

Meeting Notes

SUBJECT:	South Mack Drive Extension
PROJECT NO.:	City of Wasilla # 54987/B&A 3926.10
GROUP:	Public
DATE:	July 23, 2009
TIME:	4 p.m. to 8 p.m.
LOCATION:	Curtis D. Menard Memorial Sports Facility
MEETING OUTREACH:	See table below
MEETING ATTENDANCE:	146 individuals signed in
MEETING MATERIALS:	Aerial photo, informational posters, comment sheets
STAFF PRESENT:	City of Wasilla: Archie Giddings, P.E., Public Works Director; Jim Holycross, Planning Director HDL: David Lundin, P.E., Katrina Moss Kinney Engineering LLC: Randy Kinney, P.E. Brooks & Associates: Anne Brooks, P.E.; Rose Cox

MEETING INFORMATION:

The meeting was held in conjunction with three other projects — the companion Parks Highway Connector projects (Machen Road Extension and Museum Drive Extension), and the Alaska Department of Transportation's Parks Highway: Lucus Road to Big Lake Road (MP 44-52) project.

Attendees were greeted at the door and asked to sign in. They were then directed to the three meeting rooms containing information about each project. Project team members were on hand in each project area to answer questions and solicit input from attendees.

The following comments were transcribed from comment sheets received at the meeting. They are shortened to correspond with the suggested alignments drawn on the map by meeting attendees.

Alignment along Mack Road:

- *We prefer they use Mack Road, not Clapp. Very concerned about more traffic in our subdivision. Too many subdivisions were built on to Donovan Estates.*
- *Cheap to build and less people — home affected down Mack Alternative way down Clapp.*
- *It's shortest cut, less money to complete, but I do not think we need more than two lanes.*
- *Shortest connection, would serve as a central corridor to development on both sides of Mack Drive. Would need a light [traffic signal] at the intersection with Knik Goose Bay Road, which I understand is already needed.*

- *Mack Road shortest. Clapp more rural. Need to meet at light at Fairview Loop no matter which road. Only one light, no more.*
- *Connects into Fairview to Church – joins intersections.*
- *I feel the Mack Road option is best for Parks to KGB traffic flow. However, I live off of Clapp in Donovan Estates and the proposed light at KGB & Fairview is going to make the access to KGB from Clapp more congested. Coming off Clapp turning left onto KGB will encounter a back up of traffic when the light at Fairview Loop is read in our direction. Best possible scenario for our area would be to extend a spur from Fairview Loop using the Old Knik Rd that's already there (would need improvement) & move the proposed light from Fairview to Clapp/Old Knik Road/KGB intersection. I am on the board of Donovan Estates.*
- *It is the shortest distance to existing road connections. It will shorten our drive to Wasilla—current is 6.5 miles for us if Mack goes through we will travel 2.5 or so miles. We are not opposed to it, but we are concerned because our property IS the road—but we will cooperate with you all as necessary we just hope you will do what is right and fair. It sure would be nice not to rattle our cars apart from the gravel road anymore. Please keep us informed! Thank you. During the Miller's Reach fire we had a mess trying to get out.*
- *Prefer Mack Road at 50- to 60-foot ROW. Small collector size with very low speed (30-35 MPH). Minimal impact on community but allowing for traffic flow on the comprehensive overall plan. Clapp would be a second choice with the same low speed and minimal ROW considerations.*
- *It is a close connection and appears that it would flow smoothly (traffic that is). Plus Mack Road desperately needs to be paved. Consider including a bike path also which would connect to the bike path on KGB currently. Thank you.*
- *Shortest route—connects two intersected roads [see modification and routing along Tundra Rose on original comment sheet sketch.]*
- *I live on Teeland – following Mack Road to Sports Complex would make more sense than Clapp Road. (It's more rural).*
- *It continues Mack Drive from the Parks to Knik Goose Bay with minimum turns. Street continuity makes emergency response easier and simpler. Straight roads normally have less accidents, especially in winter. In conjunction with the southward extension, I would extend Museum Drive eastward to intersect with Mack to give Museum access to the Parks at stoplights (Safer for Mack/Museum & Parks travelers).*
- *Connect the two Mack Drives. Most direct, least expensive, least impact on wetlands.*
- *Mack Drive and Parks HWY, I think will be the shorter and easiest way, because the area between the two roads is nothing but swamp area, there are no people living there at this time. I am sure there won't be. We live right on the road about 70 feet in. I'm really not sure, and have little children around all the time. I don't disagree; I would just like the safety issues dealt with. (Thank you)*
- *This alignment would provide a shorter commuting distance to Anchorage.*
- *A Mack Road extension*
 - *More expense in ROW purchase not only on the Mack Road but also for a west connection to Vine.*
 - *The route has a severe drop in elevation, adding to the expense.*
 - *Mack drive intersection with KGB Road would terminate in a subdivision.*

