

***Appendix G***  
***Public Comment***

## Public Comment

This Appendix contains copies of survey results and public correspondence regarding this project. The survey was divided into 4 sections; General, Downtown Homer Intersections, Peripheral Streets, and High School Intersections. The following people responded to at least some part of the survey:

| <u>Name</u>           | <u>Agency</u>                      |
|-----------------------|------------------------------------|
| • Nick & Toy Bairamis | Kostas Taxi Service                |
| • Robert L. Painter   | Homer Fire Department              |
| • Mark Robl           | Homer Police Department            |
| • Stephen E. Smith    | Homer Police Department            |
| • Stacy R. Luck       | Homer Police Department            |
| • David Shealy        | Homer Police Department            |
| • Paul Meyer          | Homer Police Department            |
| • Randy Rosencrans    | Homer Police Department            |
| • Steve Boyle         | Homer Police Department            |
| • Ronald L. Keffer    | Principal, Homer High School       |
| • Loretta Erickson    | Boys & Girls Club                  |
| • Fred Lau            | Homer Senior Citizens, Inc.        |
| • Sue Brooks, RN      | Safe Kids South Peninsula Hospital |
| • Julie Davis         | Citizen                            |
| • Shelly Erickson     | Homer Tours, Inc.                  |

The beginning of this Appendix contains their survey responses, followed by a copy of the survey that was mailed out and posted to the internet for on-line participation. Copies of the following correspondence are included after the survey:

- 01/22/2005 Miro Schaad, Student, Op-Ed piece in the Homer News
- 01/27/2005 Scott Thomas, DOT&PF Regional Traffic Engineer, e-mail to Jan Jonker, City of Homer, regarding R1-6 Pedestrian Crossing signs
- 02/23/2005 Shelly Erickson, Homer Tours, e-mail to Anne Brooks, Brooks and Associates, regarding East End Road from Lake Street to Paul Banks Elementary

- 02/25/2005 Anne Brooks, Brooks and Associates, e-mail to project team regarding status of survey and additional distribution
- 03/02/2005 Kathy Burgess, Brooks and Associates, e-mail to various stakeholders regarding problems sending out the survey
- 03/03/2005 Scott Thomas, DOT&PF Regional Traffic Engineer, e-mail to Julia Davis regarding Homer crosswalks
- 03/03/2005 Kathy Burgess, Brooks and Associates, e-mail to Glen Szymoniak, Homer Middle School, regarding the survey and school related traffic
- 06/02/2005 Chris Eshleman, Article in the Homer News
- 06/09/2005 Bruce Turkington, Spenard Builder's Supply, Letter to the Homer News

An open house was held at Homer City Hall on June 14<sup>th</sup> 2005 for this project. Information from this meeting is included following the public comments received up to June 9<sup>th</sup> 2005. The meeting packet includes city meeting agenda, meeting notes, sign in sheets with Title VI report, the advertisement that was published in the Homer News and Homer Tribune, the agenda, several handouts, written comments collected at the meeting, and two newspaper articles written about the meeting. Following the meeting information are more public comments as follows:

- 06/15/2005 Carole Hamik, Citizen, Letter to the Homer Tribune
- 06/16/2005 Kevin Walker, Citizen, e-mail to project team regarding possible roundabout installations
- 06/16/2005 Homer News Opinion Page, including a letter to the editor and an editorial regarding the intersection planning study
- 06/16/2005 Christina Warren, Citizen, e-mail to project team regarding possible roundabout installations
- 06/18/2005 Dick Synhorst, Citizen, e-mail to project team regarding possible roundabout installations
- 6/19/2005 Tom and Jean Schroeder, Citizens, fax to Anne Brooks, Brooks and Associates, regarding possible roundabout installations
- 06/22/2005 Anne Brooks, Brooks and Associates, e-mail to project team relaying two citizen phone calls regarding the project
- 06/23/2005 Homer News Opinion Page, including several letters regarding the intersection planning study

- 06/23/2005 Michael Mumm, Citizen, email to project team regarding possible roundabout installations
- 06/30/2005 Roy E. Hoyt Jr., letter to the Homer News regarding possible roundabout installations
- 06/30/2005 Bruce Hess, email to the project team regarding possible roundabout installations and proposing a couplet system for Homer
- 06/30/2005 Illustration of a couplet system developed for the Homer Transportation Plan. This was not included in the final draft.
- 06/30/2005 Sue Post, letter to the Homer News regarding possible roundabout installations
- 06/30/2005 Lee Post, letter to the Homer News regarding possible roundabout installations
- 06/30/2005 Geo Beach, editorial in the Homer News regarding possible roundabout installations
- 07/21/2005 Copy of advertisements in the Homer Tribune and Homer News regarding extension of the public comment period on the Homer Intersections Planning Study
- 07/23/2005 Kevin Walker, email to project team regarding possible roundabout installations
- 07/29/2005 Rick Feller, email to reporter Chris Eshleman of the Homer News regarding comments made by Scott Thomas at a recent meeting in Homer about roundabouts
- 08/09/2005 Resolution of the Homer City Council accepting the draft Homer Intersections Planning Study and requestion
- 08/09/2005 Dewaine, Jane, and Zoe Tollefsrud, email to project team regarding roundabout installations
- 08/15/2005 Valerie Connor, email to project team regarding possible roundabout installations



**Homer Intersections Planning Study****Exit this survey >>****1. City Agency Personnel Comments**

The City of Homer and the Alaska Department of Transportation and Public Facilities are developing a plan to alleviate congestion and improve safety for vehicles and pedestrians at certain primary road intersections. Please tell us, based on your experience on the job and while driving and walking, what problems you've observed at these intersections and what you suggest be done to improve them. (Items with a \* are required fields.)

**\* 1. Please provide us with contact information so we may call if we have questions on your ideas.**

|                          |                     |
|--------------------------|---------------------|
| Name                     | Nick & Toy Bairamis |
| Agency Affiliation       | Kostas Taxi Service |
| Street Address           | 235 Lee Drive       |
| City, State and Zip Code | Homer, AK 99603     |
| Daytime Telephone        | (907) 235-1933 (hm) |
| Email Address            | toynick@alaska.net  |

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Transportation Dept. Anch.**

## Homer Intersections Planning Study

[Exit this survey >>](#)

### 5. Intersection Traffic Control

There are several methods of intersection traffic control available in a traffic engineer's toolbox. These may include: stop signs, 2-way and 4-way stop signs, traffic lights, and roundabouts. We would like your comments on the applicability of these methods of intersection traffic control in Homer.

#### 14. General comments about traffic control using stop signs:

yes,  
when needed...

#### 15. General comments about traffic control using traffic signals (traffic lights):

yes  
when needed...

#### 16. General comments about traffic control using modern roundabouts:

Don't need at this  
time.

#### 17. I have experienced driving roundabouts (choose as many as apply):

- ☐ Overseas
- ☐ In other U.S. states
- ☒ In Alaska
- ☐ Never have driven a roundabout intersection

**18. General comments about pedestrians and pedestrian safety in the study intersections:****19. General comment about the study intersections:**<< PrevContinue >>

Homer needs a traffic light at Heath Street & Sterling Highway.  
Also, Lake Street & Sterling Highway.

Homer Intersections Survey  
Comments: General

|   |  |
|---|--|
| <b>Name</b>   | Robert L. Painter  |
| <b>Agency Affiliation</b>   | Homer Fire Department  |
| <b>Street Address</b>   | 604 East Pioneer Avenue  |
| <b>City, State and Zip Code</b>   | Homer, AK 99603  |
| <b>Daytime Telephone</b>  | (907) 235-3155   |
| <b>Email Address</b>  | rpainter@ci.homer.ak.us  |
| <b>General comments about traffic control using stop signs:</b>                             | They don't usually work.   |
| <b>General comments about traffic control using traffic signals (traffic lights):</b>       | They work and will improve the traffic problems at Lake and the Sterling Highway and perhaps Lake and Pioneer. |
| <b>General comments about traffic control using modern roundabouts:</b>                     | They don't work for emergency apparatus, cause confusion and   |
| <b>I have experienced driving roundabouts: Overseas</b>                                     |  |
| <b>In other U.S. states</b>   | In other U.S. states   |
| <b>In Alaska</b>  | In Alaska  |
| <b>Never have driven a roundabout intersection</b>  |  |
| <b>General comments about pedestrians and pedestrian safety in the study intersections:</b> |  |
| <b>General comment about the study intersections:</b>                                       |  |

Homer Intersections Survey  
Comments: General

|   |   |
|---|---|
| <b>Name</b>   | Mark Robl   |
| <b>Agency Affiliation</b>   | Homer Police Department   |
| <b>Street Address</b>   | 4060 Heath Street   |
| <b>City, State and Zip Code</b>   | Homer AK 99603  |
| <b>Daytime Telephone</b>  | 907-235-3150  |
| <b>Email Address</b>  | mrobl@ci.homer.ak.us  |
| <b>General comments about traffic control using stop signs:</b>                             | I feel that stop signs provide adequate control over the intersections on Pioneer ave.  |
| <b>General comments about traffic control using traffic signals (traffic lights):</b>       | Areas with higher vehicle speeds and higher traffic flows need traffic lights if the intersections are to be safely used for pedestrian crossings.  |
| <b>General comments about traffic control using modern roundabouts:</b>                     | Roundabouts that are designed for the traffic using them provide the safest traffic control of all.   |
| <b>I have experienced driving roundabouts: Overseas</b>                                     |   |
| <b>In other U.S. states</b>   | In other U.S. states  |
| <b>In Alaska</b>  | In Alaska   |
| <b>Never have driven a roundabout intersection</b>  |   |
| <b>General comments about pedestrians and pedestrian safety in the study intersections:</b> | I am concerned about pedestrian safety when crossing the Sterling Highway. I do not believe that it should be allowed without adequate traffic control. To me this means lower speed limits and fully controlled intersections with proper marking or traffic lights with proper marking. |
| <b>General comment about the study intersections:</b>                                       |   |

Homer Intersections Survey  
Comments: General

|   |  |
|---|--|
| <b>Name</b>   | Stephen E. Smith   |
| <b>Agency Affiliation</b>   | Homer Police Officer   |
| <b>Street Address</b>   | 4060 Heath St,   |
| <b>City, State and Zip Code</b>   | Homer AK. 99603  |
| <b>Daytime Telephone</b>  | 235-3150   |
| <b>Email Address</b>  | ssmith@ci.homer.ak.us  |
| <b>General comments about traffic control using stop signs:</b>                             | Stop signs work on less traveled roads but not at major intersections.                                   |
| <b>General comments about traffic control using traffic signals (traffic lights):</b>       | I believe traffic lights should be places at Lake St. and Sterling Hwy and at Heath St. and Pioneer Ave. |
| <b>General comments about traffic control using modern roundabouts:</b>                     | To confusing, not a good idea.   |
| <b>I have experienced driving roundabouts: Overseas</b>                                     | Overseas   |
| <b>In other U.S. states</b>   | In other U.S. states   |
| <b>In Alaska</b>  |  |
| <b>Never have driven a roundabout intersection</b>  |  |
| <b>General comments about pedestrians and pedestrian safety in the study intersections:</b> | Unsafe generally for pedestrians. Poor signage and street line markings.                                 |
| <b>General comment about the study intersections:</b>                                       | The itersections need to be up-graded for traffic and pedestrian flow.                                   |

## Homer Intersections Survey

Comments: General

|   |  |
|---|--|
| <b>Name</b>   | Stacy R. Luck  |
| <b>Agency Affiliation</b>   | Homer Police Department  |
| <b>Street Address</b>   | 4060 Heath Street  |
| <b>City, State and Zip Code</b>   | Homer, AK. 99603   |
| <b>Daytime Telephone</b>  | 1-907-235-3150   |
| <b>Email Address</b>  | sluck@ci.homer.ak.us   |
| <b>General comments about traffic control using stop signs:</b>                             | In favor of  |
| <b>General comments about traffic control using traffic signals (traffic lights):</b>       | Highly in favor of stop lights. 2 and 4 way stops can be a problem for persons unfamiliar with them and drivers in a hurry jump their turn and cause accidents as well as agitated motorists.  |
| <b>General comments about traffic control using modern roundabouts:</b>                     | Under no circumstances would I like to see roundabouts used. Both professionally and privately, persons in Homer see the theory and like it but the application of them would be long term problematic due to vast array of vehicle sizes traveled on all Homer roads. No roundabouts                            |
| <b>I have experienced driving roundabouts: Overseas</b>                                     |  |
| <b>In other U.S. states</b>   | In other U.S. states   |
| <b>In Alaska</b>  |  |
| <b>Never have driven a roundabout intersection</b>  |  |
| <b>General comments about pedestrians and pedestrian safety in the study intersections:</b> | Unsafe as no traffic lights are used in conjunction with crosswalks.   |
| <b>General comment about the study intersections:</b>                                       | The three pedestrian 'islands' on the Sterling Highway are a joke. They are a traffic hazard and the signs placed in the islands are run over an average of at least once per month. Grouping pedestrians onto an island in the middle of traffic lanes is akin to sitting ducks for drunk and reckless drivers. |

Homer Intersections Survey  
Comments: General

|   |  |
|---|--|
| <b>Name</b>   | David Shealy   |
| <b>Agency Affiliation</b>   | Homer Police Department  |
| <b>Street Address</b>   | 4060 Heath Street  |
| <b>City, State and Zip Code</b>   | Homer, Ak 99603  |
| <b>Daytime Telephone</b>  | 907-235-3150   |
| <b>Email Address</b>  | dshealy@ci.homer.ak.us   |
| <b>General comments about traffic control using stop signs:</b>                             | During dayshift many motorist are in a hurry and you see alot of 'California Stops' or rolling stops.  |
| <b>General comments about traffic control using traffic signals (traffic lights):</b>       | I defintely feel Homer needs a traffic light or two strategically placed throughout Homer to cause traffic disruptions and allow vehicles to enter the main artery from side streets or businesses.  |
| <b>General comments about traffic control using modern roundabouts:</b>                     | Defintely no. Many Homer drivers cannot follow basic rules of the road. Implementing this would be a disaster.   |
| <b>I have experienced driving roundabouts: Overseas</b>                                     |  |
| <b>In other U.S. states</b>   |  |
| <b>In Alaska</b>  |  |
| <b>Never have driven a roundabout intersection</b>  | Never have driven a roundabout intersection  |
| <b>General comments about pedestrians and pedestrian safety in the study intersections:</b> | Need painted crosswalks and signage to make motorist aware. Crossing the Sterling Hwy is difficult at times because of traffic flow. A traffic light might allow pedestrians safer crossings. Educate motorist and pedestrians on rules allowing pedestrians to cross roadways.  |
| <b>General comment about the study intersections:</b>                                       | You should look over accident data from the State and Homer Police to assist in this study. I feel traffic congestion throughout town needs to be addressed. Homer is growing up and needs several traffic lights in town. Many Homer residents will object to this idea, but it is a matter of time before we have a MVA-Death at a intersection in town. |



Homer Intersections Survey  
Comments: General

|   |   |
|---|---|
| <b>Name</b>   | paul meyer  |
| <b>Agency Affiliation</b>   | home police department  |
| <b>Street Address</b>   | 4060 heath street   |
| <b>City, State and Zip Code</b>   | homer ak 99603  |
| <b>Daytime Telephone</b>  | 907-235-3150  |
| <b>Email Address</b>  | pmeyer@ci.homer.ak.us   |
| <b>General comments about traffic control using stop signs:</b>                             | stop signs are usefull in the residential areas. When there are no stop signs on one roadway people tend to gain speed and fail to obey speed limit |
| <b>General comments about traffic control using traffic signals (traffic lights):</b>       | traffic signals would be helpful at main intersections  |
| <b>General comments about traffic control using modern roundabouts:</b>                     | feel they will cause greater number of accidents and will fail to slow down traffic   |
| <b>I have experienced driving roundabouts: Overseas</b>                                     |   |
| <b>In other U.S. states</b>   | In other U.S. states  |
| <b>In Alaska</b>  | In Alaska   |
| <b>Never have driven a roundabout intersection</b>  |   |
| <b>General comments about pedestrians and pedestrian safety in the study intersections:</b> | we need more crosswalks   |
| <b>General comment about the study intersections:</b>                                       | none  |

Homer Intersections Survey  
Comments: General

|   |   |
|---|---|
| <b>Name</b>   | Randy Rosencrans  |
| <b>Agency Affiliation</b>   | Homer Police Department   |
| <b>Street Address</b>   | 4060 Heath Street   |
| <b>City, State and Zip Code</b>   | Homer AK 99603  |
| <b>Daytime Telephone</b>  | 907-235-3150  |
| <b>Email Address</b>  | rrosencrans@ci.homer.ak.us  |
| <b>General comments about traffic control using stop signs:</b>                             |   |
| <b>General comments about traffic control using traffic signals (traffic lights):</b>       |   |
| <b>General comments about traffic control using modern roundabouts:</b>                     | Accident prone.   |
| <b>I have experienced driving roundabouts: Overseas</b>                                     |   |
| <b>In other U.S. states</b>   | In other U.S. states  |
| <b>In Alaska</b>  |   |
| <b>Never have driven a roundabout intersection</b>  |   |
| <b>General comments about pedestrians and pedestrian safety in the study intersections:</b> | All Homer Bypass (Sterling Highway) intersections are very dangerous to pedestrians. I recommend a pedestrian bridge. |
| <b>General comment about the study intersections:</b>                                       |   |

## Homer Intersections Survey

Comments: General

|   |  |
|---|--|
| <b>Name</b>   | Steve Boyle  |
| <b>Agency Affiliation</b>   | Homer Fire Department  |
| <b>Street Address</b>   | 604 E. Pioneer Ave   |
| <b>City, State and Zip Code</b>   | Homer, AK 99603  |
| <b>Daytime Telephone</b>  | 907-235-3155   |
| <b>Email Address</b>  | sboyle@ci.homer.ak.us  |
| <b>General comments about traffic control using stop signs:</b>                             | ok for slower streets and simple intersections.  |
| <b>General comments about traffic control using traffic signals (traffic lights):</b>       | It is becoming a neccessity in Homer and especially with some of our more complicated intersections; increased traffic load. All traffic lights should be equipped with opticom's for emergency services to trigger all lights red to halt traffic during emergency response.  |
| <b>General comments about traffic control using modern roundabouts:</b>                     | only experienced it a few times and they are a nightmare with emergency response. Emergency response needs all vehicles to come to a stop so as to manuver around them. Round-a-bouts are sometimes confusing normally. Adding in emergency vehicles can create mass confusion unless ALL drivers are thoroughly comfortable |
| <b>I have experienced driving roundabouts: Overseas</b>                                     |  |
| <b>In other U.S. states</b>   | In other U.S. states   |
| <b>In Alaska</b>  |  |
| <b>Never have driven a roundabout intersection</b>  |  |
| <b>General comments about pedestrians and pedestrian safety in the study intersections:</b> | Traffic lights at those above mentioned key intersection, provide opportunities for pedestrians to safely cross.   |
| <b>General comment about the study intersections:</b>                                       | none.  |

Homer Intersections Survey  
Comments: General

|   |  |
|---|--|
| <b>Name</b>   | No identification  |
| <b>Agency Affiliation</b>   |  |
| <b>Street Address</b>   |  |
| <b>City, State and Zip Code</b>   |  |
| <b>Daytime Telephone</b>  |  |
| <b>Email Address</b>  |  |
| <b>General comments about traffic control using stop signs:</b>                             | For the most part stop signs work well in Homer for most intersections except--Lake St & Sterling  |
| <b>General comments about traffic control using traffic signals (traffic lights):</b>       | Lake Street & Sterling would benefit--safety concerns for those turning left and it would prevent the long lines and waiting   |
| <b>General comments about traffic control using modern roundabouts:</b>                     | When considering a Roundabout at Lake St & Sterling--that is the only intersection right now that large trucks can turn to deliver freight & gravel etc. to the main part of Homer or East End. Homer's Deep Water Dock in the future may have shipping companies use and a lot of large trucks, tandems etc. would be hauling from the spit and they would not be able to maneuver a roundabout. Homer's icy winters would be hazardous on a roundabout. Snow removal more difficult. Lg trucks using the Roundabout in Anchorage use both lanes. This is very dangerous. |
| <b>I have experienced driving roundabouts: Overseas</b>                                     |  |
| <b>In other U.S. states</b>   | in other US states   |
| <b>In Alaska</b>  | In Alaska  |
| <b>Never have driven a roundabout intersection</b>  |  |
| <b>General comments about pedestrians and pedestrian safety in the study intersections:</b> |  |
| <b>General comment about the study intersections:</b>                                       |  |

Homer Intersections Survey  
Comments: General

|   |   |
|---|---|
| <b>Name</b>   | Ronald L. Keffer  |
| <b>Agency Affiliation</b>   | Principal, Homer High School  |
| <b>Street Address</b>   | 600 East Fairview Avenue  |
| <b>City, State and Zip Code</b>   | Homer, Alaska 99603   |
| <b>Daytime Telephone</b>  | 907-235-8186  |
| <b>Email Address</b>  | rkeffer@kpbsd.k12.ak.us   |
| <b>General comments about traffic control using stop signs:</b>                             | Four-way stops work well when the traffic flow is not super heavy. I don't think this approach would help in the areas near Homer High School.  |
| <b>General comments about traffic control using traffic signals (traffic lights):</b>       | Traffic lights are the most effective, and thus the most appropriate, traffic control devices. Safety levels increase considerably with use of lights, and near a school safety of our students is the primary concern.   |
| <b>General comments about traffic control using modern roundabouts:</b>                     | I have personal experience with roundabouts. Most Americans find them hard to use, so there is a learning curve that often is accompanied by bent fenders. Also, a roundabout is dangerous for pedestrians. All in all, roundabouts require more knowledge and skill from pedestrians and drivers than do traffic lights. Roundabouts should not be used in Homer. Traffic lights are much to be preferred.                       |
| <b>I have experienced driving roundabouts: Overseas</b>                                     | Overseas  |
| <b>In other U.S. states</b>   | In other U.S. states  |
| <b>In Alaska</b>  |   |
| <b>Never have driven a roundabout intersection</b>  |   |
| <b>General comments about pedestrians and pedestrian safety in the study intersections:</b> | At present pedestrian safety is marginal at the intersections near Homer High School. Also, if new streets are opened, our students may be surrounded by dangerous streets. Crosswalks must be marked more plainly. Also, a major problem is that drivers very frequently violate right-of-way laws in turning left from the downhill portion of Heath at Pioneer.  |
| <b>General comment about the study intersections:</b>                                       | The intersection of Heath and Pioneer, and the intersection of Heath and Fairview are the two spots of most concern to me and the high school. A traffic light at Heath and Pioneer seems absolutely necessary. Drivers violate right-of-way laws there so frequently I have come to believe they misunderstand the law completely. Eventually a student or adult will be hurt there. Also, school buses must turn there as well. |

Homer Intersections Survey  
Comments: General

|   |  |
|---|--|
| <b>Name</b>   | Loretta Erickson   |
| <b>Agency Affiliation</b>   | Boys & Girls Club  |
| <b>Street Address</b>   | 360 W Pioneer Ave.   |
| <b>City, State and Zip Code</b>   | Homer AK 99603   |
| <b>Daytime Telephone</b>  | 907-235-2772   |
| <b>Email Address</b>  | lerickson@ positiveplaceforkids. Com   |
| <b>General comments about traffic control using stop signs:</b>                             | People tend to be ignorant of 2-way and 4-way stops. They are far more dangerous than traffic signals.   |
| <b>General comments about traffic control using traffic signals (traffic lights):</b>       | Particularly in the summer, Homer could really use more traffic signals.   |
| <b>General comments about traffic control using modern roundabouts:</b>                     | Although I love roundabouts, I have observed over the years in different communities that they can become dangerous due to the general public's lack of familiarity with them. I lived in Europe where people understand roundabouts. Colorado has added them with really negative effects due to people's hesitance to enter or exit the roundabout. Without "training" they are <u>really</u> dangerous. |
| <b>I have experienced driving roundabouts: Overseas</b>                                     | Overseas   |
| <b>In other U.S. states</b>   | In other U.S. states   |
| <b>In Alaska</b>  |  |
| <b>Never have driven a roundabout intersection</b>  |  |
| <b>General comments about pedestrians and pedestrian safety in the study intersections:</b> | At the Boys & Girls Club we need a flashing yellow road sign to accentuate the cross walk!   |
| <b>General comment about the study intersections:</b>                                       | Homer sees such a volume of vehicles in summer--we really need more traffic signals operational <u>only</u> in summer. Medians are needed to discourage cutting corners. Cross walks <u>NEED</u> to be painted to cue drivers to stop before the intersection. Too many pedestrians and cyclists cross behind cars. Bike paths are needed.   |

Homer Intersections Survey  
Comments: General

|   |  |
|---|--|
| <b>Name</b>   | Fred Lau   |
| <b>Agency Affiliation</b>   | Homer Senior Citizens, Inc.  |
| <b>Street Address</b>   | 3935 Svedlund St.  |
| <b>City, State and Zip Code</b>   | Homer, Alaska 99603  |
| <b>Daytime Telephone</b>  | 235-7655   |
| <b>Email Address</b>  | flau@homerseniors.com  |
| <b>General comments about traffic control using stop signs:</b>                             | Stop signs and, two way and four way stop signs are no good for seniors. Too many judgement calls to make. Traffic lights are the only thing that makes that decision for you.   |
| <b>General comments about traffic control using traffic signals (traffic lights):</b>       | We need them for seniors and predestrians.   |
| <b>General comments about traffic control using modern roundabouts:</b>                     | Roundabouts are fine for people that can handle incoming and outgoing traffic and make decisions about changing lanes and getting in the right lane to go in and go out. They are not good for seniors. Again, too many decisions to make. In addition, you have to be looking to the side all the time to see who is coming in order to get over. This is not good for seniors with poor vision or side vision. |
| <b>I have experienced driving roundabouts: Overseas</b>                                     |  |
| <b>In other U.S. states</b>   | In other U.S. states   |
| <b>In Alaska</b>  |  |
| <b>Never have driven a roundabout intersection</b>  |  |
| <b>General comments about pedestrians and pedestrian safety in the study intersections:</b> | Putting in the crosswalks was a waste of time. Nobody stops for the pedestrians. You need traffic lights.  |

# Homer Intersections Survey

Comments: General

|   |  |
|---|--|
| <b>Name</b>   | Fred Lau   |
| <b>Agency Affiliation</b>                             | Homer Senior Citizens, Inc.  |
| <b>General comment about the study intersections:</b> | <p>You forgot an important intersection at Svedlund and Pioneer. There is a major site obstruction here when pulling onto Pioneer. In addition, this intersection is heavily used by seniors and individuals pulling in and out of the car wash and the realtor building. Between 11:30 am and 1:30 pm during weekdays this intersection is used heavily by seniors going to and from the Senior Center for lunch. The City has been requested to correct the site problem several times and or open up Lee street from the other direction. The other intersection that needs attention is Kachemak Way onto Pioneer.</p> |



## Homer Intersections Survey

Comments: General

|   |   |
|---|---|
| <b>Name</b>   | Sue Brooks RN   |
| <b>Agency Affiliation</b>   | Safe Kids South Peninsula Hospital  |
| <b>Street Address</b>   | 4300 Bartlett Street  |
| <b>City, State and Zip Code</b>   | Homer, AK 99603   |
| <b>Daytime Telephone</b>  | (907) 235-0285  |
| <b>Email Address</b>  | smb@sphosp.com  |
| <b>General comments about traffic control using stop signs:</b>                             |   |
| <b>General comments about traffic control using traffic signals (traffic lights):</b>       | Homer is ready for traffic lights especially at the Lake street & Sterling Highway intersection and Pioneer & Sterling Highway.                           |
| <b>General comments about traffic control using modern roundabouts:</b>                     |   |
| <b>I have experienced driving roundabouts: Overseas</b>                                     |   |
| <b>In other U.S. states</b>   |   |
| <b>In Alaska</b>  |   |
| <b>Never have driven a roundabout intersection</b>  | Never have driven a roundabout intersection   |
| <b>General comments about pedestrians and pedestrian safety in the study intersections:</b> | Definitely need clearly marked pedestrian crosswalks especially around the school zones with bright yellow signs marking crosswalks so drivers are aware. |
| <b>General comment about the study intersections:</b>                                       | Great, badly needed.  |

Homer Intersections Survey  
Comments: General

**Name** Julie Davis  
**Agency Affiliation** citizen  
**Street Address** 567 Wadell Street  
**City, State and Zip Code** Homer AK 99603  
**Daytime Telephone** 907-235-4382  
**Email Address** jooled@hotmail.com

**General comments about  
traffic control using stop  
signs:**

Our pedestrian cross-walks are hazardous! I for one will never allow my daughter to cross alone at any of our current pedestrian cross walks. The cross-walks are simply unsafe. While driving this morning I was involved in an incident at the corner of Lake Street and the Bypass. I was deiving toward Beluga Lake on the Bypass. A pedestrian was standing underneath the pedestrian cross-walk sign. There was initial confusion. He did not know if he should proceed into the road or wair for me. I was unsure exactly where I was supposed to stop. I stopped to allow him to cross. There was a car at the Lake Street stop sign that could not see the pedestrian cross-walk sign I had stopped for. The car assumed I was going straight and attempted to pull into the intersection directly behind me. The car avoided hitting me by stopping, thus blocking the intersection. Just then another car approached the intersection from Beluga Lake and had to slam on his brakes to avoid a three-car-pedestrian collision. Can something be done with our unsafe pedestrian cross-walks?

The sign alone does not allow for safe pedestrian crossing. The signage is inadequate. It does not communicate to the driver exactly where to stop. Stopping traffic at the Lake Street intersection for pedestrian crossing is going to be a real mess this summer with tourist traffic. Adding an inadequate pedestrian cross-walk has made this intersection more dangerous to pedestrians by giving them a false sense of security while crossing. Please do something before somebody gets hurt!

**Homer Intersections Planning Study****Exit this survey >>****1. City Agency Personnel Comments**

The City of Homer and the Alaska Department of Transportation and Public Facilities are developing a plan to alleviate congestion and improve safety for vehicles and pedestrians at certain primary road intersections. Please tell us, based on your experience on the job and while driving and walking, what problems you've observed at these intersections and what you suggest be done to improve them. (Items with a \* are required fields.)

**\* 1. Please provide us with contact information so we may call if we have questions on your ideas.**

|                          |                     |
|--------------------------|---------------------|
| Name                     | Nick & Toy Bairamis |
| Agency Affiliation       | Kostas Taxi Service |
| Street Address           | 235 Lee Drive       |
| City, State and Zip Code | Homer, AK 99603     |
| Daytime Telephone        | (907) 235-1933 (hm) |
| Email Address            | toynick@alaska.net  |

**Continue >>****RECEIVED****APR 05 2005****USKH  
Transportation Dept. Anch.**

# Homer Intersections Planning Study

[Exit this survey >>](#)

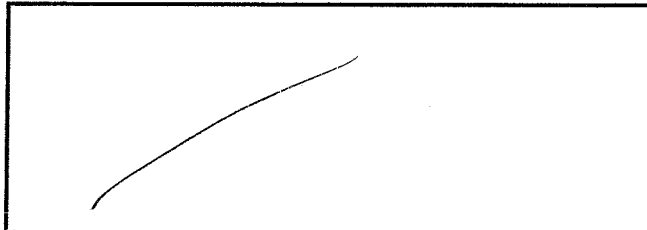
## 2. Downtown Homer Intersections

For downtown Homer intersections listed below, tell us what you'd like improved or made safer. We need to know about corner sight lines that are restricted, snow berms, structures, utilities or parked cars. Where are there difficult maneuvers, turns, or other operational problems? Where do pedestrians have difficulty, especially those who are a little slower due to youth, age, disability or other factors? If you know of any issues particular to tourists at these intersections, please add this detail. (You only need to provide an answer for the intersections for which you have a comment.)

### 2. Pioneer Avenue & the Sterling Highway

At the stop sign, so many accidents so slippery. Needs to be maintained better in the winter time.

### 3. Main Street & the Sterling Highway



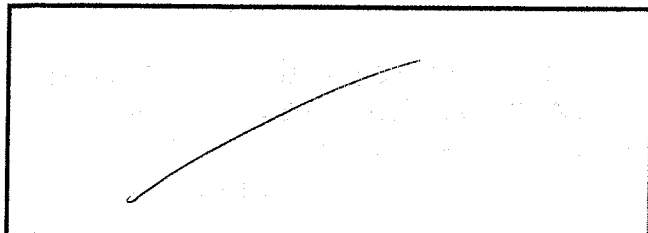
### 4. Heath Street & the Sterling Highway

Needs a traffic light at intersection.  
A long time ago...

