H.A.R.T.
ROADS & TRAILS
Sidewalks and Trails

- How did we get there?
  - Elements of the Homer Comprehensive Plan designate routes
  - City code has adopted manuals that prescribe design

Where do we go now?
Plan + Fund + Build
History of Plans

- Design Criteria Manual for Streets and Storm Drainage, 1987
- A technical document not part of Homer Comprehensive Plan (HCP)
- Master Roads and Streets Plan, 1986 - element of the HCP
- 2005 Homer Area Transportation Plan – element of the HCP
- Non-Motorized Transportation and Trail Plan, 2004 – element of the HCP
Comprehensive Plan Revision

Public process
Planning Commission
City Council
KPB Planning Commission
KPB Assembly
1985-87 – Big years for rules; not much has changed

- Road Standards
- Construction within City Rights of way (Title 11)
- Subdivisions (Title 22)
- Design Criteria Manual
- Standard Construction Specs
- Master Streets and Roads Plan
- Voters approve sales tax for Roads, HARP created
Homer Accelerated Roads and Trails Policy Manual

2004: Non-motorized Transportation and Trails Plan adoption

2006: Voters approved
❖ 20 year extension of the dedicated sales tax
❖ The use of funds for trails and new roads


Various Title 21, 22 and 11 code changes adopted, based on the plan
❖ The HART FUND Policies are set by Council and adopted via the policy manual
In the absence of requested projects...

- Road money accumulated
- Trails construction occurred less frequently than it could have – lack of capacity.
- OPPORTUNITY FUND

Fiscal Pressures: Changes to tax collection (sales tax on food, reallocation for operations)

- City has funds
- Needs to use them wisely because they will not re-accumulate as fast
- Sidewalks + Infrastructure is expensive. Soundview sidewalk was ~ $225 foot
HART in Action - Projects

- Trails
  - Poop Deck Trail
- Sidewalks
  - Main Street Sidewalk, Ben Walters Way Sidewalk
- Roads
  - Frost boil dig-outs – Eagle View Drive, Eagle Place & Sprucewood Drive, east
- Drainage
  - Woodard Creek Culvert Replacement
  - Storm Drain Leads in multiple streets
HART in Action - Operations

- Gravel Roads $275,468
- Paved Roads $250,876
- Winter Roads $379,948
- Heavy Equipment
What’s Next?

🔹 Maintain existing programs:
  ◇ Small Works Drainage Repair Program $ 50,000
  ◇ Small Works Road Repair Program $ 230,614
  ◇ Small Works Trails Program $ 56,803
  ◇ IDIQ Contract $ 230,614

🔹 Create new programs:
  ◇ Non-Motorized Transportation Opportunity Program $ 850,000
  ◇ Pavement Restoration Program $ 500,000

Total Investment $1,918,031
Summary

- Update Transportation plan + all the plan pieces into one modern document
- HART sidewalks + trails. Use community interest to guide policies
  - Requires active city + community partnership
- Implement Funding ordinances