



Glenn Highway MP 34-42 Reconstruction

Parks Highway to Old Glenn Highway

Meeting Notes

SUBJECT: Glenn Highway MP 34-42 Reconstruction
Parks Highway to Old Glenn Highway Pathway
Colleen Street Intersection and Frontage Road

PROJECT NO.: 0A15024/Z581040000, 0A15032/CFHWY00029,
0A15033/CFHWY00006

GROUP: Public

DATE: October 22, 2015

TIME: 4 to 8 p.m.

LOCATION: Curtis D. Menard Memorial Sports Center, 1001 S Mack
Drive, Wasilla, Alaska

MEETING OUTREACH: See Table 1. Meeting Outreach

MEETING ATTENDANCE: 404 people signed in

STAFF PRESENT: *DOT&PF:* Sean Baski, Robert DeVassie
HDL: Dennis Linnell, Carita Backman

MEETING INFORMATION:

Attendees were greeted at the door and asked to sign in. They were provided with an event program showing the layout of the event. Over 80 Mat-Su transportation projects, agencies, and transportation providers were represented. Community members were encouraged to ask questions of the project teams and to provide written comments.

Team members recorded the following verbal comments at the Transportation Fair.

- One person requested that his driveway at Station 13800+00 be made wider, with a larger radius, to accommodate commercial use.
- A property owner wanted to check that he is on the project email list. The team has verified that he is on the list.
- There were multiple questions about what the crossing would look like from the new Visitor Center to Kepler Park. The team's response was that in the current design there would not be an overcrossing or undercrossing; the pathway would come to the highway level on each side.
- Several people asked what could be done on Outer Springer Loop when the gravel train blocks the intersection to let drivers know that it is blocked so they can use the other Springer. Advanced warning signs and a webcam app were mentioned that could be used for this. Instructions on how to use the webcam app can be found at http://www.alaskarailroad.com/Portals/6/pdf/pr/2015_04_17_Gravel_SpringerLp_Flyer_PR.pdf.

- Comments from a property owner about loss of parking and potential for using vacated Moore road. The project team has proceeded on a parking study of the area.
- A family expressed their approval of the frontage road and access to their properties. They were going to speak to the City of Palmer about getting sewer extensions to their properties.

The team received the following written comments at the event. Any emphasis is the commenter's own.

- I live on Mount Rose, original, just south of PJMS (Jr. High). Commercial Drive, past MTA, is my usual route to Glenn Highway. Two hours in A.M., 2 hours P.M. I cannot safely turn LEFT to go to Anchorage. In 2002 I moved to Mount Rose. 1953 I arrived in Palmer. Each year I attend Transportation Fairs, each year the same comment is made "wait, the improvement is coming." I am 85. 4-lane highway and 3 lights are overdue.
- My concerns are my driveway entrance and how steep a slope plus sound control. I have other small ones as well that can be discussed at a later time.

The following correspondence was submitted in response to the meeting or the meeting outreach. Team responses are in *italics*.

- Hello Anne, Since my last email, I noticed a number of accidents at the intersection of Outer Springer and Glenn Highway (one serious accident with a driver turning North onto the Glenn and ending up in the ditch inverted between the railroad tracks and road after a T-bone collision). I am interested in what the intersection will look like in Phase 1 of the improvement project because of the dangerous patterns that currently exist.

I live in Sky Ranch and my family and neighbors currently deal with no turn lane off the Glenn, fast moving traffic (cars swerving off the road to make their own turn lane on the shoulder), poor lighting, train tracks (double stop signs very close to and parallel with the highway). Moose and slow-moving gravel trucks in the poor light offer additional hazards in addition to the heavy traffic count through the intersection. I am surprised the AK Railroad is permitted to block our road for the length of time they do. In addition, State Fair traffic for a couple weeks in the summer brings our road to a standstill and offers, yet additional, challenges. Next year, my son will be 16 and can drive (gulp) and this intersection is of great concern.

Can you help me understand the mitigation plan and improvements you are helping our community realize beginning in 2018? I have CC'd our homeowner association for Sky Ranch.

