City of Homer
www.cityofhomer-ak.gov

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Supplemental Packet

Item Type: Informational Item
Prepared For: Economic Development Advisory Commission
Meeting Date: 14 Mar 2023
Staff Contact: Rachel Tussey,CMC, Deputy City Clerk

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6. VISITORS/PRESENTATIONS (10 minute time limit)

6.A. Transportation Plan & Old Town Updates - Jan Keiser, Public Works Director

9. PENDING BUSINESS

9.C. Wayfinding and Streetscape: Banner Design

11. INFORMATIONAL MATERIALS

11.B. City Manager's Reports

Goals and Objectives

The goals and objectives for the City of Homer transportation system were developed with input from city staff and the public. The goals describe the fundamental outcomes of the Master Transportation Plan, while the objectives are more specific and measurable outcomes that support the goals.

The planning effort to develop an updated Comprehensive Plan for the City of Homer has recently started. The goals and objectives in this Transportation Plan do not need to be the same as those in the Comprehensive Plan; however, the Transportation Plan goals should support the Comprehensive Plan goals.

GOAL 1: Increase safety of interactions between different modes of travel

Residents 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*
Education is one way to improve safety, but it's not always effective. One example of education that has been show 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

Residents desire a connected network for all users. A connected non-motorized network provides more opportunities for walking and biking; a connected collector road network helps to reduce the number of short trips on the arterial road network, reducing the need for increasing the number of lanes or installing more restrictive traffic control on arterial networks. A connected collector road network works hand in hand with the non-motorized network to reduce the overall cost of the transportation network and address climate impacts.

Objective 2A: *Identify a priority network for non-motorized travel that connects key generators and develop a plan to build these connections*
Prioritizing building or improving non-motorized facilities that connect locations where people are most likely to walk or bike (such as schools, the library, shopping areas) will provide the biggest benefit.

Objective 2B: *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 2C: *Identify and address bicycle parking needs*
Trips for commuting, shopping, school, and other similar purposes rely on safe and secure bicycle parking at each end of the trip.

Objective 2D: *Identify and address opportunities for parking once and then walking, ride sharing, or using transit*
Some people will not be comfortable walking or biking for all trips; however, they may be comfortable walking or biking for a portion of all or most trips. Park and ride facilities could 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.

GOAL 3: Maintain transportation network to be usable year-round

Residents desire roads and non-motorized facilities to be maintained so they are usable in winter and in summer.

Objective 3A: *Reconstruct and proactively maintain non-motorized facilities to ensure year-round usability*
Sidewalks, paths, and trails are less usable when drainage, lighting, wayfinding, etc. is inadequate. Addressing problems with the existing non-motorized system will help to make them usable year-round. Additionally, establishing standards for winter and summer maintenance by type of use (for example, walking paths will have different standards than ski trails) will help users know what to expect. Developing ways for the public to alert the city when there are concerns at specific locations will help to make facilities usable year-round.

Objective 3B: *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 3C: *Work with Alaska DOT&PF to improve winter maintenance on state-owned non-motorized facilities*
The public has identified maintenance of the non-motorized facilities 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 3D: *Manage resources to maximize and balance maintenance efforts*
Improving the efficiency of maintenance activities allows better maintenance without increasing resources. Designing new roadways or non-motorized facilities to accommodate the existing equipment or buying new equipment that makes it easier to clear debris and snow from existing infrastructure could help to balance maintenance efforts and make them more efficient.

Objective 3E: *Establish design standards for walking, biking, road, and public transportation networks*
Building on the existing Trails Design Manual, developing standards for infrastructure that serves all modes will ensure consistency and improve travel options.

Objective 3F: *Include appropriate improvements for each travel mode to reconstruction or new construction 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, meet design standards, and help to complete the priority network for that mode.

GOAL 4: Provide expanded transportation options for year-round residents and seasonal travelers to support City of Homer goals for environmental preservation and climate threat reduction

Residents desire a transportation system that reduces environmental impacts.

Objective 4A: *Support 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 private development of transit through building transit stops or park and ride facilities.

Objective 4D: *Evaluate effectiveness of the transportation program at meeting City of Homer environmental goals*
Measuring progress towards the City of Homer environmental goals will help to identify the effect of changes to the transportation system on the environment.

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

Prepared by
Kinney Engineering, LLC
March 10, 2023

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

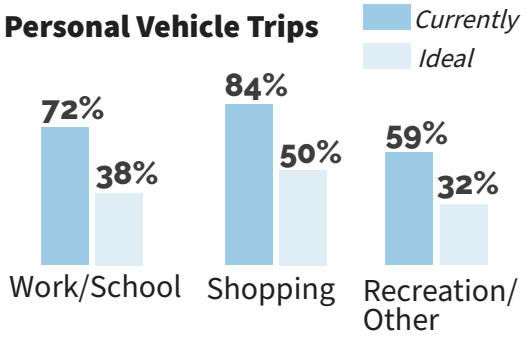
MAINTENANCE

CONNECTIVITY

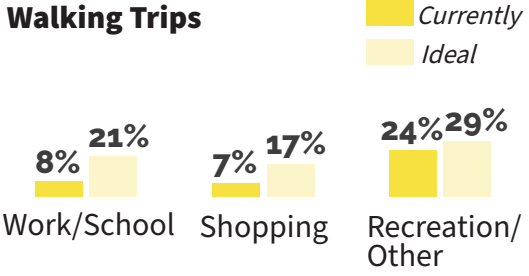
Travel Habits – Current & Ideal

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?

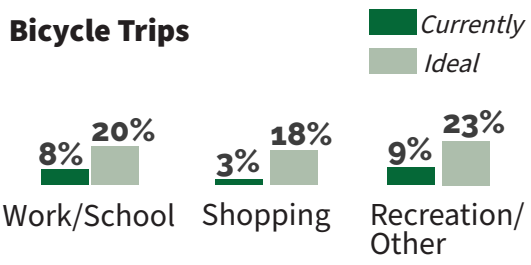
Personal Vehicle Trips



Walking Trips



Bicycle Trips



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

KINNEY ENGINEERING, LLC

MEMORANDUM

TO:	Jan Keiser, P.E. (COH Public Works Director)
FROM:	Tae Voight, P.E., Randy Kinney, P.E. PTOE, Leon Galbraith, P.E.
DATE:	December 5, 2022
SUBJECT:	Ohlson Traffic Calming Recommendations/ COH #22-02

A resurfacing project to repair Ohlson Lane and Bunnell Avenue is being developed to extend the life of the pavement and drainage facilities along this local road in Homer, Alaska. A recent meeting with locals indicated a need for additional traffic calming devices in the area of the project known as Old Town district.

Traffic calming measures generally address excessive traffic volumes and, or speeds. Excessive traffic volumes can result when vehicles that have no origin or destination point in the vicinity are using the street as a by-pass mobility route to avoid congestion on a designated mobility route. This is not the likely case or need on Ohlson Lane and Bunnell Avenue because there is no advantage to using the Old Town street network to save travel time over the mobility route, Sterling Highway. As such, the primary benefit of traffic calming would be to deter speeding in the area. A secondary benefit of speed reduction would be safety, particularly pedestrian safety.

Existing Conditions

The City of Homer has provided Kinney Engineering (KE) with drawings from Nelson Engineering that show initial design recommendations for the pavement restoration project on Ohlson Lane and Bunnell Avenue between the Sterling Highway and Main Street. Ohlson Lane currently does not have any sidewalks but there is a short paved bike lane shoulder on Bunnell Avenue to the east of Main Street (outside of the project limits). There is one speed hump on Bunnell and the posted speed limit in the area is 25 mph.

Ohlson Lane and Bunnell Avenue are both classified as Minor Collectors (Rural) on the Alaska Traffic Data website. Given the collector street functional classification, it would be reasonable to expect a wide range of trucks from SU30s to WB-50s. The estimated 2021 Average Annual Daily Traffic (AADT) for Ohlson Lane and Bunnell Avenue is 1,100 and 1,030.

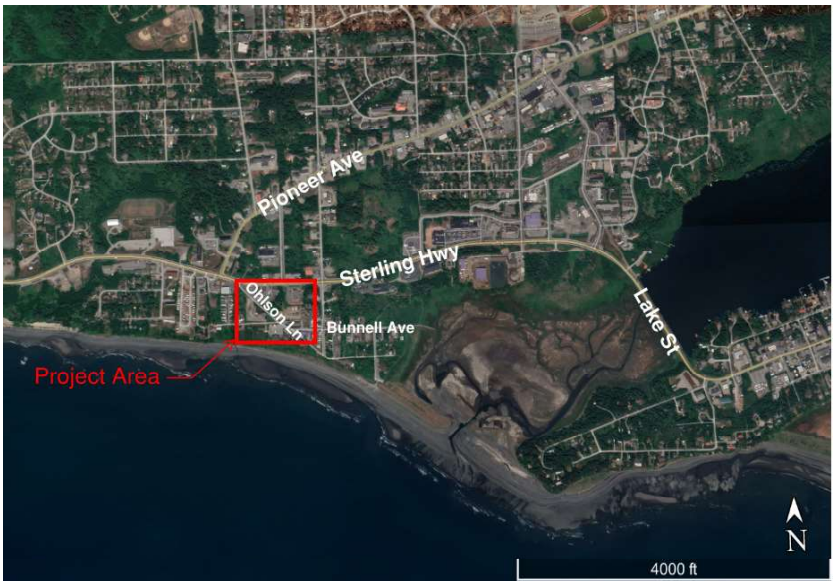


Figure 1- Homer Vicinity Map

Figure 2- Ohlson Lane

Figure 3- Ohlson Lane at Bunnell Avenue

Figure 4- Attached Pathway on Bunnell Avenue

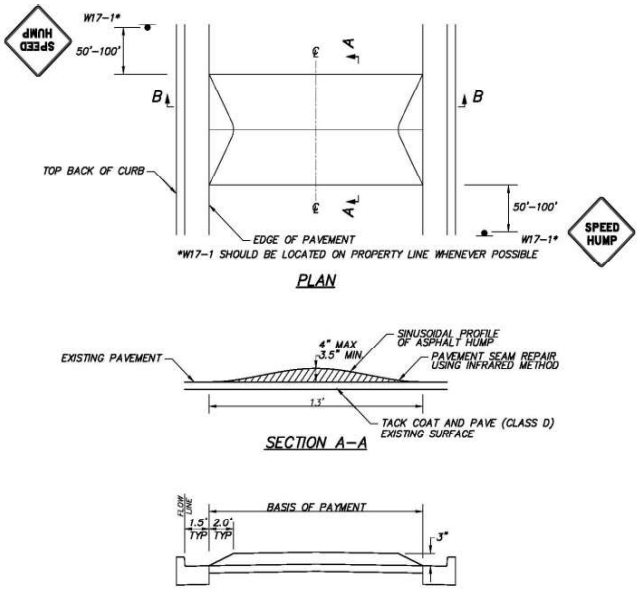
Figure 5- Speed Hump and Signage on Bunnell Avenue

Traffic Calming Devices Focused on Speed Reduction

Speed Hump

Speed humps are raised areas of pavement, in a parabolic shape, with a relative rise of 3 inches and are between 12 and 22 feet in length, and extending the width of travel way. Speed humps are intended to promote 85th percentile speeds between 25 and 35 mph when used in series and spaced between 250 feet and 500 feet apart. They are typically accompanied by associated signing and pavement markings. A speed hump diagram is shown in Figure 6.There are no speed humps on Ohlson Lane and one existing speed hump on Bunnell Avenue east of Main Street.

