



# Agenda

## Planning Commission Regular Meeting

Wednesday, May 01, 2024 at 6:30 PM

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

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### Homer City Hall

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

### Zoom Webinar ID: 979 8816 0903 Password: 976062

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

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

### AGENDA APPROVAL

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

### RECONSIDERATION

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

- [A.](#) Unapproved Regular Meeting Minutes of April 3, 2024
- [B.](#) Decisions and Findings CUP 24-04, 1061 East End Road

### PRESENTATIONS / VISITORS

### REPORTS

- [A.](#) City Planner's Report, Staff Report 24-017
- [B.](#) Comp Plan Steering Committee Report Unapproved CPSC Meeting Minutes for April 19, 2024

### PUBLIC HEARINGS

- [A.](#) Staff Report 24-018, AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA TO ADOPT THE CITY OF HOMER TRANSPORTATION PLAN (2024), A COMPONENT OF THE COMPREHENSIVE PLAN, AND RECOMMENDING APPROVAL BY THE KENAI PENINSULA BOROUGH.

### PLAT CONSIDERATION

### PENDING BUSINESS

## **NEW BUSINESS**

### **INFORMATIONAL MATERIALS**

- [A.](#) PC Annual Calendar 2024
- [B.](#) City Manager's Report for City Council April 22, 2024
- [C.](#) 2024 PC Meeting Dates and Submittal Deadlines
- [D.](#) Comprehensive Safety Action Plan Public Workshop Flyer

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

### **COMMENTS OF THE STAFF**

### **COMMENTS OF THE COMMISSION**

### **COMMENTS OF THE COMMISSION**

### **ADJOURNMENT**

Next Regular Meeting is **Wednesday, May 15, 2024 at 6:30 p.m.** A Worksession is scheduled for 5:30 p.m. All meetings are scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar. Meetings will adjourn promptly at 9:30 p.m. An extension is allowed by a vote of the Commission

## **CALL TO ORDER**

Session 24-07, a Regular Meeting of the Planning Commission was called to order by Acting Chair Roberta Highland at 6:31 p.m. on April 3, 2024 at the Cowles Council Chambers in City Hall, located at 491 E. Pioneer Avenue, Homer, Alaska, and via Zoom Webinar.

**PRESENT:** COMMISSIONERS VENUTI, CONLEY, SCHNEIDER, HIGHLAND, STARK

**ABSENT:** COMMISSIONERS BARNWELL (EXCUSED) AND SMITH (EXCUSED)

**STAFF:** DEPUTY CITY CLERK PETTIT, CITY PLANNER FOSTER

## **AGENDA APPROVAL**

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

CONLEY/SCHNEIDER MOVED TO APPROVE THE AGENDA AS AMENDED.

There was no discussion.

VOTE: NON-OBJECTION. UNANIMOUS CONSENT.

Motion carried.

## **PUBLIC COMMENTS ON ITEMS ALREADY ON THE AGENDA**

## **RECONSIDERATION**

## **CONSENT AGENDA**

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

- A. Unapproved Regular Meeting Minutes of March 20, 2024
- B. Decisions and Findings CUP 24-01, 1149 Virginia Lynn Way
- C. Decisions and Findings CUP 24-02, 1161 Virginia Lynn Way
- D. Decisions and Findings CUP 24-03, 1177 Virginia Lynn Way

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

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

## **PRESENTATIONS/VISITORS**

## **REPORTS**

### A. City Planner's Report, Staff Report 24-013

City Planner Foster delivered a summary of his staff report to the Commission. He provided specific details on the following:

- Comprehensive Plan kickoff took place last week.
  - Joint Work Session with City Council and the Planning Commission took place on March 26<sup>th</sup>.
  - Regular Meeting of the Port & Harbor Advisory Commission on March 27<sup>th</sup> where the main topic was discussing the kickoff of the Comprehensive Plan.
  - Public Open House at Islands & Oceans Visitor Center on March 28<sup>th</sup> where about 75 members of the public showed up to participate.
  - All findings for the week of the Comprehensive Plan kickoff can be found at [HomerCompPlanUpdate.com](http://HomerCompPlanUpdate.com).
  - Mr. Foster anticipates that the 2<sup>nd</sup> community visit will take place during the week of May 13<sup>th</sup>.
- Mr. Foster noted that there aren't any applications for the Commission's next meeting, scheduled for Wednesday, April 17<sup>th</sup>, and recommended that the meeting be cancelled.

Acting Chair Highland requested a volunteer to deliver the report from tonight's meeting to City Council. Commissioner Stark volunteered himself to deliver the report.

Commissioner Venuti shared that at the joint work session between City Council, the Planning Commission and Agnew::Beck he raised the concern about building contractors being included as stakeholders in the Comprehensive Plan. He inquired with Mr. Foster if there was anywhere that he could get a copy of the list to ensure that his clients are involved. Mr. Foster informed him that the list that Agnew::Beck has is the list that Mr. Venuti had provided. Mr. Foster added that they're hoping to do a meeting with the development community regarding the Comprehensive Plan, preferably somewhere like Spenard Builders Supply.

### B. Comp Plan Steering Committee Report Unapproved CPSC Meeting Minutes for March 18, 2024

Acting Chair Highland stated that Commissioner Barnwell wasn't present to provide an update, but noted that the minutes were included in the packet.

## **PUBLIC HEARINGS**

- ### A. Staff Report 24-014, Request for Conditional Use Permit CUP 24-04, More than one building containing a permitted principal use on a lot and No lot shall contain more than 8,000 square feet of

building area (all buildings combined), nor shall any lot contain building area in excess of 30 percent of the lot area, without an approved conditional use permit at 1061 Eat End Road.

Acting Chair Highland introduced the item by reading of the title. Commissioners Conley and Venuti stated that they each had a conflict of interest in regards to this CUP.

SCHNEIDER/VENUTI MOVED THAT COMMISSIONER CONLEY HAS A CONFLICT OF INTEREST IN THIS CUP.

Acting Chair Highland asked Commissioner Conley to explain his conflict of interest. Mr. Conley stated that he is friends with the applicant, and that he attends Church on the Rock. He added that the idea of a daycare at the church sounds good to him, and that he doesn't gain anything financially from this CUP.

Commissioner Stark pointed out that Mr. Conley's employer was in favor of the development at Lighthouse Village, noting that Mr. Conley voted against the proposal. Mr. Stark questioned if Mr. Conley could see himself voting in a biased manner. Mr. Conley answered that no, he doesn't think he would be biased.

Acting Chair Highland requested the Clerk perform a roll call vote.

VOTE: NO: VENUTI, SCHNEIDER, HIGHLAND, STARK.

Motion failed.

SCHNEIDER/HIGHLAND MOVED THAT COMMISSIONER VENUTI HAS A CONFLICT OF INTEREST IN THIS CUP.

Commissioner Conley asked Commissioner Venuti to explain the conflict of interest. Mr. Venuti stated that he is friends with the applicant and that they do business all the time, reasoning that it would be deemed a financial relationship between the two. He added that it would be over the amount allowed per year. Commissioner Schneider asked if Mr. Venuti's relationship with the client might sway his decision on the vote even though he's not directly involved in this particular project. Mr. Venuti insisted that he could definitely be biased.

Acting Chair Highland requested the Clerk to perform a roll call vote.

VOTE: YES: HIGHLAND, CONLEY, STARK, SCHNEIDER.

Motion carried.

Acting Chair Highland requested that Mr. Venuti excuse himself from the portion of the meeting regarding CUP 24-04.

City Planner Foster provided a summary of the staff report in the packet.

Acting Chair Highland invited the Applicant to speak to the Application.

Aaron Weisser stated that he would be speaking on behalf of Church on the Rock, and noted that Jason Weisser was the Applicant. He claimed that the CUP is exactly as described, and added that the primary

function of the building was to serve as a daycare, while the secondary use of the property is having a landing location for potential weekend gatherings.

Acting Chair Highland opened the public hearing period. With no members of the public attending in-person at Council Chambers or via Zoom, Acting Chair Highland closed the public hearing period. She then opened the floor for Commissioners to present their questions to the applicant or City Planner Foster.

Commissioner Stark inquired about the hours during which the building would be occupied. Mr. Weisser answered that all of their facilities have multiple uses, and further that the mission at Church on the Rock Homer has always been to ensure that their properties are heavily utilized rather than sporadically. He added the primary intent is to have a fully operational daycare preschool that has regular hours Monday-Friday, and that Church on the Rock Homer will continue to operate as owners and landlords with the use of the space after hours and over the weekends.

Commissioner Schneider asked for clarification on whether or not the daycare will be run by an independent contractor. Mr. Weisser stated that the operation of the daycare preschool has to fit within the organizational 501(c)(3) nonprofit purpose, adding that there are a couple of financial and tax reasons why it makes more sense to have the daycare separately incorporated. He provided that it will fall under the mission and prerogative of Church on the Rock Homer and that there'll be a significant amount of overlap. Mr. Schneider then asked if the services will be available to the general public, and if so, will there be any secular presentations as part of the daycare. Mr. Weisser replied that as a religious nonprofit, everything the daycare does will fall under the 501(c)(3) incorporated mission statement. He added that the daycare, as with all of the services of the Church on the Rock Homer, are open to anyone in the public that would want to apply without discrimination.

Commissioner Conley asked City Planner Foster if he foresaw any drainage issues with the property. Mr. Foster stated that he didn't foresee any potential issues at this time provided that the project site is relatively flat. He added that drainage is looked at more in-depth at the time when the zoning permit is applied for. Mr. Conley then asked the Applicant if there if there were any issues with the increase in parking and traffic. Mr. Weisser stated that Church on the Rock Homer applied for a State permit to expand the access to two lanes since they're limited by the curb opening on East End Road, which is a State road. After some back and forth with the State, the State came back and informed Church on the Rock Homer that the other driveway that has been there for many years isn't permitted. In requesting a permit to expand the existing access, they still need to permit the other existing access to the smaller property which doesn't connect to the larger property. There are a couple of different things to consider in addressing that concern. First, if the State doesn't grant permission to expand the access onto East End Road, the Church will likely have to have an exit and an entrance, with the entrance being on East End Road and the exit being on Pennock Street, or vice versa. Given that the Church is still in the process with the State of trying to get permission to expand that driveway entrance from East End Road, they would still do the Pennock side as well. Mr. Weisser stated that it's already a bit of a problem if they get more than 10 vehicles in the parking lot that are trying to leave simultaneously onto East End Road. He added that they've been in the process of trying to bring some correction to the traffic concerns for several months, independent of the project.

Commissioner Schneider asked a final question to the Applicant regarding the capacity of the childcare center. Mr. Weisser informed him that the target was a max occupancy of 60 people throughout the duration of the project, and that they've landed somewhere between 50 and 60.

Hearing no further questions from the Commissioners, Acting Chair Highland requested a motion and a second.

SCHNEIDER/CONLEY MOVED TO ADOPT STAFF REPORT PC-24-014 AND RECOMMEND APPROVAL WITH FINDINGS 1-10 AND CONDITION 1 OUTDOOR LIGHTING MUST BE DOWN LIT PER HCC 21.59.030 AND THE COMMUNITY DESIGN MANUAL AND CONDITION 2 OUTDOOR PLAY AREAS MUST BE FENCED PER HCC 21.16.20(U).

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

### **PLAT CONSIDERATIONS**

### **PENDING BUSINESS**

### **NEW BUSINESS**

- A. Review of Draft Transportation Plan with Planning Commission Comments  
Memorandum from Economic Development Manager as backup

Acting Chair Highland introduced the item by reading of the title and deferred to City Planner Foster. Mr. Foster noted that he didn't have any additional information regarding this, and that it was probably ready for the Commission to weigh in regarding the comments discussed at the work session.

STARK/SCHNEIDER MOVED TO AMEND THE DRAFT TRANSPORTATION PLAN TO REFLECT THE 4 CHANGES IN STAFF REPORT 24-16.

There was no discussion.

VOTE: NON-OBJECTION: UNANIMOUS CONSENT.

Motion carried.

### **INFORMATIONAL MATERIALS**

- A. PC Annual Calendar 2024
- B. City Manager's Report for City Council March 26, 2024
- C. 2024 Meeting Dates & Submittal Deadlines

Chair Highland noted the informational materials. There was no further discussion.

### **COMMENTS OF THE AUDIENCE**

**COMMENTS OF THE STAFF**

City Planner Foster thanked Acting Chair Highland for chairing the meeting for the second time in a row.

**COMMENTS OF THE MAYOR/COUNCIL MEMBERS**

**COMMENTS OF THE COMMISSION**

Commissioner Stark thanked Acting Chair Highland for conducting a good meeting, in addition to thanking staff and the other Commissioners for a good meeting. He asked City Planner Foster what the status was in regards to the additional training that the Commission was to receive on planning and zoning. Mr. Foster answered that it is on the to-do list, and that at the very least it would likely occur in August.

Commissioner Conley thanked Acting Chair Highland for stepping in and taking the lead.

Commissioner Schneider thanked Acting Chair Highland for stepping up and filling in. He also thanked the Commissioners and City Staff.

Commissioner Venuti congratulated Acting Chair Highland for her work tonight, and thanked the other Commissioners for serving.

Acting Chair Highland asked City Planner Foster if someone would be answering Alan Parks questions, which Mr. Foster informed her had already happened. She shared concerns about preventing meetings from running too late, and thanked the Commissioners and staff.

**ADJOURNMENT**

There being no further business Acting Chair Highland adjourned the meeting at 7:26 p.m. The next regular meeting is scheduled for **Wednesday, April 17, 2024 at 6:30 p.m.** A worksession will be held at 5:30 p.m. prior to the regular meeting. All meetings are scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar. Meetings will adjourn promptly at 9:30 p.m. An extension is allowed by a vote of the Commission.

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ZACH PETTIT, DEPUTY CITY CLERK I

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





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## HOMER PLANNING COMMISSION

### Approved CUP 2024-04 at the Meeting of April 3, 2024

**RE:** Conditional Use Permit (CUP) 2024-04  
**Address:** 1061 East End Road

**Legal Description:** T 06S R 13W SEC 17 SEWARD MERIDIAN HM 2023037 A A MATTOX 2023 REPLAT LOT 14D

## DECISION

### Introduction

Jason Weisser (the “Applicant”) applied to the Homer Planning Commission (the “Commission”) for a Conditional Use Permit (CUP) under Homer City Code HCC 21.16.030 (g), More than one building containing a permitted principal use on a lot and per HCC 21.16.40 (e) No lot shall contain more than 8,000 square feet of building area (all buildings combined), nor shall any lot contain building area in excess of 30 percent of the lot area, without an approved conditional use permit, at 1061 East End Road.

A public hearing was held for the application before the Commission on April 3, 2024, as required by Homer City Code 21.94. Notice of the public hearing was published in the local newspaper and sent to 34 property owners of 35 parcels as shown on the Kenai Peninsula Borough tax assessor rolls. Public notices contained information on how to submit written testimony, participate telephonically, or participate on the Zoom meeting platform.

At the April 3, 2024 meeting of the Commission, five Commissioners were present, Commissioners Smith and Barnwell had excused absences. Commissioner Conley was determined by the Commission to not have a conflict of interest regarding CUP 24-04. Commissioner Venuti was determined by the Commission to have a conflict of interest regarding CUP 24-04 and he excused himself from the portion of the meeting regarding CUP 24-04. The Commission unanimously approved CUP 2024-04 with two conditions.

### Evidence Presented

City Planner, Ryan Foster, provided a detailed review of Staff Report PC 24-014 for the Commission. A representative of the Applicant was available and provided responses to

37 Commissioners questions. No members of the public attended in-person at Council Chambers  
38 or via Zoom.

39

40 **Findings of Fact**

41 After careful review of the record and consideration of testimony presented at the hearing, the  
42 Commission determines CUP 2024-04, to allow more than one building containing a permitted  
43 principal use on a lot and ensure no lot shall contain more than 8,000 square feet of building  
44 area (all buildings combined), nor shall any lot contain building area in excess of 30 percent of  
45 the lot area, without an approved conditional use permit at 1061 East End Road, satisfies the  
46 review criteria set out in HCC 21.71.030 and is hereby approved.

47

48 **The criteria for granting a Conditional Use Permit is set forth in HCC 21.71.030, Review**  
49 **criteria, and establishes the following conditions:**

50

51 **a. The applicable code authorizes each proposed use and structure by conditional use**  
52 **permit in that zoning district;**

53

54 **Finding 1:** The structures and uses are authorized by the applicable code.

55

56 **b. The proposed use(s) and structure(s) are compatible with the purpose of the zoning**  
57 **district in which the lot is located.**

58

59 **Finding 2:** The proposed structures and uses are compatible with the purpose of the  
60 district.

61 **c. The value of the adjoining property will not be negatively affected greater than that**  
62 **anticipated from other permitted or conditionally permitted uses in this district.**

63 **Finding 3:** A daycare facility is not expected to negatively impact the adjoining properties  
64 greater than other permitted or conditional uses.

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66 **d. The proposal is compatible with existing uses of surrounding land.**

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68 **Finding 4:** The proposal is compatible with existing uses of surrounding land.

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70 **e. Public services and facilities are or will be, prior to occupancy, adequate to serve the**  
71 **proposed use and structure.**

72

73 **Finding 5:** Water, sewer, and fire services are adequate to serve the proposed three  
74 single unit dwellings.

75 **f. Considering harmony in scale, bulk, coverage and density, generation of traffic, the**  
76 **nature and intensity of the proposed use, and other relevant effects, the proposal will not**  
77 **cause undue harmful effect upon desirable neighborhood character.**

78 **Finding 6:** The proposal will not cause undue harmful effect upon desirable  
79 neighborhood character.

80 **g. The proposal will not be unduly detrimental to the health, safety or welfare of the**  
81 **surrounding area or the city as a whole.**

82  
83 **Finding 7:** The proposal will not be unduly detrimental to the health, safety or welfare  
84 of the surrounding area and the city as a whole when all applicable standards are met  
85 as required by city code.

86  
87 **h. The proposal does or will comply with the applicable regulations and conditions**  
88 **specified in this title for such use.**

89  
90 **Finding 8:** The proposal will comply with applicable regulations and conditions  
91 specified in Title 21 when gaining the required permits.

92  
93 **i. The proposal is not contrary to the applicable land use goals and objectives of the**  
94 **Comprehensive Plan.**

95 **Finding 9:** The proposal is not contrary to the applicable land use goals and objectives  
96 of the Comprehensive Plan. The proposal aligns with Chapter 4, Goal 1, Objectives A, C,  
97 and D and no evidence has been found that it is contrary to the applicable land use  
98 goals and objectives of the Comprehensive Plan.

99 **j. The proposal will comply with the applicable provisions of the Community Design**  
100 **Manual (CDM).**

101  
102 **Condition 1:** Outdoor lighting must be down lit per HCC 21.59.030 and the CDM.

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104 **Finding 10:** Project will comply with the applicable provisions of the CDM.

