

**CITY OF HOMER
HOMER, ALASKA**

Aderhold

RESOLUTION 25-073

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA
ADOPTING THE HOMER GOALS OF THE KENAI PENINSULA
WALKABILITY ACTION PLAN.

WHEREAS, The Centers for Disease Control and Prevention (CDC) Physical Activity and Health Branch, Division of Nutrition, Physical Activity, and Obesity funds an Active People, Healthy NationSM program (Program) conducted by the National Association of Chronic Disease Directors (NACDD) Center for Advancing Healthy Communities; and

WHEREAS, The Program has implemented "Walkability Action Institutes" in states across the country with the purpose of developing sustainable systemic changes in local communities that inspire people to be more physically active daily as a means of decreasing chronic diseases such as obesity; and

WHEREAS, The State of Alaska has implemented an Active Transportation Group led by the Alaska Department of Public Health, Division of Public Health, Alaska Department of Transportation and Public Facilities (DOT&PF), and Alaska Native Tribal Health Consortium; and

WHEREAS, The Active Transportation Group teamed with the Denali Commission and Senator Lōki Tobin to bring the Walkability Action Institute to Alaska in 2025; and

WHEREAS, Six Alaska community teams were developed to be a part of the Walkability Action Institute in Kotzebue, Fairbanks, Bethel, Dillingham, Kenai Peninsula, and Sitka consisting of a city planner, public health nurse, DOT&PF planner, local elected official, and interested member of the community; and

WHEREAS, The Kenai Peninsula Team included Kevin Buettner, Kenai City Planner; Julie Bunch, Public Health Nurse in Kenai; Romorenzo Marasigan, DOT&PF Central Region Planner for the Kenai Peninsula; Donna Aderhold, Homer City Council, and Alecia Gottlob, Cook Inlet Counseling; and

WHEREAS, The Alaska community teams participated in virtual and in person training sessions from April 3 to June 5, 2025, led by national experts in developing measures to test and implement actions at the local level that lead to improved community cohesion and walkability and moveability for all ages and abilities; and

WHEREAS, The culmination of the Walkability Action Institute was the preparation of Team Action Plans with specific, place-based goals that were due on June 20, 2025, for review, comment, and final approval by the NACDD; and

WHEREAS, The Kenai Peninsula Plan was approved by NACDD on July 23, 2025, and will be submitted to the CDC; and

WHEREAS, Plans accepted by the CDC as part of the Walkability Action Institute may be able to apply for federal funding, if those funding streams still exist; and

WHEREAS, The Kenai Peninsula Team plan included seven goals, three for the City of Kenai and four for the City of Homer, and;

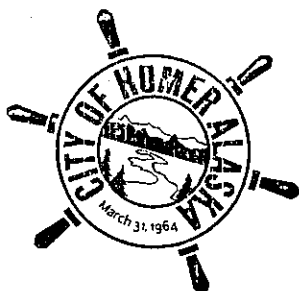
WHEREAS, The City of Homer goals include the following:

- Evaluating traffic calming strategies for future implementation on Pioneer Avenue that will yield improved non-motorized transportation, friendliness, and local business patronage, while supporting Homer's comprehensive plan and zoning code rewrites.
- Develop a truck route to move as much traffic as possible off Pioneer Avenue to improve safety and walkability.
- Identify traffic problems and evaluate strategies to calm traffic on Fairview Avenue in Homer to create an environment that is friendlier to non-motorized transportation and supports Homer's comprehensive plan and zoning code rewrites.
- Add an alternative non-motorized path from Bay Avenue to Lake Street to allow pedestrians and bicyclists to avoid Ocean Drive.

WHEREAS, Adopting Homer's Walkability Action Plan goals supports Homer's planning and community development goals, Homer's transportation plan, and comprehensive plan, and adoption is timely as the 2026 Capital Improvement Plan is currently being developed and the goals can be added as projects.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Homer, Alaska adopts the Homer goals of the Kenai Peninsula Walkability Action Plan.

PASSED AND ADOPTED by the Homer City Council this 11th day of August, 2025.



CITY OF HOMER

RACHEL LORD, MAYOR

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ATTEST:



RENEE KRAUSE, MMC, CITY CLERK

Fiscal information: NA



MEMORANDUM

Resolution 25-073, A Resolution of the City Council of Homer, Alaska Adopting the Homer Goals of The Kenai Peninsula Walkability Action Plan. Aderhold.