Effectiveness in Speed Reduction- A compilation of Institute of Transportation Engineers (ITE) and Federal Highway Administration (FHWA) studies indicate that speed humps are effective in speed reduction, with expected reductions of 20% to 25%. To be fully effective, speed humps must be used in series or with other traffic calming devices.



Source:https://www.muni.org/Departments/traffic/Documents/Policy_Manual_Final_03_10.pdf

Figure 6- Speed Hump Diagram

Other Advantages- Bicycle lanes are compatible with speed humps if speed humps do not encroach into the bicycle lane. Trucks such as SU30's to WB-50s can safely negotiate speed humps at low speed.

Disadvantages- Speed humps can be damaged by snow plows and graders, especially over time and may require additional effort and costs. Typically, signs and pavement markings identifying a hump location will also be installed and have to be maintained. Emergency response times are impacted by speed humps and tables, and emergency responder personnel have been injured while traversing speed humps. As such, the use and placement of speed humps should be coordinated with street maintenance, and emergency responders.

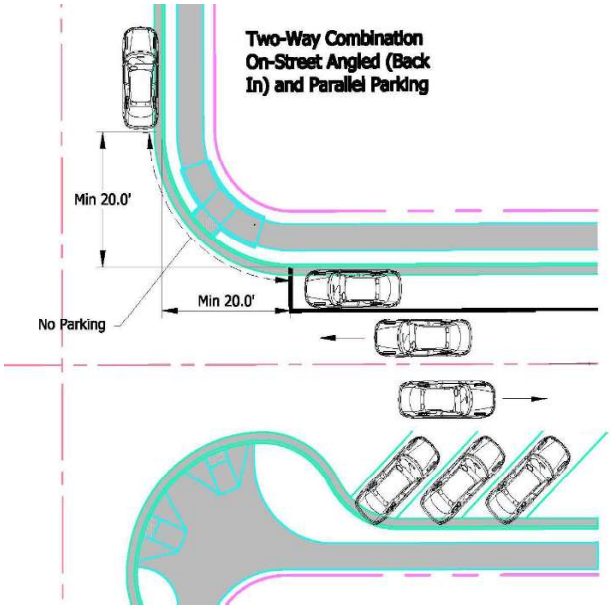
On Street Parking

Allocation of space to on street parking reduces street width and can be applied with other traffic calming measures. A schematic of on street parking strategies is shown in Figure 7.

Effectiveness in Speed Reduction- To maximize speed reduction, parallel parking is preferred to increase side friction to traffic flow per ITEs Fact Sheet on On-Street Parking, and as such, the existing configuration should change from angled to parallel parking.

Other Advantages- On Street parking can be combined with other traffic calming measures and provides convenient access to local businesses. First responders prefer this traffic calming measure over others per ITEs Fact Sheet for On-Street Parking.

Disadvantages-. Road user visibility and intersection sight distance may be reduced with on street parking. During snow plowing operations vehicle removal is required.



Source: . https://arlingtonva.s3.dualstack.us-east-1.amazonaws.com/wp-content/uploads/sites/21/2013/12/H-3.5-On-Street-Parking.pdf

Figure 7- On Street Parking Schematic

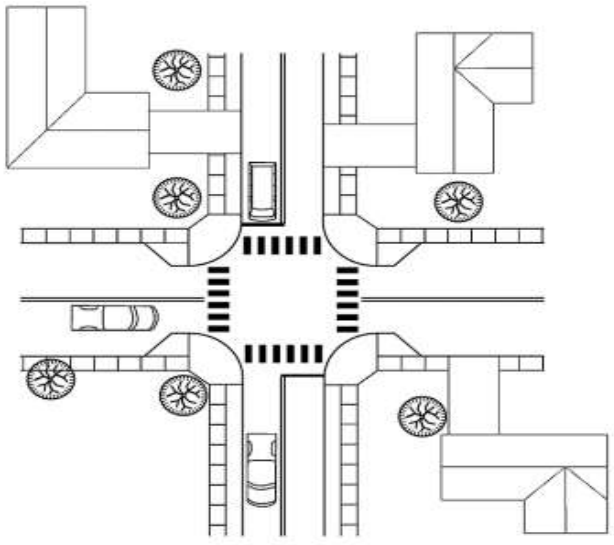
Bulb-Out

Bulb outs are a horizontal extension into the street that results in a narrower roadway section. They are beneficial when used in conjunction with other traffic calming measures. A bulb out schematic is shown in Figure 8.

Effectiveness in Speed Reduction- Studies indicate bulb-outs are not effective in reducing vehicle speeds.

Other Advantages- Effective when used in combination with crosswalks and on-street parking because it controls parking encroachment into the crosswalk area, increase pedestrian sight distance and vehicle visibility for pedestrian(s) staging to cross, and reduces pedestrian crossing distances.

Disadvantages- Turning radius must be taken into consideration in order to avoid turning vehicles crossing centerline.



Source:https://regulations.delaware.gov/register/august2012/proposed/DETCM.pdf

Figure 8- Bulb-Out Schematic

Supplemental Traffic Calming Measures

Sidewalks and crosswalks- Pedestrian facilities increase pedestrian compliance when placed appropriately and reduce conflicts with vehicles.

Landscaping- Increases vehicle and pedestrian visibility.

Education and enforcement- Traffic calming programs can be a non-physical measure, supplement, or precursor to physical measures.

Recommendations

The objectives of the project are to encourage speed compliance and responsible driver behavior, as well as increase pedestrian safety through traffic calming. For this project, speed humps, street width reductions, and bulb-outs are the proposed measures. The current design includes street width reductions by reconfiguring on-street parking on Bunnell Avenue. As shown in Figure 9 it is recommended to relocate the proposed crosswalks to the intersection of Ohlson Lane and Bunnell Avenue. Relocation of the crosswalk to the intersection promotes pedestrian compliance and visibility. It is also recommended to install an additional crosswalk and bulb out at the intersection of Bunnell Avenue and Main Street. The addition of two speed humps is recommended on Ohlson lane for speed reduction.

Supplemental traffic calming measures that could be beneficial to the area are landscaping, and education and enforcement measures.

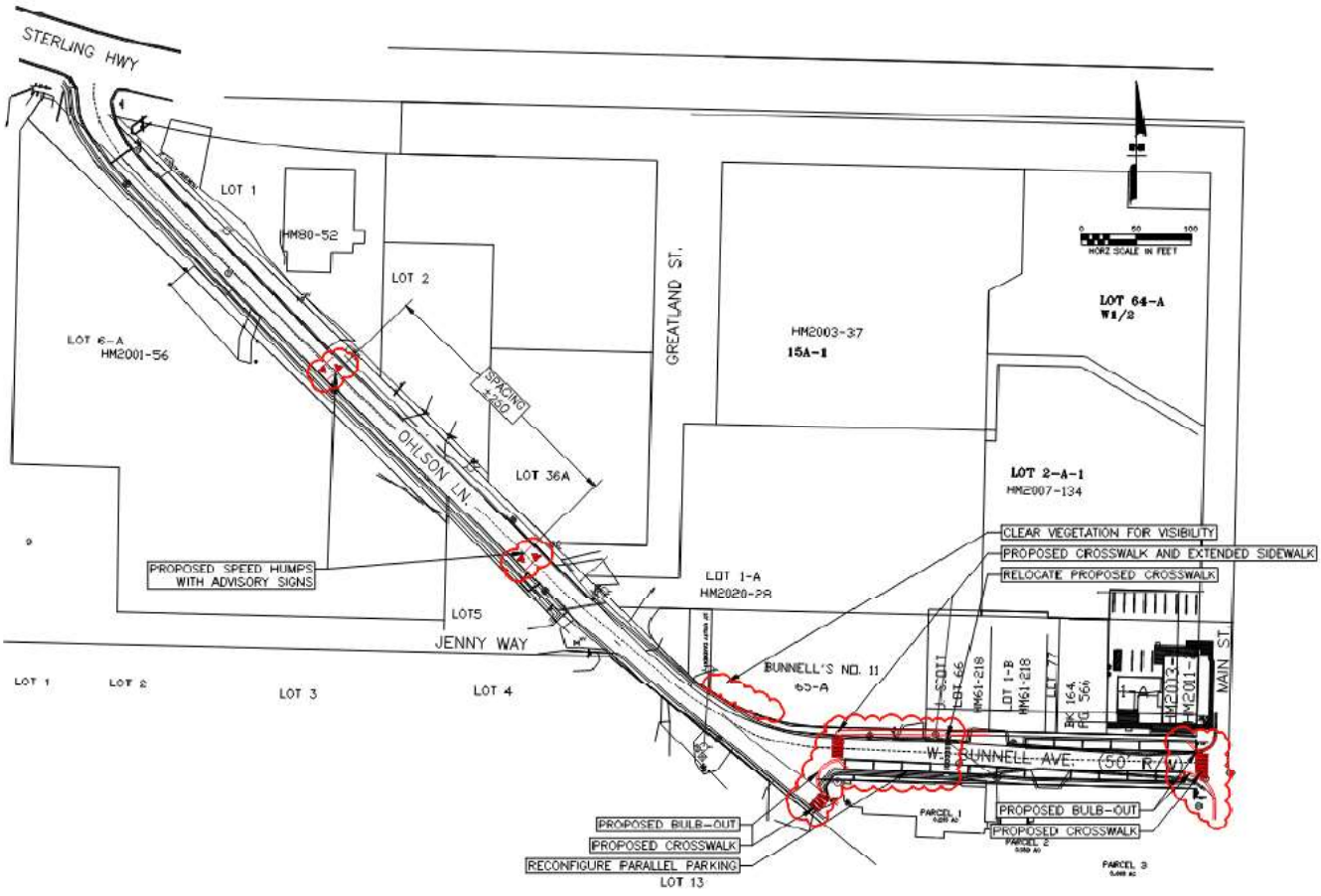


Figure 9- Proposed Traffic Calming Measures

References

(2005). *Traffic Calming Policy Manual*. Municipality of Anchorage. https://www.muni.org/Departments/traffic/Documents/Policy_Manual_Final_03_10.pdf

