in public spaces.

Section 3. Further the development and awareness of the arts in the City.

Section 4. Consider any specific proposal, problem or project as directed by the City Council and report thereon directly to the Council or as the Council otherwise directs.

Section 5. Solicit donations of money and property in support of the commission's duties, and make recommendations to the Council for the disposition of money or property so received.

## **ARTICLE III – MEMBERSHIP**

Section 1. The Commission will be composed of seven members, comprised of at least four (4) members that reside inside city limits. Members shall be nominated by the Mayor and confirmed by City Council to serve for three-year terms to expire on October 31<sup>st</sup> of designated years.

Section 2. Notice of term expirations will be delivered to members by the City Clerk's Office. Members wishing to continue services upon the completion of a three-year term must submit a reappointment application to the City Clerk's Office, which is subject to review by the Mayor and confirmed by City Council. There are no limits on the number of terms a member may serve.

Section 3. Members may not have alternates. If a position is vacated during a term, it shall be filled for the unexpired term by an appointee selected by the Mayor and confirmed by City Council.

Section 4. A member's appointment is vacated under the following conditions:

- A member fails to qualify to take office within 30 days after their appointment;
- A member resigns;
- A member is physically or mentally unable to perform the duties of the office;
- A member is convicted of a felony or of an offense involving a violation of their oath of office; or
- A member has three consecutive unexcused absences, or misses half of all meetings within an appointment year, whether excused or unexcused.

Section 5. The Mayor may appoint, subject to confirmation by the City Council, one City Council member and one Homer area high school Student Representative to serve as consulting, non-voting members. The Mayor, City Manager, Public Works Director, City Planner, and Parks Superintendent may serve as non-voting, consulting members.

#### **ARTICLE IV – OFFICERS**

Section 1. A Chairperson and Vice-Chairperson shall be elected from among the appointed commissioners at the regular November meeting of the Commission.

Section 2. Officers shall serve a term of one year from the February meeting at which they are elected, and until their successors are duly elected. Officers may be re-elected in subsequent years.

Section 3. The Chairperson shall preside at all meetings of the Commission, authorize calls for any special meetings, execute all documents authorized by the Commission, serve as ex officio/voting member of all committees, and generally perform all duties associated with that office.

Section 4. In the event of the absence, or disability of the Chairperson, the Vice-Chairperson shall assume and perform the duties of the Chair. If both the Chairperson and Vice-Chairperson are absent, and a quorum of four members are present, the senior member shall assume and perform the duties and functions of the Chair.

#### **ARTICLE V – CITY STAFF ROLES**

Section 1. The Recreation Manager shall serve as a staff liaison to the commission. The staff liaison shall assist the Chairperson in setting meetings, preparing agendas, and other documentary material, and coordinating the acquisition of needed materials and training. The staff liaison shall submit reports and recommendations for those agenda items requiring decisions or recommendations by the Commission. Other staff having experience, education, and professional training in the subject matter may provide input into the reports and recommendations, or may provide supplemental information. The information submitted may be oral, written or graphic, or some combination of all.

Section 2. The City Clerk shall designate a recording clerk to take minutes for the Commission and serve as the Commission's parliamentary advisory pursuant to AS 29.20.380(10) and HCC 2.12.010, and assist the Chairperson with the conduct of the meeting.



## ARTICLE VI – MEETINGS

Section 1. Regular meetings shall be open to the public and held on the third Thursday February through June and August through November at 5:30 p.m. in the designated location and shall be posted for public information as required by Homer City Code and Alaska State Statutes.

Section 2. Special meetings and Worksessions may be called by the staff liaison, Chair, or a majority of the Commission. Notice of such meetings shall be posted in the same manner as that for regular meetings.

Section 3. A quorum for the transaction of business at any meeting shall consist of four members. For purposes of determining the existence of a quorum, consulting members shall not be counted. Worksessions do not require a quorum, however, no action may be taken at a worksession; items on the agenda are for discussion only.

Section 4. Any member who is unable to attend a meeting, whether regular or special, shall contact the Clerk in advance no later than two hours prior to the scheduled meeting time for excusal.

Section 5. Meeting agenda deadline is at 5:00 p.m. the Wednesday preceding the meeting. Allowances will be made for holidays.

Section 6. The order of business for the regular meetings shall include, but not be limited to, the following items, which shall be covered in the sequence shown, as far as circumstances permit. Agenda shall be posted for public information as required by Homer City Code and Alaska State Statutes.

CITY LOGO

NOTICE OF MEETING  
REGULAR MEETING AGENDA  
NAME OF BODY

DEPT. CONTACT INFO  
(City Clerk's Office)

DAY OF WEEK, DATE, AND TIME OF MEETING  
PHYSICAL LOCATION OF MEETING & MEETING ROOM

1. CALL TO ORDER
2. AGENDA APPROVAL
3. PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA (3 minute time limit)
4. RECONSIDERATION
5. APPROVAL OF MINUTES
6. VISITORS/PRESENTATIONS (Chair set time limit not to exceed 20 minutes. Public may not comment on the visitor or the visitor's topic until audience comments. No action may be taken at this time.)
7. STAFF & COUNCIL REPORT/COMMITTEE REPORTS
8. PUBLIC HEARING (3 minute time limit)
9. PENDING BUSINESS
10. NEW BUSINESS
11. INFORMATIONAL MATERIALS (No action may be taken on these matters, for discussion only.)
12. COMMENTS OF THE AUDIENCE (3 minute time limit)
13. COMMENTS OF THE CITY STAFF
14. COMMENTS OF THE COUNCILMEMBER (If one is assigned)
15. COMMENTS OF THE COMMISSION (includes Comments of the Chair since they are part of the commission.)

16. ADJOURNMENT Next regular meeting is scheduled for \_\_\_\_\_. (Note any other worksessions, special meetings, committee meetings etc.) All meetings scheduled to be held in the Homer City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska. (The meeting may be scheduled for the Conference Room or virtually.)

Section 7. Per Resolution of the City Council (Resolution 06-115(A)), Public Testimony shall normally be limited to three minutes per person. Exceptions may be provided for at the Chairperson's discretion or by a majority vote of the members in attendance.

Section 8. Recorded minutes shall be made available by the City Clerk's Office to the Commission prior to the next meeting and a record of all voting will be included in the minutes of each meeting. Minutes shall be available to the public as required by Homer City Code and Alaska State Statutes.

Section 9. Teleconference participation is allowed per the rules and limitations set forth in Homer City Code 2.58.060.

## **ARTICLE VII – GENERAL OPERATING PROCEDURES**

Section 1. The Commission shall abide by the current edition of Robert's Rules of Order insofar as it is consistent with the Commission's bylaws, other provisions of Homer City Code, or standing rules. In all other cases, bylaws, the code, or the standing rule shall prevail. This includes, but is not limited to, HCC 1.18 Conflicts of Interest, Partiality, and Code of Ethics; HCC 2.58 Boards and Commissions; HCC 2.60 Parks, Art, Recreation, and Culture Advisory Commission; the Open Meetings Act – AS 44.62.310-312; HCC 18.07 Funds for Works of Art in Public Places; the City of Homer Gift, Donation and Art Policies, Procedures and Guidelines; and the City of Homer 1% for the Arts Program Procedures.

Section 2. Each member, including the chairperson, shall vote, and shall not abstain from voting, unless such member claims a conflict of interest, or has an excused absence, in which event the member shall be excused from voting. The member shall then state for the record the basis for the abstention. Four affirmative votes are required to pass a motion. Voting will be by a roll call vote, the order to be rotated; or by unanimous consent if no objection is expressed. Voting by proxy or absentee is prohibited.

Section 3. Any rule or resolution of the Commission, whether contained in these Bylaws or otherwise, may be suspended temporarily in connection with business at hand; and such suspension to be valid; may be taken only at a meeting at which at least four of the members of the Commission shall be present, and two-thirds of those present shall so approve.

Section 4. Training sessions developed or arranged by the City Clerk and approved by the City Manager shall be mandatory unless a member's absence is excused by the Chairperson. The City Manager and/or City Clerk, in their discretion and in consultation with the City Attorney as needed, may develop model procedures to be used as a guide for the Commission.

## **ARTICLE VIII – COMMITTEES**

Section 1. Committees of one or more members for such specific purposes as the business of the Commission will only become active upon approval of Council. A memorandum and resolution will go before Council outlining the reason, tasks assigned and termination date. Committees shall be

considered to be discharged upon completion of the purpose for which it was appointed, and after its final report is made to and approved by the Commission.

Section 2. All committees shall make a progress report to the Commission at each of its meetings.

#### **ARTICLE IX – BYLAW AMENDMENTS**

The Bylaws may be amended at any meeting of the Commission by a majority plus one of the members, provided that notice of said proposed amendment is given to each member in writing. The proposed amendment shall be introduced at one meeting and action shall be taken at the next Commission meeting. Amendments to bylaws shall be effective upon approval of the amendments by City Council via resolution.

**PARKS, ART, RECREATION, & CULTURAL ADVISORY COMMISSION (PARCAC)  
2024-2025 STRATEGIC PLAN**

**1. On-going goals.**

- a. **On-going Goal #1. Open Communications.** Provide timely, relevant comment to the City Council and as appropriate, other Commissions and Boards, on Parks, Art, Recreation & Cultural issues.

**b. ~~Question: How and when do we receive public comment?~~**

- i. **Objective:** PARCAC's objective is to help inform the ~~keep~~ City Council and other Commissions and Boards, ~~informed~~ about matters within PARCAC's purview ~~for approval and/or course correction.~~

ii. **Actions:**

~~1. At each PARCAC meeting, a PARCAC member shall be appointed to make a report about the PARCAC meeting at the next available City Council meeting.~~

1. In order to fulfill this Objective, PARCAC members will need to be kept ~~shall keep~~ informed about activities within the City that fall within PARCAC purview, discuss the activities, as appropriate, at PARCAC meetings and forward appropriate comments to the City Council, verbally or in writing ~~in memorandum.~~

2. At each PARCAC meeting, a PARCAC member will be appointed to make a report about the PARCAC meeting at the next available City Council meeting.

~~2.~~

~~3. City Staff shall provide relevant and timely information to PARCAC and add Agenda Items to the PARCAC agendas, to assist the Commission with their discussions and decision making.~~

- iii. **Timeline:** This is mostly happening now. Occasionally, a matter within PARCAC's purview slips through the cracks and does not come before PARCAC. ~~Should commence immediately,~~ Acknowledging this Goal and Objective will help everyone be more mindful of PARCAC's role.

- iv. **Fiscal Note:** None. ~~Staff will identify whether it needs funding to support the actions it is responsible for, for example, if staff needs to be paid overtime for attending PARCAC meetings.~~

- ~~c.~~ **On-going Goal #2. Parks & Recreation Budget.** Gain a better understanding of the process, have more communication on budget/projects between City Staff and review it [budget] at least annually and New Projects.

- i. **Objective:** PARCAC's objective is to serve as an advocate for the fiscal needs of items/programs that fall within PARCAC purview.
- ii. **Actions:**
  1. In order to fulfill this Objective, PARCAC would need to be provided with ~~Staff shall submit~~ a draft budget for ~~all~~ operating and capital budget requests for items/programs that fall within PARCAC's purview, in a timely manner so PARCAC can review the materials before they are submitted to the City Council **including a 5-year CIP for Parks & Recreation.**
  2. PARCAC would ~~shall~~ review the budget information ~~and decide which items to endorse. PARCAC shall then~~ and provide comments and recommendations ~~summarize its findings and recommendations in a memorandum to be submitted~~ to the City Manager and the City Council.
  - ~~2.3.~~ It would help PARCAC fulfill this Objective if it could be provided with a budget report for Parks and Community Recreation, at each PARCAC meeting.
  - ~~3.4.~~ PARCAC believes the City needs to develop a sustainable source of funding for Parks and Recreation and would be happy to help brainstorm ideas for this. ~~Staff shall research options for creating long term sustainable funding to support operating and capital budget needs for items/programs that fall within PARCAC's purview.~~
  - ~~4.~~ PARCAC shall conduct a public work session to review and discuss said options. PARCAC shall then summarize its findings and recommendations in a memorandum to be submitted to the City Manager and the City Council.
  - ~~5.~~ Staff shall provide PARCAC a budget report at each PARCAC meeting.
- iii. **Timeline:** In order for PARCAC to provide its comments in a timely manner, it would need information early in the budget development process. ~~Staff shall develop a timeline for accomplishing the Actions to PARCAC, for review and approval, at the next regular PARCAC meeting.~~
- iv. **Fiscal Note:** None. ~~Staff will identify whether it needs funding to support the actions it is responsible for.~~

~~d.c.~~ **On-going Goal #3. Public Art.** Advocating for inclusion of Public Art in City Facilities when planning upgrades, renovations and new projects.

- i. **Objective:** PARCAC's objective is to ensure public art is included in City buildings on a consistent basis.
- ii. **Actions:**



~~1. 1. The City already has a standing operating procedure for accepting and decommissioning public art. Staff will develop a SOP for incorporating public art into public spaces.~~

~~2. PARCAC will review, approve and forward the SOP to the City Council, with a recommendation for adoption. Question: Why does Renee think we need to delete the language about the SOP?~~

~~iii. **Timeline:** Staff already involves PARCAC as applications for submissions are received. Staff shall develop a timeline for accomplishing the Actions to PARCAC, for review and approval, at the next regular PARCAC meeting, Why did Renee want to change this?~~

~~iv. **Fiscal Note:** None. Staff will identify whether it needs funding to support the actions it is responsible for.~~

~~e. **On-going Goal #3—Public Art. Renee recommended some new language. Is this the same language that's in the By-laws.**~~

~~f. **Need a section for criteria—stuff must have artistic merit.**~~

~~g. **Need a section about decommissioning art that's part of the collection.**~~

~~h.d. **On-going Goal #4: Parks/Recreation/Arts/Culture Community.** Maintain working relationships with various cultural entities such as Homer Council on the Arts, Galleries, Pratt Museum, etc.~~

~~i. **Objective:** PARCAC's objective is to "keep its thumb" on the pulse of Homer's arts and cultural community. Question: What is our role vis-à-vis "Culture"? What is culture?~~

~~ii. **Actions:**~~

~~1. PARCAC enjoyed hearing from Staff will continue their "community building" with local organizations involved in arts, culture, parks, trails and other matters within PARCAC's purview and provide monthly reports to PARCAC about such activities.~~

~~2. Staff will invite a member of the local community organizations involved with arts, culture, parks, trails and other matters within PARCAC's purview at to PARCAC meetings.~~

~~3. PARCAC understands the City makes Staff will provide PARCAC with reports of financial/in-kind contributions to these local community organizations involved with arts, culture, etc. organizations and would appreciate being informed about such contributions make to the City and vice versa.~~

~~iii. **Timeline:** None. Staff shall develop a timeline for accomplishing the Actions to PARCAC, for review and approval, at the next regular PARCAC meeting.~~

- iv. **Fiscal Note:** None. ~~Staff will identify whether it needs funding to support the actions it is responsible for.~~

~~i.e.~~ **On-going Goal #5: Open & Green Spaces.** Preservation of areas of natural beauty and open green spaces throughout the City.

- i. **Objective:** PARCAC's objectives are to (a) protect space designated within the City as open or green space and (b) increase the City's ownership of such spaces consistent with the City's Comprehensive Plan and the City's Green Infrastructure Programs.
- ii. **Actions:**
  - 1. PARCAC supports the Kachemak Sponge Green Infrastructure Project and would appreciate regular progress reports on it and other green infrastructure projects.
  - ~~2.~~ PARCAC welcomes recommendations from the public or staff regarding lands ~~Staff will research the possibility of designating the land for conservation that is within the Mariner Slough tidelands, in the vicinity of the south side of Bay Avenue and report back to PARCAC.~~
  - ~~3.~~ ~~2.~~ ~~Staff will develop a list of properties that would best serve the community as open or green space and report back to PARCAC; this could be done as part of the Comp Plan re-write.~~
  - ~~4.~~ PARCAC will develop a list of criteria to be used when identifying lands that should be protected as open or green space.
  - ~~5.~~ PARCAC will identify any such lands in a memorandum to the City Council, with recommendations that such land be protected.
  - ~~6.~~ Staff will develop a Management Plan for the management of the lands that will be acquired for the Kachemak Sponge and report to PARCAC.
- iii. **Timeline:** None. ~~Staff shall develop a timeline for accomplishing the Actions to PARCAC, for review and approval, at the next regular PARCAC meeting;~~
- iv. **Fiscal Note:** None. ~~Staff will identify whether it needs funding to support the actions it is responsible for.~~

2. **Short Term Goals:** These are intended to be goals that can be accomplished by the end of 2024.

