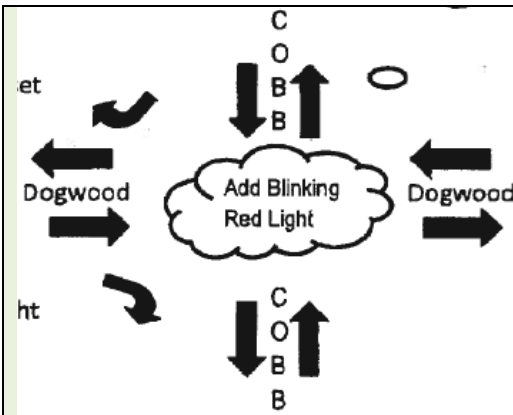


**CAC Preferences After December 2, 2010 Meeting**

Evergreen – East of Glenn					
# of lanes	Medians	Turning Options	Pedestrian Facilities	Landscaping	Comments
5- 2 east bound into Palmer, 3 out.	yes, raised median to just past Chevron, double pork chop at Fred Meyer for right only in and out	one turning south, far right lane to be through and north	Normal sidewalks and safety “pork chops”. Where there are free right turns, may need extra turning stop lights for pedestrian crossing.	no trees in median near intersection. Could block driver's views. But trees along outer edge of Glenn Highway right-of-way for 300 feet north and south would make a nicer entrance to Palmer.	The temporary coffee stand should not be a major design criteria for entry into Palmer. Combine entry to coffee stand and medical building to alley location. Try not to take Chevron station land, both due to cost, and to allow future business on corner. May buy out Chevron lease, but only buy fee on minimum right-of-way needed, to leave a commercial lot.
Five lanes at the Glenn intersection narrowing to four lanes as soon as practical to Cobb	A raised median from the Glenn intersection to restrict left hand turns to the Chevron and to the property to the south  “Pork chops” to make right-in right-out only at the Fred Myers entrance	Two lanes in and out at the Glenn intersection with a left turn only lane  Restrict left hand turns close to the Glenn intersection and at Fred Myers entrance	Sidewalks  Controlled traffic light at Evergreen and Cobb with crossing signals	Colored block at intersections and medians	Improved signage for accessing the Chevron and Burger King off the Glenn  Improved ease of access to Chevron and Burger King from the north
Going out of Palmer: 3 lanes, extending no further east than the Dairy Queen, after which it should narrow to 2 lanes.  Near the Glenn intersection, there should be one left, one thru, and one thru/right. Going into Palmer: 2 through lanes.	Extend the median such that it stops left turns into Chevron, but no further.  Place right in/right out “porkchop” median at Fred Meyer.	This is discussed in the Medians section.	Full size sidewalks on both sides of street, and pedestrian crossing safety features at Glenn and Cobb intersections.	The median could have hardy plants and trees put into it, if possible. The entrance to Evergreen from the Glenn should have concrete/wood timber accents like those seen at the corners of the Lake Otis/Tudor intersection in Anchorage.	No lit intersection at Cobb. Use flashing or 4-way stop – in line with small town character.
5 lanes at intersection, narrowing to 4 lanes, but never less than 4 lanes E to at least Bailey St. and maybe someday to Alaska/Colony Way.  The 5 lanes at the intersection are needed to eliminate/alleviate the problems associated with the current bottleneck at the Glenn. Today Palmer is the town you can't get out of. The 5th lane alleviates the current queue-length going W. If a 4-lane configuration were used, Palmer would become the town you can't get into. The 580-foot queues on the EBTs in the C2 (4-lane) series are unacceptable.  Similarly, the newly imposed bottleneck depicted on C1.8 leads to the 508-foot queue at Cobb, which is likewise unacceptable. Keep the current 4 lanes E of Cobb.	(1) At intersection. (a) Raised median 100 feet at intersection if State takes Chevron. (b) Raised median 150 feet at intersection if State does not take Chevron.  (2) At Fred Meyer. (a) Double pork chop (ri-ro) on FM driveway if no suicide lane there. (b) Single pork chop on FM driveway if suicide lane there (left in but no left out). Prefer no suicide lane. By far the safest way into FM for all traffic on Glenn NB or PWH EB is the current ri-ro on the Glenn N of Chevron. Further, the suicide lane is no shorter than the current ri-ro on the Glenn; it is only more dangerous. The suicide lane is only minimally shorter (but more dangerous) for corresponding Dairy Queen traffic.		Sidewalks on both sides of Evergreen.	If State takes Chevron, put in a substantial grove of evergreens (e.g. Mugo Pines, Spruce) on NE corner, back of site distance line; i.e., evergreens on Evergreen Ave	(1) Need a traffic control device at Cobb. Prefer a 3-light signal to the 4-way stop if the queue-length data are correct for EBT and EBL on C1.4 and C1.5.  (2) Bury utility lines. Even Muldoon Road looks great compared to Evergreen.  (3) Safest streetlights right at intersection (LEDs). Only farther east should shorter black street lights be used, perhaps E of Cobb.