(2012). *Corner Extensions*. DelDOT Traffic Calming Manual. https://regulations.delaware.gov/register/august2012/proposed/DETCM.pdf

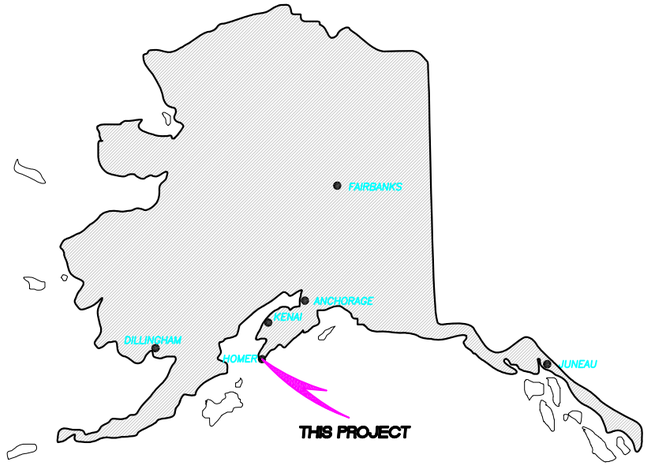
(n.d.). *Traffic Calming Measures*. ITE. https://www.ite.org/technical-resources/traffic-calming/traffic-calming-measures/

(n.d.). *Alaska Traffic Data*. Alaska Traffic Data. https://alaskatrafficdata.drakewell.com/publicmultinodemap.asp

(n.d.). *On Street Parking*. Arlington County. https://arlingtonva.s3.dualstack.us-east-1.amazonaws.com/wp-content/uploads/sites/21/2013/12/H-3.5-On-Street-Parking.pdf

CITY OF HOMER

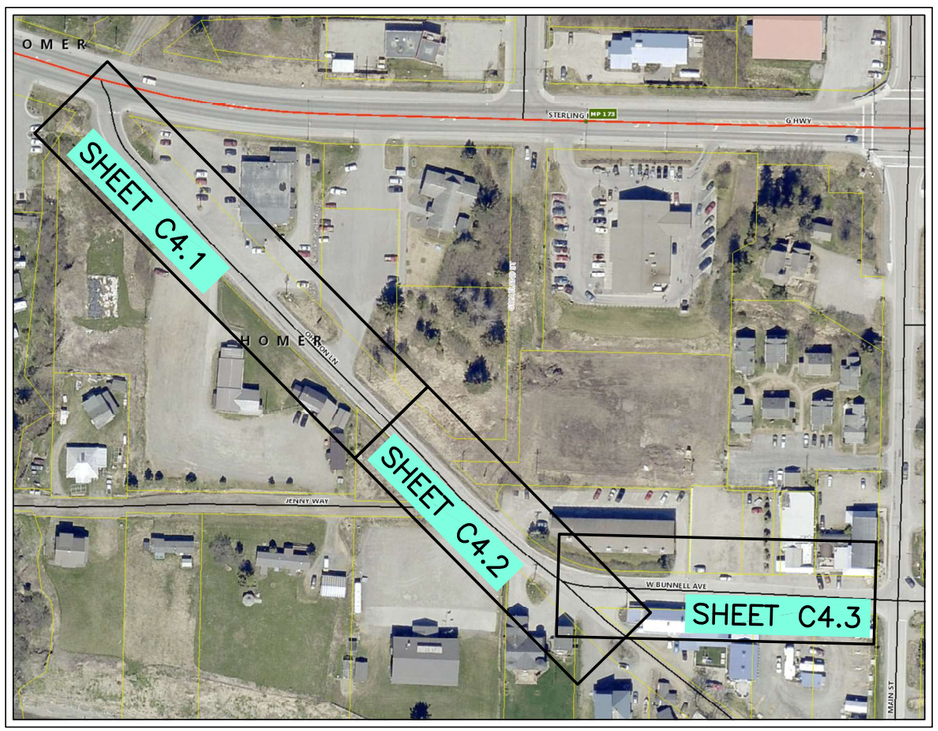
OHLSON LANE AND W. BUNNELL AVENUE ROAD IMPROVEMENTS



LOCATION MAP

NORTH

VICINITY MAP



DRAWING	SHEET
TITLE SHEET AND LOCATION MAP	C1.1
NOTES AND ABBREVIATIONS	C2.1
TYPICAL ROAD SECTIONS AND DETAILS	C3.1
TYPICAL ROAD SECTIONS AND DETAILS	C3.2
TYPICAL ROAD SECTIONS AND DETAILS	C3.3
PLAN AND PROFILE -OHLSON LANE STA 0+00 TO 6+00	C4.1
PLAN AND PROFILE - OHLSON LANE STA 6+00 TO 10+50	C4.2
PLAN AND PROFILE - BUNNELL AVE. STA 20+00 TO 24+50	C4.3

LEGEND

EXISTING (E)	PROPOSED (P)	
		ROAD CENTERLINE
		ROW CENTERLINE
100	100	CONTOUR LINES
		CUT/FILL DAYLIGHT
		EDGE OF ASPHALT PAVEMENT
		EDGE OF GRAVEL
		EDGE OF R.O.W.
		PROPERTY LINE
		EASEMENT
UGT		UTILITY – COMMUNICATION
OHP		UTILITY – ELECTRIC – OVERHEAD
GAS		UTILITY – GAS
W		UTILITY – WATER
SS		UTILITY – SANITARY SEWER
SD	SD	UTILITY – STORM DRAIN
C		COMMUNICATION PEDESTAL
W		MANHOLE – WATER
S		MANHOLE – SANITARY SEWER
D	D	MANHOLE – STORM DRAIN
WV		WATER VALVE
		FENCE
		CULVERT
		REBAR / IRON ROD
		TEST HOLE LOCATION

65% REVIEW

NO.	REVISION	DATE

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CITY OF HOMER
OHLSON LANE AND W. BUNNELL AVENUE
HOMER, ALASKA
TITLE PAGE, LOCATION MAP, AND LEGEND

PROJECT NO. 2022037
DRAWN BY: GTP
CHECKED BY: MJD
DATE: 02/08/2023
SCALES: NOTED
HORIZ. NOTED
VERT. NOTED
SHEET: C1.1
1 OF 8

GENERAL NOTES

1.) THIS PROJECT INCLUDES THE CONSTRUCTION OF THE ST ANDREWS ROAD IMPROVEMENTS INCLUDING GRADING, LEVELING, AND ALL OTHER ITEMS SHOWN ON THE PLANS.

2.) LOCATION OF UNDERGROUND UTILITIES ARE APPROXIMATE. ACTUAL DEPTH, NUMBER AND LOCATION IS UNKNOWN. BURIED UTILITIES OTHER THAN THOSE SHOWN ON THE PLANS MAY BE PRESENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATION, IDENTIFYING, AND WORKING AROUND ALL UTILITIES WITHIN THE PROJECT LIMITS AT NO ADDITIONAL COST TO THE OWNER. CALL FOR LOCATES PRIOR TO EXCAVATION.

3.) THE FOLLOWING ALASKA STATUTES APPLY TO WORK NEAR OVERHEAD ELECTRIC LINES:

AS 18.60.670 (1) PLACEMENT OF AN TYPE OF TOOL, EQUIPMENT, MACHINERY OR MATERIAL THAT IS CAPABLE OF LATERAL, VERTICAL OR SWINGING MOTION, WITHIN 10' OF ENERGIZED LINES IN NOT ALLOWED.

AS 18.60.670 (2) MINIMUM 10' CLEARANCE FROM BUILDINGS, APPARATUS, MACHINERY, MATERIALS, ETC.

AS 18.60.680 ANY WORK WITHIN MINIMUM DISTANCE STATED ABOVE SHALL REQUIRE CONTACT WITH HEA TO INSTALL TEMPORARY MECHANICAL BARRIERS, TEMPORARY DE-ENERGIZATION AND GROUNDING, OR TEMPORARY RAISING OF CONDUCTORS.

