
PALMER WASILLA HIGHWAY EASTERN TERMINUS

Citizen's Advisory Committee Meeting Summary

December 10, 2009

Red Beet Café and Bakery

4:30 to 7:30 p.m.

Next meeting date is Wednesday, December 16, 2009 – 4:30 to 6:30 p.m.

Guest Presentations

Bogard Road Extension

Brad Sworts, Mat-Su Borough

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Glenn Highway Project

Jeff Fuglestad, P.E., HDL Project Manager

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Anne Brooks, P.E., Public Involvement

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Work Session

Scheduling

A tentative schedule for the next 3 ½ months was handed out. There is a desire from some of the CAC to have a decision prior to the legislative session to ensure that money for this project remains secure.

There was discussion about holding an Open House in December. After debate, it was decided to have it in early January to avoid the holidays. This will take a commitment of the CAC to help get the word out about the Open House.

Preliminary Analysis of Range of CAC Alternatives

Per the direction of the CAC, Kinney Engineering conducted a cursory evaluation of the alternatives that were drafted by the CAC at the previous meeting. The intent was to look for fatal flaws, report back the initial data, and get clarification on the routes before beginning a more detailed analysis. The information is not final; there is still a lot of work to be done. Kinney Engineering brought some documents to the meeting to use as reference. These documents were bound copies of the data and the modeling effort to date for their internal reference. When the modeling is more finalized, copies of the reports will be available for review. A summary of the draft information is attached.

Modeling Information:

- Assumes Bogard would be 4-lanes in 2034. This is different from the original "Palmer Urban Transportation Study" modeling effort.
- Other "committed" roads are included in the model.

- Tried to keep the eastern approach of Evergreen to 5 lanes
 - Why the goal of keeping the eastern approach Evergreen to the Glenn at 5 lanes? Where did that goal come from? *Based on the Palmer Values and discussions at the last meeting, the design team interpreted that keeping the intersection as small as possible was a CAC goal. If that is incorrect, this "goal" can be changed?*
 - How does the number of lanes change the LOS? *In this case there does not appear to be a difference in the LOS if it is 5 or 7 lanes but further analysis is required. Both result in a level of service C.*
 - Given all this effort and expense why only a LOS C? Why not an A or B? *It's challenging to get an A or B and balance community values and other impacts.*
 - If Chevron has to be acquired, why not make the intersection wider? *Further analysis will determine if there any benefits.*
 - A wider intersection will have a negative impact on Palmer values. It will divide Palmer.
 - What does adding more lanes to the intersection do to pedestrian crossings? *In general, wider intersections require longer crossing times for pedestrians. Minimizing the size of the intersection is beneficial to accommodate pedestrians.*
- Using professional judgment, some trips (like eastbound left turns and westbound right turns) were manually moved to less congested routes. The model does not take into account that some roads have more capacity (less congestion) than others and people will use them to avoid delays.

Discussion Highlights

- Will a 4 lane Bogard Road solve the problem? Could the Palmer Wasilla Highway money be used to 4-lane the road? *Kinney Engineering will look at Bogard Road. Just taking all the money and passing it to another project to meet the purpose and need would likely require legislative action.*
- Is Dogwood really needed in addition to the Bogard extension? *Still needs to be analyzed.*
- Springer may be the best for the Southern Corridor. It looks like it will avoid the businesses by looping around them; however, the Glenn improvements may still impact the businesses.
- Could the Southern Corridor just be constructed to Felton in the short-term with a plan to extend it to Hemmer in the future? What will Felton residents have to say?
- If Hemmer is extended from Fishhook to Glenn, how much traffic will that divert?

One-Way

- In the Northern Corridor, why is there a routing difference between the one-way option and the two-way option? *In part, the routing difference is to avoid the CBD.*
- Committee members wanted to see what a one-way just from the Glenn looked like? What happened to that? *This alternative will be presented at the next meeting.*
- Where is the one-way controversy? Some committee members thought is just applied to the east side of the Glenn and thought it might still have merit on the west where the land is largely undeveloped. At the last meeting the Carr's property owner thought it had merit for their business.
- An expert was brought up from the Lower 48 (paid for by a private group of concerned citizens). The expert indicated that one-ways are being removed from downtowns across the nation (including Fairbanks) because they have an adverse impact on businesses and emergency services. Petitioners were signed against the one-way alternative and this group should not be revisiting this alternative.
- One-ways are too inconvenient, forcing driving trips to be longer, people have to go out of their way to get from A to B and are generally undesirable. The public is against this alternative.

Action Items

- Answer question: Will a 4-lane Bogard by itself solve the problem? Provide details on why or why not?
- What is the status of Hemmer Road? Is it in the LRTP? Is it in the bond package? Has right-of-way been acquired?
- Model One-Way Alternative from Glenn Highway west.
- Have a graphic showing how traffic would flow with a one-way flowing into a two way (Cobb scenario)
- Finish the By-Pass Alternative
- What do signals on Arctic do?
- Address Scott Thomas comment on the “one-way” idea
- Bring Alternative Map from first Public Meeting

Our next meeting will be Wednesday, December 16th from 4:30 to 6:30. The agenda will be as follows:

1. Identify the alternatives the CAC would like to present to the public for comment. (DRAFT Recommended CAC Alternatives)
2. Set the date for the Open House and follow up CAC meetings
3. Discuss Open House Format – the CAC Message to the Public.

Some thoughts we discussed last night for the Open House.

- Document the CAC process that resulted in the “DRAFT Recommended CAC Alternatives.”
- The CAC’s participation with a unified message will very important.
- Public to comment on the alternatives – the goods, the bads, and the uglies.
- The CAC will meet after the Open House to review the all the public comments and see how to proceed.
- Remember, there will be additional Open Houses for the public to provide feedback during the more detailed design phase.

TENTATIVE FUTURE MEETING DATES

- TBD

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? Addressed Dec 10, 2009~~
- Walkway from Palmer to Fairgrounds
- ~~Frontage Road with limited access along west side of Palmer Wasilla Highway (Discussed during alternative development)~~