105  
106 **HCC 21.71.040(b).** b. In approving a conditional use, the Commission may impose such  
107 conditions on the use as may be deemed necessary to ensure the proposal does and will  
108 continue to satisfy the applicable review criteria. Such conditions may include, but are not  
109 limited to, one or more of the following:

110

- 111 **1. Special yards and spaces:** Outdoor play area.
- 112 **2. Fences and walls:** Condition 2: Outdoor play area must be fenced per HCC 21.16.20
- 113 (u)
- 114 **3. Surfacing of parking areas:** No specific conditions deemed necessary.
- 115 **4. Street and road dedications and improvements:** No specific conditions deemed
- 116 necessary.
- 117 **5. Control of points of vehicular ingress and egress:** No specific conditions deemed
- 118 necessary.
- 119 **6. Special provisions on signs:** No specific conditions deemed necessary.
- 120 **7. Landscaping:** No specific conditions deemed necessary.
- 121 **8. Maintenance of the grounds, building, or structures:** No specific conditions
- 122 deemed necessary.
- 123 **9. Control of noise, vibration, odors or other similar nuisances:** No specific
- 124 conditions deemed necessary.
- 125 **10. Limitation of time for certain activities:** No specific conditions deemed
- 126 necessary.
- 127 **11. A time period within which the proposed use shall be developed:** No specific
- 128 conditions deemed necessary.
- 129 **12. A limit on total duration of use:** No specific conditions deemed necessary.
- 130 **13. More stringent dimensional requirements,** such as lot area or dimensions,
- 131 setbacks, and building height limitations. Dimensional requirements may be made
- 132 more lenient by conditional use permit only when such relaxation is authorized by
- 133 other provisions of the zoning code. Dimensional requirements may not be altered by
- 134 conditional use permit when and to the extent other provisions of the zoning code
- 135 expressly prohibit such alterations by conditional use permit.
- 136 **14. Other conditions necessary** to protect the interests of the community and
- 137 surrounding area, or to protect the health, safety, or welfare of persons residing or
- 138 working in the vicinity of the subject lot.

139

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141 **Conclusion:** Based on the foregoing findings of fact and law, Conditional Use Permit 2024-04

142 is hereby approved, with Findings 1-10 and the following conditions.

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144 **Condition 1:** Outdoor lighting must be down lit per HCC 21.59.030 and the CDM.

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146 **Condition 2:** Outdoor play areas must be fenced per HCC 21.16.20 (u)

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Date Chair, Scott Smith

\_\_\_\_\_  
Date City Planner, Ryan Foster

**NOTICE OF APPEAL RIGHTS**

Pursuant to Homer City Code 21.93.020 any person with standing in this decision may appeal this decision to a hearing officer within fifteen (15) days of the date of distribution indicated below. A hearing officer will be appointed in accordance with Homer City Code 21.91.100. Any decision not appealed within that time shall be final. A notice of appeal shall be in writing and contain all the information required by Homer City Code Section 21.93.080 and shall be filed with the Homer City Clerk, 491 E. Pioneer Avenue, Homer, Alaska 99603.

**CERTIFICATION OF DISTRIBUTION**

I certify that a copy of this Decision was mailed to the below listed recipients on \_\_\_\_\_,2024. A copy was also delivered to the City of Homer Planning Department and Homer City Clerk on the same date.

\_\_\_\_\_  
Date Ed Gross, Associate Planner

Jason Weisser  
4063 Pennock Street  
Homer, AK 99603

Melissa Jacobsen, Acting City Manager  
City of Homer  
491 E Pioneer Avenue  
Homer, AK 99603

Michael Gatti  
JDO Law  
3000 A Street, Suite 300  
Anchorage, AK 99503



# City of Homer

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## Staff Report Pl 24-017

TO: Homer Planning Commission  
FROM: Ryan Foster, AICP, City Planner  
DATE: May 1, 2024  
SUBJECT: City Planner's Report

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### Comprehensive Plan Update Next Steps

The Comprehensive Plan's Community Visit #2 with Agnew Beck is scheduled for the week of May 13. A work session is scheduled for the Planning Commission on May 15 to continue working with the commission on visioning for the plan.

**The [Homer Comprehensive Plan Community Survey](#) is now live!** This 10 to 15-minute survey is open to all Homer residents of all ages.

Your response will help shape future decisions about land use, transportation, utilities, economic development, housing, and related programs in Homer for the next 20 years. We're excited for your input – please let your friends, family, network, and neighbors know!

**The survey is open until Friday, June 21<sup>st</sup>, 2024.**

**COMING SOON** – *Interactive Comment Map* – a tool for sharing your geographic/location-specific comments.

### Meeting Schedule

The next regular meeting date is Wednesday, May 15, 2024. A work session with the Planning Commission will start at 5:30pm.

**CALL TO ORDER**

Session 24-06 a Regular Meeting of the Comprehensive Plan Steering Committee was called to order by Chair Kathy Carssow at 3:30 p.m. on April 19, 2024 at the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska and via Zoom Webinar.

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

ABSENT: COMMITTEE MEMBERS DAVIS, ERICKSON

STAFF: CITY PLANNER FOSTER  
INTERIM CITY MANAGER JACOBSEN

CONSULTING: SHELLY WADE, AGENW::BECK

**AGENDA APPROVAL**

KIM/BARNWELL MOVED TO APPROVE THE AGENDA

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

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

Alan Parks commented regarding the public outreach process and the importance of hearing from people with diverse views. He felt the recent open house didn't achieve that because questions were vague and subject to interpretation. He thinks it's important to engage the community in a way that's based on core values.

**APPROVAL OF MINUTES**

A. Steering Committee Meeting Minutes of March 29, 2024

BARNWELL/KIM MOVED TO APPROVE THE MINUTES

There was no discussion.

VOTE: NON OBJECTION: UNANIMOUS CONSENT

Motion carried.

**VISITORS/PRESENTATIONS**

**REPORTS**

**PENDING BUSINESS**

**NEW BUSINESS**

A. Community Visit #1 Summary of Results – Review & Finalize

Shelly Wade with Agnew::Beck reviewed the 21 page summary of results that were included in the packet from the public engagement events during the week of March 26<sup>th</sup>. It was the first public outreach and opportunity to hear directly from the community about what they value most. This will help the team develop guiding principles and values for the plan as the process continues.

There was discussion that some of the issues raised during the first outreach events are not things that will be addressed by the Comprehensive Plan, and others that can be. Question was raised about how to identify those differences for the public. Ms. Wade explained that this is very early in the process and it's important at this stage to let people brainstorm and get their thoughts out more broadly and think about potential connection to the plans long-term goals and strategies.

The group also discussed demographics and collecting data on participants. Ms. Wade explained they had a sign in sheet at the community event and did not ask people to share personal information, and that it's something that can be addressed through the survey where participants can share anonymously. She did hear directly from attendees that they felt the youth and young adult voice was missing. The conversation continued to address concerns about weaknesses of the engagement process and need to expand opportunities for public dialogue to invite the conversation forward. Members and staff touched on upcoming events with high school students, and acknowledged the diversity of the attendees at the open house and Guiding Growth event, including young adults.

#### B. Community Survey – Finalize Draft & Confirm Initial Outreach

Ms. Wade reviewed the survey with the steering committee, who provided feedback on the format of the survey and clarification of items that aren't relevant to Homer. Concerns were expressed regarding confidentiality for survey participants who share their name. Ms. Wade shared the information provided is for the consultants use only. It has been a standard practice throughout the many Comp Plan surveys they've conducted, it hasn't been a challenge, and participants have been comfortable sharing their information. The data collected is helpful to establish that a representative survey has been done with demographics and economic indicators for Homer. There was discussion about ways to develop the survey so names could be separated from personal data, and Ms. Wade said they'll look in to how to make that happen.

#### C. Meeting in a Box – Review & Finalize

Ms. Wade explained that Meeting in a Box is a tool that can be used to continue public engagement outside of the regularly scheduled events when the Agnew::Beck team are onsite. It's intended to help staff, committee members, and others share a unified and consistent message about the comprehensive planning process and includes talking points and a list of recommended materials to use when sharing information about the plan. She noted an engaged community member, Luke Rubalkava, is using this tool already in meeting with Marine Trades, and other community groups. The documentation from these Meeting in a Box sessions will be sent to the Agnew::Beck team to be documented and included in the record.

#### D. Community Visit #2 – Discuss Draft Schedule

Ms. Wade reviewed the draft schedule for the upcoming events. Committee Member Erickson was invited to and recently attended a high school government class to talk about the Comp Plan and was



provided some guiding questions Agnew::Beck has used in other youth outreach events, and they're working on transcribing those responses currently. The Student Council shared they will assist with survey outreach through the end of the school year. The group reviewed the second community visit the week of May 13<sup>th</sup> and other potential and other upcoming public outreach events happening in the interim.

Committee Member Kim suggested an addition meeting that would be with the agricultural and farming community, Committee Member Barnwell noted the builders, and Chair Carrsow suggested a meeting at Kraken. Ms. Wade confirmed those requests.

A follow up meeting with the task force was scheduled for 9:00 a.m. May 17<sup>th</sup> for up to two hours. Chair Carrsow let the team know she'll be absent April 29<sup>th</sup> and May 6<sup>th</sup>.

**INFORMATIONAL MATERIALS**

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

**COMMENTS OF CITY STAFF**

**COMMENTS OF THE TASK FORCE**

Committee Member Barnwell acknowledged Mr. Parks comments at the beginning of the meeting and shared he's heard similar comments from others. He has also heard comments from some who are confused about Comp Plan versus code, so that might be worth addressing.

Chair Carrsow commented she sees code being a major factor in implementing the plan. It's reasonable for people to see that link a plan is an aspiration, and zoning is one way to make it a reality.

Committee Member Kim had no comments.

**ADJOURNMENT**

There being no further business to come before the Steering Committee Chair Carrsow adjourned the meeting at 5:32 p.m. The next Regular Meeting is scheduled for Monday, April 29, 2024 at 3:30 p.m. All meetings scheduled to be held via Zoom Webinar and in person in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

---

Melissa Jacobsen, City Clerk/Interim City Manager

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



# City of Homer

www.cityofhomer-ak.gov

## Planning

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(p) 907-235-3106  
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### Staff Report PL 24-018

TO: HOMER PLANNING COMMISSION  
THOROUGH: RYAN FOSTER, AICP, CITY PLANNER  
FROM: JULIE ENGBRETSSEN, COMMUNITY DEVELOPMENT DIRECTOR  
DATE: MAY 1, 2024  
SUBJECT: TRANSPORTATION PLAN

### Introduction

At the March 6, 2024 Regular Meeting, the Commission agreed to review the plan draft individually and submit recommendations, concerns or comments to staff for review and discussion at the April 3, 2024 meetings, and then conduct the Public Hearing on May 1, 2024. The entirety of comments provided by Commissioners was provided in the April 3, 2024 meeting packet. The table below is a synopsis of the actionable comments received from commissioners.

#	Commissioner Comment	Section	Page
1	Electric vehicle charging infrastructure may be needed. I would note that “may” should be changed to “will.”	What improvements are needed	p.13
2	This page contains a good summary of current transit options in Homer. I think what is missing is mention of an option of providing a shuttle to the Harbor area from the city core area. This would relieve parking on the Spit.	Transit	p.20
3	Needed language speaking to the necessity of COH and ADOTPF cooperation and joint planning for roads in the COH (and broader) area.	Objective 3D	p.37
4	Connections into Homer from outlying areas (the Diamond Creek Underpass is an example of this type of connection).	P4S Priorities for walking and biking	p.45

### Recommendation:

Make a motion to make changes #1-4 above in the Transportation Plan and recommend approval of the plan to the City Council.

**Attachments:**

2024 City of Homer Transportation Plan

Draft Ordinance to adopt the City of Homer Transportation Plan (2024), a component of the comprehensive plan, and recommending approval by the Kenai Peninsula Borough.

# Transportation Plan

January 2024



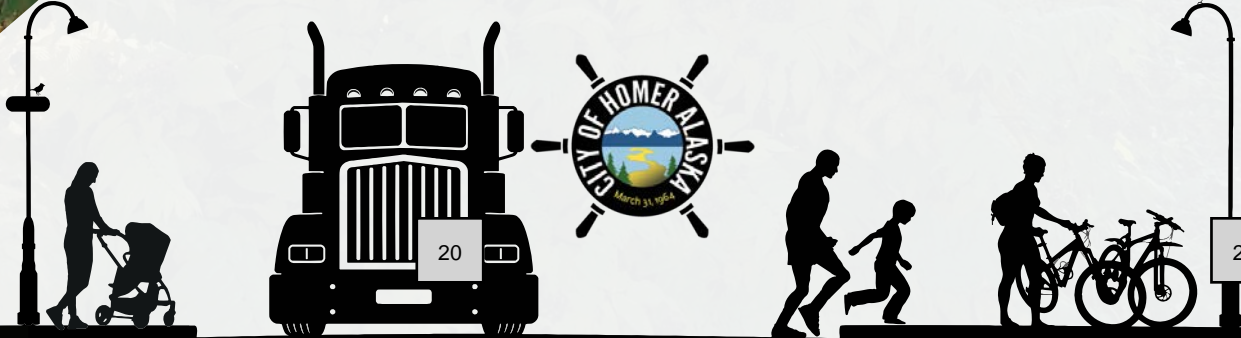
Prepared For:

**City of Homer**

Prepared By:

**Kinney Engineering, LLC**

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



# Table of Contents

<b>Introduction</b> .....	1
<b>Public Involvement Summary</b> .....	4
<b>State of the Transportation System</b> .....	7
Road System .....	8
Transit .....	20
Evacuation Routes .....	21
Transportation Funding .....	22
<b>Transportation System Guidelines</b> .....	23
Designing for Persons of All Ages and Abilities .....	24
Pedestrian Crosswalks .....	27
Traffic Calming .....	28
<b>Goals and Objectives for the Transportation System</b> .....	32
Goal 1: Increase safety of interactions between different modes of travel .....	33
Goal 2: Provide a connected network of local and collector roads and trails that balances modes based on land use contexts .....	33
Goal 3: Maintain transportation network to be usable year-round .....	34
Goal 4: Provide expanded transportation options for residents and visitors .....	34
<b>Recommendations</b> .....	35
Policies .....	36
Projects .....	41
<b>Abbreviations</b> .....	46
<b>Definition of Terms</b> .....	48
<b>References</b> .....	50
<b>Appendix A: Summary of Public Involvement</b> .....	i
<b>Appendix B: Desired Walking or Biking Improvements from Public Comment</b> .....	ii

# Figures

<b>Figure 1: Homer Vicinity Map</b>	2
<b>Figure 2: Transportation Plan Open House (November 9, 2022)</b>	5
<b>Figure 3: Online Map of Public Comments</b>	6
<b>Figure 4: Roadway Functional Classification (State and City Roads)</b>	8
<b>Figure 5: DOT&amp;PF State Routes</b>	9
<b>Figure 6: Non-Motorized Facilities along State Routes</b>	10
<b>Figure 7: DOT&amp;PF Maintenance Priority Map</b>	11
<b>Figure 8: 2021 AADT State Roads</b>	12
<b>Figure 9: Monthly Traffic Volume</b>	13
<b>Figure 10: Homer All-Ages and Abilities Pedestrian Pathway (HAP)</b>	15
<b>Figure 11: Obstructed Path of Travel near Public Library and Post Office</b>	16
<b>Figure 12: Special Traffic Generators within the City of Homer</b>	18
<b>Figure 13: Homer Spit path</b>	19
<b>Figure 14: City of Homer Tsunami Evacuation Routes</b>	21
<b>Figure 15: City of Homer Poopdeck trail at the Homer Public Library</b>	22
<b>Figure 16: Greatland Street Improvements</b>	22
<b>Figure 17: Pedestrian Injury Rates by Speed of Vehicle</b>	25
<b>Figure 18: Curb Ramps that Direct the User into the Crosswalk</b>	26
<b>Figure 19: Driveway Entrance with Level Cross Slope</b>	26
<b>Figure 20: Driveway Entrance with Steep Cross Slope</b>	26
<b>Figure 21: Electrical Warning Devices</b>	27
<b>Figure 22: Safety-focused approaches to transportation planning</b>	28
<b>Figure 23: Speed Hump on Beluga Pl</b>	29
<b>Figure 24: Curb Bulb-outs in Downtown Anchorage, Alaska</b>	30
<b>Figure 25: Traffic Circle on Gillam Way in Fairbanks</b>	31
<b>Figure 26: Speed Feedback Sign on Gillam Way in Fairbanks</b>	31
<b>Figure 27: Dump truck turning from Lake Street onto East End Road</b>	36
<b>Figure 28: Existing and Proposed Transfer of Responsibility Agreements</b>	38

# Tables

<b>Table 1: Past Plans</b>	3
<b>Table 2: Pending and Ongoing Plans and Projects</b>	3
<b>Table 3: Description of Non-Motorized Facilities along State Routes</b>	10
<b>Table 4: Planning-Level Operational Analysis for State Roadways</b>	14
<b>Table 5: Homer Schools Start and End Times</b>	18

# 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.

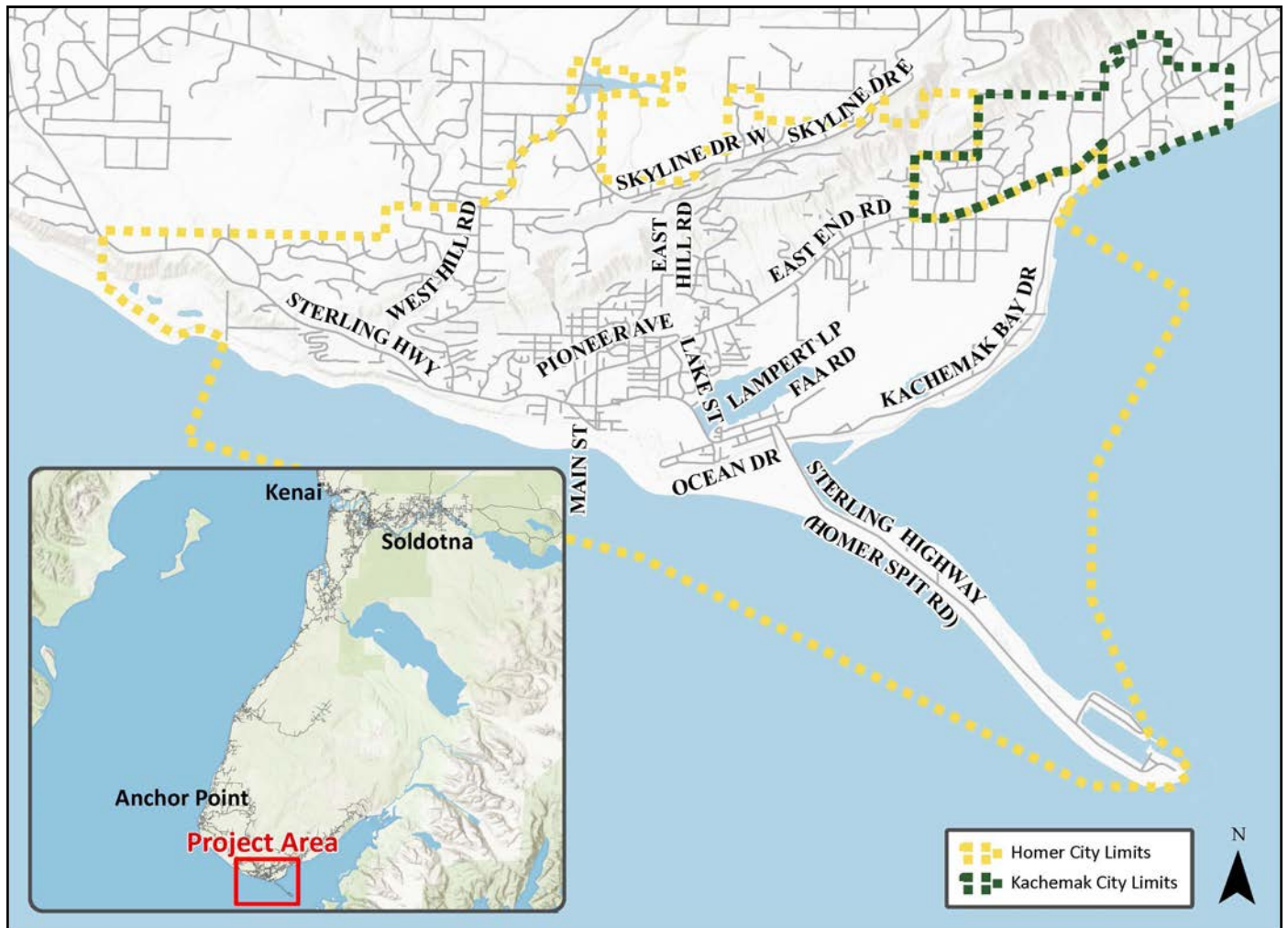


Figure 1: Homer Vicinity Map



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)