TYPICAL ABBREVIATIONS

ASS'Y	ASSEMBLY	EVCS	END VERTICALCURVE STATION	N	NORTH
APPROX	APPROXIMATE	EXIST	EXISTING	NFS	NON FROST SUSCEPTIBLE
BEG	BELOW EXISTING GRADE	EX	EXISTING	NTS	NOT TO SCALE
BOP	BOTTOM OF PIPE	F	FOUND	OC	ON CENTER
BVCE	BEGINNING VERTICAL CURVE ELEVATION	FG	FINISH GRADE	OH	OVERHEAD
BVCS	BEGINNING VERTICAL CURVE STATION	FT	FOOT, FEET	PC	POINT OF CURVATURE
CIP	CAST IRON PIPE	G	GAS	PED	PEDESTAL
CL	CENTER LINE, CLASS	GD	GROUND	PI	POINT OF INTERSECTION
CONST	CONSTRUCT	GR	GRADE	PL	PROPERTY LINE
COR	CORNER	HDPE	HIGH DENSITY POLYETHYLENE	PP	POWER POLE
DET	DETAIL	HORIZ	HORIZONTAL	PVI	POINT OF VERTICAL INTERSECTION
DIA	DIAMETER	HYD	HYDRANT	PVMT	PAVEMENT
DW	DRIVEWAY	INT	INTERSECTION	R	RADIUS, RECORD
DWG	DRAWING	INV	INVERT	RD	ROAD
E	EAST, ELECTRIC LINE	L	LENGTH	ROW	RIGHT OF WAY
EA	EACH	LF	LINEAR FEET	RP	RADIUS POINT
EL,ELEV	ELEVATION	LVC	LENGTH OF VERTICAL CURVE	RT	RIGHT
EOP	END OF PROJECT	MAX	MAXIMUM	S	SOUTH, SLOPE
EP	EDGE OF PAVEMENT	MB	MAIL BOX	SEC	SECTION
ESMT	EASEMENT	MFR	MANUFACTURER	SCH	SCHEDULE
EVCE	END VERTICAL CURVE ELEVATION	MKR	MARKER POST	SD	STORM DRAIN
		MIN	MINIMUM	SHLD	SHOULDER
		MON	MONUMENT	SHT	SHEET

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CITY OF HOMER
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NOTES, ABBREVIATIONS, AND SCHEDULES

PROJECT NO. 2022037
DRAWN BY: GTP
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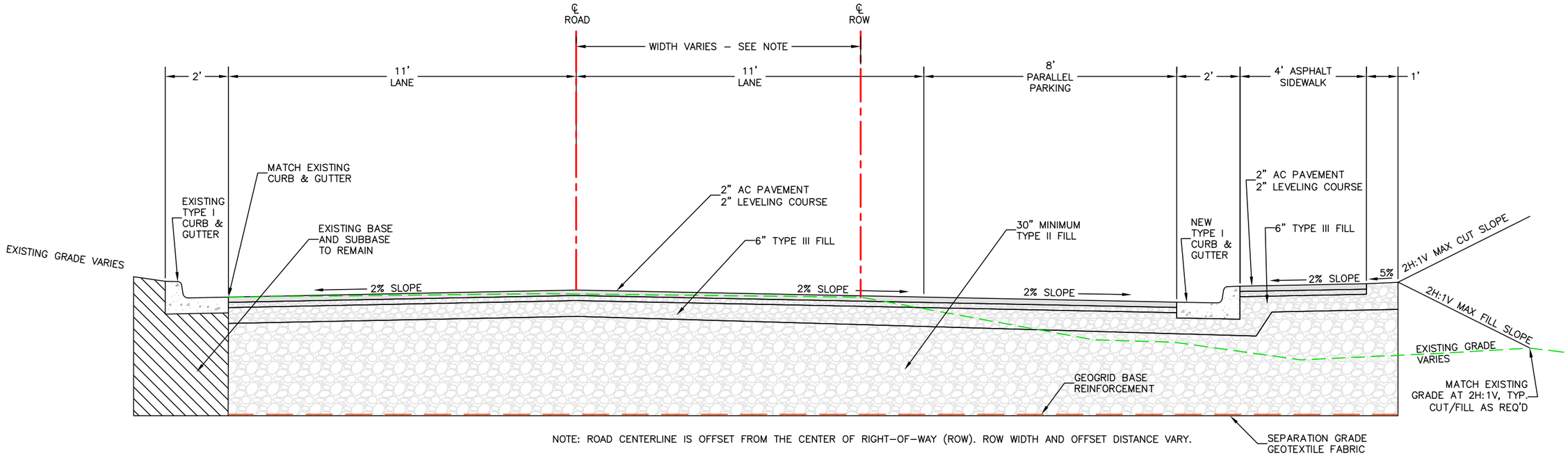
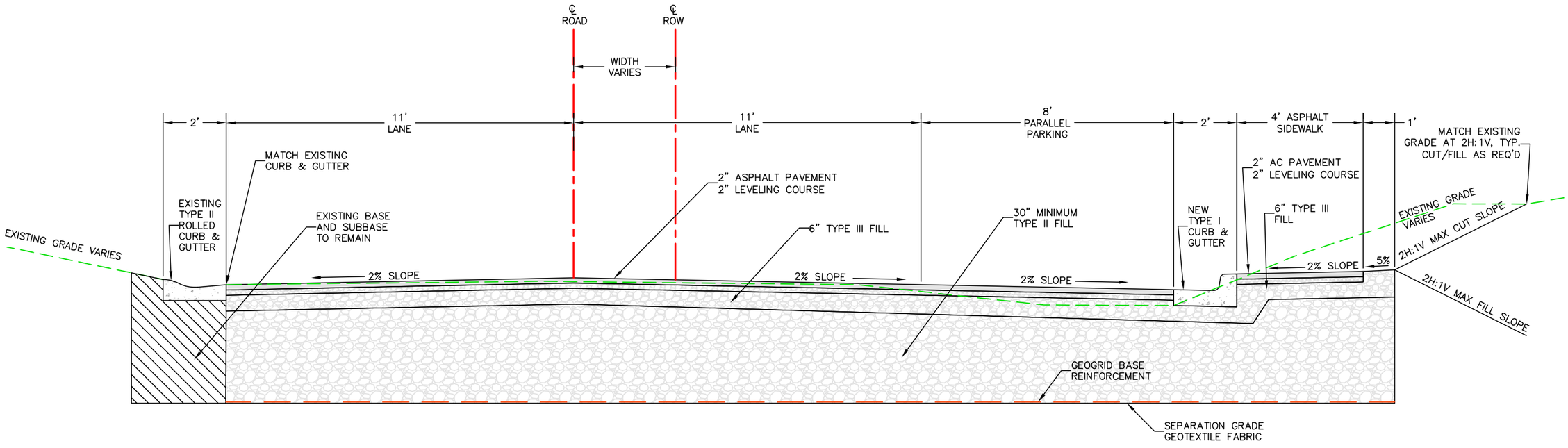
DATE: 02/08/2023
SCALES: NOTED
HORIZ. NOTED
VERT. NOTED
SHEET: C2.1
2 OF 8



NOTE: ROAD CENTERLINE IS OFFSET FROM THE CENTER OF RIGHT-OF-WAY (ROW). ROW WIDTH AND OFFSET DISTANCE VARY.

A C3.1 OHLSON LANE TYPICAL SECTION - STA 0+48 TO 1+42

GRAPHIC SCALE: NTS



B C3.1 OHLSON LANE TYPICAL SECTION - STA 1+42 TO 3+67

GRAPHIC SCALE: NTS

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CITY OF HOMER
OHLSON LANE AND W. BUNNELL AVENUE
HOMER, ALASKA
TYPICAL ROAD SECTIONS AND DETAILS

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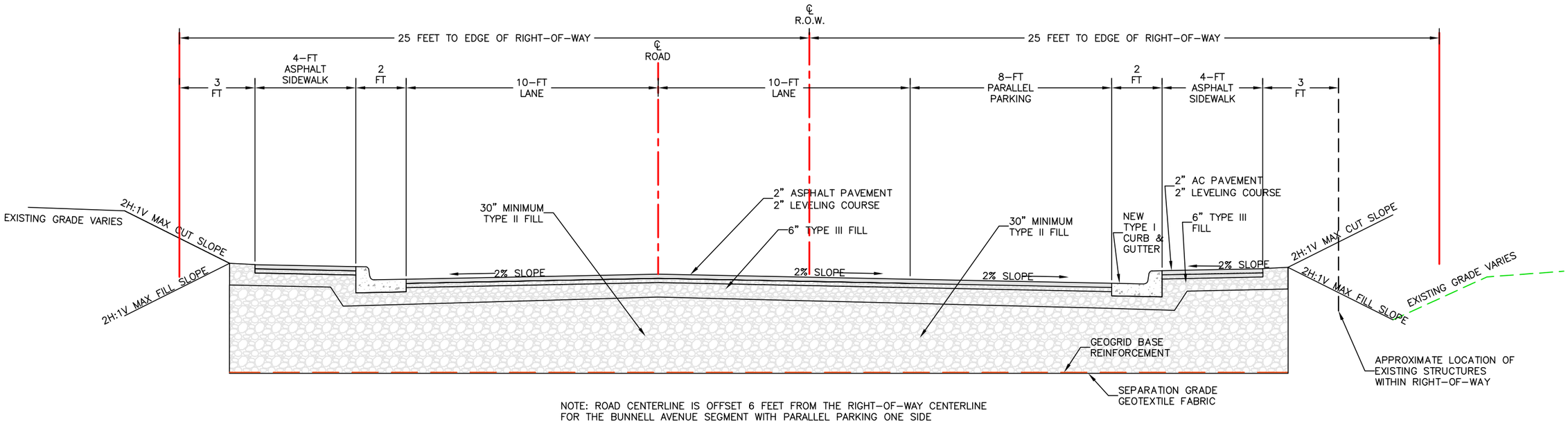
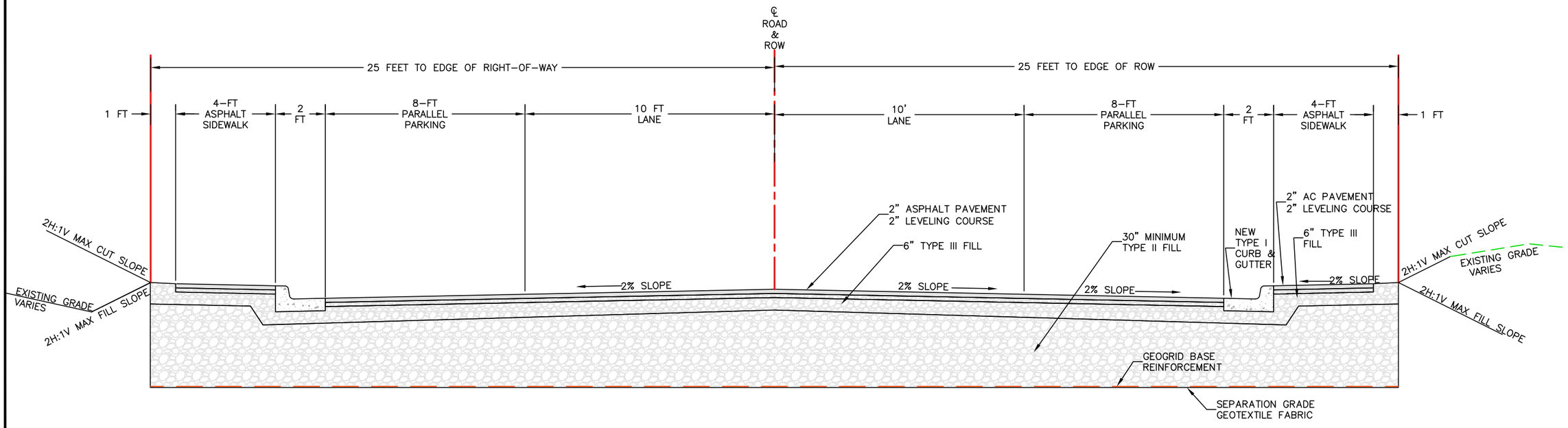
SHEET: C3.1
3 OF 8



