



City of Homer

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Supplemental Packet

To: Library Advisory Board
From: Rachel Tussey, CMC, Deputy City Clerk
Meeting Date: 21 Mar 2023

6. VISITORS/PRESENTATIONS

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Goals and Objectives

The City of Homer recognizes the critical role that transportation plays in shaping the community's livability, sustainability, and economic vitality. The goals and objectives for the City of Homer Transportation Plan were developed with input from city staff and members of the community. The goals describe the fundamental outcomes of the Transportation Plan, while the objectives are more specific and measurable outcomes that support the goals. The following goals and objectives represent the community's commitment to building a safe, sustainable, and accessible transportation system that meets the needs of all members of the community.

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

Community members 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*

Public awareness campaigns are another method to improve safety. One example of education that has been shown 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

Community members 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 traffic 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*

Community members desire to use non-motorized modes of transportation more frequently. Building or improving non-motorized facilities that connect to locations where people want to walk (such as schools, the library, and shopping areas) will improve options for walking and biking.

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*

Walking and biking may not be attainable for everyone or for all 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.

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

Objective 3A: Reconstruct and proactively maintain non-motorized facilities to ensure year-round usability

Sidewalks, paths, and trails are less useable when drainage, lighting, and wayfinding. are 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 useable 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 useable 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 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.

Community members desire a transportation system that reduces environmental impacts.

Objective 4A: Support the 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 the private development of transit by building transit stops or park-and-ride facilities.

Objective 4B: Evaluate the effectiveness of the transportation program in 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.



American Library Association

Alaska Library Funding Facts

Alaska’s libraries are institutions with programs and resources to help every community member succeed. Our libraries are also digital anchors — connecting individuals to computers and broadband, technology classes and expert, trusted staff.

The Library Services and Technology Act (LSTA) is the only federal program exclusively for libraries, administered by the Institute of Museum and Library Services (IMLS). Each state determines how best to use these grants based on local, not federal, priorities.

QUICK STATE FACTS

- **79** Public Libraries
- **9,438** Children and Young Adult Programs Offered
- **899** Public Access Internet Computers
- **4,474,655** Annual Circulation

LSTA Funding History in Alaska

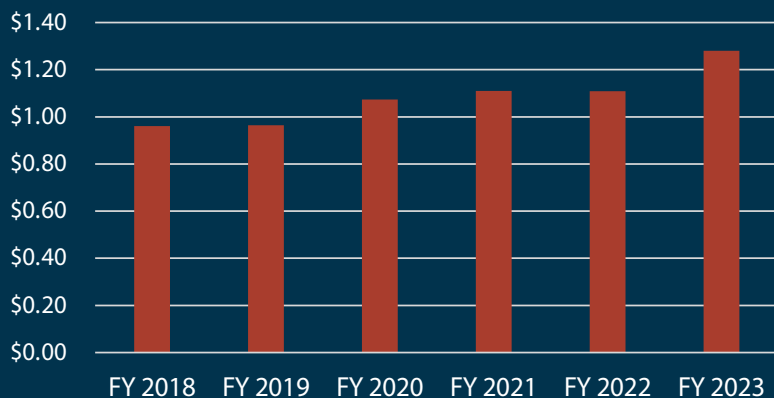


Figure 1: in millions. [Source: IMLS](#)

LSTA funds are at work in libraries to:

- **Support jobseekers** and the local economy through career planning programs.
- **Improve the health literacy** of the community, including with COVID-19.
- **Offer resources** and support for children, families, the elderly, veterans, and those facing homelessness.
- **Provide databases for scholarly research** and support academic resource sharing.
- **Help bridge the homework gap** and digital divide.
- **Advance small businesses** by building targeted resources, offering classes and expertise, and boosting entrepreneurship.