- a. **Short Term Goal #1. Community Recreation Center.** Support a new Community Recreation Center including a capital campaign, identify clientele, define role of the school district, establish fees that encourage participation, provide



recommendations for revenue stream to support the facility, determine best staff to volunteer ration.

- i. **Objective:** PARCAC's objective is to develop a short- term and long-term plan for developing and operating a Community Recreation Center.

- ii. **Actions:**

1. PARCAC would appreciate being informed of decisions and recommendations emanating from Staff will liaison between PARCAC and the Council's Recreation Champions so both parties are fully informed and involved in the decision making.
2. PARCAC recommends that the City Staff will develop a draft Community Recreation Center Development Plan, which would include a site plan, floor plan, a cost estimate and a financing plan. PARCAC would be happy to assist with this, for PARCAC's input, review and approval.
3. PARCAC will take public comment on the draft Plan, develop a list of findings, and submit its recommendations to the City Council.
- 4.3. PARCAC recommends that the City Staff will develop a draft Community Recreational Center Operational Plan and budget, for PARCAC would be happy to assist with this's input, review and approval.
- 5.4. PARCAC will take public comment on the draft Operational Plan, develop a list of findings and submit its recommendations to the City Council.

- iii. **Timeline:** PARCAC recognizes the City has limited staff resources and needs to prioritize such resources. Staff shall develop a timeline for accomplishing the Actions to PARCAC, for review and approval, at the next regular PARCAC meeting;

- iv. **Fiscal Note:** PARCAC recognizes the City may need to augment its limited staff resources with paid consultants, which would require funding. Staff will identify whether it needs funding to support the actions it is responsible for.



**Short Term Goal #2: Operational Policies.** Develop policies for Parks and Community Recreation Programs. ~~Question—We need to make minor updates to the Bylaws. Where does it talk about the 8:00 PM meeting cutoff?~~

~~v.~~ **Objective:** PARCAC's objective is to ensure the City's Parks and Community Recreation Programs are operating in accordance with reasonable municipal practices.

~~vi.~~ **Actions:**

~~1.—~~ 1. PARCAC recommends that the City ~~Staff shall~~ develop a ~~draft~~ set of Operational Policies for the Use of Parks and a ~~draft~~ set of Operational Policies for Community Recreation. ~~for PARCAC Review.~~

~~2.—~~ PARCAC ~~would be happy to~~ ~~shall~~ assist with this. ~~review, receive public input and deliberate on the draft sets of policies.~~

~~3.—~~ PARCAC ~~shall adopt findings and recommendations on the draft sets of policies and forward said recommendations in a memorandum to the City Manager and City Council.~~

~~4.~~ 2. PARCAC recommends, that once the policies are developed, ~~Staff shall develop~~ appropriate regulatory language ~~be drafted~~ ~~required~~ to support the ~~recommended~~ policies. ~~for review and approval by PARCAC would be happy to assist with that and the City Council.~~

~~vii.~~ ~~vi.~~ **Timeline:** PARCAC recognizes the City has limited staff resources and needs to prioritize such resources. ~~Staff shall develop a timeline for accomplishing the Actions to PARCAC, for review and approval, at the next regular PARCAC meeting.~~

~~viii.~~ ~~vii.~~ **Fiscal Note:** PARCAC recognizes the City may need to augment its limited staff resources with paid consultants, which would require funding. ~~Staff will identify whether it needs funding to support the actions it is responsible for.~~

b. **Short Term Goal #3: Park Planning.** Update and develop Master Park Plans that include long term needs list to assist with biennial budget development.

i. **Objective:** PARCAC's objective is to ensure that the maintenance and capital needs of the City's parks are being provided for in a proactive matter.

ii. **Actions:**

1. PARCAC recommends that ~~Staff shall prepare~~ a Park Development Plan ~~be developed~~ for each park that will include a list of capital and

maintenance activities required for each park. PARCAC will be happy to assist with this, for PARCAC's review and approval.

2. PARCAC recommends that ~~Staff shall develop~~ a budget for accomplishing such maintenance and capital needs be developed. PARCAC will be happy to assist with this ~~for PARCAC's review and approval.~~

- iii. **Timeline:** PARCAC recognizes the City has limited staff resources and needs to prioritize such resources. ~~Staff shall develop a timeline for accomplishing the Actions to PARCAC, for review and approval, at the next regular PARCAC meeting;~~
- iv. **Fiscal Note:** PARCAC recognizes the City may need to augment its limited staff resources with paid consultants, which would require funding. ~~Staff will identify whether it needs funding to support the actions it is responsible for.~~

- c. **Short Term Goal #4: Sustainable budgeting.** Research the development or creation of depreciation reserves to maintain parks and recreation facilities, continue to understand the budget, include setting fees and dedication of sales tax to fund projects and programs.

- i. **Objective:** PARCAC's objective is to ensure that the City has provided a sustainable funding source for developing and maintaining parks and recreation facilities.

ii. **Actions:**

1. PARCAC recommends that ~~Staff shall develop options for~~ a sustainable funding plan for parks and recreation facilities be developed. PARCAC would be happy to assist with this. ~~, for PARCAC's review and approval.~~
0. ~~PARCAC shall receive public input on the options and compile its findings and recommendations in a memorandum to the City Manager and City Council.~~

- iv.iii. **Timeline:** PARCAC recognizes the City has limited staff resources and needs to prioritize such resources. ~~Staff shall develop a timeline for accomplishing the Actions to PARCAC, for review and approval, at the next regular PARCAC meeting;~~

- v.iv. **Fiscal Note:** None. ~~Staff will identify whether it needs funding to support the actions it is responsible for.~~

3. **Long Term Goals.** There are four long term goals, with are intended to be goals that can be accomplished within a 3-5 year timeframe.



- a. **Long Term Goal #1: Organizational Issues.** Continue working with the City Council and the City Manager for development of a Parks & Recreation Department.
- i. **Objective:** PARCAC's objective is to ~~support~~ provide an organizational structure for providing parks facilities and recreation services in a cost effective and efficient manner.
  - ii. **Actions:**
    1. PARCAC recommends that Staff will research options for an organizational structure for providing parks facilities and recreational services be researched. PARCAC would be happy to assist with this. ~~and report on same to PARCAC in a memorandum.~~
    0. ~~PARCAC will accept public input on the topic and summarize its findings and recommendations in a memorandum to the City Manager and the City Council.~~
  - iv.iii. **Timeline:** PARCAC recognizes the City has limited staff resources and needs to prioritize such resources. This is one reason why mindful planning is important, to help the City address resource needs. Staff shall develop a timeline for accomplishing the Actions to PARCAC, for review and approval, at the next regular PARCAC meeting.
  - v.iv. **Fiscal Note:** There are consultants that could help with this work, which would require funding. Staff will identify whether it needs funding to support the actions it is responsible for.
- b. **Long Term Goal #2: Staffing.** Review staffing plans. Move this to short term
- i. **Objective:** PARCAC's objective is to see that the staff developing and maintaining parks facilities and providing community recreation services is cost effective and provides the determined level of service
  - ii. **Actions:**
    1. ~~Community Recreation staff shall provide a benefit/cost review of the options of increasing staff by 1 permanent FTE vs the current practice of relying on seasonal temps and present his findings to PARCAC.~~
    2. PARCAC recommends the City compare the costs vs the benefits of Parks Maintenance staff shall provide a benefit/cost review of the options of increasing permanent staff for Parks and Community Recreation vs the current practice of relying on seasonal temps and present his findings to PARCAC.
    3. ~~The Associate Planner for Parks & Trails shall provide a benefit/cost review of being hosted in the Community Development Department~~

vs being hosted in the Public Works or a Parks & Recreation Department and present his findings to PARCAC.

~~4.3. PARCAC shall receive public input on these matters and summarize its findings and recommendations to the City Manager and the City Council.~~

- iii. **Timeline:** PARCAC recognizes the City has limited staff resources and needs to prioritize such resources. This is one reason why mindful planning is important, to help the City address resource needs. Staff shall develop a timeline for accomplishing the Actions to PARCAC, for review and approval, at the next regular PARCAC meeting.
- iv. **Fiscal Note:** There are consultants that could help with this work, which would require funding. Staff will identify whether it needs funding to support the actions it is responsible for.

c. **Long Term Goal #3: Non-motorized Transportation.** Note: Move this to On-Going goals. It's something we should be doing all along. Update City Code to ensure sidewalks in addition to parks & trails are identified as falling under PARCAC auspices.

- i. **Objectives:** PARCAC's objective is to ensure that non-motorized transportation options are developed in accordance with the City's Transportation Plan and (2) all non-motorized transportation options are properly maintained.
- ii. **Actions:**
  - 1. PARCAC recommends that the City finalize and adopt the Staff shall continue with the process of completing the Transportation Plan, so its provisions can be incorporated into the new Comprehensive Plan, in a timely manner. PARCAC is happy to assist with this. and moving it towards adoption by the City Council. Staff shall notify PARCAC when the matter will come before the City Council so PARCAC is available to provide supporting testimony.
  - ~~2.~~ Once the Transportation Plan is adopted, PARCAC recommends that the City Code be adjusted to support new visions and will be happy to assist with this. Staff shall identify language in the City Code that needs to be adjusted to accommodate the new Transportation Plan for PARCAC's review and approval.
  - ~~3.~~ PARCAC will accept public comment on the language adjustments, as appropriate, and forward recommendations to the City Council.
  - ~~0.~~ Staff will identify non-motorized transportation routes that are important to the City, but which are owned by the AK DOT/PF and



develop a plan for ensuring these facilities are maintained in a timely manner to the level of service we need.

~~iv.iii. **Timeline:** None. Staff shall develop a timeline for accomplishing the Actions to PARCAC, for review and approval, at the next regular PARCAC meeting;~~

~~v.iv. **Fiscal Note:** None. Staff will identify whether it needs funding to support the actions it is responsible for.~~

d. **Long Term Goal #4: Non-motorized Transportation.** Update City Code or processes to include a required review by PARCAC of proposed subdivisions for recommended trail and or sidewalk facilities and associated easements prior to preliminary plat being submitted to the Kenai Peninsula Borough for approval.

i. **Objective:** PARCAC's objective is to be more proactive about identifying opportunities for non-motorized transportation.

ii. **Actions:**

1. PARCAC acknowledges that the Homer City Code may need to be updated to accomplish the goals/objectives set forth in the new planning documents and is happy to assist with this.

~~0. Staff will propose updates to City Code and/or its in-house development review procedures to ensure non-motorized transportation route are identified in new subdivisions, for PARCAC's review and approval.~~

~~0. Staff will communicate with the Kenai Borough about the City's desire for non-motorized transportation means in new subdivisions and collaborate with that agency on how to best accomplish this in the planning process and report back to PARCAC.~~

~~0. PARCAC will receive public input as appropriate and submit its findings and recommendations to the City Council.~~

~~vi.iii. **Timeline:** None. Staff shall develop a timeline for accomplishing the Actions to PARCAC, for review and approval, at the next regular PARCAC meeting;~~

~~vii.iv. **Fiscal Note:** None. Staff will identify whether it needs funding to support the actions it is responsible for.~~

# City of Homer Parks, Arts, Recreation, and Culture Advisory Committee (PARCAC) SWOT Analysis

8/15/2024 (4:30 PM - 5:30 PM)



## Overview

The City of Homer Parks, Arts, Recreation, and Culture Advisory Committee (PARCAC) represents a wide range of interests within the community. In preparation for the City of Homer's Strategic Planning process, PARCAC wanted to develop a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis. With a completed SWOT analysis, the committee seeks to create short, medium, and long-term goals to recommend to the City Council and community as part of the Strategic Planning efforts.

The SWOT analysis focused on answering the question: **"What key information from our past, present, and anticipated future will help inform our planning"**? By framing the process in this way, a group can better understand and anticipate changes over time and create a shared context for moving forward.

## SWOT Event

Nine individuals participated in the SWOT event held on August 15th, 2024 from 4:30 PM - 5:30 PM at Homer City Hall.

During the meeting, participants were asked to individually brainstorm their ideas for each of six themes across three "eras": past (accomplishments and setbacks), present (strengths and weaknesses), and future (opportunities and threats). They then formed groups of three to focus on one era and generate as many ideas as they could for each. Afterward, groups had the opportunity to do a gallery walk to view other eras. They could then add on or highlight ideas that were particularly meaningful or important to keep in mind. Once the gallery walk was completed, groups reported out on their highlights. The meeting closed with reflections on what participants felt most proud of and brainstormed next steps for integrating the SWOT with the current Strategic Planning effort.

Below are the ideas generated for each era. Check marks ☒ indicate that an individual outside of the original group found this to be an important idea. The number of check marks equates to the number of individuals who found importance in the idea. Additionally, those ideas that are **BOLDED IN RED TEXT** are the ideas that each group identified as a highlight for reporting.

## "What key information from our past, present, and anticipated future will help inform our planning"?

PAST	
Accomplishments	Setbacks
<ul style="list-style-type: none"><li>• <b>Playground at Karen Hornaday Park</b> <input checked="" type="checkbox"/><input checked="" type="checkbox"/></li><li>• Beach policy</li><li>• Sidewalk on Main Street <input checked="" type="checkbox"/></li><li>• <b>Trails/parks -Jack Gist</b></li><li>• Playground equipment</li><li>• <b>Community Recreation</b></li><li>• Trail development <input checked="" type="checkbox"/></li><li>• HERC building</li></ul>	<ul style="list-style-type: none"><li>• <b>Loss of Parks and Maintenance staffing/funding</b> <input checked="" type="checkbox"/></li><li>• Lack of space for community recreation <input checked="" type="checkbox"/></li><li>• <b>Small tax base servicing large area</b></li><li>• Loss of state funding</li><li>• <b>Small budget</b> <input checked="" type="checkbox"/><input checked="" type="checkbox"/></li><li>• Merging arts and parks without guidance</li><li>• Staff turnover, reorganizing of department <input checked="" type="checkbox"/><input checked="" type="checkbox"/></li><li>• Not prioritized, funding-wise <input checked="" type="checkbox"/></li></ul>

## PRESENT

### Strengths

- **Strong advocacy and support from community** ✓✓✓
- Some successful funding for some projects
- **Knowledgeable and motivated staff** ✓✓
- Staff cooperation
- **Numerous community partnerships (schools, Chamber, etc.)** ✓
- Expanding attention for accessibility
- Seed money for Rec Center
- Ben Walters sidewalk
- New KHP Master Plan
- **Small but important improvements to parks**
- Have Strategic Plan drafted
- Have Trails financial plan
- Have HART funding for trails and sidewalks
- Everyone loves parks
- Increased use of outdoor spaces
- Rec program highly regarded/used
- Need/desire for activities

### Weaknesses

- **Need more designated funding and staff** ✓✓
- **Resources don't support expectations** ✓✓✓
- Parks still need more work
- **Lack of effective, cohesive organizational structure (e.g. Parks and Rec Department)** ✓✓
- **Skepticism about follow through with Strategic Plan**
- Need advocacy and outreach at parks
- No trail connectivity ✓
- Deferred maintenance
- Need to merge arts and support better
- Lack of engagement at PARCAC from public
- Misunderstanding between Parks and Recreation and Economic Development
- Comprehensive Plan doesn't take into account practicality of implementation
- Need/desire for activities

## FUTURE

### Opportunities

- Allocation of funding for new facility
- Increased demand for community recreation ✓
- Growing, active population ✓
- Community recreation is more accessible
- New City staff with interest in Parks and Recreation ✓
- **Collaborative efforts between City clubs and organizations (fundraising and planning)** ✓✓
- **Working with City to prioritize land for future parks** ✓
- **Working closer with the Planning Commission** ✓✓✓
- Working towards a more walkable city ✓
- We have abundant natural assets and resources we could leverage and invest in

### Threats

- Lack of green space access ✓
- Increased development without planning for open spaces ✓✓
- **Lack of funding** ✓✓✓✓
- Deferred maintenance ✓✓
- Lack of indoor recreation space ✓
- Borough and City funding
- Staffing ✓✓
- Accessibility issues ✓
- **Organizational structure (or lack thereof)** ✓✓✓✓
- Advocacy for the arts and parks
- Disconnect between ideal (recreation, beauty) and implementation, prioritization
- Ideas about economic values sometimes at odds with ideas about space, movement, and beauty
- Loss of space, competition for space (e.g. housing, vessel haul out)

## SWOT Integration

Following report outs, the group was asked to look across the documented landscape and **reflect on what makes them feel proud**. Answers included:

- Community recreation
- Sidewalks
- Amazing strides with the resources we do have
- Increased walkability
- Plowing of sidewalks in winter
- Positive, healthy relationships
  - Special events
  - Bringing people together, returning people
  - Value of community relationships
- Community organizations like Little League and adult softball-these are opportunities that would not be available if there were no public parks that were free, accessible, and maintained.