NOTE: ROAD CENTERLINE IS OFFSET 6 FEET FROM THE RIGHT-OF-WAY CENTERLINE FOR THE BUNNELL AVENUE SEGMENT WITH PARALLEL PARKING ONE SIDE

A C3.2 W. BUNNELL AVENUE TYPICAL SECTION - STA 21+37 TO 22+43

GRAPHIC SCALE: NTS



B C3.2 W. BUNNELL AVENUE TYPICAL SECTION - STA 22+43 TO 24+25

GRAPHIC SCALE: NTS

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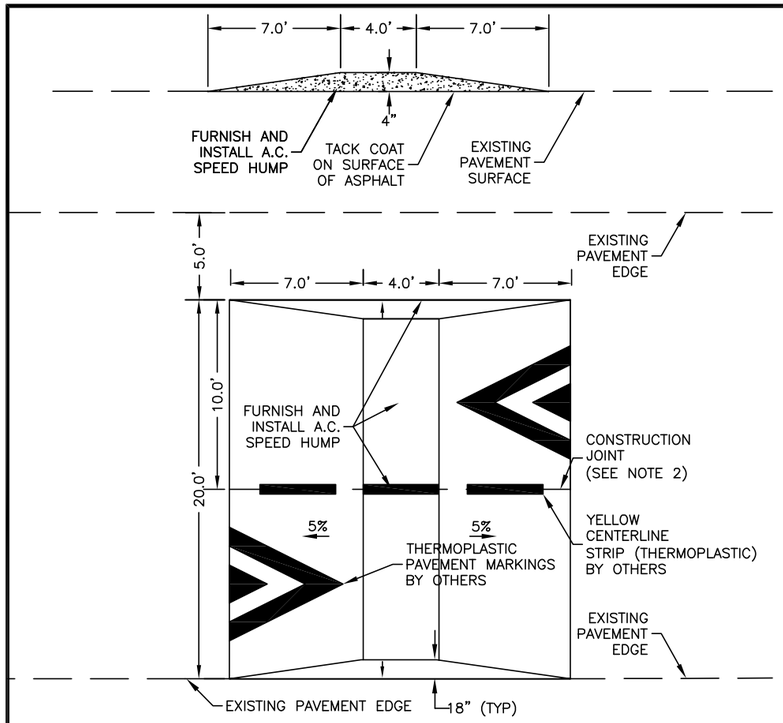
CITY OF HOMER
OHLSON LANE AND W. BUNNELL AVENUE
HOMER, ALASKA
TYPICAL ROAD SECTIONS AND DETAILS

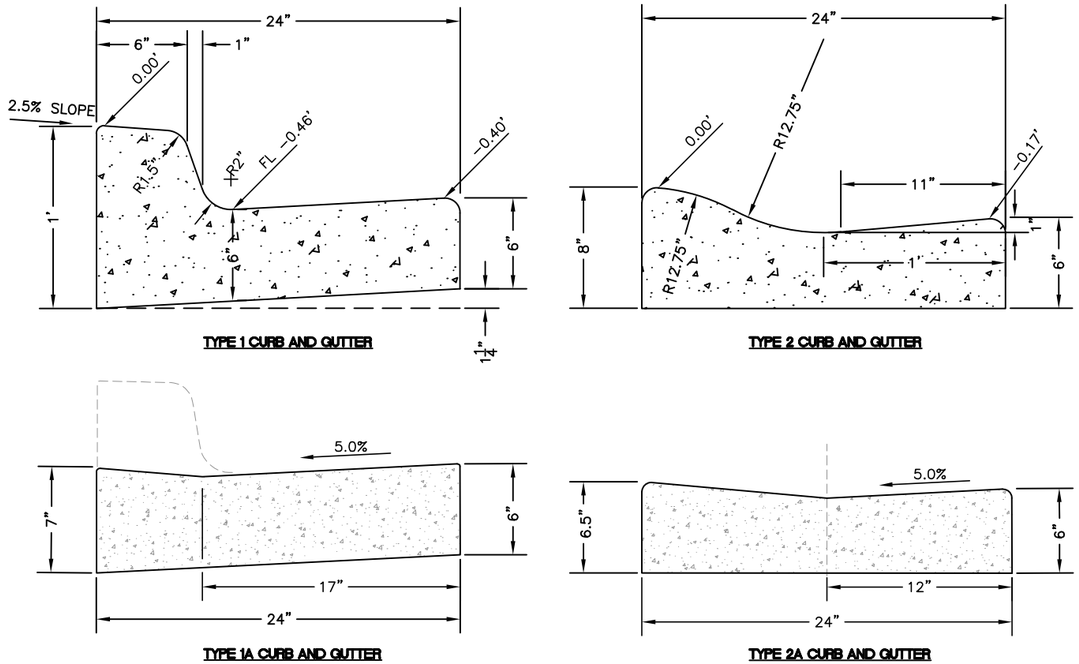
PROJECT NO. 2022037
DRAWN BY: GTP
CHECKED BY: MJD
DATE: 02/08/2023
SCALES: NOTED
HORIZ. NOTED
VERT. NOTED
SHEET: C3.2
4 OF 8



NOTES:
1) CONTRACTOR SHALL CONSTRUCT EACH HUMP IN TWO SECTIONS AND PROVIDE TRAFFIC CONTROL TO ONE LANE OF THROUGH TRAFFIC AT ALL TIMES.

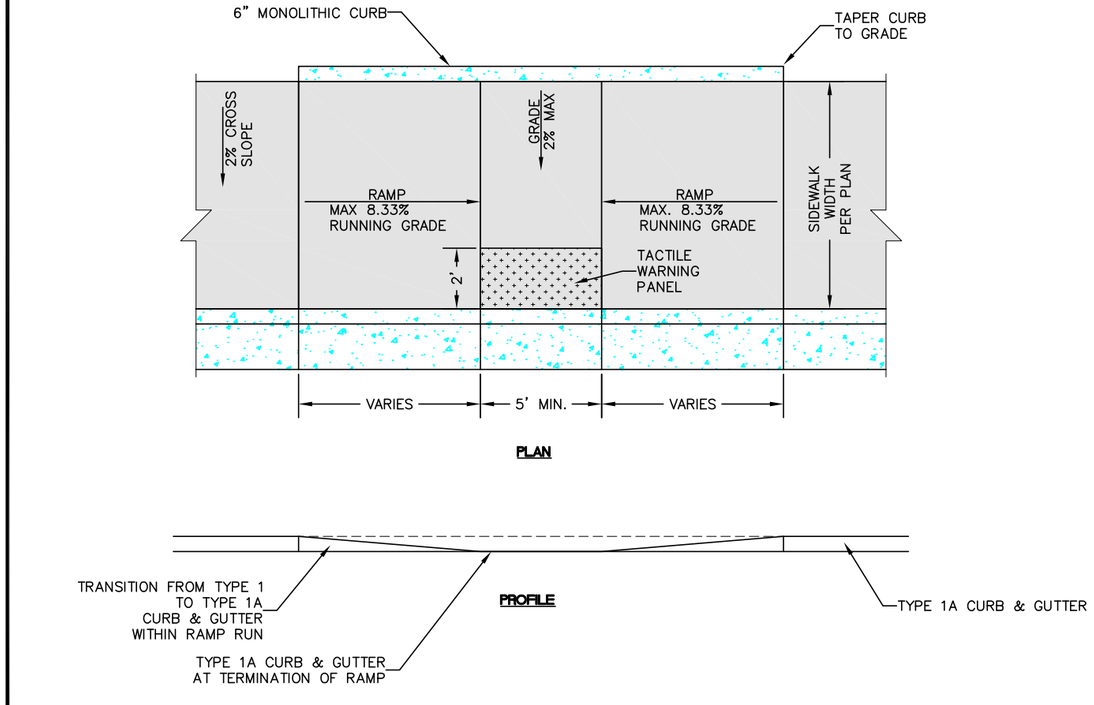
A C3.3 TYPICAL SPEED HUMP

GRAPHIC SCALE: NTS



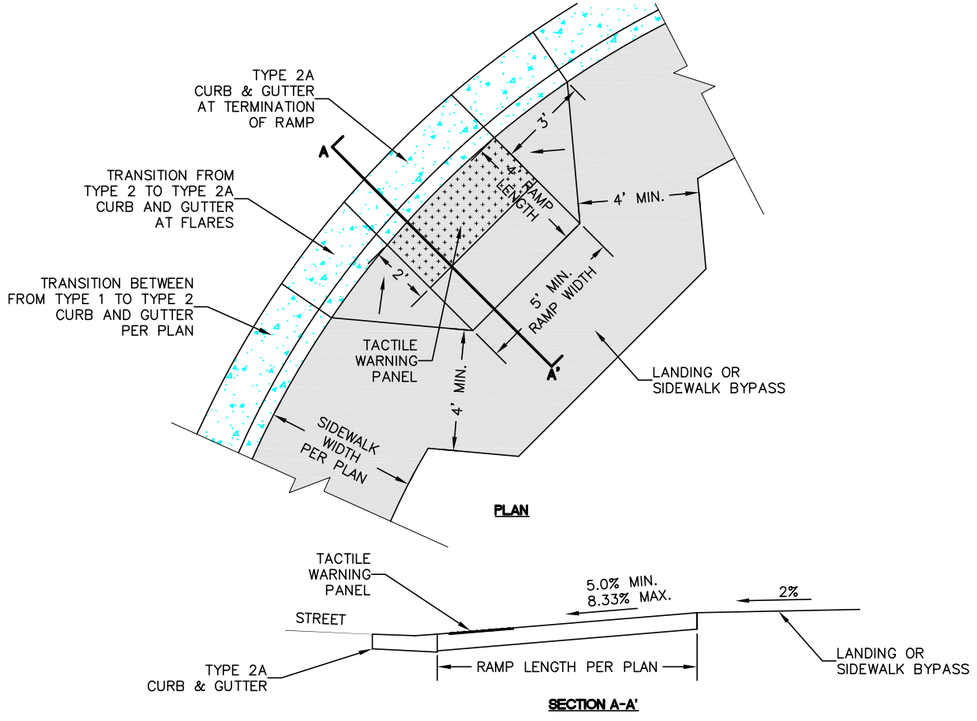
B C3.3 TYPICAL CONCRETE CURBS AND GUTTERS

