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# PALMER WASILLA HIGHWAY EASTERN TERMINUS

## Citizen's Advisory Committee Meeting Summary

October 21, 2009

Red Beet Café and Bakery

4:30 to 6:30 p.m.

*Next meeting date is Thursday, November 12, 2009 – 4:30 to 6:30 p.m.*

## Introductions

Judy Dougherty, Chief of Highway Design. Judy commended the CAC for their hard work and commitment. She stressed that this is an opportunity for the community. The funding is available and if it is not used, it may be a long time before additional funds become available. She also reiterated what Jim has said about the process:

- The alternative has to solve the congestion at the Glenn Highway/Palmer Wasilla intersection for ADOT to fund and support it. The solution has to show a direct reduction in congestion.

## Questions to Jim and Judy

1. How do the Wasilla Statewide Transportation Improvement Program (STIP) priorities apply to this process? They show future improvements to the PWH as 4 lanes to the Glenn Highway. *This project is in the planning phase, has the money now, and is moving forward. The project won't be delayed or constrained by the proposed improvements in the STIP.*
2. How does Bogard Road impact this project? *Bogard Road improvements will be included in the traffic modeling for the PWH alternatives. The modeling will look at how traffic distribution changes with all of the proposed improvements.*
3. What are the future Plans for the Glenn Highway? *The Glenn is programmed to be a 4 lane divided highway – 2 lanes each direction with a center grassed median.*

A request was made to have the Borough and/or DOWL Engineers at the next meeting to provide an overview of Bogard Road. An overview with graphics for the Glenn Highway 34-42 project was also requested.

## Alternatives

At the last meeting, the CAC requested that ADOT and Kinney Engineering develop draft alternatives. A total of 23 draft alignments were drafted handed out for discussion purposes. No decisions have been made. One alignment is not preferred over another and some of them may not meet the purpose and need. The idea was to think outside the box.

This is the challenge for the CAC as well. The first step is to find reasonable alignments, then work on the details like number of lanes, private property impacts, etc. As the screening criteria are applied, alternatives will be eliminated. The goal is not to over analyze at this step because some great opportunities may be missed. In the end, it will likely be pieces of different alternatives that are come together to create a Preferred Alternative.

1. Each Alternative was briefly described.
2. A "vote" was held to get a sense of how the CAC viewed each of the alternatives.
3. Next, the positive attributes of the alternatives that received 1 or more votes of support were discussed.

Consensus:

- If no one supported the alternative it is removed from further evaluation.
- If only 1 or 2 people were in support of the alternative but no positive comments were recorded, the alternative is removed from consideration.
- All other alternatives are carried forward.

## ALTERNATIVES REMOVED FROM FURTHER EVALUATION

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ALTERNATIVE	DESCRIPTION
1A & 1B	<i>One-Way couplet - PWH &amp; Dogwood</i>
1E	<i>One-Way Couplet - PWH &amp; Glacier View</i>
1F	<i>One Way Couplet - PWH &amp; New Road to South</i>
1G	<i>One-Way Couplet - PWH &amp; Cottonwood</i>
1H	<i>One-Way Couplet - PWH &amp; Cottonwood with Hemmer Terminus</i>
1I	<i>One-Way Couplet - PWH &amp; Shortened Cottonwood</i>
1J	<i>One-Way Couplet - PWH &amp; Cottonwood with Felton Western Terminus</i>
2B	<i>PWH &amp; Cottonwood/Arctic to west of Hemmer</i>
2H	<i>PWH &amp; Dogwood/ Arctic - Extend west of Hemmer</i>
2M	<i>PWH &amp; Dogwood with Hemmer Terminus Roundabouts at Glenn Intersections</i>

