



## Agenda

### ADA Advisory Board Regular Meeting

Thursday, June 13, 2024 at 4:00 PM

Cowles Council Chambers City Hall 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: 998 6324 0301 Password: 404451

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

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#### CALL TO ORDER, 4:00 P.M.

#### APPROVAL OF THE AGENDA

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

#### RECONSIDERATION

#### VISITORS

#### APPROVAL OF THE MINUTES

- A. Unapproved Meeting Minutes for May 9, 2024

#### REPORT(S)

- A. ADA Monthly Staff Report
- B. Quarterly Public Works Director Update

#### PUBLIC HEARING(S)

#### PENDING BUSINESS

- [A.](#) Trail Site Audits
- [B.](#) Capital Improvement Plan Projects Discussion

#### NEW BUSINESS

- [A.](#) Chair & Vice Chair Elections

#### INFORMATIONAL MATERIALS

- [A.](#) 2024 Annual Calendar

[B.](#) City Manager's Report for June 10, 2024 City Council Meeting

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

**COMMENTS OF THE STAFF**

**COMMENTS OF THE BOARD**

**ADJOURNMENT**

Next Regular Meeting is **Thursday, July 11, 2024 at 4:00 p.m.** Trail Site Audits for Poopdeck Trail and Calhoun Trail will be performed the week of June 17th. All meetings scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar



# AGENDA ITEM REPORT

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## Trail Audits as Appendix to the ADA Transition Plan and Performance of Trail Audits on Calhoun and Upper Poopdeck Trails.

**Item Type:** ACTION ITEM  
**Prepared For:** ADA ADVISORY BOARD  
**Meeting Date:** JUNE 7, 2024  
**Staff Contact:** RENEE KRAUSE, ADA COORDINATOR

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### Purpose:

Review the information transferred from Board member notes provided from Audits conducted on August 17, 2023. This is the first draft of the document that will be an appendix to the main Transition Plan for the City. Conducting final trail audits on Calhoun and Upper Poopdeck Trails.

### Summary Background:

Following is the draft of the City maintained Trails Transition Plan Appendix. The Board discussed at the May meeting that they will not be including the Karen Hornaday Trail as it is too steep and would be very difficult to bring into compliance. Guidelines do not force the city to have every trail ADA compliant. The Board agreed to include the Upper Poopdeck Trail and the Calhoun Trail in the audit as they are city maintained trails and very popular.

Staff reached out to Chad Felice regarding availability during the week of June 17<sup>th</sup> and he had some time he could dedicate to conduct those audits.







Additionally, we could use a few additional pictures of the items that are not shown in the audits for trails that were completed. The pictures are handy as it defines the location of concern for staff so they know exactly what or where needs to be corrected. It would be great to get a few volunteers to walk the trails to take additional pictures to use as examples.

### Recommendation:



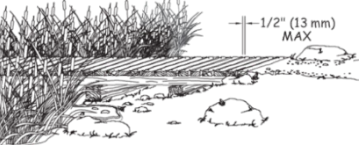


Boardmember(s) volunteer to walk the trails on the list and get additional pictures showing the ADA issue listed.






Discuss and determine when the Board would like to try to schedule site visits for the Calhoun and Upper Poopdeck Trails to conduct the transition reviews the week of June 17<sup>th</sup>.

Board review the draft and make any additional recommendations to staff. Please note if the pictures inserted properly show the location indicated.




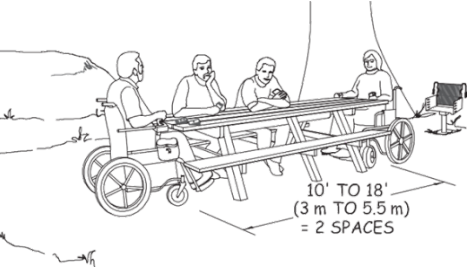
		Lucky Shot Trail Part of HAPP Loop	Karen Hornaday Park Trail	Beluga Slough Trail	Poopdeck Trail
<div></div> <div><b>Surface - 1017.2</b> The surfaces of trails, passing spaces, and resting intervals must be firm and stable. A firm trail surface resists deformation by indentations. A stable trail surface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




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<div></div> <div><b>Openings - 1017 .6</b> Openings are gaps in the surface of a trail. Gaps, including slots in a drainage grate and spaces between the planks on a bridge or boardwalk (figure 7), that are big enough for wheels, canes, or crutch tips to drop through or become trapped in are potential hazards.   Openings in the surfaces of trails, passing spaces, and resting intervals must be small enough so that a sphere more than one-half inch in diameter cannot pass through. Where possible, elongated openings should be placed perpendicular, or as close to perpendicular as possible, to the dominant direction of travel.</div>				Boardwalk at Charles Way intersection has dropped and gap between plates has expanded beyond ½ inch  Raise lower section to eliminate gap using one of several methods	

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





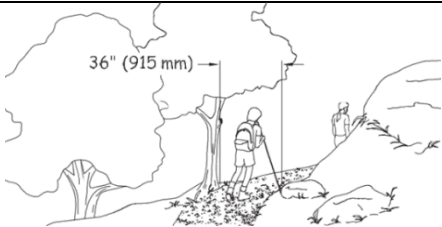

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 <p><b>Protruding Objects - 1017 .9</b></p> <p>Objects that protrude into the trail clear tread width, passing spaces, and resting intervals can pose hazards to people who are blind or have low vision. Constructed elements on trails, resting intervals,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


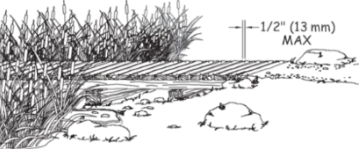

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<p><b>Outdoor Recreation Access Routes at Trailheads - F247 .3 .2</b></p> <p>Trailheads are usually accessed by vehicle rather than by hiking. At least one outdoor recreation access route (ORAR) must connect the following at trailheads:</p> <ul style="list-style-type: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