Item Type: Back-Up Memorandum
Prepared For: Mayor Lord and Homer City Council
Date: July 31, 2025
From: Julie Engebretsen, Community Development Director
Through: Melissa Jacobsen, City Manager

BACKGROUND:

Councilmember Aderhold participated in a Kenai Peninsula community team to create a Walkability Action Plan. This is a program from the Centers for Disease Control and Prevention (CDC). Completion of the Plan may allow the city to apply for future grant funds. The Plan itself has goals for the Cities of Kenai and Homer; the accompanying resolution adopts the Homer goals.

Staff is also working on new Capital Improvement Plan projects based on this Walkability Plan, most or all of which are founded in goals and concepts from the Transportation Plan. The more specific actions in the Walkability Plan can serve as next steps toward implementation of the Transportation Plan, and may also open up some grant funding opportunities.

RECOMMENDATION:

Approve Resolution 25-073



Active People, Healthy NationSM Alaska Hybrid Walkability Action Institute (WAI)/Walkability Virtual Academy (WVA) Team Action Plan

2025 Team Action Plan Guidance:

Each of the six Alaska teams will submit one Active People, Healthy Nation team action plan that includes the following:

- ✓ Must be specific to a [defined geographic location](#), such as county, city, or other local area (or Bethel, Dillingham, Fairbanks, Kenai Peninsula, Kotzebue, or Sitka).
- ✓ Must include a [minimum of at least two specific overarching policy, system, or environmental \(PSE\) goals and ensuing action step\(s\)](#). Potential outcomes could reflect those outlined in the [Community Guide](#), CDC real-world example [Implementation Resource Guide](#), or the CDC [Active People, Healthy Nation Physical Activity Strategies](#) list.
- ✓ Regarding the two PSE goals:
 - One must be [bicycle, pedestrian, or transit transportation](#) related, i.e., “[activity-friendly routes](#)”
 - One must be [land use](#) related, i.e., “[everyday destinations](#)”, where people live, learn, work, play, pray, and receive care.
 - The PSE goal(s) must be written in Specific, Measurable, Attainable, Relevant, and Time ([SMART](#)) format. Your public health team representatives are familiar with writing SMART goals!
 - [We encourage you to submit more than two goals!](#) Most past teams submitted action plans with 2-6 goals, representative of a variety of active transportation activities.
 - [Your goals can be short-term, intermediate-term, or long-term.](#) Past teams have submitted goals with timelines ranging as short as the next six months to as long as the next 10 years of strategic planning. The action plan is unique to each location and that location’s future desires, and should be viewed as a living, ever-changing document.
 - [Goals must include at least one action step per goal as a minimum](#) (but are likely to have more than one action step). If the goal has more than five action steps, teams can adjust the chart by adding additional rows (and remove unused rows).

2025 Active People, Healthy Nation Kenai Peninsula Team Action Plan



Name of Participant Team: Kenai Peninsula

- Kevin Buettner, AICP, LEED AP, CNU-A, City of Kenai Planning Director
- Julie Bunch, RN, BSN, Public Health Nurse 3 SOA, DOH, DPH, SOPHN
- Alecia Gottlob, Cook Inlet Counseling
- Romorenzo Marasigan, DOT&PF Central Region Planning Department
- Donna Aderhold, Homer City Council

Goal #1: By January 1, 2026, evaluate strategies to improve beautification and enhance traffic calming along Frontage Road Street in Kenai, Alaska, to incorporate pedestrian and bicycle friendliness, including at least 2 benches, 2 bicycle racks, and enhanced landscaping along the route, aiming to create a traffic-calming environment that promotes safe, activity-friendly access to community services and businesses. This will involve conducting community surveys to gather input from at least 100 local residents and businesses by August 30, 2025, and collaborating with local government and urban planners to incorporate the design plans by September 2028.

☐ Transportation (“Activity-Friendly Routes”) ☒ Land Use (“Everyday Destinations”)

Estimated reach: 5-20k (population + visitors). Kenai, Alaska is situated near the mouth of the Kenai River. Not only would this create a city center contributing to increased walkability for all community members, but business entities would benefit from increased foot traffic. During summer, tourists travel to the area by the thousands. The revitalization would increase local foot traffic to local businesses and services.