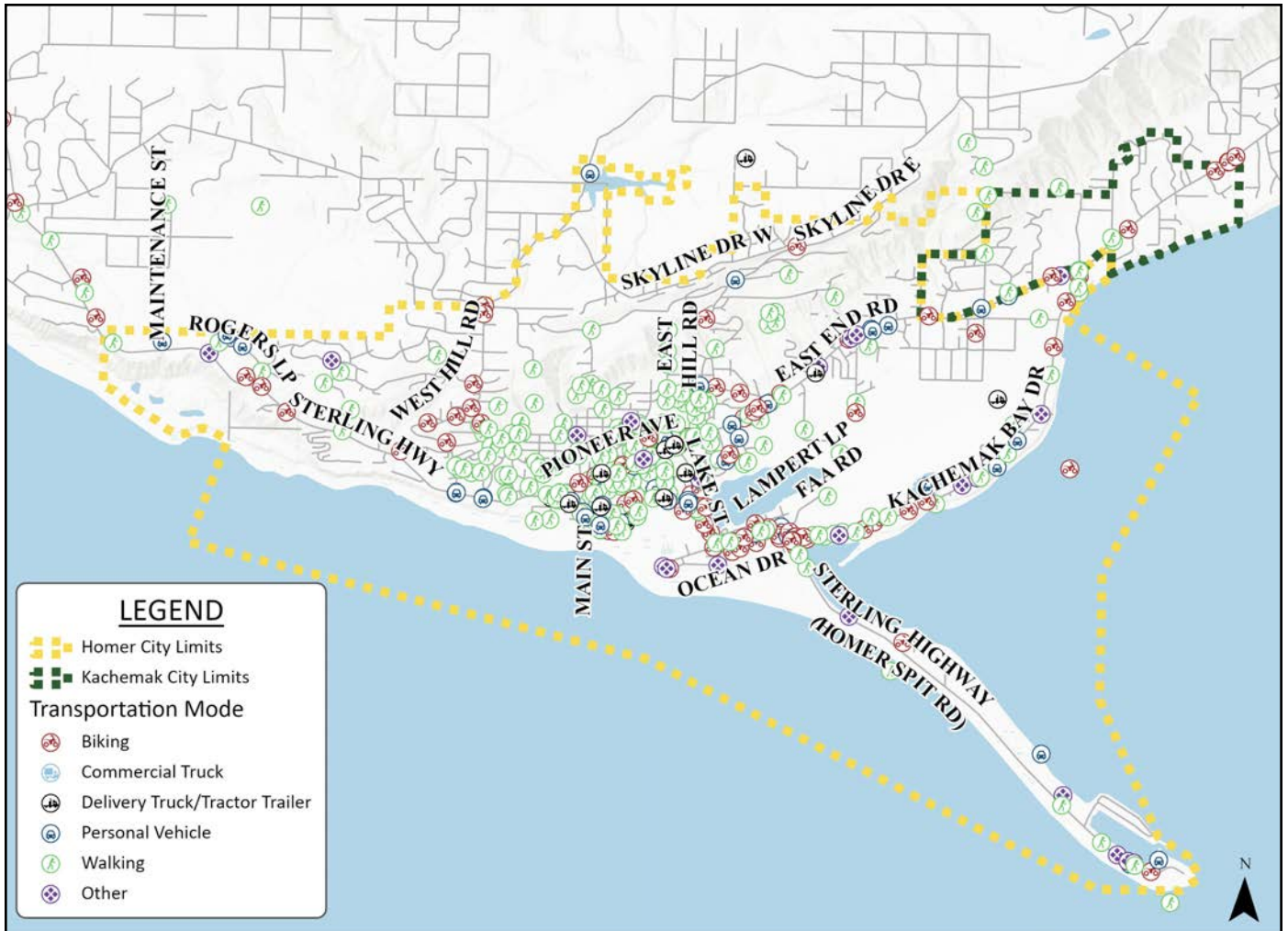
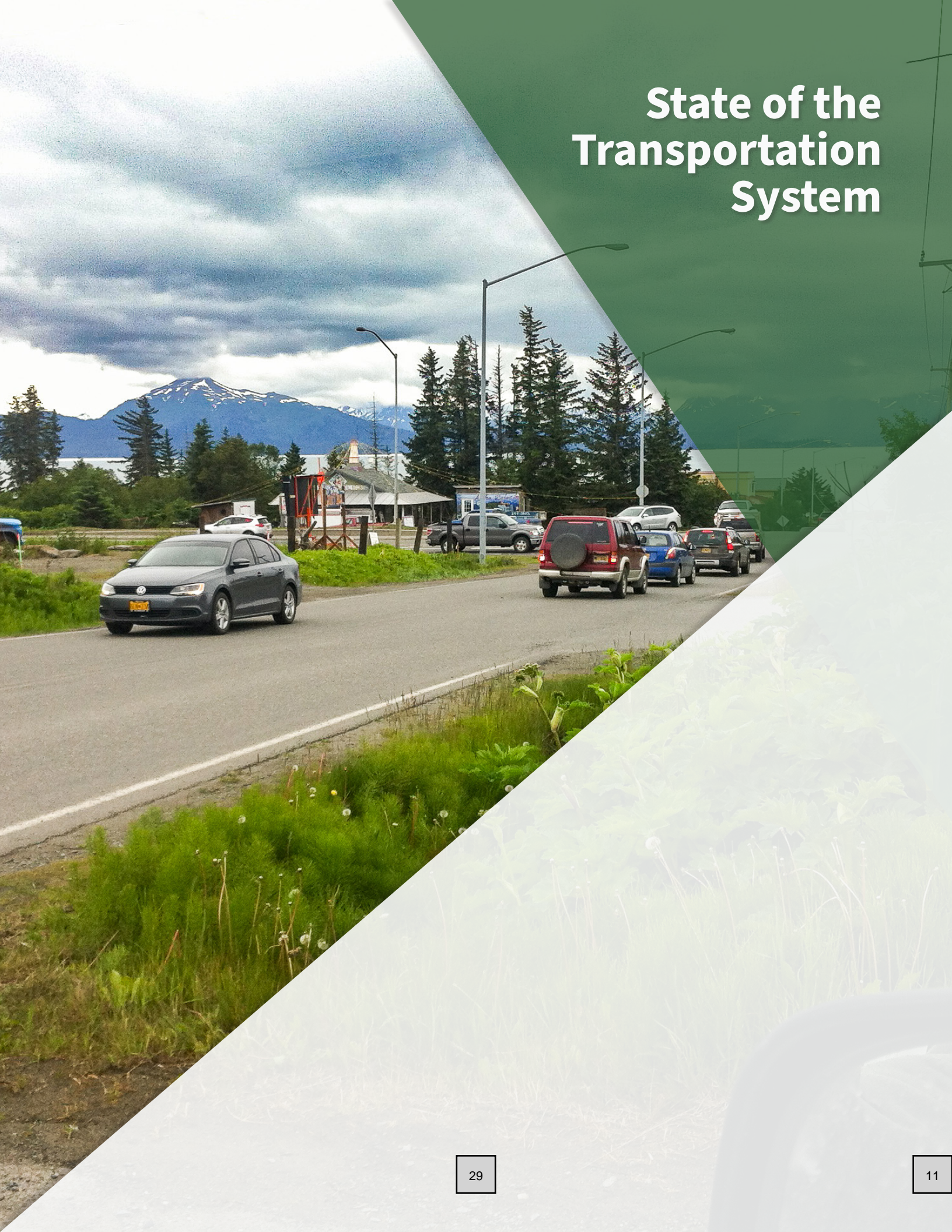


Figure 3: Online Map of Public Comments

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, Vozneseska, Razdolna, Nikolaevsk, and Fritz Creek. Homer also provides goods and services to communities across Kachemak Bay, including Halibut Cove, Seldovia, Nanwalek, and Port Graham. In addition to the roadway network, Homer is reached via public ferries, private boats, and the Homer Airport.

## ROAD SYSTEM

### Functional Classification

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

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

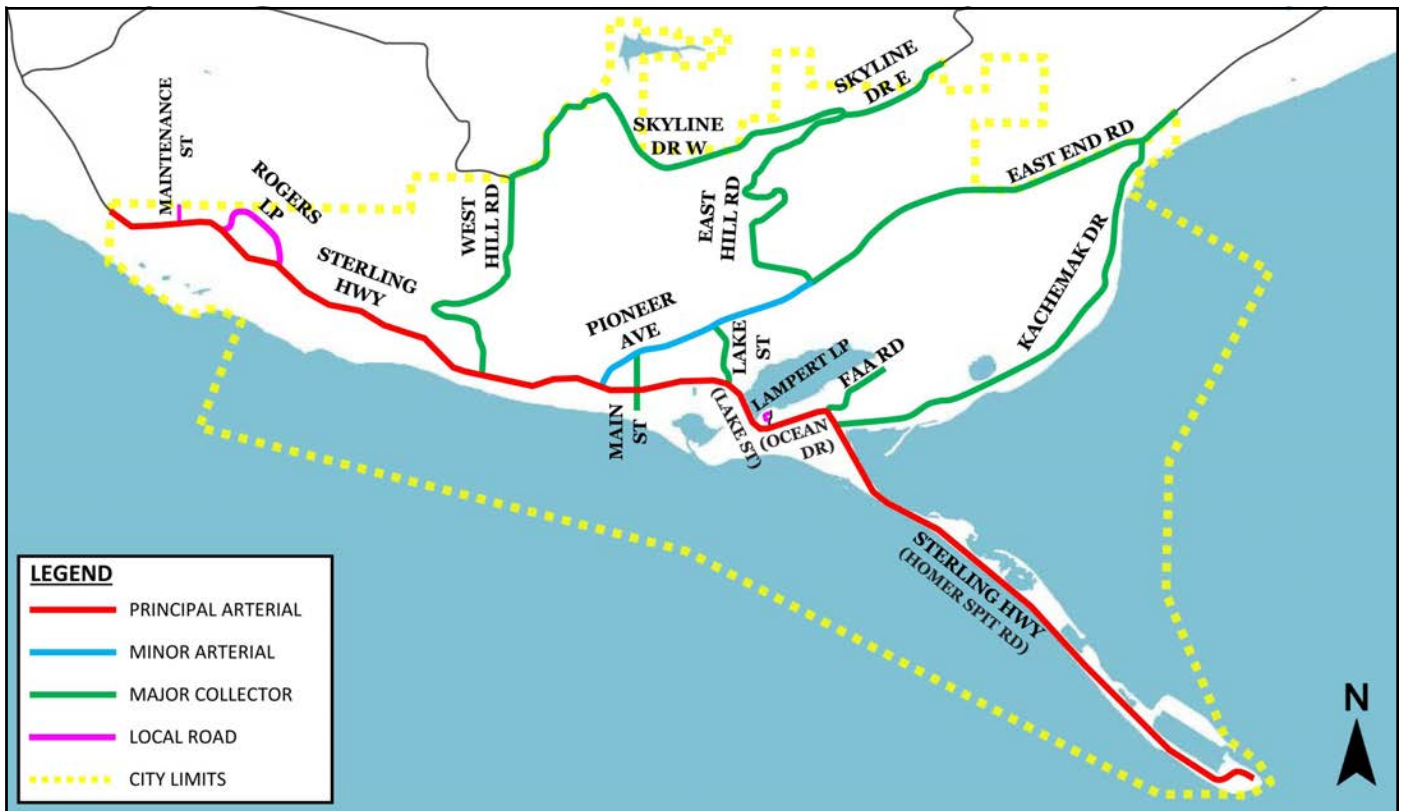


Figure 4: Roadway Functional Classification (State and City Roads)

