



Meeting Notes

SUBJECT: Parks Highway MP 44-52 Open House

PROJECT NO.: ADOT&PF Project 57178/Federal Project IM-0A4-1(23)
HDL: P42063
Brooks and Associates: 3926.15

GROUP: Public

DATE: January 30th, 2013

TIME: 4:30 pm to 7:30 pm

LOCATION: Houston High School

MEETING OUTREACH: See table below

MEETING ATTENDANCE: 94

MEETING MATERIALS: Fact sheet, aerial photos, comment sheet, plans, sign-in sheet

STAFF PRESENT:

ADOT&PF
Jim Amundsen, P.E., Project Manager
Robert DeVassie, P.E., Design Engineer
Al Burton, Right of Way Agent
David Post, DOT Central Region Planning

HDL Team:
Jeff Fuglestad, Consultant Project Manager
Trevor Strait, Consultant Designer
Heather Benton, Consultant Designer
Heather Campfield, Consultant Environmental Manager

Brooks & Associates
Anne Brooks, P.E., Public Involvement Lead
Camden Yehle, Public Involvement

MEETING INFORMATION:

Individuals were greeted at the door and asked to sign in so the team can capture their contact information and keep them up to date with the project events. The team explained that the meeting was in an open house format with two copies of the design overlay on aerial photography for each of the three phases of the project. Desk copies of the Environmental Assessment were available for review. The FHWA publication 'Safe Access is Good for Business' and DOT&PF/FHWA Right of Way brochures were available for attendees to take home. Written comment sheets were available and signage encouraged attendees to provide written comments.

Written comments received at the meeting are transcribed below:

The intersection of the Parks Highway and Stanley to give access to the frontage road is on a curve will always be more dangerous than on a straight section of road. This frontage access should be moved west to the intersection by Denali restaurant. This would be safer and eliminate two other frontage access roads and save money. Safer and cheaper. PS I have no financial interest in the restaurant.

The businesses along the Parks Highway will not survive the four-lane divided design we urge you to consider the five-lane highway with more lights to slow down traffic and keep the businesses in business.

1. I concur with the current design to have four lanes with the separating median. We should not construct any more Muldoon Roads, downtown Eagle Rivers and downtown Wasilla.
 - Left turns, across two lanes of traffic, even with a turn lane, are too dangerous. Left turns should be limited to controlled Intersections.
 - All three areas should be limited to right turns only, except at controlled intersections.
 2. Were it possible, I would support continuous frontage road on both sides of the Parks Highway in this project.
 3. As noted in my email I recommend that you evaluate the intersection of Meadow Lakes Drive. It would be very beneficial for the northbound turn lane on Meadow Lakes to extend up to the exit from the holiday service station.
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I like the four-lane divided highway but I want to see roundabouts at Vine and Big Lake intersections. They are safer, faster and cheaper than the massive multilane red light intersections.

1. Need to have a median opening at Rainbow Street and Parks Highway (Meadow Lakes post office.)
 2. Rainbow Street needs to be paved between Parks Highway and W. Swan Dr.
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Please make sure there are multiuse trails along all new roads and crossings for multiuse activities.

Do not allow one landowner Avanti, (Gardner etc., Mayor Rupright) to place their individual wants above the good of the whole. Denali Restaurant and proposed Brown Jug plus hotel are the last to be built and should be the first to be relocated. Please do not let big money and scare tactics influence the work put into this project thus far. You have resolved a multitude of concerns thus far. Please keep on course. Thanks.

I thought this was a done deal of as divided four-lane. This is the only safe option.

I am highly supportive of the four-lane divided highway that the federal government has funded. I am dismayed that the five lane (suicide lane) issue has raised its ugly head again. We thought this was resolved last summer. Please don't consider the five lanes dangerous road to replace an already dangerous road condition.

Make it into five lanes, like what in Wasilla, AK. Why can't they use the 15 feet between us and the highway? Need access property frontage.

I concur with the map showing project (dated 1/30/2013) at meeting at HHS. The extension of W. Gus's Ct to the intersection of Parks Hwy and S Potter Road should be good for our trucks exiting and entering into Gus's subdivision where we own a business.

My lot is the log yard on W Gus Court. I concur with the concept as shown on the existing map from meeting of 1/30/13 at Houston high school showing W Gus's Court extended out to the intersection of Parks Highway and South Potter Drive.

Drainage on S. Ridgecrest Rd. No drainage.

MEA is pleased that this process is working and our concerns have been heard! Our concern was controlled access at Johnson Road to facilitate our equipment coming going. This round a traffic signal has been included. Good job - Thanks - Safety counts

Thank you for keeping us updated!

