



# LAYDOWN PACKET

## City Council Regular Meeting

Monday, August 28, 2023

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

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### Homer City Hall

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Resolution 23-083(S-2), A Resolution of the City Council of Homer, Alaska Providing Comments on the Alaska Department of Transportation and Public Facilities 2024-2027 Statewide Transportation Improvement Program. Aderhold/Davis/Erickson. Page 2

Memorandum CC-23-199 from Council Member Aderhold Re: Amendment to Resolution 23-083 Page 9

Memorandum CC-23-198 from Council Member Lord Re: Amendments to Ordinance 23-49 Page 10



42 **o We list this project first not because it is the City of Homer’s top priority,**  
43 **but because of timing: the ideal time to carry out this important safety and**  
44 **life-quality upgrade will be during the already-scheduled replacement of**  
45 **the existing culvert that brings Diamond Creek under the Sterling Highway.**  
46 **Additional City of Homer comments on Project 2670 appear elsewhere in**  
47 **this document.**

48 **o Both the Alaska State Park’s Diamond Creek Recreation site west of the**  
49 **Sterling Highway, and the City of Homer’s Diamond Creek Recreation Area**  
50 **east of the highway, are heavily used by visitors and residents alike.**

51 **o With work scheduled to commence soon on a project to widen the**  
52 **highway to accommodate a northbound left-turn lane, the construction of**  
53 **a safe pedestrian crossing between the two areas is more critical and timely**  
54 **than ever, and the City of Homer joins many other individuals and**  
55 **organizations in urging DOT&PF to update its plans to incorporate this**  
56 **improvement.**

57  
58 • Homer Harbor Expansion

- 59 ○ This project is the City of Homer’s top CIP priority.
- 60 ○ Homer’s harbor is filled beyond capacity, with a long waiting list for mooring
- 61 and many vessels that moor in the harbor do not have adequate space for their
- 62 size.
- 63 ○ As a hub for many types of marine transportation vessels, including a fishing
- 64 fleet, pilot and escort vessels, and vessels that deliver goods to western Alaska,
- 65 the harbor is critical infrastructure of regional and statewide importance.
- 66 ○ The State of Alaska and the City of Homer each contributed \$750,000 to match
- 67 Federal funding for the \$3,000,000 General Investigation study now underway
- 68 by USACE, which is subsequently expected to move into the project engineering
- 69 and design phase. With local, state and funding secured, the project should be
- 70 added to the STIP, not the "Illustrative Projects and Discretionary Grants”
- 71 section.

72 • Homer Spit Coastal Erosion Mitigation

- 73 ○ The Sterling Highway, a state-maintained road that is part of the federal
- 74 highway system, extends through Homer and to the end of the Homer Spit,
- 75 providing a critical road surface freight and public traveler connection to
- 76 Homer’s harbor, to the AMHS ferry terminal, and to recreational and tourist
- 77 amenities.
- 78 ○ The Homer Spit is a 4.5-mile-long glacial feature composed of sands and gravel
- 79 and is subject to erosion.
- 80 ○ The City of Homer is working cooperatively with DOT&PF and USACE to design,
- 81 permit, and implement a long-term erosion mitigation and maintenance plan to
- 82 mitigate and stabilize erosion conditions.