Action Steps (to include timeline): <i>Action Steps are specific activities, benchmarks, or achievements that assist in accomplishing the goal; the timeline is an estimated completion date for that stated action step</i>	Responsible Party: <i>Agency or individual responsible for achieving the action step</i>	Additional Comments/ Resources Needed: <i>Added comments or resources useful for achieving the action step</i>
Action Step 1.1: Enlist partners in planning the project by September 2025. Design outreach to each partner based on their role.	Team members	Potential partners: Transportation working group, Kenai Chamber, Kenai Public Works, Kenai City Council, Kenai Planning Commission, Kenai Police, Kenai Peninsula Borough (KPB) School District & Alternative School, Boys & Girls Club, Kenaitze Tribe, Methodist Church, Alaska Department

		of Transportation and Public Facilities (DOT&PF), Kenai Peninsula Economic Development District (KPEDD), Vintage Pointe Manor Independent Senior Living
Action Step 1.2: Conduct mobility audits of Frontage Road with partners by August 31, 2025.	Team members	As possible, conduct multiple audits; inviting a wide range of partners and diverse groups to ensure all community voices have representation.
Action Step 1.3: Collect data on current traffic levels, traffic speeds, and parking usage along Frontage Road by August 31, 2025. Design a presentation and reach out to community members, business organizations, and the City of Kenai leaders to gain support and feedback on project by August 31, 2025.	Team members, volunteer community members and partners	Support from various partners will be crucial to collect data at different times during the day/night, various times of day and on various days of the week, including weekends
Action Step 1.4: Utilize the gathered data and research to select cost-effective and achievable strategies to test on the road by September 15, 2025	Team members and partners	Possible strategies to test: planter boxes or other method to block off parking on north side of street, temporary striping of street (including bike lanes), angle or parallel parking on south side of street, adding bike racks on each block, blocking access to Frontage Road from Kenai Spur Highway entrances without signals (e.g., Bluff St, Broad St)
Action Step 1.5: Install pop-up strategies by May 2026 and leave in place for three months., During this period, collect data on traffic levels, traffic speeds, and parking usage.	Team members and partners	Help from public works and others interested to install and remove temporary stuff; may want to leave in place for part of winter to see how things work in winter
Action Step 1.6: Evaluate success of the pop-up strategies by compilation and review of data, and discussions with businesses, schools, and others along Frontage Road by September 2026	Team members and partners	State of Alaska, CDC, Census, City of Kenai

Action Step 1.7: Present the results of the data and strategies to community members and partners by October 2026 at two community events and two local government meetings.	City of Kenai, Kenai Chamber of Commerce	
Action Step 1.8: Develop initial policy changes as needed to permanently implement strategies that proved effective by February 2027	Team members	Possible changes to city code or road design standards, changes at DOT&PF to remove access points from state road
Action Step 1.9: Apply for Grants to fund revitalization of Frontage Road.	Team members State partners	

Rationale for the above broad goal and corresponding action steps: Frontage Road, as currently designed, does not incorporate a street pattern design that promotes safe movability for all members of the community. By incorporating pedestrian-friendly infrastructure and promoting a traffic calming environment, the goal of increased safe accessibility to community destinations is achievable. This will promote community cohesiveness, increased business foot traffic, and improve the health and well-being of all community members.

Goal #2: By 2030, implement at least three countermeasures to the current design of Kenai Spur Highway to promote Safe Routes to School for Kenai Middle School and Kenai High School



☒ Transportation (“Activity-Friendly Routes”) ☐ Land Use (“Everyday Destinations”)

Estimated reach: Target population – Youth aged 11-18 enrolled in school and families; approximately 1000 total. This would improve accessibility access for all community families.

Action Steps (to include timeline): <i>Action Steps are specific activities, benchmarks, or achievements that assist in accomplishing the goal; the timeline is an estimated completion date for that stated action step</i>	Responsible Party: <i>Agency or individual responsible for achieving the action step</i>	Additional Comments/ Resources Needed: <i>Added comments or resources useful for achieving the action step</i>
Action Step 2.1: Recruit stakeholders and community partners to participate in the project through outreach and presentation of the Project Goal by May 2026.	Team members	Potential partners: Transportation working group, Kenai Chamber, Kenai Public Works, City Council & Planning Commission, Kenai Police, KPB School District, Challenger Learning Center, DOT&PF, Local Artists
Action Step 2.2: Meet with schools, The Challenger Learning Center, other relevant organizations and community members to learn their accessibility issues, barriers to using non-motorized transportation, most common destinations, and possible routes for mobility audits by August 2026.	Team members	
Action Step 2.3: Review recommendations for the Kenai Spur Highway in the Kenai Peninsula Borough Safe Streets for All Comprehensive Safety Plan by August 2026	City of Kenai Planning & Zoning, review with Team Members	
Action Step 2.4: Conduct mobility audits with school groups and others in Fall 2026.	Team Members	Safety vests
Action Step 2.5: Conduct community surveys with school groups and others in Fall/Winter 2025	Team Members	

