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# PALMER WASILLA HIGHWAY EASTERN TERMINUS

## Citizen's Advisory Committee Meeting Summary

November 12, 2009

Red Beet Café and Bakery

4:30 to 6:30 p.m.

*Next meeting date is Thursday, November 19, 2009 – 4:30 to 6:30 p.m.*

## Opening Discussion Summary

Jim Amundsen (ADOT Project Manager) and Kinney Engineering (the design firm) agreed not to attend the meeting at the request of a CAC representative.

- General distrust. Why would ADOT go through this time consuming and expensive process only to ignore the CAC?
- Focus on the past or work as team and move forward.
- CAC needs to take ownership.

### Alternatives

- NIMBY sentiments – make sure it is a community-wide, long-term focus and think about others.
- Opportunity- \$38 million for improvements.
- Think about your own driving habits and why you make the choices you do.

## Alternative Brainstorming

- Best solution to solve the congestion at the PWH and Glenn intersection is to move vehicles off of it.
- Keep the intersection the same size and give people alternative routes to get home.
- Hemmer Road Extension should move forward.
- Disagree with an objective of having traffic by-pass downtown. Make downtown warm and inviting and easy to get in and out of. Important for businesses and residents.
- Treat it like it's our money.
- Two ways to get in and out of town is important.
- Dogwood intersection already exists. Extend to Felton and Hemmer. Gives three ways west out of town.
- Don't by pass town.
- Don't grow intersection (PHW/Glenn)
- By pass people who don't want to be there. Palmer values will keep other people coming into downtown.
- By pass trucks, recreational vehicles that are just going to other destinations.
- Extend Colony as a frontage road down the railroad track.
- If solutions are too close to town, it won't help congestion.
- Vacant land behind Carrs - something will be developed there. Some people are calling it the "New Palmer."
- This process is trying to address everything but what is there. Vacant land will develop.
- Think about north/south traffic as well as east/west.
- Many of the alternatives discussed at the last meeting require more stop lights on the Glenn. Is this what we want? It's a highway.
- Development in a city is healthy.
- Maintain Glenn as a highway and think of the PWH as more of a city street.
- Don't forget peak hour traffic from the Borough, Courthouse, and Industrial.
- Help current traffic. Send courthouse traffic to Arctic, punch Arctic through. Will that alleviate the problem?
- Remember that the north/south Glenn is a bypass. Used to come down Alaska (the Old Glenn).
- North South congestion issue. What could we do to strengthen the existing road network?

- By pass large vehicle (truck) traffic – Trunk Road north to Glenn / Palmer Fishhook.
- 4-laning of Glenn is necessary.
- Hemmer is a logical by-pass
- Landscaping the Glenn as it comes into Palmer is being explored. The city has hired a landscape architect.

#### Budget

- Borough funding needs are much more than they get.
- If the alternative this group picks costs too much, will the project just go away?
- Phasing is an option.
- Is there a true threat that funding could go away or is that just a threat from ADOT? Reality is funding is getting more competitive, federal dollars are diminishing. Legislatures are all fighting for the funds. Jim indicated that this process is 6 months ahead of others and if a decision is reached around May, everything should be fine. A group of citizens can also more effectively lobby than ADOT by themselves.

#### Open House

- When do we go to the public with the alternatives? The Palmer Couplet got shot down hard. Could that happen to us?
- The CAC needs to be ready.

#### South Side Alternative – What is the pulse of the CAC on this?

- Yes
- Yes, but what is the impact on who lives there?
- One route won't solve the problem. Needs multiple routes like Dogwood to Felton with the South option.
- Yes, with Hemmer Road extension and onto Arctic. Gets Anchorage folks to the west.
- Desire to move traffic out of Industrial
- Keep traffic lights off Glenn. What about an interchange at Moore Road?
- Don't split Palmer in half.
- Multiple east/west routes.
- Glenn through Palmer – 45 mph with median. Make it like 15<sup>th</sup> Avenue (Fairview Section) in Anchorage.
- Connect both sides of the community.

#### **Next Meeting is Thursday, November 19, 4:30 to 6:30 at the Red Beet.**

- The committee will present the alternatives generated during the work session, followed by a whole group discussion of advantages and disadvantages.
- The meeting goal will be to have a set of alternatives (6 to 8) ready for Kinney Engineering to do a fatal flaw analysis.

#### TENTATIVE FUTURE MEETING DATES

- December 10<sup>th</sup>
- January 7<sup>th</sup>
- January 12<sup>th</sup> - Open House

#### 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)