- 83 ○ Current work includes beach renourishment using harbor dredge materials, but  
84 this is not a long-term solution.
- 85 ○ DOT&PF partnered with the City of Homer to submit a FY23-24 Federal PROTECT  
86 grant for \$1.8M in planning funds to develop a long-term erosion mitigation and  
87 climate resilient design solution.
- 88 ○ This project is of critical surface transportation importance and should be  
89 added to the STIP, not to the "Illustrative Projects and Discretionary Grants"  
90 section where it is currently listed.
- 91 ● MP 172 Drainage Improvements.
  - 92 ○ The Baycrest Subdivision neighborhood, downslope of a beehive collector  
93 installed at milepost 172 of the Sterling Highway by DOT&PF, is built on sloping  
94 terrain of unconsolidated soils containing blue clay with a high water table and  
95 incidental springs. Properties in this subdivision experience unusually high  
96 levels of flooding, runoff, and erosion. Water flow volume measurements from  
97 the beehive collector over time indicate that the outfall is directing a  
98 concentrated discharge of water onto the Baycrest neighborhood slope, adding  
99 to an already precarious water saturated soil condition.
  - 100 ○ The city requests that DOT&PF divert the beehive collector outfall off the slope  
101 and into a natural drainage similar to the one that exists below the Sterling  
102 Highway concrete encased cross drain east of the Mt. Augustine Drive  
103 intersection with the Sterling Highway.
- 104 ● Sterling Highway Milepost 169-175 Pavement Preservation Project and Pedestrian  
105 Safety Upgrades:
  - 106 ○ The City of Homer was asked to provide comments on this project in 2022 during  
107 early planning. This is a much-needed project and the City requests that the  
108 project be included in the STIP. Below are comments the City provided on the  
109 project.
  - 110 ○ Extend the Sterling Highway sidewalk on the north side of the Sterling Highway  
111 to and around Rogers Loop to the Diamond Creek Recreation Site. This would  
112 connect the sidewalk to the extensive existing trail system bounded by the  
113 Sterling Highway on the south and Diamond Ridge Road on the north of Rogers  
114 Loop. Hundreds of hikers and cross-country skiers use these trails year-round.
  - 115 ○ Extend the school safety zone on the Sterling Highway at Homer Middle School.  
116 The school parking lot and entrance will be upgraded by the Kenai Peninsula  
117 Borough. The DOT&PF-installed flashing lights and school zone no longer  
118 extend the length of the school property or include the exit of the parking lot.
  - 119 ○ Install Highly Visible Crosswalks. Due to traffic levels and speed, improving sight  
120 lines and crosswalk delineation with safety flashing lights at the following  
121 Sterling Highway intersections would benefit pedestrian safety: Pioneer  
122 Avenue, Heath Street, Poopdeck Street, and Kachemak Drive.

- 123 ○ Repair the Beluga Slough Bike Path. The asphalt surface has developed  
124 longitudinal cracks as well as raveling. This deteriorated condition poses a  
125 danger to bicyclists and pedestrians experiencing disabilities.
- 126 ○ Install Ocean Drive Bicycle Lanes and/or a pedestrian pathway with clearly  
127 defined business access points on Ocean Drive that connects to the pathway on  
128 Lake Street and the Homer Spit Path. During the last paving project, DOT&PF  
129 moved the centerline of Ocean Drive so that instead of a bike lane on one side  
130 of the road, there was a wide shoulder on both sides. This has helped quite a bit,  
131 but is insufficient given the growth of traffic and non-motorized use during the  
132 summer months. Further, many business driveways intersect the shoulders  
133 making pedestrian and bicycle travel very hazardous.
- 134 ○ Design and Install Ocean Drive Turn Lane. Turning left on Ocean Drive during the  
135 summer is challenging and dangerous because of the traffic volumes. This is  
136 exacerbated by the fact that ingress and egress to the private properties  
137 adjacent to Ocean Drive are uncontrolled. Ocean Drive is basically one big  
138 driveway onto private parking lots. A left-hand turn lane will greatly improve  
139 road and pedestrian safety.
- 140 ○ Partner with the City in the Green Infrastructure Storm Water Management  
141 project for creative solutions to remove sediment and pollutants from  
142 stormwater discharge into Beluga Slough and Kachemak Bay and mitigate  
143 erosion.
- 144 ● Kachemak Drive Restoration and Non-Motorized Pathway
  - 145 ○ Kachemak Drive is a state road that connects East End Road to the base of the  
146 Homer Spit. The Homer Boatyard is accessed from the east end of Kachemak  
147 Drive and general aviation businesses associated with the state-owned airport  
148 are located at the west end of the Kachemak Drive.
  - 149 ○ DOT&PF began scoping a “1R” project to resurface Kachemak Drive in 2021 and  
150 the city is surprised that this project is not included in the STIP, as the road  
151 surface is highly deteriorated.
  - 152 ○ As part of the project, the city requests constructing a separated non-motorized  
153 pathway along the length of Kachemak Drive because of the safety issues that  
154 exist along this narrow, winding roadway. The city proposes to partner with  
155 DOT&PF to accomplish this goal.
- 156 ● Main Street Rehabilitation and Sidewalk
  - 157 ○ Main Street from Pioneer Avenue south to its end near Ohlson Lane is a state  
158 road. The road is a primary north-south collector in Homer. The road condition  
159 has deteriorated in recent years. The pavement is raveling and the drainage  
160 system is inadequate, allowing water to infiltrate the road bed.
  - 161 ○ The road is narrow and has no shoulders, making it unsafe for pedestrians and  
162 bicyclists, though it is frequently used by pedestrians and cyclists because of its  
163 importance as a collector.