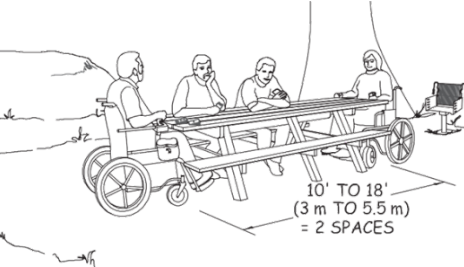
3	<b>Condition Exceptions</b>	
4	1	Compliance Not Practicable due to terrain.
5	2	Compliance cannot be accomplished with prevailing construction practices.
6		Does not require the use of construction equipment or methods other than typically used by most contractors or designers faced with similar projects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

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

1  
2

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



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

## City Hall Access Barrier Removal

**Project Description & Benefit:** Under Title II of the Americans with Disabilities Act (ADA), all State and local governments must be accessible to, and usable by, people with disabilities. The basic principles of the ADA are equal opportunity, integration, and inclusion. From 2017-2019, the City of Homer ADA Advisory Board and City Staff evaluated City Facilities to identify accessibility barriers. The results were compiled into the City’s Facilities Transition Plan, in accordance with Title II of the ADA regulations. City Hall is one of the most used city buildings throughout the year and this project corrects access barriers (ADA Priority Level 1 issues) to get into the building.

City Hall access barriers include:

- Cross slopes that exceed 1:48 ratio for all designated accessible parking spaces;
- absence of van accessible parking;
- incorrect dimensions of accessible parking spaces;
- improperly located signage;
- absence of a level landing at the top of the curb ramp below the front entrance ramp;
- handrails on ramp protrude into the path of travel and reduces the width to less than 36” width requirement;
- push bar on main entrance door protrudes into the doorway and reduces the width of the opening to less than 32” width requirement; and
- front door entrance threshold height.

**Plans & Progress:** Public Works Staff assisted the ADA Advisory Board during the self-evaluation process, and together developed solutions and remedies that are included in the Transition Plan. City Council approved the Transition Plan in Resolution 19-024. In 2022, the City allocated funds to design a new City Hall Ramp to bring it into ADA compliance.

**Total Project Cost:** \$400,000

Schedule: 2024-2025

Priority Level: 1

Funding Secured	Prior to July '23	FY24/25
Design ADA City Hall Ramp		
COH Comm Assist Program	\$ 14,400	-

## Nick Dudiak Fishing Lagoon Accessible Ramp & Fishing Platform

**Project Description & Benefit:** The Nick Dudiak Fishing Lagoon located on the Homer Spit is a man-made marine basin that the Alaska Department of Fish and Game annually stocks with king and silver salmon smolts to provide an easily accessible recreational sport fishing opportunity. This road accessible, shore based salmon fishing site attracts a wide array of sport anglers. When salmon return to the terminal fishery from May through September, over 250 anglers line the bank at any one time.

Due to its popularity, the City of Homer enlarged the lagoon to five acres (twice its original size) in 1994, and in 1999 added accessibility features (handicapped parking and a series of ramps and landings inside the fishing lagoon) to expand recreational sport fishing opportunities to anglers with mobility challenges. The City also maintains fish cleaning tables, restroom facilities, a small picnic area and adjacent campground to serve fishermen's needs.

The existing twenty-year old ADA platform is subject to damage from tidal action, gravel build-up and ice scouring. Over the years, despite annual maintenance, it has succumbed to these forces and no longer serves its purpose of providing ADA access to the fishing waters. Parts of it have detached from the main body and are a safety hazard. A new access ramp and fishing platform, designed and located to resist these forces, is needed to restore accessibility to the Fishing Lagoon, improve the fishing experience, and if possible, reduce maintenance.

Once a final design and Fishing Hole location is determined, Phase 2 of the project will be to make improvements necessary to connect the ramp to uplands amenities such as accessible parking spaces, restrooms, the Fishing Hole campground and fish cleaning tables.

**Plans & Progress:** The City has been working in concert with Alaska Department of Fish and Game to design and seek funding to replace the ramp. In 2022, the City and State prepared conceptual design options for consideration. Initially, the preferred option is for floating access (similar to a dock) that provides over-water fishing opportunities. The floats will allow the dock to move up and down during tidal swings to provide ADA access to fishing for the entire tidal fluctuation. A gangway to the dock would be affixed to a fixed pier above the high water level. The floating portion of the dock and the gangway would be designed to be removable to avoid seasonal ice damage and to perform maintenance as necessary.

**Total Project Cost:** \$ 770,000

Concept Design \$ 18,813 (Completed 2022)

Final Design \$70,000

Construction \$ 700,000

Schedule: Final Design 2025

Construction 2025

Priority Level: 1



## Removing Parking and Pavement Accessibility Barriers at City Facilities

**Project Description & Benefit:** Under Title II of the Americans with Disabilities Act (ADA), all State and local governments must be accessible to, and usable by, people with disabilities. The basic principles of the ADA are equal opportunity, integration, and inclusion. From 2017-2019, the City of Homer ADA Compliance Committee and City Staff evaluated City Facilities to identify accessibility barriers. The results were compiled into the City's Transition Plan, in accordance with Title II of the ADA regulations. This project corrects parking and pavement barriers (ADA Priority Level 1 issues) at City facilities to aid the entire community in accessing and participating in programs, services or activities provided by the City of Homer.

ADA regulations standardize the size and number of marked accessible parking spaces in a lot and appropriate signage placed such that it cannot be obscured by a vehicle parked in the space. Accessibility standards also require firm, stable and slip resistant surfaces. Many City of Homer facilities do not meet these standards.