Next, participants were asked, **“having heard the report outs, what insights can inform planning?”**? Participants shared:

- More staffing
- Funding is crucial-staffing, resources
  - Funding base
- Leveraging and messaging the importance of parks in our lives
- Intangibles-not everything is just about economic value, there is value beyond economics
- Scarcity mindsets?
- Structures: prioritizing recreation as a culture of Homer, elevating that culture to get more support
- Importance of parks for mental health, physical health, and they also have economic impacts.

## Analysis

PARCAC identified many areas for celebration as well as areas for concern, now and into the future. Participants shared that they are proud of playgrounds, trails, sidewalks, and increased walkability and accessibility of public spaces. They cite strong partnerships, community support, high-quality staff, and efficient and effective utilization of available resources. However, loss of staffing and resources, insufficient funding, and the lack of an organizational structure for Parks and Recreation pose threats to present and future progress. Participants, too, reflected deeply on values misalignment and the gap that is created between expectations and reality. This can fuel skepticism about follow-through on elements of the Strategic Plan.

### *Areas for Exploration*

PARCAC is a high-functioning group with great potential for impact. Through discussion, key themes emerged around the lack of public knowledge about-and engagement with- PARCAC; mental models around concepts like intangibles (e.g. mental health, wellness) and scarcity mindsets (there isn't enough to go around); and how those things feed into (or not) a culture in Homer around recreation and also the prioritization of recreation when it comes to allocation of resources.

Digging into the underlying contradictions present would be a fruitful avenue for the City of Homer. Underlying contradictions are blocks or barriers that prevent an organization from realizing its vision and can be found in attitudes, beliefs, and structures/ways of operating. Contradictions are existing realities that can be internal or external factors (or both) that can block the way forward. Integrating a session that addresses Underlying Contradictions and Strategic Directions (ways of navigating Underlying Contradictions) would be a beneficial part of the ongoing Strategic Planning process.

It is abundantly clear that relationships hold immense power for PARCAC. Building on the strength of existing and potential relationships should continue to propel the work of PARCAC. PARCAC, too, should celebrate its achievements. Find ways to publicly celebrate the many successes of PARCAC and use that as a way to build transparency and make strides towards a community culture built around arts and recreation.

## Next Steps

- Draft of the Strategic Plan needs to take a second look at (this) and consider re-prioritization of PARCAC; this SWOT analysis can help that process;
- Can potentially use this SWOT analysis effectively for PARCAC's space in the City's Comprehensive Plan.



## **Addendum: Potential Strategic Planning Next Steps:** **TO BE DISCUSSED WITH PARCAC 9/19/2024**

- **Develop a Parks and Recreation Department to provide needed organizational structure**
  - Dedicate staffing to develop and maintain services
- **Adequately fund a Parks and Recreation Department**
  - Examine the current and aspirational allocation of resources in the budget for parks and recreation and consider how that aligns with public feedback on parks and recreation
  - Ensure sustainability of funding for Parks and Recreation
- **Continue building relationships with other local organizations**
  - Marketing/awareness-raising (e.g. Chamber of Commerce)
  - Implementation of programs (e.g. Homer Council on the Arts, Little League)
  - Culture
- **Examine Underlying contradictions in the broader City of Homer Strategic Planning process**
  - Unless the underlying contradictions present within the organizational structure of the City of Homer are addressed, the same patterns will repeat into the future.



# City of Homer

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

## Planning

491 East Pioneer Avenue  
Homer, Alaska 99603

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

(p) 907-235-3106

(f) 907-235-3118

## Memorandum

TO: PARKS, ART, RECREATION AND CULTURE  
FROM: JULIE ENGBRETSSEN, COMMUNITY DEVELOPMENT DIRECTOR  
DATE: SEPTEMBER 12, 2024  
SUBJECT: TRANSPORTATION PLAN COMMENTS

---

### **Requested Action:**

- *Provide comments on the Transportation Plan to the City Council.*
- *If there are topics the Board would like to work on in the future, those comments are also welcome!*

### **Introduction**

The City has been working on a new Transportation Plan, part of the City's Comprehensive Plan. 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, with a 10 to 20-year time horizon. The 2024 Plan is in the final phases of adoption following a nearly two-year public process. The City Council postponed adoption in order to send the plan to the ADA Advisory Board and the Parks, Art, Recreation and Culture Advisory Commissions for comment. Council adoption of the plan is scheduled for Monday September 26<sup>th</sup>.

\*Notes: Have questions? Please ask Mike before the meeting! I am unable to attend the meeting in person due to a schedule conflict. Commissioner Kaiser managed this project until December, and very little has changed. She is a great resource at the meeting for any questions about this document.

### **Synopsis**

The plan is divided into sections. The "meat" of the plan can be found in the Transportation System Guidelines on page 23, Goals and Objectives on page 32, and the Recommendations section on page 35. Within the Recommendations, there are two categories: Policies, and Projects. In the process of creating this plan, it became clear that many of the issues and concerns require more detailed attention than would be found in a long term plan. The Recommendations section provides a path to address these specific topics.

### **Requested Action:**

- *Provide comments on the Transportation Plan to the City Council*
- *If there are topics the Commission would like to work on in the future, those comments are also welcome!*

### **Attachment:**

2024 Transportation Plan

# Transportation Plan

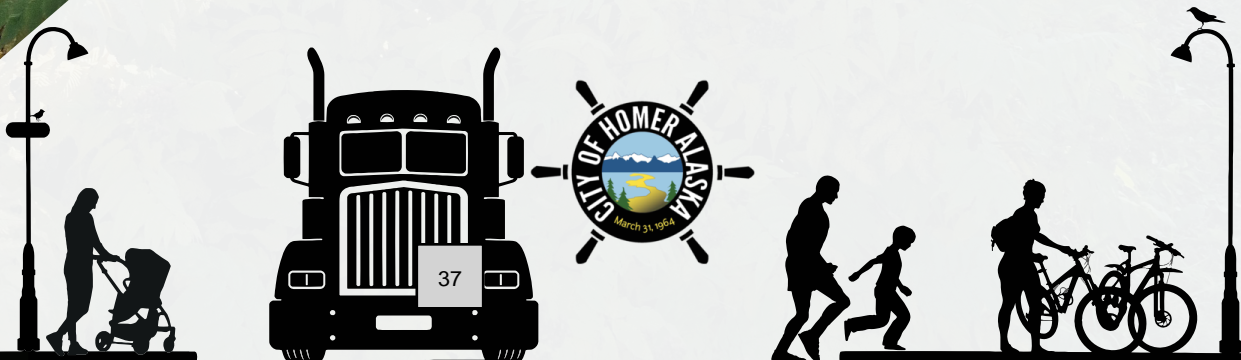
June 2024



Prepared For:  
**City of Homer**

Prepared By:  
**Kinney Engineering, LLC**

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



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# Introduction





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

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

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

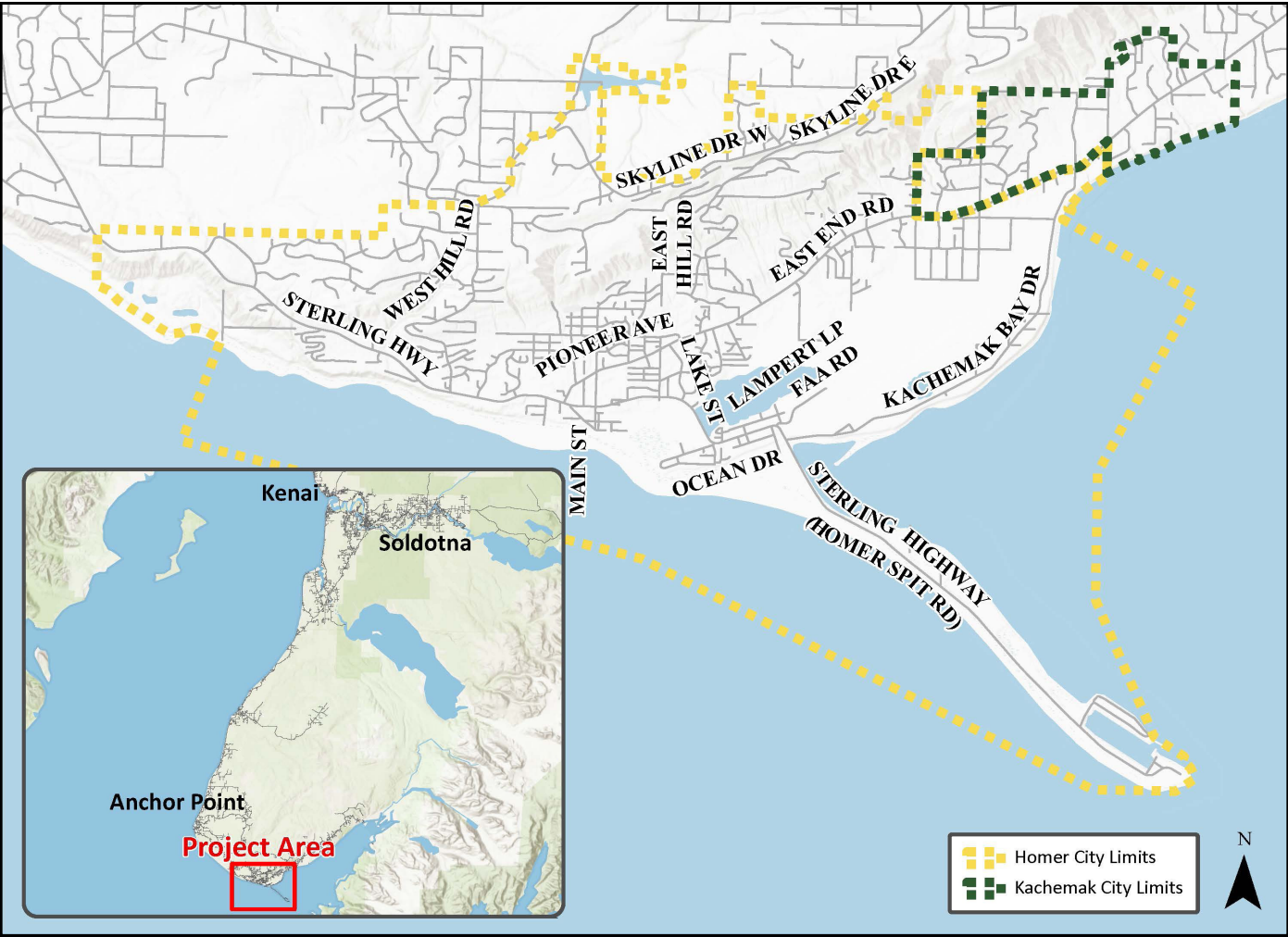


Figure 1: Homer Vicinity Map

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

Table 1: Past Plans

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

Table 2: Pending and Ongoing Plans and Projects

## The Transportation Plan includes the following key sections:

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

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

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

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

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

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



# Public Involvement Summary





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

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

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

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



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

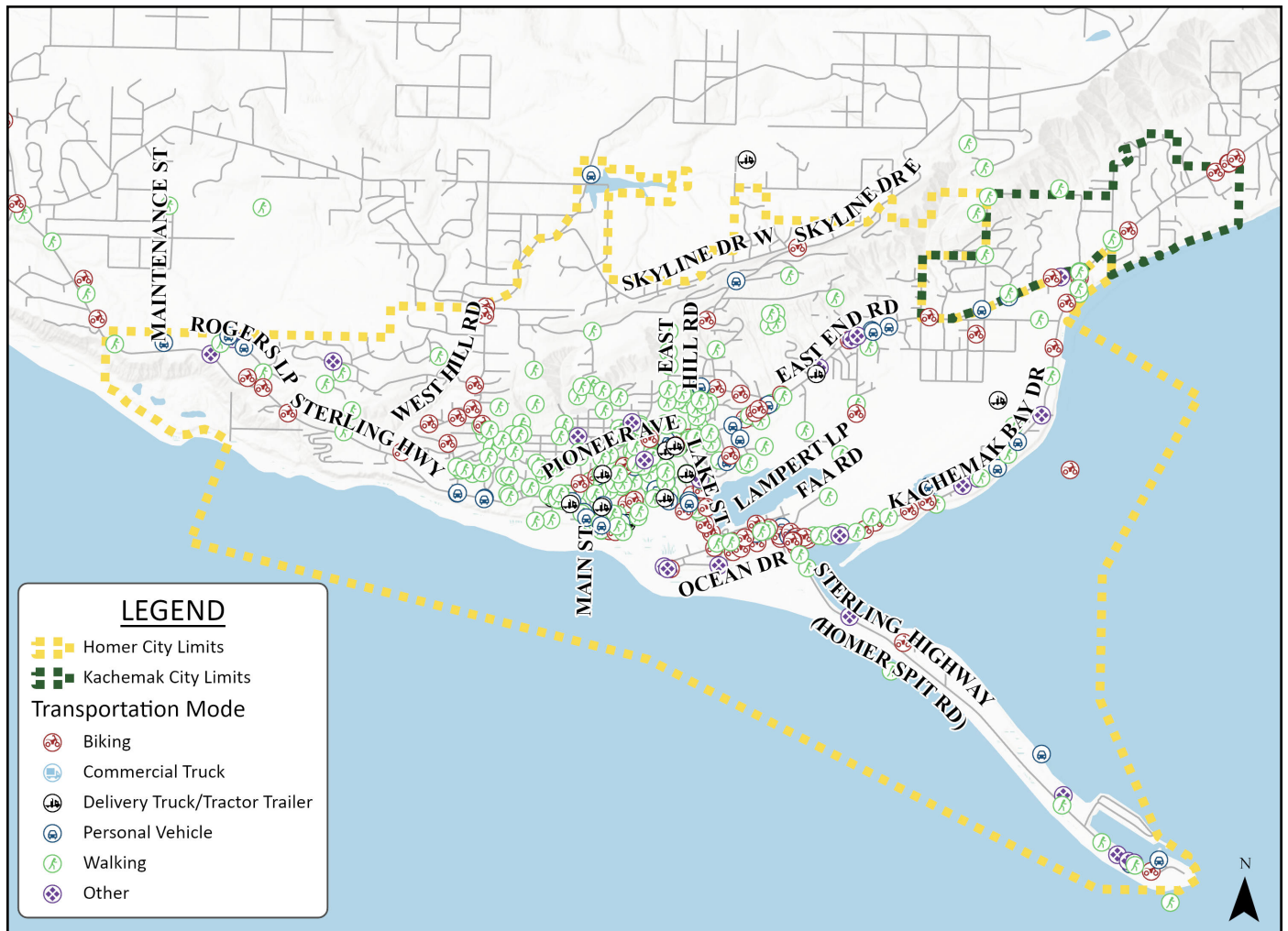


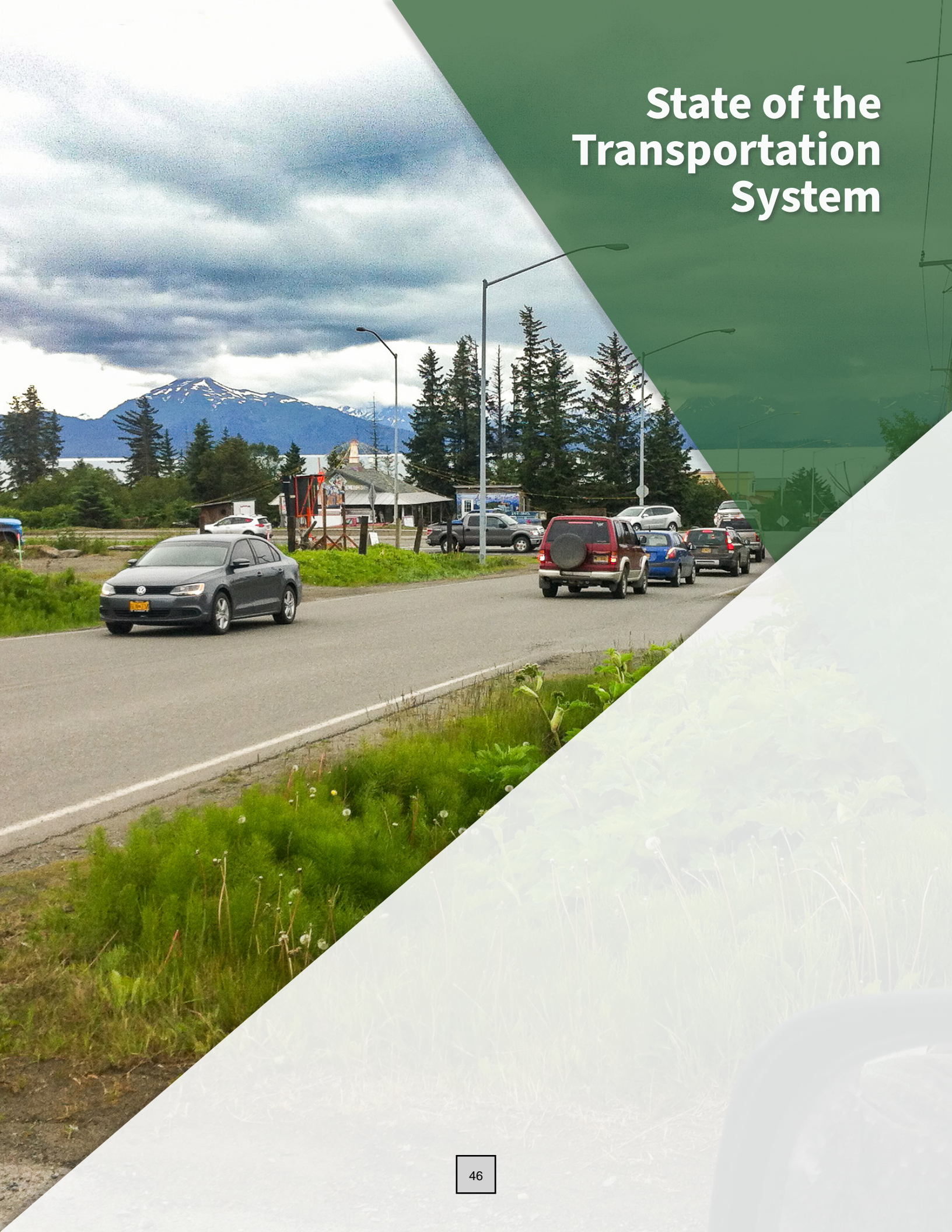
Figure 3: Online Map of Public Comments

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

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



# State of the Transportation System





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

Nearby communities connected to the City of Homer via the Sterling Highway and East End Road include Anchor Point, Diamond Ridge, Happy Valley, Kachemak City, Kachemak Selo, 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.