Alignment along Clapp Road:

- *Less impact on lives in the area. Brings in opportunity for new commercial options.*
- *There would be fewer existing homes impacted and probably fewer easement issues.*
- *No need to connect the two! Those who wish to head north on the Parks can use the already constructed Vine + KGB. Any impact on the Marsh has already been established. Why is Vine not on this map? The professional sports arena activities will block traffic from using Mack Road efficiently. Use section line off Mack on East side of sports arena (less developed).*
- *Either use Clapp and connect to Fairview Loop or go up the other section line that will connect to Church. Mack is a ½ section line—which will require purchase of easements and building of barriers to shield current and future residents from the high volume of traffic that will use this access.*
- *90-degree corner with stop light—much safer. Clapp Road inconveniences less home owners. Mack Road is on a downhill and tricky in winter. KGB is also on a downhill when it meets up with Mack. People in the ditch all winter. It will make for a hard intersection.*
- *Good tie in with Fairview Loop. Could put traffic light @ Clapp/KGB, and relocate existing new one to Mack/KGB. Bring Fairview Loop into KGB at Clapp. Clapp/Mack route traverses a less populated area, which is also on a section line, which already has easements. The airport will certainly develop and expand; by extending Mack Road slightly to the west from the Sports Center, you could open up better access to the airport and rail systems. Access from the airport to the south, via KGB & Palmer/Wasilla & Glenn Hwys, would be an efficient route. Any route from the Sports Center has to cross creeks. Any route will affect someone's residential property, perhaps negatively. However, it would seem that this route using Clapp road is on a section line easement and would affect fewer homes negatively, and would be beneficial for future and existing developments.*
- *[Clapp Road alternative hugs airport property] Enhance economic development of airport.*
- *Prefer Mack Road at 50-60-feet ROW. Small collector size with very low speed (30-35 MPH). Minimal impact on community but allowing for traffic flow on the comprehensive overall plan. Clapp would be a second choice with the same low speed and minimal ROW considerations.*
- *May want to consider Clapp Road – section easement (N-8) connects to Fairview Loop—west connection to Knik – full use signal light – less ROW to purchase—less impact to residents.*
- *ROW may not be wide enough to accommodate 2 lanes + shoulders + bike path. Realign north end of West Fairview Loop. Comment also indicates area to “open for commercial airport development”.*
- *It helps align Fairview Loop. See attached sheet of Stigar's concept of our property.*
- *It is a great idea to develop another north/south connector from Kink Goose Bay Road to the Parks Highway. I would like to suggest that you consider that connector with Clapp Road, rather than Mack Road. A Clapp Road extension:*
 - *May open a more feasible connector and access to the west side of the Wasilla Airport relieving traffic at Parks Hwy and Church during sporting events.*
 - *Save cost on Right of Way (ROW) purchase (fewer and larger properties)*
 - *More of the road would be built on City of Wasilla property and less intrusive on personal property owners.*
 - *Fairview Loop could be realigned in the future to intersect on the section line*

- easement directly across the KGB Road from the Clapp Road. This approach would make more sense in the long term for that signaled intersection, and bypass some of the dangerous curves on the north end of Fairview Loop.*
- *Give access for a shorter and less intrusive, future connector to Vine Road.*

Alignment along powerline/section due south of Church Road/Mack

- *Church Road to Knik-Goose Bay easement. There will be so much pro games at the sports arena that will cause so much traffic & parties & drunk people drive out after the games that will cause too many problems on Mack Drive in my property line it will be dangerous for my children, pets and myself.*
- *Use section line easement to connect Parks, KGB and Fairview Loop.*
- *No need to connect the two! Those who wish to head north on the Parks can use the already constructed Vine + KGB. Any impact on the Marsh has already been established. Why is Vine not on this map? The professional sports arena activities will block traffic from using Mack Road efficiently. Use section line off Mack on East side of sports arena (less developed).*
- *Either use Clapp and connect to Fairview Loop or go up the other section line that will connect to Church. Mack is a ½ section line—which will require purchase of easements and building of barriers to shield current and future residents from the high volume of traffic that will use this access.*
- *It follows section line, affects the least amount of people. Needs to be connected to Fairview Loop and will align with Church to connect with Seldon Extension. (Upgrade road into Sports Complex 4 Lanes with turn).*
- *90-degree corner with stop light—much safer. Clapp Road inconveniences less home owners. Mack Road is on a downhill and tricky in winter. KGB is also on a downhill when it meets up with Mack. People in the ditch all winter. It will make for a hard intersection.*
- *This would be the safest option, for all the kids in the area.*
- *It is not best. The traffic on Mack is bad, and if the road is put in on Mack Road it would worsen and ruin our life style. I like to know when there be a formal meeting. I lost enough land to road easement. Why don't you go down the easement on eastside of Mack Road?*
- *It doesn't impact the subdivision already in and it gets traffic headed for Fairview Loop to not have to turn left onto KGB (always dangerous). No matter which way you do it—don't do it without a traffic signal.*
- *This will affect fewer homes than either Clapp or Mack — possibly affect one farm. It is a straight line through to Church. It is a visible place for a light, no beds in road. It's likely to cost less to run alongside the power easement. And we do not want it on Clapp Road.*
- *Best connection, most direct, least impact on homes, best surface for road.*