- 164 ○ The City of Homer submitted a funding request for DOT&PF fiscal year 2022-2025  
165 Community Transportation Program grant funding to make these much-needed  
166 improvements to Main Street.
- 167 ● East Hill Road and West Hill Road Bike Lanes
- 168 ○ East Hill and West Hill roads are state-maintained arterial roads that connect  
169 Diamond Ridge and Skyline Drive areas of Homer to the main parts of town. Both  
170 roads are steep and winding with no shoulders, leaving no safe alternative for  
171 non-motorized traffic.
- 172 ○ The Homer City Council requests DOT&PF to include non-motorized amenities  
173 during future upgrades to East and West Hill roads.

174  
175 BE IT FURTHER RESOLVED that the City Council of Homer, Alaska, requests DOT&PF add  
176 the following projects to the "Illustrative Projects and Discretionary Grants" section of the  
177 2024-2027 STIP. These are projects for which the City has applied or intends to apply for  
178 Federal discretionary grant funds:

- 179  
180 ● Homer Harbor Critical Float System Replacement – FREIGHT Project
- 181 ○ The Homer City Council is pleased to see this project listed in the "Illustrative  
182 Projects and Discretionary Grants" section of the STIP.
- 183 ○ The Homer Harbor contains floats that were constructed in 1964 for the original  
184 harbor and are 30 years beyond their engineered life expectancy. Other floats  
185 date to 1986 and in critical to serious need of replacement.
- 186 ○ As a regional transportation hub serving the marine transportation needs for  
187 over 47 non-road connected communities in Southcentral and Western Alaska,  
188 as well as the commercial fishing, sport fishing, mariculture and ecotourism  
189 industries, the harbor is critical infrastructure of regional and statewide  
190 importance.
- 191 ○ The City of Homer submitted a federal grant application in 2023 for \$47 million  
192 in Port Infrastructure Development Program funds to assist with design,  
193 engineering, and construction.
- 194 ● Realizing Equitable, Accessible Connectivity in Homer (REACH)
- 195 ○ REACH plans and designs a comprehensive network of sidewalks, trails,  
196 bikeways, and mobility hubs to enable residents and visitors to make non-  
197 motorized trips within Homer. The proposed network will connect existing trails  
198 and sidewalks in Homer's downtown core and waterfront, complete previous  
199 nonmotorized transportation planning efforts, and design new facilities. The  
200 non-motorized system will provide significant safety benefits as well as an  
201 economic boost by better integrating local businesses, health care facilities, and  
202 tourist destinations.
- 203 ○ The City has submitted a federal grant application for \$1.4M in RAISE Planning  
204 funds.
- 205 ● Homer All Ages and Abilities Pedestrian Path

- 206 ○ The City of Homer submitted this project to DOT&PF for consideration as part of  
207 its fiscal years 2022-2025 Transportation Alternatives Program grant funding  
208 estimated at \$3.9M.
- 209 ○ The project would construct sidewalks on Svedlund, Herndon, and Lee streets  
210 to connect to Pioneer Avenue (a state road); construct a sidewalk on the state-  
211 owned portion of Main Street from Pioneer Avenue south to Ohlson Lane; and  
212 improve crosswalks at intersections.