GRAPHIC SCALE: NTS



C C3.3 TYPICAL ADA PARALLEL SIDEWALK CURB RAMP

GRAPHIC SCALE: NTS



D C3.3 TYPICAL ADA PERPENDICULAR SIDEWALK CURB RAMP

GRAPHIC SCALE: NTS

65% REVIEW

NO.	REVISION	DATE

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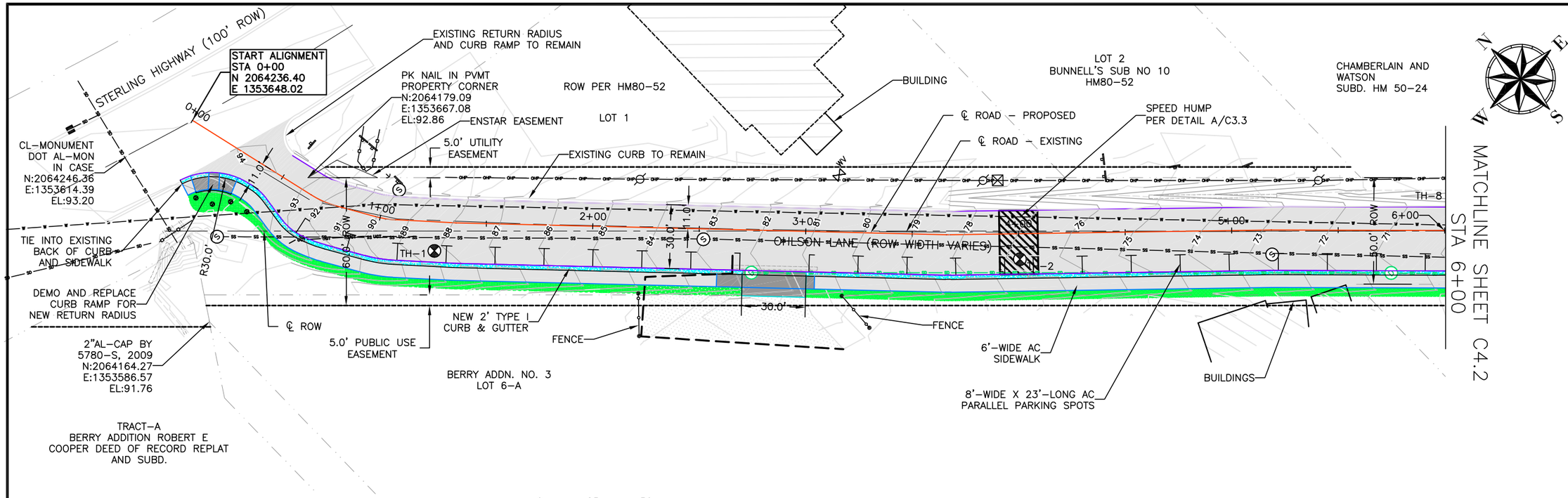
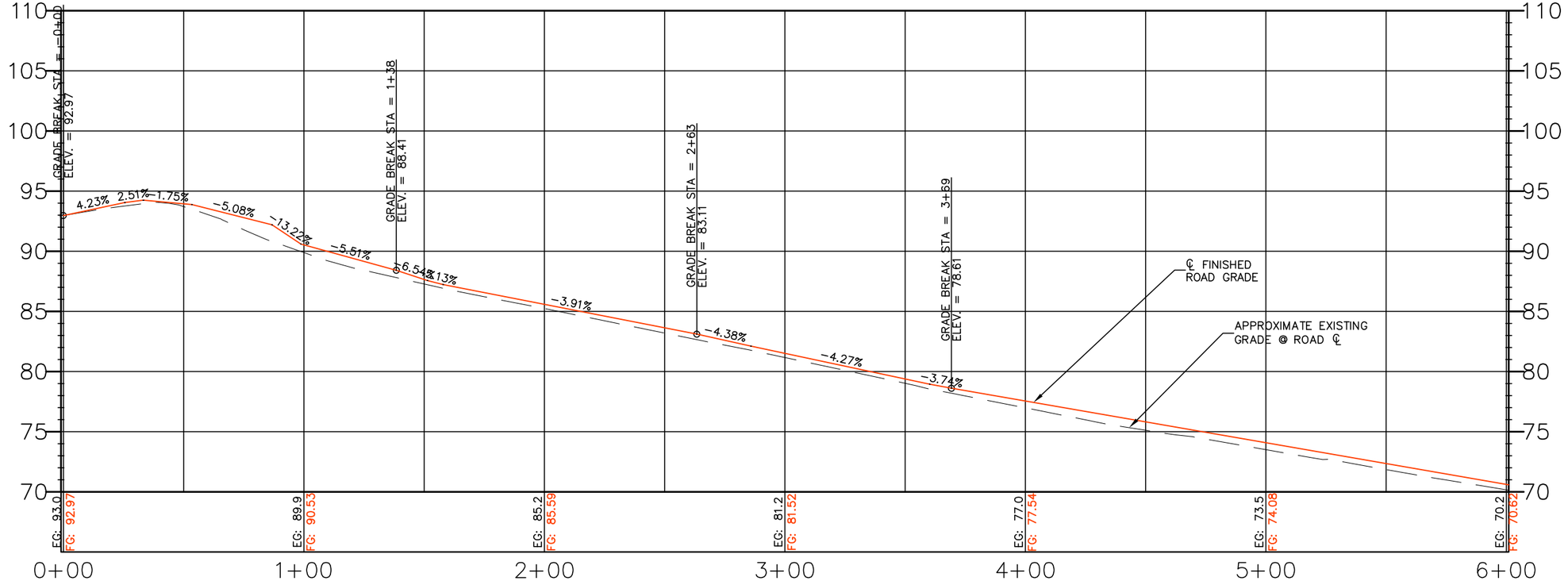


A C4.1 **OHLSON LANE PLAN - STA 0+00 TO 6+00**

GRAPHIC SCALE: 1"=25' (22X34), 1"=50' (11X17)



B C4.1 **OHLSON LANE PROFILE - STA 0+00 TO 6+00**

HORIZ. SCALE: 1"=25' (22X34), 1"=50' (11X17); VERT. SCALE: 1"=5' (22X34), 1"=10' (11X17)

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HOMER, ALASKA
PLAN AND PROFILE - OHLSON LANE

PROJECT NO. 2022037
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VERT. NOTED
SHEET: C4.1
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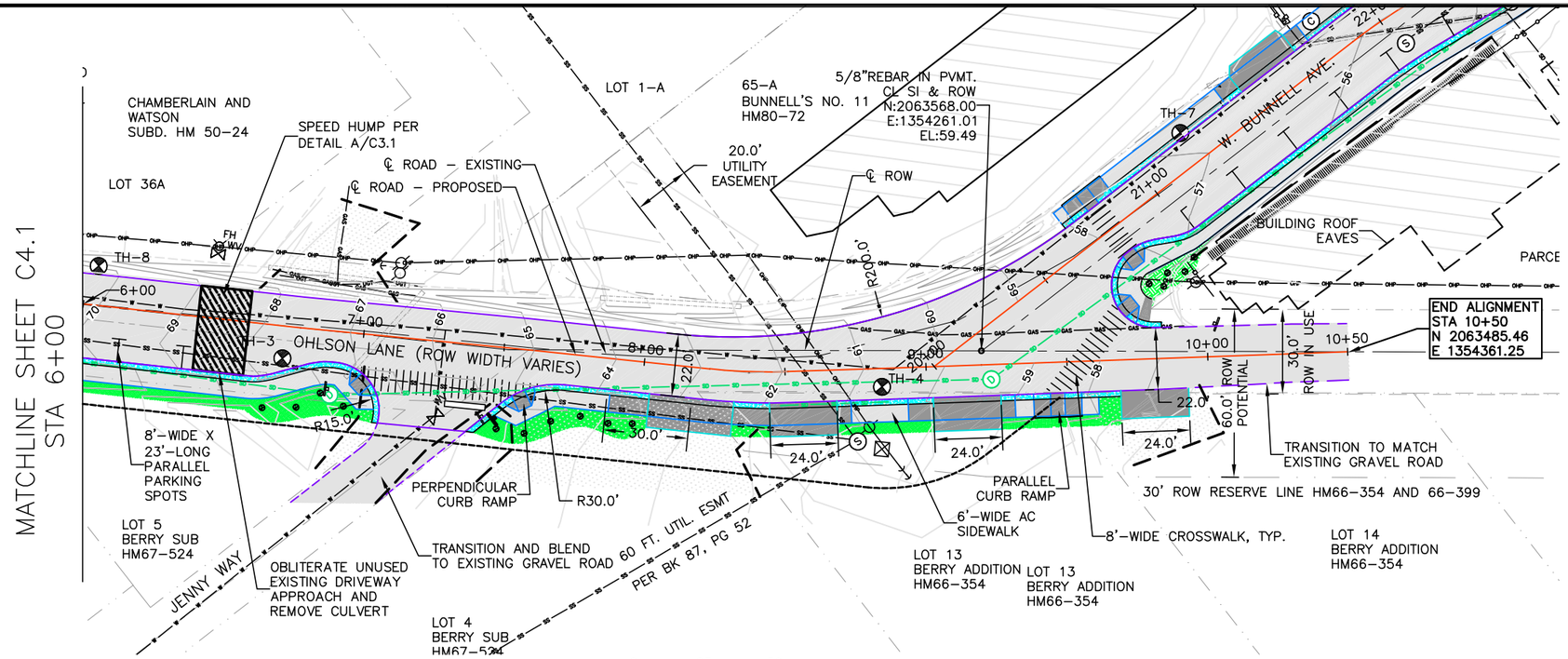
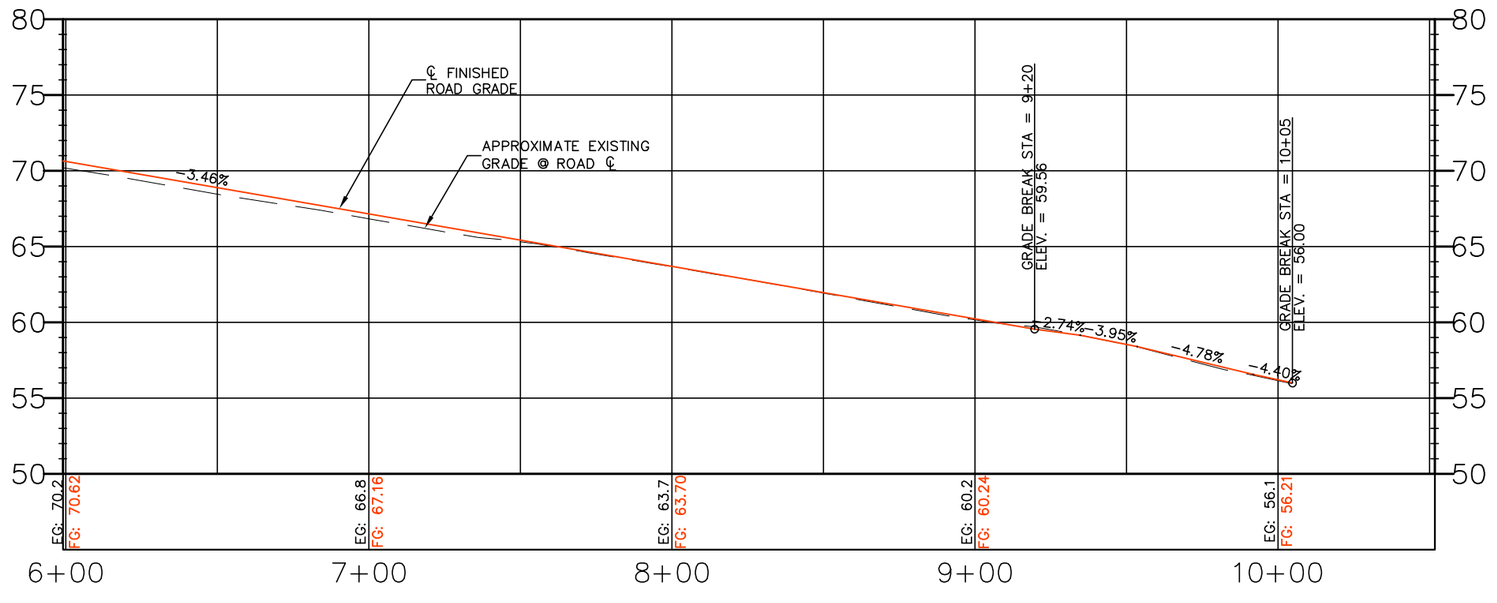