Rationale for the above broad goal and corresponding action steps: Kenai Middle and High schools are situated along the Kenai Spur Highway South and, East of the of the City of Kenai Center. There is only one signalized intersection along this section of State highway providing minimal safety standards for pedestrians to safely cross and access the schools. Neighborhoods to the north and west of the school lack safe accessibility routes for pedestrians to cross the Kenai Spur Highway without the risk of potential harm from vehicles traveling at a posted speed of 45 miles per hour.

This goal aims to improve safe access for all pedestrians who use active transportation, to include walking, biking, and for those with a disability. Research shows that the risk of injury and death among youth and community members, who use active transportation, can be decreased by implementing safe routes in school zones and incorporating speed reduction design. As highlighted in a National Institute of Health Review “Pedestrian injury is among the leading causes of pediatric death in the United States.” Therefore, injury prevention strategies for safe accessible active transportation routes to schools is imperative to promote and improve the health and well-being of our youth.

It is our community's duty to ensure new planning design in the City of Kenai incorporates safe active transportation routes and traffic calming design.

Goal #3: Develop one new Transportation Plan for the City of Kenai that includes motorized and non-motorized transportation methods by June 2026



☒ Transportation (“Activity-Friendly Routes”) ☐ Land Use (“Everyday Destinations”)

Estimated reach: 7,500 (City of Kenai)

Action Steps (to include timeline): <i>Action Steps are specific activities, benchmarks, or achievements that assist in accomplishing the goal; the timeline is an estimated completion date for that stated action step</i>	Responsible Party: <i>Agency or individual responsible for achieving the action step</i>	Additional Comments/Resources Needed: <i>Added comments or resources useful for achieving the action step</i>
Action Step 3.1.1: By August develop and conduct public surveys to gather initial responses and interested partners	City of Kenai Planning & Zoning	Time commitments from participants. Zoom, meeting location(s).
Action Step 3.2: By November 2025, complete Existing Conditions Report & Goals/Objectives Chapters	City of Kenai Planning & Zoning	
Action Step 3.3: By February 2026, develop initial project lists based on public engagement and Steering Committee feedback	City of Kenai Planning & Zoning, Steering Committee	Public Engagement software
Action Step 3.4: By April 2026, conduct extensive public outreach with draft plan utilizing partnerships formed over time	City of Kenai Planning & Zoning	
Action Step 3.5: By June 2026, complete plan and adopt at City	City of Kenai Planning & Zoning	

Rationale for the above broad goal and corresponding action steps: The City of Kenai does not have a current, standalone Transportation Plan. By developing a transportation plan, the City can position themselves for potential future grant funding to supplement capital expenditures. The plan will also be used to communicate priorities to AKDOT&PF and USDOT, among others.

Goal #4: Beginning in 2026 and with hopeful completion by 2036, evaluate traffic calming strategies for future implementation on Pioneer Ave in Homer that will yield improved non-motorized transportation friendliness and local business patronage, while supporting Homer’s Comprehensive Plan and Zoning Code rewrites (Reimagine Pioneer).



☒ Transportation (“Activity-Friendly Routes”) ☐ Land Use (“Everyday Destinations”)

Estimated reach: Approximately 8,500 or more people could be affected by this project. As a main road through Homer, the entire population of Homer depends on this road and all residents who live east of Homer travel Pioneer Avenue for local services and to reach destination west and north of Homer. Homer city hall and downtown businesses are located on Pioneer Ave. and many additional businesses and neighborhoods are accessed from Pioneer Ave.