213 The project would greatly improve walkability in Homer, connecting the Senior Center, Coast  
214 Guard Housing, and residential areas to Homer’s downtown and Old Town areas.

215  
216 BE IT FURTHER RESOLVED that the City Council of Homer, Alaska, provides the following  
217 comments on specific projects currently listed in the STIP:

- 218  
219 ● Project 2670, Sterling Highway Milepost 157-169 Reconstruction Anchor Point to  
220 Baycrest Hill
  - 221 ○ The Homer City Council fully supports the completion of this project.
  - 222 ○ The Homer City Council requests the addition of several features associated  
223 with this project, as follows:
    - 224 ■ We request improvements to the Baycrest Overlook to enhance visitor  
225 and resident experiences: paving the parking lot near the “Welcome to  
226 Homer” sign, demarcating the Van Accessible parking space in  
227 compliance with the Americans with Disabilities Act (ADA), and  
228 upgrading the restroom facility for ADA compliance.
    - 229 ■ We request the inclusion of an enlarged culvert at the Diamond Creek  
230 crossing to allow for a future grade-separated non-motorized path  
231 adjacent to the creek connecting local trail systems north of the highway  
232 to a state recreation area trail system south of the highway.
- 233 ● Project 30189, M/V Tustumena Replacement Vessel, and Project 24211, M/V Kennicott  
234 Emissions and Exhaust
  - 235 ○ The Homer City Council fully supports replacing the M/V Tustumena and  
236 upgrading the M/V Kennicott’s emissions and exhaust systems. Both vessels  
237 dock in Homer.
  - 238 ○ Homer is the launch point for the AMHS from the state road system to Seldovia,  
239 Kodiak and surrounding villages, and the Alaska Peninsula and Aleutian Islands.
  - 240 ○ Homer City Council sees the AMHS as critical infrastructure for coastal Alaska.
  - 241 ○ Modernizing and reducing emissions from the AMHS fleet is important to  
242 address operating costs and climate change.
- 243 ● Project 34223, Community Transportation Program (CTP): Alaska-wide
  - 244 ○ Homer has recently submitted grant applications under this program and  
245 considers State CTP funding critical for road surface safety and efficiency  
246 improvements statewide.
  - 247 ○ The Homer City Council fully supports continuing this program into the future.

- 248 • Project 33864, Transportation Alternatives Program: non-AMATS MPOs
- 249 ○ Homer has recently submitted grant applications under this program and hopes
- 250 to use the funds to enhance non-motorized transportation within the city.
- 251 ○ The Homer City Council fully supports continuing this program into the future.
- 252 • Project 33865, National Electric Vehicle Infrastructure Program
- 253 ○ More and more Homer residents and visitors use electric vehicles every day.
- 254 Installing electric vehicle charging infrastructure between Homer and
- 255 Anchorage is important to establish an interconnected network.
- 256 • Project 32478, ADA implementation and Compliance
- 257 ○ The Homer City Council applauds DOT&PF's efforts to implement and improve
- 258 compliance with the Americans with Disabilities Act (ADA).
- 259 ○ The City of Homer has created an ADA Advisory Board which has prepared a
- 260 transition plan for its buildings, is in the process of finalizing a transition plan for
- 261 parks and campgrounds, and is initiating a transition plan for trails and
- 262 pathways.
- 263 ○ The City is actively working to improve ADA access throughout the city, including
- 264 adding and upgrading sidewalks.
- 265 ○ The City submitted several grant proposals related to adding sidewalks for
- 266 improved ADA access, including the Homer All Ages and Abilities Pedestrian
- 267 Path and Main Street Rehabilitation and Sidewalk projects listed above.
- 268