6	No	East Bn- 1 Lft, 2 Straight, 1 Rt slip lane  West Bn 2 straight  Truck traffic argument does not hold water... Deliveries can drive straight – From PW or access from north and south of town. Delivery drivers will find path of least resistance...	Min. Sidewalks both side	Where space allows	Fred Myer rt/rt pork chop Chevron Large rt/rt pork chop NO light at dogwood! “The typical lane width for roads with this level of traffic is 11 or 12 feet wide” .....I would like to see MINIMUM road width on Evergreen ....not typical.....And we can call it TRAFFIC CALMING.....  Worst case scenario Cobb Street ☑ Narrow the roadway at Cobb. ☑ A raised intersection with colored concrete ☑ Keep small town flashing red at Cobb and Evergreen. No traffic signal.
					Bulb outs like the ones on C2.5 <ul style="list-style-type: none"> <li>The bulb outs create a bottle neck, reducing traffic lanes, causing more congestion and/or shifting the congestion.</li> <li>Snow removal becomes more of an issue</li> <li>Safety Issues, Currently, you get a free right beside the Salvation Army from Bailey to Evergreen</li> <li>The public did not want a reduction in lanes</li> </ul>
<b>Dogwood – East of Glenn</b>					
<b># of lanes</b>	<b>Medians</b>	<b>Turning Options</b>	<b>Pedestrian Facilities</b>	<b>Landscaping</b>	<b>Comments</b>
Four, as in DE1.6	painted only at Cobb to allow Post Office tractor trailers.  Raised median near Glenn	increased turn radius on NW quadrant of Dogwood and Cobb.	normal sidewalks, safety pork chop	maybe in median far from Glenn, but who will maintain?	
DE 1.3 is desirable					Controlled traffic light at Cobb and Dogwood with crossing signals  Maintain on street parking on Dogwood east of Cobb
Going out of Palmer: 3 lanes, extending no further east than that which is shown in Alternative DE1.1, dated Nov. 17, 2010. Going into Palmer: Do not change from present.	Do not change from present.	Going out of Palmer, at Glenn: 3 lanes, one left, one through, one right. Going in to Palmer, at Glenn and Cobb intersections: Do not change from present.	Sidewalks on both sides of street.	Do not change from present.	No lit intersection at Cobb (use 4-way or flashing), and no changes to Dogwood east of Cobb.
					Traffic control device as appropriate at Dogwood and Cobb
5	Existing	East Bn 1 straight, 1 Turn lane into Fred Myer  West Bn 1 Lft, 1 Straight, 1 slip lane	Min. Sidewalks both sides	yes	NO light at dogwood and Cobb!



I spoke with a property owner on Dogwood between Cobb & Bailey. She did not see any reason to mess with Dogwood. Don't remove & lose parking and why take property. She thought leave it alone. The City of Palmer could paint stripes like DE1.1 if ever needed. I think she is right. It made me think, clean up the other side of the road.

An engineer at the last meeting, made the comment of removing the meridian on dogwood at the Cobb intersection.