A C4.2 **OHLSON LANE PLAN – STA 6+00 TO 10+50**

GRAPHIC SCALE: 1"=25' (22X34), 1"=50' (11X17)



B C4.2 **OHLSON LANE PROFILE – STA 6+00 TO 10+50**

HORIZ. SCALE: 1"=25' (22X34), 1"=50' (11X17); VERT. SCALE: 1"=5' (22X34), 1"=10' (11X17)

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PLAN AND PROFILE – OHLSON LANE

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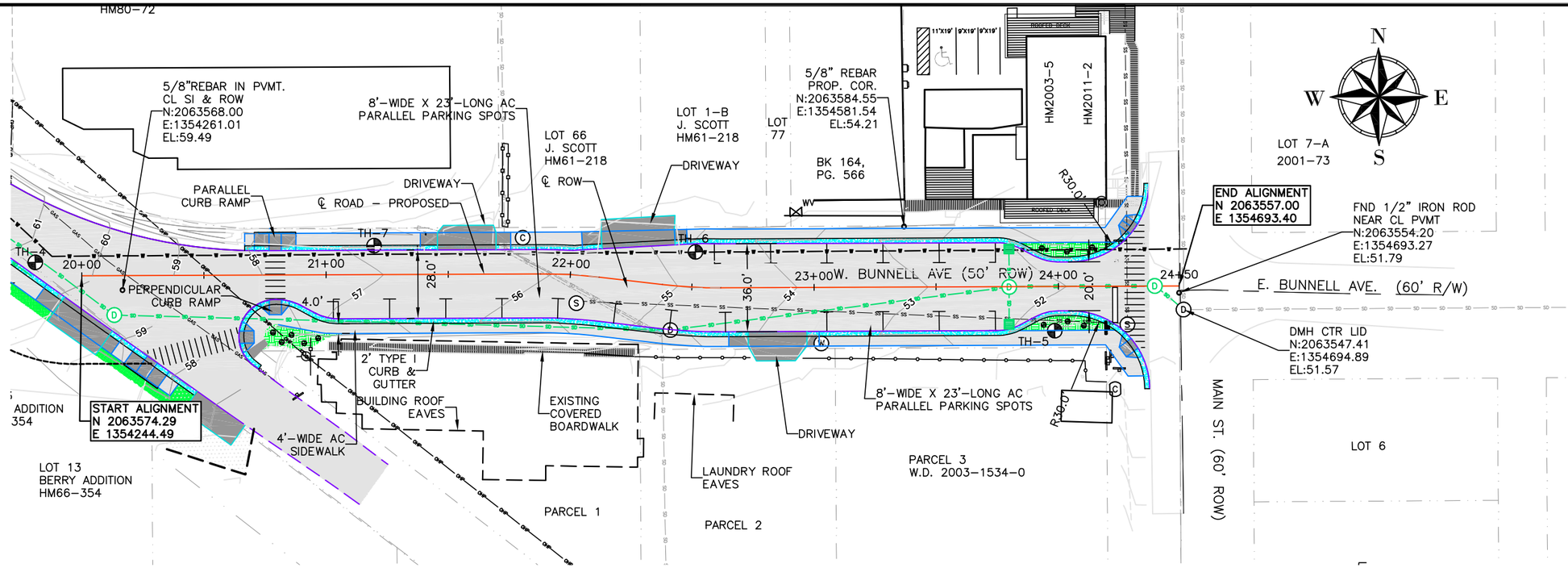

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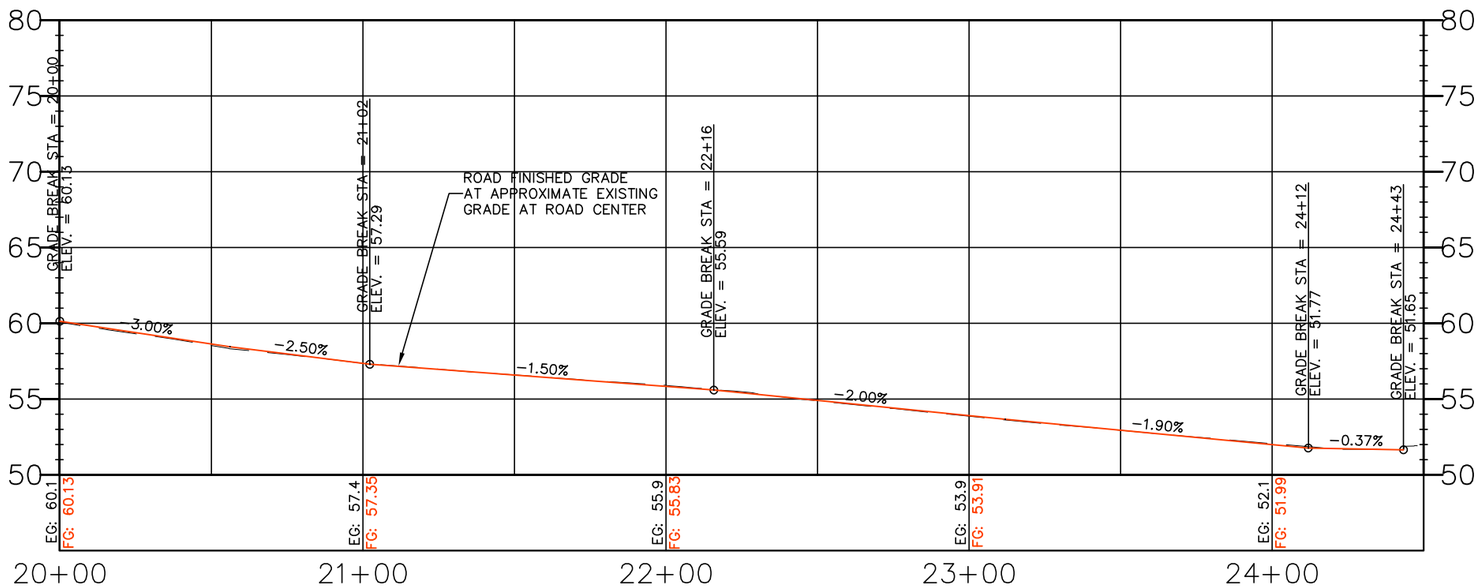
A C4.3 **W. BUNNELL AVE. PLAN - STA 20+00 TO 24+50**

GRAPHIC SCALE: 1"=25' (22X34), 1"=50' (11X17)



B C4.3 **W. BUNNELL AVE. PROFILE - STA 20+00 TO 24+50**

HORIZ. SCALE: 1"=25' (22X34), 1"=50' (11X17); VERT. SCALE: 1"=5' (22X34), 1"=10' (11X17)

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PLAN AND PROFILE - BUNNELL AVENUE

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8 OF 8


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Memorandum

TO: Mayor Castner and Homer City Council

FROM: Rob Dumouchel, City Manager

DATE: March 9, 2023

SUBJECT: City Manager's Report for March 13, 2023 Council Meeting

Parity Study is Complete

Every five years, per the Personnel Regulations, the City's Human Resources division completes a salary and benefits study that compares Homer to other municipal employers in Alaska which is then delivered to the City Manager for review. HR Director Andrea Browning put in a lot of work pulling data from nine other municipal units and analyzing them in relation to Homer. The parity study results are a bit of a mixed bag for the City. We are reasonably competitive in our benefit packages and most of our front line to mid-management positions for wages, however, we are suffering wage compression issues and our wages are not very competitive for certain department-head-level staff and above. As I work with staff to develop my draft of the FY24/25 budget, I will be considering what we've learned from the parity study as it relates to wages, COLA, benefits, etc. Council may see some suggested modifications to the pay scale in the near future as a follow up to this report.