Action Steps (to include timeline): <i>Action Steps are specific activities, benchmarks, or achievements that assist in accomplishing the goal; the timeline is an estimated completion date for that stated action step</i>	Responsible Party: <i>Agency or individual responsible for achieving the action step</i>	Additional Comments/ Resources Needed: <i>Added comments or resources useful for achieving the action step</i>
Action Step 4.1: Review recently developed plans and related public comments for Pioneer Ave. by December 2026. Timing is to get the project into the workstream of City of Homer staff. Homer recently adopted an updated Transportation Plan, and the Kenai Peninsula Borough is finalizing a Comprehensive Safety Plan that includes the City of Homer; both plans identify improvements needed on Pioneer Ave. that that address walkability and movability. The Alaska Department of Transportation and Public Facilities (DOT&PF) recently funded the Homer All Ages and Abilities Pedestrian Pathway (HAPP Loop) that intersects with Pioneer Ave.	Homer city staff (city manager, community development, public works), city council, planning commission, economic development advisory commission (EDAC), Americans with Disabilities Act (ADA) advisory board, consultation with DOT&PF	Homer’s recently adopted Transportation Plan, Kenai Peninsula Borough Comprehensive Safety Plan; status of developing the HAPP Loop; Homer’s updated comprehensive plan is in final stages of public review, and the city’s zoning code is currently being completely rewritten
Action Step 4.2: Enlist partners in reimagining Pioneer Ave. by February 2027 by going to them, based on who is being enlisted. Find “champions” among the partners who are willing to help carry the load in planning the project’s action steps and follow-on activities (possible steering committee or task force within or outside of the formality of the city)	Homer city staff, city council, planning commission, EDAC, ADA board, consultation with DOT&PF	Potential partners: Mobilizing for Action through Planning and Partnerships (MAPP), Chamber, Pioneer Ave. businesses, realtors, Independent Living Center, Drawdown group members, Homer Cycling Club, Homer Running Club, Hospice of Homer,

		state house representative, truck drivers, Homer high and middle schools
Action Step 4.3: During calendar year 2026, conduct movability audits during a variety of weather conditions as partners are enlisted	Homer city staff; members of city council, planning commission, and EDAC; ADA board; partners identified in step 4.2	Use walkability audit tools from WAI; train city staff in conducting audits; possibly enlist support from WAI staff
Action Step 4.4: During calendar year 2026, collect data on Pioneer Ave at various times of day: traffic counts, speeds, traffic stopping (or not) at crosswalks when pedestrians are present, etc.	Homer city staff and police department; members of city council, planning commission, and EDAC; partners identified in step 4.2	Use data collection tools from WAI, public works, and police department
Action Step 4.5: Develop concepts for low-cost, temporary changes to make to Pioneer Ave to test; work with DOT&PF and Homer Public Works to ensure safety and workability by July 2027	Homer community development and public works departments, DOT&PF	Pioneer Ave is a state road so any changes, temporary or otherwise will need the blessing of DOT&PF; refer to Homer's comprehensive and transportation plans and Borough comprehensive safety plan
Action Step 4.6: Implement strategies by December 2027 and collect data (as in step 4.4)	Homer city staff and police department; members of city council, planning commission, and EDAC; partners identified in step 4.2	
Action Step 4.7 Throughout calendar year 2028, evaluate how well the strategies work and develop plans for permanent changes as appropriate, including implementation costs and possible funding strategies	Homer city staff and police department; members of city council, planning commission, and EDAC; partners identified in step 4.2	Use data collection tools from WAI, public works, and police department
Action Step 4.8: Add project(s) to City of Homer's Capital Improvement Plan during the plan development and approval process in 2028.	Homer special projects coordinator and grants manager, Homer commissions and boards, city council	Capital Improvement Plan updated annually

Action Step 4.9: Apply for funding grants, possibly support DOT&PF in applying for grants, beginning in 2028	Homer special projects coordinator and grants manager, community development department	Keep current on availability of federal, state, and private grant opportunities
Action Step 4.10: Implement permanent changes to Pioneer Ave. by 2038	DOT&PF, Homer public works, city council, contractors	Will require cooperation with DOT&PF and implementation of Goal 5

Rationale for the above broad goal and corresponding action steps: Pioneer Ave. is the main road through Homer's downtown, connecting the Sterling Highway, the only highway to points north, through the heart of Homer and east to Kachemak City, Fritz Creek, Fox River, and other communities. It is a state road that the city has agreed to maintain in winter, so it is sanded and cleared of snow on a more frequent basis than the state maintenance crew has capacity for. The fastest growing area of the southern Kenai Peninsula is to the east of Homer and all construction traffic travels on Pioneer Ave. because there is not viable truck route that bypasses downtown Homer. The Homer Public Works Director estimates that 30% or more of the current traffic on Pioneer Ave. is gravel trucks. Pioneer Ave. has one travel lane in each direction with a center turning lane. There are sidewalks on both sides of the street and no bicycle infrastructure, and many cyclists chose to ride on the sidewalk. The speed limit on Pioneer Ave. is 25 mph but the width of the road, minimal all-way stops, and rarity of crosswalks allows traffic to increase speed without thinking about it.