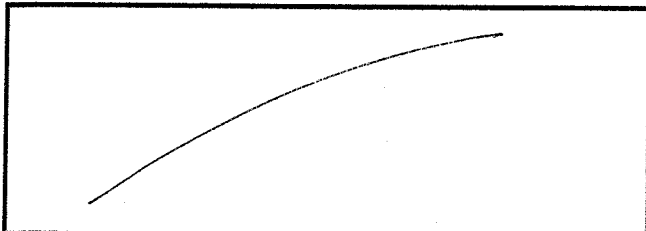
### 5. Lake Street & the Sterling Highway

Needs a traffic light at intersection.  
A long time ago...

**6. Lake Street & Pioneer Avenue**



**7. Heath Street & Pioneer Avenue**



**<< Prev**

**Continue >>**

## Homer Intersections Survey

Comments: Downtown Homer Intersections

|  |   |
|--|---|
| <b>Name</b>                                      | Robert L. Painter   |
| <b>Agency Affiliation</b>                        | Homer Fire Department   |
| <b>Street Address</b>                            | 604 East Pioneer Avenue   |
| <b>City, State and Zip Code</b>                  | Homer, AK 99603   |
| <b>Daytime Telephone</b>                         | (907) 235-3155  |
| <b>Email Address</b>                             | rpainter@ci.homer.ak.us   |
| <b>Pioneer Avenue &amp; the Sterling Highway</b> | The approach from Pioneer onto the Sterling going North is somewhat blind until you are fully at the intersection. Sometimes this is a problem for our emergency vehicles as the North bound traffic cannot see the approaching emergency traffic until very near the intersection. |
| <b>Main Street &amp; the Sterling Highway</b>    | None  |
| <b>Heath Street &amp; the Sterling Highway</b>   | Very difficult to get out South bound from Heath onto the highway.  |
| <b>Lake Street &amp; the Sterling Highway</b>    | Impossible to get out a certain times of the day. We need to install a traffic signal at this intersection to better control the flow of traffic.   |
| <b>Lake Street &amp; Pioneer Avenue</b>          | This intersection has been improved with the addition of the entry into the High School up Heath. Could benefit from a full traffic light.  |
| <b>Heath Street &amp; Pioneer Avenue</b>         | No real problems here.  |

## Homer Intersections Survey

Comments: Downtown Homer Intersections

|  |   |
|--|---|
| <b>Name</b>                                      | Mark Robl   |
| <b>Agency Affiliation</b>                        | Homer Police Department   |
| <b>Street Address</b>                            | 4060 Heath Street   |
| <b>City, State and Zip Code</b>                  | Homer AK 99603  |
| <b>Daytime Telephone</b>                         | 907-235-3150  |
| <b>Email Address</b>                             | mrobl@ci.homer.ak.us  |
| <b>Pioneer Avenue &amp; the Sterling Highway</b> | This intersection has heavy traffic flows throughout the year. Traffic can be moving fast through this intersection. I recommend that any pedestrian crossing in this area be extremely well marked.            |
| <b>Main Street &amp; the Sterling Highway</b>    | More heavy traffic flows at relatively high speeds. Mark crossings well.  |
| <b>Heath Street &amp; the Sterling Highway</b>   | More heavy traffic flows at relatively high speeds. Mark crossings well.  |
| <b>Lake Street &amp; the Sterling Highway</b>    | I believe that this intersection should have stop lights installed and appropriate marking before pedestrian crossing is allowed at it.   |
| <b>Lake Street &amp; Pioneer Avenue</b>          | Heavy pedestrian use throughout the year occurs here. Being a three way stop, it has been well suited to pedestrian traffic. Mark the crosswalks. Lots of school children cross here during the school year.    |
| <b>Heath Street &amp; Pioneer Avenue</b>         | This has been a pretty safe crossing point for folks crossing Heath. Traffic does stop on Pioneer at this point so pedestrian crossing on Pioneer should not occur unless changes are made to the traffic flow. |

## Homer Intersections Survey

Comments: Downtown Homer Intersections

|  |   |
|--|---|
| <b>Name</b>                                      | Stephen E. Smith  |
| <b>Agency Affiliation</b>                        | Homer Police Officer  |
| <b>Street Address</b>                            | 4060 Heath St,  |
| <b>City, State and Zip Code</b>                  | Homer AK. 99603   |
| <b>Daytime Telephone</b>                         | 235-3150  |
| <b>Email Address</b>                             | ssmith@ci.homer.ak.us   |
| <b>Pioneer Avenue &amp; the Sterling Highway</b> | Lanes not marked properly with lines and signage. Intersection coming up to the Sterling from Pioneer left and right vision is limited due to the banks on both sides. The down grade on Pioneer approach to this intersection is slippery in winter, it seems to glacier over with water and melt. |
| <b>Main Street &amp; the Sterling Highway</b>    | This intersection appears to be OK.   |
| <b>Heath Street &amp; the Sterling Highway</b>   | Difficult to access the Sterling from Heath St. during peak traffic times. Visability OK. Lane stripping could be clearer.  |
| <b>Lake Street &amp; the Sterling Highway</b>    | This intersection receives a lot of traffic through out the day it could benefit from a stop signal.  |
| <b>Lake Street &amp; Pioneer Avenue</b>          | The three way stop appears to be working OK. It can be congested during peak traffic times.   |
| <b>Heath Street &amp; Pioneer Avenue</b>         | During peak traffic this intersection is hazardous. Mornings and afternoons when high school students are leaving is the worse congestion. A four-way stop light or signs would improve this intersection greatly. Upper Heath St. approach needs to be wider.                                      |



## Homer Intersections Survey

Comments: Downtown Homer Intersections

|  |   |
|--|---|
| <b>Name</b>                                      | Stacy R. Luck   |
| <b>Agency Affiliation</b>                        | Homer Police Department   |
| <b>Street Address</b>                            | 4060 Heath Street   |
| <b>City, State and Zip Code</b>                  | Homer, AK. 99603  |
| <b>Daytime Telephone</b>                         | 1-907-235-3150  |
| <b>Email Address</b>                             | sluck@ci.homer.ak.us  |
| <b>Pioneer Avenue &amp; the Sterling Highway</b> | Speed limit should be lowered to 25 MPH in that area as summer season sees high foot traffic crossing there.  |
| <b>Main Street &amp; the Sterling Highway</b>    | A stop light at a minimum as pedestrians have a considerable distance to cross and in winter parking is across the street for a local movie theatre.  |
| <b>Heath Street &amp; the Sterling Highway</b>   | VERY heavy traffic there all seasons. Major crossing area for grocery, post office and two of three local banks.  |
| <b>Lake Street &amp; the Sterling Highway</b>    | STOPLIGHT is a number one priority here. Roundabout option has been suggested by locals but I beleive that to be a worse alternative than the current major congestion. As a police officer, I have worked several traffic accidents here where vehicles have 'jumped out' as they are tired of waiting. Also, observe daily many persons who turn west onto Sterling Highway and then double back east to avoid the wait. Stoplight is a major necessity here. |
| <b>Lake Street &amp; Pioneer Avenue</b>          | No major problems as local traffic has adapted to the three way intersection. Problematic when bus traffic is heavy and lines back up down Lake Street, obstructing local business entrances.   |
| <b>Heath Street &amp; Pioneer Avenue</b>         | Problematic area as it is a secondary entrance to the local high school. Major traffic lines and line of sight for northbound traffic on Heath crossing Pioneer cannot see either lane of travel on Pioneer Ave.  |

## Homer Intersections Survey

Comments: Downtown Homer Intersections

|  |   |
|--|---|
| <b>Name</b>                                      | David Shealy  |
| <b>Agency Affiliation</b>                        | Homer Police Department   |
| <b>Street Address</b>                            | 4060 Heath Street   |
| <b>City, State and Zip Code</b>                  | Homer, Ak 99603   |
| <b>Daytime Telephone</b>                         | 907-235-3150  |
| <b>Email Address</b>                             | dshealy@ci.homer.ak.us  |
| <b>Pioneer Avenue &amp; the Sterling Highway</b> | When a car is positioned to make a right or left turn from Pioneer Ave. onto the Sterling Hwy, the sight line is partially obstructed (to the left) by a dirt berm just below the jewelry shop. It appears the berm needs to be scaled back so drivers have more reaction time to the traffic on the Sterling Hwy.  |
| <b>Main Street &amp; the Sterling Highway</b>    | During summer months heavy traffic congestion backed up at this intersection on north and south Main St. Have seen on numerous times vehicles cutting through NAPA parking lot at high speeds to avoid the delay at the stop sign. Heavy traffic on the Sterling Hwy. makes it difficult for cars to turn. Need to disrupt traffic pattern around town to free up room for turning traffic.   |
| <b>Heath Street &amp; the Sterling Highway</b>   | Heavy traffic congestion, especially during the summer months. Vehicle traffic is usually backed up past Hazel St. This is a busy intersection because it services the Post Office and bank. Very difficult to make a left turn onto the Sterling Hwy.  |
| <b>Lake Street &amp; the Sterling Highway</b>    | I strongly feel this intersection needs a traffic light. Traffic congestion heavy during summer months and most of the year at certain times of the day. Very difficult to make a left turn onto Sterling Hwy with the busy traffic. I have seen traffic backed up to the point of view mall. I have also seen drivers become extremely impatience to make a left turn. They will get into the right lane, travel to the nearest point to turn around then head back(as if they were making a left turn). They will do this to save time. I feel this intersection will be prone to more accidents as drivers become more impatience and dart out into traffic. |
| <b>Lake Street &amp; Pioneer Avenue</b>          | Maybe a traffic light to help with pedestrian crossings or at least painted crosswalks. At noon, numerous pedestrains crossings because High School is out for lunch.   |
| <b>Heath Street &amp; Pioneer Avenue</b>         | Since north Heath has been opened to through vehicular traffic seen increase in traffic congestion. Police department deals with this intersection all the time. Very difficult to make a left turn from north Heath onto Pioneer Ave. Also difficult to make a left turn from south Heath onto Pioneer Ave. Traffic on Pioneer Ave. continues to increase, so the traffic is condensed with few openings for vehicles to enter. Sometimes officers have to use emergency lights to enter Pioneer Ave.  |

## Homer Intersections Survey

Comments: Downtown Homer Intersections

|  |  |
|--|--|
| <b>Name</b>                                      | paul meyer   |
| <b>Agency Affiliation</b>                        | home police department   |
| <b>Street Address</b>                            | 4060 heath street  |
| <b>City, State and Zip Code</b>                  | homer ak 99603   |
| <b>Daytime Telephone</b>                         | 907-235-3150   |
| <b>Email Address</b>                             | pmeyer@ci.homer.ak.us  |
| <b>Pioneer Avenue &amp; the Sterling Highway</b> | need a stop light. vehicles have trouble getting into traffic when turning.            |
| <b>Main Street &amp; the Sterling Highway</b>    | need a stop light. vehicles have trouble getting into traffic when turning.            |
| <b>Heath Street &amp; the Sterling Highway</b>   | need a stop light. vehicles have trouble getting into traffic when turning.            |
| <b>Lake Street &amp; the Sterling Highway</b>    | need a stop light. vehicles have trouble getting into traffic when turning.            |
| <b>Lake Street &amp; Pioneer Avenue</b>          | need a stop light. vehicles have trouble getting into traffic when turning or crossing |
| <b>Heath Street &amp; Pioneer Avenue</b>         | need a stop light. vehicles have trouble getting into traffic when turning or crossing |

## Homer Intersections Survey

Comments: Downtown Homer Intersections

|  |  |
|--|--|
| <b>Name</b>                                      | Randy Rosencrans   |
| <b>Agency Affiliation</b>                        | Homer Police Department  |
| <b>Street Address</b>                            | 4060 Heath Street  |
| <b>City, State and Zip Code</b>                  | Homer AK 99603   |
| <b>Daytime Telephone</b>                         | 907-235-3150   |
| <b>Email Address</b>                             | rosencrans@ci.homer.ak.us  |
| <b>Pioneer Avenue &amp; the Sterling Highway</b> | Difficulty turning left. Very dangerous as children use skateboard park and cross roadway to get pop/candy at video store. |
| <b>Main Street &amp; the Sterling Highway</b>    |  |
| <b>Heath Street &amp; the Sterling Highway</b>   | Can be problematic   |
| <b>Lake Street &amp; the Sterling Highway</b>    | Extremely dangerous. Traffic light needed.   |
| <b>Lake Street &amp; Pioneer Avenue</b>          |  |
| <b>Heath Street &amp; Pioneer Avenue</b>         |  |

## Homer Intersections Survey

Comments: Downtown Homer Intersections

|  |   |
|--|---|
| <b>Name</b>                                      | Steve Boyle   |
| <b>Agency Affiliation</b>                        | Homer Fire Department   |
| <b>Street Address</b>                            | 604 E. Pioneer Ave  |
| <b>City, State and Zip Code</b>                  | Homer, AK 99603   |
| <b>Daytime Telephone</b>                         | 907-235-3155  |
| <b>Email Address</b>                             | sboyle@ci.homer.ak.us   |
| <b>Pioneer Avenue &amp; the Sterling Highway</b> | This area gets exceptionally slippery during winter time and has a pretty good slope to it. I have seen several accidents and have actually slid on this intersection alot. There is a slight sight issue looking eastbound onto sterling hwy from Pioneer. Otherwise, no other problems with this intersection   |
| <b>Main Street &amp; the Sterling Highway</b>    | No real significant issues with this intersection. It is occasionally difficult to enter onto the sterling due to high traffic load.  |
| <b>Heath Street &amp; the Sterling Highway</b>   | Only issue with this intersection is difficulty in entering the intersection due to significant traffic, even in winter. It is not uncommon to have to wait 5-7 min for a traffic break to turn east bound.   |
| <b>Lake Street &amp; the Sterling Highway</b>    | This intersection needs a traffic light. It is a significant problem when attempting to move through this with lights and siren from Lake Street. Some motorists ignore the lights/siren because they have the right of way. Traffic does back up here alot and the flow is very difficult. Pedestrians don't stand a chance here because traffic is moving fast off the spit and lake street traffic is impatient from waiting. I know there was talk of a round - a - bout, however, stopping traffic would be more benifitial to Fire/EMS (allowing us to take the oncomming lane) and to pedestrians trying to cross sterling hwy |
| <b>Lake Street &amp; Pioneer Avenue</b>          | Though not as bad as Lake and Sterling, a traffic light would flow traffic more, and provide more confidence in passing through this intersection to access East End. Most drivers are pretty aware of Fire/EMS because it is a 3 way stop, but I have witnessed some cars not familiar with the intersection blow the stop signs/light.  |
| <b>Heath Street &amp; Pioneer Avenue</b>         | No significant problems here other than occasional trouble accessing pioneer. Not too bad though  |

## Homer Intersections Survey

Comments: Downtown Homer Intersections

|  |   |
|--|---|
| <b>Name</b>                                      | No identification   |
| <b>Agency Affiliation</b>                        |   |
| <b>Street Address</b>                            |   |
| <b>City, State and Zip Code</b>                  |   |
| <b>Daytime Telephone</b>                         |   |
| <b>Email Address</b>                             |   |
| <b>Pioneer Avenue &amp; the Sterling Highway</b> | Trucking traffic & lg tandems can't make turn from Sterling onto Pioneer--they must use Sterling and Lake St intersection |
| <b>Main Street &amp; the Sterling Highway</b>    |   |
| <b>Heath Street &amp; the Sterling Highway</b>   |   |
| <b>Lake Street &amp; the Sterling Highway</b>    | Need stop light. Could be seasonal.   |
| <b>Lake Street &amp; Pioneer Avenue</b>          | 3 way stop works well.  |
| <b>Heath Street &amp; Pioneer Avenue</b>         |   |

## Homer Intersections Survey

Comments: Downtown Homer Intersections

|  |  |
|--|--|
| <b>Name</b>                                      | Ronald L. Keffer   |
| <b>Agency Affiliation</b>                        | Principal, Homer High School   |
| <b>Street Address</b>                            | 600 East Fairview Avenue   |
| <b>City, State and Zip Code</b>                  | Homer, Alaska 99603  |
| <b>Daytime Telephone</b>                         | 907-235-8186   |
| <b>Email Address</b>                             | rkeffer@kpbsd.k12.ak.us  |
| <b>Pioneer Avenue &amp; the Sterling Highway</b> | Crossing the Sterling Highway on foot at this point is a real problem. During the summer, left hand turns also are tough. This is a spot that could use a traffic light.   |
| <b>Main Street &amp; the Sterling Highway</b>    | All the elements of my answer to question 2 apply here also. Homer isn't very friendly to traffic lights, but I can't run fast enough to cross the street here without one.  |
| <b>Heath Street &amp; the Sterling Highway</b>   | Left hand turns from Heath onto the Sterling are hard during the winter, and very, very hard during the summer. Another spot for a light.  |
| <b>Lake Street &amp; the Sterling Highway</b>    | If there is one place in Homer that cries out for a traffic light, this is it. I avoid this intersection like the plague during the summer. You can die of old age trying to turn left at this spot.   |
| <b>Lake Street &amp; Pioneer Avenue</b>          | The current three-way stop is adequate, though pedestrians are at risk when crossing the street.   |
| <b>Heath Street &amp; Pioneer Avenue</b>         | This spot also could use a traffic light. When school lets out, this is a very dangerous place. Since young drivers and school buses are involved some additional measures are very much needed. A traffic light would solve most of the problems. |

## Homer Intersections Survey

Comments: Downtown Homer Intersections

|  |   |
|--|---|
| <b>Name</b>                                      | Loretta Erickson  |
| <b>Agency Affiliation</b>                        | Boys & Girls Club   |
| <b>Street Address</b>                            | 360 W Pioneer Ave.  |
| <b>City, State and Zip Code</b>                  | Homer AK 99603  |
| <b>Daytime Telephone</b>                         | 907-235-2772  |
| <b>Email Address</b>                             | lerickson@ positiveplaceforkids. Com  |
| <b>Pioneer Avenue &amp; the Sterling Highway</b> | In summers--a stoplight. Also, a crosswalk @ this intersection. Then in winter, perhaps must convert stoplight to flashing red. Any intersection on the Sterling experiences vehicles traveling too fast as they enter from west heading eastbound. In Sterling Highway center lines and turn lanes need to be repainted clearly. |
| <b>Main Street &amp; the Sterling Highway</b>    | In summers, a stoplight is necessary  |
| <b>Heath Street &amp; the Sterling Highway</b>   | Lines need to be drawn (painted) clearly. Even a median would be good on Heath. People cut the corner too close. Stoplight in summer!   |
| <b>Lake Street &amp; the Sterling Highway</b>    | Lines repainted clearly. <u>Crosswalk</u> with yellow flashing light. Similar to Heath & Sterling.  |
| <b>Lake Street &amp; Pioneer Avenue</b>          | This should be a stoplight year round! Cross walk needed!   |
| <b>Heath Street &amp; Pioneer Avenue</b>         | This should be a stoplight in summer. Long waits. Crosswalk needed!   |



## Homer Intersections Survey

Comments: Downtown Homer Intersections

|  |   |
|--|---|
| <b>Name</b>                                      | Fred Lau  |
| <b>Agency Affiliation</b>                        | Homer Senior Citizens, Inc.   |
| <b>Street Address</b>                            | 3935 Svedlund St.   |
| <b>City, State and Zip Code</b>                  | Homer, Alaska 99603   |
| <b>Daytime Telephone</b>                         | 235-7655  |
| <b>Email Address</b>                             | flau@homerseniors.com   |
| <b>Pioneer Avenue &amp; the Sterling Highway</b> | Put in Traffic lights and left turn lanes. Stop signs do not work well for seniors because you have to make too many judgement calls. |
| <b>Main Street &amp; the Sterling Highway</b>    | Put in Traffic lights and left turn lanes. Stop signs do not work well for seniors because you have to make too many judgement calls. |
| <b>Heath Street &amp; the Sterling Highway</b>   | Put in Traffic lights and left turn lanes. Stop signs do not work well for seniors because you have to make too many judgement calls. |
| <b>Lake Street &amp; the Sterling Highway</b>    | Put in Traffic lights and left turn lanes. Stop signs do not work well for seniors because you have to make too many judgement calls. |
| <b>Lake Street &amp; Pioneer Avenue</b>          | Put in Traffic lights and left turn lanes. Stop signs do not work well for seniors because you have to make too many judgement calls. |
| <b>Heath Street &amp; Pioneer Avenue</b>         | Put in Traffic lights and left turn lanes. Stop signs do not work well for seniors because you have to make too many judgement calls. |

## Homer Intersections Survey

Comments: Downtown Homer Intersections

|  |   |
|--|---|
| <b>Name</b>                                      | Sue Brooks RN   |
| <b>Agency Affiliation</b>                        | Safe Kids South Peninsula Hospital  |
| <b>Street Address</b>                            | 4300 Bartlett Street  |
| <b>City, State and Zip Code</b>                  | Homer, AK 99603   |
| <b>Daytime Telephone</b>                         | (907) 235-0285  |
| <b>Email Address</b>                             | smbbr@sphosp.com  |
| <b>Pioneer Avenue &amp; the Sterling Highway</b> | Improved cross walks, clearly marked and Pedestrian signs, especially at the intersection of Pioneer Avenue and the Sterling Highway.                                 |
| <b>Main Street &amp; the Sterling Highway</b>    | Again clearly marked crosswalks and a clearly marked pedestrian path/sidewalk all the way down main street.   |
| <b>Heath Street &amp; the Sterling Highway</b>   | Very busy intersection on both ends, again clearly marked pedestrian crosswalk.   |
| <b>Lake Street &amp; the Sterling Highway</b>    | Definitely need a light at this intersection, very dangerous especially in the summer time with heavy traffic and impatient drivers, pedestrians don't have a chance. |
| <b>Lake Street &amp; Pioneer Avenue</b>          |   |
| <b>Heath Street &amp; Pioneer Avenue</b>         |   |

## Homer Intersections Survey

Comments: Downtown Homer Intersections

|  |   |
|--|---|
| <b>Name</b>                                      | Shelly Erickson   |
| <b>Agency Affiliation</b>                        | Homer Tours Inc.  |
| <b>Street Address</b>                            | PO Box 3695   |
| <b>City, State and Zip Code</b>                  | Homer, Alaska. 99603  |
| <b>Daytime Telephone</b>                         | 235-1394 or 399-4700  |
| <b>Email Address</b>                             | ericson@ptialaska.net   |
| <b>Pioneer Avenue &amp; the Sterling Highway</b> | This used to be the safest place to make a Left Hand turn from Pioneer onto the Bypass. This intersection is now one of the worst! The MERIDIAN IS IN THE WAY, of people making both left hand turns onto the Bypass and people on the Bypass making Left Hand turns to the businesses such as Point West Video. This past month for example I was sitting in the turning lane to make a left hand turn up onto Pioneer when a person coming from the spit swerved around the meridian and into my turning lane to make a left hand turn into Pt West Video. If it would have been icy it would have been a head on collision. Trying to make a Left Hand turn with a large vehicle from Pioneer onto the Bypass will be very difficult due to the meridian and the heavy traffic flow during the summer months. Even without the meridian, we have had near misses as people make a left hand turn from Pioneer and not watching the traffic going toward the spit. The turning lane was the buffer for our bus not being in a major wreck a few years ago as the person |
| <b>Main Street &amp; the Sterling Highway</b>    | This is a TERRIBLE intersection. This is a 4 way, heavily used intersection - low visibility, icy and cars are darting out into the traffic, but not knowing who is next to turn onto the highway. There are many near misses and accidents. We do not take our busses through this intersection unless absolutely necessary, although with the meridians we now may have to. Turning up the hill with a right hand turn off the bypass works, but the intersection itself needs to be reworked with turning lanes and a light (4-way). It would relieve some congestion farther down in town.  |
| <b>Heath Street &amp; the Sterling Highway</b>   | Clear visibility. Very heavy usage right before the intersection between the bank and postoffice. This could use a turning lane on the Heath Street to facilitate better traffic flow. To get onto the bypass it is much easier to go right, although you can 'run' for it at the busier times of day. This intersection is one that I use depending on the time of day.  |
| <b>Lake Street &amp; the Sterling Highway</b>    | Needs a TRAFFIC LIGHT!!! The meridian needs to GO AWAY! There is great visibility, but it is not a place for pedestrians to cross the road! It would be the best place for a left hand turn for large or slow moving vehicles, but it still dangerous getting onto the bypass as lots of traffic are moving both directions virtually non stop. To make the speed limit slower will just compound the problem.  |
| <b>Lake Street &amp; Pioneer Avenue</b>          | It works fine   |

# Homer Intersections Survey

Comments: Downtown Homer Intersections

|  |   |
|--|---|
| <b>Name</b>                              | Shelly Erickson   |
| <b>Agency Affiliation</b>                | Homer Tours Inc.  |
| <b>Heath Street &amp; Pioneer Avenue</b> | This needs a 4 way stop. There is lots of movement from all directions, making a Left Hand turn onto Pioneer coming up from Heath Street very dangerous and sometimes difficult. This intersection is hard during the day but would be a great place for a pedestrian crossway. |

Homer Intersections Survey  
Comments: Peripheral Streets

|  |   |   |
|--|---|---|
| <b>Name</b>                                      | Robert L. Painter   | Stephen E. Smith  |
| <b>Agency Affiliation</b>                        | Homer Fire Department   | Homer Police Officer  |
| <b>Street Address</b>                            | 604 East Pioneer Avenue   | 4060 Heath St,  |
| <b>City, State and Zip Code</b>                  | Homer, AK 99603   | Homer AK. 99603   |
| <b>Daytime Telephone</b>                         | (907) 235-3155  | 235-3150  |
| <b>Email Address</b>                             | rpainter@ci.homer.ak.us   | ssmith@ci.homer.ak.us   |
| <b>Sterling Highway &amp; West Hill Road</b>     | No problems.  | The down-grade approach from West Hill is to steep when the intersection is icy, making it difficult for vehicles to stop safely. |
| <b>East End Road &amp; East Hill Road</b>        | A left turn lane would improve the flow of traffic during certain times when traffic is heavy from the East headed into town. | The same conditions as West Hill and the Sterling exist at this intersection.   |
| <b>Sterling Highway &amp; Kachemak Bay Drive</b> | No problems.  | Poor visability for the traffic coming off Kachemak Drive looking toward the right.   |

Homer Intersections Survey  
Comments: Peripheral Streets

|  |  |   |
|--|--|---|
| <b>Name</b>                                      | Stacy R. Luck  | David Shealy  |
| <b>Agency Affiliation</b>                        | Homer Police Department  | Homer Police Department   |
| <b>Street Address</b>                            | 4060 Heath Street  | 4060 Heath Street   |
| <b>City, State and Zip Code</b>                  | Homer, AK. 99603   | Homer, Ak 99603   |
| <b>Daytime Telephone</b>                         | 1-907-235-3150   | 907-235-3150  |
| <b>Email Address</b>                             | sluck@ci.homer.ak.us   | dshealy@ci.homer.ak.us  |
| <b>Sterling Highway &amp; West Hill Road</b>     | No issues.   | Have seen an improvement since this intersection was rebuilt into the 4 lanes on the Sterling Hwy.  |
| <b>East End Road &amp; East Hill Road</b>        | Major congestion during school times at Paul Banks Elementary between 0815 and 0830 as well as 0300 and 0310.  | Need some painted crosswalks and signage for pedestrain use at intersection. With the addition of sidewalks on both side of the road might see increase pedestrian use to the Paul Banks elementary school. |
| <b>Sterling Highway &amp; Kachemak Bay Drive</b> | Severe curve on East End Road and fast moving traffic can cause problems. Currently 35 MPH due to road construction, suggest leaving it at that when construction is finished and have 45 MPH start east bound on East End Road past McLay Road. | Painted crosswalks at this intersection. Lots of pedestrain use crossing this intersection to access the Homer Spit bicycle path from nearby parking lots.  |

Homer Intersections Survey  
Comments: Peripheral Streets

|  |  |  |
|--|--|--|
| <b>Name</b>                                      | paul meyer   | Steve Boyle  |
| <b>Agency Affiliation</b>                        | home police department   | Homer Fire Department  |
| <b>Street Address</b>                            | 4060 heath street  | 604 E. Pioneer Ave   |
| <b>City, State and Zip Code</b>                  | homer ak 99603   | Homer, AK 99603  |
| <b>Daytime Telephone</b>                         | 907-235-3150   | 907-235-3155   |
| <b>Email Address</b>                             | pmeyer@ci.homer.ak.us  | sboyle@ci.homer.ak.us  |
| <b>Sterling Highway &amp; West Hill Road</b>     | Vehicles have trouble when turning and merging into traffic  | Some difficulty with visualizing to the west from the bottom of the hill. otherwise no real problems |
| <b>East End Road &amp; East Hill Road</b>        | vehicle have trouble when turning and area is congested during school hours due to school entrance being nearby. | No significant problems  |
| <b>Sterling Highway &amp; Kachemak Bay Drive</b> | during summer area is congested/.  | No problems  |

Homer Intersections Survey  
 Comments: Peripheral Streets

|  |  |  |
|--|--|--|
| <b>Name</b>                                      | Ronald L. Keffer   | Loretta Erickson   |
| <b>Agency Affiliation</b>                        | Principal, Homer High School   | Boys & Girls Club  |
| <b>Street Address</b>                            | 600 East Fairview Avenue   | 360 W Pioneer Ave.   |
| <b>City, State and Zip Code</b>                  | Homer, Alaska 99603  | Homer AK 99603   |
| <b>Daytime Telephone</b>                         | 907-235-8186   | 907-235-2772   |
| <b>Email Address</b>                             | rkeffer@kpbsd.k12.ak.us  | lerickson@positiveplaceforkids.Com   |
| <b>Sterling Highway &amp; West Hill Road</b>     | This intersection seems to work well as it is.   | Don't know   |
| <b>East End Road &amp; East Hill Road</b>        | This intersection also seems to work well as is.   | East Hill has no marking. East End is a <u>very</u> dangerous road with <u>no</u> obvious shoulder--no center lines. Bikes/pedestrians risk their lives on East End Road. Pedestrian & bike paths are needed here! |
| <b>Sterling Highway &amp; Kachemak Bay Drive</b> | Sometimes traffic backs up to make left turns from the Sterling onto Kachemak Bay Drive. Otherwise, this seems not to be a problem area. |  |



Homer Intersections Survey  
Comments: Peripheral Streets

|  |  |
|--|--|
| <b>Name</b>                                      | Fred Lau                                 |
| <b>Agency Affiliation</b>                        | Homer Senior Citizens, Inc.              |
| <b>Street Address</b>                            | 3935 Svedlund St.                        |
| <b>City, State and Zip Code</b>                  | Homer, Alaska 99603                      |
| <b>Daytime Telephone</b>                         | 235-7655                                 |
| <b>Email Address</b>                             | flau@homerseniors.com                    |
| <b>Sterling Highway &amp; West Hill Road</b>     |  |
| <b>East End Road &amp; East Hill Road</b>        |  |
| <b>Sterling Highway &amp; Kachemak Bay Drive</b> | Put in traffic light and left turn lane. |

Homer Intersection Study  
Comments: Peripheral Streets

|  |  |
|--|--|
| <b>Name</b>                                      | Shelly Erickson  |
| <b>Agency Affiliation</b>                        | Homer Tours Inc.   |
| <b>Street Address</b>                            | PO Box 3695  |
| <b>City, State and Zip Code</b>                  | Homer, Alaska. 99603   |
| <b>Daytime Telephone</b>                         | 235-1394 or 399-4700   |
| <b>Email Address</b>                             | ericson@ptialaska.net  |
| <b>Sterling Highway &amp; West Hill Road</b>     |  |
| <b>East End Road &amp; East Hill Road</b>        | This needs a turning lane on East Hill Road, and also throughout the intersection on East Road past the school area. There are many people who swerve around on the right of people waiting to make Left Hand turns. It is a dangerous intersection because of that. A turning lane is critical. There have been major life changing accidents there because of not having a turning lane.   |
| <b>Sterling Highway &amp; Kachemak Bay Drive</b> | There is a slow down at the base of the spit - A turning lane needs to be in place from Beluga Lake until you are past this intersection. Ocean Drive has many accidents because of no turning lane and it is a major business district on both sides of the road. People swerve around the right side of people waiting. This past summer I waited for 5 to 10 minutes just trying to make a right hand turn onto Ocean Drive from a side street. There is so much traffic going both ways, and not place for people to easily make Left Hand turns that I feel that there needs to be serious thought about a turning lane. I realize there is a designated bike path in the 3rd lane that is already there, and I feel that there with minimal expense could be a safer route for the bikes through the streets behind Laidlaw and the businesses. This could easily connect with the spit bike path with minimal problems. At this point I tell tourist not to walk, bike or run on Ocean Drive, because of the hazard it is to pedestrians and drivers alike. |

**Homer Intersections Planning Study****Exit this survey >>****1. City Agency Personnel Comments**

The City of Homer and the Alaska Department of Transportation and Public Facilities are developing a plan to alleviate congestion and improve safety for vehicles and pedestrians at certain primary road intersections. Please tell us, based on your experience on the job and while driving and walking, what problems you've observed at these intersections and what you suggest be done to improve them. (Items with a \* are required fields.)