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

### DOT&PF Routes

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

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

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

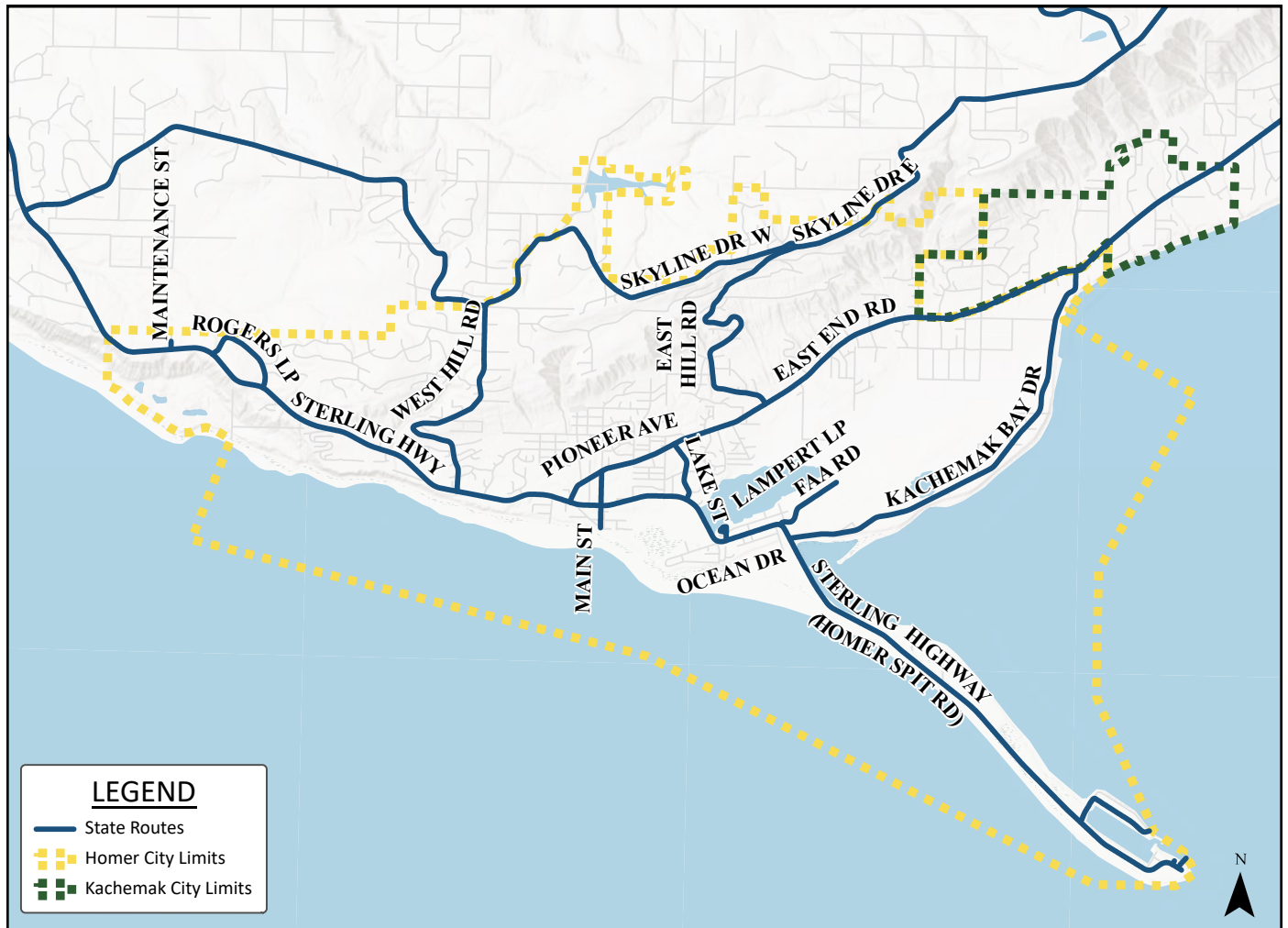


Figure 5: DOT&PF State Routes

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

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

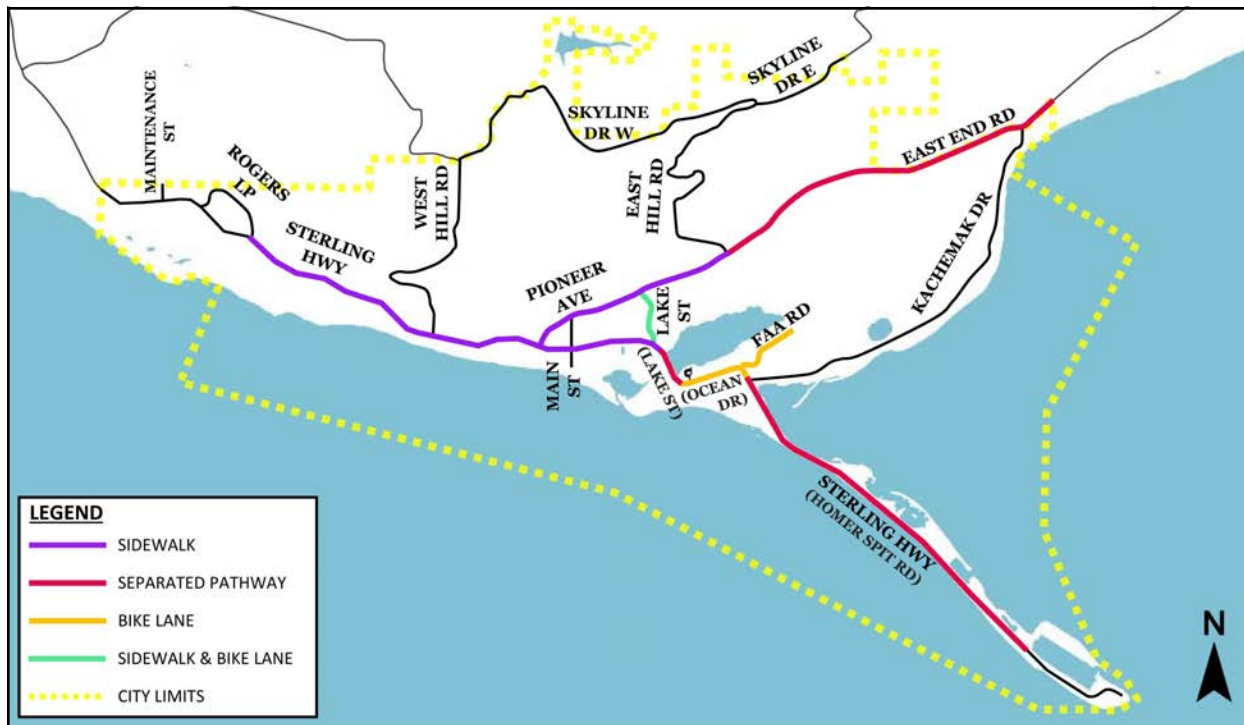


Figure 6: Non-Motorized Facilities along State Routes





Figure 7: DOT&PF Maintenance Priority Map

## City-Owned Routes

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

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

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

## Traffic Volumes

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

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

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

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

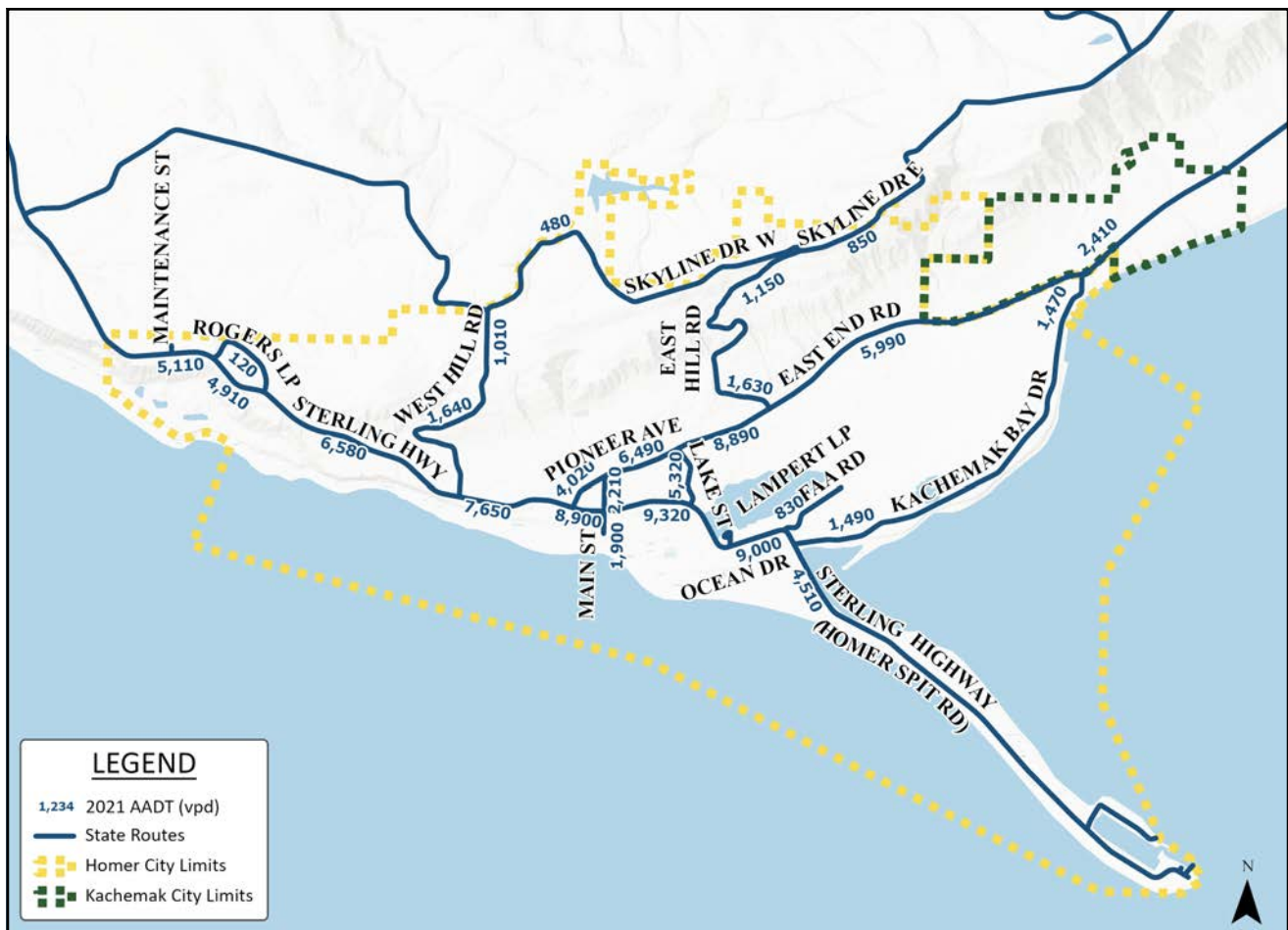


Figure 8: 2021 AADT State Roads

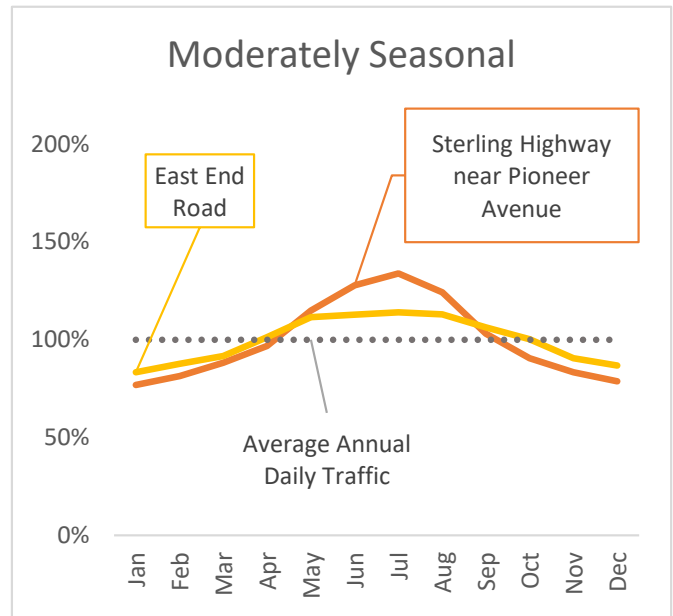
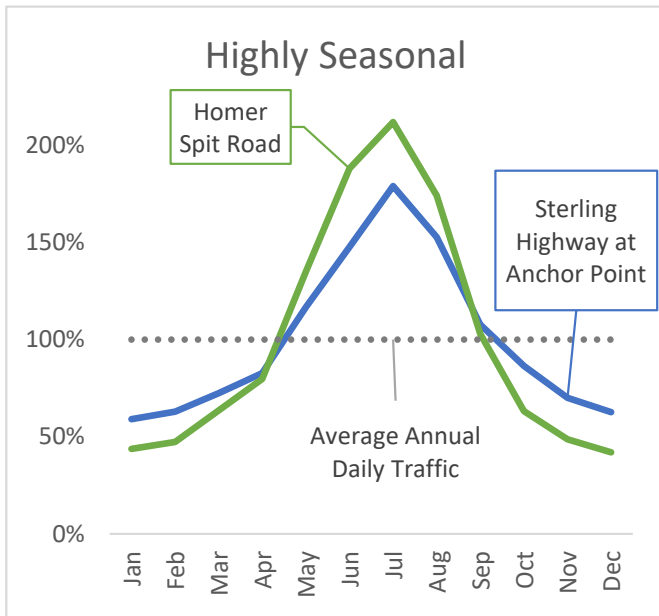


Figure 9: Monthly Traffic Volume as a Percentage of Average Annual Daily Traffic

## Operational Quality of State Roads

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

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

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

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

## What improvements are needed?

### *Roadway Ownership and Maintenance*

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

### *Winter Maintenance and Snow Storage*

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

### *Electric Vehicles*

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

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

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

## Walking and Biking

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

## What improvements are needed?

### *Walking and Biking*

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

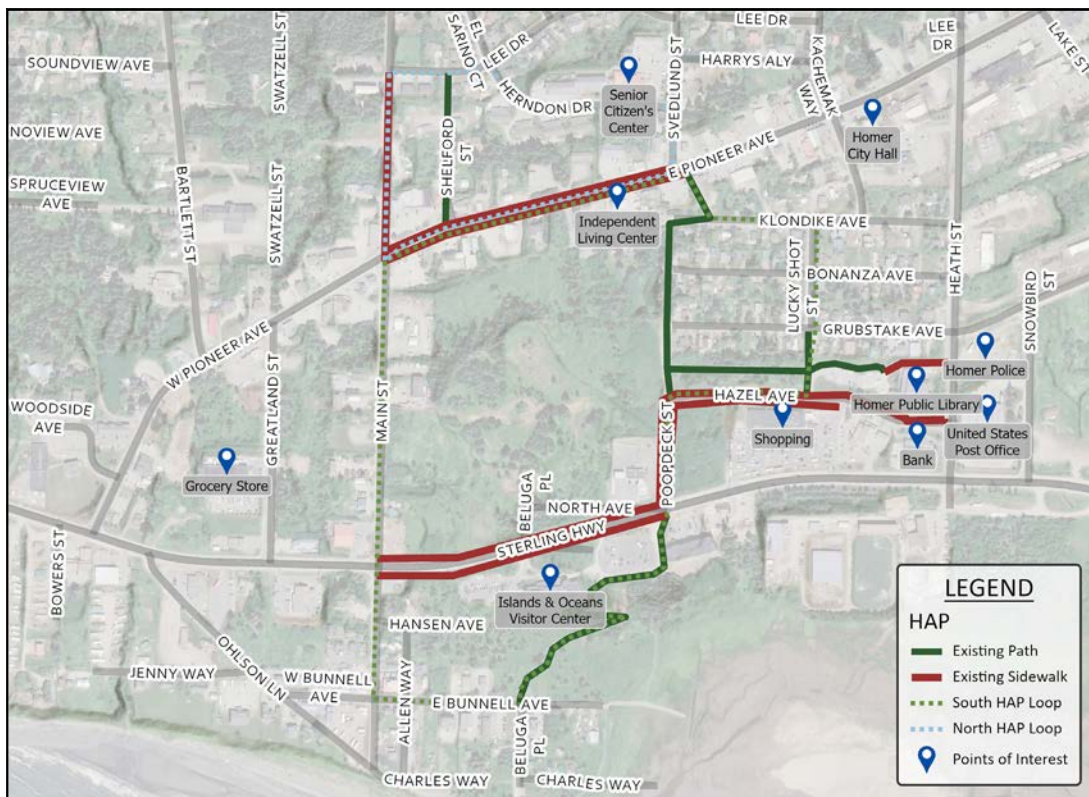


Figure 10: Homer All-Ages and Abilities Pedestrian Pathway (HAP)

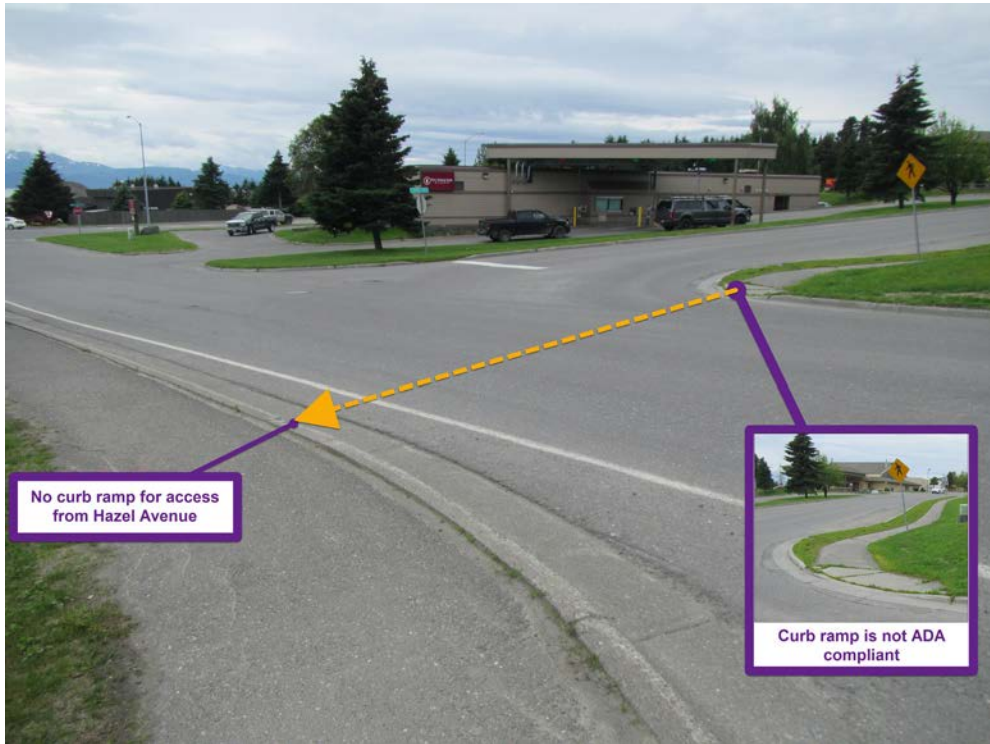


Figure 11: Obstructed Path of Travel near the Homer Public Library and Post Office