- To whom it may concern, Hello I'm [redacted] and own Colony Greenhouse parcel #171 Wild Rose Estate Lot 9. At first my property wasn't affected by the Glen Highway reconstruction and like many other property owners the lines have changed over time and rightfully so. The Palmer Vet Clinic was a goner at one time. The Noisy Goose Cafe was a goner too. I'm convinced your supposed need for 320 or so square feet of my property isn't necessary at all. There is a new commercial building that was just built right next to

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Wes Bob's tire shop that's closer to the Glen than my property is. Yet that structure okay? No one has given me a logical reason for wanting to snip off the back corner of my property. I'm not interested in selling ANY of my lot. You redesigned for entire properties that were probably much more difficulty to work around than mine. Excluding my property from your list should be easy. My property should remain whole too.
Team response: [Redacted] — It is nice to hear from you. I am forwarding your comments and right of way concerns to the team. Please note that the project team will be at the 2015 Mat-Su Transportation Fair, October 22, 2015 from 4 to 8 pm at the Curtis D. Menard Memorial Sports Center, 1001 South Mack Drive, Wasilla. If it fits your schedule, please stop by to see the design drawings and the project property impacts along the corridor. Anne Brooks, Public Involvement Specialist

- [Redacted], Thank you for the wonderful conversation and for your support of the project. As I mentioned: if you or the Community Council needs any additional information please contact us.

The website is another great source of information: <http://www.brooks-alaska.com/glennhighway/> It should be updated in the next day or so, so please check back.

Attached you will find a draft figure showing the work for the Colleen Street improvements project. The improvements should not be significantly changed from what you would have seen in the past.

I will follow up with our traffic group and see if the information you requested is available.

With your permission I will have Anne, our Public Involvement Coordinator, add you to our email and contact list to keep you informed of project updates. Sincerely, Sean Baski, DOT&PF

[Redacted], I spoke with our Traffic and Safety folks and they can provide the requested information, but would need to know what specific roads/highways and areas you would like. They have been swamped with requests like this and need the information in order to be more efficient. It may also take a while to get to the top of the queue.

You may be interested in the recent article:
<http://www.adn.com/article/20150920/simple-signs-lead-safety-bump-along-alaskas-highway-safety-corridors>

Also there are statewide average crash rates generated every year. They are available in the HSIP Handbook, which is available to the public here (see page 26 of the pdf): http://dot.alaska.gov/stwddes/dcstraffic/hsip_resource.shtml. I have attached the applicable page for your convenience. Thanks, Sean Baski, DOT&PF

- I just received a call from [redacted] who has a mobile home parked on the lot owned by [redacted] (Parcel No. 110 on the ROW plans). He saw the flyer about the project and transportation fair and wanted to know if the project would be acquired. I provided

Matthew's [Matthew Walsh, DOT&PF] number and suggested he call to understand his rights as a tenant during a property acquisition for a Federal aid project. Anne Brooks, Public Involvement Specialist

Thanks Anne. I spoke with [redacted] about the acquisition/relocation process. He is a new homeowner (mobile home on the lot owned by Ms. Miles) and was concerned about what was going to happen. I explained as a tenant he could be eligible for relocation benefits that would be established once an offer was made to [redacted]. He seemed relieved. Matthew Walsh, DOT&PF

- Hello, I have heard some rumors from [redacted], who purchased property next to me and he is telling me he spoke with someone about a driveway. I am not in favor of sharing a driveway. I am planning to start a B&B and was wanting a commercial driveway. I have been living here for a long time and am not interested in providing any easement or give up any more property than absolutely required. I would think [redacted] could get a driveway off of the Matanuska road access. Sincerely, [redacted] *Team response: [Redacted] — Thanks for letting us know about your driveway preferences. I'm sharing your information about your driveway preference with the design team. Anne Brooks, Public Involvement Specialist*
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- Given that it will be some time before the improvements are completed for the Glenn Hwy Mile 33-42 to be completed, can traffic lights be installed sooner rather than later for entrances onto Glenn Hwy @ Outer & Inner Springer Lp. road intersections? Turning onto the Glenn Hwy. off of these side roads is becoming more & more hazardous. We realize that the train would be an issue when they are loading w/traffic lights but... Please note as well that when the trains are loading & the fair is going on, it is just about impossible to get into the neighborhoods south of the Glenn to include general traffic/access to private property, ambulances & fire trucks. A person has to go all the way to downtown Palmer to get south & then backtrack. *Team response: [Redacted] — I've spoken to the design team about the feasibility of installing temporary signals at Inner and Outer Springer in advance of the full reconstruction of the Glenn Highway. The short answer is no, temporary signals cannot be installed at these locations.*