**\* 1. Please provide us with contact information so we may call if we have questions on your ideas.**

|                          |                     |
|--------------------------|---------------------|
| Name                     | Nick & Toy Bairamis |
| Agency Affiliation       | Kostas Taxi Service |
| Street Address           | 235 Lee Drive       |
| City, State and Zip Code | Homer, AK 99603     |
| Daytime Telephone        | (907) 235-1933 (hm) |
| Email Address            | toynick@alaska.net  |

**Continue >>****RECEIVED****APR 05 2005****USKH  
Transportation Dept. Anch.**

## Homer Intersections Planning Study

[Exit this survey >>](#)

### 4. Homer High School Intersections

For the following Homer intersections near Homer High School, tell us what you'd like improved or made safer. We are very interested in any observations you have made during the school year, especially in the winter. Issues with student drivers or school buses? Where are there difficult maneuvers, turns, or other operational problems? Where do student pedestrians have difficulty? (You only need to provide an answer for the intersections for which you have a comment.)

#### 11. Heath Street & Pioneer Avenue

#### 12. Lake Street & Pioneer Avenue

#### 13. East End Road & Fairview Avenue

[<< Prev](#)[Continue >>](#)

Homer Intersections Survey  
 Comments: High School Intersections

|  |                                 |                         |   |
|--|---------------------------------|-------------------------|---|
|  | <b>Name</b>                     | Robert L. Painter       | Mark Robl   |
|  | <b>Agency Affiliation</b>       | Homer Fire Department   | Homer Police Department   |
|  | <b>Street Address</b>           | 604 East Pioneer Avenue | 4060 Heath Street   |
|  | <b>City, State and Zip Code</b> | Homer, AK 99603         | Homer AK 99603  |
|  | <b>Daytime Telephone</b>        | (907) 235-3155          | 907-235-3150  |
|  | <b>Email Address</b>            | rpainter@ci.homer.ak.us | mrobl@ci.homer.ak.us  |
| <b>Heath Street &amp; Pioneer Avenue</b>   |                                 | None.                   | Very busy from 3 to 3:30pm during the school year. Sidewalks are badly needed on upper Heath. |
| <b>Lake Street &amp; Pioneer Avenue</b>    |                                 | Traffic light.          |   |
| <b>East End Road &amp; Fairview Avenue</b> |                                 | Not a problem           |   |

Homer Intersections Survey  
Comments: High School Intersections

|  |  |  |
|--|--|--|
| <b>Name</b>                                | Stacy R. Luck  | David Shealy   |
| <b>Agency Affiliation</b>                  | Homer Police Department  | Homer Police Department  |
| <b>Street Address</b>                      | 4060 Heath Street  | 4060 Heath Street  |
| <b>City, State and Zip Code</b>            | Homer, AK. 99603   | Homer, Ak 99603  |
| <b>Daytime Telephone</b>                   | 1-907-235-3150   | 907-235-3150   |
| <b>Email Address</b>                       | sluck@ci.homer.ak.us   | dshealy@ci.homer.ak.us   |
| <b>Heath Street &amp; Pioneer Avenue</b>   | Young drivers making unsafe entrance to traffci flow to beat the lines on Heath. | Since north Heath has been opened to through vehicular traffic seen increase in traffic congestion. Police department deals with this intersection all the time. Very difficult to make a left turn from north Heath onto Pioneer Ave. Also difficult to make a left turn from south Heath onto Pioneer Ave. Traffic on Pioneer Ave. continues to increase, so the traffic is condensed with few openings for vehicles to enter. Sometimes officers have to use emergency lights to enter Pioneer Ave. |
| <b>Lake Street &amp; Pioneer Avenue</b>    | Young drivers making unsafe entrance to traffci flow to beat the lines on Heath. | Maybe a traffic light to help with pedestrian crossings or at least painted crosswalks. At noon, numerous pedestrains crossings because High School is out for lunch.  |
| <b>East End Road &amp; Fairview Avenue</b> | Young drivers making unsafe entrance to traffci flow to beat the lines on Heath. | I assume this is one of the High School entrances. Traffic congestion is better since road construction has begun at this intersection. The biggest improvement I see is extending the 3 lane from Pioneer and Lake St. intersection to the above mentioned intersection. This way traffic moving east can pass, freeing up congestion.  |

Homer Intersections Survey  
 Comments: High School Intersections

|  |   |                                       |
|--|---|---------------------------------------|
| <b>Name</b>                                | paul meyer  | Randy Rosencrans                      |
| <b>Agency Affiliation</b>                  | home police department                                    | Homer Police Department               |
| <b>Street Address</b>                      | 4060 heath street   | 4060 Heath Street                     |
| <b>City, State and Zip Code</b>            | homer ak 99603  | Homer AK 99603                        |
| <b>Daytime Telephone</b>                   | 907-235-3150  | 907-235-3150                          |
| <b>Email Address</b>                       | pmeyer@ci.homer.ak.us                                     | rrosencrans@ci.homer.ak.us            |
| <b>Heath Street &amp; Pioneer Avenue</b>   | area is very congested and needs more traffic restriction | Pave and put controls on Upper Heath. |
| <b>Lake Street &amp; Pioneer Avenue</b>    | area is very congested during peak hours                  |                                       |
| <b>East End Road &amp; Fairview Avenue</b> | none  |                                       |

Homer Intersections Survey  
Comments: High School Intersections

|  |  |   |
|--|--|---|
| <b>Name</b>                                | Steve Boyle  | Shelly Erickson   |
| <b>Agency Affiliation</b>                  | Homer Fire Department  | Homer Tours Inc.  |
| <b>Street Address</b>                      | 604 E. Pioneer Ave   | PO Box 3695   |
| <b>City, State and Zip Code</b>            | Homer, AK 99603  | Homer, Alaska. 99603  |
| <b>Daytime Telephone</b>                   | 907-235-3155   | 235-1394 or 399-4700  |
| <b>Email Address</b>                       | sboyle@ci.homer.ak.us  | ericson@ptialaska.net   |
| <b>Heath Street &amp; Pioneer Avenue</b>   | No real problems. Occasional difficulty in accessing pioneer.  | Needs a 4 way street light or a light the same as Pioneer and Lake street. It could use a pedestrian light. |
| <b>Lake Street &amp; Pioneer Avenue</b>    | This intersection needs a traffic light. Though all cars are brought to a stop and it is better than Lake and Sterling, I have seen some people blow through it (the flashing light helped alot). For emergency response, there is always a concern as we enter the intersection of people not stopping, and maneuvering can sometimes be tricky. otherwise no real problems | This one seems to be fine and during the construction last summer the flaggers were a great help.           |
| <b>East End Road &amp; Fairview Avenue</b> | Not familiar with this intersection.   |   |



Homer Intersections Survey  
 Comments: High School Intersections

|  |   |   |
|--|---|---|
| <b>Name</b>                                | Ronald L. Keffer  | Loretta Erickson  |
| <b>Agency Affiliation</b>                  | Principal, Homer High School  | Boys & Girls Club   |
| <b>Street Address</b>                      | 600 East Fairview Avenue  | 360 W Pioneer Ave.  |
| <b>City, State and Zip Code</b>            | Homer, Alaska 99603   | Homer AK 99603  |
| <b>Daytime Telephone</b>                   | 907-235-8186  | 907-235-2772  |
| <b>Email Address</b>                       | rkeffer@kpbsd.k12.ak.us   | lerickson@ positiveplaceforkids.<br>Com   |
| <b>Heath Street &amp; Pioneer Avenue</b>   | This intersection needs a traffic light. When school is taking up or letting out many young drivers and school buses are passing through and there is considerable danger. It also is dangerous for our students on foot to try to cross these streets. Heath Street needs a sidewalk to keep pedestrians out of the traffic lanes. |   |
| <b>Lake Street &amp; Pioneer Avenue</b>    | The three-way stop seems to work well, but pedestrians, many of whom are Homer High School students, have a chancy time crossing the street.  | Don't know about high school intersections. Will consult with my high school staff. |
| <b>East End Road &amp; Fairview Avenue</b> | In the winter this intersection sometimes becomes so slippery that it is highly dangerous. It needs close attention to its sanding needs and sometimes doesn't get it. Otherwise traffic seems to flow reasonably well.   |   |

Homer Intersections Survey  
 Comments: High School Intersections

|  |   |
|--|---|
| <b>Name</b>                                | Fred Lau  |
| <b>Agency Affiliation</b>                  | Homer Senior Citizens, Inc.   |
| <b>Street Address</b>                      | 3935 Svedlund St.   |
| <b>City, State and Zip Code</b>            | Homer, Alaska 99603   |
| <b>Daytime Telephone</b>                   | 235-7655  |
| <b>Email Address</b>                       | flau@homerseniors.com   |
| <b>Heath Street &amp; Pioneer Avenue</b>   | Need traffic lights, cars do not stop for pedestrians even at the crosswalks. |
| <b>Lake Street &amp; Pioneer Avenue</b>    | Need traffic lights, cars do not stop for pedestrians even at the crosswalks. |
| <b>East End Road &amp; Fairview Avenue</b> | Need traffic lights, cars do not stop for pedestrians even at the crosswalks. |

# Homer Intersections Planning Study

[Exit this survey >>](#)

## 1. City Agency Personnel Comments

The City of Homer and the Alaska Department of Transportation and Public Facilities are developing a plan to alleviate congestion and improve safety for vehicles and pedestrians at certain primary road intersections. Please tell us, based on your experience on the job and while driving and walking, what problems you've observed at these intersections and what you suggest be done to improve them. (Items with a \* are required fields.)

**\* 1. Please provide us with contact information so we may call if we have questions on your ideas.**

|                          |                      |
|--------------------------|----------------------|
| Name                     | <input type="text"/> |
| Agency Affiliation       | <input type="text"/> |
| Street Address           | <input type="text"/> |
| City, State and Zip Code | <input type="text"/> |
| Daytime Telephone        | <input type="text"/> |
| Email Address            | <input type="text"/> |

**[Continue >>](#)**

# Homer Intersections Planning Study

[Exit this survey >>](#)

## 2. Downtown Homer Intersections

For downtown Homer intersections listed below, tell us what you'd like improved or made safer. We need to know about corner sight lines that are restricted, snow berms, structures, utilities or parked cars. Where are there difficult maneuvers, turns, or other operational problems? Where do pedestrians have difficulty, especially those who are a little slower due to youth, age, disability or other factors? If you know of any issues particular to tourists at these intersections, please add this detail. (You only need to provide an answer for the intersections for which you have a comment.)

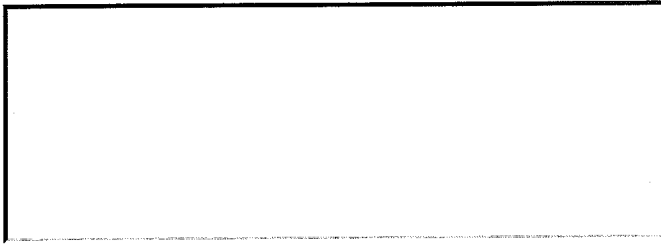
### 2. Pioneer Avenue & the Sterling Highway

### 3. Main Street & the Sterling Highway

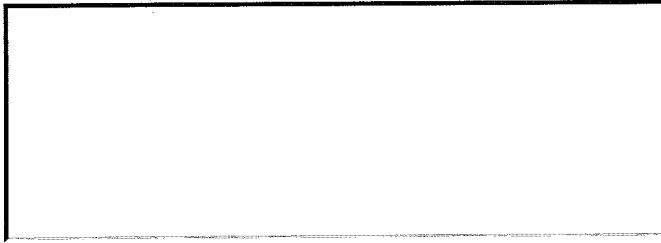
### 4. Heath Street & the Sterling Highway

### 5. Lake Street & the Sterling Highway

**6. Lake Street & Pioneer Avenue**



**7. Heath Street & Pioneer Avenue**



**<< Prev**

**Continue >>**

## Homer Intersections Planning Study

[Exit this survey >>](#)

### 3. Peripheral Streets

For intersections on the periphery of downtown Homer, tell us what you'd like improved or made safer. We need to know about corner sight lines that are restricted, snow berms, structures, utilities or parked cars. Where are there difficult maneuvers, turns, or other operational problems? Where do pedestrians have difficulty, especially those who are a little slower due to youth, age, disability or other factors? If you know of any issues particular to tourists at these intersections, please add this detail. (You only need to provide an answer for the intersections for which you have a comment.)

#### 8. Sterling Highway & West Hill Road

#### 9. East End Road & East Hill Road

#### 10. Sterling Highway & Kachemak Bay Drive

[<< Prev](#)[Continue >>](#)

## Homer Intersections Planning Study

[Exit this survey >>](#)

### 4. Homer High School Intersections

For the following Homer intersections near Homer High School, tell us what you'd like improved or made safer. We are very interested in any observations you have made during the school year, especially in the winter. Issues with student drivers or school buses? Where are there difficult maneuvers, turns, or other operational problems? Where do student pedestrians have difficulty? (You only need to provide an answer for the intersections for which you have a comment.)

#### 11. Heath Street & Pioneer Avenue

#### 12. Lake Street & Pioneer Avenue

#### 13. East End Road & Fairview Avenue

[<< Prev](#)[Continue >>](#)

## Homer Intersections Planning Study

[Exit this survey >>](#)

### 5. Intersection Traffic Control

There are several methods of intersection traffic control available in a traffic engineer's toolbox. These may include: stop signs, 2-way and 4-way stop signs, traffic lights, and roundabouts. We would like your comments on the applicability of these methods of intersection traffic control in Homer.

#### 14. General comments about traffic control using stop signs:

#### 15. General comments about traffic control using traffic signals (traffic lights):

#### 16. General comments about traffic control using modern roundabouts:

#### 17. I have experienced driving roundabouts (choose as many as apply):

- ☐ Overseas
- ☐ In other U.S. states
- ☐ In Alaska
- ☐ Never have driven a roundabout intersection



**18. General comments about pedestrians and pedestrian safety in the study intersections:**



**19. General comment about the study intersections:**



**<< Prev**

**Continue >>**

## Homer Intersections Planning Study

[Exit this survey >>](#)

### 6. Thank you!

Thanks for taking the time to comment for the Homer Intersections Planning Study. Your knowledge and experience helps us build a better and safer city.

[<< Prev](#)

[Done >>](#)

Thursday, January 20, 2005

HOMER NEWS

# No need to circle this issue: roundabouts straightforward way to eliminate traffic jams

*Note: The open exchange of ideas, opinions and information is imperative to ensure our world, our country and our community are the best they can be.*

While this exchange is alive and well in Homer, the young people of this community are often left out of the dialogue. Neglecting the opinions of students not only leaves gaps in the crucial network of ideas and opinions, it also teaches young citizens that what they think doesn't really matter.

In an effort to share students' perspectives with the community, the Homer News and Homer Alaska Youth for Environmental Action are collaborating to create "Our Future, Our Voice." Every month, "Our Future, Our Voice" will feature a Homer student sharing his or her opinion on an issue important to that student. Students who are interested in contributing to "Our Future, Our Voice" should contact Katie Gavenus at 235-1823 or [katie\\_aspen@hotmail.com](mailto:katie_aspen@hotmail.com).

This month, Homer High School student Miro Schaad shares his thoughts on roundabouts.

Many people in this town have never heard of a roundabout. They dismiss the idea without even thinking about it. But Homer needs to make some changes to improve our roadways. Our cosmic hamlet by the sea is slowly becoming a metropolis by the freeway.

And what do big roads bring? Traffic lights and traffic jams. How do we get rid of them? The answer is roundabouts, but most people discard the idea without even considering it.

I have seen first-hand the positive effects of the roundabouts in Switzerland, Germany, Peru and even Thailand. These are obviously not the only countries that have adopted the roundabout system. Why would most (if not all) of Europe use roundabouts if they didn't work?

Well, they wouldn't. Europe is much older than America, which means they have experimented with traffic and have found that roundabouts do work the best.

Not only do roundabouts produce

## OUR FUTURE, OUR VOICE

**Miro Schaad**

smooth-flowing traffic, but they also don't require electricity, which is expensive and comes from fossil fuels overseas with their ever-increasing price.

The stoplights are costing you, and all other taxpayers, money. Now why would you want to be paying for something that's pointless and doesn't even work as well as an alternative?

Another benefit of roundabouts is that there is less pollution from idle cars waiting for the light to change. There is a study that shows that if a person waits for five minutes at a stoplight, it's worth turning your engine off.

And of course it's an excellent place to exhibit local art. Homer, with its many creative artists, is an ideal place for a roundabout. I remember a particular roundabout in Peru that had a huge Christmas tree on it. It was almost 40 feet tall, and was constructed using only green recycled 7Up bottles.

Let's be creative and use roundabouts as a blank canvas for art. Homer, with its many art functions and galleries, has one of the best environments for colorful roundabouts. Anything could be displayed on them. This is a great opportunity.

All I ask is that locals open their eyes. Even I, a freshman at Homer High School, can see the obvious improvements roundabouts would bring. Unless Homer is cursed, we will eventually resort to roundabouts anyway. So why not switch now? Do we really have to reinvent roundabouts and not just use what the whole world has been using for years?

That's ridiculous. Homer, just use your heads.

Miro Schaad, a freshman at Homer High School is a member of Homer Rotaract/Interact. He can be contacted at [miro.schaad@gmail.com](mailto:miro.schaad@gmail.com).



Big Brother  
time

Your child  
at school  
shoot  
bowling,  
Best of

Enroll  
Call the Home  
more information  
getting a

This information  
donation from the Ashley T. Logan fund  
of the Homer Foundation

|                  |               |            |               |
|------------------|---------------|------------|---------------|
| Date             | 7/6/71        | # of pages | 1             |
| From             | APRIL JOHNSON | Co.        | CITY OF HOMER |
| Co/Dept          | USKH          | Phone #    | 235-3770      |
| Post-it Fax Note | 907 258 0340  | Fax #      | 235-3145      |

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AHFC complies with Title II of the American Rehabilitation Act of 1973. Individuals with physical or service or special modifications to pay 330-8437 no later than seven days before arrangements may be made.

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RONA  
McDON**

## Food pantry reflects on year of giving

Looking back over this past year, we at

Subject: 813603 - Pioneer Avenue crosswalks in Homer  
Date: Sunday, January 30, 2005 2:49 PM  
From: Art Johnson <AJohnson@uskh.com>  
To: "M. Anne Brooks (E-mail)" <annebrooks@ak.net>

Anne, FYI.

-Art

-----Original Message-----

From: Scott Thomas [mailto:scott\_thomas@dot.state.ak.us]  
Sent: Friday, January 28, 2005 4:03 PM  
To: Randy Kinney; Art Johnson  
Subject: [Fwd: [Fwd: Pioneer Avenue crosswalks in Homer]]

FYI

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From: Scott Thomas <scott\_thomas@dot.state.ak.us>  
Organization: State of Alaska, Department of Transportation  
Date: Thu, 27 Jan 2005 14:50:21 -0900  
To: Jan Jonker <JJonker@ci.homer.ak.us>  
Cc: Todd VanHove <todd\_vanhove@dot.state.ak.us>, <AMHolen@ci.homer.ak.us>  
Subject: Re: [Fwd: Pioneer Avenue crosswalks in Homer]

See R1-6 and R1-6a in the 2003 MUTCD, online at <http://mutcd.fhwa.dot.gov/>

Also shown in attached files. The photo sent by Anne Holen with the City of Homer is good, except the sign is fixed to the road and does not appear to be breakaway.

Current text that we will likely adopt on these signs is as follows:

Section 2B.12 In-Street Pedestrian Crossing Signs (R1-6, R1-6a)

Option:

The In-Street Pedestrian Crossing (R1-6 or R1-6a) sign (see Figure 2B-2) may be used to remind road users of laws regarding right of way at an unsignalized pedestrian crossing.

The legend STATE LAW may be shown at the top of the sign if applicable. The legends STOP FOR or YIELD TO may be used in conjunction with the appropriate symbol.

Guidance:

If an island (See Chapter 3G) is available, the In-Street Pedestrian Crossing sign, if used, should be placed on the island.

Standard:

The In-Street Pedestrian Crossing sign shall not be used at signalized locations.

The STOP FOR legend shall only be used in States where the State law specifically requires that a driver must stop for a pedestrian in a crosswalk.

If used, the In-Street Pedestrian Crossing sign shall have a black legend (except for the red STOP or YIELD sign symbols) and border on either a white and/or fluorescent yellow-green background.

If the In-Street Pedestrian Crossing sign is placed in the roadway, the sign support shall comply with the breakaway requirements of the latest edition of

AASHTO's "Specification for Structural Supports for Highway Signs, Luminaires, and Traffic Signals" (See Addresses).

Support:

The provisions of Section 2A.18 concerning mounting height are not applicable for the In-Street Pedestrian Crossing sign.

Option:

The In-Street Pedestrian Crossing sign may be used seasonably to prevent damage in winter because of plowing operations, and may be removed at night if the pedestrian activity at night is minimal.

Jan Jonker wrote:

Scott, What exactly are the signs that are being referenced? Do you have an MUTCD # for these? Jan

-----Original Message-----

From: Scott Thomas [mailto:scott\_thomas@dot.state.ak.us]

Sent: Thursday, January 27, 2005 8:48 AM

To: Todd VanHove

Cc: AMHolen@ci.homer.ak.us; Jan Jonker; Beth McKibben; Art Johnson; Randy Kinney; JUDY DOUGHERTY; KURTIS SMITH; KEVIN JACKSON; DOROTHY RANDALL; WILLIAM STRICKLER; RONALD WAISANEN; Gerard Billinger; Julie E Gaken; Andrew R Watkins; Mary D Hallinan; Charles M Wagner; Ron F Martindale; Joe D Hartley

Subject: Re: [Fwd: Pioneer Avenue crosswalks in Homer]

Todd,

These signs are a great idea for introducing Homer drivers to these new crosswalks in Homer. These signs are a good option for sites where motorist compliance is a real concern and not routine. They are a new sign in the 2003 MUTCD which has not yet been adopted by our Department, but is pending. Our Headquarters Division is working with a consultant to update many changes to our state manuals right now so we can adopt the new 2003 MUTCD. This is a big job. We are still working to publish layout standards for these signs. We discussed the use of these signs last fall and plan on allowing their use in the future.

I have spoke with the City Police Chief, Mark Robl, about motorist

compliance with the new crosswalks. I would encourage the City to enforce pedestrian laws and motorist compliance for yielding to peds. It may take new signs like this to help make the Chief's job easier for people to understand his efforts at enforcement.

So yes, these signs will be discussed in the Homer Traffic Study. Given concerns raised by the City staff regarding the Pioneer Avenue crosswalks, I see no reason why we couldn't proceed working with the City towards the use of these signs in Homer.

Our preference would be the City of Homer consider purchasing two of these signs to go with each of the crosswalks they maintain on Pioneer Avenue, perhaps even this summer. Because of Homer's plowing needs in the narrower Pioneer Ave corridor, these signs can be used seasonally to prevent damage due to snow plowing, and can be removed at night when ped use is low. These signs can also be used on the Sterling Highway islands we just built, and even out at other crosswalks at East Hill Road. I think the City is in the best position to coordinate the seasonal installation of these signs on portable bases along with local enforcement of state laws requiring yielding to pedestrians.

The sign layouts will have to meet the 2003 MUTCD and Federal Standard Highway Signs manual. They are 12" wide x 36" tall. These manuals are still being developed by FHWA and are anticipated to be adopted in a year or so by Alaska DOT. The sign supports must also be portable and certified by the supplier to meet the breakaway requirements for the latest edition of AASHTO's "Specification for Structural Supports for Highway Signs, Luminaires, and Traffic Signals".

Our office would be glad to work with the City to plan for signs this next summer season if they would be willing to purchase and maintain the signs along with their enforcement efforts. The next step if they agree is for the City to go and get price quotes and sign support certifications from suppliers.

Scott

Todd VanHove wrote:

Scott,  
FYI thought you might want to see this.

----- Original Message -----

Subject: Pioneer Avenue crosswalks in Homer  
Date: Tue, 25 Jan 2005 14:11:05 -0900  
From: Anne Marie Holen <AMHolen@ci.homer.ak.us> <mailto:AMHolen@ci.homer.ak.us>  
To: Todd Vanhove (E-mail) <todd\_vanhove@dot.state.ak.us> <mailto:todd\_vanhove@dot.state.ak.us>

Hi Todd,

I just learned that you are the new Area Planner for DOT, serving the Homer area-?

As someone who walks back and forth across Pioneer Avenue frequently, I have noticed that most drivers don't understand that they are supposed to stop when they see someone waiting to cross the street at one of the new crosswalks. This is in sharp contrast to places like Sitka, where most drivers stop right away.

If drivers can be trained in Sitka, it seems like they could learn here too. A friend shared with me a photo of a sign used somewhere in the Lower 48 to help educate drivers. I'm thinking these signs could go a long way toward making Homer more pedestrian friendly. It would be great to get something in place before the start of the tourist season . I am attaching the photo.

I (and others) are wondering if recommendations for signage will be included in the traffic study that is supposedly underway now. Can you provide an update and any other information that might be useful?

Thanks in advance...

Anne Marie Holen  
Special Projects Coordinator  
City of Homer  
491 E. Pioneer Avenue  
Homer, Alaska 99603  
907-235-8121 X2246  
fax: 235-3148

"No place in the world these days stays special by accident."  
<<crosswalk sign.jpg>>

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Todd VanHove, Area Planner  
Alaska Department of Transportation  
todd\_vanhove@dot.state.ak.us  
(907) 269-0508

**Subject: Homer Survey**

**Date:** Wednesday, February 23, 2005 11:45 AM

**From:** Shelly Erickson <ericson@ptialaska.net>

**To:** <anne@brooksandassociates.info>

Anne, I filled out the survey on line last week, and since then I've thought alittle more about it. There were a couple of intersections that were not on the survey, but now is a good time to address them with the road construction.

Reality is that from the light at Lake Street and Pioneer to past Paul Banks Elementary School on East End Road, there needs to be a middle turning lane. The road will be wide enough it looks like, but the temporary line painting didn't allow for it. There are 4 intersections on this stretch of road that are dangerous and people do not wait well. The first is at the High School, 2nd is at Ben Walters. This approach as it is now filled in, is narrow, and lots of people use it to get around the Pioneer Ave, Home High traffic. Making a Left Hand turn in difficult as people will go around you on the sidewalk to keep going as you wait to make a left hand turn. Also, there is a church right across the street from Ben Walters, that with the high amount of cars turning either way is difficult. At Maddox street, it isn't as bad, but it would be helpful in just keeping the flow with a center turning lane until you get to the East Hill Road intersection that definitely needs a turning lane.

Please let me know if you got my survey since these issues are of great concern to me.

Shelly Erickson  
Homer Tours  
235-1394 or 235-6200



Subject: Homer Intersection Survey

Date: Friday, February 25, 2005 10:19 AM

From: M. Anne Brooks <annebrooks@ak.net>

To: Art Johnson <AJohnson@uskh.com>, Randy Kinney <jrkinney@alaska.net>, Scott Thomas <Scott\_Thomas@dot.state.ak.us>

Cc: Kathy Burgess <kbc@ak.net>

All -- we are compiling all the comments we've received via the web and paper from our survey request. I had a call from Shelly Erickson, who, with her husband, runs a fuel distribution business and a tour business. She said she provided the survey address to the chamber of commerce and suggested we provide the list to Spenard Builders, Carlyle Trucking and others to get their input. She mentioned concerns with the medians that had been installed at various intersections.

I told her that the more information we have the better so if she had folks that she thought should provide input to send it on.

I hope you are all ok with this call. It sounded like she organized lots of folks to call the city on other projects and we should have her in our court.

I'm off to meetings the rest of the day. I'll call on Monday and forward the survey compilation as soon as Kathy has it ready.

Anne

Subject: Homer Intersections Study  
Date: Wednesday, March 2, 2005 2:34 PM  
From: Kathy Burgess <kbc@ak.net>  
To: <cwalsworth@kpbsd.k12.ak.us>  
Cc: Anne Brooks <annebrooks@ak.net>

Dear Mr. Walsworth--

I have recently discovered that a survey mailed to various entities for the Homer Intersections Planning Study was not received by some addressees and if received and completed, was not returnable by mail. Attached is a copy of the cover letter explaining it and below is a link that you can use to do the survey online and avoid our troubles with snail mail. I hope that you will revisit the survey with this method, as your input is extremely important to the Study.

<http://www.brooksandassociates.info/homer/>

Thanks for your help with this project.

-----Kathy

--

Kathy Burgess for Brooks & Associates  
Telephone: 907-346-3731 Fax: 907-346-3773

Subject: Homer Intersections Study  
Date: Wednesday, March 2, 2005 2:22 PM  
From: Kathy Burgess <kbc@ak.net>  
To: <rkeffer@kpbsd.k12.ak.us>  
Cc: Anne Brooks <annebrooks@ak.net>

Dear Mr. Keffer--

I have recently discovered that a survey mailed to various entities for the Homer Intersections Planning Study was not received by some addressees and if received and completed, was not returnable by mail. Attached is a copy of the cover letter explaining it and below is a link that you can use to do the survey online and avoid our troubles with snail mail. I hope that you will revisit the survey with this method, as your input is extremely important to the Study. The High School intersections form a special part of the Study.

<http://www.brooksandassociates.info/homer/>

Thanks for your help with this project.

-----Kathy

--

Kathy Burgess for Brooks & Associates  
Telephone: 907-346-3731 Fax: 907-346-3773

Subject: Homer Intersections Survey  
Date: Wednesday, March 2, 2005 2:00 PM  
From: Kathy Burgess <kbc@ak.net>  
To: <sboyle@ci.homer.ak.us>, <rpainter@cihomer.ak.us>  
Cc: Anne Brooks <annebrooks@ak.net>

Dear Chief Painter and Mr. Boyle--

I am sorry that the Homer Intersection Survey mailing never reached you. Attached is a copy of the cover letter explaining it and below is a link that you can use to do the survey online and avoid our troubles with snail mail.

<http://www.brooksandassociates.info/homer/>

Thanks for your help with this project.

-----Kathy

--

Kathy Burgess for Brooks & Associates  
Telephone: 907-346-3731 Fax: 907-346-3773

Subject: Homer Intersections survey  
Date: Wednesday, March 2, 2005 2:12 PM  
From: Kathy Burgess <kbc@ak.net>  
To: <cmeyer@ci.homer.ak.us>  
Cc: Anne Brooks <annebrooks@ak.net>

Dear Mr. Meyer--

I have recently discovered that a survey mailed to various city departments for the Homer Intersections Planning Study was not received by some addressees and if received and completed, was not returnable by mail. Attached is a copy of the cover letter explaining it and below is a link that you can use to do the survey online and avoid our troubles with snail mail. I hope that you will revisit the survey with this method, as your input is extremely important to the Study.

<http://www.brooksandassociates.info/homer/>

Thanks for your help with this project.

-----Kathy

--

Kathy Burgess for Brooks & Associates  
Telephone: 907-346-3731 Fax: 907-346-3773

Subject: Homer Intersections Study  
Date: Wednesday, March 2, 2005 2:17 PM  
From: Kathy Burgess <kbc@ak.net>  
To: <SMBR@sphosp.com>  
Cc: Anne Brooks <annebrooks@ak.net>

Dear Ms Brooks--

I have recently discovered that a survey mailed to various entities for the

Homer Intersections Planning Study was not received by some addressees and if received and completed, was not returnable by mail. Attached is a copy of the cover letter explaining it and below is a link that you can use to do

the survey online and avoid our troubles with snail mail. I hope that you will revisit the survey with this method, as your input is extremely important to the Study.

<http://www.brooksandassociates.info/homer/>

Thanks for your help with this project.

-----Kathy

--

Kathy Burgess for Brooks & Associates  
Telephone: 907-346-3731 Fax: 907-346-3773

Subject: Homer Intersections Study  
Date: Wednesday, March 2, 2005 2:29 PM  
From: Kathy Burgess <kbc@ak.net>  
To: <gszymoniak@kpsd.k12.ak.us>  
Cc: Anne Brooks <annebrooks@ak.net>

Dear Mr. Szymoniak--

I have recently discovered that a survey mailed to various entities for the

Homer Intersections Planning Study was not received by some addressees and if received and completed, was not returnable by mail. Attached is a copy of the cover letter explaining it and below is a link that you can use to do

the survey online and avoid our troubles with snail mail. I hope that you will revisit the survey with this method, as your input is extremely important to the Study.

<http://www.brooksandassociates.info/homer/>

Thanks for your help with this project.

-----Kathy

--

Kathy Burgess for Brooks & Associates  
Telephone: 907-346-3731 Fax: 907-346-3773

Subject: Homer Intersections Study  
Date: Wednesday, March 2, 2005 2:36 PM  
From: Kathy Burgess <kbc@ak.net>  
To: <kabrahamson@kpbsd.k12.ak.us>  
Cc: Anne Brooks <annebrooks@ak.net>

Dear Ms Abrahamson--

I have recently discovered that a survey mailed to various entities for the Homer Intersections Planning Study was not received by some addressees and if received and completed, was not returnable by mail. Attached is a copy of the cover letter explaining it and below is a link that you can use to do the survey online and avoid our troubles with snail mail. I hope that you will revisit the survey with this method, as your input is extremely important to the Study.