Goal #5: Develop one truck route to move as much traffic as possible off Pioneer Ave. to improve safety and walkability by 2028, with implementation by 2036



☒ Transportation (“Activity-Friendly Routes”) ☐ Land Use (“Everyday Destinations”)

Estimated reach: Like Goal 4, approximately 8,500 people may be affected by developing a truck route to bypass Pioneer Ave. Gravel truck and other thru truck drivers would be the most directly affected by the change. Non-motorized users of Pioneer Ave. would find Pioneer Ave. quieter and more pleasant.

Action Steps (to include timeline): <i>Action Steps are specific activities, benchmarks, or achievements that assist in accomplishing the goal; the timeline is an estimated completion date for that stated action step</i>	Responsible Party: <i>Agency or individual responsible for achieving the action step</i>	Additional Comments/ Resources Needed: <i>Added comments or resources useful for achieving the action step</i>
Action Step 5.1: As part of Goal 4, coordinate with DOT&PF on the need for a truck route to bypass Pioneer Ave. by December 2027	Homer city manager, public works, community development department, and city council (for policy decisions), DOT&PF	Homer comprehensive plan and transportation plan, DOT&PF’s latest road projects on Lake Street and Pioneer Ave. that identified the need for a truck route
Action Step 5.2: In conjunction with DOT&PF, by December 2028, identify alternative truck routes and the pros and cons of each	Homer city manager, public works, community development department, and city council (for policy decisions), DOT&PF	Possible routes include Sterling Highway Bypass to Lake Street or Kachemak Drive (both state roads); Lake Street intersection with Pioneer Ave./East Road would require right of way acquisition to develop a workable turning radius
Action Step 5.3: By December 2028, add truck route to Homer’s Capital Improvement Plan and coordinate with DOT&PF to get project in their State Transportation and Improvement Program (STIP)	Homer special projects coordinator and grants manager, commissions and boards, city council, DOT&PF	Capital Improvement Plan updated annually, STIP updated annually

Action Step 5.4: Apply for funding grants, possibly support DOT&PF in applying for grants, beginning in 2028	Homer special projects coordinator and grants manager, community development department, DOT&PF	Keep current on availability of federal, state, and private grant opportunities
Action Step 5.5: By 2038 have truck route bypassing Pioneer Ave. in place	DOT&PF, Homer public works	Mid-range goal

Rationale for the above broad goal and corresponding action steps: A truck route that bypasses Pioneer Ave. and improves safety on Homer's main downtown road has been identified by the City of Homer and DOT&PF for some years, and was discussed during recent road improvements on Lake Street (perhaps the most logical route to bring truck traffic from the Sterling Highway bypass to East Road). The Lake Street Road construction project did not include funding for right of way acquisition that would be necessary for trucks to turn right from Lake Street onto East Road. Pioneer Ave. improvements in Goal 4 will have minimal effect if a truck route is not developed.

Goal #6: Identify traffic problems and evaluate strategies to calm traffic on Fairview Ave in Homer to create an environment that is friendlier to non-motorized transportation and that supports Homer’s Comprehensive Plan and zoning code rewrites by December 2027 (Keep Fairview Safe and Slow)



☒ Transportation (“Activity-Friendly Routes”) ☐ Land Use (“Everyday Destinations”)

Estimated reach: Approximately 3,000 people may be affected by this goal, including residents on Fairview Ave., South Peninsula Hospital (the area’s largest employer) employees and patients/visitors, students traveling to Homer High School (and to a lesser degree West Homer Elementary School), residents of adjacent streets, and people visiting Karen Hornaday Park for baseball, the playground, camping, hiking trails, and special events.

Action Steps (to include timeline): <i>Action Steps are specific activities, benchmarks, or achievements that assist in accomplishing the goal; the timeline is an estimated completion date for that stated action step</i>	Responsible Party: <i>Agency or individual responsible for achieving the action step</i>	Additional Comments/Resources Needed: <i>Added comments or resources useful for achieving the action step</i>
Action Step 6.1: Review recent public comments and traffic data for Fairview Ave. by April 2026. Timing is to get the project into the workstream of City of Homer staff.	Homer city staff (city manager, community development, public works), city council, planning commission, economic development advisory commission (EDAC), Americans with Disabilities Act (ADA) advisory board	Homer’s recently adopted Transportation Plan, Homer’s updated comprehensive plan is in final stages of public review, and the city’s zoning code is currently being completely rewritten
Action Step 6.2: Enlist partners in Fairview Ave. safety by July 2026 by going to them, based on who is being enlisted. Find “champions” among the partners who are willing to help carry the load in planning the project’s action steps and follow-on activities (possible steering committee or task force within or outside of the formality of the city)	Homer city staff, city council, planning commission, EDAC, ADA board	Potential partners: South Peninsula Hospital (SPH), Mobilizing for Action through Planning and Partnerships (MAPP), realtors, Independent Living Center, Drawdown group members, Homer Cycling Club, Homer Running Club, Hospice of Homer, Homer high school