To whom it may concern:

My specific concern relates to the area immediately north and west of the railroad overpass (T17N, R2W, Section 11) where the bike path breaks from its route along the Parks Highway, follows the mainline rail, passes through a tunnel before eventually returning to a route along the highway. The existing bike/pedestrian route could limit development of parcels where the path lies between the rail and the parcel. These parcels represent prime areas for industrial and commercial development for rail related industries. Given that economic development and job opportunities are limited in this area, consideration should be given to any potential impairment of the development of adjacent property.

Of equal importance are the safety concerns associated with the current routing of the bike path. The existing route and associated tunnel are in close proximity to the main rail line and are relatively secluded. Bike paths should follow the highway and not have extended secluded segments. The secluded nature existing route makes the discovery of bike and pedestrian accidents less likely and presents a greater potential for physical predator attacks on path users.

I would urge the Department of Transportation to consider constructing a bike path route that utilizes the highway overpass and closely parallels the highway.

The following comments were received via email between January:

Public comment on the DOT Open House MP 44-52 at Houston High School January 30, 2013

The Parks Highway as well as KGB road for at least 4 miles out of Wasilla proper should be a 5 lane and 45mph speed limit to enhance and encourage business and job growth. A 4 lane depressed median in this area will have the same negative outcome on both businesses, and jobs as the Parks Hwy from Glen Hwy to Seward meridian did, and that is that it stopped the growth. it is not in the best interest of the City of Wasilla or the State of Alaska to design a limited access highway in a current busy commercial area or block off accesses in properties that can be developed in the "near" future. The DOT's comments that depressed median roads and frontage roads encourages business is absolutely false as related to the valley as proved in the last design of this type done on the Parks Hwy previously.

Hi Anne –Nice to see you again at last night's Open House at Houston High School. I appreciate the knowledgeable answers and information I was able to take away from there, as well as the refreshments!

My comments would be:

- 1- I would hate to see the project delayed in any way for a re-design on Phase 1 and/or Phase 2. Citizen safety is of the utmost importance, of course, and each night when I drive that long, dark stretch of the Parks from the Museum Road to the light at Pittman and beyond, I wonder how long it will actually be before illuminating lights and other safety improvements are in place. I'm always grateful to arrive home on the Big Lake/Houston line safely and in one piece, because I see and experience myself so many close calls.
- 2- I was thankful to hear from Jim Amundsen that requests included in the recently passed City of Wasilla Resolution have already been performed and do not need to be repeated by Wasilla's Traffic Analyst Specialist before the project can move forward. If the construction project timeline is delayed, it could possibly put the project over budget again, and more needless and potentially deadly accidents will occur.
- 3- I am firmly in favor of the 4-lane, depressed median design and **STRONGLY OPPOSED** to the 5-lane (suicide lane) design.

Thank you for the opportunity to comment on this highly anticipated project. As a business owner in Wasilla, I look forward to seeing the progress on this project and then onto the re-design of Knik Goose Bay Road, as well...

To Whom it may concern,

Last week I attended the City of Wasilla council meeting where they passed resolution #13-02. Considerable testimony again the resolution was heard during public comment and the council voted 3 to 3 on the resolution with the Mayor breaking the tie in favor of the resolution. The resolution was to oppose the DOT's design of the Parks Highway. The public comment was overwhelming in favor of DOT's design.

I am writing today to ask that DOT take a look at whatever the Wasilla City is requesting, but not to let the progress of construction be delayed to accommodate them. And, I and many others are opposed to a 5 lane (suicide lane design) beyond Church Road.

Table 1. Meeting Outreach

Date	Outreach method	Description
Ongoing	Project website	Project specific website hosted on the DOT&PF server and be formatted in accordance with Department specifications.
01/09/2013	State of Alaska Online Notice	Inviting the public to the 1/30/13 open house
01/10/2013	Postcard mailer	Mailed to stakeholders on project mailing list
01/10/2013	Constant Contact email	Email to stakeholders who provided team with email address providing notice of upcoming meeting.
01/15/2013	Postcard mailer	Mailed to stakeholders on project mailing list, adding meeting times not included on previous mailer.
01/16/2013	<i>Anchorage Daily News</i> Mat-Su edition display	Inviting the public to the 1/30/13 open house
01/22/2013	<i>Frontiersman</i> display ad	Inviting the public to the 1/30/13 open house
01/23/2013	Constant Contact email reminder	Email reminder to stakeholders who provided team with email address providing notice of upcoming meeting.

Related documents on file:

- Sign in Sheets
- Handouts (Comment Sheet, Fact Sheet)
- Comment Sheets received at meeting
- Mailing List
- Postcard mailer
- Newspaper advertising