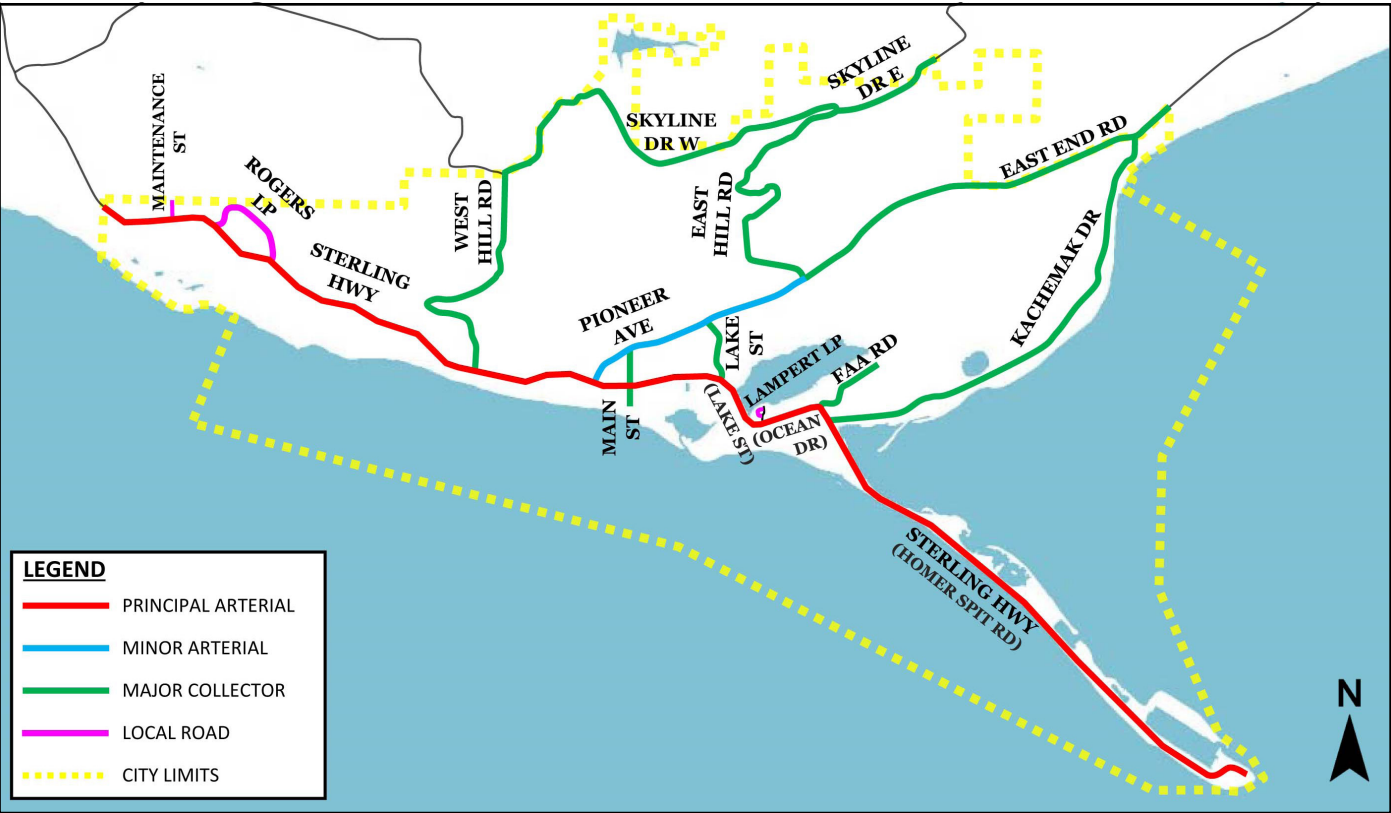


Figure 4: Roadway Functional Classification (State Roads)

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.