Action Step 6.3: Conduct movability audits of sections of Fairview Ave with a variety of partners and street users during different seasons and weather conditions during calendar year 2026	Homer city staff, city council, planning commission, EDAC, ADA board, partners (particularly SPH)	Use walkability audit tools from WAI; train city staff and interested citizens in conducting audits; possibly enlist support from WAI staff
Action Step 6.4: During calendar year 2026, collect data on Fairview Ave at various times of day: traffic counts, speeds, etc.	Homer city staff and police department; members of city council, planning commission, and EDAC; partners identified in step 6.2	Use data collection tools from WAI, public works, and police department
Action Step 6.5: Develop concepts for low-cost, temporary changes to make to Fairview Ave to test by March 2027	Homer community development and public works departments	Possibilities: road diets, intersection bulb-outs, Mariners themed crosswalk at Kachemak Way, something to alert Kachemak Way drivers of Fairview crossing, work with SPH on varying shift change times to reduce traffic congestion
Action Step 6.6: Implement strategies by July 2027 and collect data (as in step 6.4)	Homer city staff and police department; members of city council, planning commission, and EDAC; partners identified in step 4.2	
Action Step 6.7 From July to December 2027, evaluate how well the strategies work and develop plans for permanent changes as appropriate, including implementation costs and possible funding strategies	Homer city staff and police department; members of city council, planning commission, and EDAC; partners identified in step 4.2	Use data collection tools from WAI, public works, and police department
Action Step 6.8: Add project(s) to City of Homer's Capital Improvement Plan during the plan development and approval process in 2028.	Homer special projects coordinator and grants manager, Homer commissions and boards, city council	Capital Improvement Plan updated annually
Action Step 6.9: Apply for funding grants beginning in 2028	Homer special projects coordinator and grants manager, community development department	Keep current on availability of federal, state, and private grant opportunities

Action Step 6.10: Implement permanent changes to Fairview by 2030	Homer public works, city council, contractors	Contingent on funding
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Rationale for the above broad goal and corresponding action steps: Fairview Ave. is generally parallel to Pioneer Ave. and is envisioned to be an alternate east-west route through Homer as the population grows. It is also predominantly a residential street with single family homes, duplexes, and small apartment buildings. The north side of a portion of Fairview Ave. is Homer's medical district where South Peninsula Hospital (SPH) and numerous primary care and other medical businesses are located. In recent years, an adjacent street has connected West Hill Road to the west end of Fairview Ave., providing direct access to the medical district. Homer High School is at the eastern end of Fairview Ave. and currently exists as the entrance to and exit from the school near where it intersects with East Road (Pioneer Ave. turns into East Road). Some portions of Fairview Ave. near its eastern terminus are currently trail segments which are intended to be developed into road sometime in the future. Some portions of Fairview Ave. are paved, and other portions are gravel. Traffic, traffic speeds, and dust have all increased since Fairview has connected to West Hill, leading to complaints from residents. Some of the cross-streets, particularly Kachemak Way which has a hairpin turn on a steep hill just north of Fairview Ave., have known pedestrian hazards. Addressing traffic issues now will create a safer travel corridor for residents, non-motorized users, commuters, and those traveling to the high school. In addition, the Fire Department (located on the eastern portion of Pioneer Ave.) is interested in developing a secondary access across Homer for emergency response because Pioneer Ave. is a major pinch-point.

Goal #7: By 2030, add one alternative non-motorized path from Bay Ave. to Lake Street to allow pedestrians and bicyclists to avoid Ocean Drive (Sterling Highway).

☒ Transportation (“Activity-Friendly Routes”) ☐ Land Use (“Everyday Destinations”)

Estimated reach: This goal would likely reach well over 10,000 people. Almost everyone who lives on the southern Kenai Peninsula or visits Homer from across Alaska to internationally will encounter Ocean Drive as it is part of the Sterling Highway and accesses local businesses, the Homer Spit, Homer airport, Homer harbor, deep water dock (cruise ship docking), the Alaska Marine Highway System (AMHS) ferry terminal, camping and hotel lodging, and communities and the state park across Kachemak Bay.