Modified route from Mack to Mack to Clapp (see map)

- *Important to complete the connection for traffic control my suggested route appears to have the least impact on existing neighborhoods. (Realign Fairview Loop to Clapp with signal, cross undeveloped area to Mack and across creek).*
- *Less houses on Clapp Road that would be disrupted as opposed to Mack Road. Connects with Fairview better by Old Knik.*

Modified route between Mack and Clapp

I live on Millsite Cr and in the wintertime there are a lot of times I have trouble getting up to and down that last hill on Mack Road. I have slid down past Millsite on many occasions so unless something drastic is done to lower the hill or some other way to not be so steep. In my opinion I think the best route would be to take the main road to the south of Caleb Alderman's property. He has 2 cuts through the trees for roads that could connect Mack Road to the south end of his property. I don't believe the hill is as steep on that end of his property and it would allow easier access to Millsite as one cut is directly lined up with Millsite. Going that direction it would be an almost straight line from there to where the light is going in for Fairview Loop & Knik Rd. Being located between Mack Road and Clapp Road both roads could be easily connected to the new road for close access for subdivisions. I have expected Mack Rd to connect to the Parks Hwy since I moved on the property 14 years ago. But after years of worrying about turning the corner in the ice without going off the road, I think this other route would be better.

No preference or alignment identified.

- *We live in Donovan Estates and have to get on the Knik-Goose Bay Road from Clapp. With the light at Fairview, it is going to be even harder to get out. Clapp must have a light or access to the traffic light to make left turns on KGB Road.*
- *It's going to add to the property value of my house I'm sooo excited! PLEASE DO IT! This is sooo AWESOME!!*
- *Why is S. Mack Drive off of the Parks the same name, South Mack Drive, off of Knik Goose Bay? Why? How will rescue personnel know which is which?*
- *Mack Road 1) this road has enough ROW already (60 feet). 2) the speed of 30 mph is too fast now (25 mph). Cutting down hills to increase speed is not required. 3) Bike trails are not needed.*

Meeting outreach:

Date	Outreach method	Description
6/2009	Project fact sheet	Provided to property owners with right-to-entry requests and to all project team members conducting field work and key stakeholders following interviews
7/7/09, 7/14/09, 7/21/09	Display Ad, <i>Frontiersman</i>	Invite the public to the 7/23 open house
7/8/09	Introductory project newsletter	Announce public open house to area residents and businesses; community councils; MSB elected officials, boards and commissions; City of Wasilla elected officials, boards and commissions; City of Houston elected officials, boards and commissions; and area state legislators.
7/8/09	Meadow Lakes Community Council	Introduce the project and invite council members to the 7/23 open house
7/8/09	Request to Meadow Lakes Community Council	Coordinate notice of 7/23 open house on council Web site (www.meadowlakeschatter.com)

Date	Outreach method	Description
7/8/09	Newsletter distributed to Mat-Su Community Transit (MASCOT)	Announce public open house
7/9/09	Press release to the <i>Frontiersman</i> and <i>Anchorage Daily News</i> , and radio stations KMBQ, KASH, KGOT, KSKA	Inform the media about the projects and open house for possible coverage
7/9/09	Online notices posted on City of Wasilla, Mat-Su Borough and ADOT&PF Web sites	Announce 7/23 public open house
7/16/09	Flyers for Parks Highway MP 44-52, Parks Highway Connectors & South Mack Extension sent to environmental agencies	Invitation to 7/23 public open house
7/17/09	Press release e-mailed to environmental agency personnel	Invitation to 7/23 public open house

Related documents on file:

- Sign-in sheets
- Handouts (blank comment sheet)
- Comment sheets received at meeting
- Meeting graphics
- Mailing list
- Newsletter