This project will correct the following parking barriers in the vicinity of the Homer Harbor, at Public Works, Homer Public Library, the Animal Shelter, Baycrest pullout bathroom facility and the Fire Hall:

- Absence of accessible parking;
- absence of van accessible parking;
- incorrect dimensions of accessible parking spaces;
- improperly located signage;
- accessible parking spaces where water pools and snow melt creates icy conditions that become hazardous in the winter;
- parking space identified in gravel lots that fail to provide a path of travel to a sidewalk or facilities; and
- cross slopes that exceed 1:48 ratio on paved lots.

**Plans & Progress:** City staff assisted the ADA Advisory Board during the self-evaluation process and together developed solutions and remedies that were included in the Transition Plan. City Council approved the Transition Plan in Resolution 19-024. This project is expected to proceed incrementally. In 2021, accessible vehicle and van parking spaces were paved at Harbor Ramps 3, 4 and 5, and at public restrooms and compliant signage and pavement markings were completed.

**Total Project Cost:** \$385,600

Phase 1: Harbor Accessible Parking, completed \$49,100

Schedule:

2026: Facility Parking Lot Cross Slopes & Signage \$336,500

Priority Level: 1



# MEMORANDUM

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## Election of ADA Officers – Chair and Vice Chair

**To:** ADA Advisory Board Members  
**From:** Renee Krause, MMC, Acting City Clerk  
**Meeting Date:** June 13, 2024

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### Summary Statement:

Per Article IV, Sec. 1 of the ADA Bylaws: “A Chairperson and Vice-Chairperson shall be elected from among the appointed Boardmembers at the regular October meeting of the Board or when required.”

We have not appointed a new Chair since Ms. Aderhold resigned and in review I did not see where election of officers was conducted in 2023.

### Recommended process for Election of Vice Chair:

- 1) A Boardmember will make a motion to determine the Board’s method of voting for the elections. Voting is commonly done by a Show of Hands or a Voice Vote (yes/no).
- 2) Once the election method is decided, the Chair will open the floor for nominations.
- 3) Boardmembers are free to call out nominations, they don’t need to be recognized by the Chair.
  - ***These are not motions and do not require a second.***
  - It’s ok for a commissioner to nominate themselves.
  - If a commissioner calls out a nomination and that individual is fully against serving, it is acceptable for that nominated commissioner to speak up and say they would not be willing to accept the seat if elected. They have still been nominated though and should still go through the voting process; the rest of the commission at least now knows who of the nominees is/is not interested in serving.
- 4) Once all nominations are called out, the Chair will close the floor to nominations.
- 5) Chair will then call out each nominee’s name for voting. For each name called out, Boardmembers will vote using the selected method (Show of Hands/Voice Vote).
- 6) As soon as one of the nominees receives the majority of votes, the Chair will declare them elected. If only one person is nominated, the Chair simply declares the nominee elected.

### Recommended process for Election of Chair:

- 1) It is preferred the gavel be handed over to the newly elected Vice Chair to conduct the vote.
- 2) Election is conducted in the same manner as it was for the Vice Chair (see steps 2-6 above).
- 3) The gavel/meeting will be turned over to the newly elected (or re-elected) Chair to conduct the remainder of the meeting.

## ADA ADVISORY BOARD

### 2024 Annual Calendar of Meetings and Topics

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

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





# City of Homer

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

## Office of the City Manager

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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, Interim City Manager  
DATE: June , 2024  
SUBJECT: City Manager's Report for June 10, 2024 Council Meeting

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#### **A BIG Thank You to Senator Murkowski!**

The City thanks Senator Murkowski for selecting two of Homer's Community Designated Spending requests to move forward for Appropriations Subcommittee consideration.

The Senator forwarded the [Homer Spit Climate Resiliency Project](#) to the [Commerce, Justice, Science and Related Agencies subcommittee](#) and the [Subcommittee on Commerce, Justice, Science and Related Agencies](#) for funding consideration. The project develops resiliency data and evaluates a range of coastal erosion mitigation measures for the Homer Spit to inform and produce a climate resiliency action plan. The State of Alaska Department of Transportation and the US Army Corps of Engineers would be lead participants in the project under agency agreements. She also advanced the Design and Permitting phase of the Homer Harbor Critical Float Replacement project to the [Transportation, Housing and Urban Development Subcommittee](#).

Senator Murkowski's selections is great news, but is just one step in a long decision-making process. The next step is for the individual appropriations bills to be drafted, amended and approved by the Appropriations Committees. After that comes floor consideration and bicameral negotiations on final spending levels and individual provisions. Senator Murkowski's office said they would keep the City informed as they learn more about which Alaska projects are able to be funded, and at what level, towards the fall.

#### **Capital Improvement Plan Update Underway**

The annual cycle of updating the City's Capital Improvement Plan (CIP) kicked off after approval of the CIP development schedule at the last Council meeting. The CIP is a 6-year planning document for major acquisition and construction projects. While most of the CIP projects are specific to City government infrastructure and services (e.g. roads, water/sewer projects, harbor or public safety projects), the CIP contains a separate section for projects sponsored by area non-profits. Organizations can propose a new project for the FY26 CIP by filling out a Nomination Form and submitting it to the City by the end of June. To be eligible, projects must have a value of \$25,000 or greater, result in a fixed asset with a useful life of at least three years and provide benefits to the Homer community. Go to <https://www.cityofhomer-ak.gov/citymanager/city-homer-solicits-nominations-2025-2030-capital-improvement-plan> for more information.

Work on the CIP will continue through the summer, to gather comments and recommendations from City departments and advisory bodies, and into the fall, with final City Council adoption of the entire CIP and the City's legislative priority list in September.