<http://www.brooksandassociates.info/homer/>

Thanks for your help with this project.

-----Kathy

--  
Kathy Burgess for Brooks & Associates  
Telephone: 907-346-3731 Fax: 907-346-3773



Subject: Homer Intersections Study  
Date: Wednesday, March 2, 2005 2:31 PM  
From: Kathy Burgess <kbc@ak.net>  
To: <babraham@kpbsd.k12.ak.us>  
Cc: Anne Brooks <annebrooks@ak.net>

Dear Mr. Abraham--

I have recently discovered that a survey mailed to various entities for the Homer Intersections Planning Study was not received by some addressees and if received and completed, was not returnable by mail. Attached is a copy of the cover letter explaining it and below is a link that you can use to do the survey online and avoid our troubles with snail mail. I hope that you will revisit the survey with this method, as your input is extremely important to the Study.

<http://www.brooksandassociates.info/homer/>

Thanks for your help with this project.

-----Kathy

--  
Kathy Burgess for Brooks & Associates  
Telephone: 907-346-3731 Fax: 907-346-3773

Subject: Re: Unsafe pedestrian cross-walks - Homer  
Date: Thursday, March 3, 2005 12:02 PM  
From: Scott Thomas <scott\_thomas@dot.state.ak.us>  
To: J Davis <jooled@hotmail.com>  
Cc: Rick Feller <rick\_feller@dot.state.ak.us>, Robert H Lundell  
<robert\_lundell@dot.state.ak.us>, WILLIAM STRICKLER  
<bill\_strickler@dot.state.ak.us>, Jason Baxley  
<jason\_baxley@dot.state.ak.us>, Todd VanHove  
<todd\_vanhove@dot.state.ak.us>, ROBERT CAMPBELL  
<rob\_campbell@dot.state.ak.us>, KURTIS SMITH <kurt\_smith@dot.state.ak.us>

Ms. Davis,

Thank you for discussing your concerns on the phone and requesting the follow up email. I will be talking with the City of Homer and our Construction Division to see what we can do. Unfortunately, last fall we were not able to finish our crosswalk stripes before winter, but we were able to place the signs and "down" arrows you have seen. We will be finishing the crossings this spring and adding pavement markings.

The ability to use the crosswalks safely, or the amount of risk, is based upon a user's abilities. I too am careful where I let my kids walk unless I am sure of their abilities and the type of road it is. No matter what we design, younger children need supervision and training when walking where there is vehicular traffic. I can assure you our Department used very recent national research on two thousand marked and unmarked crossings in selecting these crosswalks. These studies show that under certain volumes and speeds, the risk to pedestrians acting on a false sense of security due to striping and signing a crosswalk is not different than as if we had not marked the locations at all. In our case, we chose to mark the locations that best fit the local origins and destinations such as trails, parks, and visitor facilities, as well as at future signal or roundabout junctions. We also added refuge islands where possible so that peds only have to focus on one direction of traffic at a time, which greatly increases the gaps available.

To make these ped crossings effective, it will take continued education and local enforcement of yielding to pedestrians. One type of educational program involves the portable sign we discussed. An example is attached as requested. We will support these efforts, but my division is primarily responsible and busy full time working on the design and construction efforts.

As far as Lake Street, it does connect a major trail where ped crossing demand is real, so we have chosen to recognize it is there. A study is underway to weigh the choice between a signal or roundabout at this intersection. We expect to conclude this study by July and then we can move forward in planning for more intersection improvements there.

Scott Thomas  
Regional Traffic Engineer

J Davis wrote:

> Our pedestrian cross-walks are hazardous! I for one will never allow  
> my daughter to cross alone at any of our current pedestrian cross  
> walks. The cross-walks are simply unsafe.  
>  
> While driving to work this morning I was involved in an incident at  
> the corner of Lake Street and the Bypass. I was driving toward Beluga  
> Lake on the Bypass. A pedestrian was standing underneath the  
> pedestrian cross-walk sign. There was initial confusion. He did not  
> know if he should proceed into the road or wait for me. I was unsure  
> exactly where I was supposed to stop. I stopped to allow him to  
> cross. There was a car at the Lake Street stop sign that could not  
> see the pedestrian cross-walk sign I had stopped for. The car  
> assumed I was going straight and attempted to pull into the  
> intersection directly behind me. The car avoided hitting me by  
> stopping, thus blocking the intersection. Just then another car  
> approached the intersection from Beluga Lake and had to slam on his  
> brakes to avoid a three-car-pedestrian collision.  
>  
> Can something be done with our unsafe pedestrian-cross walks? The  
> sign alone does not allow for safe pedestrian crossing. The signage  
> is inadequate. It does not communicate to the driver exactly where to  
> stop. Stopping traffic at the Lake Street intersection for pedestrian  
> crossing is going to be a real mess this summer with tourist traffic.  
>  
> Adding an inadequate pedestrian cross-walk has made this intersection  
> more dangerous to pedestrians by giving them a false sense of security  
> while crossing. Please do something before somebody gets hurt!  
>  
> Thank you for your attention to this matter.  
>  
> Julie Davis  
> 567 Waddell Street  
> Homer, Alaska 99603  
> (907) 235-4382  
>  
>

Subject: Re: Homer Intersections study (with attachment)

Date: Thursday, March 3, 2005 4:40 PM

From: Kathy Burgess <kbc@ak.net>

To: Glen Szymoniak <gszymoniak@kpbsd.k12.ak.us>

Cc: Anne Brooks <annebrooks@ak.net>

In addition to automobiles, a major concern of the study is pedestrians. Perhaps a parent or PTA officer could do the survey with the safety of students arriving on foot, bikes, & buses in mind as well as motor vehicles.

If children in the neighborhood of the school access the grounds after hours

for recreation, that also might be considered.

Thanks for your help,

Kathy

--

Kathy Burgess for Brooks & Associates

Telephone: 907-346-3731 Fax: 907-346-3773

On 3/3/05 2:42 PM, "Glen Szymoniak" <gszymoniak@kpbsd.k12.ak.us> wrote:

> kbc@ak.net on Thursday, March 03, 2005 at 11:39 AM +0000 wrote:

>> <http://www.brooksandassociates.info/homer/>

>

> Sorry about the non-response. I usually get to school about 6:00am and  
> leave between 5:50 and 7:00. I rarely have an opportunity to observe the  
> traffic issues that drivers face during the morning and afternoon rush  
> time. I can forward the web response url to one of the parents that  
> normally drives during that time.

>

> Glen Szymoniak

> Homer Middle School

> 907-235-5291

>

>

>

HOMER NEWS  
Thursday, June 2, 2005

## **Roundabout** considered for Homer

*State study, local traffic plan recommend alternatives for downtown intersections*

By Chris Eshleman

Staff Writer

A state engineer said this week that he will recommend a **roundabout** for Homer's most troubled intersection at Lake Street and the Sterling Highway.

The recommendation comes as part of the Alaska Department of Transportation and Public Facilities' one-year study of major intersections in the city.

"In the long-term, our preference is a **roundabout**," said state engineer Scott Thomas in a phone interview Tuesday.

Thomas will present the study's full recommendations for seven downtown intersections to the city June 13 and 14.

During previous work at the intersection, state workers installed electronics for a traffic signal at the site. Since then, however, **roundabouts** have become more popular in Anchorage, Fairbanks and elsewhere around the state. They are proving to be safer for both drivers and pedestrians and more maintenance-free.

The study also will propose various options and recommendations for other major intersections, including what is described as the downtown "traffic triangle" between Pioneer Avenue, Lake Street and the Sterling Highway, and other intersections in the downtown area.

Thomas said the department expected the intersection of Lake Street and the Sterling Highway to present the most problems. As the study progressed, he said, the department became convinced that a more difficult challenge in the future was presented by intersections near the high school and the fire department.

"That has been a complex area for a long time," Thomas said of the stretch of Pioneer Avenue that includes the intersections of Lake and Heath streets.

That part of town also has caused headaches for at least one local business owner. Jackie Dentz, who owns Frosty Bear Ice Cream Parlor in the Kachemak Center shopping complex between the intersections of Heath and Lake streets, said drivers have become impatient with the Lake Street intersection. Some regularly bypass it by cutting through the parking lot, some as fast as 25 miles an hour. As a result, the mall is installing two speed bumps.

"I am terrified of some child being killed or harmed as traffic races through here," Dentz said.

Heath Street leads north from Pioneer Avenue to the high school, also providing access to the Homer Police Department.

Alaska State Trooper Todd VanLiere, who uses the intersection every day, said a traffic fix for the Heath Street intersection is overdue. He almost always makes a right-hand turn onto Pioneer Avenue to get to the Sterling Highway, adding distance to his trip but saving time.

"It's very difficult getting across (Pioneer Avenue). Making right-hand turns is the only way to go," VanLiere said of the intersection. "It definitely should be addressed, in my simple two-cent opinion."

The state study considers traffic signals, **roundabouts** and all-way stops for those intersections, and where and when each would be appropriate, Thomas said. But the long-term recommendation for the area involves a larger road project, not just intersection work.

"There's solutions – you can't just have a Heath Street project. You have to have a Lake Street project too, and you have to make them work together," Thomas said.

While the state's study has concluded, the Homer City Council will soon consider the Homer Area Transportation Plan, a 20-year plan for developing routes, roads and trails. That plan lists a number of potential future projects, including an extension of Heath Street to the north.

State engineers depended on the city's long-term transportation plan when drafting the intersection recommendations.

"We do want to make sure this does fit with the city's long-term transportation plan," Thomas said.

As a result, he said, the study ensures the city's transportation plan "is going to work at a few key points."

The transportation plan is a broad look at Homer's current road and trail systems. It identifies traffic issues and recommends alternatives for future projects.

City Public Works Director Carey Meyer said the Homer Advisory Planning Commission's recent review of the plan is "a step in the right direction." An approved plan will help the city receive funding for road projects.

The planning commission made minor changes to a proposed project that would extend Heath Street to the north, Meyer said.

Thomas, however, said that extension project could mean more traffic problems on Pioneer Avenue.

City planning commissioners also strengthened many of the plan's recommendations, adding references to pedestrian crosswalks on East End Road, where a bike trail on the north side should increase pedestrian and bicycle traffic.

Members of the Road Standards Committee, which reviewed the plan before forwarding it to the commission late last year, and the planning commission also recommended **roundabouts** be considered.

"The modern **roundabout** should be considered as a traffic mitigating solution at any intersection where traffic flow is a concern," the plan states.

Modern **roundabouts** increase capacity and safety while lowering traffic speed and maintenance costs, it states.

Thomas agreed, and said a single-lane **roundabout** at the intersection of Lake Street and the Sterling Highway also would allow pedestrians or bikers to cross traffic coming from one direction at a time.

The state's study also focuses on pedestrian crossings, said Thomas.

The Alaska Department of Transportation and Public Facilities will present the study to Homer City Council members on June 13. On June 14, state engineers will host a public open house at City Hall from 6 to 8 p.m.

*Chris Eshleman can be reached at [chris.eshleman@homernews.com](mailto:chris.eshleman@homernews.com).*

6/9/05 Homer News  
**Roundabouts raise safety concerns**

I am happy to hear that the state of Alaska and the city of Homer are both actively looking for solutions to address the intersections for Homer. Because of this, I hope that all options are considered for the long-term effect. I have concern that roundabouts may not be appropriate for Homer for a number of reasons and especially along the bypass. I have witnessed the traffic on the ones in Anchorage and have talked to truck drivers who have experienced them also. They have real safety concerns despite what DOT says about them.

The truckers in Anchorage, for the most part, are towing single trailers and are using standard cab trucks and in the winter months they say it is very dangerous since the trailer starts to cut into the adjoining lane. Now, let's look at the type of equipment that these same trucking firms use on many of the loads coming to Homer. Many of the trucks are long tractors with sleepers and they are towing a set of doubles. It is important that they be able to tow doubles to Homer in order to keep freight rate reasonable for the Homer area. Also if our port is ever going to be a shipping port again, it will be necessary that this type of equipment be able to get from the Homer port to the Sterling Highway for northbound loads.

Please ask the following questions of DOT.

1. Has consideration been given to the winter weather conditions in Homer which has far more freeze-thaw cycles than the areas north?

2. Can the larger tractor trailers (doubles) travel from the Spit north without making it hazardous for the local traffic?

3. Has DOT involved the trucking industry in its studies?

Trucking is important to us since we have excess of 300 truckloads of incoming freight per year ourselves, and we are just one of the vendors in Homer. But in as much as trucking is important, safety is still number one.

**Bruce Turkington**  
**Spenard Builders Supply**



City Council

Agendas

for

June 13, 2005



Committee of the Whole  
Special Meeting  
Regular Meeting

HOMER CITY COUNCIL/COMMITTEE OF THE WHOLE  
491 E PIONEER AVENUE  
HOMER, ALASKA

JUNE 13, 2005  
MONDAY, AT 4 P.M.  
COWLES COUNCIL CHAMBERS

**COMMITTEE OF THE WHOLE**

**AGENDA**

1. **CALL TO ORDER, 4 P.M.**
2. **AGENDA APPROVAL** (Only those matters on the noticed agenda may be considered, pursuant to City Council's Operating Manual, pg. 5)
3. **AUDITOR - COMPREHENSIVE FINANCIAL REPORT 2004** Page
4. **DOT TRAFFIC STUDY, Requested by Councilmember Novak.** Page
5. **REGULAR MEETING AGENDA ITEMS**
6. **ADJOURNMENT NO LATER THAN 5:30 P.M.** Next Committee of the Whole scheduled for Monday, June 27, 2005 at 4 p.m.

Council may add agenda items until 5 p.m. on Wednesday, June 8, 2005.

City Clerk's Office.

HOMER CITY COUNCIL  
491 E PIONEER AVENUE  
HOMER, ALASKA

JUNE 13, 2005  
MONDAY, AT 5:30 PM  
COWLES COUNCIL CHAMBERS

## **SPECIAL MEETING**

### **AGENDA**

Committee of the Whole 4 p.m. to no later than 5:30 p.m.

**1. CALL TO ORDER, PLEDGE OF ALLEGIANCE**

Councilmember Wythe plans to participate telephonically.

**2. AGENDA APPROVAL**

(Addition of items to or removing items from the agenda will be by unanimous consent of the Council. HCC 1.24.040.)

**3. PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA**

**4. NEW BUSINESS**

A. Memorandum 05-102, from City Clerk, Re: Request for Executive Session AS 44.62.310(C)(1), Matters, the Immediate Knowledge of Which Would Clearly Have an Adverse Effect Upon the Finances of the Government Unit and Attorney-Client Privilege. (Hospital Land Negotiations.) If approved, conduct immediately. Page 3

**5. COMMENTS OF THE AUDIENCE**

**6. COMMENTS OF THE CITY ATTORNEY**

**7. COMMENTS OF THE CITY CLERK**

**8. COMMENTS OF THE CITY MANAGER**

**9. COMMENTS OF THE MAYOR**

**10. COMMENTS OF THE CITY COUNCIL**

**11. ADJOURNMENT/Regular Meeting** follows at 7p.m. THE NEXT REGULAR MEETING IS SCHEDULED FOR MONDAY, JUNE 27, 2005 AT 7 P.M. AND THE NEXT COMMITTEE OF THE WHOLE IS SCHEDULED FOR MONDAY, JUNE 27, 2005 AT 4 P.M. A SPECIAL MEETING IS SCHEDULED FOR MONDAY, JUNE 27, 2005 AT 5:30 P.M. Homer City Council sitting as the Board of Adjustment will conduct an Appeal Hearing on the Appeal to the Board of Adjustment Regarding Conditional Use Permit 05-06, issued to Kenai Peninsula Borough and South Peninsula Hospital. All meetings scheduled to be held in the Homer City Hall Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

City Clerk's Office, [clerk@ci.homer.ak.us](mailto:clerk@ci.homer.ak.us), 235-3130.

HOMER CITY COUNCIL  
491 E PIONEER AVENUE  
HOMER, ALASKA

JUNE 13, 2005  
MONDAY, AT 7:00 PM  
COWLES COUNCIL CHAMBERS

## REGULAR MEETING

### AGENDA

Committee of the Whole 4 p.m. to no later than 5:30 p.m. Includes session with the City's Auditor, John Bost Re: Comprehensive Financial Report 2004 and DOT, Scott Thomas Re: Traffic Study.

Page

Special Meeting 5:30 p.m. for Executive Session Purposes.

Page

#### 1. CALL TO ORDER, PLEDGE OF ALLEGIANCE

Councilmember Wythe plans to participate telephonically.

Department Heads may be called upon from time to time to participate via teleconference.

#### 2. AGENDA APPROVAL

(Addition of items to or removing items from the agenda will be by unanimous consent of the Council. HCC 1.24.040.)

#### 3. PUBLIC COMMENTS UPON MATTERS ALREADY ON THE AGENDA

#### 4. RECONSIDERATION

#### 5. CONSENT AGENDA

(Items listed below will be enacted by one motion. If separate discussion is desired on an item, that item may be removed from the Consent Agenda and placed on the Regular Meeting Agenda at the request of a Councilmember.)

A. Homer City Council unapproved meeting minutes of May 24, 2005 Special and Regular Meetings. City Clerk. Recommend approval.

Page 5

B. Ordinance 05-32, Of the City Council of Homer, Alaska Accepting and Appropriating a USDA Loan of \$400,000.00 for the Library Building Project and Authorizing the City Manager to Execute the Appropriate Documents. City Manager. Recommend introduction and conduct Public Hearing and Second Reading on June 27, 2005.

Page 27

Memorandum 05-103, from Finance Director as backup.

Page 31

K     **Memorandum 05-107**, through City Manager, Re: Grant Aviation Air Carrier Lease.  
Recommend approval.

Page 239

6.     **VISITORS**

A.     Sharon Whytal - Child Advocacy Coalition - Report on Homeless Youth Survey  
Results.

Page 269

B.     Derotha Ferraro, Chamber of Commerce Report.

7.     **ANNOUNCEMENTS/PRESENTATIONS/BOROUGH     REPORT/COMMISSION  
REPORTS**

A.     Auditor - John Bost, Comprehensive Annual Financial Report - Presentation.

B.     DOT, Scott Thomas and Consulting Engineers Re: State Traffic Study - Presentation.

C.     Memorandum 05-108, Planning Commission, Re: Ordinance 05-27.     Page 271

D.     Prince William Sound RCAC Report by John Velsko.     Page 273

E.     Memorandum 05-112, Library Advisory Board, Re: Library Operating Budget.

Page 277

8.     **PUBLIC HEARING(S)**

A.     **Ordinance 05-14(A)**, Of the City Council of the City of Homer, Alaska Amending  
Homer City Code Chapter 3.05, Budget to Add a New Section 3.05.046, General Permanent  
Fund. Wythe. (First Reading May 24, 2005, **Public Hearing on June 13, 2005**, Second  
Reading on June 27, 2005.)

Page 283

B.     **Ordinance 05-31**, Of the City Council of Homer, Alaska, Accepting and  
Appropriating an Alaska Division of Homeland Security and Emergency Management  
(DHS&EM) Grant in the amount of \$164,047.00 under the Law Enforcement Terrorism  
Prevention Program and Authorizing the City Manager to Execute the Appropriate  
Documents. City Manager. Homer Police Department. Fiscal Note: Revenue and  
Expenditure Account number 151-784, Homeland Security Grant \$164,047.00 for the  
Terrorism Prevention Program - Expenditure Digitize Radio System \$ 47,047.00, 151-784  
Video Surveillance Equipment \$58,000.00 and Emergency Generator Project Completion  
\$59,000.00.. (First Reading May 24, 2005, **Public Hearing and Second Reading on June  
13, 2005**.)

Page 289

#### 14. RESOLUTIONS

A. Resolution 05-73, Of the City Council of the City of Homer, Alaska Accepting the 2004 Comprehensive Annual Financial Report with Audit and Financial Statements and Acknowledging the Management Letter Submitted by the City's Independent Auditor, Mikunda, Cottrell, & Co. City Manager. Finance.

Page 327

B. Resolution 05-74, Of the Homer City Council Establishing Property Tax Rate for Fiscal Year 2005 at 4.00 Mills. Stark.

Page 329

Memorandum 05-110, from Councilmember Stark.

Page 331

- 15. COMMENTS OF THE AUDIENCE
- 16. COMMENTS OF THE CITY ATTORNEY
- 17. COMMENTS OF THE CITY CLERK
- 18. COMMENTS OF THE CITY MANAGER
- 19. COMMENTS OF THE MAYOR
- 20. COMMENTS OF THE CITY COUNCIL

21. ADJOURNMENT/NEXT REGULAR MEETING IS SCHEDULED FOR MONDAY, JUNE 27, 2005 AT 7 P.M. AND THE NEXT COMMITTEE OF THE WHOLE IS SCHEDULED FOR MONDAY, JUNE 27, 2005 AT 4 P.M. A SPECIAL MEETING IS SCHEDULED FOR MONDAY, JUNE 27, 2005 AT 5:30 P.M. Homer City Council sitting as the Board of Adjustment will conduct an Appeal Hearing on the Appeal to the Board of Adjustment Regarding Conditional Use Permit 05-06, issued to Kenai Peninsula Borough and South Peninsula Hospital. All meetings scheduled to be held in the Homer City Hall Council Chambers located at 491 E. Pioneer Avenue, Homer, Alaska.

City Clerk's Office, [clerk@ci.homer.ak.us](mailto:clerk@ci.homer.ak.us), 235-3130.

## Public Meeting Notes

SUBJECT: Homer Intersections Planning Study  
GROUP: Public  
DATE: June 14, 2005  
TIME: 6-8 p.m.  
LOCATION: City of Homer Assembly Chambers, Homer, Alaska

### MEETING OUTREACH:

- Advertisement *Homer Tribune* on June 8, *Homer News* on June 9, 2005.
- Public Service Announcement faxed to radio stations on May 17
- Project team member appearance at the Homer City Council on June 13, 2005
- KBBI radio news broadcast on the 5:30 pm news on June 14, 2005
- Project Team communication with the *Homer News*, *Homer Tribune*, and local radio station KBBI

MEETING ATTENDANCE: 36 persons signed in (sign in forms attached)

MEETING MATERIALS: 1) PowerPoint presentation (attached), Handouts: Agenda, FHWA Fact Sheet on Roundabouts, USDOT Fact Sheet on Basic Countermeasures to Make Intersection Safer; Comment form (attached)

2) Presentation Graphics: 2 large-scale boards depicting the project area, transportation network, intersection recommendations, and capital and maintenance costs.

### STAFF PRESENT:

Brooks & Associates: Anne Brooks  
USKH, Inc.: Art Johnson, Will Webb  
Kinney Engineering: Randy Kinney, Chad Haring  
ADOT&PF: Scott Thomas

### MEETING INFORMATION:

Meeting participants were greeted at the door and asked to sign an attendance sheet. Project staff handed participants handouts and guided them to design drawings mounted on walls. Staff was present to answer questions and describe the project. Two formal presentations were given.

Comment forms were available at the sign-in table.

### SUMMARY OF DISCUSSION/QUESTION AND ANSWER SESSION:

Questions are shown in *italics* with responses in plain type.

*Does the Statewide Transportation Improvement Program (STIP) consider maintenance funding and would maintenance cost [provided by City of Homer] improve scoring and ranking of a project?* Yes, maintenance is included in the STIP and yes, projects with available maintenance funding score higher than those without.

*Concerns voiced about calming affect of roundabouts on the Bypass. Would they effectively make the Bypass [Sterling Highway] a 15 mph road?* The issue would be the same as with signals, with the stop and go motion at intersections.

*Would it be possible to prohibit left turns from the Bypass and only allow them at a few places?*

This would cause too much delay at cross streets and at locations where left turns would be allowed.

*Citizen mentioned that 4-way stops make for a more polite city atmosphere, but are slower.*

*Citizen mentioned that lower speeds actually increase road capacity because the gaps between vehicles are smaller. That is true, but it is not desirable to have traffic move slowly all over the place. This works well for short distances, such as through roundabouts.*

*Concerns expressed that the 2% traffic growth factor is too low. 2% is the average growth throughout the city. Some roads will see much higher growth. Also, intersection controls mentioned would handle much more traffic than is predicted.*

*Doesn't like the pedestrian islands installed (one island, cross walk striped at one end of island), prefers the island to be split so peds can walk through the middle of the island. Also considers 3.5 feet per second to be too fast for ped crossing speeds. The team noted that 3.5 seconds is adequate for most elderly and young children.*

*Wants to see a couplet with Sterling Hwy east bound and Lake/Pioneer westbound. That alternative is beyond the scope of this study and these roads may be too far apart to be an effective couplet.*

*How much would it cost to finish the Lake and Sterling signal? The team discussed general work to be done there to install a signal and the lead times for different components indicating too many variables at this time to give a good cost figure.*

*Would the gaps created by a finished Lake and Sterling signal be sufficient to help the rest of town? The gaps and platoons would disperse before they arrive at the other intersections.*

*But this would be a cheap and easy improvement until other solutions could be implemented. This would only possibly improve gaps on the westbound lane of the Sterling Hwy.*

*Likes roundabouts, has seen them work well on the east coast. Does not think trucks will have any problems with them.*

*Would like to see a separate right turn (free right turn) from Sterling on to Lake, especially since plenty of ROW exists.*

*Are the roundabout symbols on the poster to scale? – No*

*Are we aware of the conservation easement south of Lake and Sterling? – Yes*

*Many commenters suggested that the Lake Street & Sterling Hwy. Intersection be improved immediately and offered several suggestions including: consider using traffic cops to direct traffic during peak hours; finish the signal that was already started; no roundabouts, consider installing an all-way stop. Many were concerned about trucks being able to negotiate a roundabout. Many felt that they did not want roundabouts on Sterling Highway. Ok with installing roundabouts on Pioneer Ave. Some felt an all-way stop would be safer because people tend to look each other in the eye.*



*One commenter wanted no pedestrian islands on Sterling Hwy. He does not want climb over them when he is biking. One commenter requested cones on both sides of the cross walk as an additional signal of pedestrian presence/crossing.*

*Move pedestrians back from the intersection [to mid block]. This will make it easier to cross the road.*

*One commenter observed that signal maintenance would be the same whether or not if you have 1 signal or 7. Would it be possible to share maintenance and operations resources between Soldotna and Homer? You would need specialized personnel to complete the maintenance. Soldotna is close enough to Homer that it should work OK.*

*Focus on one intersection at a time. Install a signal at Lake and Sterling first.*

*One signal would not create the required gaps, as a signal would platoon traffic in one direction only (downstream only).*

*One commenter observed that belly dumps turning right from Lake onto East End Road is more extreme than negotiating a roundabout.*

*One commenter stated that where he was originally from in Connecticut, roundabouts are very efficient in moving traffic.*

*Obviously there is lack of financing for these projects. Which alternative would the quickest and cheapest to build?*

*A 59-year resident of Homer, and has driven a truck for 30-years stated that a 125-foot long semi pulling a double trailer would not be able to negotiate a roundabout.*

*Homer is a freight port, roundabouts will be a detriment to freight haulers traveling the Sterling Hwy. We have 125' vehicles that must traverse through the roundabouts. Double 40-foot trailers, trailers with dollies. 160' diameter is difficult to negotiate.*

*One person wanted something done Now! At Lake & Sterling. This person also heard the discussions on the radio the night before.*

*Turn signals off in the winter time to save on maintenance cost. Randy stated that we can't leave the signals black as all traffic are required to stop. One option is to go to flash mode; however, will not significantly alter costs.*

*One person expressed concerns about trucks being able to negotiate roundabouts. Any roundabouts designed and installed would be big enough to accommodate freight through town.*

*One person was concerned about the additional effort it would require to remove snow at medians, bulb-outs and at roundabouts. In Loveland, CO where he is from, the city is taking them out to save on snow removal costs.*

*One person made a general statement that about 50% of the privately held land in Homer is owned by senior citizens. Senior citizens are exempted from being taxed. And this number is expected to increase in the future.*

*Is the object of the study pedestrian mobility or vehicular mobility? The study is taking an overall system approach to improve both.*

*How do pedestrians move through roundabouts (where they cross, etc.)? Pedestrian crossings are striped on each leg of the roundabout, much like at traffic signals.*

Attachments:

Advertisement (same for both publications)

Meeting handouts: Agenda, Fact Sheets and comment sheet (7 pages)

PowerPoint Presentation (12 pages)

Sign in Sheets (5 pages pages)

Comment Sheets received until June 22, 2005 via comment sheets, fax, email and mail (17 pages)

DRAFT



ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES



TITLE VI REPORT

Section: Highway Design

Region: Central

Prepared/Facilitated by: Brooks & Associates

Meeting Location: City of Homer Assembly Chambers, Homer, AK Date: 6/14/05 Time: 6-8 pm

Project No. (Federal/State):

Project Name: Homer Intersections Planning Study

Purpose (check all that apply):

☒ Public Meeting ☐ EIS ☐ \*CAG (Citizen's Advisory Group)  
☐ Project Scope ☐ EA ☐ Other: \_\_\_\_\_

Method of advertisement:

- Advertisement *Homer Tribune* on June 8, *Homer News* on June 9, 2005.
- Public Service Announcement faxed to radio stations on May 17
- Project team member appearance at the Homer City Council on June 13, 2005
- KBBI radio news broadcast on the 5:30 pm news on June 14, 2005
- Project Team communication with the *Homer News*, *Homer Tribune*, and local radio station KBBI

Attach meeting announcement/advertisement(s)

Number of people present at the public meeting: 36 (attach copy of sign-in sheet)

Number of Minority present: 1 Number of Women present: 9

Was an interpreter required? NO

If yes, for what language(s) \_\_\_\_\_

- Describe Title VI issues (potential disparate impact(s)), if any.

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- If applicable, were Title VI issues addressed in the meeting? How?

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- If applicable, were Title VI issues resolved? If not, please explain.

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- Other Comments:

14 persons declined to indicate gender; 50 did not indicate race \_\_\_\_\_

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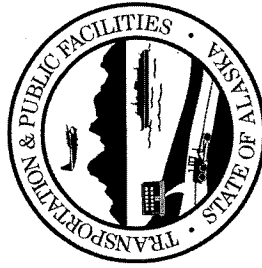
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**\*Total number of citizens on CAG: \_\_\_\_\_**

**\*CAG Breakdown**

| Caucasian |   | Black |   | Hispanic         |   | Ak. Native |   | Am. Indian |   | Asian |   |
|-----------|---|-------|---|------------------|---|------------|---|------------|---|-------|---|
| M         | F | M     | F | M                | F | M          | F | M          | F | M     | F |
|           |   |       |   |                  |   |            |   |            |   |       |   |
|           |   |       |   | Pacific Islander |   | Other      |   |            |   |       |   |
|           |   |       |   | M                | F | M          | F |            |   |       |   |
|           |   |       |   |                  |   |            |   |            |   |       |   |

\*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.



# ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

## PUBLIC MEETING

### SIGN IN SHEET

PROJECT NAME: Homer Intersections Planning Study, Homer, Alaska. DATE: June 14, 2005

| NAME<br>(PLEASE PRINT) | MAILING ADDRESS                | PHONE or EMAIL                  | *GENDER<br>(M/F) | *RACE (W, AN,<br>N, B, H, A, P, O) |
|------------------------|--------------------------------|---------------------------------|------------------|------------------------------------|
| MATT SHADLER           | P.O. Box 312<br>HOMER AK 99603 | 299-1111                        | M                | W                                  |
| Dennis Robbins         | P.O. Box 1091 Homer            | 399-1414                        | M                | W                                  |
| Carole Hamlet          | 4002 Kachemak Wy               | 235-2564                        | F                | W                                  |
| John Velsko            | Box 2269, Homer                | 235-7836<br>jvelsko@hotmail.com | M                | W                                  |
| Anne Marie Hoken       | 393 Norview                    | 235 0730                        | F                | W                                  |
| John J. Hoken          | P.O. Box 3984                  | 235-0600                        | M                | W                                  |

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PROJECT NAME: Homer Intersections Planning Study, Homer, Alaska. DATE: June 14, 2005

| NAME<br>(PLEASE PRINT) | MAILING ADDRESS                        | PHONE or EMAIL | *GENDER<br>(M/F) | *RACE (W, AN,<br>N, B, H, A, P, O) |
|------------------------|--|----------------|------------------|------------------------------------|
| STEVEY ERIKSSON        | Box 3695 Homer                         | 235-1394       | F                |                                    |
| Keri Johnston          | Box 553 Homer                          | 235-9020       | M                |                                    |
| GARY KULESZA           | Box 1944 Homer                         | 235-7634       | M                |                                    |
| Bruce HESS             | Box 1724 Homer                         | 235-2926       | M                |                                    |
| Katie Snows            | 345 W. Sterling Hwy<br>Jct 102B        | 235-2921       | F                |                                    |
| Valerie Connor         | 963 Cape Douglas Way<br>Homer AK 99603 | 235-6371       | F                |                                    |
| BILL WENSTEN           | POB 1524<br>SWITZ CHURCH AK            | 235-5575       | M                |                                    |
| Bill Smith             | POB 150 Homer<br>99603                 | 235-8932       | M                |                                    |
| Sue Post               | Box 1075<br>Homer                      | 235-7496       | F                |                                    |

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\*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

PROJECT NAME: Homer Intersections Planning Study, Homer, Alaska. DATE: June 14, 2005

| NAME<br>(PLEASE PRINT) | MAILING ADDRESS    | PHONE or EMAIL        | *GENDER<br>(M/F) | *RACE (W, AN,<br>N, B, H, A, P, O) |
|------------------------|--------------------|-----------------------|------------------|------------------------------------|
| MARSHA KORPI           | Box 1033 HOMER     | 235-7674              |                  |                                    |
| Val McLeay             | Box 785 Homer      | 235-8493              |                  |                                    |
| Lani Eggertsen-Gott    | 4525 Heidi Ct.     | 235-3950              | F                | W                                  |
| Lou Stewart            | 344 Novillew Homer | 235-7866              |                  |                                    |
| Carole Meyer           | Po Box 905 HOMER   | cmeyer@ci.homer.ak.us | M                | W                                  |
| L. Wells               | Homer              |                       |                  |                                    |
|                        |                    |                       |                  |                                    |
|                        |                    |                       |                  |                                    |
|                        |                    |                       |                  |                                    |

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\*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation and Public Facilities.