*What improvements are needed? (continued)*

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

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

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

*Connectivity and “Path of Travel”*

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

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

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

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

1 CFR 28.1.35.151(b)(4)

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

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

### *Winter Maintenance and Snow Storage*

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

## Recreational Trails

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

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

## Truck Routes

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

### What improvements are needed?

#### *Truck Routing*

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

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

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

## Special Traffic Generators

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

### Schools

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

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

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

Table 5: Homer Schools Start and End Times

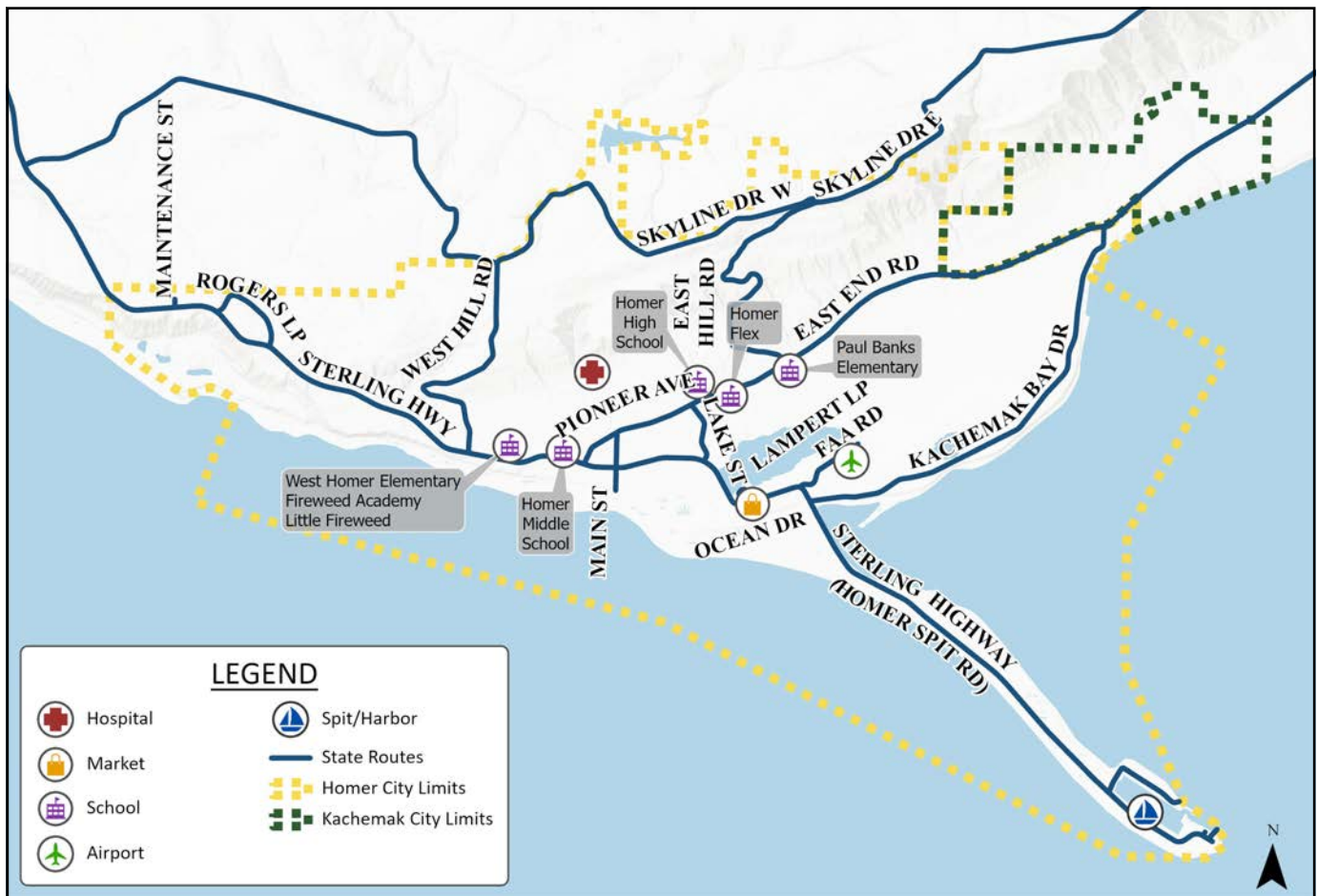


Figure 12: Special Traffic Generators within the City of Homer



### *Hospital Shifts*

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

### *Farmers Market*

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

### *Homer Spit*

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

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

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

### *Homer Airport*

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



Figure 13: Homer Spit path

## TRANSIT

### Existing Transit System

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

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

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

### What improvements are needed?

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

#### *Transportation for Young Adults*

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

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

#### *Affordable Transportation*

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

#### *Seasonal Congestion and Parking*

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

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

#### *Environmental Impacts*

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

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

## EVACUATION ROUTES

### Tsunamis

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

### Wildfires

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

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

#### What improvements are needed?

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

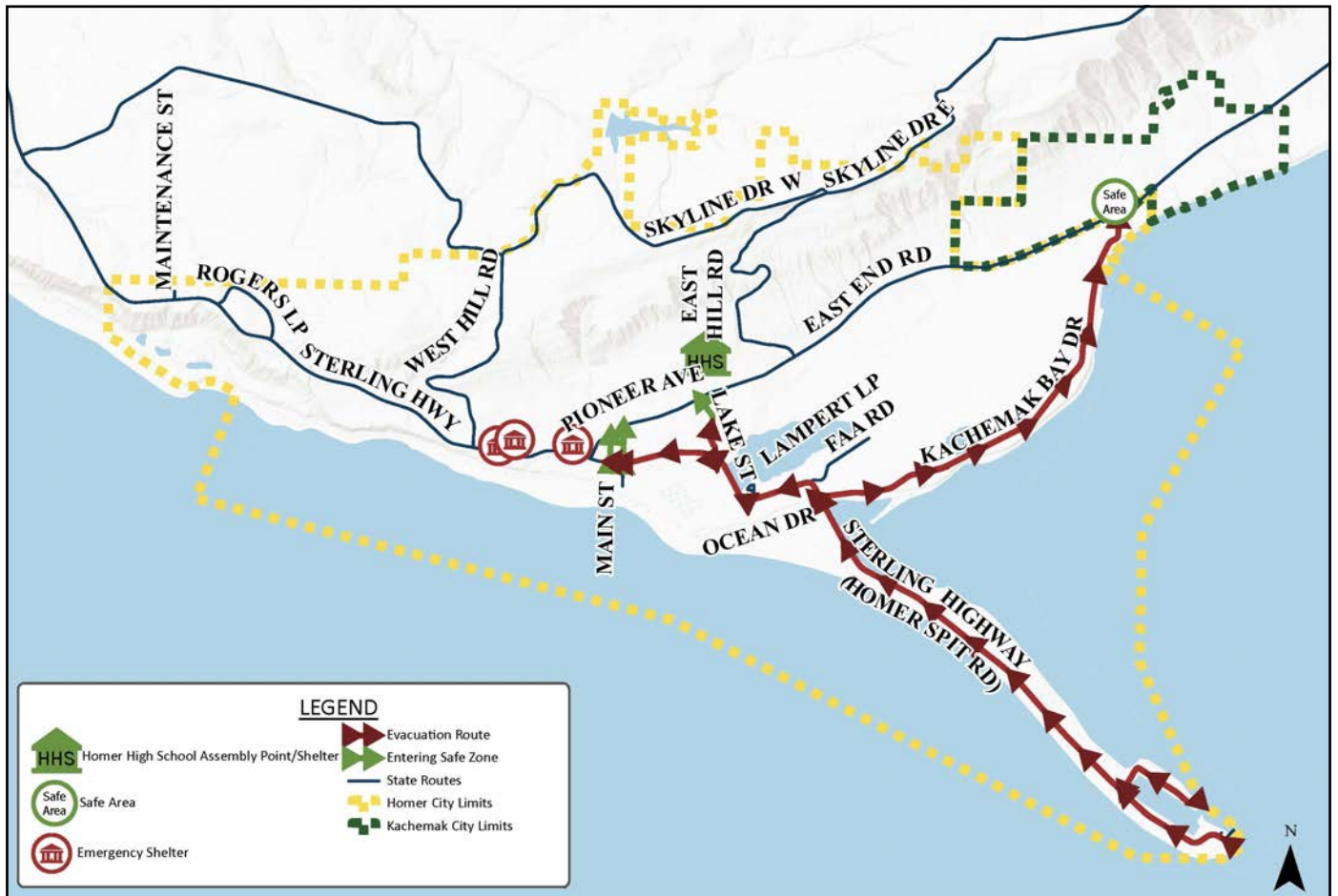


Figure 14: City of Homer Tsunami Evacuation Routes

## TRANSPORTATION FUNDING

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

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

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



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



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

# Transportation System Guidelines



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## DESIGNING FOR PERSONS OF ALL AGES AND ABILITIES

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

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

### Specific Needs

#### *Seniors*

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

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

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

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

#### *Individuals with Disabilities*

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

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

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

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

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

## Speed, Safety, and Crash Outcomes

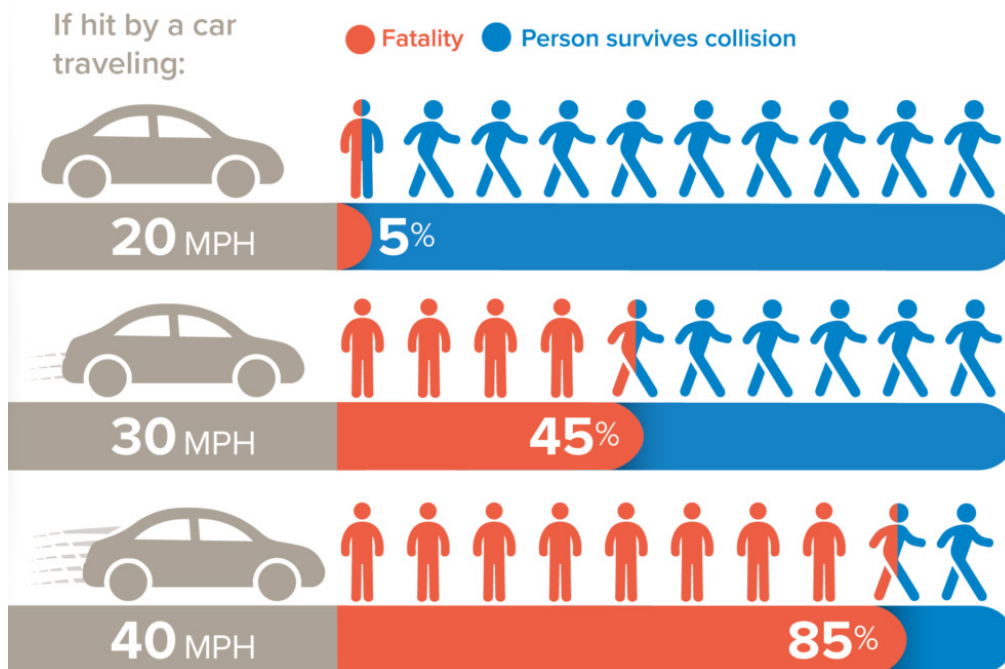
Aging adults and individuals with disabilities are far more likely to experience serious injury or death within transportation networks. Both groups are typically more reliant on the pedestrian environment to meet daily mobility needs and as such are more vulnerable. Studies also indicate a much higher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

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

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

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

Federal Highway Administration



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

Figure 17: Pedestrian Injury Rates by Speed of Vehicle

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



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

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

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

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

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



Figure 19: Driveway Entrance with Level Cross Slope



Figure 20: Driveway Entrance with Steep Cross Slope



## PEDESTRIAN CROSSWALKS

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

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

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

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

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



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

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## TRAFFIC CALMING

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

### Traffic Calming and Complete Streets

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

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

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

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



Figure 22: Safety-focused approaches to transportation planning

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

## Traffic Calming Devices

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

### *Speed Humps and Tables*

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

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

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

### *On Street Parking*

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

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

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



Figure 23: Speed Hump on Beluga Pl

### *Bulb-Out*

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

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

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

### *Chicanes*

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

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

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

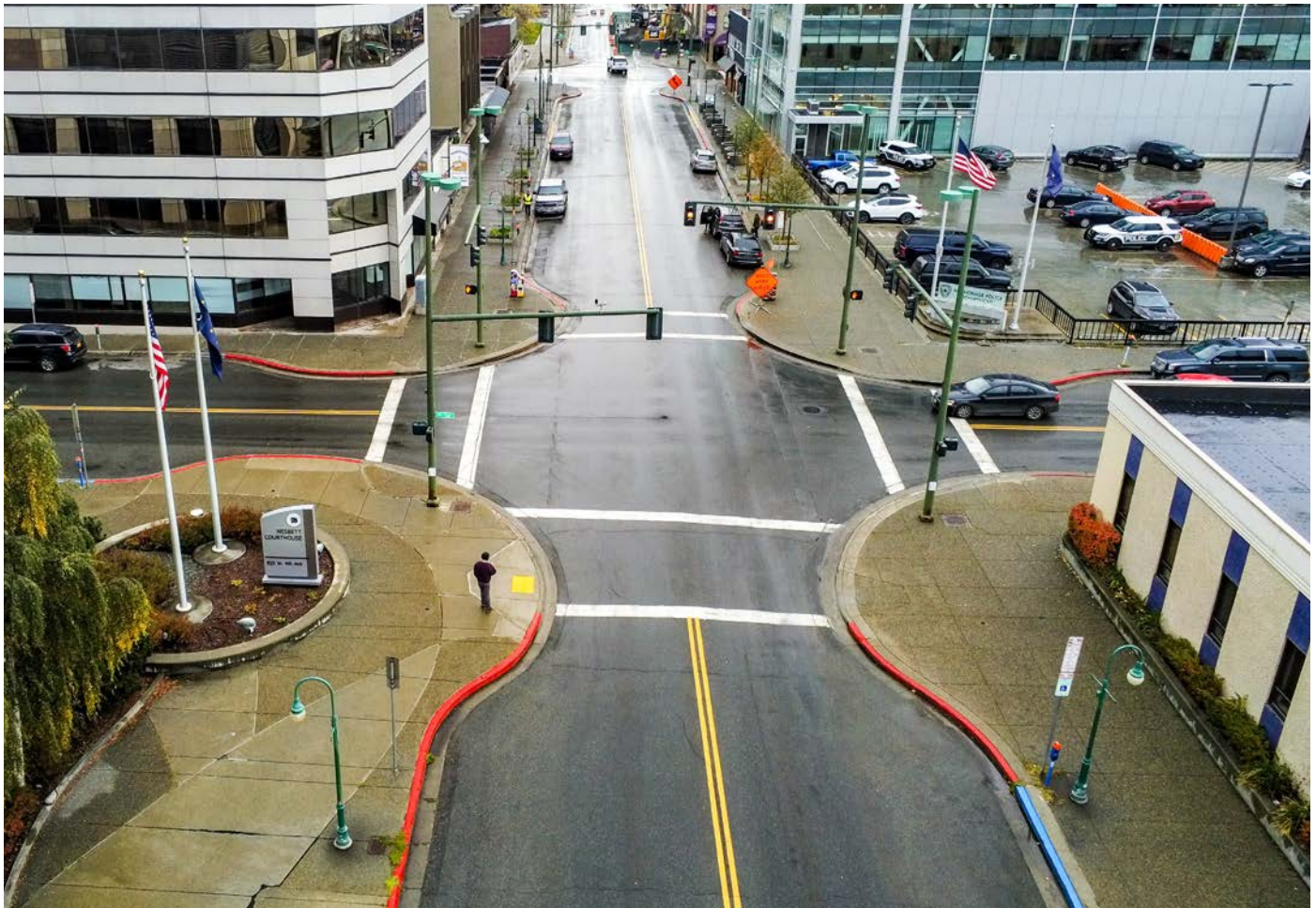


Figure 24: Curb Bulb-outs in Downtown Anchorage, Alaska

### *Traffic Circles*

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

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

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



Figure 25: Traffic Circle on Gillam Way in Fairbanks

### *Speed Feedback Signs*

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

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

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

### *Supplemental Traffic Calming Measures*

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

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

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



Figure 26: Speed Feedback Sign on Gillam Way in Fairbanks

# Goals and Objectives for the Transportation System



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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




# Recommendations



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

## POLICIES

### Truck Network


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

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




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

## E-Bike Legislation

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


## Bicycle Parking

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

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

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

## Transfer of Responsibility Agreements for State Roads

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

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

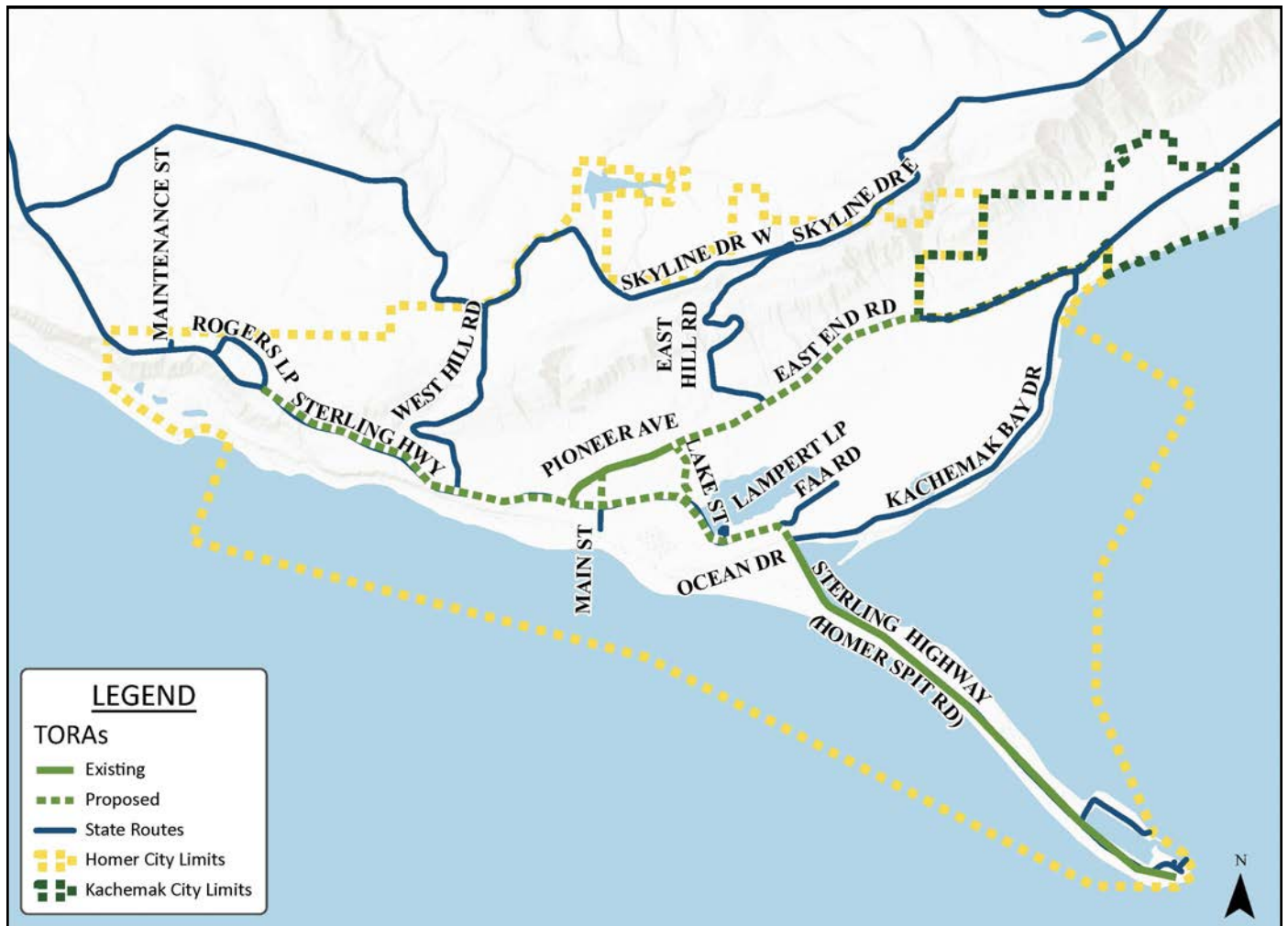



Figure 28: Existing and Proposed Transfer of Responsibility Agreements


## Ownership of State Roads

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


## Maintenance Standards

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


## Update Non-Motorized Facility Design Standards

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


## Complete Streets/All Ages and Abilities Policy

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

## Transit Options


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

## Traffic Calming


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

## PROJECTS

### Bicycle Safety Campaign


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

### Parking Study


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

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

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


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

## Neighborhood Connectivity to Schools


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




## Pioneer Avenue as an Extension of the HAP Loop

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


## Old Town Connections as an Extension of HAP Loop

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


## Kachemak Drive Reconnaissance Engineering Study

<b>Goals and Objectives</b> 	<p><b>Objective 1A</b>  <b>Improve safety at conflict points between pedestrians and motor vehicles, especially at intersections</b></p> <p><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></p>
<b>Project Description</b>	<p><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.</p>
<b>Benefits</b>	<p>Improves safety.</p>
<b>Challenges</b>	<p>Attaining funding.          Limited right of way.          Coordination with DOT&amp;PF.</p>
<b>Related Projects</b>	<p>Project 9 Identify Additional Priorities for Non-Motorized Infrastructure</p>


## Regularly Update Existing Trails Maps

<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> <p><b>Objective 3A</b>  <b>Reconstruct and proactively maintain pedestrian facilities to ensure year-round usability</b></p> <p><b>Objective 3B</b>  <b>Reconstruct and proactively maintain bicycle facilities to ensure year-round usability</b></p>
<b>Project Description</b>	<p><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.</p>
<b>Benefits</b>	<p>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.</p>
<b>Challenges</b>	<p>Staffing.          Coordination with trail user groups, such as Homer Trails Alliance and Kachemak Nordic Ski Club.</p>
<b>Related Projects</b>	<p>Project 9 Identify Additional Priorities for Non-Motorized Infrastructure</p>

## Identify Additional Priorities for Walking & Biking Infrastructure

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

## Complete East-West Connections

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

# Abbreviations



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

# Definition of Terms



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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# Appendix A: Summary of Public Involvement



## City of Homer Transportation Plan Survey Results

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

**83% use a car daily**



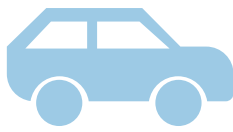
**27% walk daily**



**29% walk weekly**



### Concerns raised when using different modes of travel



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



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



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



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

What should the Transportation Plan prioritize?