## **Spit Parking**

If you've been out on the spit recently you've probably noticed the new parking delineations in the free parking areas and a new area for RV day use parking. I've attached a few photos here, along with a memo and area map from the Port Director that includes all the details for parking this summer. A big thank you to the Port and Harbor Advisory Commission and Port and Harbor staff for all your work on parking around the harbor!



## **Electoral and Public Information Signs**

Elections are coming up! And with that comes Election Signs. It's important for candidates and their supporters to remember a few key points about displaying signs. We're also seeing other signs with a similar appearance to electoral signs that are more of a public information type sign. For clarification Homer City Code 21.60 defines-

- **An electoral sign** is any sign used to advertise or promote a political party, or the election or defeat of a candidate initiative, referendum or proposition at an election and,
  - Can be placed on private property with the permission of the owner
  - Must not impede visibility for turning vehicles
  - Can be a maximum of 16 square feet in area (per side if double sided)
  - May be places up to 60 days prior to an election and removed within 7 days after
- **A public sign** is an off premise sign, other that provides direction or information, identifies public facilities, or a district of the City. There are specific rules for public signs in Homer City Code 21.60.097 but the important message for this report is,
  - No public sign is allowed without a permit from the City.

Sometimes there is some confusion when it comes to City and State right-of-way. State Roads include the Sterling Highway to the end of the Spit, East End Road, and Diamond Ridge Road over the ridge to East Skyline, as well as East Hill, West Hill, and Kachemak Drive. A State press release is attached for more information regarding signage.

Contact City Planning for information on signs in City Limits, [planning@ci.homer.ak.us](mailto:planning@ci.homer.ak.us)



Illegal sign in State ROW

**Attachments:**

- June Employee Anniversaries
- Grant Summary Update
- Spit Parking Memo and Map
- AKDOT Sign Information
- Letter from Homer Food Pantry



# City of Homer

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## Office of the City Manager

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(p) 907-235-8121 x2222

(f) 907-235-3148

## Memorandum

TO: MAYOR CASTNER AND CITY COUNCIL  
FROM: Andrea Browning  
DATE: June 10, 2024  
SUBJECT: June 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>Melissa Jacobsen</b>	<b>Clerks</b>	<b>20</b>	<b>Years</b>
<b>Mike Illg</b>	<b>Admin</b>	<b>18</b>	<b>Years</b>
<b>Mike Szocinski</b>	<b>Public Works</b>	<b>12</b>	<b>Years</b>
<b>Jessica Poling</b>	<b>Police</b>	<b>7</b>	<b>Years</b>
<b>Bethany Christman</b>	<b>Public Works</b>	<b>5</b>	<b>Years</b>
<b>Russell Anderson</b>	<b>Public Works</b>	<b>5</b>	<b>Years</b>
<b>James Tingley</b>	<b>Public Works</b>	<b>4</b>	<b>Years</b>
<b>Zach Pettit</b>	<b>Clerks</b>	<b>1</b>	<b>Year</b>
<b>Andrew Williamson</b>	<b>Public Works</b>	<b>1</b>	<b>Year</b>



FY23 Project Supported	TPC	Grant Fund	Grant Funds Req	Match/Local Cost	Status	Notes
<b>Slope Stability- Erosion Mitigation Program</b>						
Kachemak Drive Peatland Water Quality Improvement (Kahcemak Sponge)	\$4,388,791	NOAA Habitat Conservation KBNERS led/City partner	\$ 1,188,275.00 (land acquisition)	\$ 418,000.00 (land acquisition)	Submitted Awarded 4/1/2023 Award Executed	UAA accepted award; sent sub-award agreement to City Ord 23-46 to accept sub-award introduced 6/26/23 Grant is for Kachemak Drive peatlands acquisition
Beluga Slough Stormwater Treatment System	\$ 690,000.00	Alaska Clean Water Actions	\$ 153,307.00	\$ 107,182.00	Submitted 11/9/2022 Awarded 3/1/2023 Accepted via Ord 23-16(S)	City Council approved grant agreement Ord City costs in-kind + elibigle for funds from ADEC Clean Water Revolving Loan Fund
<b>Transportation</b>						
Transportation Planning	\$ 960,000.00	Safe Streets For All KPB Applic/City partner	\$ 960,000.00	\$ 23,000.00 (in-kind)	Award announced KPB executing grant agreement	Application approved Reso 22-063
Non-Motorized Transp Network (REACH Project)	\$ 2,050,000.00	Fed FY24 RAISE Planning Grant	\$ 2,050,000.00	\$ -	Submitted 2/28/24 Awaiting award decision	FY23 RAISE REACH applic (approved Ord 23-012) finalist, not awarded but a Merit application and encouraged to apply in FY24. Reso 24-007 approving HDR grant writing assistance Reso 24-018 Supporting FY24 application
Homer All-Ages & Abilities Pedestrian Pathway	\$ 3,900,000.00	State of AK Transportation Alternatives (TAP) (AK DOT&PF manages/constructs )	\$ 3,432,000.00	\$ 468,000.00	Submitted 2/15/2023 Advanced to final round: Public Evaluation Board (PEB) TAP funding awarded, awaiting negotiations with DOT on a Memorandum of Agreement	HAPP sections in PW's 5-year road plan Project support Reso 23-011 approved PEB Review 12/202024 (\$500,000 set aside in HART for grant matching)
Main Street Rehab/ Sidewalk South	\$ 4,200,000.00	State of AK Community Transportation Program (CTP)	\$ 3,696,000.00	\$ 504,000.00	Submitted 2/15/2023 Advanced to final round Not funded	Main St in 7-10 year horizon in PW Road Plan Project support Reso 23-011 approved PEB Review 12/202024 (\$500,000 set aside in HART for grant matching)
<b>Port &amp; Harbor</b>						
Float Systems 4 & 1 Replacement	\$ 60,240,898.00	FY24 Fed Port Infrastructure Development Projects (PIDP)	\$47,891,514	\$ 12,349,384.00 (20.5% match)	Submitted 5/10/24	Applic approved Reso 23-040 FY23 applic made it to Secretary's desk but was not funded Added to draft STIP as illustrative project HDR application support Ords 24-12 & 24-13 Revenue bond or TIFIA loan for match
		Municipal Harbor Grant			Grant for construction only must complete design to apply	If funded, leverages State match to lower City match on Federal PIDP Grant
	\$ 2,205,000.00	Denali Commission Grant Design/Env Review/Permitting	\$ 1,102,500.00	\$ 1,102,500.00 (from budgeted match funds)	Grant deadline 4/12/24 Submitted, awaiting decision	Can be used as non-Federal Match for PIDP application If funded, leverages Denali Commission match to lower City match.
	\$ 2,205,000.00	FY25 CPF(Appropriations) Req Design/Env Review/Permitting	\$ 1,543,500.00	\$ 661,500.00 (from budgeted match funds)	Submitted 3/22/2024	5/13/2024 Rep Peltola forwarded to PIDP Committee 6/4/2024 Sen Murkowski forwarded to THUD Committee