PROJECT NAME: Homer Intersections Planning Study, Homer, Alaska. DATE: June 14, 2005

| NAME<br>(PLEASE PRINT) | MAILING ADDRESS                        | PHONE or EMAIL | *GENDER<br>(M/F) | *RACE (W, AN,<br>N, B, H, A, P, O) |
|------------------------|--|----------------|------------------|------------------------------------|
| Bruce Turkington       | Box 1181 Homer AK 99603                | 907 235-8466   | M                | W                                  |
| Debra Turkington       | Box 1181 Homer AK.<br>HOMER NEWS HOMER | 907-235-8466   | F                | W                                  |
| Michael Armstrong      | 3482 LANDINGS ST.                      | 907-235-7767   | M                | Ø                                  |
| Kurt Marques DK        | 1849 Highland Dr<br>Homer AK 99603     | " 235-2825     | M                | W                                  |
| Stan Welles            | PO Box 1447<br>Homer AK 99603          | 235-6788       | M                | W                                  |
| Jeff Erickson          | PO Box 3695<br>Homer AK                | 235-6200       | M                | W                                  |
| Rick Foster            | Box 3328                               | 235 7106       | M                | W                                  |
| James Odman            | 1276 Shirley Ct                        |                |                  |                                    |
| LANE CHESLEY           | Box 2152                               | 235-5108       | M                | W                                  |



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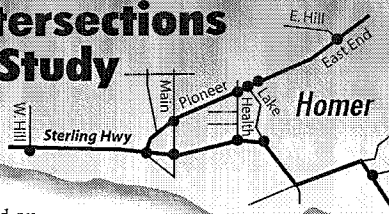
**PROJECT NAME:** Homer Intersections Planning Study, Homer, Alaska.      **DATE:** June 14, 2005

| NAME<br>(PLEASE PRINT) | MAILING ADDRESS                            | PHONE or EMAIL | *GENDER<br>(M/F) | *RACE (W, AN,<br>N, B, H, A, P, O) |
|------------------------|--|----------------|------------------|------------------------------------|
| AL WADDELL             | 3695 LAKE ST                               | 235-0105       | M                | W                                  |
|                        |  |                |                  |                                    |
|                        |  |                |                  |                                    |
| DENNIS GANN            | 963 CARLETON AVE<br><del>20066 ASUKA</del> | 235-6371       | M                | W                                  |
|                        |  |                |                  |                                    |
|                        |  |                |                  |                                    |
|                        |  |                |                  |                                    |
|                        |  |                |                  |                                    |
|                        |  |                |                  |                                    |

h/s

## Homer Intersections Planning Study

Project No.  
IM-OA4-1(23)57178



You are invited to attend an Open House meeting to learn about and comment on the current stage of a study of Homer's primary road intersections. The City of Homer, the Alaska State Department of Transportation & Public Facilities (ADOT&PF), and their consultant engineers have been gathering information and devising alternatives to improve pedestrian safety and vehicle circulation in Homer.



### Open House Public Meeting Tuesday, June 14

Doors open 6 - 8 p.m.

Presentation at 6:30 p.m.

City Council Chambers, Homer City Hall

This is your opportunity to see what the Study's team has learned, to ask questions, and to comment on their findings to date. If you are unable to attend the meeting you may send your comments to:

Anne Brooks, P.E., Public Involvement Coordinator

Phone: 907-272-1877 Fax: 907-272-7194

Email: [comments@brooksandassociates.info](mailto:comments@brooksandassociates.info)



Persons with a hearing impairment can contact the DOT&PF at our Telephone Device for the Deaf (TDD) number 907-269-0473. We are able to offer, upon request, reasonable accommodations for special needs related to other disabilities.

# **Homer Intersections Planning Study**

*An Alaska Department of Transportation and Public Facilities (ADOT&PF) Project*

## **OPEN HOUSE PUBLIC MEETING**

City Council Chambers, Homer City Hall  
June 14, 2005, Doors open 6 p.m. – 8 p.m.  
Presentation at 6:30 p.m.

### ***Purpose of Meeting:***

Provide public overview of the transportation study findings, and discuss them in person with members of the project team. Provide written comments to express thoughts on areas of interest and/or concern.

**6:00 to 6:30 p.m.      Open House – review project graphics and discuss with project team.**

**6:30 to 7:15 p.m.      Team Presentation followed by brief Question and Answer Session**

**7:15 to 8:00 p.m.      Open House – review project graphics and discuss with project team.**

### **Handouts Available:**


- Federal Highway Administration Roundabout Fact Sheet
- Federal Highway Administration "Basic Countermeasures to Make Intersections Safer" Fact Sheet
- Comment Sheet – to provide written comments to us--by <sup>July</sup> ~~June~~ 20, 2005!

Thanks for your assistance!

### **For more information contact:**

Anne Brooks, P.E.  
Public Involvement Coordinator  
Phone: (907) 272-1877, Fax: (907) 272-7194  
Email: [comments@brooksandassociates.info](mailto:comments@brooksandassociates.info)



-  [R&T Home](#)
-  [Corporate Master Plan](#)
-  [R&T Initiatives](#)
-  [The R&T Story](#)
-  [Priorities, Technology & Innovations](#)
-  [Highways for LIFE](#)

## Priorities, Market-Ready Technologies and Innovations

### Roundabouts

#### **Problem: Intersection crashes account for more than 40 percent of all crashes**

Intersection safety is a serious problem in the United States, and addressing this problem is one of the Federal Highway Administration's (FHWA) top priorities.

In 2001, there were nearly 3 million intersection related crashes, accounting for more than 40 percent of all crashes in the United States. This same year, intersection fatalities rose to 8,876, or 21 percent of all traffic fatalities. In addition, approximately 50 percent, or 1.5 million, of all injury crashes occurred at intersections. Each year, side impact crashes cause more than one-third of all vehicle occupant deaths. This type of collision occurs most frequently at intersections.

#### ***Why are there so many intersection crashes?***

An intersection is, at its core, a planned point of conflict in the roadway system. With different crossing and entering movements by both drivers and pedestrians, an intersection is one of the most complex traffic situations that motorists encounter. Add the element of speeding motorists who disregard traffic controls, and the dangers are compounded.

#### ***Who is most likely to be affected?***

Senior drivers and pedestrians are particularly vulnerable at intersections. Senior drivers (ages 65 years and older) are more likely than younger drivers to cause a fatal crash at an intersection. These drivers also are more likely

#### **Putting It in Perspective**

In 2001:

- One intersection-related fatality every hour.
- One intersection-related injury crash every 30 seconds.
- Financial loss of \$90 billion from intersection crashes.

#### **Solution: Roundabouts are a proven, international safety solution that prevent and reduce the severity of intersection crashes**

Over the past 25 years, U.S. intersection designs and traffic engineering measures have improved, but the annual number of intersection fatalities has not changed significantly. To reduce crashes and improve intersection safety, FHWA recommends the use of roundabouts, where appropriate. Roundabouts must be designed to meet the needs of all road users—drivers, pedestrians, pedestrians with disabilities, and bicyclists. When designing roundabouts, special considerations must be given to the needs of pedestrians

with visual disabilities who are unable to judge adequate gaps in traffic at roundabouts. Proper site selection and pedestrian channelization are essential to making roundabouts accessible to all users.

### ***What is a roundabout and how does its design improve intersection safety?***

A roundabout is a circular intersection that is designed to meet the needs of all road users- drivers, pedestrians, pedestrians with disabilities, and bicyclists.

A roundabout eliminates some of the conflict traffic, such as left turns, that cause crashes at traditional intersections. Because roundabout traffic enters or exits only through right turns, collisions that do occur typically are less severe than those at conventional intersections. A roundabout also is safer than a traffic circle or a rotary, both of which are larger and operate under different traffic rules.

The three safety design features of a roundabout are yield control of entering traffic; channelized approaches; and geometric entry curvature. These three features are key to the success of a roundabout, because they effectively decrease driving speed (typically to 48 kilometers per hour (30 miles per hour) or less). Unlike a traffic circle or a rotary, a roundabout's incoming traffic yields to the circulating traffic. This creates a safer driving environment than that of traditional intersections.

### **Successful Applications: Roundabouts demonstrate success in reducing crashes**

Research indicates that well-designed roundabouts can be safer and more efficient than conventional intersections. A December 2002 report by the Maryland Highway Administration indicates that 15 single-lane roundabouts have greatly improved intersection safety in that State. The analysis shows a 100 percent decrease in the fatal crash rate; a 60 percent decrease in the total crash rate; an 82 percent reduction in the injury crash rate; and a 27 percent reduction in the property damage-only accident rate. This report is available for download at <http://safety.fhwa.dot.gov>.

#### **Benefits**

- Crashes are less severe than other intersection crashes.
- Safer than traditional intersections.
- Cost-effective way to improve intersection safety.

### **Additional Resources**

FHWA has published a comprehensive guide called *Roundabouts: An Informational Guide*. The information supplied in this document is based on established international and U.S. practices and is supplemented by recent research. Call 202-366-5915 to order Publication No. FHWA-RD-00-067, or download this guide from the Web at [www.tfhrc.gov/safety/00068.htm](http://www.tfhrc.gov/safety/00068.htm).

### **For more information, contact:**

Hari Kalla, FHWA Office of Safety  
Phone: 202-366-5915  
E-mail: [Hari.Kalla@fhwa.dot.gov](mailto:Hari.Kalla@fhwa.dot.gov)

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# Basic Countermeasures to Make Intersections Safer

Collisions occur at intersections because motor vehicles are in conflict with each other when crossing or turning in traffic. Improving the engineering of intersections is the first step toward reducing accidents because vehicle conflicts—combined with flawed highway or street design and poor signage—often result in collisions of vehicles with roadside objects, pedestrians and other vehicles.

## Types of Collisions at Intersections

There are four major types of vehicle crashes at intersections

**Crossing collisions** are when one vehicle strikes the side of another; these are the most severe type of crashes. They can result from vehicles attempting to drive straight through or turning within an intersection.

**Rear-end collisions** are common at intersections. They can be the result of poor street design or inadequate traffic engineering measures; but usually are the result of dangerous driver behavior, such as speeding, following too closely, and braking too late.

**Vehicles changing lanes improperly** or crossing a road's center line are less common at intersections than crossing and rear-end collisions.

**Pedestrian and bicycle collisions** occur most frequently in urban areas, particularly with older and younger age groups. In 2000, 34 percent of pedestrian deaths among people aged 65 and older, and 10 percent of pedestrian deaths among children age four and younger, occurred at intersections. Only two percent of motor vehicle-related deaths involved bicyclists, but 33 percent of these deaths occurred at intersections.<sup>1</sup>

Studies have shown that providing turn lanes for left-turning vehicles can reduce accidents by 32 percent. Signalization countermeasures include using 12 inch signal heads, providing separate signals over each lane, installing higher intensity signals and changing the length of signal cycles including the yellow change interval and the red clearance interval.

**Inadequate traffic engineering.** In some cases, traffic control devices—such as signs—are improperly used, placed in the wrong locations, too small to be seen, or have suffered damage or deterioration. In other instances, the growing number of cars on the road have outpaced what used to be acceptable traffic engineering measures.

**Driver licensing and education** often fails to train drivers to safely negotiate intersections. Some drivers do not know the basic traffic laws, they fail to understand what certain signs and pavement markings mean, or they do not respect the rights and safety needs of pedestrians.<sup>2</sup>

## Drivers disregard traffic control at intersections.

Even knowledgeable drivers sometimes disregard the clear messages of traffic control devices—including stop signs, signals and pavement markings—and repeatedly violate traffic laws. Combined with speeding, disregard for traffic control at intersections is a major source of serious crashes. Driver distractions, such as cell phone use and inattention and drug and alcohol use, are additional human factors that cause accidents with death and injuries.

## Countermeasures to Improve Intersection Safety

Safety problems must be identified by an engineering review. The most important thing to remember when improving safety at intersections is that countermeasures that improve vehicle traffic flow or reduce vehicle crashes should not compromise



## Intersection Crashes have Multiple Causes

**Poor physical design** of both the intersections and their approach roadways. A major aspect of safety design is restricted sight distances. With restricted sight distances, drivers do not have enough time to stop or avoid hitting a pedestrian or another vehicle.



U.S. Department of Transportation  
Federal Highway Administration



AMERICAN  
ROAD & BUILDERS  
ASSOCIATION



Institute of Transportation Engineers

Intersection Safety is a National Priority

pedestrian safety. There are three strategic decisions to consider when improving intersection safety design and operation:

- Eliminate vehicle and pedestrian conflicts when possible;
- When not possible, reduce unavoidable vehicle and pedestrian conflicts to lower the chances for collisions; and
- Design intersections so that when collisions do occur, they are not as severe.

Traffic engineering strategies to improve movement of vehicles and pedestrians are crucial to improving intersection safety. These consist of a wide range of devices and operational changes such as:

- **Addition of turn lanes at intersections.** Turn lanes are used to separate turning traffic from through traffic. Studies have shown that providing turn lanes for left-turning vehicles can reduce accidents by about 32 percent. Personal injury accidents involving left-turning vehicles can be decreased by as much as 50 percent. Separating right-turning vehicles from other vehicles can significantly affect operations at an intersection. By adding a separate right-turn lane at an intersection with a signal, the delay experienced by drivers on an approach can be reduced. At intersections without a signal, right-turn lanes can



safely remove turning vehicles that are slowing down in through traffic lanes. Turn lanes at major driveways can also improve safety, especially on high-volume or high-speed roadways.

- **Signals.** Increase the size of signal heads from 8 to 12 inches to increase their visibility; provide separate signals over each lane; install higher-intensity signal lenses; and change the length of signal cycles, including the yellow clearance interval and the all-red phases.
- **Non-traditional intersection design.** Consideration of non-traditional intersection designs such as roundabouts or traffic circles.
- **Pavement condition.** Upgrade pavement quality to better drain the road and resist skidding.
- **Improve drivers' sight distance.** Restrict parking near intersections and move stop lines back from intersections.
- **Upgrade and supplement signs.** Enforcing laws that prohibit dangerous intersection driving is a necessity to even well-designed and regulated intersections. Enforcement must be consistent because motorists who tend to violate traffic control are aware that the chances of receiving a citation are low. Sustained enforcement efforts have been proven to lower both intersection violations and crash rates, sometimes to a dramatic extent.

<sup>1</sup> FARS, 2002

<sup>2</sup> Federal Highway Administration, Stop Red Light Running Facts, May 2002

# Homer Intersections Planning Study

## Public Comments

*An Alaska Department of Transportation and Public Facilities (ADOT&PF) Project*

**Your comments, ideas, and suggestions are important to the planning team. Please send your comments on or before June 20, 2005 via:**

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**E-mail:** E-mail to [comments@brooksandassociates.com](mailto:comments@brooksandassociates.com)  
**Fax:** Fax to USKH, Attn: Art Johnson at (907) 258-0340

**Comments:**

Please provide your name and address so we may notify you of future action on the project:

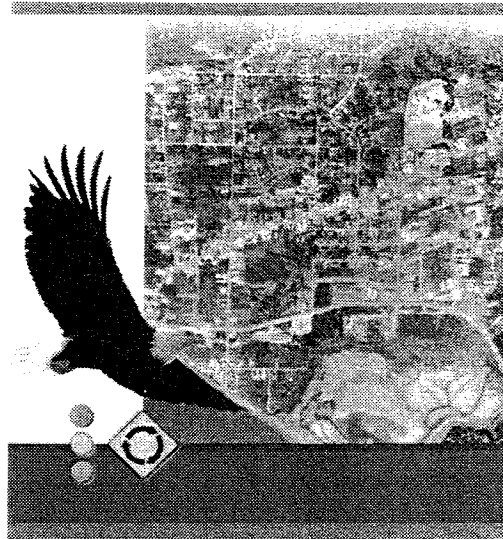
Name:

Address: (City, State, Zip)

**Thanks for your input! A response will not be provided unless specifically requested.**



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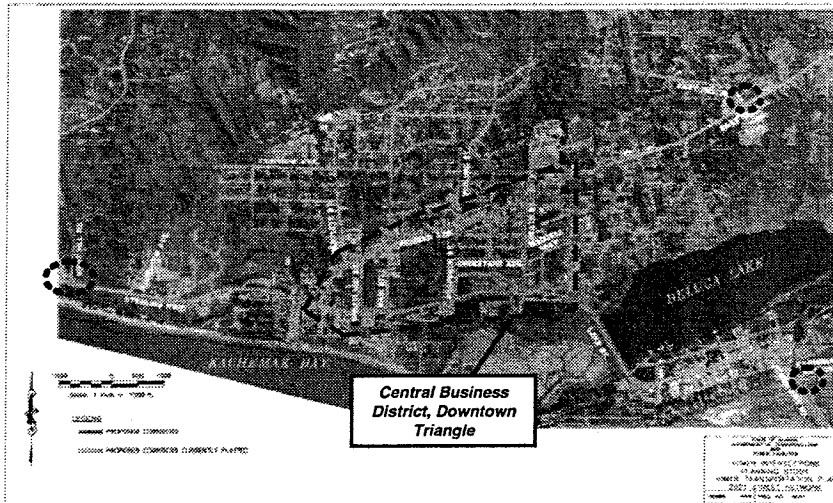


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## Study Area



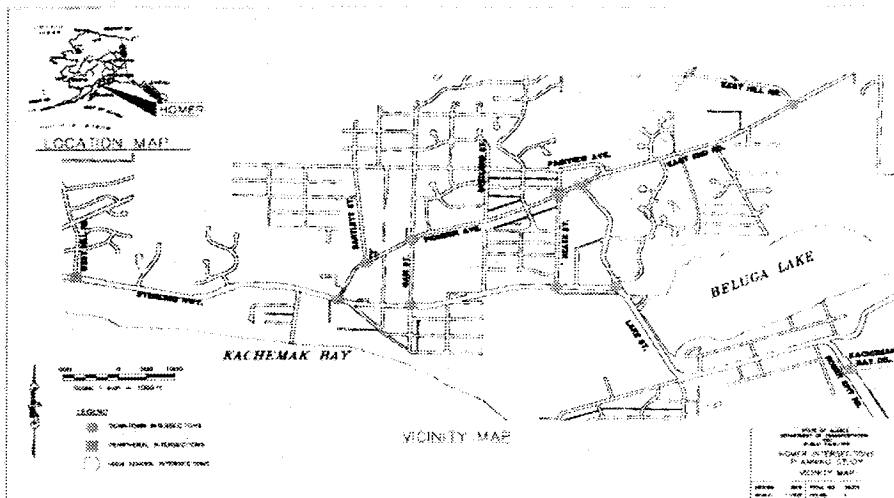
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## Study Intersections



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## Study Elements

- Capacity and Control Evaluation of 12 Existing Intersections
  - 11 Intersections: Minor Street Stop Control
  - 1 intersection: All-Way Stop Control
  - 11 Evaluated for Summer Traffic Conditions
  - 3 Evaluated for Winter Conditions (Proximity to High School)
- Traffic Forecasts for Current Year and for year 2021 (also 2011 where applicable)

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## Study Elements (continued)

- Intersection Safety (Crash) Studies
- Pedestrian Crossings Evaluated (CBD)
- Public Involvement
  - Surveys To Public Agencies and Businesses
  - Presentations to Homer, Public, and DOT&PF

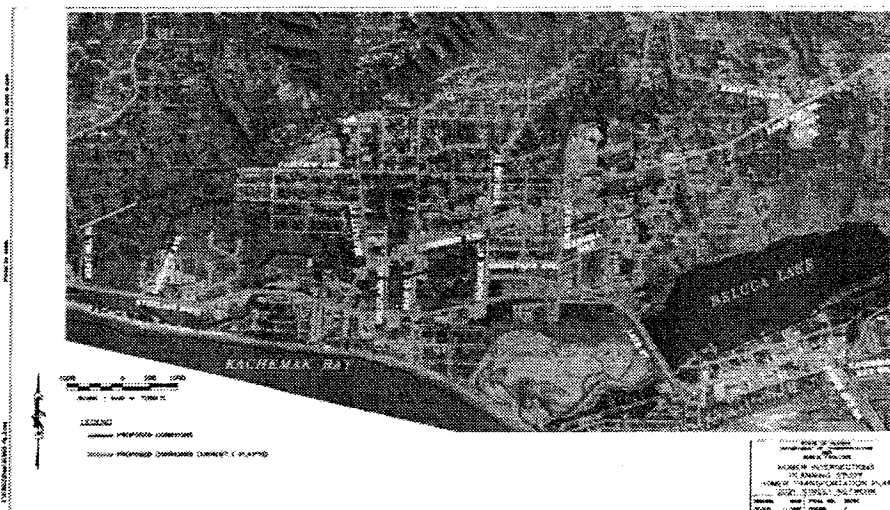
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## Future Street Network (Source: Homer Transportation Plan, Draft)



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## Traffic Forecast

- Updated Traffic Model Includes Existing and Committed Development
- Modeling Resulted in Approximately 2% Annual Growth Rate in Study Area
  - Used to Estimate Future Average Daily Traffic and Turning Movement Volumes
- Special Considerations for Future Traffic on Lake Street and Heath Street
  - Multiple extension options are available

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## Safety Analysis

- Intersections Safety Performance is Acceptable
  - Crash frequency and rates are relatively low
  - Countermeasures not required for safety
- Crashes Would Be Reduced By Proposed Congestion-relief Improvements

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## Pedestrian Gap (time between cars) Study Summary

- Last Year, Sterling Project Installed Crossings:
  - Pioneer, Poopdeck, Lake include refuge islands for ½ crossing at a time
  - Main Street crosswalks only
  - *Half-Length* Crossings (with Refuges) Provide Sufficient Gaps from 2005 to 2021
- Crossing gaps are less than desirable in summer on the east part of Pioneer, and by 2021, all 5 major Pioneer crosswalks will have less than desirable gaps.

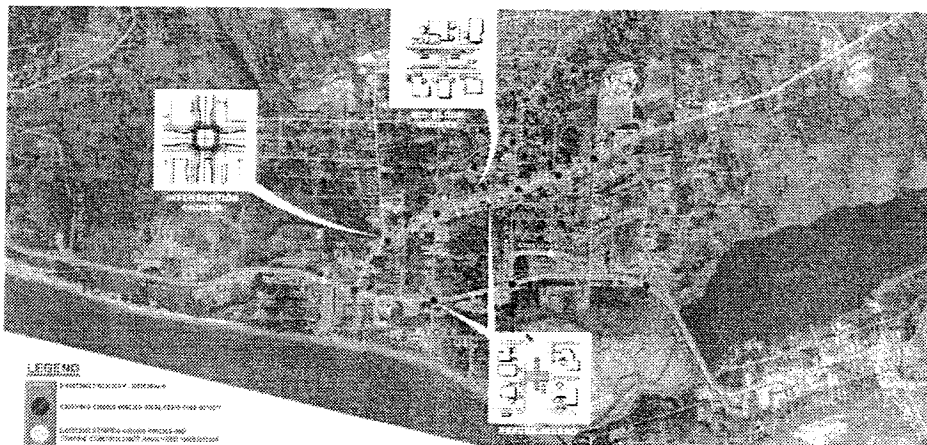
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## Existing Trails and Pedestrian Crossings



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EXISTING PEDESTRIAN FACILITIES AND  
PROPOSED PEDESTRIAN IMPROVEMENTS

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## Existing Intersection Operations

- 2021 Desirable Level of Service (LOS) C, meaning moderate delay (*average < 35 seconds*) in the peak travel time
- Screening and Evaluation for Alternative Intersection Control:
  - Two-way stop (existing conditions)
  - All-way stop
  - Modern Roundabout
  - Traffic Signal

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## Intersections With Immediate Capacity Concerns

| Intersection  | Year |
|---|------|
| Sterling Highway and Main Street  | 2005 |
| Sterling Highway and Heath Street   | 2005 |
| Sterling Highway and Lake Street  | 2005 |
| Pioneer Avenue and Heath Street ( <i>Must consider Pioneer Avenue/Lake Street/East Road because of very close proximity</i> ) | 2005 |
| East End Road and East Hill Road  | 2005 |

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## Intersections – Estimated Year When Other Control is Needed

| Intersection                        | Year  |
|-------------------------------------|-------|
| Sterling Hwy and Pioneer Avenue     | 2011  |
| Sterling Hwy and Kachemak Bay Drive | 2011  |
| Pioneer Avenue and Bartlett Street  | 2011  |
| Pioneer Avenue and Main Street      | 2011  |
| Pioneer Avenue and Lake Street      | 2011  |
| East End Road and Fairview Avenue   | 2011  |
| Sterling Hwy and West Hill Road     | 2015* |

\* Add left-turn lanes. No control change is forecasted without future reevaluation.

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## All-Way-Stop Control

- Study intersections were screened for future all-way-stop control
- All-way stop is not recommended for long term solutions at any studied intersection
- All-way stop could be used as a short-term, interim control at:
  - Pioneer Avenue and Main Street
  - Sterling Highway and Lake Street (Option to install now since signal warrants are currently met)

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## Modern Roundabouts

- Modern Roundabouts were evaluated for all intersections
- Operationally superior to all-way stop and equivalent or better than traffic signals
- Very low maintenance- No need for special staff
- Superior in safety performance
- Requires more right-of-way than other control alternatives

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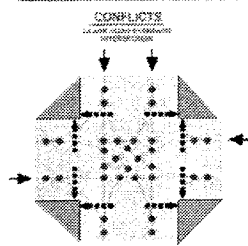
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### ROUNDBABOUTS ARE SAFER!

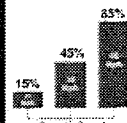
#### TYPICAL SIGNALIZED INTERSECTION



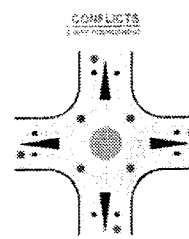
- 76 VEHICLE-VEHICLE CONFLICT POINTS
- 24 VEHICLE-PEDESTRIAN CONFLICT POINTS

- HIGH VEHICLE AND PEDESTRIAN SPEEDS
- INCREASED POTENTIAL FOR DELAY FOR BOTH VEHICLES AND PEDESTRIANS
- HIGH VEHICLE SPEEDS
- INTERSECTION SPEEDS ARE AT HIGH SPEEDS
- INCREASED SEVERITY OF ACCIDENTS

Chance of death when a pedestrian is hit by a vehicle



#### TYPICAL ROUNDABOUT INTERSECTION



- 4 VEHICLE-VEHICLE CONFLICT POINTS
- 4 VEHICLE-PEDESTRIAN CONFLICT POINTS

- LOW VEHICLE AND PEDESTRIAN SPEEDS
- LONG DELAY FOR DELAY FOR BOTH VEHICLES AND PEDESTRIANS
- LOW VEHICLE SPEEDS
- INTERSECTION SPEEDS ARE AT LOW SPEEDS
- INCREASED SEVERITY OF ACCIDENTS
- INCREASED SEVERITY OF ACCIDENTS

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## Traffic Signals

- Must satisfy warrants (vehicle congestion, crash experience, pedestrian volumes and type)
- Effective for reducing crossing collisions, but may increase rear-end collisions.
- Most driver familiarity
- Would provide good traffic operation through 2021
- Spacing affects overall operations.
- Adds O&M costs-electricity and locally-available specialized staff

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## Intersection Improvement Schedule Sterling Highway Intersections

| Intersection                         | Estimated Year of Need   |              |                |
|--------------------------------------|--------------------------|--------------|----------------|
|                                      | All-Way Stop             | Round-about  | Traffic Signal |
| Sterling Highway and West Hill Road  | Add Left-turn Lanes Now* |              |                |
| Sterling Highway and Pioneer Ave     | -                        | 2005 to 2011 |                |
| Sterling Highway and Main Street     | -                        | Now          |                |
| Sterling Highway and Heath Street    | -                        | Now          |                |
| Sterling Highway and Lake Street     | Short Term               | Now          |                |
| Sterling Highway and Kachemak Bay Dr | -                        | **           |                |

\* No control change is forecasted without future reevaluation.

\*\* Signal Warrant Met in 2011 Reevaluate in 2010.

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## Intersection Control Scheduling Pioneer Ave & East End Rd Intersections

| Intersection                         | Desirable Year To Install         |             |                |
|--------------------------------------|-----------------------------------|-------------|----------------|
|                                      | All-Way Stop                      | Round-about | Traffic Signal |
| Pioneer Avenue and Bartlett Street   | -                                 | -           | -              |
| Pioneer Avenue and Main Street       | Before 2011                       | 2011        |                |
| Pioneer Avenue and Heath Street      | -                                 | Now**       |                |
| Pioneer Avenue & Lake St/East End Rd | Existing                          | Now**       |                |
| East End Road and Fairview Avenue    | 2011- Turn Lane Improvements Only |             |                |
| East End Road and East Hill Road     | -                                 | -           | 2011           |

\*\* Control type varies (Heath Street vs. Lake Street Extension); Signal / Roundabout Combinations at Lake & Heath Streets Not Feasible Due to Overlapping Functional Areas  
Signal-Signal or MR-MR will work best

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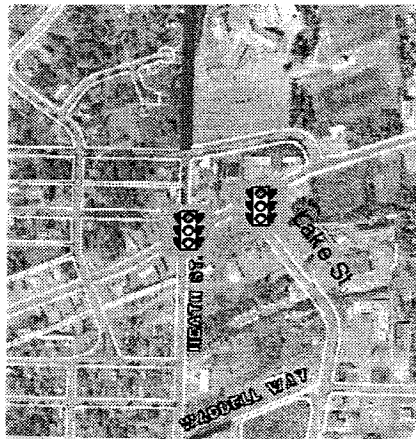
## Pioneer at Heath & Lake Design Options

- Close spacing complicates signal operations
- Signal / roundabout combinations at Lake & Heath streets not feasible due to overlapping functional areas. Two signals or two roundabouts will work if driveway left-turns are restricted.
- Extending Heath Street or extending Lake Street affects the permanent intersections control.
  - Heath Street Extension would likely prohibit roundabouts (two signals)
  - Lake Street Extension would facilitate a roundabout

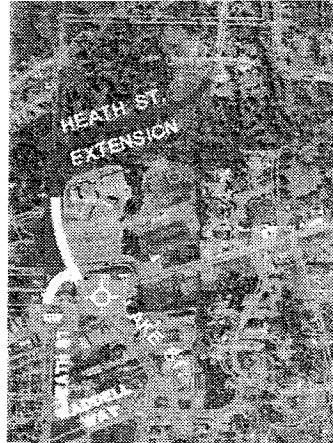
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Heath Street Extension



Lake Street Extension

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## Recommendations, So Far...



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### COST SUMMARY

#### RECOMMENDED ALTERNATIVE

|  |                       |
|--|-----------------------|
| <b>FHWA</b>  | <b>\$8,550,000</b>    |
| <b>STATE OF ALASKA</b>   | <b>\$ 950,000</b>     |
| <hr/>  |                       |
| <b>TOTAL CAPITAL</b>   | <b>\$9,500,000</b>    |
| <b>CITY OF HOMER<br/>ANNUAL SIGNAL MAINTENANCE<br/>&amp; OPERATION</b> | <b>\$0 0 PER YEAR</b> |

#### ALTERNATIVE #2 (0 ROUNDABOUTS & 7 SIGNALS)

|  |                          |
|--|--------------------------|
| <b>FHWA</b>  | <b>\$6,300,000</b>       |
| <b>STATE OF ALASKA</b>   | <b>\$ 700,000</b>        |
| <hr/>  |                          |
| <b>TOTAL CAPITAL</b>   | <b>\$7,000,000</b>       |
| <b>CITY OF HOMER<br/>ANNUAL SIGNAL MAINTENANCE<br/>&amp; OPERATION</b> | <b>\$70,000 PER YEAR</b> |

O&M costs based on \$10,000/signal in Anchorage. Expected to be higher in Homer.

