



**Matanuska Susitna Borough  
Long Range Transportation Plan  
Public Involvement Summary**

**Appendix B**

**ADOPTED**

**DECEMBER 2017**

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## Abbreviations

ARRC	Alaska Railroad Corporation
ATV	All-Terrain Vehicle
DOT&PF	Alaska Department of Transportation and Public Facilities
L RTP	Long Range Transportation Plan
MOA	Municipality of Anchorage
MSB	Matanuska-Susitna Borough
OLOH	Online Open House
RSA	Road Service Area
TDM	Transportation Demand Modeling
TSM	Transportation System Management

## Introduction

Between June 2014 and June 2017, the Matanuska-Susitna Borough (MSB) 2035 Long Range Transportation Plan (LRTP) Update project team conducted a variety of public involvement activities that informed participants about transportation challenges, proposed solutions, and the trade-offs of potential short- and long-term projects and costs. Information provided to and received from the community helped identify problems and opportunities, informed stakeholders of technical solutions, and helped the LRTP respond to community needs.

Stakeholders in the planning process included MSB residents, MSB officials, community councils, businesses, road service areas, the aviation community, local governments and advisory boards, transit providers, the Alaska Department of Transportation and Public Facilities (DOT&PF), the Alaska Railroad Corporation (ARRC), the transportation industry, Regional and Village Native Corporations, and other concerned individuals and organizations. The MSB's community participation goals for the LRTP update process were to:

- Communicate the project's goals and objectives;
- Involve a wide spectrum of stakeholders;
- Generate public interest in the LRTP;
- Facilitate communication and understanding among all project participants; and
- Provide information and solicit feedback at key points in the process to inform the decision-making process.

The following sections summarize the community and stakeholder outreach efforts during the MSB 2035 LRTP Update.

## Website

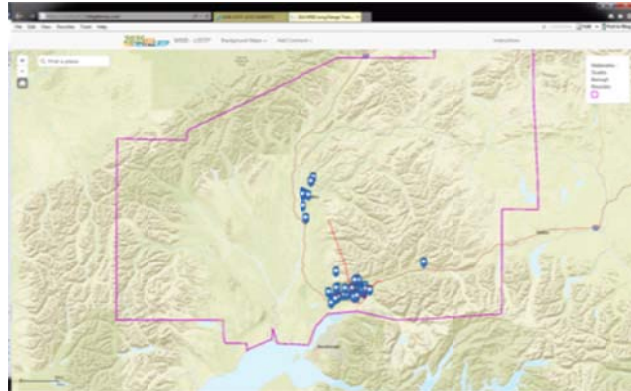
A project website provided project updates, archived meeting materials, and allowed the public to contact the project team directly. All work products, including the draft and final MSB 2035 LRTP Updates, were posted on the project website:

[www.msblrtp2035.com](http://www.msblrtp2035.com).



### Interactive Comment Map

An interactive comment map was included on the website's home page. The map provided stakeholders with an opportunity to click on the map to draw lines or place points and add site-specific comments. The purpose of the map option was to identify the most significant transportation improvements that will improve safety, reduce congestion, and facilitate commerce within the MSB. All modes of travel were addressed.



### Public Meetings/Online Open Houses

The 2035 LRTP Update used traditional public meetings and online open houses (OLOHs) to share information about the 2035 LRTP. The public meetings were organized and held at community centers or other appropriate venues to accommodate parties interested in or affected by the update. These meetings, typically 2 hours long, allowed for information sharing in addition to comment submittal and one-on-one interaction with project team members.

An OLOH is a web-based tool that takes an in-person public meeting and transfers it to an online forum that is accessible 24 hours a day to any stakeholder with internet access. An OLOH has the same general format as a public open house, with the opportunity to be “live” during the entire public comment period associated with the meetings. Benefits of an OLOH include an increased diversity of the project audience and the complete removal of time and travel barriers—enabling potential participants to attend a meeting virtually where, when, and for however long or often they choose. The OLOH allows users to view videos and PowerPoint presentations, and to make comments that can be added to the public record. The materials for each MSB OLOH corresponded to a public meetings and workshops.

All public meetings/OLOHs were advertised in the Mat-Su Valley Frontiersman; a radio public service announcement; announcements on the MSB website, Facebook page, and community calendar; and an email sent to the project mailing list.

All meetings featured a series of posters with information and graphics providing key points about the MSB LRTP. Participants were invited to sign in, then to peruse the posters and ask questions of the members of the planning team present. Attendees were also invited to submit comments either using the comment forms provided, or online through the website or OLOHs that ran concurrently with the in-person public meetings.

## Public Meetings/Online Open Houses - July 2014

The first series of public meetings/OLOHs was held in July 2014 for the purpose of introducing the project to the community, seeking input on transportation needs, discussing potential solutions, and soliciting public input.

Three public meetings were held on the following dates:

- July 16, 2014 – Sutton Public Library, Sutton
- July 17, 2014 – Faith Bible Fellowship Church, Big Lake
- July 24, 2014 – Fire Station 6-1, Wasilla

A total of 38 individuals signed the public meeting attendance lists. Participants expressed support for public transit services, bike paths, land use changes, and specific road projects.