designates grants awarded

designates grants NOT awarded

designates updates since the 04/15/24 grant update

FY23 Project Supported	TPC	Grant Fund	Grant Funds Req	Match/Local Cost	Status	Notes
Fish Grinding Building Replace & Drainage Improvements	\$ 374,978.00	ADFG Dingle-Johnson	\$ 250,000.00 (preliminary)	\$ 93,744.50 (preliminary)	Submitted 7/12/2022 Prelim award announced 7/7/2023 \$41,950 awarded for Phase 1	\$100,000 allocated in FY23 City Capital Budget; for final design and partial match; additional match to meet 25% of construction cost may be necessary Ordinance 24-16 accepted grant
Building Code Development	\$ 587,500.00	State BRIC Sub-Grant (Building Resilient Infrastructure & Communities)	\$ 470,000.00	\$ 117,500.00	Submitted 12/21/2022 Accepted for further review Awaiting decision	Council Approved application Reso 22-086 25% local match required 1st Req. for Information submitted to FEMA 5/17/24
Parks & Recreation						
Bayview Park Renovations	\$ 139,230.00	State of AK Healthy & Equitable Community Round 2	\$ 74,919.00	\$ 52,314.00 Addl redistribution funds requested	Submitted 4/24/2023 Awarded 5/8/2023 Accepted via Ord 23-36	Council Approved Resolution 23-031 \$12,000 donation from Kach Bay Rotary Additional funds from HART approved in COH Cap budget
HERC HazMat Assessement & Remediation		EPA Multipurpose Brownfield Federal Discretionary Grant	\$1,000,000		Submitted 11/13/2023 Not awarded.	Appllc approved via Council Resolution 23-117
		AK DEC Brownfields Assesment & Cleanup (DBAC)			Submitted 2/15/2024 DBAC services approved	DBAC Services pending EPA review No local match required; State provides the services
Utilities - Infrastructure						
Spit Road Erosion Mitigation	\$ 1,812,052.00	FY23-24 Federal PROTECT Program	\$ 1,812,052	-	Submitted 8/18/2023 Not Awarded	Application requested planning funds for Homer Spit Erosion Mitigation. City of Homer is project sponsor, but it awarded City will enter MOU with DOT to implement grant activities
		FEMA BRIC Grant			Submitted Awaiting decision	State of AK submitted applic with AML's assistance State to pay 25% match
	\$ 1,794,420	FY25 CDS (Appropriations) Req	\$ 1,414,420	\$ 380,000 (State of AK match)	Submitted 3/22/2024	Selected by Senator Murkowski to move to Appropriations Committee
Raw Water Transmission Main		FEMA Disaster Mitigation	\$ 1,988,650 (direct project costs)	-	Submitted 1/30/2020 Obligating Award Document Recd 11/3/2023	4/11/23: Responded to latest FEMA request for information 5/2/23: Congressional Delegation approved award 7/11/23: FEMA Received Period of Performance Waiver 11/13 Ordinance to accept the grant approved 4/1/2024 Grant Kick-off Meeting with DHS&EM
A-Frame Water Transmission Main		CDS (Appropriations) Request	\$ 794,360	\$ 264,787 (AK Revolving Loan Funds)	Submitted 3/22/2024	Awaiting decision
IT - Communications						
FY22 Cybersecurity (City-wide Cybersecurity Assessment and Remote Backup System for Cybersecurity Response & Recovery)	\$ 252,794.00	AK Division of Homeland Security FY22 State & Local Cyberscurity Grant Program	\$ 50,000	-	Submitted 8/31/2023 Award announced	\$50,000 awarded for Cybersecurity Assessment Ord 24-15 accepected award
FY22-23 Cybersecurity - Remote BU system, SIEM, Cybersec Plan	\$ 328,943	AK Division of Homeland Security	\$ 328,943	-	3/8/2024 Grant Deadline Submitted 3/8/2024	Awaiting Decision
Public Safety Communications (HPD Backup Repeater & Radio Equip HVFD APX-600 Radio Upgrade)	\$ 119,046.56	AK Division of Homeland Security FY23 State Homeland Security Grant Program	\$ 88,196.56	\$ -	Submitted 1/31/2023 Prelim Award 9/18/2023 Obligating Award Document Recd	11/13 Ordinance 23-55 to accept approved



# MEMORANDUM

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## Spit Parking Plan/Updates for the Season (2024)