The intersections are complex because of the proximity to the Alaska Railroad. Signals would need to be installed for both the highway and the railroad crossing. Left and right turn lanes would be needed on the Glenn Highway to queue mainline traffic waiting to turn onto or off of the Glenn Highway. The current facility has only two lanes (one in each direction) therefore without the turn lanes, introduction of traffic signals would cause mainline traffic to wait for the turning traffic to clear before proceeding.

Widening the areas immediately adjacent to these locations would require additional right-of-way, a 18-month to 2 year process—one that we've just begun for the reconstruction project.

While the idea has merit, the intersections could not be delivered any faster as standalone projects than the mainline reconstruction. The problems you described are the very ones the mainline reconstruction will help solve.

We urge you to become involved in the Mat-Su Borough's Long-Range Transportation Planning effort to address connectivity in the Springer Loop area. A link to their project can be found here: <http://www.matsugov.us/plans/lrtp>

Thanks for the inquiry. Anne Brooks, Public Involvement Specialist

Table 1. Mat-Su Transportation Fair Outreach

Date	Outreach Method
08/20/2015	Mat-Su Transportation Fair event dates posted on the following Mat-Su area project websites: Fairview Loop Rehabilitation, Glenn Highway MP 34-42, Parks Highway MP 44-52, Palmer Wasilla Highway, Parks Highway Bridge Replacement: Montana Creek and Sheep Creek, and Seward Meridian Road, Phase II
09/01/2015	Request sent to the online calendars at <i>Frontiersman</i> , <i>Alaska Dispatch News</i> , and <i>Make a Scene</i>
09/15/2015 10/21/2015	Save the Date email notice and reminder sent to the following project lists: Parks Highway MP 44-52, Glenn Highway MP 34-42, Lucille Reconstruction, Trunk Road: Proposed southern extension, South Mack Dr. (Clapp Road) Extension, Parks Connectors: Museum Dr. & Machen Rd., Fairview Loop Rehabilitation, Trunk Rd: Parks Hwy-Palmer Fishhook, Palmer-Wasilla Highway, Lucus Rd, Vine Road Upgrade, 2014 Mt-Su Transportation Fair, Palmer Municipal Airport Master Plan, Montana Creek & Sheep Creek Parks Highway, Grade Separations, Parks Highway MP 99-146 Rehabilitation, and Mat-Su Government lists
09/22/2015 10/12/2015 10/19/2015 10/22/2015	Notices posted on the DOT&PF Facebook page
09/22/2015 10/12/2015 10/15/2015 10/18/2015 10/21/2015	Notice posted via DOT&PF Twitter feed
09/25/2015 10/02/2015	Invitation sent by DOT&PF to all area legislators
10/01/2015	Project specific postcard mailer sent to Parks Highway Bridge Replacement: Montana Creek and Sheep Creek with an invitation to the Transportation Fair. A postcard invitation sent to the Parks Highway MP 44-52, Glenn Highway MP 34-42, Fairview Loop, Lucus Road, Palmer-Wasilla Highway, and Seward Meridian Road, Phase II mailing lists
9/16/15 - 10/21/15	Event notice in the weekly What's Up listserve
10/08/2015	City of Palmer sponsored Robo call to all Palmer residents and businesses
10/08/2015	Central Region DOT&PF online calendar
10/08/2015 10/22/2015	GovDelivery notice
10/11/2015 10/18/2015	<i>Frontiersman</i> display advertising sponsored by the City of Wasilla

Date	Outreach Method
10/14/2015	<i>Alaska Dispatch News</i> display advertising sponsored by the Alaska Railroad
10/21/2015	
10/20/2015	<i>Frontiersman</i> article

Documents on file:

- Postcard Mailer
- Display Advertising
- Mailing List
- Comment Sheets
- Sign-In Sheet
- Meeting Graphics