2009

June 17

CITIZEN'S ADVISORY COMMITTEE

- Taking a step back from the one-way couplet.
- Forming a CAC to represent the community interest and advise ADOT&PF

July 15

CITIZEN'S ADVISORY COMMITTEE

- Working with Palmer Community to identify potential members.
- Applications sent.

August 4

CITIZEN'S ADVISORY COMMITTEE

All interested applicants accepted to serve on CAC.

August 13

AGENDA

Roles & Responsibilities
Context Sensitive Solution Process
What is valued about Palmer?
What are the problems that need to be solved?

KEY OUTCOME

VALUES

Mountains
Small town (5)
Farmland (2)
Friendly (5)
Quiet (2)
Historic charm (7)
Quiet (5)
Family (3)
Family (5)
Pioneer Peak
Sense of Community
Quaint (2)

Home
Domination
Investment
Opportunity
Opportunity
Beautiful
Comfortable
Downtown
Diversification.
Walkable
Planned (2)

Problems To Be Solved
Issues for improvement

Speeding
Pedestrian and Bicycle safety
Development that Palmer community values
Traffic Distribution
Vehicular Safety
Mobility – how to go from A to B

September 24

AGENDA

Future Traffic Counts
Refinement of the screening criteria.
Description of the decision making process.

KEY OUTCOME

CAC agreed that the MAST is the best alternation available for traffic counts and will serve as the baseline for projections.

Consensus was reached that Evergreen can be improved as well as the Palmer Wasilla Highway. There is a solution.

Screening Criteria

- Does it meet the Purpose and Need (solving congestion, safety, and improving mobility throughout the Palmer/Wasilla corridor)?
- Is the alternative compatible with the existing and future transportation network?
- Is it a reasonable expenditure of funds?
- Is it within the available budget?

September 10

AGENDA

Traffic counts
Defining Context Zones
Screening Criteria
Hopes and fears regarding road improvements

KEY OUTCOME

HOPES "summarized"	FEARS "summarized"
• Pedestrian facilities/safety • Limits impacts private property • Maintains/improves business access • Road must move traffic (safety) • Connections are logical • Balances commuters with local residents • Compatible with existing plans and future transportation • Limited number of driveways/ access points to roads where it makes sense • Greenspace • Encourages appropriate speeds • Cost/benefit - A good value • Addresses parking needs	• Gridlock and doing nothing • Becoming Wasilla • Focusing on vehicles only • One way couplet • Not getting a long-term benefit • Not getting a one way if that is the best solution • Losing home • Going too far in changing the character of Palmer • Level of Service determines the chosen alternative • Negatively impacts emergency service response times • Other transportation agendas (rail, alternate routes) • Timeline - project will take too long to get done • Timeline – this process will be rushed

October 8

AGENDA

Mat-Su Area Transportation Plan

KEY OUTCOME

CAC members represented the project at the Public Open House.

October 21

AGENDA

CAC asked Design Team to generate a range of alignment alternatives for review.

KEY OUTCOME

23 alternatives were presented. (3 Alternatives were eliminated)

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

November 12

Agenda

CAC brainstormed additional alignment alternatives.

Key Outcome

The Design Team & ADOT agreed not to attend the Clipping at the request of a CAC representative. CAC members worked on alternative development.

November 19

AGENDA

CAC presented their alternatives. Discussed the Goods, the Bads, and the Uglies.

KEY OUTCOME

December 10

AGENDA

Do the alignment alternatives meet the project purpose and need?

KEY OUTCOME

Per the direction of the CAC, Kinney Engineering conducted an evaluation of the alternatives. The Design Team, ADOT, and the CAC reviewed the initial data, and got clarification on the routes before beginning a more detailed analysis.

December 16

Agenda

More work on alternatives

Key Outcome

All one-way options were removed from further consideration by a majority vote. 14 yes to removing one-way options, 2 No and 3 Undecided.

2010

January 7

Agenda

More work on alternatives

Key Outcome

CAC recommended 3 alternatives for public review at an Open House.

February 4

AGENDA

Open House (77 signed in).

KEY OUTCOME

Mostly supportive with suggestions to modify preserved alternatives.