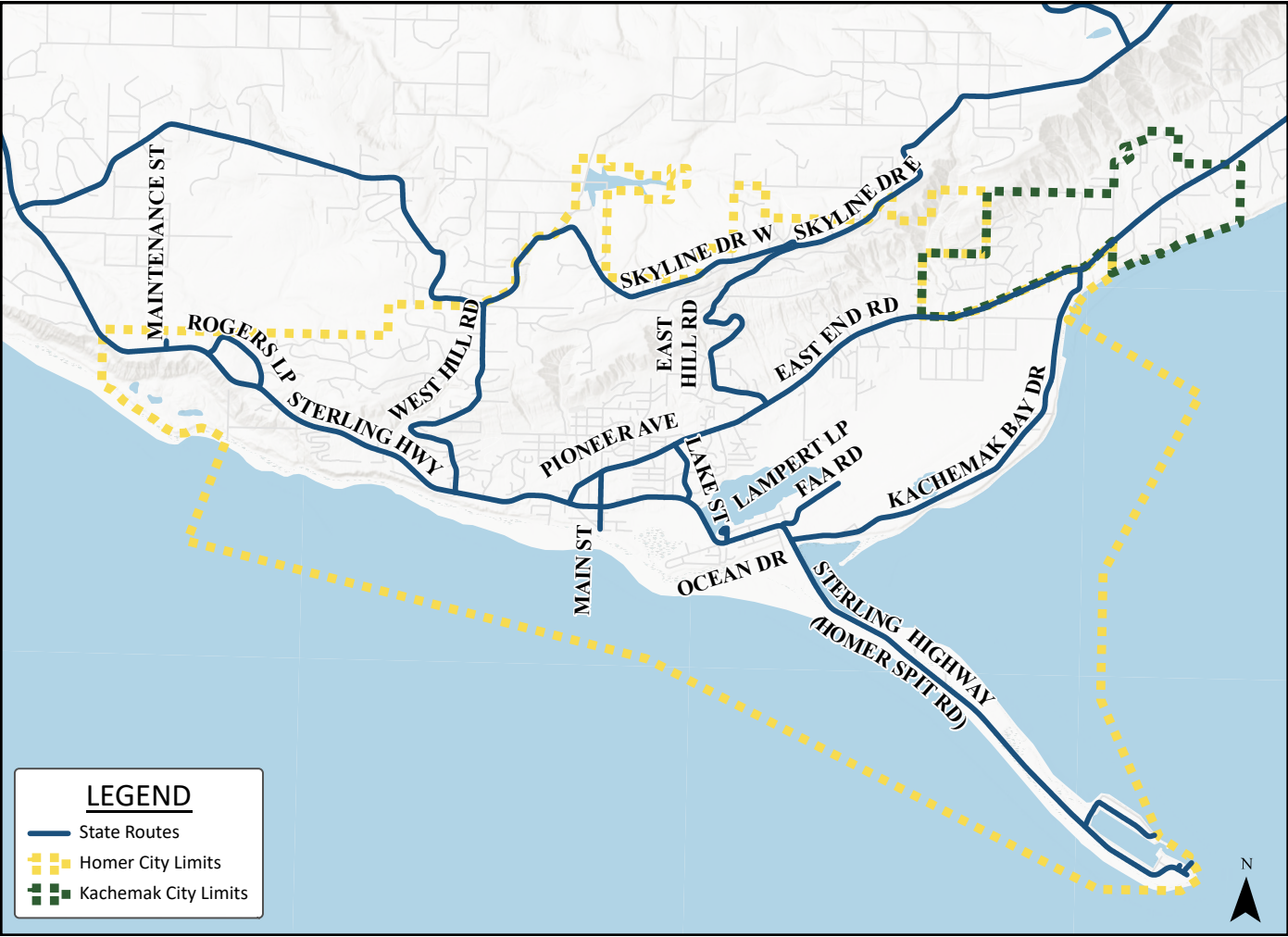


Figure 5: DOT&PF State Routes

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

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

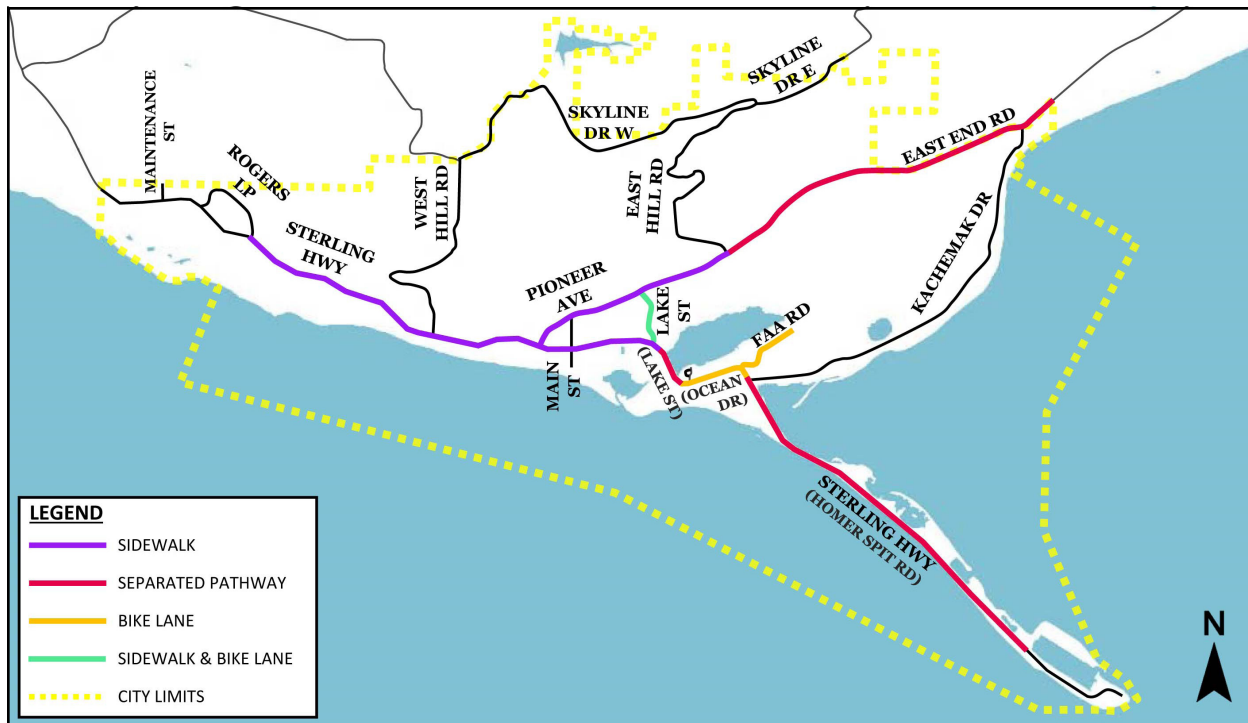


Figure 6: Non-Motorized Facilities along State Routes

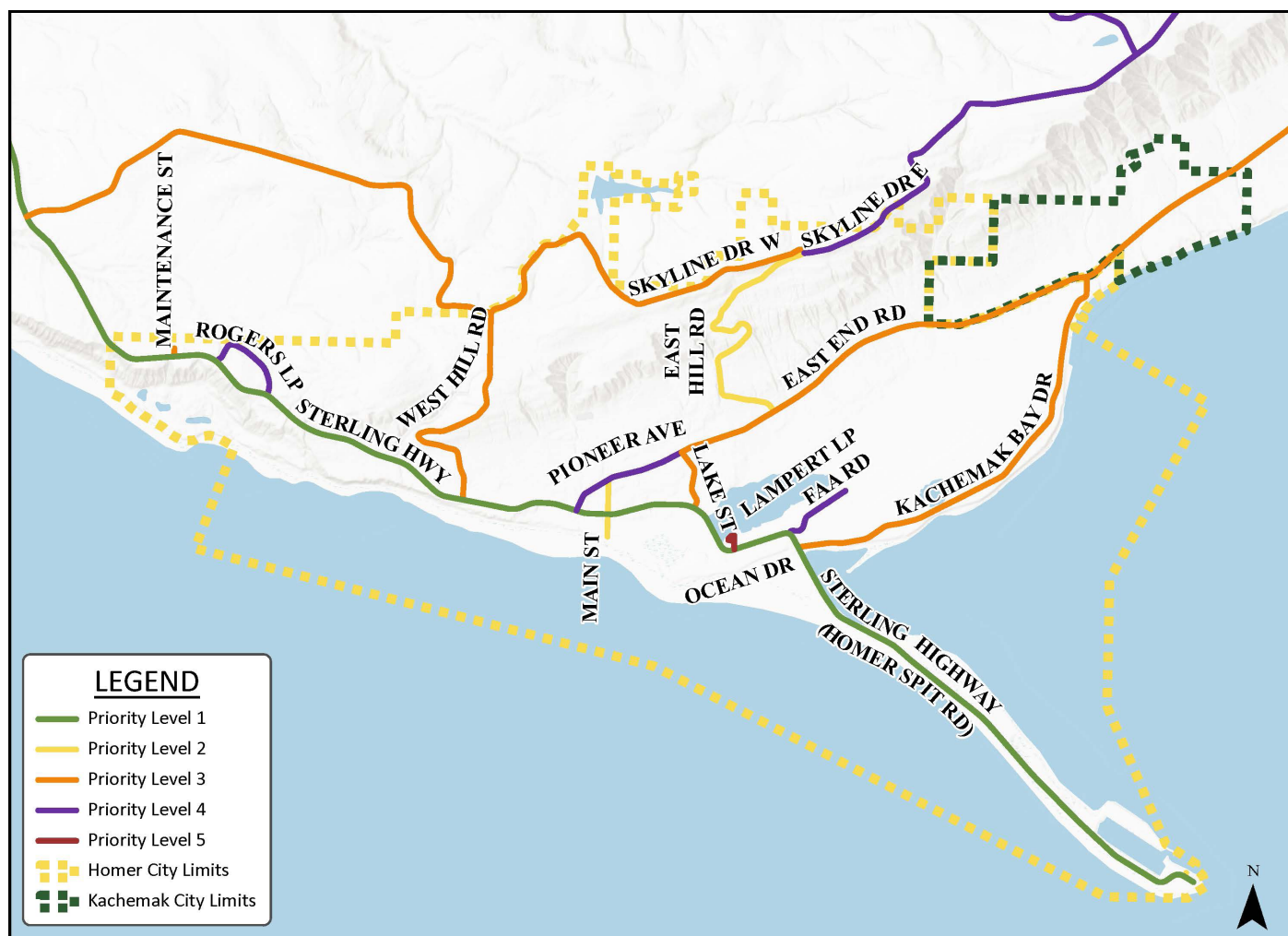


Figure 7: DOT&PF Maintenance Priority Map

## 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).

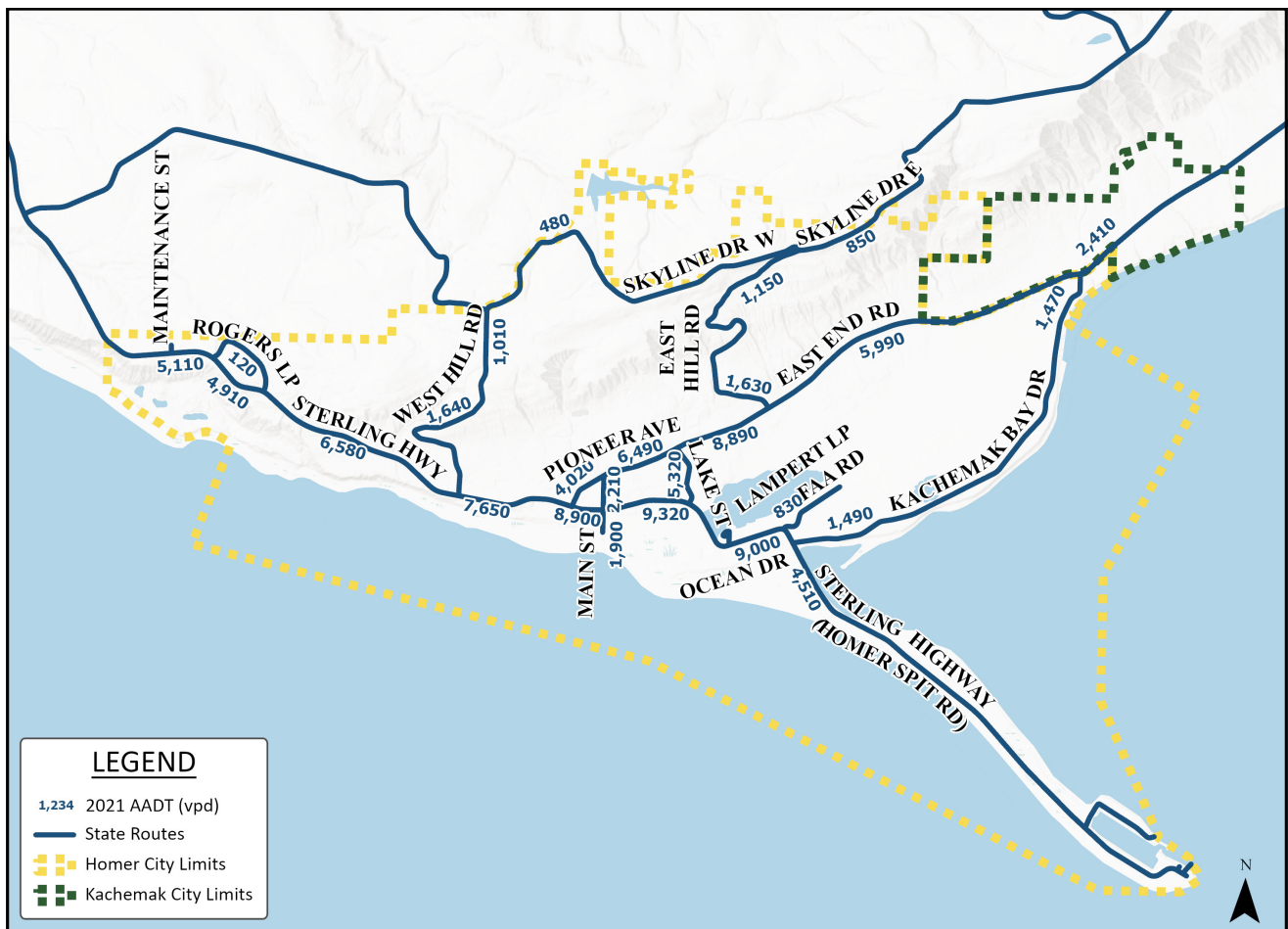


Figure 8: 2021 AADT State Roads

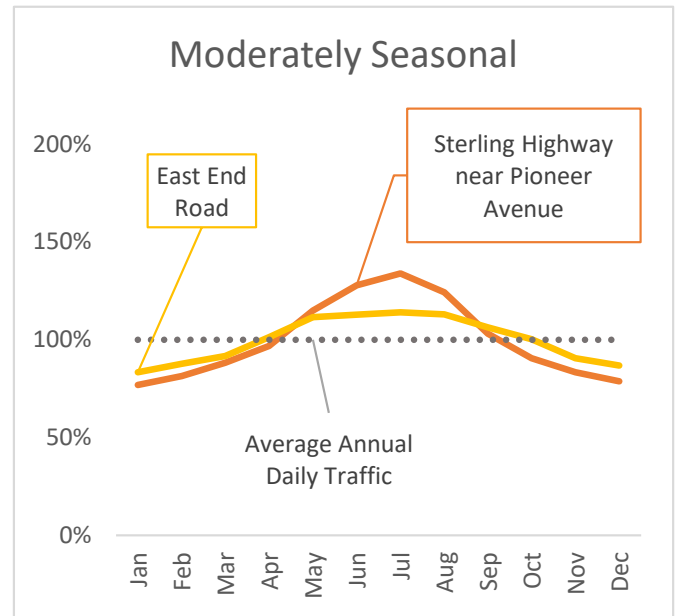
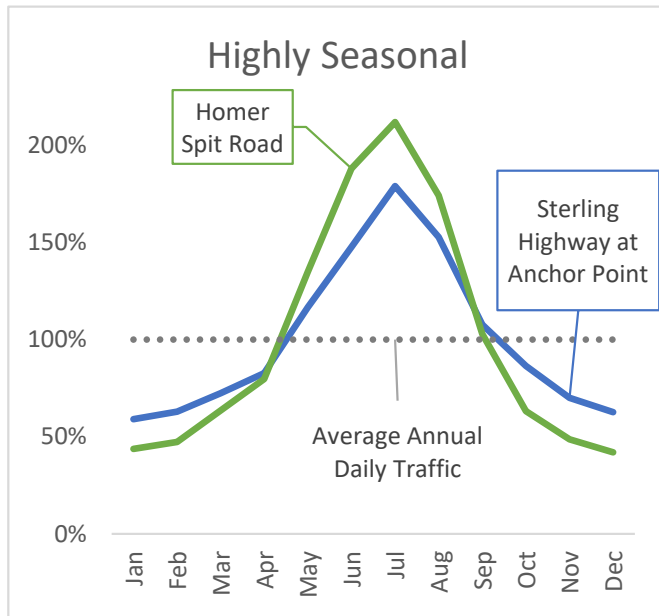


Figure 9: Monthly Traffic Volume as a Percentage of Average Annual Daily Traffic

## 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.

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

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

## Walking and Biking

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

## What improvements are needed?

### *Walking and Biking*

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

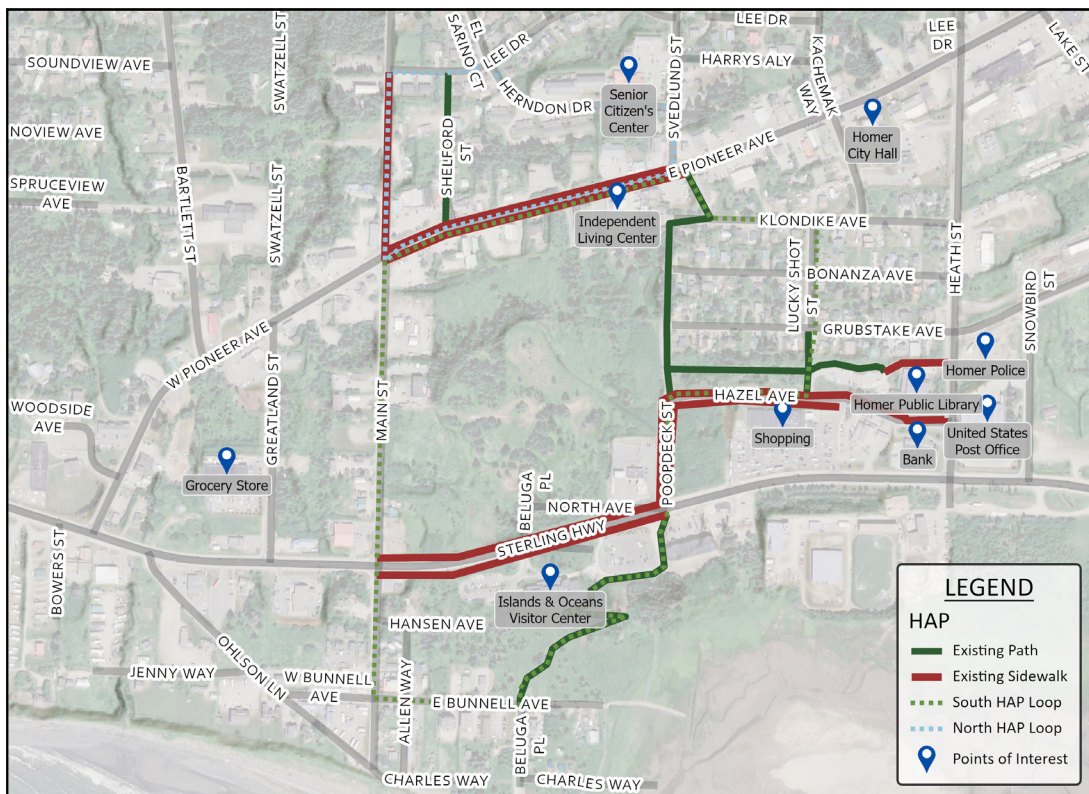


Figure 10: Homer All-Ages and Abilities Pedestrian Pathway (HAP)



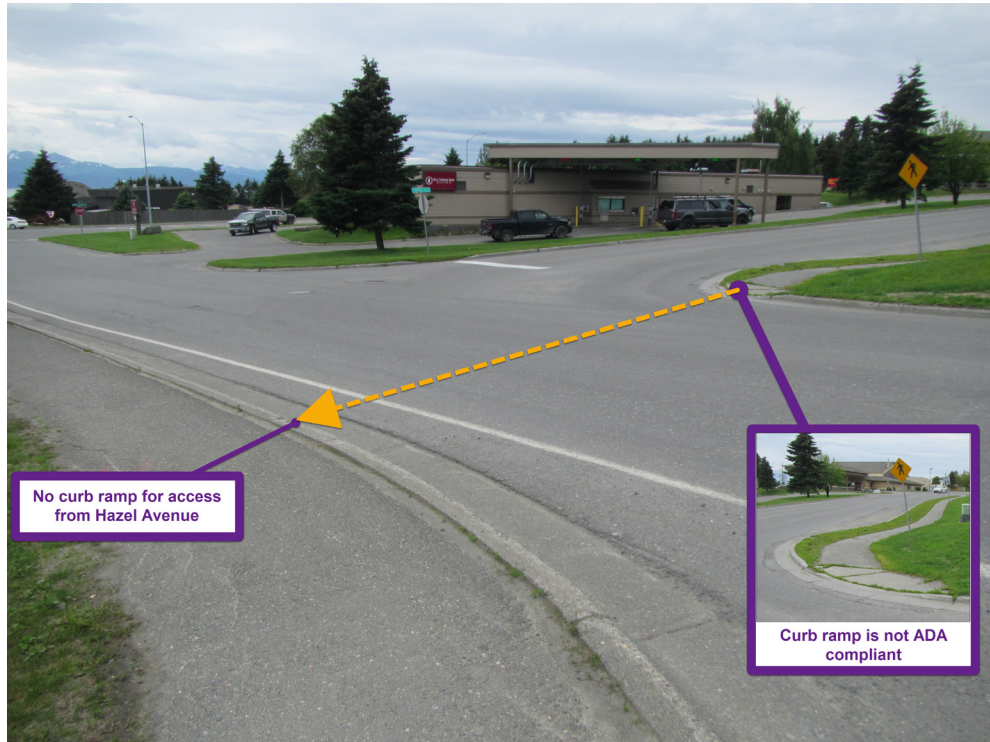


Figure 11: Obstructed Path of Travel near the Homer Public Library and Post Office

#### *What improvements are needed? (continued)*

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

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

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

#### *Connectivity and “Path of Travel”*

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

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

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

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

1 CFR 28.1.35.151(b)(4)



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

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

### *Winter Maintenance and Snow Storage*

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

## Recreational Trails

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

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

## Truck Routes

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

### What improvements are needed?

#### *Truck Routing*

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

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

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

Special Traffic Generators

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

Schools

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

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

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

Table 5: Homer Schools Start and End Times

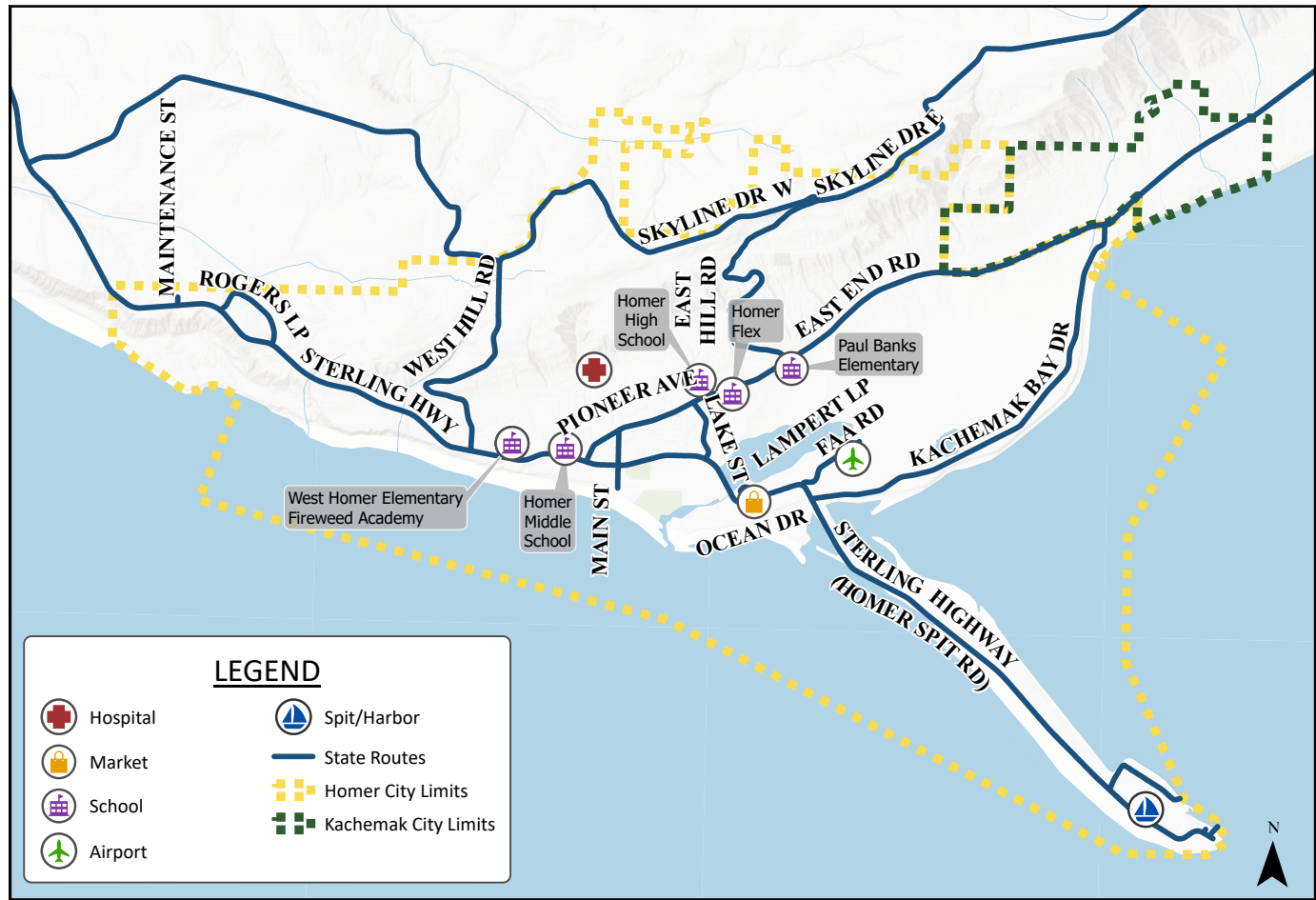


Figure 12: Special Traffic Generators within the City of Homer

### *Hospital Shifts*

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

### *Farmers Market*

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

### *Homer Spit*

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

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

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

### *Homer Airport*

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



Figure 13: Homer Spit path

## TRANSIT

### Existing Transit System

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

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

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

### What improvements are needed?

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

#### *Transportation for Young Adults*

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

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

#### *Affordable Transportation*

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

#### *Seasonal Congestion and Parking*

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

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

#### *Environmental Impacts*

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

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.