**Item Type:** Informational Memorandum  
**Prepared For:** Homer City Council & Mayor Castner  
**Date:** June 5, 2024  
**From:** Bryan Hawkins, Port Director  
**Through:** Melissa Jacobsen, Acting City Manager

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As we move into another busy summer season we're gearing up for the crowd out at the Harbor. Part of that preparation always includes our parking facilities and how we can best use the limited space available. Staff, commissions, and the public have been weighing in, planning, and thinking about 2024 since last fall. I know Council is already aware of fee changes in the parking realm via the recent adoption of the amendment to our tariff, but I'd also like to provide and update of the physical changes and space management for this upcoming year. The following changes are the ones we've settled on for 2024. Please see below:

- 2024 Parking Updates Steel Grid Parking Lot
  - Memorial Day – Labor Day:
    - \$10 Calendar Day Fee Parking
    - No Long-term Parking
    - Vehicles 20' & Under
  - Labor Day – Memorial Day:
    - Free Short-term parking up to 7 consecutive days
    - Long-term parking by permit only

In an effort toward grouping similar areas under the same management/fee type, the paved area adjacent to the steel grid will be treated the same way as the paved areas at the tops of each of the ramps.

- 2024 Parking Updates Ramps 3-5
  - No Vehicles Exceeding 20' in length (maximum vehicle size limit is 20')
  - 7-Day free short-term parking
  - Long-term vehicle parking by permit only.

Longer vehicles and RVs, when parked in these areas, have been found to cause impaired line of sight for vehicles attempting to exit onto the roadway. They also have been found to cause flow pattern and other parking issues. For safety and efficiency of space, vehicles exceeding 20' in length will no longer be allowed in these areas. The newly created parking (signed with a highway traffic reader board) lot behind Bob's Trophy Charters with its egress driveways exiting onto the less trafficked Outer Dock Rd instead of the main Sterling Hwy will be dedicated to oversized vehicles.

As an additional safety measure for the Ramp 3 to 5 areas, we will be installing parking delineation from ramp 3 to Freight Dock road at the transition point between the parking lot and roadway/right of way, separating the parked vehicles from the main roadway and creating dedicated "driveways". In its current configuration, vehicles were able to exit at any point along the 1500' of parking lot and this causes sightline issues for drivers with concern to pedestrians and bicycles using the shoulder corridor. The delineation will provide designated parking lot entrances and exits, signaling to everyone that this is an area to approach and exit with caution as you join traffic in the roadway. The delineation consists of black parking pylons that will effectively separate the parking from the highway but will be temporary and removed after the season in September.

➤ 2024 Parking Updates Ramp 2 Restrooms

- Bus loading Zone is discontinued and replaced with short-term, 1-hour parking

This area was found to be too congested to provide safe and easy access for large buses, additionally it was often full, or blocked by other vehicles. Three new areas with better approaches and more space, located with access to the walking trails and shops, have been created (see update for lot 9&10 and Bob's trophy lot west)

➤ 2024 Parking Updates Lots 9 & 10, and area next to chamber of commerce kiosk (ramp 4 parking area)

- The shoulder lane between the lot 9 spit walking trail and Homer Spit Road will be designated as a passenger bus loading zone.
- An area in front of the chamber of commerce kiosk by ramp 4 parking area will be designated as a passenger bus loading zone

➤ 2024 Parking Updates Bob's Trophy Lot West

- The parking lot will be dedicated to Oversized Vehicle Parking Only, 21' Minimum Limit
- Free 7-day Short-term parking
- Long-term parking by permit only

- No Camping
- The area in the red will be dedicated to passenger bus loading zones

For an overview of the whole parking plan and areas of interest, please see our attached current parking map.