269 PASSED AND ADOPTED BY THE CITY COUNCIL OF HOMER, ALASKA, THIS 28<sup>th</sup> day of  
270 August, 2023.

271  
272 CITY OF HOMER

273  
274  
275 \_\_\_\_\_  
276 KEN CASTNER, MAYOR

277 ATTEST:

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279  
280 \_\_\_\_\_  
281 MELISSA JACOBSEN, MMC, CITY CLERK

282  
283 Fiscal note: N/A





# MEMORANDUM

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## Resolution 23-083, A Resolution of the City Council of Homer, Alaska Providing Comments on the Alaska Department of Transportation and Public Facilities 2024-2027 Statewide Transportation Improvement Program. Aderhold.

**Item Type:** Action Memorandum  
**Prepared For:** Mayor and Homer City Council  
**Date:** 8/28/23  
**From:** Council Member Aderhold

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Resolution 23-83 provides City comments to the Alaska Department of Transportation and Public Facilities (DOT) on a range of projects. One additional comment is to request DOT work with the City when DOT signs will be replaced as part of the Sterling Highway Milepost 169-175 Pavement Preservation Project and Pedestrian Safety Upgrades. The City adopted a Wayfinding Plan in 2022 that includes recommendations on DOT signage, and when these signs are replaced it would be timely for them to work with the City's long range plan.

**RECOMMENDATION:** Amend Resolution 23-83 by adding an additional bullet point at the bottom of page 3 of 7 of the resolution, under Sterling Highway Milepost 169-175 Pavement Preservation Project and Pedestrian Safety Upgrades:

- Include City of Homer Wayfinding recommendations in signage replacement. The City adopted a Wayfinding plan in 2022. This plan includes several changes to DOT signage to better assist the traveling public in finding their way around the community. The City requests DOT assistance in installing vehicle signage in accordance with the attached plan.

Adopt Resolution 23-083



# MEMORANDUM

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## Ordinance 23-48, An Ordinance of the City Council of Homer, Alaska Amending Homer City Code Title 20 Animals. Lord.

**Item Type:** Action Memorandum  
**Prepared For:** Mayor and Homer City Council  
**Date:** 8/28/23  
**From:** Council Member Lord

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After further review of Ordinance 23-48 the following amendments are proposed:

Section 20.08.010 (c) line 109 add the word humanely before destroy to read as follows:

c. The Animal Control Officer ~~or a peace officer~~ may capture or **humanely** destroy by any means an animal at large that presents an immediate threat to public safety.

Section 20.08.050 (i). line 261 retain the word “reasonable” and strike an, to read as follows:

i. Notwithstanding any other provision of this section, the Animal Control Officer, ~~a peace officer~~ or a licensed veterinarian may humanely euthanize an animal that in that person’s opinion is so seriously ill or injured that medical treatment would needlessly prolong the animal’s suffering; ~~provided, that if~~ the animal bears identification of ownership, the Animal Control Officer, ~~law enforcement officer~~ or licensed veterinarian ~~first~~ shall make a reasonable ~~an~~ effort to ~~inform~~ **contact** the owner of the animal’s condition and obtain the owner’s consent to **before** euthanizing the animal.

Section 20.20.010 (b) strike new language starting on line 450 and replace with:

**~~b. No person may permit any dog to habitually annoy any animal or bird either domestic or wild. Any dog that evinces a disposition which makes it likely that it will without provocation bite an animal or fowl, will be considered a vicious animal subject to the provisions of 20.20.030.~~**

**No person may permit any dog to habitually annoy any animal or bird either domestic or wild. Any dog that habitually engages in this behavior will be considered a vicious animal and subject to the provisions of 20.20.030 (a) & (d).**