Action Steps (to include timeline): <i>Action Steps are specific activities, benchmarks, or achievements that assist in accomplishing the goal; the timeline is an estimated completion date for that stated action step</i>	Responsible Party: <i>Agency or individual responsible for achieving the action step</i>	Additional Comments/ Resources Needed: <i>Added comments or resources useful for achieving the action step</i>
Action Step 7.1: During calendar year 2026, engage with private property owners to acquire trail easements between Bay Ave. and Lake Street	Homer city manager, public works director, community development department, city council	Homer city council allocated funding to acquire easements in FY2026-2027 capital budget from the Homer Accelerated Roads and Trails (HART) trails fund
Action Step 7.2: Add trail project to Homer CIP by October 2026	Special projects coordinator and grants manager, public works department, planning commission, parks and recreation commission, ADA board, city council	CIP updated annually
Action Step 7.3: Design trail based on easements acquired by December 2027	Public works department, parks and recreation commission, ADA board, city council (policy decisions)	

Action Step 7.4: Determine source(s) of funding for trail project by December 2027	Special projects coordinator and grants manager, public works and community development departments, parks and recreation commission, ADA board, city council (policy decisions)	Potential funding sources include HART trails fund and/or grants
Action Step 7.5: Construct trail by December 2028	Public works department, contractor, city council (policy decision)	
Action Step 7.6: Coordinate with DOT&PF on their Sterling Highway Milepost 169-175 pavement restoration project (which includes Ocean Drive) while the project is in design (DOT&PF schedule for this project is unclear based on public information)	Homer city manager, community development and public works departments, city council, DOT&PF	Project includes resurfacing, roadside hardware, drainage improvements, ADA improvements, and utilities as necessary; opportunity to work with DOT&PF on issues and potential improvements outlined in Homer's transportation plan and the Kenai Peninsula Borough's comprehensive safety plan
Action Step 7.7: Develop and implement pop-up and interim measures on private properties to better define entrances and exits at businesses, reduce industrial feel of the corridor, and better define intersection at Ocean Drive and FAA Road by 2030	Homer community development and public works departments, Ocean Drive property owners, city council	

Rationale for the above broad goal and corresponding action steps: Ocean Drive is part of the Sterling Highway (a DOT&PF asset) that ends at the end of the Homer Spit at the AMHS ferry terminal. Destinations within and beyond Ocean Drive include the Homer harbor, Homer airport, numerous Ocean Drive businesses and the farmers' market, camping, lodging, and summer businesses on the Spit, and recreation opportunities associated with the Spit. Cruise ships dock at Homer's deep-water dock during the summer, and many people take shuttles into downtown Homer for the day. It's a busy stretch of road, particularly in the summer. In addition, the U.S. Army Corps of Engineers is currently developing a general investigation study in conjunction with the City of Homer to expand Homer's harbor to provide space for vessels more than 100 feet long and eliminate the current more than 400-long waiting list for harbor moorage. Construction of the large vessel harbor could increase traffic along Ocean Drive and the Homer Spit Road.

During public meetings for Homer's recently adopted transportation plan, Ocean Drive was identified as one of the areas of town most in need of traffic calming for non-motorized users of the corridor. In addition, the Kenai Peninsula Borough's draft comprehensive safety plan identifies Ocean Drive for traffic calming. The road has one travel lane in each direction and wide shoulders used by pedestrians and bicyclists. Ocean Drive is particularly congested on Saturdays when the farmers' market is operating. Several businesses have pull in parking close to the Ocean Drive right of way and back into the shoulder when departing the businesses. The stop sign at FAA Road (which leads to the airport terminal) is often knocked over or damaged because it is unclear where business parking ends and the street begins.

An Alaska Native Corporation with a tourism division is developing plans for a hotel at the base of the Homer Spit. As part of their development, they will construct an ADA accessible path from Bay Ave. (a residential street parallel to Ocean Drive) to their hotel, a crosswalk at the base of the Spit, and bird viewing platform on their property above Mariner Slough. In its 2026-2027 capital budget, Homer city council allocated funds to acquire easements across several private parcels to extend a non-motorized path from Bay Ave. to Lake Street so that pedestrians and bicyclists could avoid Ocean Drive.

The combination of traffic calming measures on Ocean Drive and a development of a parallel non-motorized path would improve overall safety along Ocean Drive and encourage increased non-motorized use of Homer's streets.