February 16

PREFERRED ALTERNATIVES

AGENDA

CAC recommended Preferred Alternative

KEY OUTCOME

1. PWH – 3 lanes (4 + center turn lane) from Hemmer to the Glenn
2. Inner Springer Intersection (Connect with Moore/Helen)
3. Industrial Way south to Inner Springer (check to see if ROW exists)
4. Felton - 2 lanes with a slip lane on southbound Felton to westbound PWH. Build Felton from Bogard to PWH if Felton Bypass Diagnosed to PWH if not. Evaluate need for signalization.
5. Dogwood – 2 lanes with left turns where needed. Build from Glenn to Felton
6. Do not go east of Cobb. Looking at traffic control for the Evergreen/Cobb intersection is acceptable. Signal, 4-way stop, flashing light
7. 5-laning of Evergreen is ok. Keep the length of the 5 lane segment as short as possible. Recommended that it does not go north of Cottonwood. Note: The Design Team has this is only a recommendation and it may not be feasible
8. Signal at Arctic at either Dorsak or Valley Way

March 23

AGENDA

Palmer City Council

KEY OUTCOME

Presentation of CAC Preferred Alternative

April 29

AGENDA

Housekeeping: City Council Resolution, Medians, Funding

KEY OUTCOME

Still general consensus in support of CAC Alternative. Any medians on Evergreen will be a deal breaker for some. Based on discussions, CAC requested amendments to the original Resolution. Proposed Resolution.

- Frontage business owners should be interviewed to determine if any business access issues require menus and good engineering practices.
- Acquire sufficient right-of-way for reasonable future expansion of roadways.

May 11

AGENDA

Palmer City Council

KEY OUTCOME

Passed resolution in support of CAC Preferred Alternative

May 26

AGENDA

Mat Su Transportation Advisory Board

KEY OUTCOME

Presented CAC Preferred Alternative

July 28

AGENDA

Mat Su Transportation Advisory Board

KEY OUTCOME

Passed resolution in support of CAC Preferred Alternative

September 9

Agenda

Brainstorming Design Features/ Streetscapes

Key Outcome

- Attached sidewalks, Detached sidewalks, Multi-use pathways
- Medians (landscaped, painted, colored/textured concrete and asphalt)
- Buffers (landscaped or decorative pavers/asphalt)
- Gateways
- Landscaping treatments – planters, trees
- Lighting – LED, decorative poles
- On-street parking
- Traffic Calming
- Pedestrian crossings (raised/colored crosswalks, pedestrian refuges - pork chops)

September 16

AGENDA

Mat-Su Area Transportation Plan

KEY OUTCOME

CAC members represented the project at the Public Open House and expressed that feedback was generally positive.

October 7

AGENDA

Continuation Medians & design features/ streetscapes

KEY OUTCOME

CAC identified desired design features for each roadway. Additional discussion among the CAC regarding medians. One side: If medians are placed on the Evergreen, Palmer Wasilla Highway, and PWH. Discussion also talked about how they have all made compromises and felt like it was an unfair position to stop the project because of medians. The Design Team explained that there was about business access and potentially safety. It was agreed to revisit the median issue when there were draft designs for Evergreen.

October 19

AGENDA

Mat Su Assembly

KEY OUTCOME

Passed resolution in support of CAC Preferred Alternative

November 17

Agenda

Presentation of Draft Design Concepts

Key Outcome

CAC's role Advise the Design team on which design concepts best meet the community values.

December 2

AGENDA

Continuation of Draft Design Concepts

KEY OUTCOME

Evergreen	PWH/Wasi
• No left turn access to Clearview, General Consensus achieved. 1 Against. • No left turn out of Fred Meyer. General Consensus achieved. • Left turns permitted into Fred Meyer from a center turn lane. Left turns out of Fred Meyer (no access). No Consensus. Split. • 5 lanes. Leaning towards consensus but not quite there. Medians still a concern. o Like C-1.2 - No turns blocked at Fred Meyer/DQ	• 5 lanes, 2 in each direction, with a center turn lane/median. • Put pathways on both sides of the PWH. Consensus • PWH at Felton • Propose 4A flat line south and 4A flat line north, multiple lane and park-shop. General Consensus Achieved (1 abstain)
Dogwood/Felton	**Dogwood/West**
• Go with B.1. It's too early for the roundabout but enough ROW should be acquired to do it later. General Consensus Achieved.	Glenn/Dogwood parkshop with right turn slip lane. 2A wants for Corrs (General Consensus Achieved). • Concern expressed that much time was being spent just on Evergreen. • Concern was also expressed that the process was rushed and adequate meetings need to be held on Evergreen. • CAC determined it was time for the Design team, as professional road engineers, to take all the information and develop the design alternatives.

2011

March 29 & 30

AGENDA

CAC review

KEY OUTCOME

TBD

March 31

AGENDA

Open House

KEY OUTCOME

TBD

TRANSPORTATION & PUBLIC FACILITIES
STATE OF ALASKA