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# End of Presentation

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# Homer Intersections Planning Study

## Public Comments

An Alaska Department of Transportation and Public Facilities (ADOT&PF) Project

Your comments, ideas, and suggestions are important to the planning team. Please send your comments on or before June 20, 2005 via:

July  
Mail: Fold so address shows or write a separate letter using the address on the back.  
E-mail: E-mail to [comments@brooksandassociates.com](mailto:comments@brooksandassociates.com)  
Fax: Fax to USKH, Attn: Art Johnson at (907) 258-0340

Comments: The immediate problem is the Bypass/Lake st intersection. We need to finish the light system that is semi-installed there now. Roundabouts may work on pioneers but the Bypass needs a Bypass.

Please consider the combining of right turn bypasses in conjunction w/ the roundabout, and a straight through bypass for the 3way roundabout.

Please don't minimize the size of any of these intersections we need space now for trucks, Big Trucks, and well need it later when we have 2 lanes approaching these intersection.

What do we do about pedestrian that Will NOT use the crosswalks. Please consider moving the crossing away from the Lake/Bypass intersection or move the pedestrian walkway to the other side of the road from Lake st to the spit.

Please provide your name and address so we may notify you of future action on the project:

Name: Jeff Erickson

Address: (City, State, Zip)  
PO Box 3695 Homer AK 99603

Thanks for your input! A response will not be provided unless specifically requested.

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**E-mail:** E-mail to [comments@brooksandassociates.com](mailto:comments@brooksandassociates.com)

**Fax:** Fax to USKH, Attn: Art Johnson at (907) 258-0340

**Comments:**

I would be interested to see how ~~round~~ cyclists function in a roundabout, do they take the round about, or act like a pedestrian?

Please provide your name and address so we may notify you of future action on the project:

Name: Kate Shows

Address: (City, State, Zip) 345 W. Sterling Hwy  
Homer, AK 99603

Thanks for your input! A response will not be provided unless specifically requested.

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**Fax:** Fax to USKH, Attn: Art Johnson at (907) 258-0340

**Comments:**

*I think roundabouts are the best solution to most traffic-flow problems. At busier areas like the Sterling Hwy & Rake St. I'd like to see a double lane roundabout with a big enough diameter to handle the largest freight vehicles, etc. - larger than the Dowling Rd. roundabout. There should be plenty of space if we used that triangular area in front of McDonalds. Roundabouts are efficient and in the long run - less expensive.*

Please provide your name and address so we may notify you of future action on the project:

Name: *MARSHA KORPI*

Address: (City, State, Zip)  
*BOX 1033*

*HOMER, AK 99603*

Thanks for your input! A response will not be provided unless specifically requested.

## Roundabouts

Roundabouts are a perpetual green light to aggressive drivers, to 'A' personalities.

Roundabouts are a perpetual red light to the timid and elderly drivers.

Stoplights are equal for all personality of drivers. Roundabouts aren't at all equal for all drivers and no one takes driver personality into account in their consideration of stupid things.

The reason the application of the research is bogus to apply is that currently drivers have choices; no one is forced to use one. If all were forced to use roundabouts the safety record would be quite different!

Imagine a roundabout at Tudor and Lake Otis at rush hour, it would be one-way traffic for an hour!

In Homer imagine trying to get a semi-trailer or worse a double tandem trailer around a roundabout at Lake St. and the Sterling!

Imagine the extra cost trying to plow snow and cleanup around a roundabout.

Ever hear of centrifugal acceleration, that's the acceleration that pushes the inside lane traffic physically into the outside lane traffic on ice, snow and wet roads.

*THE REASON THE ROUNDABOUTS HAVE EXPERIENCE SOME SUCCESS BACK EAST IS THE EXISTENCE OF CHOICES AND A STABLE POPULATION THAT ~~THEY~~ HAVE GROWN FAMILIARITY. THAT'S NOT TRUE IN HOMER, A TOURIST DESTINATION. WE ALWAYS HAVE NEW DRIVERS IN TOWN OFTEN WITH LARGE RV'S TOWING CARS OR BOATS. WE WOULD HAVE TO DEAL WITH CONSTANT LACK OF FAMILIARITY,*

*STAN WELLES (ALASKA AIRCRAFT ENGINEERING)*

*235-6788*

*I LIVE AND WORK IN CBD*



# Homer Intersections Planning Study

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**Fax:** Fax to USKH, Attn: Art Johnson at (907) 258-0340

**Comments:** THE CITY COUNCIL HAS REQUESTED THAT A SIGNAL BE INSTALLED AT LAKE AND STERLING. THE TRAFFIC HAZARD IS AT A CRITICAL CONDITION. DOT NOW SUGGESTS A ROUNDABOUT. THEY HAVE PREVIOUSLY SAID THAT A ROUNDABOUT WOULD TAKE 5 YEARS TO ACCOMPLISH AND COST \$1 MILLION. SINCE MOST OF THE HARDWARE IS IN PLACE, I RECOMMEND 1. INSTALL SIGNAL AT THIS INTERSECTION IMMEDIATELY.  
2. INSTALL SIGNAL NOW AND START PLANNING FOR ROUNDABOUT.  
3. INSTALL 3 WAY STOP SIGNS.  
OTHERWISE, PEOPLE WILL DIE.

Please provide your name and address so we may notify you of future action on the project:

Name: Rec'd from Doug Stark, City Council. SET 6-13-05  
Address: (City, State, Zip) \_\_\_\_\_

Thanks for your input! A response will not be provided unless specifically requested.

## ONE WAY IS THE RIGHT WAY

Ken Castner

I am delighted that the Homer City Council has rejected the recommendations of the Alaska Department of Transportation concerning the installation of a stop light at the intersection of Lake Street and the Sterling Highway (a.k.a. the Bypass.) This opens the door for some real community discussion of traffic planning.

I am a proponent of circulating traffic through Homer like blood circulates through the body: one way streams.

Road couplets are designed so that flow is maximized. This means stops are minimized. Instead of stopping traffic in three directions at the intersection of Pioneer and Lake (the blinking red light) traffic coming into town would continue without stopping. Traffic coming north on Lake would merge without stopping. At Pioneer and the Sterling Highway, one would turn right to head towards Anchor Point or left to head towards the airport. Again, no stops.

Heath, Main and Greatland would be two-way connectors, but instead of making a left hand turn across traffic, a left hand turn would be with traffic.

One way traffic also eliminates the middle, "suicide lane." The middle lane is designed as a spot to have cars wait to make a left hand turn across traffic. They are called "suicide lanes" because people driving from the opposite directions often choose to enter the center lane at the same spot.

I have a couple of complaints with traffic lights, which I will simply list:

- ◆ Traffic comes to a complete standstill.
- ◆ Truck noise and pollution are greatest when coming to a complete stop (jake breaks) or running back up through the gears.
- ◆ Traffic lights, and roundabouts for that matter, do nothing to alleviate the left hand turn problems that occur between them. They are intersection solutions, not traffic solutions.
- ◆ The theory is advanced that left hand turns would be easier because of the "platooning" breaks caused by the stop lights; in order to create those breaks, right turns on red lights would have to be eliminated.
- ◆ I believe that once the first light is installed, several more will be required.
- ◆ They are inflexible; they control traffic at times it doesn't need to be controlled.

The criticism leveled at the one way scheme is that it would direct trucks and mobile homes back through the middle of town. My response is two-fold: First, the middle of town slid downhill when the Bypass turned, through the magic of curb cuts, into the Sterling Highway. Second, the benefits of having a traffic plan that flows and works, far outweighs the presence of trucks rolling down Pioneer.

Flow is the key. Flow, flow, flow. Go, go, go.

## Homer Intersections Planning Study Public Comments

An Alaska Department of Transportation and Public Facilities (ADOT&PF) Project

Your comments, ideas, and suggestions are important to the planning team. Please send your comments on or before June 20, 2005 via:

July  
Mail: Fold so address shows or write a separate letter using the address on the back.  
E-mail: E-mail to [comments@brooksandassociates.com](mailto:comments@brooksandassociates.com)  
Fax: Fax to USKH, Attn: Art Johnson at (907) 258-0340

Comments: After many years of living about 7 miles out of town, I moved into Homer last fall - my primary reason being to reduce my dependence on the automobile and make walking part of my everyday life style. I walk to work most days (except winter - too dark) and to many other destinations. I have to cross Pioneer Ave. to get to and from work.

Pioneer Ave. is not particularly pleasant to walk and the Sterling Hwy. is so unpleasant, I rarely go there even though I would walk to Old Town & the beach if I didn't have to cross the highway. The <sup>new</sup> refuge islands may make crossings safer, but it's still unpleasant & scary to have cars whizzing by on ~~either~~ either side of you.

I would think that roundabouts would be far preferable than signal intersections for drivers and may be better for pedestrians if they are designed for maximum pedestrian safety/friendliness. I hope DOT will opt for roundabouts over signals and utilize other traffic calming measures elsewhere (e.g., chokers). Sidewalks w/buffers and trails will also help encourage walking & thereby reduce traffic congestion.

Please provide your name and address so we may notify you of future action on the project:

Name: Anne Marie Holen

Address: (City, State, Zip) 393 Noview Ave.  
Homer, AK 99603

Thanks for your input! A response will not be provided unless specifically requested.

RECEIVED

JUN 20 2005

## Homer Intersections Planning Study Public Comments

An Alaska Department of Transportation and Public Facilities (ADOT&PF) Project

USKH  
Transportation Dept. Anch.

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Comments: I am thrilled to hear roundabouts proposed as a solution to Homer's increasing traffic problems. In my mind the main advantages are: 1) provides a safe traffic pattern during busy tourist months & peak commute times without requiring sitting at stoplights during low-volume times 2) low maintenance costs 3) helps retain small-town feel while still effectively regulating traffic flow. I have gone out of my way to use the Dowling Rd. roundabouts in Anchorage and find them easy to use. As for concerns about large trucks 1) most of the traffic is not large trucks 2) most large trucks going to the Spit will only need to curve around the outside of the traffic circle on the bypass 3) it's no longer a bypass anyway so too many cut cuts have been allowed so it can stop being treated as one 4) isn't it more gas efficient (& safer on icy roads) for trucks to merely slow down rather than come to a complete stop & start again? Thanks for your time & effort in this study.

Please provide your name and address so we may notify you of future action on the project:

Name: Jenny Stropck

Address: (City, State, Zip)

PO Box 33

Homer AK 99603

Thanks for your input! A response will not be provided unless specifically requested.

# Homer Intersections Planning Study

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Fax: Fax to USKH, Attn: Art Johnson at (907) 258-0340

Comments:

- [Address complete (not necessarily the big one)]
- o Poopdeck needs to remain a trail not a street
  - o Roadway through "town center" (west of Hazel & Poopdeck) need to have traffic calming and curved through to main streets
  - o 4-way stop induce politeness while light induce indifference.
  - o pleased to see Heath to Shellfish connection protects neighborhoods (e.g. mountain view)
  - ★ Supportive of Roundabouts -  
and limited / no signals. 4-way / All-way stop over signal.
  - ★ Recommend Roundabout @ Lake & Sterling -  
Route Fred Meyer traffic through Wadell  
Connect WADDELL to Heath. ~~Wadell~~  
Eliminate all Sterling car cuts between  
Lake & Wadell.

Please provide your name and address so we may notify you of future action on the project:

Rick Foster

Name: PO Box 3328

Address: (City, State, Zip) Homer AK 99603

Thanks for your input! A response will not be provided unless specifically requested.

Foster 1 of 2

# Homer Intersections Planning Study

## Public Comments

An Alaska Department of Transportation and Public Facilities (ADOT&PF) Project

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**Mail:** Fold so address shows or write a separate letter using the address on the back.  
**E-mail:** E-mail to [comments@brooksandassociates.com](mailto:comments@brooksandassociates.com)  
**Fax:** Fax to USKH, Attn: Art Johnson at (907) 258-0340

**Comments:** We are in strong support of roundabouts instead of traffic signal. They are safer, less polluting and more cost effective. Could you also consider one on Pioneer and Kachemak Wy. We sit & sit there for a long time. Thanks Immediately we need a roundabout on Lake & Sterling.

Please provide your name and address so we may notify you of future action on the project:

Name:

Carole Hamik

Address: (City, State, Zip)

4002 Kachemak Wy  
Homer 99603

Thanks for your input! A response will not be provided unless specifically requested.

# Homer Intersections Planning Study

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*July*  
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**E-mail:** E-mail to [comments@brooksandassociates.com](mailto:comments@brooksandassociates.com)  
**Fax:** Fax to USKH, Attn: Art Johnson at (907) 258-0340

**Comments:**

please move the meridians from the intersections so busses can make left hand turns (other large vehicles). If the meridians are moved away from the intersections it would make it safer for the LH turns & getting into the flow of traffic.

Please provide your name and address so we may notify you of future action on the project:

Name: Shelly Erickson

Address: (City, State, Zip) P.O. Box 3695 Homer 99603

Thanks for your input! A response will not be provided unless specifically requested.



RECEIVED

JUN 20 2005

USKH

Transportation Dept. Anch.

## Homer Intersections Planning Study Public Comments

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Fax: Fax to USKH, Attn: Art Johnson at (907) 258-0340

Comments: I am thrilled to hear roundabouts proposed

as a solution to Homer's increasing traffic problems. In my mind the main advantages are: 1) provides a safe traffic pattern during busy tourist months & peak commute times without requiring sitting at stoplights during low-volume times 2) low maintenance costs 3) helps retain small-town feel while still effectively regulating traffic flow.

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Thanks for your time & effort in this study.

Please provide your name and address so we may notify you of future action on the project:

Name: Jenny Stroeck

Address: (City, State, Zip)

PO Box 33

Homer AK 99603

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711N

Art Johnson

# Homer Intersections Planning Study Public Comments

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- E-mail: E-mail to [comments@brooksandassociates.com](mailto:comments@brooksandassociates.com)
- Fax: Fax to USKH, Attn: Art Johnson at (907) 258-0340

Comments: *While roundabouts offer promising improvements in traffic flow over traffic signals and stop signs the costs incurred in construction and right of way acquisition are daunting. It could be many years before Homer sees its first roundabout.*

*A far simpler and far less expensive solution would be to use signage at the Lake St. & Sterling Highway intersection prohibiting Left Turns onto Lake St. by eastbound traffic on the Sterling Hwy between 8 am-8pm from May 15 thru Sept. 15. In fact, left turns should be prohibited from Heath St. & Main St. onto the Sterling. Essentially, this would create a couplet that moves traffic onto and off the Spit efficiently and cheaply.*

Please provide your name and address so we may notify you of future action on the project:

Name: JOHN VELSKO  
 Address: (City, State, Zip) Box 2269  
Homer, AK. 99603

Thanks for your input! A response will not be provided unless specifically requested.

# DOT says 7 roundabouts are needed

By Carey James  
Homer Tribune

6/15/2008

If suggestions of state transportation engineers are adopted, Homer could see seven roundabouts placed at downtown intersections in the coming decade and a three-way stop at the intersection of Lake Street and the Sterling Highway as soon as July.

The Homer City Council heard from Department of Transportation planners Monday night who released the long anticipated results of the Homer traffic study for review by the public and the council this week.

According to planners, many of the town's intersections could use some method of traffic control to relieve congestion and the suggested solution of choice is the roundabout, a circular traffic pattern that requires motorists to merge into and out of a central lane.

The planners suggested roundabouts for the Sterling Highway intersections with Main Street, Heath Street and Lake Street as soon as possible, and with Pioneer Avenue by 2011. In addition, a roundabout was proposed for the intersection of Pioneer Avenue and Lake Street, with a road leading up to an extended Heath Street from Pioneer. A map noted roundabouts at the corner of East Hill and East End roads as well as the Homer Spit Road and Kachemak Drive. An all-way stop at the intersection of Pioneer Avenue and Main Street was suggested.

Of particular interest to the council in this study was the intersection of Lake Street and the Sterling Highway, a location that has already constructed poles and sensors for a stoplight.

The council recently requested that DOT install the stoplight to help mitigate traffic during the busy summer season, when lines of cars often back up Lake Street waiting for a chance to turn onto the highway.

According to DOT, however, there is no money to install a light.

Scott Thomas, traffic engineer for DOT, told the council that while the funds had been approved for the project in the past, mixed signals from the council in past years resulted in that money being re-appropriated to other state projects. According to Councilman Doug Stark, local legislators were poised to put funding into this year's budget for the traffic signal but didn't because they recalled the funds being appropriated in the past.

Instead, the state is proposing a short-term solution of a three-way stop similar to the one at the top of Lake Street. A similar stop sign solution was recently put in place in the Mat-Su with success, Thomas said.

Councilwoman Beth Wythe expressed concern that traffic, especially those unfamiliar with the area, would disregard the Sterling Highway stop signs and cause more accidents as she said she has seen at the three-way stop at Lake Street and Pioneer.

Suggestions to place a flashing red light at the intersection were met by state planners with concern that funding does not exist for such measures, and Thomas suggested using signage and large stop signs to bring attention to the new traffic pattern.

Randy Kinney, a traffic engineer contracted by DOT to conduct the study, said figures do not show a high number of accidents at the Lake Street and Sterling Highway intersection, or at most intersections in town.

"There are no real crash issues at these intersections," he said, noting that suggested lights or roundabouts would be helpful in relieving congestion. "It doesn't appear to be overly dangerous."

State planners made a multi-pronged argument for roundabouts versus traffic lights Monday night, though they allowed that the ultimate decision rests in the hands of the city.

According to the state, roundabouts are less expensive and safer than their light counterparts, though they do require more initial investment and right of way acquisition. A cost comparison presented by the state noted that installing seven roundabouts in the city would cost \$9.5 million, while the annual maintenance costs would run \$40,000 per year. Seven signals would cost \$7 million to install, but maintenance costs would run around \$70,000 per year.

There was some discussion between planners and city council members over who would shoulder the burden of that maintenance cost — the city or the state.

While Thomas conceded that standard practice is for the state to pay for signals or other traffic control

measures on state road intersections and the governments to split the cost at the intersections of state and city roads, he said that the state's current funding level is flat at best and no funding is currently appropriated for any of these projects.

"Our long term recommendations are to try to avoid more expensive intersections to maintain," Thomas said. Another argument posed for traffic circles versus lights are studies pointing to the safety of the roundabout. The Federal Highway Administration notes that research indicates roundabouts showed a 100 percent decrease in fatal crashes, a 60 percent decrease in the total crash rate, an 82 percent reduction in the injury crash rate and a 27 percent reduction in the property damage only accident rate.

One of the reasons for these figures, Kinney said, is that traffic is forced to reduce its speed in a traffic circle. With a traffic light, those with a green light tend to maintain their higher rate of speed.

"If anybody makes a mistake it can be quite severe," he said.

There are also more rear-end collisions associated with traffic lights, Kinney noted.

The roundabout would require a larger right-of-way acquisition by the state at each intersection, as the circles are around 140 feet in diameter, traffic engineers reported. That diameter has proved sufficient for truck and RV traffic, they said, with a lower lip on the edge of the road to allow truck traffic to take more space if needed while still discouraging regular traffic from exceeding the circle.

Traffic planners stressed that their suggestions were just that — suggestions, and that input was needed from the community and the city administration prior to final decisions on the town's future traffic plans.

"I think the ultimate decision rests with Homer," said Kinney.

"We're not here to tell the city it can't have signals," added Thomas.

Meetings that were to be held Tuesday night intended to kick off a month-long opportunity to comment on the plans.

Comments can be provided to Anne Brooks, public involvement coordinator for the project, by calling (907) 272-1877, faxing (907) 272-7194 or e-mailing to [comments@brooksandassociates.info](mailto:comments@brooksandassociates.info). Comments will be accepted until July 20.

Homer News Thursday, June 16, 2005

**DOT pitches options**  
*Roundabouts spur discussion*  
**BY MICHAEL ARMSTRONG**  
STAFF WRITER

Homer lived up to its reputation for spirited discussion Tuesday night when the Alaska Department of Transportation and Public Facilities held meetings to discuss the results of the Homer Intersections Planning Study. Even before engineers made their presentation, groups of citizens looking at maps argued the merits of the big topic of contention: roundabouts.

"A roundabout is a stupid thing to do," said Stan Welles.

Welles, a white-haired, seasoned citizen himself, said roundabouts might work for younger, more aggressive drivers, but could be a challenge for elderly drivers.

"It's a logical way to keep traffic moving," said Gary Kulesza.

Kulesza, who grew up in New England, said roundabouts on Cape Cod work just fine, even with high numbers of older drivers and tourists.

The debate on the floor mirrored the question raised by the study: What is the best solution to congested intersections in the Central Business District and nearby areas? In terms of safety, operation and maintenance, the study recommended building seven modern roundabouts from Pioneer Avenue and the Sterling Highway to East Hill and East End roads.

Engineers from DOT, USKH and Kinney Engineering analyzed traffic volume on both major and minor intersections from West Hill Road to East Hill Road and out to the Homer Spit. Eleven intersections were looked at for summer traffic conditions and three for winter conditions associated with school traffic. The engineers forecast volume for the present, 2011 and 2021, based on a figure of 2-percent annual growth.

The good news is all the intersections are safe, with low crash frequency rates. The bad news is the intersections are congested, with the Sterling Highway intersections identified as having immediate concerns for congestion. Other intersections would be of concern by 2011.

"This project is not about intersection safety," said Randy Kinney of Kinney Engineering. "It's about congestion."

Engineers looked at three solutions to congestion: all-way stops, traffic signals and modern roundabouts. Traffic designers use the term "modern roundabout" to distinguish the design from rotaries, traffic circles or older, poorly designed roundabouts.

Kinney said the engineers had no bias toward any one solution.

"We're not roundabout guys, we're not signal guys," he said. "We're intersection guys."

The study also looked at pedestrian crossings, and how to make moving across a two- or three-lane road safe. Traffic engineers like to give pedestrians a 14-second gap between vehicles to cross — the time it would take a child or older person to cross. In places where the gap is down to nine seconds or less, the consultants recommended solutions like refuge islands, as were built at the intersection of the Sterling Highway and Poopdeck Street near the Alaska Islands and Ocean Visitor Center.

Another solution is to put in mid-block "chokers," or curbs narrowing the street to slow down traffic and give pedestrians a shorter space to cross.

All-way stops won't work except as interim solutions, the study found. They could be used in the short term at Lake Street and the Sterling Highway — popularly seen as the most congested intersection in town — and at Pioneer Avenue and Main Street.

Signals or roundabouts?

The question narrowed to those options. Kinney said signals have their positive points: the initial construction cost is less, drivers are familiar with them and they reduce collisions. However, they can increase rear-end collisions, and operation and maintenance costs are high.

Roundabouts have a higher construction cost, particularly with acquiring the right-of-way to accommodate the 120- to 140-foot diameter needed. Drivers aren't as familiar with them. However, roundabouts are safer and in terms of maintaining traffic flow, equivalent or better to signals.

Roundabouts have fewer possible collision points between vehicles and vehicles and pedestrians. Kinney said a four-way signal intersection has 32 vehicle-to-vehicle collision points and 24 vehicle-to-pedestrian collision points. Roundabouts have eight vehicle-to-vehicle and vehicle-pedestrian collision points. In signals, collisions can be head-on or at right angles, while in roundabouts vehicles engage in glancing or sideways collisions — less severe.

A New York Department of Transportation study showed that at 23 U.S. roundabouts, overall crashes at new roundabouts declined by 39 percent. Injury crashes declined by 76 percent and serious injury or fatal crashes declined by 89 percent.

Because roundabouts slow traffic down, pedestrian injuries from collisions are less severe. Kinney noted that at roundabout speeds of 20 mph or less, the pedestrian fatality rate is 15 percent, compared to 45 to 85 percent at intersection speeds of 30 to 40 mph.

The study also looked at extending roads. Extending Heath Street from its current location at Pioneer Avenue north along the west edge of the Homer High School parking lot could create problems. If two traffic signals were put in at Heath and Pioneer and Lake and Pioneer, the short distance between signals would mean prohibiting left turns on Pioneer Avenue into Kachemak Center — and out of the Homer Fire Hall.

An alternate plan would be to make Heath Street north of Pioneer Avenue a small side street and to extend Lake Street north toward the high school. The Lake Street extension could provide access beyond the high school into the proposed Quiet Creek subdivision. A Lake Street extension would accommodate a roundabout better.

Scott Thomas, a DOT traffic engineer, compared the costs of building seven signal intersections against building seven roundabouts. Roundabouts would cost \$9.5 million, with a \$950,000 estimated state contribution. Maintenance would be zero.

Signals would cost \$7 million, with a \$700,000 state contribution. Maintenance is estimated at \$10,000 a signal, or \$70,000 a year, based on Anchorage costs. Kinney said in Homer maintenance might be two or three times higher. To keep signals operating,

DOT would need an electrician on duty in Homer. Thomas noted that DOT's maintenance budget keeps getting cut, and most likely signal maintenance would have to be paid for by the city of Homer.

The Lake Street and Sterling Highway intersection already has some traffic signal equipment installed, such as posts and wiring. Al Waddell, owner of Homer's Gold Mine Gifts at that intersection, said when he gave up right of way at the corner, as a condition he insisted the state put up the posts.

"It needs to have lights up there," Waddell said. "It would solve a lot of problems."

Could DOT install signals at Lake Street and the Sterling Highway as an interim solution? Thomas said that's possible, but didn't know what it would cost. He acknowledged DOT received a letter from City Manager Walt Wrede asking that question and said DOT would have a response soon.

Truckers and business owners raised the biggest concern about roundabouts. Guy Rossi and Bruce Turkington questioned how well 125-foot long, tractor-trailer trucks would negotiate roundabouts. Turkington, general manager of Spenard Builders Supply, had already written a letter to the Homer City Council raising some of these issues.

Val McLay, a city council member and a commercial driver, said Homer needs to keep its port growing — a port used to haul freight from the Spit north. Could trucks move through roundabouts easily?

"I see a detriment to freight traffic," he said.

Thomas said a 120- to 140-foot roundabout generally works for large trucks.

One solution not considered was couplets, where traffic would go one way and the other way on a parallel street. Ken Castner said he was disappointed the solution was not on the table.

"I'm a couplet guy," he said. "It addresses all the intersection problems."

To address the intersection congestion problem, the next step in the process is for the city to propose projects, Thomas said. On Monday night, the city of Homer passed on first reading an ordinance to adopt the Homer Transportation Plan. That ordinance goes up for a public hearing on June 27.

Anne Brooks, public involvement coordinator for the study, said public comments are solicited and can be accepted by July 20. Send comments to [comments@brooksandassociates.info](mailto:comments@brooksandassociates.info), or call her at 272-1877. Information on roundabouts can be found at [alaskaroundabouts.com](http://alaskaroundabouts.com) or at [www.contextsensitivesolutions.org/content/topics](http://www.contextsensitivesolutions.org/content/topics).

*Michael Armstrong can be reached at [michael.armstrong@homernews.com](mailto:michael.armstrong@homernews.com).*

6/15/05 Homer Tribune

lands being managed for the protection of bears, other wildlife, fish and wilderness recreation. Calling Homer the brown bear viewing capital of the world would signify our desires to sustain healthy brown bear populations and the opportunities associated with viewing bears.

**George Matz**  
KBCS board member

### **Been down Mattox lately?**

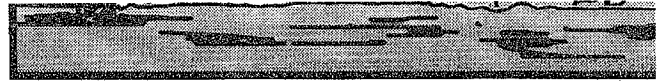
First, you have to find the street, as Quality Asphalt Paving took the sign down a year ago and has not replaced it according to public works. Then, when you find Mattox, please put your car in low, as the whole street is one gigantic washboard. Within two days of a so-called grading, the ruts are back. But, according to public works, it's all the residents' fault as we all speed. Heaven forbid anyone complain about the shoddy grading job, much easier to place the blame elsewhere.

Public work's big excuse is since annexation, they are too busy, and they have other priorities. Homer Public Works Department is one big joke. Perhaps since the city of Homer has more tax dollars in the coffers, maybe more people can be hired for public works, and their priorities can be put back in order. Ha! You know the road is bad when your mail carrier says it's the worst road in Homer. Oh, yes, and the sign at Mattox and Beluga Court has been down for weeks and is sitting in the back of a truck -- another non-priority.

**Anna Mueller**

### **Roundabouts good solution**

Last week's article about the Department of Trans-



portation's traffic study regarding roundabouts was great news. I think that it would be a practical, safer and less expensive solution to the traffic problem at Lake Street and Sterling Highway.

I've been able to use roundabouts and know that they keep cars moving. They also can accommodate trucks and very long vehicles by making the inner circle smaller. Our city already has the equipment needed to remove snow. I am glad that D.O.T. and our city is looking into a visionary and less polluting traffic solution.

**Carole Hamik**

### **Downing Street memo**

We have just completed our Memorial Day celebrations which include honoring the 1,584 men and women killed in the current war in Iraq. We are told that it is "a tough situation" and that we have no idea when it will be over so that our troops can come home.

We are in a quagmire, as we were in Vietnam, and with no reasonable exit plan. We are waiting to see how the rest of the world through United Nations will react. Our leaders are waiting and wishing.

Today I learned about the Downing Street Memo. This is a news item that must be brought to the attention of every United States citizen so that they can, as individuals, assess its value. It is the authenticated minutes of a top secret meeting of the British prime minister and members of Parliament dated July 23, 2002 discussing the desirability of going to war with Iraq. This document can be found on the Internet at



**Subject: Homer Traffic Study**

**Date:** Thursday, June 16, 2005 12:09 AM

**From:** Kevin G Walker <kevin\_walker@dot.state.ak.us>

**To:** <comments@brooksandassociates.info>, <scott\_thomas@dot.state.ak.us>

**Cc:** <amholen@ci.homer.ak.us>, <clerk@ci.homer.ak.us>

Ms Brooks and Mr Thomas,

I am a Homer area resident, but am currently working on a project in Little Diomedes and will not be able to attend any of the public meetings about the traffic study this summer.

Is there information available that could be faxed or emailed to me? I have designed and constructed streets for the State of Alaska, and feel that my professional expertise and local knowledge could be beneficial.

I ride a bike, walk, and sometimes drive around Homer. I feel strongly that there should NOT be a row of traffic lights on either Sterling or Pioneer. Homer is at the end of the road. People do not need to speed through town, but with the wide lanes and high design speed of Sterling, the engineers are encouraging people to do just that. Traffic circles would be an excellent way to slow people down, and keep them from having to stop at signs or lights.

Local merchants want the people to slow down, see their stores, park their cars, and see Homer. They don't need to hit all the green lights at 35 mph, get to the end of the spit, and turn around and race back through town on their way to Anchorage.

The on-line article on the Homer Tribune's web page was very encouraging.

Thank you,  
Kevin Walker

## Editorial

### Let's start moving on roundabouts

Anyone who has tried to make a left-hand turn at any of Homer's major intersections — for that matter, many of its minor ones — recently can come to only one conclusion: Homer has a traffic problem.

Let residents in Anchorage, Los Angeles, Houston and New York City guffaw if they will, but traffic flow in the Cosmic Hamlet by the Sea too often backs up and comes to a standstill at key intersections — including most of the major streets that connect with the Sterling Highway. The Lake Street and Sterling Highway intersection is the most notorious.

So what if Homer traffic jams pale in comparison to those of the big cities? They're still choking the flow of life, which most of the time moves along pleasantly in the slow lane. At those key intersections, however, when drivers are waiting and waiting and waiting some more for traffic to pass, it's a little too slow for even Homer's pace.

Those key intersections are accidents waiting to happen, as residents can attest. Normally patient drivers watch the traffic go by in a steady stream in front of them while they see other cars piling up behind them. They wait until they feel like they can wait no more — and then jump into the traffic flow as best they can. The good news is there have been no major crashes. But as traffic increases and patience wears thin, a serious accident is certainly a possibility.

A state transportation study is recommending roundabouts as the best solution to those congested intersections in the Central Business District and nearby areas. It should come as no surprise that there's some resistance to the recommendation. After all, it's something new. There are all kinds of questions.

But those skeptical of roundabouts should observe traffic in those congested areas. Frustrated, or perhaps savvy, drivers waiting to turn left sometimes create their own version of a roundabout: turning right first and traveling a short way until they can safely turn left and head in the direction they need to go.