**SAFETY**

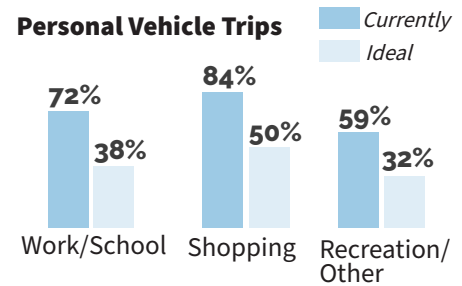
**MAINTENANCE**

**CONNECTIVITY**

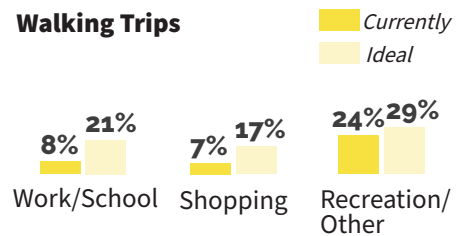
### Travel Habits – Current & Ideal

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

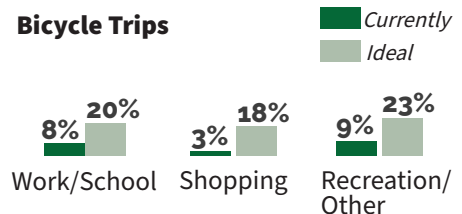
#### Personal Vehicle Trips



#### Walking Trips



#### Bicycle Trips

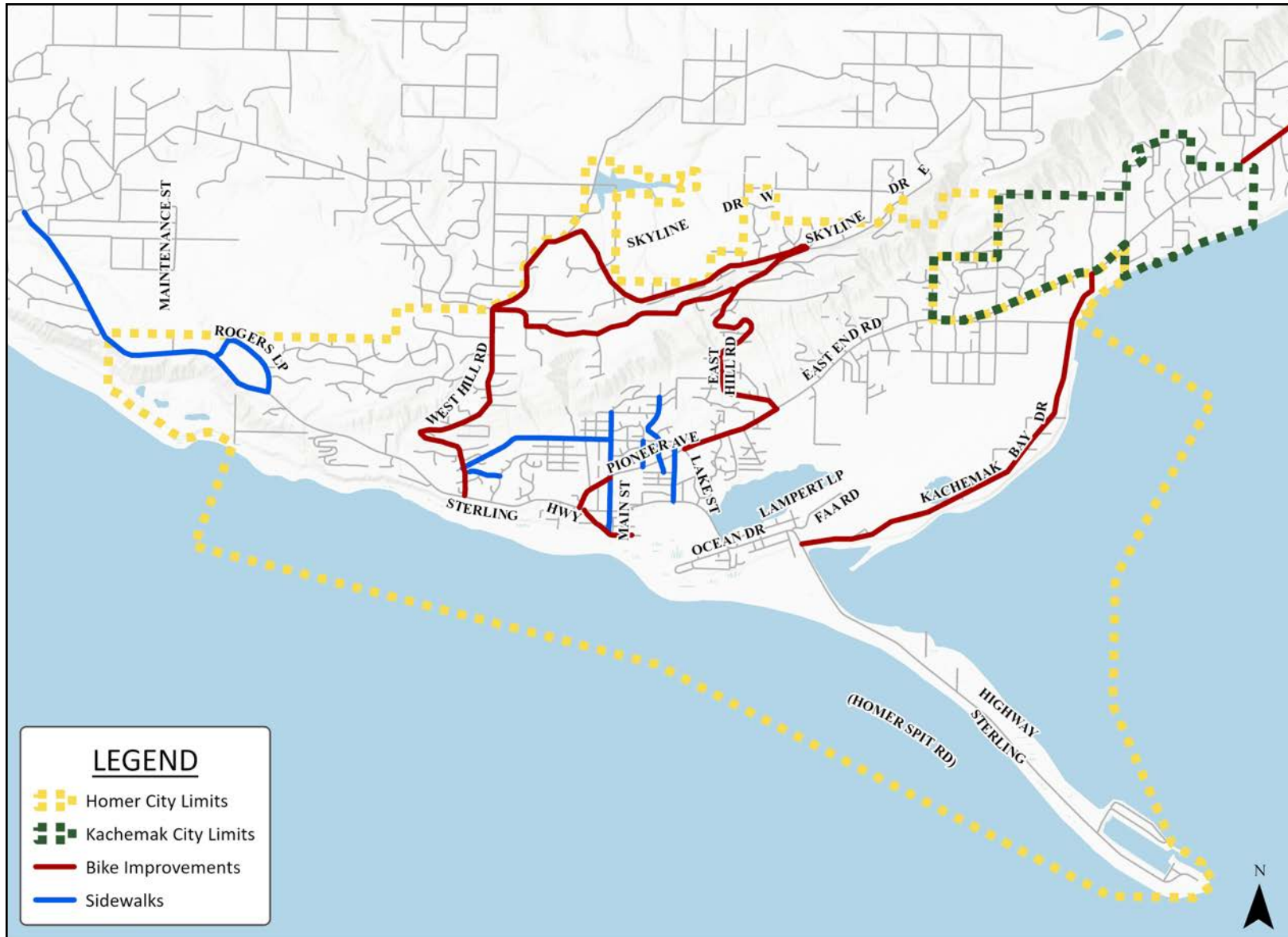


### What would you like to see more of in Homer's transportation system?

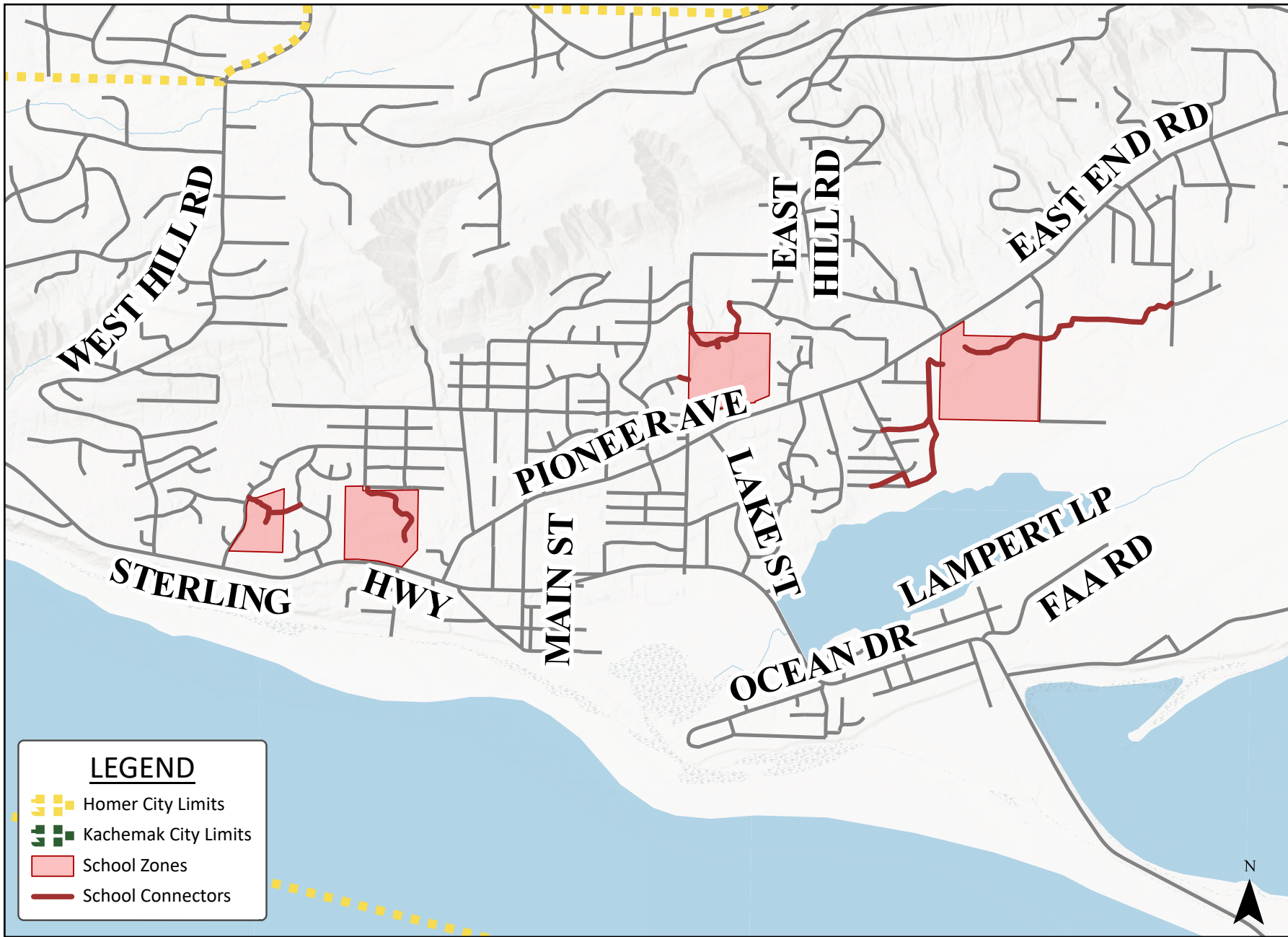


## Appendix B: Desired Walking or Biking Improvements from Public Comment

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



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



Respondents made comments in an online map. 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

**CITY OF HOMER  
HOMER, ALASKA**

City Manager

**ORDINANCE 24-XX**

AN ORDINANCE OF THE CITY COUNCIL OF HOMER, ALASKA TO ADOPT THE CITY OF HOMER TRANSPORTATION PLAN (2024), A COMPONENT OF THE COMPREHENSIVE PLAN, AND RECOMMENDING APPROVAL BY THE KENAI PENINSULA BOROUGH.

WHEREAS, The Kenai Peninsula Borough as a Second Class Borough shall provide for planning on an area wide basis in accordance with AS 29.40; and

WHEREAS, As provided in Kenai Peninsula Borough Code 21.01.025, cities in the Borough requesting extensive comprehensive plan amendments may recommend to the Kenai Peninsula Borough Planning Commission a change to the city comprehensive plan; and

WHEREAS, The City of Homer has prepared extensive transportation plan amendments in the form of the 2024 Homer Transportation Plan; and

WHEREAS, A comprehensive plan is a public declaration of policy statements, goals, standards and maps for guiding the physical, social and economic development, both private and public, of the City; and

WHEREAS, The 2024 Homer Transportation Plan will guide the development of the City of Homer; and

WHEREAS, The Homer Advisory Planning Commission and other City commissions and bodies have reviewed said plan and/or conducted public hearings; and

WHEREAS, The Homer City Council, based upon the recommendation of the Homer Advisory Planning Commission, recommends that the Kenai Peninsula Borough Planning Commission and Assembly adopt the 2024 Homer Transportation Plan.

44 NOW, THEREFORE, THE CITY OF HOMER ORDAINS:  
45

46 Section 1. The 2024 Homer Transportation Plan is hereby adopted as the City of  
47 Homer Transportation Plan, superseding the Homer Area Transportation Plan (2005) and the  
48 Homer Non-Motorized Transportation and Trail Plan (2004).  
49

50 Section 2. The previously adopted Homer Comprehensive Pan (2018), Homer Master  
51 Roads and Streets Plan (1986), Homer Town Center Development Plan (2006), and the Homer  
52 Spit Plan (2010) remain part of the Homer Comprehensive Plan.  
53

54 Section 3. Subsection (b) of Homer City Code 21.02.010, Comprehensive Plan-Adoption,  
55 is amended to read as follows:  
56

57 b. The following documents, as initially approved and subsequently amended, are  
58 adopted by reference as comprising the Homer Comprehensive Plan.

- 59 1. Homer Comprehensive Plan (2018)
- 60 2. Homer Master Roads and Streets Plan (1986)
- 61 3. Homer Transportation Plan (2024)
- 62 4. Homer Town Center Development Plan (2006)
- 63 5. Homer Spit Plan (2010)
- 64

65 Section 4. The City hereby recommends that the Kenai Peninsula Borough Planning  
66 Commission and Assembly adopt the 2024 Homer Transportation Plan as extensive  
67 comprehensive plan amendments under Kenai Peninsula Borough Code 21.01.025, and as an  
68 element of the Official Borough Comprehensive Plan within the City of Homer planning area of  
69 the Borough.  
70

71 Section 5. Sections 1 through 3 of this ordinance shall take effect upon the adoption of  
72 the 2024 Homer Transportation Plan by the Kenai Peninsula Borough Assembly. The remainder  
73 of this ordinance shall take effect upon its adoption by the Homer City Council.  
74

75 Section 6. Section 3 of this ordinance is of a permanent and general character and shall  
76 be included in the city code. The remainder of this ordinance is not of a permanent nature and  
77 is a non-code ordinance.  
78

79 ENACTED BY THE CITY COUNCIL OF HOMER, ALASKA this \_\_\_\_ day of \_\_\_\_\_, 2024.  
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CITY OF HOMER



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KEN CASTNER, MAYOR

ATTEST:

\_\_\_\_\_  
MELISSA JACOBSEN, MMC, CITY CLERK

YES:

NO:

ABSTAIN:

ABSENT:

First Reading:

Public Hearing:

Second Reading:

Effective Date:

DRAFT

**PLANNING COMMISSION  
2024 Calendar**

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

<b>JULY</b>	06/26/24 Public Hearing Items 06/28/24 Prelim Plat Items 07/05/24 Regular Agenda Items	07/17/24		Monday 07/22/24 6:00 p.m.	<ul style="list-style-type: none"> <li>• Reappointment Application Due to the Clerk</li> </ul>
<b>AUGUST</b>	07/17/24 Public Hearing Items 07/19/24 Prelim Plat Items 07/26/24 Regular Agenda Items	08/07/24		Monday 08/12/24 6:00 p.m.	<ul style="list-style-type: none"> <li>• Election of Officers</li> <li>• Worksession: Training with City Clerk</li> <li>• Capital Improvement Plan Presentation by Jenny Carroll</li> </ul>
	07/31/24 Public Hearing Items 08/02/24 Prelim Plat Items 08/09/24 Regular Agenda Items	08/21/24		Monday 08/26/24 6:00 p.m.	
<b>SEPTEMBER</b>	08/14/24 Public Hearing Items 08/16/24 Prelim Plat Items 08/23/24 Regular Agenda Items	09/04/24		Monday 09/09/24 6:00 p.m.	
	Agenda Items are determined by Council and are usually topics requested by the Commission during the previous years.	09/16/24		Monday TBD	Joint Worksession with City Council
	08/28/24 Public Hearing Items 08/30/24 Prelim Plat Items 09/06/24 Regular Agenda Items	09/18/24		Monday 09/23/24 6:00 p.m.	
<b>OCTOBER</b>	09/11/24 Public Hearing Items 09/13/24 Prelim Plat Items 09/20/24 Regular Agenda Items	10/02/24		Monday 10/14/24 6:00 p.m.	
	09/25/24 Public Hearing Items 09/27/24 Prelim Plat Items 10/04/24 Regular Agenda Items	10/16/24		Monday 10/28/24 6:00 p.m.	<ul style="list-style-type: none"> <li>• Annual Meeting Schedule for 2025</li> </ul>
<b>NOVEMBER</b>	10/16/24 Public Hearing Items 10/18/24 Prelim Plat Items 10/25/24 Regular Agenda Items	11/06/24		Tuesday 11/12/24 6:00 p.m. or Monday 11/25/24 6:00 p.m.	
<b>DECEMBER</b>	11/13/24 Public Hearing Items 11/15/24 Prelim Plat Items 11/20/24 Regular Agenda Items	12/04/24		No Meetings for Council in December	

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



# City of Homer

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

Office of the City Manager

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[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: April 20, 2024  
SUBJECT: City Manager's Report for April 22, 2024 Council Meeting

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### **East Bunnell/Charles Way Water and Sewer Special Assessment District**

Attached to this report is a memorandum from Finance Director Fischer regarding the East Bunnell/Charles Way Water Main Extension ADEC Loan and the City owned lot in that district. We anticipate having the final assessment roll completed in the very near future and scheduling a public hearing prior to certifying the final assessment roll. Historically, city parcels are not included in the SADs and we don't use the ADEC loan programs for the City's portion of the project costs. In this instance the city parcel was included and it impacts the subsidy amount that was awarded for the water portion project. Director Fischer's memo provides more specifics for Council to consider prior to the public hearing and presentation of the final assessment roll.

### **City Grant Activity Update**

Attached is an update to City Council on grant related activities with the official award letter from Alaska Department of Transportation and Public Facilities informing the City that the Homer All-ages and Abilities Pedestrian Pathway project was selected for award under the Transportation Alternatives Program.

### **City of Homer Partners with Kenai Peninsula Borough on Safety Plan**

The City of Homer joins partner cities Kenai, Soldotna, Seward, Seldovia and Kenai in working with the Kenai Peninsula Borough on the first regional Comprehensive Safety Action Plan (CSAP). KPB had 238 fatal or serious injury accidents between 2017 and 2022; the CSAP will help us understand causes and contributing factors to these accidents and identify ways to improve safety. This is a federally funded project with a modest local match from participating communities. Community Development Director Julie Engebretsen is the City of Homer's representative on the project. She is sharing the lessons learned from Homer's draft Comprehensive Transportation Plan and will connect southern peninsula transportation professionals to the project as it moves forward. The project will include a series of public meetings, surveys and focus groups. A completed plan will allow the borough and partner cities to apply for grants that they would otherwise not be eligible for. The first public meeting is Tuesday, May 7, 5-7PM at Homer High with a short presentation at 5:30. See the project flier for a QR code to the survey, and additional project and meeting details.

### **Alaska Infrastructure Development Symposium**

City Engineer Leon Galbraith attended two days of the Alaska Infrastructure Development Symposium hosted in Anchorage April 2-4 by the Alaska Municipal League. On day one, he attended sessions in the Water and Wastewater track, including Financing Options sessions. He heard presentations on available grant funding

opportunities from representatives at EPA, ADEC, and USDA. On day two, he attended the Transportation Equity Considerations sessions and heard from folks at DOT&PF and AML about things like the “complete streets” program. Afternoon sessions attended were the Housing Summit that covered local actions and land transfers, trusts and collaborations and lots of talk about upcoming DNR land conveyance opportunities. Special Projects Coordinator Jenny Carroll attended the Plenary Session on April 4, which included keynote addresses from Senator’s Sullivan and Murkowski and Representative Peltola and several panel discussions on IIJA application and implementation lessons learned and strategic planning for upcoming opportunities. On Friday, April 5, Ms. Carroll attended the Alaska Grant Symposium hosted by Senator Lisa Murkowski. There she met with staff from each member of Alaska’s Congressional Delegation, and representatives from the Denali Commission, FEMA Region 10, the State of Alaska Division of Homeland Security and Emergency Management, AK Department of Transportation and Public Facilities, the Economic Development Administration, Alaska Municipal League and the U.S. Department of Energy.

### **No Mow May**

The Homer Beekeepers Association reached out to the City about supporting No Mow May around the City. According to [beecityusa.org](http://beecityusa.org), No Mow May was first popularized by an organization based in the United Kingdom, but is now gaining traction across North America. The goal of No Mow May is to pause mowing during the month of May, allowing flowers to bloom in your lawn to help early season pollinators, like bees, butterflies, and other insects. Late winter and early spring is a time when floral resources are often limited. In 2020, residents of Appleton, Wisconsin, an affiliate of Bee City USA, became energized about No Mow May and they convinced their City Council to suspend their weed ordinance for the month of May. Over 435 registered property owners participated that year. Empowered by their success in 2020, the Appleton Bee City committee spread the word and attracted even more participants in 2021, and in 2022 it spread to communities across the country. While not mowing in May isn’t right for everyone or every region, the campaign can be a good tool for getting new people involved in pollinator conservation by mowing less and adding flower species to their grass.

### **Attachments:**

- Memorandum from Finance Director Fischer re: East Bunnell/Charles Way Water Main Extension – ADEC Loan Update
- Grant Activity update
- Homer Harbor Expansion monthly report
- Memorandum from City Planner Foster re: Community Rating System Program Status
- KPB Comprehensive Safety Action Plan Flyers
- KPEDD Industry Overview Forum April 25<sup>th</sup> Event Flyer
- Electronic Recycling April 27<sup>th</sup> Event Flyer
- No Mow May Flyer



# MEMORANDUM

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## East Bunnell/Charles Way Water Main Extension – ADEC Loan Update

**Item Type:** Informational Memorandum  
**Prepared For:** Mayor and City Council  
**Date:** April 16, 2024  
**From:** Elizabeth Fischer, Finance Director  
**Through:** Melissa Jacobsen, Interim City Manager

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### **ADEC LOAN BACKGROUND:**

Resolution 22-018 authorized the City Manager to apply for two ADEC loans connected to the East Bunnell/Charles Way Special Assessment District (SAD). The ADEC loan in question is the Drinking Water Fund loan in an amount not to exceed \$473,787 authorized for project water improvements. Principal Forgiveness in the amount of \$225,690 was allocated to the Drinking Water Fund loan.

### **ESTIMATED PROJECT COSTS:**

Resolution 22-023 estimated the cost of the water improvements to be \$525,637. A Principal Forgiveness Subsidy of \$225,690 gets applied to this loan, therefore reducing the estimated costs to \$299,947. Property owners are responsible for 75% of this overall estimated cost (\$224,960). The remaining 25% (\$74,987) is funded by HAWSP. The amount of the ADEC loan was estimated at \$450,650 (\$224,960 property owner share + \$225,690 Principal Forgiveness Subsidy).

### **ISSUE:**

Homer City Council has set a precedent that the City only loans for the property owner share and also excludes any City parcel(s) from that share. The City owns a substantial parcel within this particular district. The project questionnaire was submitted to ADEC including the City's parcel in the property owner share and, therefore, is a factor in determining the principal forgiveness subsidy amount.

If the City parcel were removed from the loan amount, there would be financial impacts on all property owners within the district. The ADEC subsidy is proportional based on loan amount and would be reduced if the City opted to remove its owner share, thus increasing the assessment amount applied to each property owner. The City has the option to pay off the City's owner share after the loan has been finalized. This would save the City interest expense and still allow for maximization of the subsidy.

### **NEXT STEPS:**

Administration will bring forward a resolution in an upcoming City Council meeting confirming the assessment roll. It will be presented with the City parcel included as part of the ADEC loan. City Council and the public will have the opportunity to comment on this at the upcoming public hearing.

Grant Activity Update 4/15/2024

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 KBNERSS 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 + eligible 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 Trans Network (REACH Project)	\$ 2,050,000.00	Fed FY24 RAISE Planning Grant	\$ 2,050,000.00	\$ -	Submitted 2/28/24	FY23 RAISE REACH application made to Sec. of Transportation Desk; not awarded by 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	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	\$ 59,289,547.00	FY24 Fed Port Infrastructure Development Projects (PIDP)	\$47,135,190	\$ 12,154,357.00 (20.5% match)	Grant deadline 5/10/24	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
		Denali Commission Grant Design/Env Review/Permitting	\$ 1,102,500.00	\$ 1,102,500.00	Grant deadline 4/12/24 Submitted	Can be used as non-Federal Match for PIDP application
		FY25 CDS (Appropriations) Req Design/Env Review/Permitting	\$ 1,543,500.00	\$ 661,500.00	Submission deadline 3/22/2024 Submitted 3/22/2024	

designates grants awarded

designates grants NOT awarded

designates updates since the 02/22/24 grant update

Grant Activity Update 4/15/2024

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 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 (covered by State of Alaska)	Submitted 12/21/2022 Accepted for further review Awaiting decision	Council Approved application Reso 22-086 As a sub-applic State covers local match 1st Req. for Information received from FEMA 4/10/24
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 Assesment & Remediation		EPA Multipurpose Brownfield Federal Discretionary Grant  AK DEC Brownfields Assesment & Cleanup (DBAC)	\$1,000,000		Submitted 11/13/2023  Submitted 2/15/2024	Council Approved Resolution 23-117  DBAC Services pending EPA review
Utilities - Infrastructure						
Spit Road Erosion Mitigation	\$ 1,812,052.00	Federal PROTECT Grant  FEMA BRIC Grant	\$ 1,812,052	-	Submitted 8/18/2023 Awaiting Decision  Submitted	Application requested planning funds for Homer Spit Erosion Mitigation. City of Homer is project sponsor, but if awarded City will enter MOU with DOT to implement grant activities AML submitted application with State of AK State pays 25% match; Project programmed in STIP
	\$ 1,794,420	FY25 CDS (Appropriations) Req	\$ 1,414,420	\$ 380,000 (State of AK match)	Submitted 3/22/2024	Awaiting decision
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 accepted 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





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P.O. Box 112500  
Juneau, Alaska 99811-2500  
Main: 907-465-4070  
Fax: 970-465-6984  
dot.alaska.gov

April 16, 2024

Jenny Carroll, Special Projects, City of Homer  
491 E Pioneer Ave, Homer, AK, 99603, USA jcarroll@ci.homer.ak.us  
(907) 435-3101

Dear Ms.Carroll,

On behalf of The Department of Transportation and Public Facilities (DOT&PF) and the Transportation Alternatives Program (TAP) Project Evaluation Board, I am pleased to inform you that your project nomination has been accepted for award.