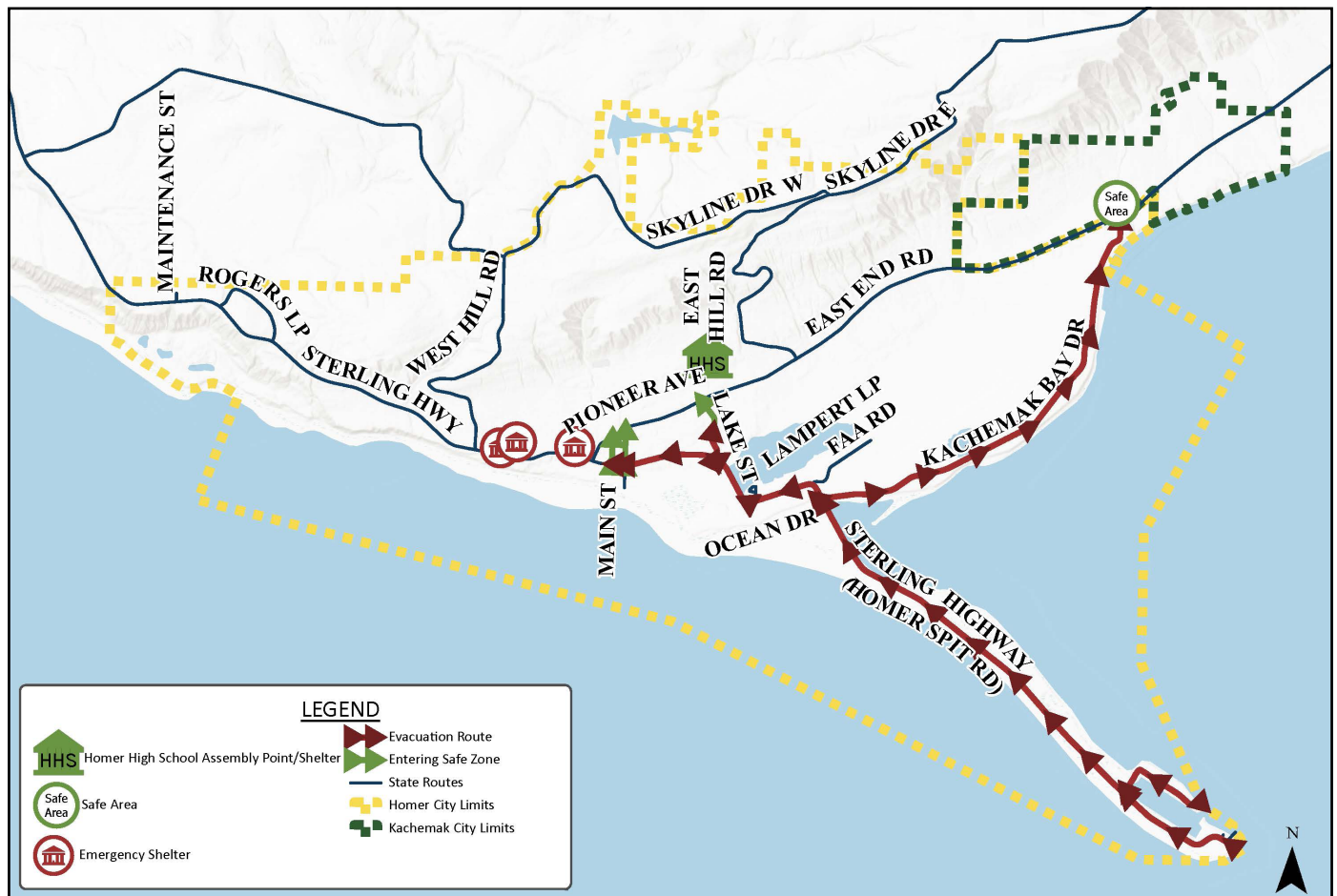


Figure 14: City of Homer Tsunami Evacuation Routes



## 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.



# Transportation System Guidelines





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## DESIGNING FOR PERSONS OF ALL AGES AND ABILITIES

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

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

### Specific Needs

#### *Seniors*

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

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

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

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

#### *Individuals with Disabilities*

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

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

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

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

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

## Speed, Safety, and Crash Outcomes

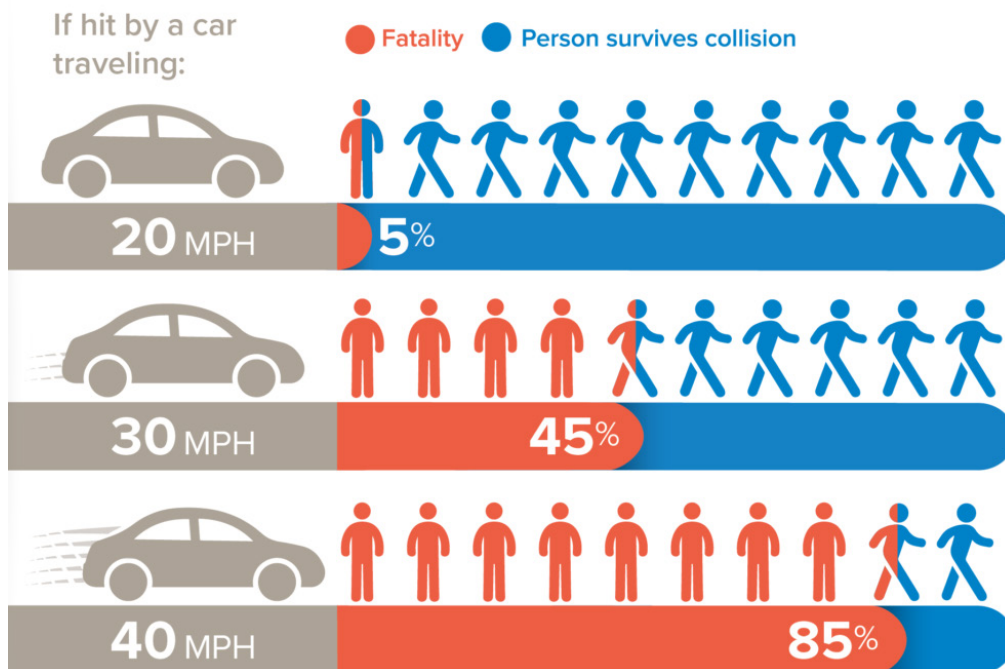
Aging adults and individuals with disabilities are far more likely to experience serious injury or death within transportation networks. Both groups are typically more reliant on the pedestrian environment to meet daily mobility needs and as such are more vulnerable. Studies also indicate a much higher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

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

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

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

*Federal Highway Administration*



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

Figure 17: Pedestrian Injury Rates by Speed of Vehicle

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





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

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

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

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

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



Figure 19: Driveway Entrance with Level Cross Slope



Figure 20: Driveway Entrance with Steep Cross Slope



## PEDESTRIAN CROSSWALKS

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

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

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

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

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



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

## TRAFFIC CALMING

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

### Traffic Calming and Complete Streets

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

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

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

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



Figure 22: Safety-focused approaches to transportation planning

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



## Traffic Calming Devices

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

### *Speed Humps and Tables*

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

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

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

### *On Street Parking*

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

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

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

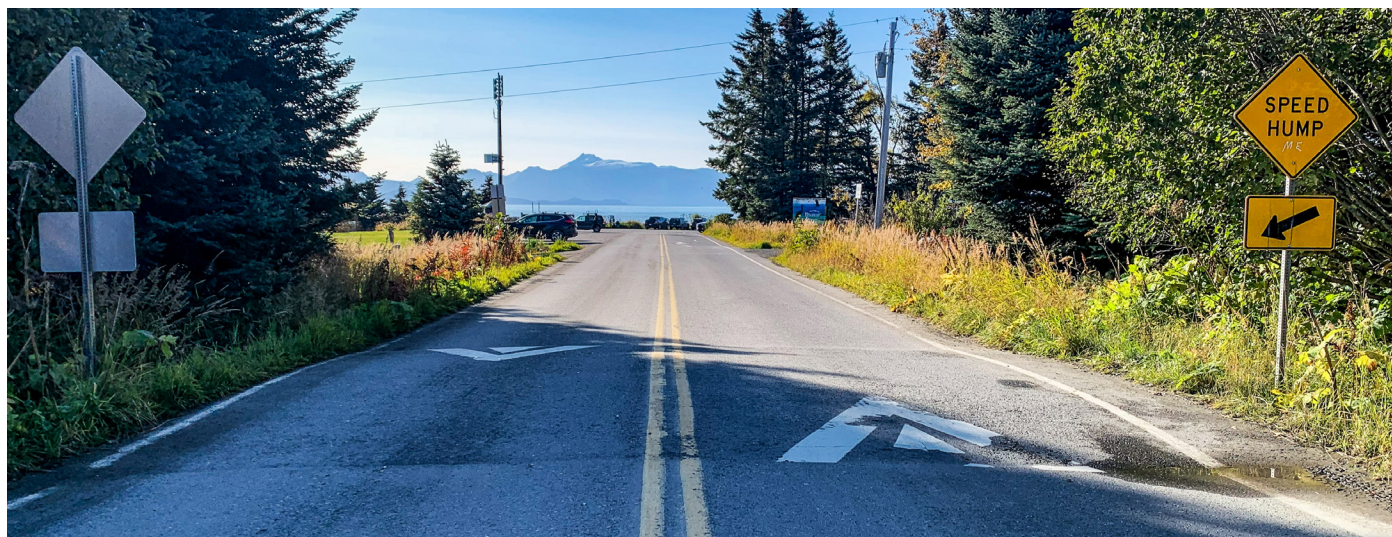


Figure 23: Speed Hump on Beluga Pl



### *Bulb-Out*

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

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

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

### *Chicanes*

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

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

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



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



### *Traffic Circles*

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

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

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



Figure 25: Traffic Circle on Gillam Way in Fairbanks

### *Speed Feedback Signs*

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

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

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

### *Supplemental Traffic Calming Measures*

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

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

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



Figure 26: Speed Feedback Sign on Gillam Way in Fairbanks



# Goals and Objectives for the Transportation System





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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Prioritizing building or improving collector roads that allow drivers to access a signal on a major arterial or travel directly between adjacent neighborhoods will decrease delay and trip length without necessitating major improvements to the arterial network.



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

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

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

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

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

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

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

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

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

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

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

The public has identified maintenance of the sidewalks, paths, or bike lanes along DOT&PF-owned roadways as a top priority

for improvement. Transferring maintenance responsibility is one possible solution. There may be some roads currently under state ownership that should be under city ownership. 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.

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

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

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

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



# Recommendations






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

## POLICIES

### Truck Network

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


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




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



## E-Bike Legislation

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	<p><b>Consider legislation governing the use of electric bikes (e-bikes)</b> to reduce the possibility of unsafe interactions with other modes.</p> <p>E-bikes are popular for many reasons: they allow riders to go farther with less effort than traditional bikes, they are environmentally friendly, and they cost less to use than cars.<sup>1</sup></p> <p>However, e-bikes present a unique dilemma as they are a hybrid between a human powered bicycle and a motorcycle. Currently, e-bikes fall under the Alaska definition of “motor-driven cycle”, which requires an operating license and has a minimum age requirement of 14. The classification also prohibits e-bikes from sidewalks or bike paths.</p> <p>Local governments, however, can enact their own legislation regulating e-bikes.</p> <p>A task force would be a good way to implement this effort; input from the cycling community should be solicited. The Municipality of Anchorage has a policy that could be used as a starting point.</p>
Benefits	<p>Increases safety of e-bike usage.</p> <p>Supports transportation mode options.</p> <p>Reduces conflicts between e-bikes users and other users.</p> <p>Encourages increased e-bike usage.</p>
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	<b>Adopt a bicycle parking ordinance for new and existing buildings</b> that specifies the amount and location of secure, convenient bicycle parking available. Bicycle trips require safe and secure bicycle parking at either end of the trip. Adopting a bicycle parking ordinance for new and existing buildings would make the City of Homer a more bicycle friendly community. A task force would be a good way to implement this effort.
Benefits	<p>Reduces the likelihood of bike theft.</p> <p>Protects vegetation (which would otherwise be used for bike parking if other options weren't made available).</p> <p>Encourages community members to bike more often.</p>
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	<b>Pursue additional Transfer of Responsibility Agreements (TORAs) to allow the city to maintain roads and pathways that are currently maintained by DOT&amp;PF.</b> If the City has the resources (staffing and equipment) to take on the added responsibility, the City should then enter into discussions with the DOT&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.

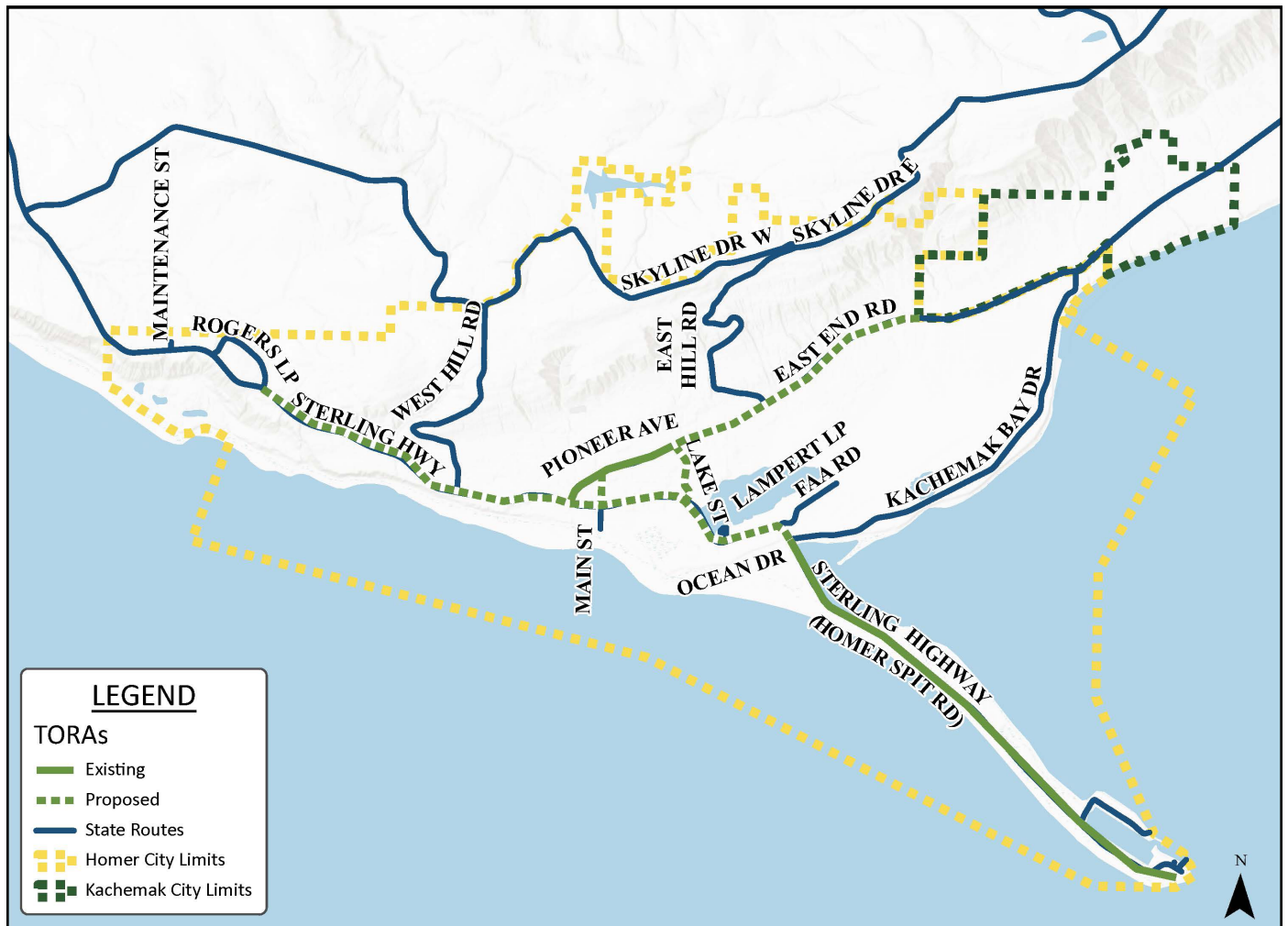




Figure 28: Existing and Proposed Transfer of Responsibility Agreements


## Ownership of State Roads

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

## Maintenance Standards


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

## Update Non-Motorized Facility Design Standards


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




## Complete Streets/All Ages and Abilities Policy

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

## Transit Options


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

## Traffic Calming


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

## PROJECTS

### Bicycle Safety Campaign


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

### Parking Study


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

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

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


<b>Goals and Objectives</b> 	<b>Objective 1A</b> <b>Improve safety at conflict points between pedestrians and motor vehicles, especially at intersections</b> <b>Objective 2A</b> <b>Identify a priority pedestrian network that connects key generators and develop a plan to build these connections</b> <b>Objective 2B</b> <b>Identify a priority low-stress bicycle network that connects key generators, develop a plan to build these connections and encourage appropriate bicycle parking</b>
<b>Project Description</b>	<b>Study schools with circulation concerns and develop plans to improve them.</b> Traffic congestion during school pick-up and drop-off times is a safety concern for several schools in Homer. Improving bus circulation, parent pick-up and drop-off areas, bicycle parking, sidewalk connections, and signage could reduce these problems.
<b>Benefits</b>	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.
<b>Challenges</b>	Right-of-way and utilities may limit feasible alternatives. Coordination with Kenai Peninsula Borough, Kenai Peninsula School District, and DOT&PF.
<b>Related Projects</b>	Project 4 Neighborhood Connectivity to Schools