- Per the CAS we were not going past Cobb
- The Fred Meyer connection at Dogwood caused the offset
- Per Engineering, the turn lane is not necessary
- Remove the turn lane on Dogwood & Cobb
- Add two slip lanes with stop or yield on them
- Ad a blinking red light, like Palmer's other blinking light

**PWH – West of Glenn**

# of lanes	Medians	Turning Options	Pedestrian Facilities	Landscaping	Comments
5 total: 4 through (2 E and 2 W) , center suicide turn lane, plus turning at intersections.	yes Palmer entrance (if City maintains), then as needed for traffic separation.	center turn lane	normal sidewalks in built up areas, then separated pathways west of Felton.	At median with Welcome to Palmer – IF City will maintain.	
					Separated pathway on both sides of the highway from Glenn to end of project  Adequate pedestrian street lighting  Controlled traffic light at Felton and PWH with crossing signals ( like George Strother's modified intersection)
As proposed.		N/A	Pathway on both sides of the highway.	N/A	No intersection should be built at PWH and Felton, unless the north section of Felton is indeed built (too many lights on PWH at present). If the north section of Felton is built, then the intersection Alternative 4A, the less complicated design, should be used. Alternative 4B should not be built, in any derivative (north, south, etc.). It is far too many lanes for the present and foreseeable future. There should still be adequate facilities for pedestrian crossing of PWH – street lights, crosswalk, etc.
Adequate lanes at intersection to avoid bottleneck, at least 6.			Pathways on both sides of PWH.		
7	Existing	East Bn 1 Lft-2St-1Rt slip lane West Bn 1 slip lane 2 straight	Min. Sidewalks both sides	no	

	<p>Concrete Meridian in front of Wal-Mart Property</p> <ul style="list-style-type: none"> <li>• Bad idea</li> <li>• There wasn't any engineering reason for it</li> <li>• The selling point of a Welcome Sign to Palmer doesn't work</li> </ul>				<p>Shaded green on Sheet 1 of the PWH, in the case of Thom's House &amp; any similar situations</p> <ul style="list-style-type: none"> <li>• The grade to Thom's House is above the road</li> <li>• The 2:1 road slope applies to the road base within the easement and not to the tallest adjoin hill. There doesn't appear to be a need to cut into a solid hill with trees</li> <li>• The 2:1 road slope when there is a hole beside the road usually means construction easement to fill the slope</li> <li>• Property owners should know the State or MSB will claim snow storage all the way to the bottom of the slope</li> <li>• If a construction easement is given, a 6 foot flat spot at property line should be done and then continue 2:1 slope. The flat spot stops the State or MSB from claiming to the bottom of the slope on personal property. It gives the property owners a spot to put their fence and a way to protect their property.</li> </ul>
<b>Dogwood – West of Glenn to Felton</b>					
<b># of lanes</b>	<b>Medians</b>	<b>Turning Options</b>	<b>Pedestrian Facilities</b>	<b>Landscaping</b>	<b>Comments</b>
one through each direction with either center turning lane or center median for future turning pockets.	disadvantage of long median will be no passing possible	At Dogwood-Felton, just a large radius at this time.	This area will probably be built up with dense city development, with direct business driveways, so should an attached sidewalk be better than a separated path?	no. future development along this corridor maybe residential or commercial, and each would have different wants and needs.	
2A desirable					Plan for future roundabout at Dogwood and Felton Plan for future 5 lane
2 lanes, divided by a grass median, as shown in Alternative 1A and 2A.  Use a roundabout at the intersection with Felton (or at least purchase the right-of-way for it).	Use the grass medians shown in Alternatives 1A and 2A.	Not an issue on this section of road.	Build the bike/pedestrian pathway shown in 1A and 2A.	The grass medians in 1A and 2A fulfill this.	If the curve design for Dogwood is chosen (Alt. B1), the lanes should still be divided by a grass median.
2 or 3 lanes, but RoW for 4 lanes.			Separated pathways on both sides.	Room for landscaping (or eventual additional lanes).	<p>Dogwood/Felton Intersection.</p> <ul style="list-style-type: none"> <li>• Dogwood should be constructed through to Arctic. If Dogwood is not going to be constructed through to Arctic in about 7 years, then use the curve as shown on B1, Sheet 3.</li> </ul> <p>Felton/PWH.</p> <ul style="list-style-type: none"> <li>• A slip-lane onto the PWH should be considered depending on cost and increased mobility. A slip lane would encourage more motorist to use Felton over Evergreen to exit Palmer.</li> </ul>
5	Yes Depressed Divided road with rights-of-way for four traffic lanes.	East Bn 1 Lft, 1 Staight, 1 Rt slip lane West Bn 1 straight, 1 Rt slip lane	Separated Path both sides	Where applicable	<p>Blvd feel</p> <p>Slip lanes at PW and Glenn intersections</p>