
PALMER WASILLA HIGHWAY EASTERN TERMINUS

Citizen's Advisory Committee Meeting Summary

January 7, 2010

Red Beet Café and Bakery

4:30 to 7:30 p.m.

Next meeting dates:

Public Open House: Thursday, February 4 – 4:30 to 7:00 p.m. – Location TBD

CAC Meeting: Tuesday, February 16, 2010 – 4:30 to 6:30 @ the Red Beet

Summary of Alternatives

1) Alt A:

- a. 4-lane Bogard model, no Dogwood connection across the RR-tracks.
 - i. Bogard is 4-lanes
 - ii. PWH is 5-lanes
 - iii. Evergreen is not altered east of Cobb, except as needed to install a functional signal at Cobb.
 - iv. Dogwood is not altered east of Cobb (no crossing of the RR tracks)
 - v. 2-lane (with intersection turn pockets as needed) Dogwood is extended west to Felton.
 - vi. 2-lane Felton is constructed between PWH and Dogwood.

Comments

- Why is Dogwood eastbound a LOS of E? *Turning movements make it an E.*
- Does this Alternative hurt Carrs? *No, it similar to what they have now.*
- Could the turn lanes but doubled? *If a wider intersection is used on Dogwood, there are more impacts to the Post Office and Fred Meyers.*
- Traffic on Dogwood in 2034 will be similar to what is on Evergreen today.
- Can the slip lane be made longer? *It is kept shorter to avoid traffic weaving in and out.*
- Slip lanes are good for moving traffic but not ideal for pedestrians.
- Can there be a third lane through to the PWH? A slip lane?

2) Alt B:

- a. Use model from Alt A as starting point.
- b. Extend 2-lane Springer Loop west to Hemmer
- c. Extend Industrial Way south to Springer.

Comments

- Picks up local traffic from Felton. Doesn't change the rest of the network much. Takes about 1,500 cars off the PWH.
- What changes the LOS in the models? *With changes to the network, the model redistributes the traffic. Turning movement impact the LOS.*

3) Alt C (one-way ramp):

- a. Use model from Alt A as starting point.
- b. Add a one-way dogleg "ramp" west from Dogwood/Felton that allows WB Dogwood cars to merge with the WB PWH traffic.

Comments

- Is it just on the edge of being a D on the Glenn? *Will verify.*
- Needs acceleration lane onto PWH.

- Has slip lanes at all intersections. Not ideal for pedestrians.
- On the Glenn north at PWH. Left turns have 2 lanes now but only one in the future. Is this going to be acceptable?

4) Alt D #1 (two-way at grade):

- Use model from Alt C as starting point.
- Add a separated grade link that parallels the “ramp” to bring eastbound PWH traffic to the Dogwood and Felton intersection without slowing or stopping any traffic.

Comments

- Complicates east bound left turns at ramp and PWH.
- The “vertical sag” curve decreases pedestrian safety. Sight distance is limited. May need a pedestrian under or over pass.
- One way ramp is better for pedestrians because they only have a single lane crossing, easier to see vehicles.
- No slip lanes require on PWH/Evergreen.

Alt D #2 (two-way, grade separated ramps)

- Use model from Alt C as starting point.

Comments

- What if you add the southern route to these alternatives? *Should not adversely impact LOS but may not add a significant benefit.*
- Dogwood heading east into Palmer is always an LOS E. This is a concern. What can be done? *Adding a continuous slip lane to Dogwood would be too short for queues. A second left turn lane could be added.*

General Discussion

Slip Lanes

- How to deal with pedestrians and bicycles with slip lanes.
 - Pedestrian island refuges
 - Evaluate the Pedestrian LOS to see if there will be enough gaps for crossings?
 - Right turns can be “yield only”
 - Pedestrian overpasses/underpasses – expensive and people may not use them
 - Pedestrian activated crossings
 - Traffic signals at Felton may be better pedestrians rather than the ramps.
 - What is a “Type A” rider? A bicyclist who uses the road rather than the separated pathway.

Planning Level Cost

- Planning level cost means “order of magnitude” cost to construct. The numbers are very rough estimates are expected to change. They are just for comparison purposes at this stage.

South Corridor

- The South Corridor could be added to any of the Alternatives and it would not negatively impact the LOS.

Property Impacts

- Chevron will be impacted by all of the alternatives. Can the impacts be minimized? *The goal is to always minimize impacts to private property. Sometimes a partial purchase of the property will be viable, and sometime, the entire property will have to be purchased. This is negotiated with the owners.*
- Don’t want to send bad vibes to Palmer business owners but the choices will be hard. Traffic is also a concern. It will be hard to decide whose land will be impacted. Try to make the best decision that can be made.

- Private property impacts have been greatly reduced as we have moved through the process. The group can feel good about that.
- Is the road into Fred Meyers a city road or a private driveway? *Private driveway.*
- The hotel is on the National Register.

Traffic

- The signal at Cobb improves the LOS on Cobb but negatively affects the Evergreen LOS. *It's a trade off.*
- Why no center lane on Evergreen? *It does have a left turn lane.*
- If the entire Chevron property has to be purchased, would the CAC consider a wider Evergreen? *A wider Evergreen would still impact Dairy Queen and potentially the hotel. Right now we can probably avoid the hotel all together and impacts to Dairy Queen will be minimal.*
- Lights at Dogwood and Cobb?
- Extending Dogwood across the tracks is a City of Palmer issue.

Is the CAC ready to take these Alternatives to the Open House?

- Yes, if it is A, C, D, D1 and D2.
- Dogwood west to Felton – Why is it 2 lanes? If it was 4 would it reduce the number of lanes on Evergreen so Evergreen could stay at 4 lanes?
- How different would the LOS be if the southern route was added? Need to know that impact.
- The Glenn Highway project team needs to be invited to the Open House.
- Don't pre-condition the results. Just put the alternatives in front of the public. They are smart. If the decisions are good they can hold up to the questions.
- Yes, go to the public.
- No. Don't like any of the alternatives. They do not reflect the Palmer Values. 5 lanes on Evergreen are not good for Palmer. The alternatives throw Palmer under the bus: city streets are LOS E.
- After 100's of hours of research, many towns accept a LOS E in order to maintain their values. It is ok. Maybe if Dogwood is 4-lanes it would help.
- Traffic signals keep getting forgotten. Need to show public that they are being addressed on Arctic. Who will pay for them though – the City or State?
- Need two lanes west on Evergreen.

Yes, take the Alternatives to the public – 14

No -1

Open House

Potential Meeting Locations

- Depot
- Borough Gym
- Moose Lodge

Advertise

- ADN
- Radio – Eddie Burke Show
- Frontiersman
- On- line- City Web sites
- CAC members to help hand out flyers. They will be ready the end of next week at HDL offices.

FUTURE MEETING DATES

OPEN HOUSE - Thursday, Feb 4th, 2009 from 4:30 to 7:00 at the Moose Lodge.

Next CAC: February 16th. Review Public Comments and make a recommendation on the Preferred Alternative.

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)~~