Camping Operations Update

Campground management has been challenging for the Public Works Parks Division in recent years and I am experimenting with some operational changes related to camping in an attempt to improve the management of those campgrounds and the experience for campers. Management of Spit campgrounds will be moving to the Port & Harbor Enterprise. This change will be reflected in the proposed FY24/25 budget in two major ways: 1) I will be requesting additional summer temporary employee funds for the Harbor to manage the campgrounds, and 2) I will be proposing that Spit campground revenues be directed to the Enterprise instead of the General Fund. I believe in the long run, the Harbor team will be better suited to professionally manage campground properties on the Spit. I also see this as a reasonable way to increase revenue streams to the Enterprise to help support future financial obligations related to maintaining and expanding the City's facilities on the Spit. I'm currently working with Finance and the Port Director to determine if we will need to request Council support for a small appropriation to cover temporary employee salaries for the beginning of the season. Related to the campground management change, the Port will also take on Airport parking management.

IT is Fully Staffed!

After a long period of transition, the City IT division is back up to full strength! Just in the past year, Tomasz Sulczynski has taken the position of Network Administrator, Matt Dominguez has come onboard as the IT Support Specialist, and this week we welcome Bill Jirsa in the role of Chief Technology Officer. Tom has been

with the City for fifteen years and is familiar to many Homer residents, not only because of his work with City IT, but through his past job providing wireless internet service to local area residents and businesses and his present support for community events like Salmonfest and Tech Help in the library. Matt joins us from Phoenix, where he worked on a huge array of technologies for a gigantic school district. Bill has worked most recently for Polar Field Services in Colorado after 14 seasons at McMurdo Station in Antarctica. The team is looking forward to tackling a variety of pending projects all over town.

Greater Homer Housing Conversation

On March 25, starting at 9am, a collaborative group of community organizations are hosting an event at the Christian Community Church, in Homer. The purpose of the event is to start a discussion on the topic of housing in the community, identify key issues, and discuss potential solutions.

This collaborative effort consists of the following community organizations interested in the topic of housing: Choosing Our Roots; City of Homer; Homer Chamber of Commerce; Kenai Peninsula Economic Development District; Kenai Peninsula Homelessness Coalition; Mobilizing for Action through Planning and Partnerships; and South Peninsula Hospital Foundation.

Childcare Meeting with Alaska Department of Health

Julie Engebretsen, Economic Development Manager, and Ryan Foster, Special Projects Coordinator met with staff representing the Childcare Program Office and Healthy and Equitable Communities of the State of Alaska Department of Health, to discuss childcare challenges in Homer. The conversation was focused on the

topic of childcare home businesses including the State's streamlined application process, and challenges such as zoning, safety inspections, strong demand for childcare, and the various impacts childcare can have on employment, quality of life, and overall community health.

Coast Guard City Update
We reached out to the folks staffing the Coast Guard City program for an update on our application. They let us know that the package is being reviewed by Congress and the congressional approval process can take about 30 days. We could hear news on our application within the next 2-3 weeks.

Temporary Disc Golf Installation at Hornaday Park
With the closure of the Hornaday Park Campground this year, the Homer Disc Golf Association has suggested the installation of a 9-hole temporary disc golf course in that area. The City budgets for park equipment and plans to purchase the goods required (~$6,000) and the Homer Disc Golf Association has offered to help install and maintain the temporary course. I am enthusiastic about this temporary use because it will ensure that there is active appropriate use in the campground area this summer while camping is shut down. This proposed use was unanimously supported by the Parks, Art, Recreation and Culture Commission.

Commission Updates
Following comments from the Port & Harbor Commission Chair at the last Council meeting, there was interest from Councilmembers Lord and Erickson to discuss the relationship between Council and commissions. A meeting with those Councilmembers and staff is scheduled between the writing of this report and the Council meeting on the 13th. More to come as this develops.

Ladder Truck Opportunity
The largest and most expensive item missing from the City's fire fleet is a ladder truck. In recent large fires, mutual aid ladder trucks have been the difference between a small disaster and a big disaster. Chief Kirko identified a truck belonging to the City of Ketchikan which could fill our need for a ladder truck in a very economical way. He made a trip in late January with a City mechanic to evaluate the ladder truck. The day after the Council meeting on the 13th, we have a specialist doing an inspection on the ladder. We believe that we can buy and recondition the vehicle for about $200k +/- $50k and get 7 to 10 years out of the vehicle. Normally neither the Chief nor I are big fans of used equipment, but this could be a tremendous value for the City. For comparison, a new ladder truck can run anywhere from $1.4 to $1.6 million appropriately equipped. If the vehicle clears inspection successfully, we will bring an ordinance back to Council for consideration.

Attachments-

- March Employee Anniversaries
- Memorandum from Human Resources Director and City of Homer Parity Study
- Community Conversation on Housing Flyer
- Thank you letter from Center for Alaskan Coastal Studies

CC-23-065

AGENDA ITEM REPORT

Resolution 23-023, A Resolution of the City Council of Homer, Alaska, Supporting the Construction of a Parking Lot to Serve the Eastern End of the East End Bike Path. Aderhold.

Item Type:	Resolution
Prepared For:	Mayor & City Council
Meeting Date:	13 Mar 2023
Staff Contact:	Julie Engebretsen, Economic Development Manager
Sponsor:	Donna Aderhold, Councilmember

Summary Statement:

The State of Alaska Department of Transportation and Public Facilities (AKDOTP&F) owns a parcel at the northeast corner of McLay and East End Roads. The property is right at the corner where the flashing light crosswalk is at McLay Road.

Local citizen's group Homer Drawdown is working with AKDOTP&F to build a parking lot on the property, serving the bike path. AKDOTP&F officials mentioned the project to City staff at a meeting in December. They support the project and are looking for a statement of non-object or support from the City of Homer, as the City is an adjacent municipality.

This resolution expresses the City's support for the project.

Recommendation:

Adopt Resolution 23-023

Attachments:

Resolution 23-023

McLay Road Park and Bike Scoping Document

Map

CITY OF HOMER
HOMER, ALASKA

Aderhold

RESOLUTION 23-023

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA, SUPPORTING THE CONSTRUCTION OF A PARKING LOT TO SERVE THE EASTERN END OF THE EAST END BIKE PATH.

WHEREAS, The State of Alaska Department of Transportation and Public Facilities (AKDOTP&F) owns a parcel at the northeast corner of McLay and East End Roads, where the bike path crosses East End Road; and

WHEREAS, Citizen's group Homer Drawdown has requested a project in partnership with AKDOTP&F for a modest parking lot to serve the current eastern end of the East End Bike Path; and

WHEREAS, AKDOTP&F owns the property where the parking lot would be located and Homer Drawdown has submitted a Project Scoping Document for the parking lot; and

WHEREAS, While the project is not within Homer City Limits, AKDOTP&F is requesting input from the City of Homer as an adjacent municipality; and

WHEREAS, The Homer Comprehensive Plan Chapter 5 Goal 3 Objective A states: "The trail and sidewalk network should provide an alternative to driving, enhanced recreational opportunities, and support auto-free transportation throughout the community"; and

WHEREAS, Residents East of Kachemak City area who wish to use non-motorized transportation to travel to Homer must either travel on the narrow section of East End Road which is less safe for non-motorized uses, or drive a car and park closer to the terminus of the bike path; and

WHEREAS, A designated parking lot on AKDOTP&F property would allow for bike path users to park their vehicle and finish traveling to Homer via non-motorized transportation.

NOW, THEREFORE, BE IT RESOLVED by the Homer City Council expresses its support for Homer Drawdown and AKDOTP&F development of a parking lot to serve the bike path on East End Road.

PASSED AND ADOPTED by the Homer City Council this 13th day of March, 2023.

CITY OF HOMER

KEN CASTNER, MAYOR

ATTEST:

_____
MELISSA JACOBSEN, MMC, CITY CLERK

Fiscal Note: n/a

DOT Project Scoping Document

Project Title: McLay Road Park and Bike	**AKDOT Project Number:**
Sponsor: Homer Drawdown	**Estimated Cost:**
Date Prepared: 12/4/2022	**Estimated Start Date: 4/2023**
Parcel ID: 17445011	**Estimated Completion Date: 7/2023**

Project Description: Improve the 0.28 acre lot owned by Alaska DOT at 41322 McLay Road to a park and bike location. Improvements shall consist of:

- Fill and level the lot to accommodate 18-24 parking spaces
- Signage to identify the lot as a Park and Bike location
- Maintain summer maintenance and winter plowing of the lot
- Paving and striping of the lot if funding allows
- Install bike racks/lockers and shelter if funding allows

Project Background: Homer Drawdown is a community group working to improve non motorized transportation in the Homer area. During a symposium held in collaboration with the City of Homer on October 1, 2022 the public gave feedback about recommended improvements. One topic that was brought up was the need for outside of town residents to have the ability to utilize the bike path along East Road. People living past the end of the bike path expressed an interest in a place to park and bike the rest of the way to town along the bike path. A search of property ownership along the bike bath identified the DOT lot at the NE corner of McLay and East End Road, adjacent to the bike path, as a prime location for this purpose. The lot would provide bikers a 3 or 4 mile ride to downtown Homer by utilizing the existing bike path, would alleviate some traffic on East Road, and would help promote Homer as a Bike friendly community.

Stakeholders:

- State of Alaska DOT: Property owner
- City of Kachemak: The lot is inside the City of Kachemak limits.
- City of Homer: The lot is adjacent to the City of Homer.
- Kenai Peninsula Borough: The lot is within the Kenai Peninsula Borough
- Homer Drawdown: Project sponsor

Prepared by: Dale Banks, dale@loopylupine.com for Homer Drawdown


KACHEMAK CITY
MCLAY RAOD
EAST END ROAD
GLADYS COURT
CITY OF HOMER
0
250
500
1,000 Feet