



Agenda

City Council Worksession

Monday, August 10, 2026 at 4:00 PM

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

Homer City Hall

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

Zoom Webinar ID: 965 8631 4135 Password: 792566

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

CALL TO ORDER, 4:00 P.M.

AGENDA APPROVAL (Only those matters on the noticed agenda may be considered, pursuant to City Council's Operating Manual, pg. 6)

DISCUSSION TOPIC/PRESENTATION(S)

- a. Draft Traffic Calming Policy

COMMENTS OF THE AUDIENCE (3 minutes)

ADJOURNMENT NO LATER THAN 4:50 P.M.

Next Regular Meeting is Monday, August 24th, 2026, at 6:00 p.m., Worksession at 4:00 p.m., Committee of the Whole at 5:00 p.m. All meetings are scheduled to be held in the City Hall Cowles Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

City of Homer Traffic Calming Policy

DRAFT

Purpose

The purpose of this policy is to provide a comprehensive and consistent approach and community-wide policies for implementing traffic calming measures in the City of Homer. It is intended to serve both City residents and City staff in addressing safety concerns in specific areas around the City. The development of this policy is driven by public concerns, City of Homer Memorandum 19-153, and the 2024 City of Homer Transportation Plan which calls for the development of a Traffic Calming Manual (Objective 1B).

This policy is intended to focus on existing roads. In construction of new roads, the City aims to institute a Safe Systems Policy and updated and enforced design standards to proactively build and support complete and safe streets.

Goals and Objectives

The general goal of this Policy is to improve safety, quality of life, and overall livability for residents, including: pedestrians, bicyclists, and motorists in our neighborhoods. This goal will be accomplished by influencing driver behavior while not hindering quick response times for emergency service vehicles. This Policy seeks to achieve this general goal by focusing on the following specific goals:

1. To improve the quality of life and safety of all citizens by mitigating and improving traffic conditions throughout the City of Homer, including:
 - a. Reducing excessive vehicle speeds
 - b. Increasing pedestrian and bicycle safety
 - c. Improving road design, signage, striping, and nonmotorized transportation options on existing roads.
 - d. Implementing effective traffic calming measures
2. To provide a process that will help the City address concerns regarding traffic management and safety in an objective, consistent, and constructive manner, including:
 - a. Providing citizens with various means and methods by which traffic safety concerns can be reported
 - b. Encouraging resident involvement in assessing and solving neighborhood traffic problems
 - c. Making efficient use of City resources in responding to traffic safety issues

Program Components

The City of Homer 2024 Transportation Plan outlines a variety of traffic calming options for consideration. The City aims to begin traffic calming with Level 1 implementation, following the initiation of a traffic calming study as outlined below. If a road is eligible based on its location, funding, and neighborhood interest and Level 1 has not improved the situation, Level 2 implementation may be initiated.

Level 1. Neighborhood Speed Awareness (Education & Enforcement)

- Signs
- Education campaigns
- HPD patrols

Level 2. Neighborhood Traffic Calming (Engineering & Construction)

- Physical changes to the road design to reduce speeding

Road Types and Applicability of this Policy

The City of Homer Public Works department maintains approximately 50 miles of City-owned roads, 29 miles of which are considered rural and 21 miles of which are classified as urban roads. In addition to City-owned roads, throughout the City of Homer there are State and Borough owned roads which may have agreements for shared maintenance but that the City does not have ultimate control or responsibility for (i.e. East and West Hill, Kachemak Drive, Pioneer Avenue). The City Road Maintenance level of service definitions and map can be found at the City's website: <https://www.cityofhomer-ak.gov/publicworks/city-road-maintenance> and the Winter Road Maintenance and Snow Removal Policy can be found here: <https://www.cityofhomer-ak.gov/publicworks/winter-road-maintenance-snow-removal-policy-0>

Traffic calming options are different on gravel versus paved roads, and also depending on road ownership. The City of Homer through this policy recognizes that the majority of options will exist for City-owned, paved, urban roads. However, this policy also outlines options for rural, gravel roads as well as expectations of efforts by the City to engage with State and Borough partners for traffic calming improvements on non-City owned roads where there exists a documented problem.

General Criteria

Due to the high demand for traffic calming measures and the fact that limited resources are available, requests for traffic calming measures will be screened for eligibility according to the following general criteria:

- Construction-related traffic, while important, is not covered by this Policy because it is temporary. It can be addressed by the construction project itself.
- Cul-de-sac streets or other dead-end streets are not eligible.
- Data criteria threshold: speed, traffic volume, accident history, and other criteria must be met, as outlined later in this policy.
- Traffic calming devices must have no major adverse effect on emergency vehicles.

Traffic Calming Process - Step By Step

Traffic calming locations may be identified by municipal staff, consultants, or residents.