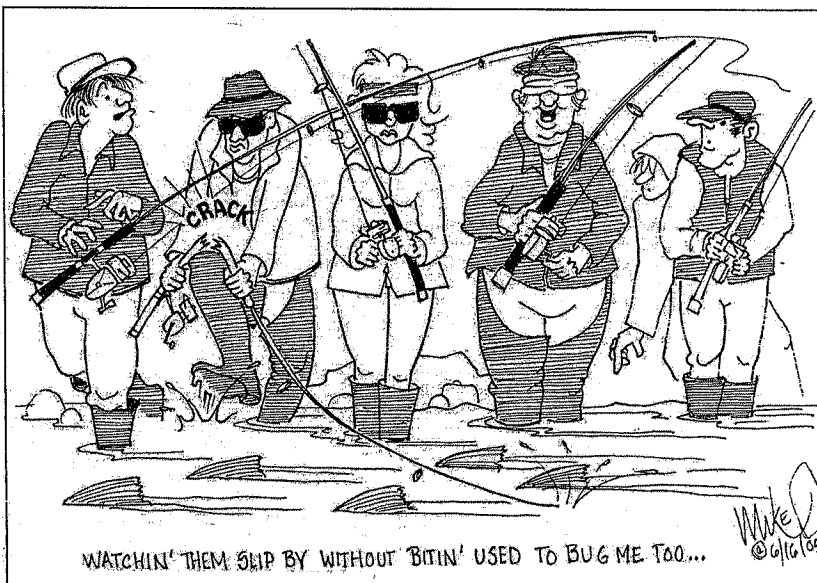
The experts say roundabouts have several advantages over more traditional traffic control methods, including all-way stops and traffic signals, not the least of which is they're safer. When collisions do occur, they tend to be less severe.

While roundabouts have higher initial construction costs than do traffic signals, the ongoing maintenance costs are lower.

It should go without saying that the design of Homer's roundabouts must address safety concerns brought up by those in the trucking industry.

Some of Homer's traffic problems, however, won't wait for roundabouts to be built. At Lake Street and the Sterling Highway an interim solution is needed. Sooner rather than later, traffic signals need to be installed as a stopgap measure.

In the long haul, however, roundabouts look to be the preferred way to keep traffic flowing along at quicker than a snail's pace — especially during summer months. While Homer residents can be thankful their traffic problems aren't worse, there's no need to wait for that big snarl. The state's recommendations deserve a green light.



## Letters to the Editor

### About letters

The Homer News welcomes original letters and attempts to print all that are relevant and conform to our guidelines. Letters may be edited for clarity, grammar, taste, potentially libelous language and length.

Letters should be limited to 300 words and must be signed and include a telephone number to verify authorship. Thank-you letters should include no more than 10 names. Deadline is 5 p.m. Monday. We prefer and will publish sooner letters submitted by e-mail at letters@homernews.com, but will accept letters that are faxed, mailed or hand delivered.

### Mutt strutters help furry friends

On behalf of the members of Homer Animal Friends, we say "thank you" to all those dog lovers that came out and participated in our sixth annual Strut Your Mutt. We gave you a new walk, so you could really Strut your Mutt in front of the city of Homer.

We hope you had a thoroughly enjoyable time enjoying the variety of contests and the agility demonstration provided by our associates at Homer Dog Training and look forward to seeing you next year. You raised much-needed funds for our low cost spay-neuter program.

We also want to thank our main sponsors the Homer Tribune and Eukanuba and all the other local businesses that donated items for prizes for our contests and games. Unfortunately, or fortunately depending on how you look at it, there are too many to individually list. You know who you are, so from all those who participated, thank you for taking the time to share.

Eileen J. Faulkner, vice president  
Homer Animal Friends

### War doesn't promote culture of life

Back in the buildup to war the president voiced "If war is forced upon us — and I say 'forced upon us' because use of the military is not my first choice — I hug the mother and the widows of those who may lose their life in the name of peace and freedom."

Forced upon us?

Extremely conservative Republican Congressman Walter Jones of North Carolina, in a spout of anger over France's refusal to support the war effort, now laments calling for French fries and French toast to be renamed freedom fries and freedom toast on Capitol Hill restaurants. He broods today we went to war "with no justification."

Listen to the president, himself, this past January recast our going to war from having been forced to, now, being part of a concocted strategy to bring democracy to the Middle East. He's reported to have said: "There are men who say, 'Bush is wrong.' I assume I'm right. It's exciting to be part of stimulating a debate of such significance. ... I really is the philosophical argument of the age."

Looking at the loss of life, hasn't the president stimulated far more than a philosophical argument? What about the significance of those mothers and widows left bereft: from what in retrospect can only be described as George Bush's social science experiment?

As such, the social science experiment of the age, which is it allowable but not stem cell research? About stem cell research, Bush recently stated, "I made it very clear to Congress that the use of federal money, taxpayers' money, to promote science which destroys life in order to save life — I'm against that."

Why doesn't the same hold for his Iraqi experiment?

Just how sincere is Bush, anyway, about promoting "culture of life"? Just look, hard and long, at what his experimentation has actually produced.

Tim O'Leary

See LETTERS, Page 5.

## Roundabouts: visionary solution

The recent article about the DOT traffic study regarding roundabouts was great news. I think that it would be practical, safer and less expensive than a traffic signal at Lake Street and Sterling Highway.

I've been able to use roundabouts in Anchorage and the Lower 48 and know that they keep cars moving. They also can accommodate trucks and very long vehicles by making the inner circles smaller. Our city already has the equipment needed to remove snow. I am glad that DOT and our city are looking into a visionary and less polluting traffic solution.

Carole Hamik

**Subject: Roundabouts in Homer**

**Date:** Thursday, June 16, 2005 6:04 AM

**From:** ctbreeches@acsalaska.net

**To:** <comments@brooksandassociates.info>

When I read the article in the Tribune this morning, I screamed "OH NO!!!!"

I came from the East Coast and have driven in area with the Roundabout. If I could find an alternative route I would. Are the engineers crazy???? They are the WORST NIGHTMARE any one could have driving in an area that is already congested. They do not resolve problems, they create them!!!!!! Traffic accidents are more likely to occur and then see what back-ups you have. Please whatever you do do not go ahead with this.

Christina Warren  
907-399-9005

**Subject: Homer roundabouts**

**Date:** Saturday, June 18, 2005 3:17 PM

**From:** Pioneer Land Company <plc@alaska.net>

**To:** <comments@brooksandassociates.info>

I think it is a good idea to help with the Homer Alaska traffic problem now and in the coming years, especially at the Lake Street and Sterling hwy intersection. I would encourage you to consider a large enough area to accommodate large truck and motor home traffic, there is plenty of room there to create a extra big roundabout, even if you have to purchase additional ROW. The other intersections that you have outlined are also good candidates for this use.

My wife and I visit the Yuma Az. Area in the winter and they have installed one in Old town that works great. I noticed a comment in the paper of older folks not catching on to them. The older generation catches on pretty good and in Yuma in the winter there are thousands of snowbirds that don't have a problem with them. I often use that exit (the one with the roundabout) to get to the down town area because of the congestion at the others that have traffic lights near them. Keep up the good work. I think they are a great idea.

The roundabout Idea solves another potential major problem in the Homer Area. All the years I have heard folks here say that when Homer gets its first traffic light they were going to leave town. With the roundabout system we can rest assured that all of the easy to get along with folks in Homer Alaska with stay tucked safely in the paradise at the end of the road.

Sincerely,  
Dick Synhorst

**TO: ANNE BROOKS, P.E.**

**FROM: TOM AND JEAN SCHROEDER**

**RE: NO ROUND-ABOUTS FOR HOMER PLEASE**

My husband and I have lived in Homer for 36 years. It is frustrating and almost frightening to turn left at any of the intersections connecting to the Bypass.

We support the idea of a traffic light at the corner of Lake Street and the Bypass and believe that would do much to alleviate the problem. Purchasing the land for the roundabouts will be prohibitive and all truck drivers in the area are opposed. Please put up a light in the interest of the people who live and work here—not the tourists that don't even care to slow down (much less stop at a stoplight) on their way through town.

Sincerely,

Tom and Jean Schroeder  
PO Box 636  
Homer, AK 99603  
(907) 235-8955

## William Webb

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**From:** M. Anne Brooks [annebrooks@ak.net]  
**Sent:** Wednesday, June 22, 2005 9:58 AM  
**To:** Randy Kinney; Scott Thomas; Art Johnson  
**Subject:** Homer Intersections Planning Study

Record of telephone conversations:

June 17, 2005 -- Telephone call from Teri Reed  
Teri had questions about the roundabouts. She wanted the team to consider all-way stop control at Main and Pioneer. She felt that roundabouts would be ok at Lake and Main and Lake and Pioneer. She said it was not uncommon to wait 30 minutes to turn left onto the Sterling Highway at Lake street. She said she's personally gotten out a directed traffic to clear up long queues when the intersection is really plugged.

She felt that the approach grades at Pioneer @ Main would make it difficult for a roundabout, especially when the streets are very icy which is often in the winter.

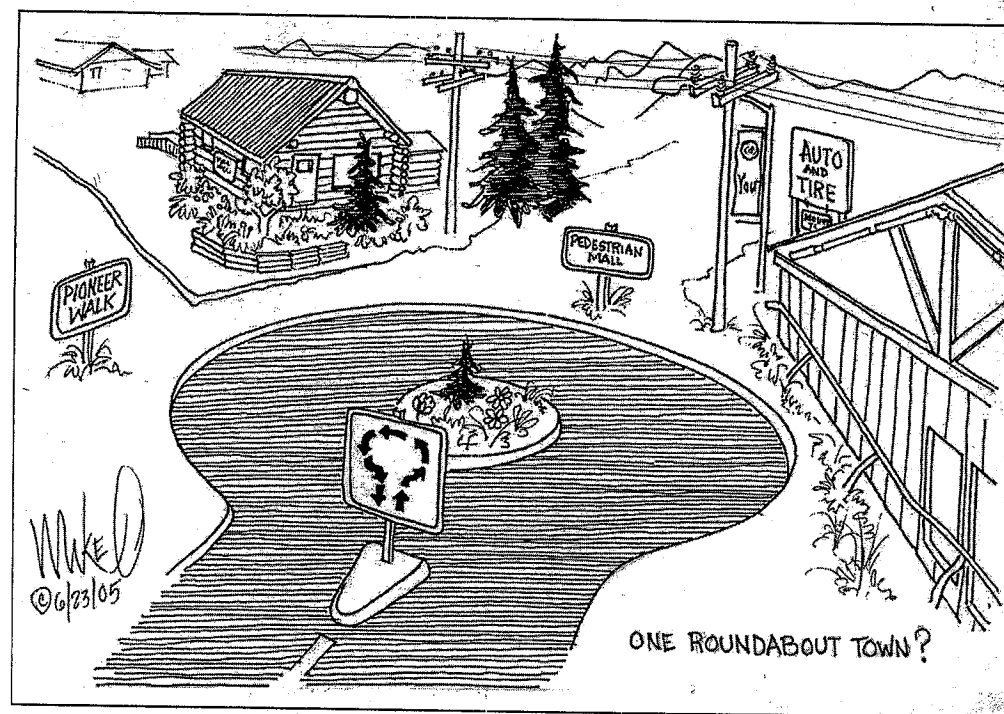
She further elaborated saying that the Dowling roundabouts were marvelous and feels they are safe for RV's and trucks. She felt that in the interim, 4-way stops would reduce the road rage.

June 22, 2005 -- Telephone call from Kat Haber, 907-235-6698

Kat wanted to voice her strong support for roundabouts at all Homer study intersection locations. She has traveled extensively and knows that they work very well. She spends part of her year in Vail, a community with 12 roundabouts, and attests to their function and effectiveness for all vehicles -- including large trucks. She said she spoke with city planning folks who explained that the roundabouts were safer than intersections because of the lower speeds. She feels that roundabout installation would create an opportunity for Homer to enhance the natural beauty with sculptures, flowers, etc., in the roundabouts and give local artists a pallet for creative expression. She said that traffic lights don't do anything to enhance the natural beauty of Homer, wherein the roundabouts would. She also mentioned that they would costs the community less in the long run.

N

Thursday, June 23, 2005



## Letters to the Editor

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### Roundabouts not way to go

Three of the reasons why roundabouts are stupid:

**Reason No. 1:** Roundabouts are a perpetual green light to aggressive drivers, to "A" personalities. Roundabouts are a perpetual red light to the timid and elderly drivers. Imagine a roundabout at Tudor and Lake Otis at rush hour, it would be one-way traffic for an hour or until someone got real aggressive from the other direction. How many yield at yield signs as it is?

Stoplights are equal for all personality of drivers. Roundabouts aren't at all equal for all drivers and no one takes driver personality into account in their consideration of these stupid roundabouts.

**Reason No. 2:** Familiarity. Back East, some work because of a stable population and choices. In Homer, tourist season is anything but stable. Most are new to town with big RVs hauling cars or boats. They and all of us would have no choices, all would have to go through the roundabouts.

**Reason No. 3:** Imagine the huge impact on our busi-

ness people that would lose a lot of property at the proposed intersections.

The so-called safety research is bogus. All of the research is based on areas where drivers have route choices. If all were forced to use roundabouts the safety record would be quite different. Imagine driving in Anchorage with roundabouts at all intersections.

Stan Welles

### Rooms needed for volunteer troupe

Attention, Homer supporters of the arts: It is that time of year again when the Wild Rovers from Anchorage will be coming down for the Fourth of July weekend. We are in need of housing. A spare room here, an empty camper there, somehow we should be able to accommodate about 15 fun-loving entertainers who need to keep their travel expenses down, as this is an all-volunteer troupe. They would even be happy to sleep on your couch. Any and all who have a spare space to share (no matter how humble or small), please call Becky at 235-1359.

Becky Pfeil  
Timeless Toys

### Overpass should be considered

Re: Your editorial of June 16

It is certainly true that Homer has traffic problems. I predicted there would be many years ago. At the time years ago, the city imported three young people at city taxpayers' expense (college kids, I believe) to advise us about the future development of the city. It was about the time the bypass was getting started or planned.

I was a member of a committee appointed by the mayor (there were eight or 10 of us as I recall) to discuss with them the ideas for future planning. I attended several meetings one at which I suggested we make provisions for

See LETTERS, Page 5A



# OPINION

## ... Letters

### FROM PAGE 4A

a frontage road beside the bypass because I believed the town would grow, the population would increase and move this way. A frontage road would be a necessity because of traffic to the Spit. Every one just clammed up. There was one and only one remark and it was — what do you want a bunch of tin warehouses along the road? As I remember, nothing was accomplished and nothing changed.

In my estimation, the town was always way behind in planning for an increase in population. It seems they are now talking about roundabouts as a possible solution to the problems. Some think it is a good idea; others have their doubts. It is my opinion that they would be expensive and dangerous.

I believe it would be worthwhile to give some thought to an overpass from somewhere near the base of the West Hill to the base of the Spit with perhaps an on ramp and exit along the way. It would seem to me more practical and the cost no worse than seven roundabouts which have been mentioned and would take up half of the town. Just a suggestion, of course, but maybe worth some consideration.

**Bob Barnett**

Formerly a Homer resident for 39 years

## Another traffic solution: tunnels

Like wow. Them youngsters at DOT are smoking the right stuff! Seven traffic roundabouts. Not just one lonely circle, not five, that nasty pentagonal masculine number, but the magic seven, a mystical and feminine quantity. We could name the circles for the Seven Wonders of the World, the Seven Cardinal Virtues or even for the Seven Deadly Sins. Just imagine a map of the Cosmic Hamlet by the Sea showing seven Taoist circles where the yin of traffic from the east bends and blends with the yang of that from the west. Far out.

Central Homer will be a squirrel cage of activity. We'll seldom be out of sight of one of these New Age asphalt crop circles. The entertainment value alone will be worth \$9.5 million, and if we get bored we could institute a Feldenkrais sort of change-your-mind exercise for motorists by having several of the roundabouts go round clockwise. Each roundabout's sure to be a carnation in the buttonhole of our boutique community. Many of us will be deeply moved every time we hear another gravel truck braking so the driver can smell the pretty flowers we've soulfully tended in the middle of each circle.

For those few chickens not so mesmerized by swirling traffic that they forget they ever wanted to cross the road, I suggest tunnels. They'd work well here in Side-hill City. Synchronized traffic lights are so passé, and hardly anyone stops for crosswalks.

So turn on, tune in, drop in and make a joyful noise in every public forum in the ongoing saga that determines whether we create a harmonic convergence of traffic or just make a hash of the Cosmic Omelette by the Sea.

**Neil McArthur**

## Roundabouts keep traffic moving

Last year we took a trip to Europe and decided to rent a car. This was on the Continent so at least we were able to drive on the right side of the road. Coming out of Amsterdam we hit the freeway, and lo and behold, we hit a roundabout on the freeway. I was impressed, no overpasses. Then we hit the towns and we came upon another roundabout. This one had a pole in the middle and directional signs on it. Well, because we had no clue where to go, I told my wife to read the sign while I drove into the circle. Great. We did a few rounds around the pole and figured out which way to go. I could hear the other drivers murmur, "Nutty tourist." I wonder where we hear that often?

Anyway, after two more roundabouts we got the hang of it and we really started to like them. No stopping and breathing fumes. Big trucks, pulling double trailers were

weather is no different there than here, so we don't have that excuse. Roundabouts save on fuel, have fewer accidents (mostly fender benders) and it is less stressful (don't have to wait for a red light with no one else in sight). Thanks for listening.

**Albert Veldstra**

## Couplets better solution to traffic

Last week the state Department of Transportation and their consultants came to town to present their findings and recommendations from the "intersection study."

Their review of solutions was limited to stop signs, traffic lights and roundabouts (traffic circles). The cost of the preferred alternative will be more than the new public library. There were several in the audience that demanded temporary relief at the intersection of Lake Street and the Sterling Highway with the insertion of a traffic light. Add those costs in and you get the value of a new elementary school. Is this the best use of our money? Do these "solutions" even solve the problems? Have the "problems" been defined?

I expected some sort of 21st century computer modeling to see the cause and results of their analysis. I expected some accurate analysis of the past growth of the town. I expected that all the tools of traffic control would have been used to arrive at various alternatives. I was really disappointed.

It was a PowerPoint presentation with a 2 percent projected growth rate. It was nothing that I would base a multi-million dollar decision on.

There is a simple, inexpensive method of routing traffic through Homer; it is a method that has been used successfully in many other parts of the country. It involves a series of one-way streets so that you never have to turn across traffic. They are called couplets.

It will be an expensive lesson to be swept into the "either/or" decision of roundabouts or traffic lights before other alternatives have been explored.

**Ken Castner**

**Subject: Support for Proposed Homer Roundabouts..**

**Date:** Thursday, June 23, 2005 9:47 AM

**From:** Michael J Mumm <akmikejm2@yahoo.com>

**To:** <comments@brooksandassociates.info>

Hello, My name is Michael Mumm and I've lived in Homer for most of my life. I would love to see roundabouts come to town, especially if the alternative was traffic lights. I totally support the use of roundabouts in Homer and hope very much that they become reality.

michael mumm  
po box 1192  
homer, ak 99603

907-399-9966

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HOMER NEWS  
*Thursday, June 30, 2005*

## Lights, not **roundabouts**, needed

Homer needs a **roundabout** at the intersection of Lake Street and the bypass like a chicken needs mammary glands. Traffic on the bypass needs to be broken up by traffic lights at the Lake Street and Pioneer Avenue intersections.

It is very frustrating and next to impossible to make a left turn entering the bypass from any direction.

The present crosswalks are in the wrong locations and virtually useless. I have been almost rear-ended by stopping for pedestrians at the Poopdeck intersection three times now.

**Roundabouts** will take a large area necessitating acquisition of numerous tracts of rights of way resulting in lawsuits we certainly don't need. With the latest Supreme Court decision on eminent domain anyone with property near an intersection is subject to losing it at what the state determines fair value.

Traffic lights can be set to blink during the low traffic seasons.

**Roy E. Hoyt Jr**

**Subject:** <no subject>

**Date:** Thursday, June 30, 2005 7:25 AM

**From:** Bruce Hess <brucehess@puffinelectric.com>

**To:** <comments@brooksandassociates.info>

Anne,

As a Homer resident and member of the Homer Advisory Planning Commission I want to fully endorse roundabouts as solutions for Homer intersections present and future. The statistics don't lie roundabouts are safer and less expensive in the long term. Please do not let those who oppose roundabout because of ignorance influence the proper decisions for Homer's traffic solutions.

One point of opposition that does deserve some consideration however, is couplets. I feel the idea of a large couplet encompassing easterly flow on Sterling Highway, north on Lake Street and South on Pioneer with through connections on Greatland, Main, Poopdeck, and Heath is worthy of at least some study. It would seem that if this idea was valid, it would be much less costly than either traffic signals or roundabouts. If this concept turns out to be not a valid option, than roundabouts are definitely preferably to traffic signals.

Thank you for your work on this study,

Bruce Hess

**Subject:** Couplet-roundabout combo.pdf

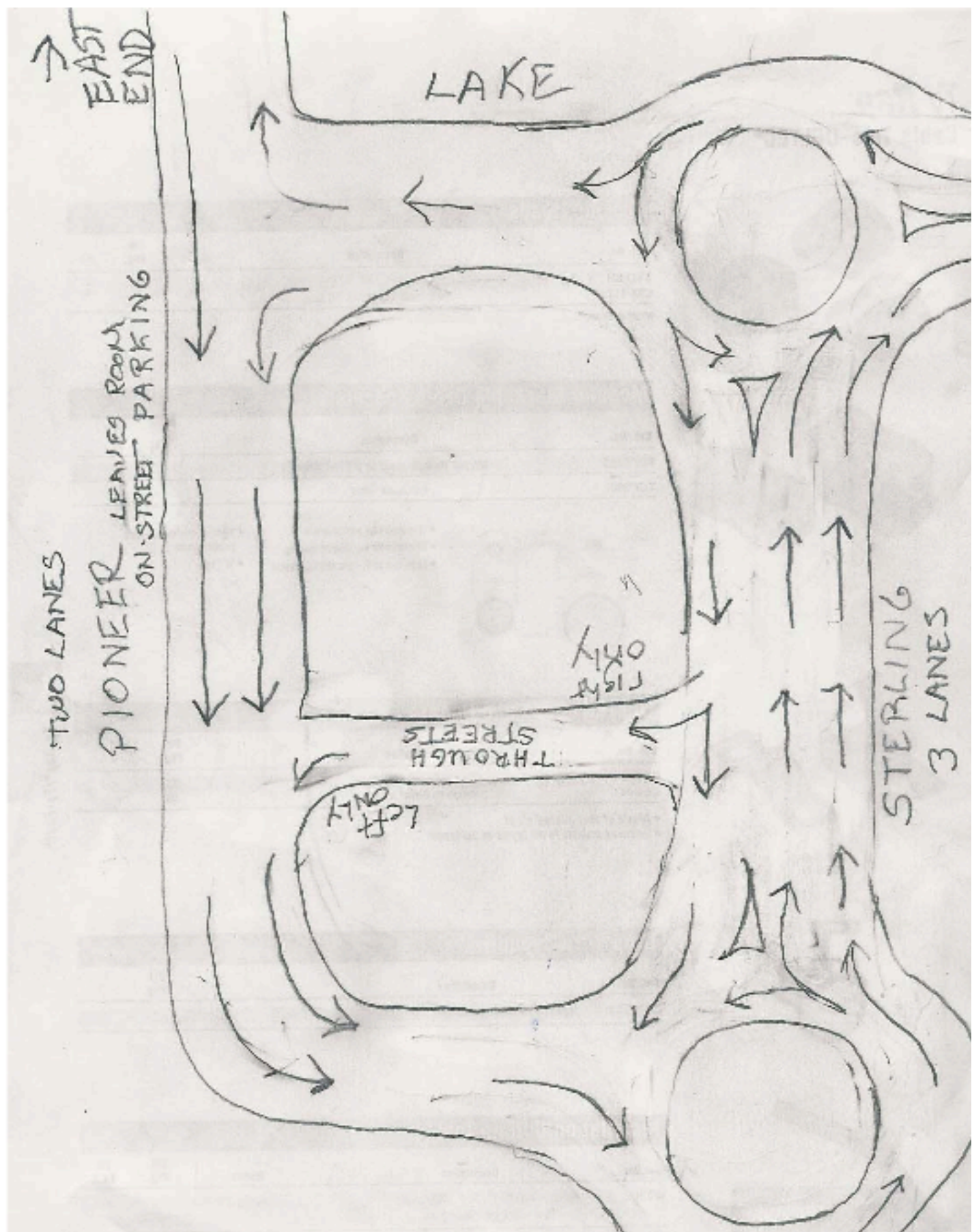
**Date:** Thursday, June 30, 2005 9:53 AM

**From:** Bruce Hess <brucehess@puffinelectric.com>

**To:** <comments@brooksandassociates.info>

What about this idea for Homer.

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**Subject: Couplet-roundabout combo 2.pdf**

**Date:** Thursday, June 30, 2005 2:15 PM

**From:** Bruce Hess <brucehess@puffinelectric.com>

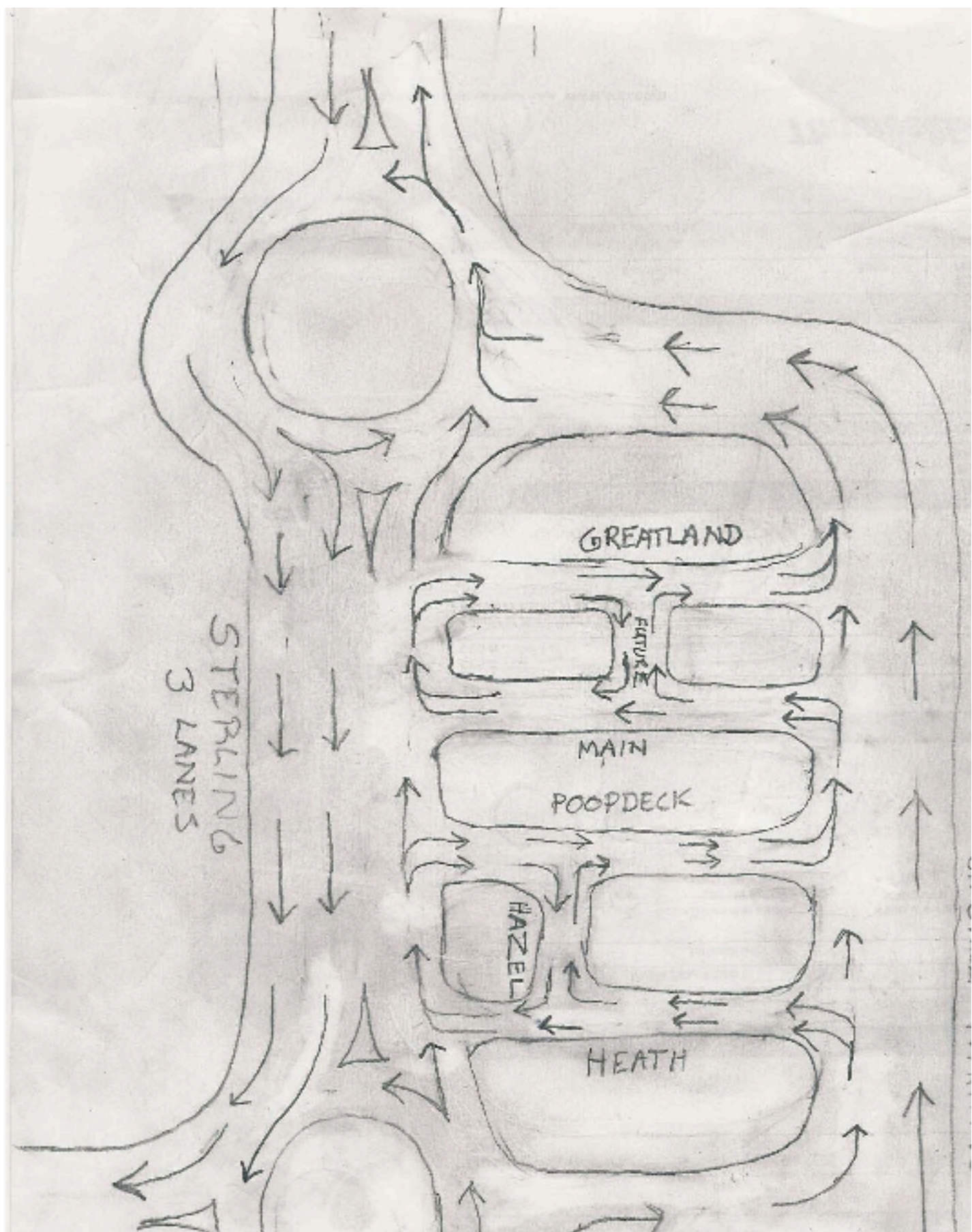
**To:** <comments@brooksandassociates.info>

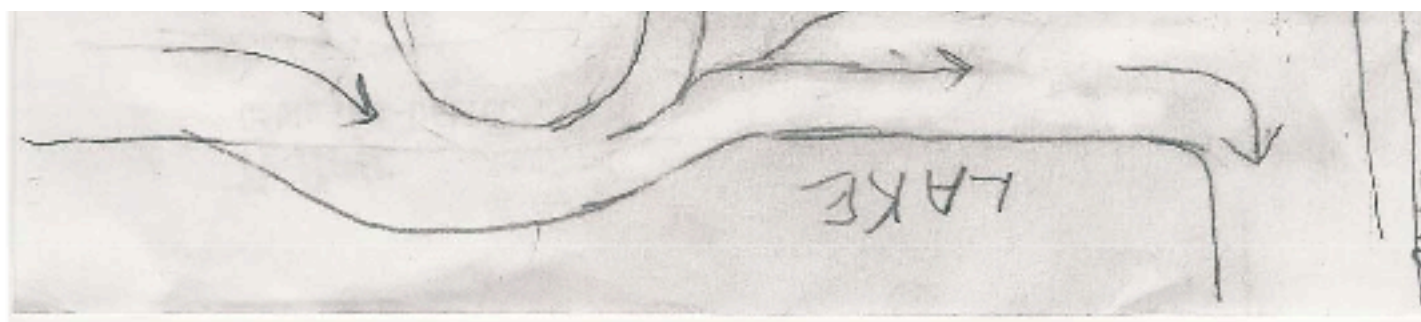
Anne,

This is a expanded idea for a couplet/roundabout combination for Homer. This would eliminate 3 of the proposed roundabouts.

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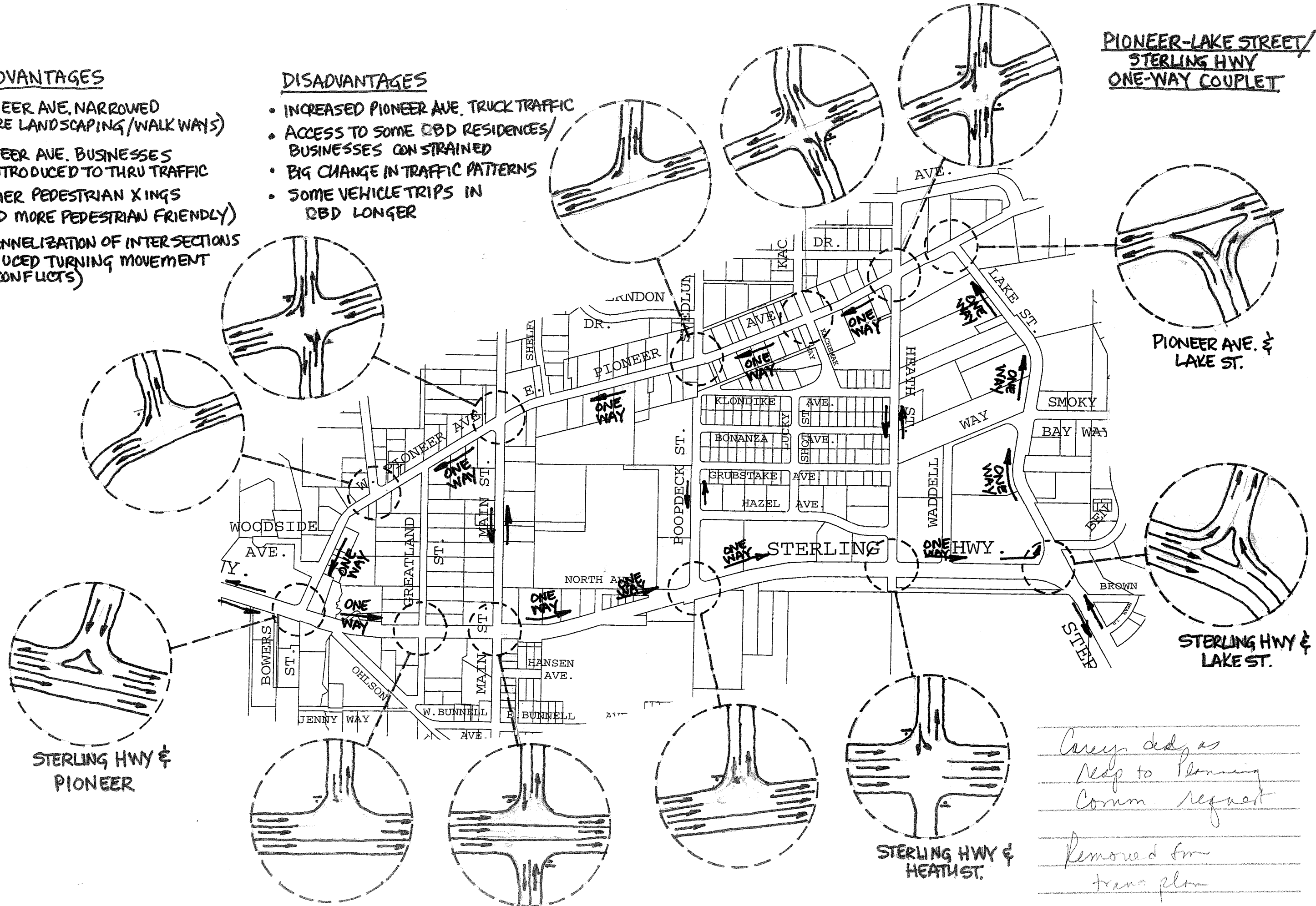
## ADVANTAGES

- PIONEER AVE. NARROWED (MORE LANDSCAPING/WALK WAYS)
- PIONEER AVE. BUSINESSES REINTRODUCED TO THRU TRAFFIC
- EASIER PEDESTRIAN XINGS (OBD MORE PEDESTRIAN FRIENDLY)
- CHANNELIZATION OF INTERSECTIONS (REDUCED TURNING MOVEMENT CONFLICTS)

## DISADVANTAGES

- INCREASED PIONEER AVE. TRUCK TRAFFIC
- ACCESS TO SOME OBD RESIDENCES/BUSINESSES CONSTRAINED
- BIG CHANGE IN TRAFFIC PATTERNS
- SOME VEHICLE TRIPS IN OBD LONGER

PIONEER-LAKE STREET/  
STERLING HWY  
ONE-WAY COUPLET



*Carry design  
resp to Planning  
Comm request*

*Removed from  
trans plan*





# HomerNews.com



Thursday, December 11, 2003



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- Forum

[Go To Best Hit]

Story last updated at 4:11 PM on Thursday, June 30, 2005

## Reason on side of **roundabouts**

Some great reasons for **roundabouts**:

First off, cost: There is virtually no long-term cost to the city for a **roundabout**, whereas with a traffic light, the cost, per intersection, is more than \$10,000 per year. Multiplied by 7 (the number of intersections that DOT recommends fixing) that is in excess of \$70,000 per year. I, for one, support increased taxes for a library, but not for traffic lights.