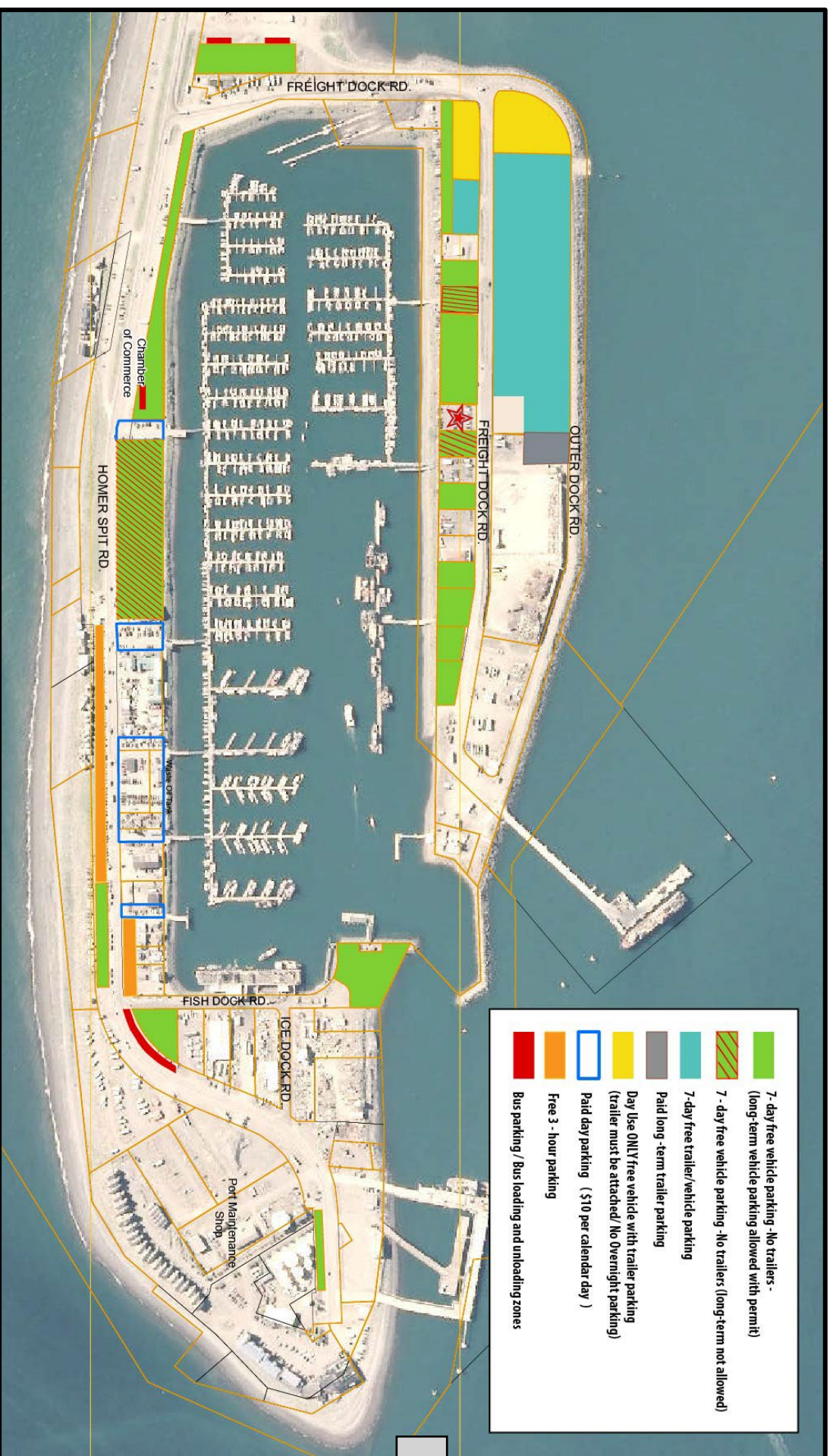
**RECOMMENDATION:**

Informational. No action needed.

Attached: Homer Spit Parking Map



# City of Homer Port & Harbor Facilities Vehicle Parking



(Restrictions for vehicles over 20'. See Reverse Side for Parking Areas where vehicles over 20' are allowed.)



# City of Homer

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

Port and Harbor

4311 Freight Dock Road

Homer, AK 99603

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

(p) 907-235-3160

(f) 907-235-3152

## **Annual / Monthly / Weekly Long Term Vehicle Parking Passes**

Long term means vehicles that are parked anywhere in the port facility (excluding leased lots) in excess of seven consecutive calendar days. Annual and monthly passes are available for vehicles under 20'. Monthly passes are available for vehicles over 20'. **All Vehicles over 20' are Restricted to the Seafarer's Memorial parking lot, 7 Day free trailer parking area, or Parking area at the junction of Homer Spit Rd/Outer Dock Rd across from Pier one campground.**

- Regular annual price: **\$150.00**
- Discounted annual price for vessel owners with reserved stall or pay transient annual moorage: **\$100.00**
- Monthly pass for vehicles less than 20': **\$70.00**
- Monthly pass for vehicles over 20': **\$85.00**
- Annual passes are valid January 1 to December 31 of the year being used. Monthly passes are 30 consecutive days.
- Weekly pass for vehicles less than 20': **\$25.00**
- Weekly pass for vehicles over 20': **\$35.00**
- Restricted long-term parking areas from May 1 to October 1 – See map for seasonal restricted areas.
- Passes are purchased at the Harbormaster's Office, or online at [tocite.net/HomerAK](http://tocite.net/HomerAK)
- Only ONE vehicle can be registered under each permit.

## **Seasonal Fee-Pay Vehicle Parking Lot Pass**

During the summer, the paved ramp access parking areas become PAID parking lots. For individuals that frequently use these areas, a fee-pay parking pass, good for the season, can be purchased in lieu of paying \$10.00 each day.

- Pass price: **\$150.00**
- Passes are valid Memorial Day to Labor Day.
- Park in the Paid Parking Areas located in between ramps 1&2, in the paved areas at the top of Ramp 3 & 4 and the steel grid
- Only vehicles less than 20' allowed.
- Passes are purchased at the Harbormaster's Office, or online at [tocite.net/HomerAK](http://tocite.net/HomerAK)
- Only ONE vehicle can be registered under each permit.
- Monthly Fee-Pay Vehicle Parking Lot Pass also available for **\$100.00**
- No long term parking allowed in these parking areas May 1 through October 1.

## **Monthly Boat Trailer Parking (No Boats on Trailers)**

- For boat trailers parked for more than 7 consecutive days
- \$7/per foot per month
- Passes are purchased at the Harbormaster's Office. A numbered plastic tag will be issued.
- Paid Boat Trailer parking located across Freight Dock Road from the Harbormaster's Office



Alaska Department of Transportation and Public Facilities  
**OFFICE OF THE COMMISSIONER**

You are here: [DOT&PF](#) > [Office of the Commissioner](#) > [Newsroom](#) > Press Release

**FOR IMMEDIATE RELEASE:** Sept. 11, 2018

*Press Release: 18-1040*

**Contact:**

Shannon McCarthy, (907) 269-0448, [shannon.mccarthy@alaska.gov](mailto:shannon.mccarthy@alaska.gov)

Meadow Bailey, (907) 451-2240, [meadow.bailey@alaska.gov](mailto:meadow.bailey@alaska.gov)

## **DOT&PF campaign sign laws clarified**

**(JUNEAU, Alaska)** – On Sept. 10, 2018, the Alaska Superior Court ordered the Alaska Department of Transportation & Public Facilities (DOT&PF) to clarify how laws restricting outdoor advertising will be applied during the current campaign season to political signs within and outside of state highway rights of way.