STIP ID: 34426      Project Title: Homer All-ages and Abilities Pedestrian pathway (HAAP)

The purpose of this project is to combine two high priority sidewalk projects to connect two major gaps in Homer’s non-motorized pathways which significantly improves pedestrian access to everyday destinations, key facilities and recreational opportunities.

<b>Federal Award:</b>	\$3,486,787
<b><u>Required Match:</u></b>	\$ 388,713
<b>Your total project cost:</b>	\$3,875,500

The federal-aid agreement requires federal and matching shares as percentages. **The matching share for this project is 10.03%.** The City of Homer is expected to maintain this matching share through the life of the project, including if the total project cost changes. A match waiver, signed by the Commissioner, is required for any decrease to the matching share and may come with penalties as described in 17 AAC 05.175(l).

This project has been programmed into the 2024-2027 Statewide Transportation Improvement Program (STIP) with the design and construction phases in the STIP programmed years (2024-2027) Funding is expected to be available for the construction phase in FFY27 These dates are subject to change pending project development and funds availability.

Next steps:

- DOT&PF Central Region Field Office and the City of Homer will work together to prepare the Project Memorandum of Agreement (MOA) detailing match and maintenance commitments and roles and responsibilities.
- The City of Homer must provide matching funds including contingency (by phase) to DOT&PF.
- After these steps are completed (signed MOA is in place; project is in an approved STIP; matching funds received by DOT&PF), the project may begin.

Please expect to hear from your Regional Planner, Joselyn Biloon, to initiate the Project Agreement within the next few weeks. You may contact your planner at [Joselyn.biloon@alaska.gov](mailto:Joselyn.biloon@alaska.gov) or 907 269-0508.

Sincerely,

A handwritten signature in blue ink that reads "Ben White". The signature is written in a cursive style.

Ben White, Central Region Planning Chief  
Project Delivery Division

cc: Karin McCoy, Acting STIP Manager, DOT&PF  
Sara Lucey, Planning Manager, DOT&PF  
Region Pre-construction Engineer, DOT&PF  
Judy Chapman, Deputy Director of Planning, Project Delivery Division, DOT&PF  
Ben White, Central Region Planning Chief, DOT&PF



# MEMORANDUM

## Homer Harbor Expansion Study Monthly Written Update

**Item Type:** Informational Memorandum  
**Prepared For:** Mayor and City Council  
**Date:** April 17, 2024  
**From:** Jenny Carroll, Special Projects and Communications Coordinator  
**Through:** Melissa Jacobsen, Acting City Manager and Bryan Hawkins, Port Director

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

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

Continuing study activities:

- April 8-10, the USACE PDT conducted their first iteration of fieldwork for the Homer Navigation Improvements Study. They documented species in/around the study area and conditions with a CTD (Conductivity, Temperature, and Depth), conducted eDNA sampling, beach seining, and bottom trawling. They plan to do more fieldwork throughout the summer of 2024 to characterize the area in order to further enhance the understanding conditions in and around the potential harbor expansion footprint, and compare findings with existing data to see if there is any variance in findings. The fieldwork was focused on the potential footprint currently under consideration, an area on the east side of the Homer Spit. Photos taken of the fieldwork below are Fern Spaulding and Christopher Hoffman who work with Kayla Campbell in Environmental Resources.



- Homer Small Boat Harbor Vessel Economic Survey is still routing through the US Office of Management and Budget for approval.

- Hosted a two-day Ecological Modeling Workshop (April 11-12) at the Islands & Oceans Visitor Center with Todd Swannack, the co-lead of the USACE Engineer Research Development Center's (ERDC) Ecological Modeling Team. Todd worked with local scientists and members of the Environmental Stakeholders Working Group to identify inputs for developing a modeling tool that will help analyze proposed Homer Harbor Expansion designs.



**HDR – Owner Representative:**

- Provides communications support on an as-needed basis.
- Preparing to issue geotechnical contract for Phase 1 of geotechnical work: sub-bottom profiling.
- KC Kent participated in the Ecological Modeling Workshop.

**City of Homer staff:**

- Attended monthly USACE Project Development Team meeting and weekly meeting with HDR.
- Prepared and sent letters to USACE General Gibbs and Col. Palazzini; distributed response letter (attached to this Memo) to Mayor and City Council.
- Communications Coordinator Carroll disseminated State Legislative and capital budget updates to City Council and Port & Harbor Advisory Commissioners.
- City Council HHE Champion Lord, Special Projects Coordinator Carroll, Interim City Manager Jacobsen, Port Director Hawkins, and J&H Consultants met with Senator Gary Stevens on Monday, April 8 and learned that additional state match funds for the HHE GI are included in the Senate version of the Capital Budget.
- Made travel arrangements and coordinated appointments for a trip to Washington DC to meet with Alaska's Congressional Delegation and the Assistant Secretary of the Army for Civil Works.
- Harbormaster Matt Clarke presented an overview at the Ecological Modeling workshop; Public Works Aaron Yeaton participated in the workshop.
- Port Director Hawkins presented to the State House Transportation Committee on April 18.
- Ongoing Communications/outreach: Information and updates about the study are being disseminated through the Homer Harbor Expansion website, the City's monthly newsletter, the City of Homer Facebook and Instagram pages and through HHE email subscriber list as needed.

**RECOMMENDATION:**

Informational Only.



**DEPARTMENT OF THE ARMY**  
**PACIFIC OCEAN DIVISION, U.S. ARMY CORPS OF ENGINEERS**  
**573 BONNEY LOOP, BUILDING 525**  
**FORT SHAFTER, HAWAII 96858-5440**

April 5, 2024

The Honorable Ken Castner  
Mayor of Homer  
491 East Pioneer Avenue  
Homer, Alaska 99603-7624

Dear Mayor Castner:

Thank you for your letter and the partnership between the City of Homer and the U.S. Army Corps of Engineers (USACE). It is encouraging to hear about the enthusiasm and support from the maritime community, the City of Homer, and the wider community.

As you know, \$800,000 was included in the President's Budget for Fiscal Year 2025 in the USACE Civil Works Program for the on-going feasibility study for Homer Navigation Improvements, Alaska. This marks another significant step in our collective efforts along with the approval I made recently for the work-in-kind for the project.

This project remains a high priority for USACE. Early February, I met with the Congressional Members in Washington DC and emphasized this project is high visibility with senior leaders in USACE. On April 9, Colonel Palazzini and his staff are scheduled to meet with the Congressional Members to also emphasize the importance of this project.

I acknowledge your interest and desire to have the project included in the Fiscal Year 24 Work Plan but cannot guarantee or speculate on specific allocations at this time. As you noted, Congress recently signed the Energy and Water Appropriations Act and additional funds for the Work Plan would come from this appropriation. Across the nation, allocations for projects are being considered for the limited amount of funds that were made available. The Alaska District will continue to keep you apprised of the funding status as information becomes available.

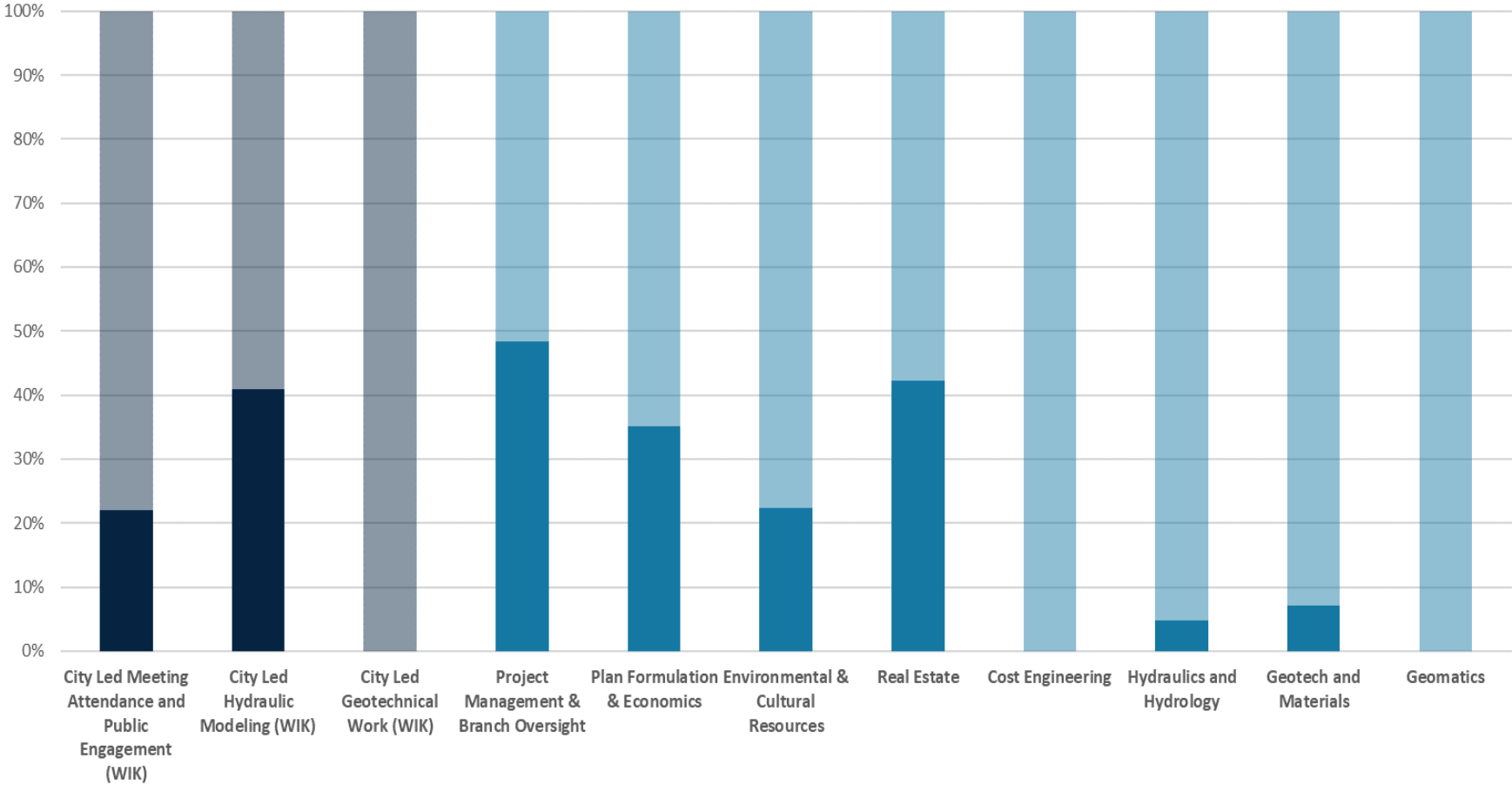
The navigation project in Homer exemplifies the power of multi-level partnerships in addressing the evolving needs of maritime transportation. I am pleased to be a part of this collaborative effort and remain committed to working closely and collaboratively with you and the City of Homer as we move forward. Please feel free to contact me through e-mail at [pod-pao@usace.army.mil](mailto:pod-pao@usace.army.mil) or [poa.ExecutiveOffice@usace.army.mil](mailto:poa.ExecutiveOffice@usace.army.mil).

Sincerely,

Jeffrey S. Palazzini  
Colonel, U.S. Army  
Commanding  
USACE Alaska District

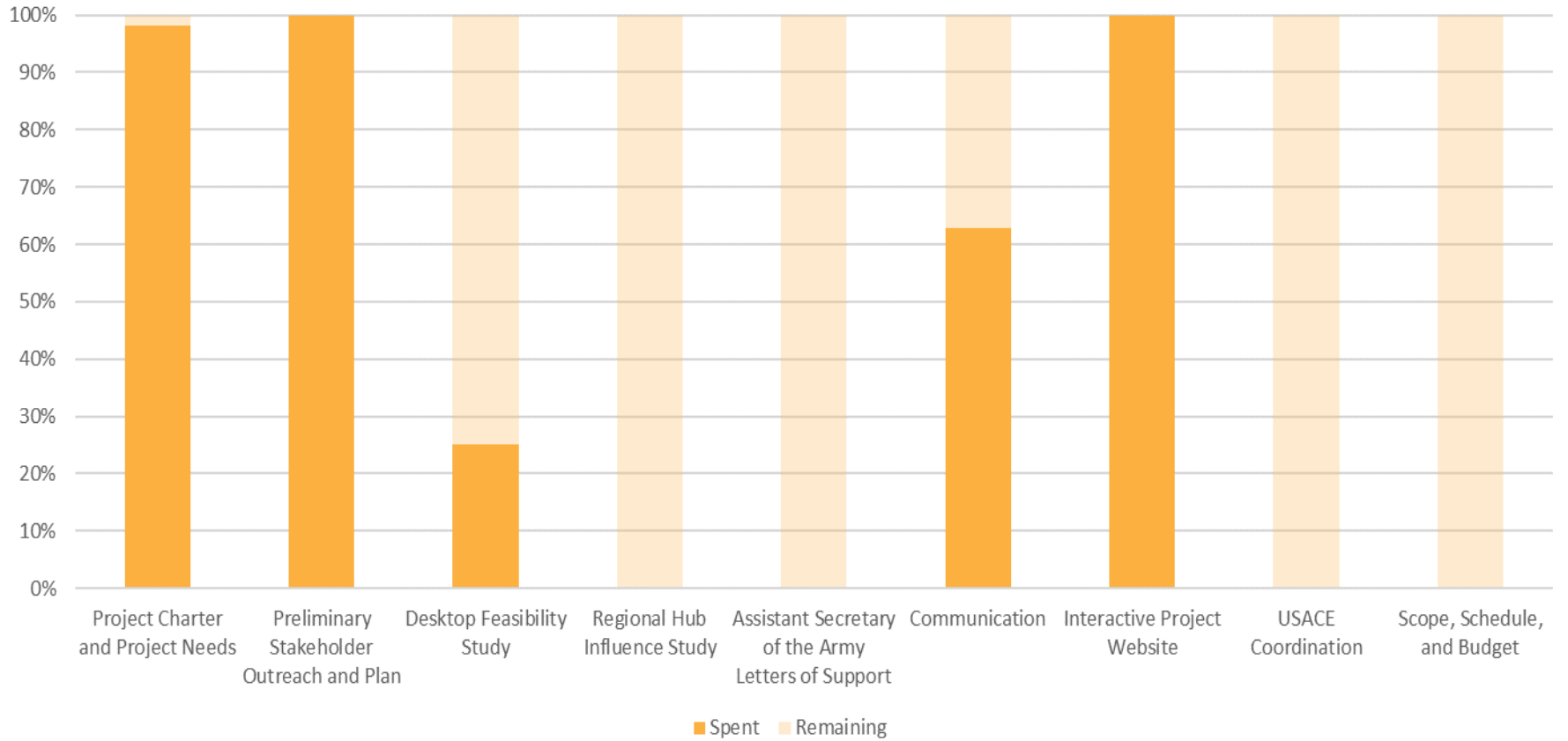
Kirk E. Gibbs  
Brigadier General, U.S. Army  
Commanding  
USACE Pacific Ocean Division

### Spent to Date by Study Budget Category



As of 4/15/24

### Owner's Representative Spent to Date by Task



*As of 4/8/24*



# MEMORANDUM

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## Community Rating System Program Status

**Item Type:** Memorandum  
**Prepared For:** Mayor Castner and Homer City Council  
**Date:** April 22, 2024  
**From:** Ryan Foster, AICP, City Planner  
**Through:** Melissa Jacobsen, Acting City Manager

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The purpose of this memorandum is to provide an update on the status of the City's participation in Community Rating System (CRS) Program and to inform the Council of the intention to withdraw from the program. The CRS is a voluntary federal incentive program that encourages community floodplain management practices that exceed the minimum requirements of the National Flood Insurance Program (NFIP).

The City of Homer joined the CRS program in approximately 2014. At that time the Planning Division staff consisted of 4 full-time equivalent (FTE) positions and had the resources and time to pursue a voluntary program. With a current staff of 2.5 FTEs, the ability to prepare the paperwork and tracking for the program is difficult and time consuming, drawing resources and staff time away from required tasks of the Planning Division. Homer is rated a CRS class of 9 with the discount amount for flood insurance from the program of 5% (the lowest discount amount class). There are currently 12 properties covered under this discount, with a total community savings of \$3,236.

Based on the return on investment of staff time and resources and the limited community benefit received, staff is preparing to withdraw from the CRS program and will work with Federal Emergency Management Administration staff to complete that process. Upon withdrawal from the CRS program, the City of Homer would still be in the National Flood Insurance Program and all applicable floodplain management codes still apply for all future development.

The Kenai Peninsula Borough similarly withdrew from the CRS program in January 2023, but remains in the NFIP. While there were 210 policies affected by the change, the total savings to policyholders was \$4,671.30. The Borough found the cost to continue the program "exceeded the intended benefits of the program."



# KENAI PENINSULA BOROUGH COMPREHENSIVE SAFETY ACTION PLAN

Because everyone deserves to get home safely

## ABOUT THE PROJECT

Kenai Peninsula Borough (KPB), with the partner cities Homer, Kenai, Seldovia, Seward and Soldotna, were awarded grant funds to develop a Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan (CSAP).