## Neighborhood Connectivity to Schools


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




## Pioneer Avenue as an Extension of the HAP Loop

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


## Old Town Connections as an Extension of HAP Loop

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


## Kachemak Drive Reconnaissance Engineering Study

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


## Regularly Update Existing Trails Maps

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

## Identify Additional Priorities for Walking & Biking Infrastructure

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

## Complete East-West Connections

Goals and Objectives 	<b>Objective 2C</b> <b>Identify key gaps in the collector road network and develop a plan to build these connections</b>
<b>Project Description</b>	<p><b>Build additional east-west connections.</b> This will add to the collector network and provide alternative routes to the heavily traveled arterial roadways. The road construction should include walking and biking infrastructure and traffic calming.</p>
<b>Benefits</b>	Improves the collector network and reduces the stress on arterials like Pioneer Avenue.
<b>Challenges</b>	<p>Attaining funding</p> <p>Right-of-way and utilities may be a concern</p> <p>Local public opposition due to change in neighborhood traffic volumes and speeds</p>
<b>Related Projects</b>	Project 3 Improve Drop-Off and Pick-Up Locations at Schools



# Abbreviations



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



# Definition of Terms





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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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# Appendix A: Summary of Public Involvement



## City of Homer Transportation Plan Survey Results

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

**83% use a car daily**



**27% walk daily**



**29% walk weekly**



### Concerns raised when using different modes of travel



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



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



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



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

**What should the Transportation Plan prioritize ?**

**SAFETY**

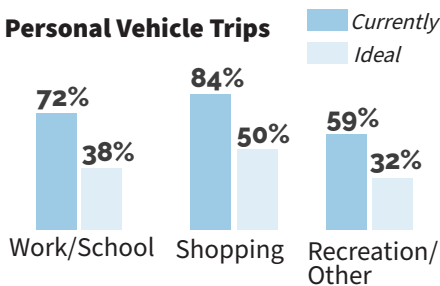
**MAINTENANCE**

**CONNECTIVITY**

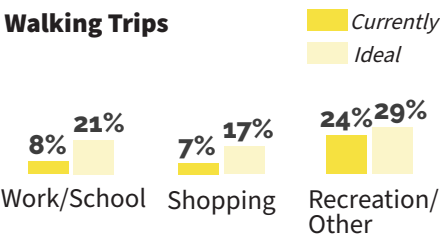
### Travel Habits – Current & Ideal

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

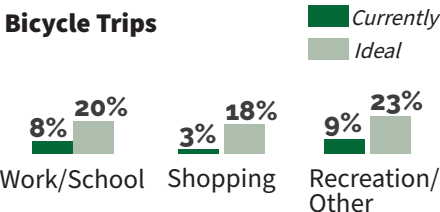
#### Personal Vehicle Trips



#### Walking Trips

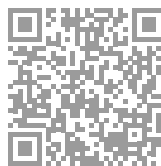


#### Bicycle Trips



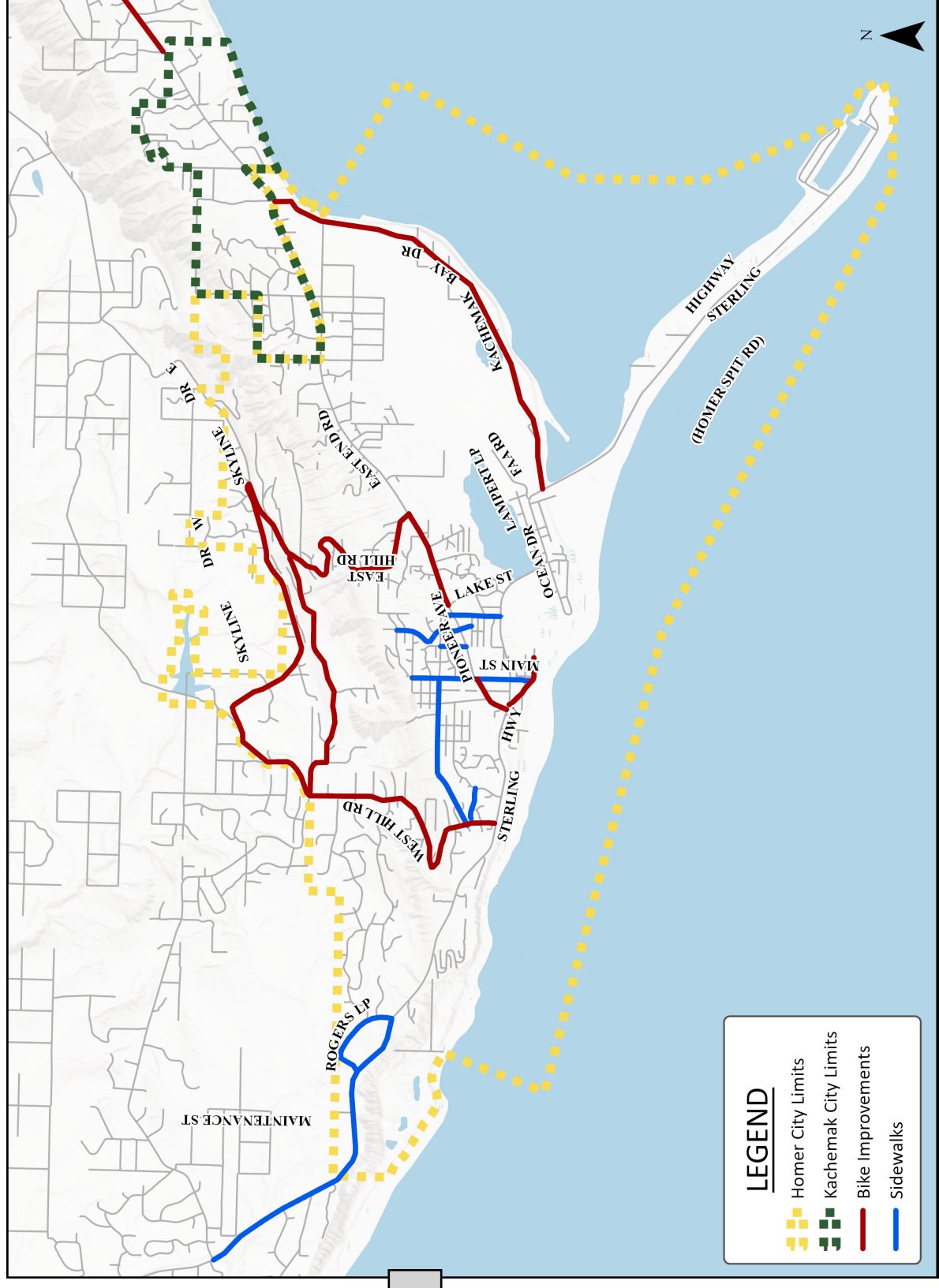
### What would you like to see more of in Homer's transportation system?

Beach Access Paved Walking Connect Trail/Path Crosswalks Shopping Sidewalk Parks Transit Signs Guardrail Park and Ride Parking Lighting Bikes

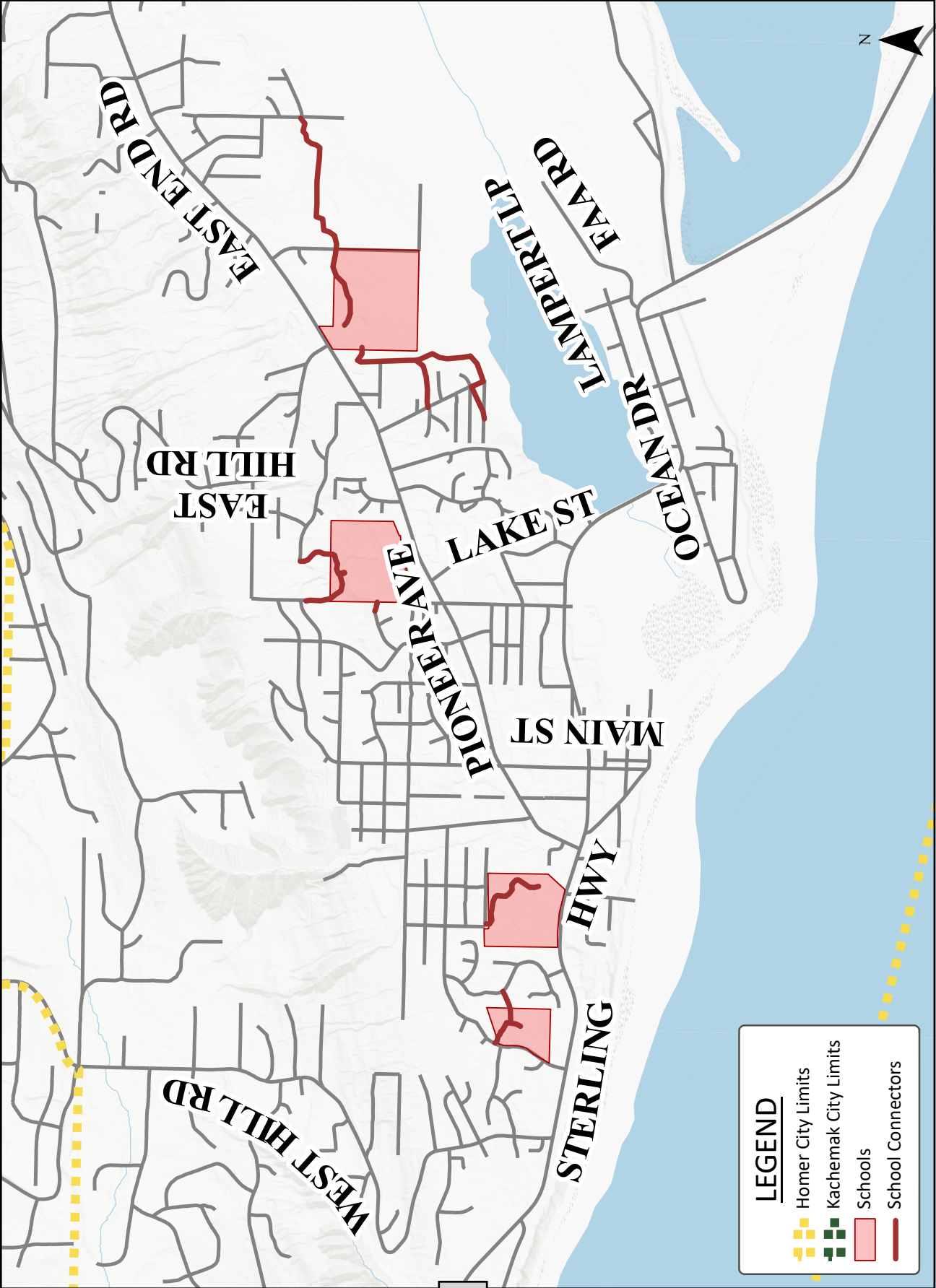


## Appendix B: Desired Walking or Biking Improvements from Public Comment

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.

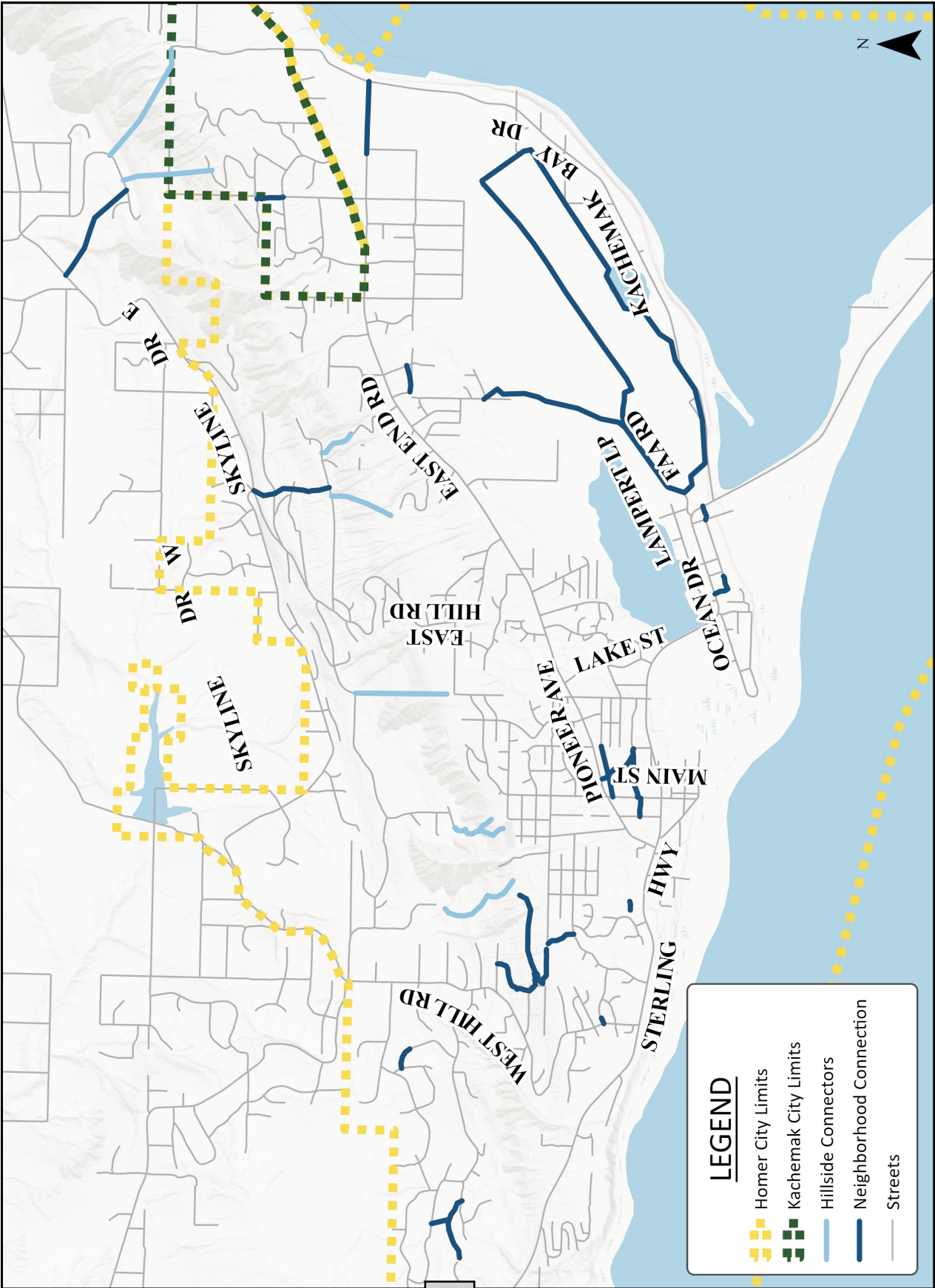


Respondents made comments in an online map. Many requests focused on connecting schools to neighborhoods through path or trail improvements.