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## ALTERNATIVES CARRIED FORWARD FOR FURTHER EVALUATION

ALTERNATIVE	DESCRIPTION	POSITIVES	COMMENTS
1C/1D SUPPORT (3)	<b>One-Way Couplet PWH &amp; Dogwood Felton &amp; Valley Way</b>	<ul style="list-style-type: none"> <li>If a one-way couplet moves forward, this is the best.</li> <li>Stopping at Felton is cost effective.</li> <li>Best “split” of the couplet alternatives. Provides wide spacing between intersections</li> </ul>	<ul style="list-style-type: none"> <li>Stop at Felton or extend west towards PWH across Wal-Mart Property.</li> </ul>
2A SUPPORT (6)	<b>PWH &amp; Cottonwood/Arctic  Hemmer &amp; Valley Way</b>	<ul style="list-style-type: none"> <li>Cottonwood does not affect many homes or businesses.</li> <li>More business/commercial in nature. Zoning more flexible.</li> <li>More evenly spaced intersections between Arctic and Evergreen.</li> </ul>	<ul style="list-style-type: none"> <li>If there is a frontage road or PWH becomes 4 lanes, this alternative could adversely impact residences and businesses west of the Glenn.</li> </ul>
2C SUPPORT (4)	<b>PWH &amp; Cottonwood</b>	<ul style="list-style-type: none"> <li>Comments from 2A apply.</li> </ul>	
2D SUPPORT (5)	<b>PWH &amp; Cottonwood  Felton Western Terminus</b>	<ul style="list-style-type: none"> <li>Short project w/ minimal disruptions</li> <li>More money left in budget for amenities.</li> </ul>	<ul style="list-style-type: none"> <li>Why not a straight alignment? <i>It could also be a straight alignment.</i></li> </ul>
2E SUPPORT (5)	<b>PWH &amp; Dogwood  Hemmer Western Terminus</b>	<ul style="list-style-type: none"> <li>Incorporates Dogwood which is an existing street.</li> <li>Improves access to shopping and commercial centers.</li> </ul>	
2F SUPPORT (5)	<b>PWH &amp; Dogwood  Felton Western Terminus</b>	<ul style="list-style-type: none"> <li>Same comments as 2E and 2D</li> <li>Cost effective</li> <li>Minimal disruptions</li> </ul>	<ul style="list-style-type: none"> <li>Can ADOT build the Felton extension between Dogwood and PWH? <i>Yes, if City agrees.</i></li> </ul>
2G SUPPORT (6)	<b>PWH &amp; Dogwood/Arctic</b>	<ul style="list-style-type: none"> <li>Like that it caught Arctic</li> <li>Uses existing Dogwood, Arctic, &amp; Evergreen</li> <li>Avoids apartments</li> <li>Completes Grid</li> </ul>	<ul style="list-style-type: none"> <li>Some concerns</li> </ul>
2I SUPPORT (10)	<b>PWH &amp; Industrial Way</b>	<ul style="list-style-type: none"> <li>West Industrial Way is mostly undeveloped property.</li> <li>Disperses traffic along 3 corridors. Gives north and south side developments a way out of town without having to go through downtown Palmer.</li> <li>Provides economic development potential for new businesses.</li> <li>Provides another access to Bogard.</li> <li>Diverts downtown traffic that doesn’t want to be there.</li> <li>Less ADOT construction downtown.</li> <li>May reduce size of PWH/Glenn intersection.</li> </ul>	<ul style="list-style-type: none"> <li>Tsunami seismograph may be impacted (federal land?).</li> <li>Is diverting traffic from downtown a good idea? Is that good for businesses?</li> <li>PWH will develop commercially regardless of this project. Address this growth now or it will create problems in the future.</li> <li>This alternative is dependent on Hemmer between Industrial Way and PWH getting built.</li> <li>Extend Dogwood to Felton and Felton to Bogard.</li> </ul>
2J SUPPORT (6)	<b>PWH &amp; Irwin Loop/Glacier View</b>	<ul style="list-style-type: none"> <li>Diverts traffic away from PWH/Glenn intersection.</li> <li>Requires fewer of the “programmed” roads to be successful.</li> <li>Glacier view is a good intertie</li> </ul>	<ul style="list-style-type: none"> <li>Why does it connect to Arctic? <i>To by-pass Palmer.</i></li> </ul>

2K	<b><i>PWH &amp; Industrial Way/South Airport with Glenn Interchange</i></b>	<ul style="list-style-type: none"> <li>Commuter traffic can by-pass Palmer.</li> <li>Less impacts to downtown Palmer.</li> <li>Bogard to Glenn – North side can by-pass Palmer.</li> <li>Interchange could be Phase 2.</li> </ul>	<ul style="list-style-type: none"> <li>It's a "Big Idea" but think about all the other projects that started out as Big Ideas and are getting constructed. Think about the future.</li> <li>Bogard south down Hemmer will have minimal affects on residents but what about small businesses.</li> <li>When will the traffic numbers warrant and interchange/overpass?</li> <li>Hemmer would have a traffic signal. Hemmer/PWH could become a pressure point.</li> <li>Are we putting too many lights on the Glenn? Isn't this a highway?</li> <li>Roundabouts - Give them some thought. Drive the Old Seward/Huffman and O'Malley/C Street roundabouts. There are two planned on Trunk Road so they are coming.</li> <li>Are roundabouts safe for pedestrians?</li> </ul>
SUPPORT (7)			
2L	<b><i>PWH &amp; Industrial Way/Gulkana with Glenn Interchange</i></b>	<ul style="list-style-type: none"> <li>Similar to 2K.</li> </ul>	<p>Airport has plans to expand to the west. Alternatives 2K and 2L may be in conflict.</p>
SUPPORT (3)			
ELEMENTS FROM 1F TO CARRY FORWARD		<ul style="list-style-type: none"> <li>Evaluate PWH frontage road.</li> <li>Consider frontage road on north side to serve existing commercial development, not on south where the majority of land is vacant.</li> <li>Property on northwest corner of Felton/PWH is for sale. Fewer impacts.</li> <li>Bridge over the Glenn Highway.</li> </ul>	<ul style="list-style-type: none"> <li>Advantages of a frontage road: consolidates traffic, controls access to residential and commercial development, reduces conflicts between commuter and local traffic, may reduce number of signals on the PWH.</li> </ul>

## HOMEWORK

- Work on alternatives.

**Next Meeting is Thursday, November 12, 4:30 to 6:30 at the Red Beet.**

## TENTATIVE FUTURE MEETING DATES

- December 10<sup>th</sup>
- January 7th

## PARKING LOT (SUMMARY OF ALL MEETINGS)

The parking lot is for items that are likely outside the scope of discussion. They will be addressed as time permits.

- Future of Glenn Highway through Palmer. What are ADOT's plans?
- Walkway from Palmer to Fairgrounds
- Frontage Road with limited access along west side of Palmer Wasilla Highway (will discuss during alternatives)