*Humans are vulnerable and sometimes make mistakes and our transportation system needs to account for this reality.*

## WHAT IS A CSAP?

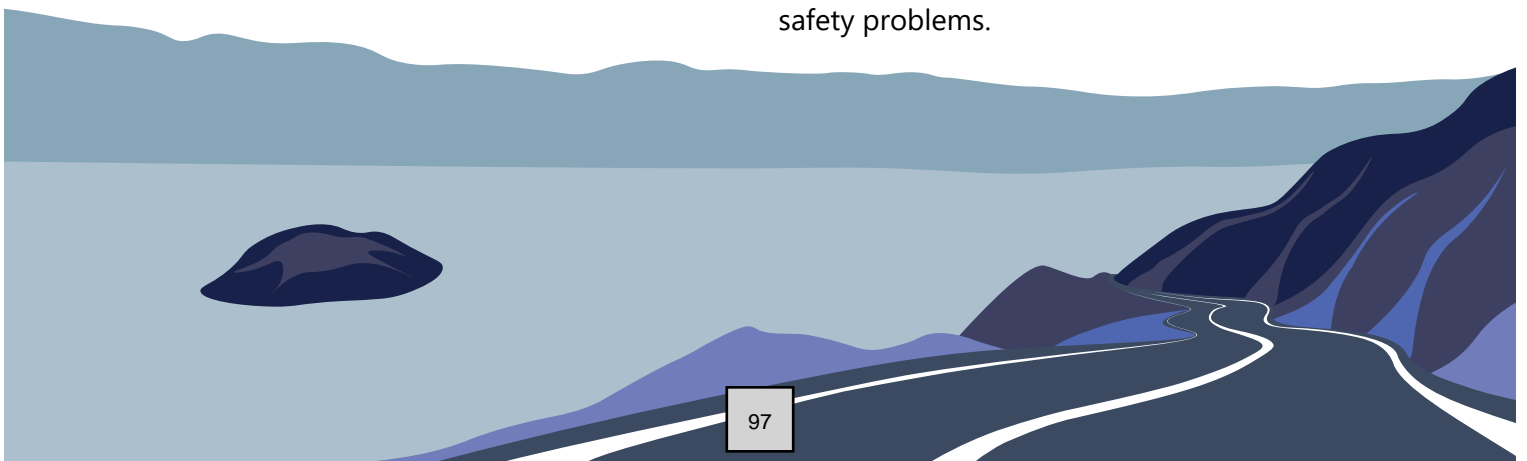
A CSAP is a long-term strategy for enhancing the safety of the borough's roads through a holistic approach to reduce (and eventually prevent) roadway fatalities and serious injuries borough wide. The CSAP will be structured around the Safe System Approach (SSA) National Roadway Safety Strategy developed by the USDOT.

## WHY DO WE NEED A CSAP?

The KPB had **14 non-motorist fatalities** and serious injuries between 2016 and 2021, according to the Alaska Department of Transportation & Public Facilities (DOT&PF) Alaska Vulnerable Road User Safety Assessment. In September 2023, a driver and passenger were killed while slowing in a school zone. In December 2022, a head on collision near Clam Gulch resulted in two fatalities. Also, in December 2022, a pedestrian/vehicle accident resulted in a pedestrian fatality. According to the AKDOT&PF the KPB had 238 fatal or serious injury crashes (both motorist and non-motorist) between 2017 and 2022.

Humans are vulnerable and sometimes make mistakes and our transportation system needs to account for this reality. The CSAP will help the KPB and their partner cities to understand the causes and contributing factors, and recommend countermeasures, creating redundancy and reducing risk. The plan will identify opportunities to improve safety through proactive and systemic programs, policies, processes, partnerships, and projects, especially for areas revealed to be of the highest concern.

A CSAP situates the borough, and partner cities to apply for future grant funds for projects and strategies identified in the plan to address roadway safety problems.



# KENAI PENINSULA BOROUGH COMPREHENSIVE SAFETY ACTION PLAN

## WHAT IS THE SSA?

The Safe Systems Approach (SSA) is a framework to help agencies prioritize safety policies, programs, and projects. The SSA principles are:

- No fatal or serious injury crashes
- A transportation system that can accommodate errors in human judgment
- A transportation system that limits speed
- Investments that prevent future crashes
- Engagement and coordination from all transportation and safety agencies
- Investments in solutions across the system, not at individual locations



## WE WANT TO HEAR FROM YOU!

You are the users of the KPB roadways as pedestrians, bicyclists, public transportation users, motorists, commercial vehicle operators and micromobility and personal conveyance users. Your knowledge and perspectives on issues and opportunities to improve the safety of the transportation system is essential.

### Opportunities to participate:

#### Public Workshop 1

May 7, 2024; 5-7 PM, Homer High School Commons; 600 Fairview Avenue, Homer

May 8, 2024; 5-7 PM, Donald E. Gilman River Center, 514 Funny River Road, Soldotna

May 9, 2024; 5-7 PM, Seward Community Library & Museum, 239 6th Avenue, Seward

Virtual TBD

#### Public Workshop 2

TBD; Fall 2024

#### Public Workshop 3

TBD; Winter 2024/25

## WHERE DO I FIND MORE INFORMATION?

Questions? Contact:

**Beth McKibben**, AICP

Lead Planner

[bmckibben@rmconsult.com](mailto:bmckibben@rmconsult.com)

907.646.9664

**Van Le**, AICP, Project Manager

[vle@rmconsult.com](mailto:vle@rmconsult.com)

907.646.9659

**Robert Ruffner**, Planning Director,

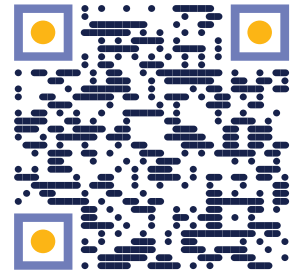
Kenai Peninsula Borough

[RRuffner@kpb.us](mailto:RRuffner@kpb.us) 907.714.2378

**Celina Robinson**, GIS Specialist,

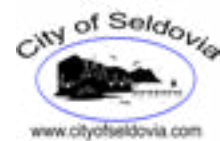
Kenai Peninsula Borough

[crobinson@kpb.us](mailto:crobinson@kpb.us) 907.714.2221



Project Website

<https://kpb-ss4a-comprehensive-safety-plan-kpb.hub.arcgis.com/>



# KPB COMPREHENSIVE SAFETY ACTION PLAN

Because everyone deserves to get home safely

## PUBLIC WORKSHOP

The Kenai Peninsula Borough, with partner cities Homer, Kenai, Seldovia, Seward and Soldotna, is developing its first Comprehensive Safety Action Plan (CSAP) structured around the Safe System Approach (SSA) National Roadway Safety Strategy developed by the USDOT. Humans are vulnerable and sometimes make mistakes and our transportation system needs to account for this reality. The CSAP will help the KPB and their partner cities to understand the causes and contributing factors, and identify opportunities to improve safety, especially for areas of highest concern.

Please join us for this public workshop to learn more about the KPB CSAP and how you can be involved!

### CSAP PUBLIC WORKSHOP SCHEDULE

- **Tuesday, May 7, 2024;** 5-7 PM, Homer High School Commons; 600 Fairview Avenue, Homer
- **Wednesday, May 8, 2024;** 5-7 PM, Donald E. Gilman River Center, 514 Funny River Road, Soldotna
- **Thursday, May 9, 2024;** 5-7 PM, Seward Community Library & Museum, 239 6th Avenue, Seward
- **Virtual TBD**

Come and meet our project team, grab a snack, and learn about safety planning, the project schedule, and share your areas of transportation safety concerns.

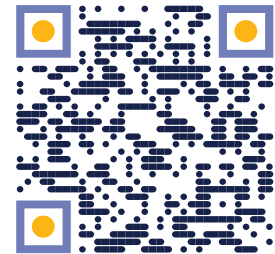
Open house begins at 5 PM and ends at 7 PM. There will be a short presentation at 5:30. Each workshop will follow the same format.



### FOR MORE INFORMATION:

#### Project Website

<https://kpb-ss4a-comprehensive-safety-plan-kpb.hub.arcgis.com/>



### CONTACTS

**Beth McKibben**

Lead Planner

bmckibben@rmconsult.com

907.646.9664

**Robert Ruffner**

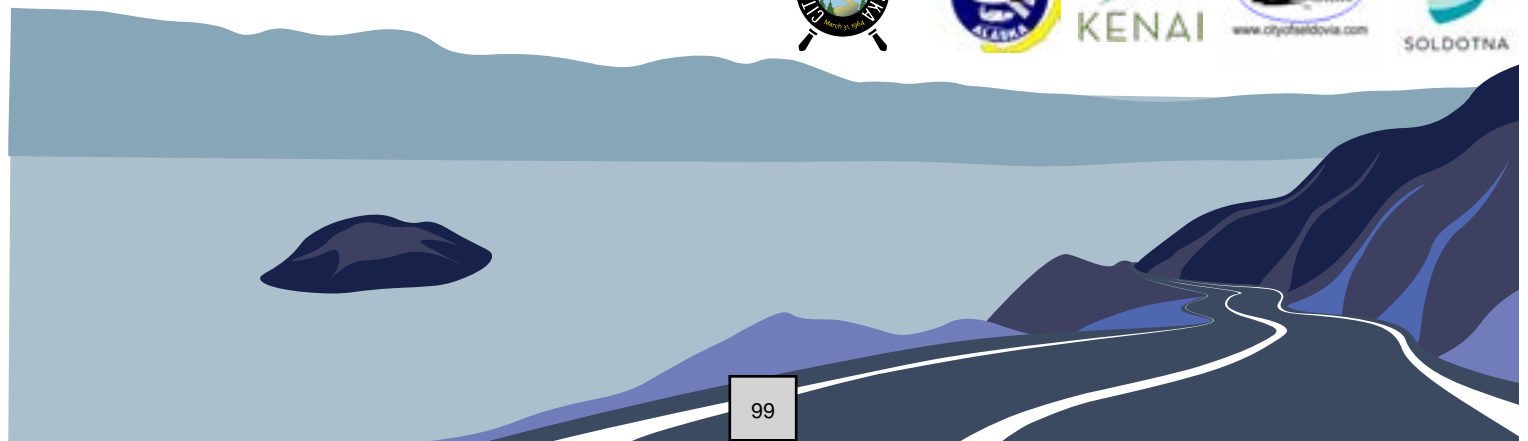
Planning Director

Kenai Peninsula Borough  
RRuffner@kpb.us 907.714.2378

**Celina Robinson**

GIS Specialist

Kenai Peninsula Borough  
crobinson@kpb.us 907.714.2221





# 2024 IOF

## INDUSTRY OVERVIEW FORUM

### Location:

Soldotna Regional Sports Complex

# 25 APRIL

THURSDAY

**8:30 AM CHECK IN & REGISTRATION**

**9:00 AM START**

**4:30 PM END**



SCAN TO REGISTER

### INDUSTRY TOPICS & HIGHLIGHTS:



**REGIONAL  
LABOR  
STATISTICS**



**WORKFORCE  
DEVELOPMENT  
PROGRAMS**



**CRITICALLY  
INTERCONNECTED  
TOPICS INCLUDE:**

- HOUSING
- TRANSPORTATION
- CHILDCARE



**HIGHLIGHTS OF  
EMERGING INDUSTRIES:**

- BLUE ECONOMY  
FEATURING  
MARICULTURE
- REGIONAL ENERGY  
PROJECTS,  
DEVELOPMENT AND  
PROGRAMS



**SOLDOTNA  
RIVERFRONT  
DEVELOPMENT  
PROJECT UPDATE**

YOU CAN ALSO REGISTER HERE:

**[HTTPS://FORMS.GLE/68ASUAHIXGOYPT98](https://forms.gle/68ASUAHIXGOYPT98)**

OR SCAN THE QR CODE ABOVE

100

**REGISTRATION IS SUGGESTED**

**CLOSES APRIL 19TH**

*Homer*

# ELECTRONICS RECYCLING

**\$15 SUGGESTED DONATION  
FOR TVs AND MONITORS**

All items accepted regardless of ability to pay

*Sponsored by*



**South  
Peninsula  
Hospital**



## *Accepted Items*

- Computers
- Laptops, Monitors
- Printers
- Servers, Routers, Hubs
- Televisions
- VCR's, DVD Players
- Stereos and Audio Components
- Cameras – Video and Digital
- iPhone, iTouch, iPad
- Copiers / Scanners / Fax Machines
- Cell Phones and Telephones
- Electronic Scales
- Credit Card Machines
- Alarm Clocks and Clock Radios
- Handheld Games
- Vacuums
- Communications Equipment

Contact 907-235-4068 ext.22  
or [recycle@inletkeeper.org](mailto:recycle@inletkeeper.org) to volunteer  
or schedule an appointment for a  
business, school, tribe, nonprofit or  
government agency.

**SATURDAY**

# April 27th

**10 AM - 2 PM | SPENARD BUILDERS SUPPLY**





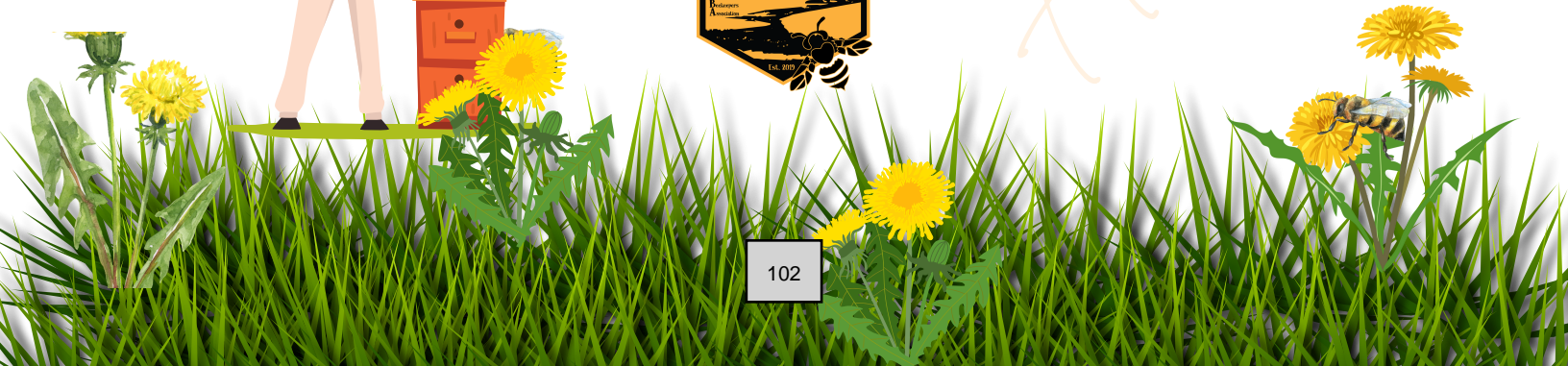
# MAY

**SUPPORTING OUR LOCAL BEES**

**LEAVE YOUR LAWN & DANDELIONS FOR THE BEES DURING MAY**

**ALL PARTICIPATING INDIVIDUALS THAT DISPLAY THEIR SUPPORT WILL BE ENTERED TO WIN A GIFT BASKET PROVIDED BY OUR LOCAL BEEKEEPERS HOMER AND SURROUNDING AREAS**

[homerbeekeepers@gmail.com](mailto:homerbeekeepers@gmail.com)  
to sign up today!



# 2024 Meeting Dates & Submittal Deadlines

## Homer Planning Commission

*Meeting dates are bolded and submittal deadlines are underneath*

### **January 3, 2024**

- December 13 for Public Hearing Items
- December 15 for Preliminary Plat Submittal
- December 22 for Regular Agenda Items

### **January 17, 2024**

- December 27 for Public Hearing Items
- December 29 for Preliminary Plat Submittal
- January 5 for Regular Agenda Items

### **January 31, 2024**

- January 10 for Public Hearing Items
- January 12 for Preliminary Plat Submittal
- January 19 for Regular Agenda Items

### **February 7, 2024**

- January 17 for Public Hearing Items
- January 19 for Preliminary Plat Submittal
- January 26 for Regular Agenda Items

### **February 21, 2024**

- January 31 for Public Hearing Items
- February 2 for Preliminary Plat Submittal
- February 9 for Regular Agenda Items

### **March 6, 2024**

- February 14 for Public Hearing Items
- February 16 for Preliminary Plat Submittal
- February 23 for Regular Agenda Items

### **March 20, 2024**

- February 28 for Public Hearing Items
- March 1 for Preliminary Plat Submittal
- March 8 for Regular Agenda Items

### **April 3, 2024**

- March 13 for Public Hearing Items
- March 15 for Preliminary Plat Submittal
- March 22 for Regular Agenda Items

### **April 17, 2024**

- April 12 for Public Hearing Items
- April 14 for Preliminary Plat Submittal
- April 21 for Regular Agenda Items

### **May 1, 2024**

- April 10 for Public Hearing Items
- April 12 for Preliminary Plat Submittal
- May 19 for Regular Agenda Items

### **May 15, 2024**

- April 24 for Public Hearing Items
- April 26 for Preliminary Plat Submittal
- May 3 for Regular Agenda Items

### **June 5, 2024**

- May 15 for Public Hearing Items
- May 17 for Preliminary Plat Submittal
- May 24 for Regular Agenda Items

# 2024 Meeting Dates & Submittal Deadlines

## Homer Planning Commission

*Meeting dates are bolded and submittal deadlines are underneath*

### **June 19, 2024**

May 29 for Public Hearing Items  
May 31 for Preliminary Plat Submittal  
June 7 for Regular Agenda Items

### **July 17, 2024**

June 26 for Public Hearing Items  
June 28 for Preliminary Plat Submittal  
July 5 for Regular Agenda Items

### **August 7, 2024**

July 17 for Public Hearing Items  
July 19 for Preliminary Plat Submittal  
July 26 for Regular Agenda Items

### **August 21, 2024**

July 31 for Public Hearing Items  
August 2 for Preliminary Plat Submittal  
August 9 for Regular Agenda Items

### **September 4, 2024**

August 14 for Public Hearing Items  
August 16 for Prelim. Plat Submittal  
August 23 for Regular Agenda Items

### **September 18, 2024**

August 28 for Public Hearing Items  
August 30 for Preliminary Plat Submittal  
September 6 for Regular Agenda Items

### **October 2, 2024**

September 11 for Public Hearing Items  
September 13 for Preliminary Plat Submittal  
September 20 for Regular Agenda Items

### **October 16, 2024**

September 25 for Public Hearing Items  
September 27 for Preliminary Plat Submittal  
October 4 for Regular Agenda Items

### **November 6, 2024**

October 16 for Public Hearing Items  
October 17 for Preliminary Plat Submittal  
October 25 for Regular Agenda Item

### **December 4, 2024**

November 13 for Public Hearing Items  
November 15 for Preliminary Plat Submittal  
November 20 for Regular Agenda Item



# KPB COMPREHENSIVE SAFETY ACTION PLAN

Because everyone deserves to get home safely

## PUBLIC WORKSHOP

The Kenai Peninsula Borough, with partner cities Homer, Kenai, Seldovia, Seward and Soldotna, is developing its first Comprehensive Safety Action Plan (CSAP) structured around the Safe System Approach (SSA) National Roadway Safety Strategy developed by the USDOT. Humans are vulnerable and sometimes make mistakes and our transportation system needs to account for this reality. The CSAP will help the KPB and their partner cities to understand the causes and contributing factors, and identify opportunities to improve safety, especially for areas of highest concern.

Please join us for this public workshop to learn more about the KPB CSAP and how you can be involved!

### CSAP PUBLIC WORKSHOP SCHEDULE

- **Tuesday, May 7, 2024;** 5-7 PM, Homer High School Commons; 600 Fairview Avenue, Homer
- **Wednesday, May 8, 2024;** 5-7 PM, Donald E. Gilman River Center, 514 Funny River Road, Soldotna
- **Thursday, May 9, 2024;** 5-7 PM, Seward Community Library & Museum, 239 6th Avenue, Seward
- **Virtual TBD**

Come and meet our project team, grab a snack, and learn about safety planning, the project schedule, and share your areas of transportation safety concerns.

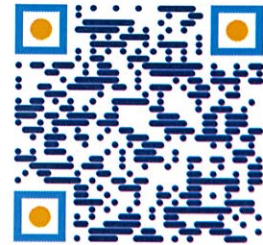
Open house begins at 5 PM and ends at 7 PM. There will be a short presentation at 5:30. Each workshop will follow the same format.



### FOR MORE INFORMATION:

Project Website

<https://kpb-ss4a-comprehensive-safety-plan-kpb.hub.arcgis.com/>



### CONTACTS

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