The Alaska Superior Court directs:

- Unauthorized signs within state highway rights of way, including both commercial and political signs, remain illegal under AS 19.25.75-180. DOT&PF will continue to enforce this ban; any sign placed within a state highway right of way may be removed by DOT&PF crews without prior notice.
- Small, temporary, political campaign signs no larger than 4' x 8' may be displayed on private property adjacent to state highway rights of way by the owners or occupants of that property, provided they have not been paid to display the signs.
- DOT&PF will continue its current practice of not removing small, temporary, political campaign signs from private property outside highway rights of way.
- All signs that pose a safety concern to roadway users will be subject to removal by DOT&PF regardless of the content of the signs or whether they are located on private property.

In 1998, Alaskans overwhelmingly voted to keep the state free from [outdoor advertising](#), both within and along the state's public rights of way. Alaska [statutes](#) and [regulations](#) address unauthorized signs, including such signs displayed on parked vehicles and some signs on private property. Those statutes and regulations remain in full force and effect, except for small, temporary, political campaign signs permitted by the Court's order outside highway rights of way.

A copy of the order can be viewed [here](#).

The Alaska Department of Transportation and Public Facilities oversees 237 airports, 9 ferries serving 35 communities along 3,500 marine miles, over 5,600 miles of highway and 839 public facilities throughout the state of Alaska. The mission of the department is to "**Keep Alaska Moving** through service and infrastructure."

# # #

[Main Newsroom Page](#)





**Homer Community Food Pantry**

770 East End Road

Homer, AK 99603

907 235-1968

EIN 92-0153030

[homerfoodpantry@gmail.com](mailto:homerfoodpantry@gmail.com)

City of Homer  
City Council Members  
491 E Pioneer Avenue  
Homer, AK 99603

RE: Thank you for the City of Homer Grant funded through the Homer Foundation

Dear Mayor Castner and Council Members,

On behalf of the Homer Community Food Pantry board of directors, volunteers and clients, I'd like to extend our sincere appreciation for your generous grant funded through the Homer Foundation in the amount of \$4,170.

With ongoing inflation, we have seen a significant increase in the need in our community due to the higher cost of food, rent, and utilities. We are currently serving more than 160 families on a weekly basis, an increase of about 20% over last year. Clearly more families are struggling, which has placed stress on our available funds to meet the needs of our most vulnerable.

We are currently purchasing food at an average of \$12,000 per month with another \$3,000 - \$4,000 per month in emergency aid, mostly for rent and utilities. We look for every possible cost-saving measure available as we've noticed that inflation has also affected our donors ability to give as much as they have in years past.

Thank you for your unending support of the Food Pantry. Your award of \$4,170 will be instrumental in providing consistency for our clients as we assist them while they navigate through this difficult time.

To all of you, a heartwarming thanks from all of us at the Food Pantry! We are so fortunate to live in such a caring community.

Be well,

Cinda Martin  
Homer Community Food Pantry Treasurer  
(907) 399-4574  
[homerfoodpantry@gmail.com](mailto:homerfoodpantry@gmail.com)





# The Pantry Door



Published monthly by the Homer Community Food Pantry – May, 2024

Scan to donate!

## The City of Homer Provides for HCFP!

We have been awarded a check in the amount of \$4,170 for the Food Pantry from the City of Homer through the Homer Foundation. Our work of providing assistance to those in need would simply not happen without YOU!

Just a reminder...Homer Fish Processing has offered to process any fish you want to donate to the Homer Food Pantry for free! They are located at 1302 Ocean Dr. 907-235-1997. Just let them know it's for the Pantry!

## Fish In, Out, On!

Sharon and Jerry Froeschle stopped by the food pantry this week with a large container of vacuum sealed halibut! They said they were cleaning out their freezer & preparing for another year of fish and decided to donate last year's fish. Halibut is such a treasured catch for the pantry!



## A big THANKS to the Kenai Peninsula Food Bank!

Every week we purchase food at a greatly reduced price from the KPFB. This week we had a great haul of 600+ lbs of a variety of fish. We appreciate all that you do for the Homer Food Pantry!

Providing food and emergency assistance, 34 compassion, to those seeking our services.

770 East End Rd., Homer, Alaska 99603

907-235-1968 text or voice

homerfoodpantry@gmail.com

## Thank You to USDA Local Food Assistance!



Kyra Harty is shown donating eggs from **Empire Homestead**

Kyra Harty, manager of **Alaska Food Hub**, informed us that Farmers Markets across the state have access to USDA Local Food purchase Assistance (LFPA) which allows managers to purchase local foods at full market price and donate to anti-hunger organizations. This is a win for our local farmers and those who need it most! We are thrilled to receive these farm fresh eggs, which are utilized by our cooks to prepare meals for the Community Free Fridge. Many vendors have their products available every Wednesday at the **Alaska Food Hub**, which operates out of Homer United Methodist Church. Check it out!

## Senior Center Sandwich Club!



Sandy Christen said to me one day, "Have you ever seen the movie, **The Starfish Throwers**?" It's a beautiful documentary about altruism and things people have done to help feed people around the world. One of those things is a former teacher who makes totes of sandwiches and delivers them to the homeless in the wee hours of the night, every night. To make a long story short, out of that sprung her idea of the seniors at the Senior Center making sandwiches for our Community Free Fridge! (Pictured above are **Sharon Shealy**, **Sandy Christen** and **Mary Sanders**.) What a beautiful way to give back to our community! We welcome and give gratitude to **The Senior Sandwich Club**!

## A special thanks to...

- \***Gary Porter** from **Bald Mountain Air Service** for his donations of cereal, cheese, hot dogs and buns.
- \***Mike Hiller** who has offered to help us out with some of our food container purchasing needs.
- \*All of **YOU** who show up weekly in support of the pantry through your labor and/or donations. We are **nourished and blessed** through the generosity of those who are dedicated in so many ways to the **Homer Community Food Pantry**.