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

# PARKS ART RECREATION & CULTURE ADVISORY COMMISSION

## 2024 Calendar

	AGENDA DEADLINE	MEETING	COMMISSIONER SCHEDULED TO REPORT	CITY COUNCIL MEETING FOR REPORT*	ANNUAL TOPICS/EVENTS
<b>JANUARY</b>	Wednesday 1/10 5:00 p.m.	Thursday Special 1/18 5:30 p.m.	Archibald	Monday 1/22 6:00 p.m.	<ul style="list-style-type: none"> <li>Community rec Center Locations</li> <li>User Fees</li> <li>Bayview Park Master Plan</li> <li>KHP Master Plan</li> </ul>
<b>FEBRUARY</b>	Wednesday 2/07 5:00 p.m.	Worksession @ 4:30 p.m. Thursday 2/15 5:30 p.m.	Keiser	Monday 2/23 6:00 p.m.	<ul style="list-style-type: none"> <li>Letter to the Editor Topics</li> <li>Karen Hornaday Park Master Plan</li> <li>Bayview Park Plan</li> <li>Community Recreation Center</li> <li>Strategic Plan &amp; Goals</li> </ul>
<b>MARCH</b>	Wednesday 3/13 5:00 p.m.	Thursday 3/21 5:30 p.m.		Tuesday 3/28 6:00 p.m.	<ul style="list-style-type: none"> <li>Budget Review and Discussion</li> <li>Letter to the Editor Approval</li> <li>Strategic Plan &amp; Goals</li> <li>Art Policy review</li> <li>Non-Motorized Trail Discussion</li> </ul>
<b>APRIL</b>	Wednesday 4/10 5:00 p.m.	Thursday 4/18 5:30 p.m.		Monday 4/24 6:00 p.m.	<ul style="list-style-type: none"> <li>Schedule Beach/Park Walk Through for May</li> <li>Budget Review &amp; Discussion/Recommendations</li> <li>Strategic Plan &amp; Goals</li> </ul>
<b>MAY</b>	Wednesday 5/08 5:00 p.m.	Thursday 5/16 5:30 p.m.		Monday 5/22 6:00 p.m.	<ul style="list-style-type: none"> <li>Nomar Wall Repair &amp; Update</li> <li>Letter to the Editor Topic</li> <li>Strategic Plan Development</li> </ul>
<b>JUNE</b>	Wednesday 6/12 5:00 p.m.	Thursday 6/20 5:30 p.m.		Monday 6/27 6:00 p.m.	Letter to the Editor Review & Approval SWOT Discussion Facilitator
<b>JULY</b>	No Regular Meeting				
<b>AUGUST</b>	Wednesday 8/14 5:00 p.m.	Thursday 8/15 5:30 p.m.		Monday 8/28 6:00 p.m.	<ul style="list-style-type: none"> <li>CIP Project Recommendations</li> <li>SWOT Development</li> <li>Strategic Plan &amp; Goals</li> </ul>
<b>SEPTEMBER</b>	Wednesday 9/11 5:00 p.m.	Thursday 9/19 5:30 p.m.		Monday 9/25 6:00 p.m.	<ul style="list-style-type: none"> <li>Schedule Park Clean Up Day</li> <li>Strategic Plan Draft Review</li> <li>Draft SWOT Review</li> <li>Reappointment Notices &amp; Applications Issued by Clerk's Office</li> </ul>
<b>OCTOBER</b>	Wednesday 10/09 5:00 p.m.	Thursday 10/17 5:30 p.m.		Monday 10/23 6:00 p.m.	<ul style="list-style-type: none"> <li>Terms Expire October 31<sup>st</sup></li> <li>Approve 2025 Meeting Schedule</li> <li>SWOT Development Final Draft Approval</li> <li>Letter to the Editor selection of topic</li> <li>PARC Budget Discussion &amp; Review with Staff</li> <li>Beach Policy Review &amp; Special Permit Review</li> </ul>



<b>NOVEMBER</b>	Wednesday 11/13 5:00 p.m.	Thursday 11/21 5:30 p.m.	Monday 11/27 6:00 p.m.	<ul style="list-style-type: none"> <li>• Election of Chair &amp; Vice Chair</li> <li>• Worksession Commission Training w/City Clerk</li> <li>• Letter to the Editor Review &amp; Approval</li> </ul>
<b>DECEMBER</b>	No Regular Meeting			

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



# City of Homer

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

## Office of the City Manager

491 East Pioneer Avenue  
Homer, Alaska 99603

[citymanager@cityofhomer-ak.gov](mailto: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 4, 2024  
SUBJECT: City Manager's Report for September 9, 2024 Council Meeting

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#### Meetings with the State Hazard Mitigation Grant Program Team

On September 5, Kim Barenburg, the State Hazard Mitigation Grant Program (HMGP) Manager and Rick Dembroski, the State Building Resilient Infrastructure and Communities (BRIC) Program Manager were in Homer for a site visit primarily related to the Raw Water Transmission Line replacement project. They were joined by the FEMA Region 10 HMGP project manager as well. As a reminder, the project utilizes \$2.1M of State and Federal HMGP funds to replace the pipeline that conveys water from the pump house near the Bridge Creek Reservoir to the water treatment plant. The existing transmission line is old cast iron pipe, which has cracked numerous times and is vulnerable to earthquake damage.

During the visit, the HMGP team met with Finance, Administration and Public Works staff to:

- review the City's first round of grant reporting documents (which were rated 'awesome') and answer questions about the next phase of the project, issuing bid documents and contracting for construction services;
- visit the project site, spending time at the reservoir, the pump house and water treatment plant learning about the City's drinking water supply system; and
- invite the City to submit a Change of Scope request to possibly include funding for the fiber optic line installation in the project



The HMGP team also informed staff that they are tracking the Building Code project grant application through the FEMA review process and spent time reviewing projects in the City's All-Hazard Mitigation Plan to identify FEMA funding opportunities. We greatly appreciate the positive relationship the City has had with the State Division of Homeland Security and Emergency Management and with FEMA to help the City mitigate hazards and be more prepared for managing disasters. Thank you!

### **The Douglas Denman makes a port call to Homer**

We want to extend a warm welcome to the *USCG Douglas Denman*! The *Douglas Denman*, moored next to the *USCG Cutter Aspen*, is part of the fleet of Sentinel class cutters built to replace the 110' island class cutters and are being phased in across the state as they come out of the ship yard.

Currently home ported in Ketchikan, the *Douglas Denman* will eventually find her home in Sitka. The *Douglas Denman* has 22 crew on board and is only here for three days for provisioning and shore leave. Port & Harbor staff looked at several mooring options for the ship which included having them come into the harbor and raft out from the *Naushon*, moor at the Deep Water Dock or raft out from the *Cutter Aspen*. The crew choose to first use the deep water dock for refueling then to shift over to the *Aspen* so that they could use the *Aspen's* gangway to get on and off the dock for shore leave.



### **Cuts in State Programs Funding Libraries**

On August 16, the State Division of Libraries, Archives and Museums announced major cuts to the Public Libraries Assistance (PLA) grants. The FY24 grants came to \$7,000 per library, while the FY25 amount is set at \$1,829. Homer Public Library will have to cut back on ordering new materials and delay updates to certain sections, but we'll survive. The smaller libraries around us are in serious trouble. Separately, the amount allocated to the State Library Electronic Doorway (SLED) was cut from \$500,000 to \$369,514. SLED provides 60 of the 68 databases available to patrons through our library website, so the cuts will have significant impacts on our patrons. Several small databases (LearningExpress, Auto Repair Source, Hobbies and Crafts Source, Home Improvement Source and Small Engine Repair Source) will disappear shortly. If no further funds can be obtained, the next resources on the chopping block are BrainPOP and HeritageQuest.

### **Hickerson Memorial Cemetery**

The City has recently received public comments from residents regarding maintenance conditions at the Hickerson Memorial Cemetery. Generally, the cemetery is maintained, however challenges arise from gravesites that families and friends have decorated with oversized monuments, rocks, benches, small fences, and other materials that impede the mowing and upkeep. An informational memo with photos from the Public Works Director is attached to this report. Homer City Code 19.04.090 Monuments, allows for flat or right memorial markers on cemetery plots, but no other monuments or plantings are allowed without permission from the City. The Cemetery Policy Manual addresses the



City's right to remove decorations from cemetery sites and dispose of them as deemed appropriate, however with limited staffing, this type of enforcement and cleanup is difficult to accomplish, and has the potential to result in other types of complaints. Conversations will continue at the staff level on how to address the concerns that have been raised.

### **Election Information**

City and Borough elections are right around the corner! Election day is Tuesday, October 1<sup>st</sup>. Absentee Voting opens on September 16<sup>th</sup> and will be available Monday-Friday 8:00 a.m. to 4:00 p.m. in the Cowles Council Chambers through Monday, September 30<sup>th</sup>. The State and Federal General Election is Tuesday, November 5<sup>th</sup>. As of this report the voter registration deadline has passed for the local elections, and there is still time to update your information for the General Election in November. Voter registration is available online at <https://elections.alaska.gov> or at the City Clerk's office and the Homer Public Library. Please contact the Division of Elections at 866-948-8683 or email at [electionsr1@alaska.gov](mailto:electionsr1@alaska.gov) if you have questions about voter registration.

### **A new employee has joined the City Manager's office!**

Susie Inglis stepped into the role of Special Projects Assistant in early September. Working part-time, Susie will be supporting Special Projects & Communications Coordinator Carroll. With her diverse background in the arts, film, and political science, Susie is a valuable addition to our team.

### **Attachments:**

- Memorandum from Public Works Director re: Hickerson Memorial Cemetery
- City of Homer Job listings at <https://cityofhomerak.applicantpro.com/jobs/>
- September Anniversaries
- Job Listings
- Worksession, Visitor Calendars



# MEMORANDUM

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**To:** Melissa Jacobsen, City Manager  
**From:** Daniel Kort, Public Works Director  
**Date:** May 28, 2024  
**Subject:** Hickerson Memorial Cemetery

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**Background:**

The memorials left at the Hickerson Memorial Cemetery (Cemetery) have been an ongoing and persistent issue that inhibits the City staff and the City's contractor from properly mowing and maintaining the grounds of the Cemetery. On August 17, 2024, the Public Works Department received a letter from a local resident speaking about the lack of maintenance at the Cemetery. And at the August 26, 2024 City Council Meeting, another resident voiced the same concerns.

Public Works Department staff went out to further investigate the claims made and to try to come up with a logical solution to the issue.

**Discussion:**

The Public Works Department has a long history surrounding difficulties surrounding maintenance at the Hickerson Memorial Cemetery. The findings from this investigation are as follows.

**Backfilling Cemetery Plots**

The City has been working with a local person who hand digs and backfills grave sites. This person has no means of carting away the excess soil displaced by the casket, and therefore has been mounding the soil over the grave site for a lack of any other options.

Over time, this grave site will begin to grow grass/weeds and the mounded surface is not maintainable.



### Cemetery Plot Boarders



In many instances, first generation relatives and friends of the deceased create improvements to these grave sites by placing wood boarders or rocks around them as shown in the following photo.



This second example is a complex of 4 grave sites (all with boarders) that has fallen into disrepair or neglect because the family and friends no longer maintain the sites. The City does not have the capacity to maintain these other than to mow around the perimeter.



The last example of a boarder is a combination boarder and homemade headstone that has fallen into neglect and disrepair.



### Cemetery Plot Decorations

Numerous grave sites are adorned with decorations which means the maintenance becomes the responsibility of the descendants of the deceased. The City does their best to mow around these sites. Examples of decorations are presented in the following photo's.













### Cemetery Plot Plantings

There are several locations where flower gardens, alders, or spruce trees have been planted to honor their friends or family. This is another situation where City staff and contractors are challenged to work around these objects. The following are examples of these plantings.





### Cemetery Plot Rock Gardens

There are a number of rock gardens over grave sites. Some are still maintained by family, while others are neglected and barely visible. Below are example photos of these sites.







### Cemetery Memorial Benches

Benches appear to be a recent addition to some grave sites. There were none observed that have fallen into disrepair yet, however these obstacles prevent normal maintenance. The following are photo examples of benches.







**Recommendation:**

The Public Works Department recommends evaluating whether the City Council and administration would like to take a stronger stance towards enforcing existing rules in regards to Cemetery Plot decorations, monuments, etc.

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

## Current Job Listings

[Jobs \(/jobs/\)](/jobs/) [Login \(/account/login.php\)](/account/login.php)

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

### Search Jobs

[Hide Filters](#) [Clear All](#)

<input type="text" value="Search Jobs"/>	City <input type="text"/>	State <input type="text"/>
Employment Type <input type="text"/>	Department <input type="text"/>	Sort By <input type="text"/>

Number of Jobs: 3

#### **Building Maintenance Tech I or II (<https://cityofhomerak.applicantpro.com/jobs/3470589>)**

[Apply Now](#) (<https://cityofhomerak.applicantpro.com/jobs/3470589>)

Building Maintenance | Homer, AK, USA | Full Time | \$22.26 - \$28.63 per hour  
Posted: Aug 20, 2024 Closing Date: Sep 17, 2024

#### **Part-Time Community Development Associate (<https://cityofhomerak.applicantpro.com/jobs/3476585>)**

[Apply Now](#) (<https://cityofhomerak.applicantpro.com/jobs/3476585>)

Planning | Homer, AK, USA | Part Time | \$27.33 - \$31.41 per hour  
Posted: Aug 26, 2024 Closing Date: Until Filled

#### **Treatment Plant Operator I or II (<https://cityofhomerak.applicantpro.com/jobs/3476751>)**

[Apply Now](#) (<https://cityofhomerak.applicantpro.com/jobs/3476751>)

Water & Sewer | Homer, AK, USA | Full Time | \$22.38 - \$27.53 per hour  
Posted: Aug 26, 2024 Closing Date: Sep 22, 2024

### Sign Up For Job Alerts!

☐ I agree to the [terms of service \(https://refer.io/blog/terms\)](https://refer.io/blog/terms) and [privacy policy \(https://refer.io/blog/privacy\)](https://refer.io/blog/privacy)

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## Memorandum

TO: MAYOR CASTNER AND CITY COUNCIL  
FROM: Andrea Browning  
DATE: September 9, 2024  
SUBJECT: September Employee Anniversaries

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I would like to take the time to thank the following employees for the dedication, commitment and service they have provided the City and taxpayers of Homer over the years.

<b>Aaron Glidden</b>	<b>Port</b>	<b>20</b>	<b>Years</b>
<b>Ryan Browning</b>	<b>Police</b>	<b>14</b>	<b>Years</b>
<b>Tracie Whitaker</b>	<b>Police</b>	<b>10</b>	<b>Years</b>
<b>Lisa Linegar</b>	<b>Police</b>	<b>9</b>	<b>Years</b>
<b>Charles Benson</b>	<b>Police</b>	<b>3</b>	<b>Years</b>
<b>Jessica McGuire</b>	<b>Finance</b>	<b>2</b>	<b>Years</b>
<b>Dawn Brooks</b>	<b>Library</b>	<b>1</b>	<b>Year</b>
<b>Chad Felice</b>	<b>Public Works</b>	<b>1</b>	<b>Year</b>



<b>Council Meeting Dates</b>	<b>Visitor</b>
<b>Monday, August 12</b>	<i>J &amp; H Consulting City Lobbyists Derotha Ferraro/Ryan Smith</i>
<b>Monday, August 26</b>	
<b>Monday, September 9</b>	<i>Kachemak Bay Recovery Connection Head Japanese Consul, Mr. Kiyohiko Hamada</i>
<b>Monday, September 23</b>	<i>1. CARTS Presentation – Jodi Stuart, Board President Jessica Schultz, Executive Director 2. Shelly Wade Agnew Beck Update Comp Plan Rewrite</i>
<b>Monday, October 14</b>	<i>Kenai Peninsula Youth Website Project Update – Ginny Espenshade</i>
<b>Monday, October 28</b>	
<b>Monday, November 12</b>	
<b>Monday, November 25</b>	<i>Brad Anderson, Chamber of Commerce Annual Report</i>

# WORK SESSION

## AGENDA CALENDAR 2024

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

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





# Public Workshop 2

The Kenai Peninsula Borough, along with the Cities of Homer, Kenai, Seldovia, Seward, and Soldotna, is developing the first ever Safe Streets and Roads for All Comprehensive Action Plan, funded through a grant from the U.S. Department of Transportation. Feedback from all users of our transportation routes is vital - we want to hear from you!

Please join the team at one of the upcoming public workshops, and visit the plan website at <https://kpb.us/safestreets> to learn more.

- **September 10, 2024;** 5-7 PM, Seward Library, 239 6th Ave, Seward - Community Room
- **September 11, 2024;** 5-7 PM, Challenger Center, 9711 Kenai Spur Hwy, Kenai - North Star Classroom
- **September 12, 2024;** 5-7 PM, Kachemak Bay Campus, 533 E Pioneer Ave, Homer - Pioneer Room 201/202  
Virtual; TBD



<https://kpb.us/safestreets>