



City of Homer

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Memorandum Supplemental Packet

TO: PLANNING COMMISSION

FROM: RACHEL TUSSEY, CMC, DEPUTY CITY CLERK II

DATE: MAY 3, 2022

SUBJECT: SUPPLEMENTAL PACKET

NEW BUSINESS

- B. Staff Report 22-34, Comprehensive Plan
 - i. Supplement Memo to SR 22-34: Trails & Sidewalks in Code



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Memorandum

TO: Planning Commission

FROM: Rick Abboud, AICP, City Planner

DATE: May 3, 2022

SUBJECT: Supplement Memo to SR 22-34: Trails & Sidewalks in Code

Introduction

There has been a great deal of interest in non-motorized transportation from the City Council, Committees, Commissions, and citizen lead groups. I am putting together some information on the state of business regarding the issue so that all may have a similar understanding to use as a basis for addressing the subject in a productive unified method. I consider this a more detailed discussion of my Comprehensive Plan item on the agenda. We get to the plans dealing with non-motorized transportation that compose the Homer Comprehensive Plan through code cited below. Newly proposed streets are subject to the criteria.

HCC 22.10 Subdivision Improvements

- Intent of code is to supplement the Kenai Peninsula Borough subdivision ordinance
- Requires rights-of way to be built to standards of Design Criterial Manual, HCC 22.10.050
- Requires utility easements and other easements such as, sidewalks, bike paths, and other non-motorized transportation facilities as identified in the Non-Motorized Transportation and Trail Plan. Other non-required easements (such as trails and path not identified on the plan) may be accepted by the City Council, HCC 22.10.051.
- Utilities to be underground, HCC 22.10.055

Title 11 Streets, Sidewalks and Driveway Construction

- This Chapter deals with construction
- Adopts classification system of the Master Roads and Street Plan map and building standards associated with the classification, HCC 11.04.050.
- Requires streets to be built to minimum requirements of the plan, “however, that the City may, upon direction of the City Council, elect to require construction to the full standards and pay to the developer the cost difference between the required street and the proposed street.” (HCC 11.04.050(c))
- “The City Council shall be empowered to designate additional routes as arterials and collectors beyond those adopted on the Master Plan map.” (HCC 11.04.050(d))

- Adopts by reference the “Design Criteria Manual for Streets and Storm Drainage,” dated April 1985 and revised February 1987 (HCC 11.04.058).
- Technical specs and references for construction and reconstruction including:

HCC 11.04.120 Sidewalks and non-motorized transportation corridors.

a. New streets to be accepted by the City and identified as public access corridors in the adopted Homer Non-Motorized Transportation and Trail Plan shall have easements for sidewalks, bicycle paths or other non-motorized transportation facilities to ensure convenient mobility and convenient access to parks, recreation areas, trails, playgrounds, schools and places of public assembly.

b. New streets to be accepted by the City and not identified as public access corridors in the Non-Motorized Transportation and Trail Plan may, at the developer’s option, have sidewalks, bicycle paths or other non-motorized transportation facilities.

c. Sidewalks, bicycle paths and other non-motorized transportation facilities shall be designed in accordance with the design criteria of the City of Homer Design Criteria Manual.

Design Criteria Manual for Streets and Storm Drainage, April 1985 Revised February, 1987

- The document is the technical design criteria and includes specifications for construction of Sidewalks (Article 5.11) and Bikeways (Article 5.12). This is basically approved technical specifications including materials and dimensions.

Master Roads & Streets Plan, 1986

- The document was created by contractors working with an appointed Road Standards Committee. It includes an inventory, classification, status and recommendations of all roads (in 1986). It documented the many issues associated with the local physical conditions and the built environment. Not surprisingly, we are still addressing many today. It proposed revision to the classification system and corrective actions to take on existing streets (including constructing a sidewalk on Main Street north of Pioneer Avenue!).
- Obviously this document could use an update, but also a review for lessons learned.

Non-Motorized Transportation and Trail Plan, 2004 (NMTTP)

- This plan was created with a grant and was created with a contractor driven public engagement process.
- With an exclusive focus on non-motorized transportation an inventory of all existing features were documented along with mapped recommendations for future paths including sidewalks, trails and bike paths.
- Included are strategies for forwarding policies including recommended actions and funding opportunities.

So how do we get more non-motorized facilities??

Right now:

- Support our Public Works Director’s plan to utilize HART funds for projects currently identified.

- Continue to lobby the state for federal funds, especially for those associated with state roads and other projects that qualify for funding.
- Find champion to future investigate funding opportunities identified in the NMTTP.

For future infrastructure:

- Update plans and codes for non-motorized requirements for future subdivision, including consideration of cost share options for routes with the greatest community benefits.
- Update Special Assessment District (SAD) policy to better encourage participation in local district for sidewalks.

How do our plans help us?

- The plans really set the stage for funding opportunities, especially through government entities.
- They could also help address future 'growing pains' by identifying infrastructure requirements.

To be continued...

This is a quick look at how we address non-motorized transportation currently. At this time, this is an informational item and will be further developed with the input of the various groups.