



City of Homer Transportation Plan

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 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

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.