Secondly: They keep traffic flowing. Our "bypass" is no longer that — we have too many driveway cuts to make it an effective bypass, but with **roundabouts**, the traffic on the bypass would continue to flow without having to stop. With traffic lights, there would be a lot of stopping and starting.

Thirdly: ease. Traffic in **roundabouts** moves in one direction only. Our **roundabouts** would only be one lane. Traffic must slow down in order to maneuver successfully. It is very simple to look left and see when there is a space in which to pull into the **roundabout**. Even timid drivers will soon feel comfortable in **roundabouts**.

Oh, and a fourth reason: safety. The number of crashes in **roundabouts** is substantially less, and the crashes that do occur are much less severe than in any intersection. Driving in Anchorage is scary with people running red lights, or trying to make it through before the light turns red, or in the winter not being able to stop due to major icing problems at intersections. Many of those crashes are severe or even fatal due to high speed rates and points of contact. Because the speed while going through a **roundabout** is a little slower, and because there are no head-on crashes, the accidents are usually relatively minor. Imagine how much safer one would feel driving in Anchorage with **roundabouts**.

## Sue Post

Comments or questions?

For questions about the website contact the web master at HomerNews.com  
For questions or comments about the news Homer News Editorial and Newsroom Content

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HOMER NEWS  
Thursday, June 30, 2005

## Roundabouts make good sense

Stephen King had a line about a person who slapped three coats of lacquer and one of quick dry cement on their way of thinking and then spent the rest of their life guarding their frozen ideas.

Why do I get the idea that a couple people in town have done that same thing with the idea of **roundabouts**. I've driven through them on the East Coast where there are two-lane, full-speed **roundabouts**. I admit the first couple of times the idea of going into one was terrifying. After that they were fun and I wondered why more places didn't have them. Since then I have encountered them in Europe and other states, including Alaska. Many of these have been slower speed **roundabouts** and they sure make sense, especially when there isn't much traffic. Sitting and waiting for a green light when there is no other car in sight is kind of silly isn't it?

We all know how impatient Alaska drivers can be. We know for a fact how dangerous some intersections are, with running yellow and red lights being standard practice. Given that it sounds like some people are approaching senility, I'd much rather encounter those people in a **roundabout** where they only have to remember to look one direction, and are going relatively slow, hopefully with the traffic, then in an intersection where they may be the one trying to T-bone me at a red light.

And doesn't the rest of the world also have trucks, which somehow seem to navigate **roundabouts**? I've seen them do it in Anchorage. I'll bet they could do it here as well. We could have **roundabout** training day. Enter here. Go in circle. Exit there. If you forget where you are – keep going in circles. You don't have to think. Oh, that's obvious.

Lee Post

## **Last exit for Homer: go, stop, spin around or get organized**

### **Geo Beach**

In the beginning there was no road. Miller's Landing was where the land began for new arrivals, lightered ashore and lighting out into the territory on wagon trails.

Then there was a road, but it didn't go anywhere – or not much farther than you could drive on the beach at low tide. You know, a classic Alaska road to nowhere. But it did make it easier to get up to Kenai at high water.

Then the road came. The real road. The one that connected Homer to Anchorage, which was connected to the Alcan, which was connected to America. And that let the Outside in. Homer was united with far-flung Key West, Fla., which herself had been stitched to the mainland by Flagler's Railroad and the Overseas Highway.

That was the beginning of the end.

Like the would-be secessionists of the Alaska Independence Party or the Conch Republic – which withdrew from the United States for 60 seconds before surrendering – folks in Homer tried their best to leave the world behind, by erecting a gate across the top of Baycrest Hill. Alas, there were gate crashers.

Homer became the terminus of the North American Highway system, a distinction shared with numerous Alaska locales, but never so fittingly as at Land's End, the distal reaches of Homer Spit, where, as in Key West, you know quite decidedly that there is no farther to go. Having previously sported railway depots, Key West and Homer Spit are America's two true End-of-the-Lines.

Then one day an RV found its way here.

It motored home, quietly. But just as the swallows return to San Juan Capistrano, just as the buzzards return to Hinckley, the RVs began returning to Homer.

And that presented a philosophical question. Do we let them stay? In which case, where would we put them, especially when next year's migration arrives, and the next?

Or do we politely show them Homer, and then politely show them the way home?

Of course, the second option means that everyone drives – forth and back – through this little town twice.

That – together with the failure of the Baycrest Gate, the AIP and wimpy Alaska avalanches which never properly destroy the Seward and Sterling highways – is the problem facing the town today.

It's not that everyone comes to Homer. It's that, afterward, everyone leaves.

So, Homer – go, stop, spin around, or get organized?

Well, you can't just go-go-go anymore – too many crashes. In the 21st Century, even ruggedly independent drivers have to share the road and take turns turning.

Stop? Nobody likes stopping, especially if they thereafter have to take a left against traffic at the stop sign. Alternately, some people gleefully go for green lights while others really rage at red lights. Oh, the limits of duality.

So a spin cycle has been proposed for Homer, a sort of pinball plan where traffic enters a whirlpool called a **roundabout** and gets spit out down the road to the next **roundabout**. And so on. There's something dizzy about the idea that makes **roundabouts** the favorite choice of lots of Homeroids.

But how about getting organized? Homer construction planner Ken Castner proposed a system that requires no traffic circles, no traffic lights, few stop signs, less invasive construction than the alternatives, and no maintenance costs.

Traffic is one-way (southbound) on the Sterling Highway between Pioneer and Lake, one way (northbound) on Lake between the Sterling and Pioneer, and one-way (westbound) on Pioneer between Lake and the Sterling Highway. Heath, Main, and Greatland Streets are two-ways. Every left turn is with traffic, no waiting.

Take out your pencil and draw it out (and note you can turn right onto East End Road at the end of Lake and right onto the Sterling Highway at the end of Pioneer). No traffic lights. No **roundabouts**.

Just one big circle holistically embracing Homer – a way for traffic to, in the inimitable words of Mr. Castner, "Go. Go. Go. Flow. Flow. Flow." Castner's idea means those RVs, strange creatures on a gargantuan merry-go-round, drive the road only once – and that's half the problem solved.

There's something captivating about "Castner's Couplets." It's the vision of a man who, in two decades of Nutcracker productions, made magic into reality with just ragamuffins and elbow grease. Better think about it – the plan that gets the red out and keeps the spin in. It's the uniquely perfect compromise for the city that won't.

Columnist Geo Beach can be reached at [geobeach@columnist.com](mailto:geobeach@columnist.com).

# ... Letters

FROM PAGE 5

maybe a criminal history." He also mentioned "rowdy fishermen." I would like to ask Mr. G. what criminal past brought him to Alaska?

If this is the way he viewed things in Homer, and then reacted to them in the way he was thinking, maybe that's why many people think there are too many policemen in Homer. Is it because their attitude is that, "Everybody is a criminal"?

I came to Homer 25 years ago...

## PUBLISHER'S STATEMENT

UNITED STATES OF AMERICA  
STATE OF ALASKA  
THIRD JUDICIAL DISTRICT

I, THE UNDERSIGNED, being first duly sworn under oath, hereby depose and state: That the Homer News is a newspaper of general circulation, published at Homer, Alaska; That I am an employee of said newspaper; and That a true and correct representation of the

Homer Intersections Planning Study

from Brooks & Associates

a true copy of which is affixed hereto, was published in said newspaper in the issue(s) dated

July 21, 20005.

AE Hallup

FURTHER AFFIANT SAYETH NAUGHT.

SUBSCRIBED and sworn to before me this 3<sup>rd</sup> day of

August, 2005.

Joseph M. Rice  
Notary Public and for the State of Alaska  
My Commission Expires 02-01-09



In Homer files

## New approaches would benefit public, Board of Game process

When contentious political problems hang around long enough, opposite extremes often end-up making similar fundamental points, creating a win-win.

### POINT

action, but takes the lead on issues of statewide importance, such as predator control. In addition, the board decides on appeals to committee decisions.

#### Appointments

When the governor makes board appointments that represent a diversity of wildlife interests and the legislature uses its powers of confirmation to assure inclusion of all of its constituents, the current process works fine, as in past years, an ideology and partisan politics rule, as is fails to ensure the constitutional rights of citizens.

Instances could be averted if the public priority in appointments. Some say that despite this authority. Not really because are based on issues much larger than appointments.

That Alaska's voters be given the right to elect a Board of Game appointments (and cards) similar to what now exists with appointments. A vote no later than the next general confirmation should provide the process needed to keep appointments onstream. A campaign against retention but worth the considerable effort it takes to ensure diversity, board appointments in seats designated by significant user game guides and wildlife photography what currently exists in regulation for advisory Committees. While some have before, there is no assurance that an individual is qualified to represent a designated vote provides some restraint from board appointments.

It will require new legislation. While it is a partisan governor or legislature will ensure they have created, the public has another option; that is the initiative process. Those



week before? Surely it isn't the Homer News that is defacing these pictures? Why would they bother to have an attractive photo on the front page to begin with, if they were going to cover it with an ugly advertisement?

The good news is that we at the Homer Bookstore have discovered that those silly stickers peel right off and will provide you, our favorite readers, with newspapers without any defacing stickers on the front page so you, too, can appreciate the beautiful photos.

And whoever is vandalizing the front page with those advertising stickers — you should just pay for an ad inside like you are supposed to — and quit defacing the front page. I know advertising is expensive but if you can't afford a legitimate ad inside, then perhaps you should think about a new day job. Vandalism has no excuses.

Lee Post

## News leak takes center stage

The Karl Rove news leak is taking center stage and sucking the oxygen out of the news front. Reporter Robert Novak with a conservative bent has no problem to get Karl

...they might have less opportunity to participate, and  
2) Decisions may be too parochial.  
But these objections can be mitigated by instituting an appeal process to committee decisions.

Under this plan, the Board of Game establishes committee policy and delegates proposals for their

it takes to restore some sort of civil balance, so be it.  
George Matz is now a Fritz Creek resident. Previously, he was active with Anchorage conservation groups, particularly Anchorage Audubon and served on the Board of Game from 2001-2002 and the Anchorage Fish and Game Advisory Committee from 2002-2004.

Rove to spill some beans. Bush senior fired Rove over a leak to Novak during the '92 campaign. Could this be déjà vu or does Rove think he's cooked up an airtight spin hence will suffer no pain taking the spotlight away from Dubya on DSM which is more potent because it's too hard to deny? Everyone knows Rove is cunning but can you be dumb and cunning, too? Maybe like a fox.

Don't allow Karl's tale to wag the dog. Public pressure is on to put this issue back on the front burner. The Senate Intelligence Committee must insist that Chairman Pat Roberts honor his vow to reopen the investigation into prewar intelligence on Iraq. The report addressed the quality of the intelligence, but not how it was used. It is way past time for "Phase 2." Let's get on with it. Go to [www.downingstreetmemo.com](http://www.downingstreetmemo.com).

Evan Cundiff

## Festival provides good music, fun

A ten-horn salute to everyone who helped out at the

Deep Creek Music Festival, it was a wonderful two days of music, sunshine and good old-fashioned fun. We could not have done it without the help and support of Lara McGinnis, Ninichik fair manager and all the volunteers. A huge thanks to the outlets (Homer Bookstore, Solstice Music, Amped Cafe, Mike Morgan, Zumwalts Music and KBBI.) A heartfelt thanks to the Ninilchik EMS Service for stationing themselves at the fairgrounds just in case anyone should need their help. Thanks to Two Sisters Bakery, Homer Brewing Company, Homer Council on the Arts, Tony Stanfill, The Saltry and crew and all the vendors.

And, of course, a special thanks to all the musicians and the sound crew, Allen, Mark and Shane, for filling our ears with incredible tunes.

Finally, thank you to the folks of the Kenai Peninsula for supporting us and making the weekend an enjoyable time for everyone. We hope to see you all next year.

Many, many thanks.

Mike Hayes and the Clave Board

Gardens aren't the only things that need tending in the summer.



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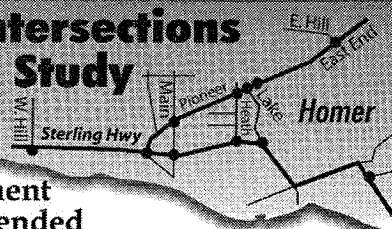
Contact Numbers

235-8874 or 235-2767

Presented by Homer Assembly of God  
736 East End Road

## Homer Intersections Planning Study

Project No.  
IM-044-1(23)57178



## Public Comment Deadline Extended

The State of Alaska Department of Transportation & Public Facilities (ADOT&PF) has extended the public comment period for the Homer Intersections Planning Study to **August 15, 2005**. The draft Study report is available in the Planning Department at the City of Homer offices. Please direct your questions or comments about the study to:

Anne Brooks, PE., Public Involvement Coordinator  
Phone: 907-272-1877 Fax: 907-272-7194  
Email: [comments@brooksandassociates.info](mailto:comments@brooksandassociates.info)

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**Moses Dank Band**

Bringin' in the Boogie

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**HOMER'S OWN CUT THROAT**

**WEDNESDAY @ 7pm**

**SATURDAY @ 4pm**

**SUNDAYS @ 9 PM**

**THE REUBEN CASH**

JAM SESSION

## fyi

*News briefs & announcements***Traffic fatalities down**

Higher seat belt use and DUI enforcement seem to be two major reasons helping highway traffic fatality rates to drop in Alaska. The first six months of 2005 show a 34 percent drop, compared with the same time period in each of the years 2000-2004.

"It would appear that our efforts to urge Alaskans to 'Click It Or Ticket' and our DUI campaigns are working," said Gov. Frank Murkowski. "These campaigns, involving local law enforcement, along with state troopers, are resulting in saved lives. And, when we consider the tragic impacts to families that we are able to avoid by making our highways safer and having fewer fatal accidents, clearly the benefits go way beyond the lives saved."

The "Click It Or Ticket" effort by local law enforcement and Alaska State Troopers started on Memorial Day weekend and will last through Labor Day weekend. The Alaska Highway Safety Office conducted an initial seat belt survey prior to Memorial Day weekend, which showed that 77 percent of Alaskans were using their seat belts. The office conducted a follow-up survey after Memorial Day, and will release the results in August.

"We anticipate it will show seat belt usage going up," said Don Smith, the governor's highway safety administrator.

The Department of Transportation and Public Facilities has installed more than 200 "buckle up" signs around the state, including 90 basic signs installed on Alaska's major highways. An additional 125 "Click It Or Ticket" signs have also been installed in or around Alaska's largest cities. DOT has also produced thousands of corrugated plastic "Click It Or Ticket" signs for distribution to business and governmental agencies. Many are being placed in employee



HOMER TRIBUNE/Sean Pearson

A fleet of abandoned and junk cars sit on properties along the North Fork Road. Concerns regarding the potential problem of cars leaking hazardous materials into the Anchor River drainage are being raised by a number of residents.

## Junk cars more than an eyesore

by Sean Pearson  
Homer Tribune

Driving down just about any road in the United States, it is not unusual to find a few old, abandoned cars along the side of the road, or parked in someone's driveway. Oftentimes, windows have been broken out

on state or other property.

"I had a call from an elderly couple a while back in which they said they woke up one morning and there were two junk cars that someone had just come and dumped on their property overnight," Harvey said. "They have no idea what to do with them."

and anything of value has been stripped away. In a perfect world, they would be dragged away to the junkyard and eventually recycled. Realistically, they often become a permanent fixture in someone's front yard and an eyesore in the neighborhood, but that is about as far as it goes.

The story is a little different if you have several thousand old, rusted-out cars leaking oil, antifreeze and other hazardous materials, and your front yard sits on top of the Anchor River drainage area.

But not much different.

"This is really a difficult situation to deal with, because we are talking about private property," said Cook Inlet Keeper Executive Director Bob Shavelson. "It ultimately becomes the landowner's responsibility to take care of the problem."

Deric Marcorelle, environmental specialist III with the Solid Waste Division of the Department of Environmental Conservation in Soldotna agreed.

"These cars have got to be on somebody's private property," Marcorelle said. "There is really nothing we can do with them."

However, according to Duane Harvey, oftentimes the problem cars are those that are simply abandoned

Harvey attempted to make a dent in the car problem in Anchor Point by bringing down a car crusher.

"I started this hoping to do 200 cars, and eventually had to stop," Harvey said. "After 300 cars, I basically went bankrupt trying to do it all."

According to Harvey, there are several hundred cars out on North Fork Road that sit right on top of the Anchor River drainage, and others that sit in a place that affects the aquifer.

"I tried to start up a program to get things rolling," Harvey said. "I had a lot of people volunteer to help out and provide donations, but all we did was break off the tip of the iceberg."

Jeff Philip, Public Affairs Specialist with the Environmental Protection Agency out of Washington State said the issue of abandoned cars is also difficult to address.

"This is an area in which the DEC should really be taking into account," Philip said. "There is really nothing the federal government can do unless it is on land of a federally recognized tribe or village."

Marcorelle pointed out that individuals may take cars into the Homer landfill as long as they are com-

SEE JUNK, PAGE 24

and customer parking lots.

## Weed workshop held in Homer

The third annual Weeds Awareness Workshop sponsored by the Homer Soil and Water Conservation District will take place Monday at the Kachemak Bay Campus of the Kenai Peninsula College. Several events are planned throughout the day including presentations by regional weed management specialists, group discussions on weed management techniques and tours of local infestations currently being addressed by the HSWCD.

The focus of this year's workshop is on how invasive plants become established, their effects on native ecosystems and watersheds, and the steps that can be taken to prevent the widespread landscape damage these plants pose to the region.

Presentations and discussions are scheduled from 10 a.m. to 1 p.m. Group discussions to address individual questions will follow. After a lunch break, tours to the most problematic infestations found in Homer will be coordinated. All events are free and open to the public.

## Governor signs crime bills into law

Gov. Frank Murkowski signed three crime-related bills into law last week: House Bill 136, sponsored by Rep. Norman Rokeberg, R-Anchorage; HB 54, sponsored by Rep. Ralph Samuels, R-Anchorage; and HB 131, sponsored by Rep. Bill Stoltze, R-Chugiak/Mat-Su.

HB 136 aims to increase the use of therapeutic courts in Alaska. The bill will increase the amount of the fine for DUIs that can be waived if therapeutic court is successfully completed. Additionally, HB 136 provides statutory authority for therapeutic courts to be used in felony DUI cases and requires that the courts impose the minimum fines for DUIs.

HB 54 is a bill to alleviate the calendaring strain on the court system. The bill changes the law to require the accused to submit in writing that new information exists for the court's consideration that was not considered at prior bail hearings. Additionally, under the new law, the district attorney is given 48 hours notice in which to notify the victim of a bail hearing. The current law requires only 24 hours notice. And finally, hearings may not be set everyday; rather there will be a 48-hour period between calendared bail hearings.

The final bill, HB 131, deals with the growing problem of identity theft.

### Homer Intersections Planning Study

Project No. IM-OA4-1(23)57178

#### Public Comment Deadline Extended

The State of Alaska Department of Transportation & Public Facilities (ADOT&PF) has extended the public comment period for the Homer Intersections Planning Study to **August 15, 2005**. The draft Study report is available in the Planning Department at the City of Homer offices. Please direct your questions or comments about the study to:

Anne Brooks, PE., Public Involvement Coordinator  
Phone: 907-272-1877 Fax: 907-272-7194  
Email: comments@brooksandassociates.info

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**www.homertribune.com**

## William Webb

---

**From:** M. Anne Brooks [annebrooks@ak.net]  
**Sent:** Saturday, July 23, 2005 1:06 PM  
**To:** Scott Thomas; Art Johnson  
**Subject:** FW: Homer Meeting

Another Homer intersections comment for your files.

Anne

----- Forwarded Message

From: Kevin G Walker <kevin\_walker@dot.state.ak.us>  
Date: Mon, 27 Jun 2005 00:30:25 -0800  
To: "M. Anne Brooks" <annebrooks@ak.net>  
Cc: <comments@brooksandassociates.com>  
Subject: Re: Homer Meeting

I briefly reviewed the proposals, and I strongly agree with the roundabout concept in all 7 locations. I frequently walk and bike around town, and roundabouts will make a much safer way to get through these intersections.

Lane widths should be reduced on most of these streets. Roundabouts would eliminate the need for a left turn lane on Pioneer and Sterling. On-street parking on one or both sides would provide a buffer for pedestrians from vehicles whizzing by at 30-50 mph. During rainy weather or breakup, anyone on the sidewalk gets splashed from passing traffic. It is not a comfortable place to walk. Bike lanes could also be incorporated if the car lanes were reduced to 10 feet. The speed limit on Pioneer is 25mph, however it is easy to go 40mph with the wide lanes. Narrowing the lanes will reduce the speed that traffic travels. The road is only a mile long, cars don't need to travel at a high rate of speed!

Homer is a small town at the end of the road. We don't need high speed thoroughfares to get through our little hamlet by the sea. Please provide comfortable, safe, and scenic places to walk and bike, and more people will park their cars, trucks, and RVs and see the town at a slower pace. They will probably stop in the shops and enhance the economy much more than if they zip through at the fast speed that the roads are currently designed for.

Thanks  
Kevin Walker

The comment form says comments are due by June 20th. Are comments still accepted until July 20th?

> any questions. Send us your comments by July 20th.  
>  
>  
> Your input is important!  
> --  
> Anne Brooks, P.E.  
> Project Public Involvement Coordinator  
> Reply to: anne@brooksandassociates.info  
> Brooks & Associates  
> Tel: 907-272-1877  
> Fax: 907-272-7194  
>

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----- End of Forwarded Message

## William Webb

---

**From:** Rick Feller [rick\_feller@dot.state.ak.us]  
**Sent:** Friday, July 29, 2005 8:03 AM  
**To:** chris.eshleman@homernews.com  
**Cc:** jrkinney@alaska.net; annebrooks@ak.net; Art Johnson; Scott E Thomas  
**Subject:** Roundabout Responses



rick\_feller.vcf

> Hi, Chris - In his absence, Scott Thomas asked me to forward these  
> responses to you.

> Hi Scott. I heard listened to your conversation with a couple of  
> advisory planners in Homer on Tuesday evening, and had a few quick  
> questions for you -  
> 1. Did I hear you say (during your Tuesday meeting with the Road  
> Standards Committee) that the city of Homer and the state have had a  
> tough time agreeing on how to proceed at the intersection of Lake  
> Street and the Sterling Highway?

>  
>  
A signal was considered by the state and the city when Lake Street was being designed in 1996, and then the road was reconstructed in 1997. In 1996, there was community input opposed to a signal. Maintenance effort and funding of a signal was a concern for both agencies at that time as well. The City Council passed a resolution in 1996 to the state that a signal was not needed at that time, so we instead agreed to put the poles in place, but not put it in operation. Since 2000, officials have written of interest in a signal again, and in solutions to Heath Street and Pioneer Avenue. The City opened Heath to the High School to better distribute traffic. Some officials proposed an All Way Stop at Heath Street and increasing the demand on Heath Street. Any solutions to Heath Street affect Lake Street. We can't have an All Way Stop on one road and a signal on the other end of the other road. This requires we to look to the future to see how intersections will relate to Lake Street demand. By 2004, DOT funded the Homer Intersections Planning Study to examine demand at all intersections and relate it to future growth under the Homer Transportation Plan. Our next goal would be to generate at least two future projects that 1) begin to solve downtown intersections on the Sterling Highway, and 2) to solve Heath Street and Lake Street intersections on Pioneer Avenue while taking into account any potential extensions of either road.

> 2. You guys estimate the minimum radius for "safe," urban, single-lane  
> roundabouts is between 100 and 110 feet, right? Or is that second  
> number 130 feet?

>  
>  
130 feet. "Safe" is site specific and determined and ensured during design. We may use smaller radii if the site lends itself, but "typically" an urban single lane roundabout is 100-130 feet in diameter.

> 3. What is the corresponding minimum radius for a traffic signal?

>  
>  
Consider a signal at 3 lanes wide takes typically two through lanes + a center turn lane and we have 40 feet, add a right turn lane and we have about 54 feet curb to curb.

Both a signal and a roundabout must have allowances to have sidewalks, lighting, utilities beyond curb, that is not added into either of these numbers. Typically, a state road needs a 100 foot corridor to allow for most design features and drainage for a higher functional class roadway. So when a roundabout diameter is 100-130 feet, and we add in sidewalks and utilities, we can require an additional 50 feet at each corner. Our Draft report accurately depicts in FIG 21 and on the potential size of roundabouts. This report is online with the City of Homer and hardcopies are at the City offices along with figures and appendices.

> 4. Is this statement true: Either roundabouts or signals would be  
> built using, primarily, federal transportation dollars - but signals  
> would be operated and maintained using mostly state funds.  
>  
>

This is true of all our construction projects. We use entirely state funds for maintenance of signals, which have not increased each year, even though we add more infrastructure.

Thanks,  
Chris Eshleman  
Homer News



**CITY OF HOMER  
HOMER, ALASKA**

Yourkowski, City Manager

**RESOLUTION 05-87(A)**

A RESOLUTION OF THE HOMER CITY COUNCIL  
ACCEPTING THE STATE OF ALASKA,  
DEPARTMENT OF TRANSPORTATION, DRAFT  
HOMER INTERSECTIONS PLANNING STUDY,  
RECOMMENDING A TRAFFIC ~~[LIGHT]~~ **SIGNAL**  
AT THE LAKE STREET AND STERLING  
HIGHWAY INTERSECTION AS A TEMPORARY  
MEASURE, AND REQUESTING THAT THE  
DEPARTMENT OF TRANSPORTATION PURSUE  
FUNDING FOR TWO INTERSECTION PROJECTS  
TO IMPLEMENT THE PLAN.

**RECEIVED**

**Aug - 9 2005**

City of Homer  
Department of Public Works

WHEREAS, the Homer Intersections Planning Study is a draft plan prepared by the Department of Transportation for improving the intersections within the City of Homer; and

WHEREAS, the Homer Intersections Planning Study analyzed existing intersections in the downtown core, both individually and as a system, and evaluated potential traffic control methods to address current and projected safety and congestion problems including all-way stops, modern roundabouts, and signalization alternatives; and

WHEREAS, the Road Standards Committee carefully reviewed the proposed plan and discussed its contents; and

WHEREAS, the Road Standards Committee recommends:

1. That the Council accept the Study.
2. That the Council request a traffic ~~[light]~~ **signal** placed at the intersection of Lake Street and the Sterling Highway as soon as possible as a temporary measure.
3. That the Council endorse DOT/PF's proposal to develop two separate intersection projects for funding under the STIP process that address all intersections on the Sterling Highway and Pioneer Avenue; and

WHEREAS, the Road Standards Committee wishes to make it clear to the Council and the public that it is not taking a position on the question of ~~[stop lights]~~ **traffic signal** versus roundabouts at this time. Those decisions will be made later during the permitting and design phase. The community will have opportunities to get involved at that time. The final product will likely include some combination of roundabouts, traffic signals, stop signs, and perhaps couplets. This resolution simply asks the State to take this project to the next level and pursue funding for design and construction; and

WHEREAS, the Road Standards Committee recognizes that operations and maintenance costs for signalization may have to be paid for by the City of Homer.

NOW, THEREFORE BE IT RESOLVED, that the Homer City Council hereby accepts the State of Alaska, Department of Transportation, Draft Homer Intersections Planning Study, and

BE IT FURTHER RESOLVED, that the Council hereby accepts and adopts the recommendations of the Road Standards Committee and authorizes the City Manager to convey its requests to the Department of Transportation and Public Facilities.



Page Two  
Resolution 05-87  
City of Homer

PASSED AND APPROVED by a duly constituted quorum of the City Council for the City of Homer on this 8<sup>th</sup> day of August 2005.

CITY OF HOMER

  
JAMES C. HORNADAY, MAYOR

ATTEST:

  
MARY L. CALHOUN, CMC, CITY CLERK

Fiscal Note: N/A

050809emTollefsrud.txt

Subject: Homer Roundabouts

Date: Tuesday, August 9, 2005 9:53 PM

From: DeWaine, Jane and Zoe Tollefsrud <zodama@ptialaska.net>

To: <anne@brooksandassociates.info>

Cc: <clerk@ci.homer.ak.us>

Greetings!

Roundabouts have successfully withstood the test of time for centuries in Europe, South America, and Australia. We have driven in them from Buenos Aires to Rome, and have marveled at the ease in which they handle large flows of traffic.

It seems to us that it is within (most of) our intellectual potential to catch on to their workings here in Homer, given the opportunity. We say YES to roundabouts.

Sincerely,

DeWaine, Jane and Zoe Tollefsrud  
2267 Mt. Augustine Dr.  
Homer, AK 99603  
907-235-7262

**William Webb**

---

**From:** Anne Brooks [anne@brooksandassociates.info]  
**Sent:** Monday, August 15, 2005 2:54 PM  
**To:** Art Johnson; Randy Kinney; Scott Thomas  
**Subject:** FW: Homer intersections

FYI and Files.

--

Anne Brooks, P.E.  
Public Involvement Coordinator  
Tel: 907-272-1877  
Fax: 907-272-7194  
email: anne@brooksandassociates.info

----- Forwarded Message

**From:** Valerie Connor <redherring007@hotmail.com>  
**Date:** Mon, 15 Aug 2005 12:53:02 -0800  
**To:** <comments@brooksandassociates.info>  
**Subject:** Homer intersections

Dear Ms. Brooks,

Thank you for the opportunity to comment on DOT's recent recommendations regarding Homer's traffic study and intersections. I did attend the public meeting and I am totally in favor of the roundabout concept for our intersections. Homer has such seasonal fluctuations in traffic, that roundabouts would be the most effective and desirable solution. The additional costs needed initially for roundabouts are offset rather quickly due to their low yearly maintenance costs. I am absolutely against paying the signal maintenance costs, which according to the DOT personnel would cost the City of Homer anywhere between 140,000 and \$210,000 per year. That kind of money could be more wisely spent elsewhere. Additionally, roundabouts are an alternative which our newly-adopted Transportation Plan fully endorses.

Though there are a few vocal opponents to the roundabout idea, I think most of their concerns arise from either not being familiar with roundabouts, or they are put off by the timeline that was presented to us. Nearly everyone I know is in full support of the roundabout concept, and I am thrilled to imagine that Homer could play host to the modern roundabout, thereby boosting its popularity and spreading its lovely simplicity to other communities around Alaska and beyond!

Thank you for your consideration.

Sincerely, Valerie Connor

----- End of Forwarded Message

10/26/2005