Residents who are concerned about traffic conditions in their neighborhood may request a traffic calming study. The process is as follows:

1. **Submission of a Traffic Calming Application**

Any resident may submit a Traffic Calming Application to the City Public Works Department for Level 1 interventions.

A formal petition signed by at least 50% of households in the affected area must be submitted to the City to initiate the process for Level 2 interventions. The City Council may also initiate a traffic calming project by resolution.

2. **City Review and Data Collection**

Upon receipt of the application, the City will conduct a traffic calming study to assess the conditions and determine whether traffic calming measures are warranted. The City shall use specified criteria outlined in this policy for making determinations. An initial report will be presented to the City Council and the applicants, that includes a prioritization score and recommended next steps. Public Works may, upon review of a traffic calming application and available information, decide to implement Level 1 interventions without a traffic calming study.

Public Works will provide regular updates to the City Council on Traffic Calming Applications received and what follow-up has occurred.

3. **Community Engagement**

If the data support the need for traffic calming, or if staff have determined no data collection is necessary, Level 1 traffic calming will be initiated, including signage (flashing speed monitors as resources allow) and increased HPD patrols. A community meeting will be held to discuss possible Level 2 interventions. Residents will be invited to provide feedback on proposed solutions, ensuring community involvement throughout the process.

4. **Prioritization and Approval**

All proposed projects will be evaluated based on a prioritization system that considers traffic volume, speed, safety concerns, and budget availability. Projects must be approved by the Homer City Council for funding and implementation. Projects proposed for roads not owned by the City of Homer will be formally requested by the City Council to the appropriate entity.

NOTE: *The purpose of this policy is not to preclude any citizen or resident from contacting the Police Department with complaints about traffic related incidents, but rather to suggest traffic problems should generally be viewed as a problem by more than a single individual. The Police Department conducts informal assessments of individual traffic complaints in a very similar fashion to those formally conducted under the Traffic Calming/Traffic Mitigation Program. Traffic situations or traffic incidents that need immediate attention because of immediate/imminent safety concerns should always be phoned into the Police Department in a timely manner.*

Traffic Calming Study - Data Needs for Analysis

To determine the need for traffic calming measures, data will be collected to assess the current conditions of the roadway and traffic patterns.

Traffic Volume

The average daily traffic (ADT) count to measure the number of vehicles passing through the area.

Vehicle Speeds

Speed studies using radar equipment to determine a variety of speed factors, including: percent speed limit violators, daily max speed observed, and 85th percentile speed.

Accident History

Review the crash history for the past five years to identify trends or frequent accidents that could be mitigated by traffic calming efforts.

Pedestrian and Bicycle Usage

Assess the corridor for current and future pedestrian and bicycle usage.

Street Characteristics

Document road widths, types of intersections, sightlines, parking conditions, and other physical characteristics that may affect safety.

Street Type and Location

Review and document the type of road, including ownership and maintenance status.
 Note proximity to schools, parks, and/or other businesses, and other qualitative considerations

Scoring for Prioritization

The following criteria are developed to provide consistent evaluation and prioritization of traffic safety concerns in the City of Homer. A traffic calming study will evaluate each of the following, and assign points based on the outlined criteria.

[Created using Ann Arbor, Michigan as a template. Most locations alter this scoring based on local conditions and may some adjustment]

CITY OF HOMER TRAFFIC CALMING			
PETITION EVALUATION CATEGORIES			
10 points needed for qualification.			
CRITERIA	RANGE	POINTS	Staff Notes/Scoring
Petition Support	<50% does not qualify	N/A	
	50-75%	3	
	76-90%	5	
	>90%	7	
85th Percentile Speed	<25 MPH	-1	
	25 MPH	0	
	26-27 MPH	3	
	28-30 MPH	5	
	> 30 MPH	10	
Percent Violators above 25mph	0-20%	0	
	21-30%	2	
	30-40%	5	
	>50%	10	

Average Daily Traffic (ADT) [adjust down for Homer?]	< 250 Vehicles	0	
	251-500	1	
	501-750	2	
	51-1000	3	
	1001-1500	4	
	1501+	5	
5 Year Crash History	No	0	
	Yes	5	
School Adjacent	No	0	
	Within Walking Radius	3	
	Yes	5	
Major Pedestrian Generators (parks, library, shopping, senior housing, recreation, social services, medical services)	No	0	
	Adjacent to Corridor	3	
	Yes	5	
	Multiple within 1/8 mile of project	1 each	
		Total	

ADDITIONAL RESOURCES

These are included as part of the development of the DRAFT policy, not necessarily for inclusion in the final policy document:

- [Ordinance 14-31](#), Appropriation of HART funds for a traffic calming pilot project in Old Town
- [NACTO Urban Street Design Guide](#)
- [Complete Streets from Smart Growth America](#)
- [Strong Towns: When Your City Hates Your Traffic Calming Measures](#)