The OLOH was available for public review from July 15 to August 11, 2014.

During this period, there were more than 331 visits to the OLOH. According to the Internet Protocol addresses that visited the site, there were 125 visitors from Wasilla, 32 from Palmer, and 74 from Anchorage. Other visits came from a variety of locations, most in the Lower 48.

These visits represent a total of 249 individual

users. Fifty-two comments were submitted through the OLOH during the comment period.



Between the comments submitted at public meetings and web comments received through the OLOH, a total of 93 comments were received for the MSB LRTP. Highlights/themes from the public meeting comments include:

- Fifty individuals submitted comments in support of public transit. Support specifically for the Valley Mover was mentioned by 34 commenters, and 16 individuals supported a commuter rail service.
- In addition to comments generally supporting public transit, there were specific comments about additional service days/stop locations for the existing transit services.
- About 14 commenters were in favor of bike paths, many advocating for their safety, convenience, and contribution to an enhanced quality of life.
- There were six comments in favor of a Wasilla bypass.
- Five commenters mentioned roundabouts as a more efficient alternative to traffic lights.
- Several commenters stated their hopes that transportation planning will consider access to residential areas, with some comments focused specifically on access to low-income housing.
- Two commenters were concerned about extending Nelson Road to Fairview Loop.

- One commenter asked why the Port to Houston route was not included in the modeled maps.
- One commenter felt that the completion of the Seldon Bogard corridor from Pittman Road to the Glenn Highway should greatly decrease the traffic on the Palmer-Wasilla Highway.
- One commenter was concerned about the increase in high-speed traffic on the narrow Springer System and the lack of pedestrian and bike trails.

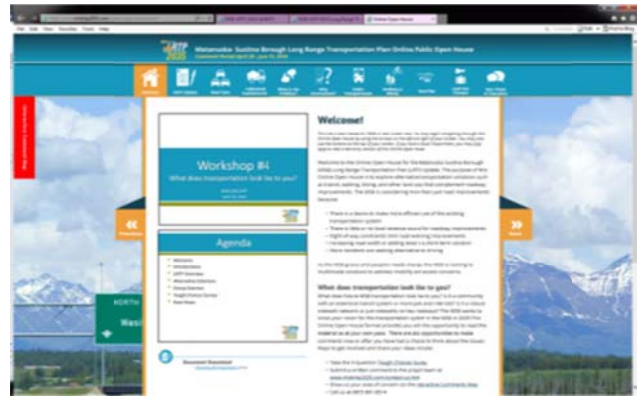
Participating project team members also received the following informal comments at community open house events:

- Transit for homeless youth is a growing need, especially in outlying areas of the MSB where more affordable housing is available.
- The Parks Highway Alternate Corridor Project's preferred route is too close to residential development.
- The Moose Creek Bridge on the Glenn Highway is unsafe and needs to be fixed.
- A 45 mile per hour (mph) speed limit through Sutton is acceptable, but a 65 mph speed limit is not.

### Online Open House – April 2016

This OLOH was held from April 29 to June 15, 2016.

The purpose of the OLOH was to obtain the public's thoughts on how to improve transportation in the MSB through a variety of transportation options, from now through 2035. More than 160 people visited the OLOH<sup>1</sup>. There were 60 visitors from Wasilla, 7 from Palmer, and 23 from Anchorage with the remaining from other parts of the MSB, Alaska and the Lower 48. Information on the site included background on the LRTP, identified a base case assumption of what conditions might look like in 2035, and presented alternative transportation modes.




The MSB received approximately 80 map-based comments, as well as 5 emailed and mailed comments for the OLOH and companion "Tough Choices" survey (see below). The following is a summary of those comments.

#### Bike/Pedestrian Facilities

- Include bike paths along all major roadways (including Bogard Road, Comsat Road, Fishhook Road to Hatcher Pass, Glenn Highway to Edgerton Parks Road).

<sup>1</sup> United States visitors only; this does not include individuals from outside the United States.



- 
- Plans and committees have identified the need for separated pedestrian/bike facilities (Sutton to Palmer).
  - Add more bike trail connections (specific locations).
  - Increase shoulder size to improve bike/pedestrian safety (Edgerton Parks Road).
  - Work with DOT&PF to obtain bike path/pedestrian walkways (Talkeetna Spur Road at Main Street).
  - Use colored bike lanes to distinguish between parking and pathway areas.
  - Address opposition to bike lanes (Comsat Road—private property impacts).
  - Fix bike/pedestrian conflicts with traffic turning into 3 Bears on Knik-Goose Bay Road.
  - Widen shoulders on narrow roads to reduce bike conflicts.

### **Congestion**

- Find ways to mitigate morning and evening congestion on the Glenn Highway.

### **Connectivity**

- Arterials
  - Extend specific roadways (Trunk Road, Seldon Road, Seldon Road Phase II, Shoreline Drive, Shennum Drive).
  - Increase number of arterials to decrease congestion/as an alternative to the Parks Highway.
  - Connect Hollywood Road to Knik-Goose Bay Road (east-west connectivity).
  - Extend S. Foothills Drive to the Parks Highway (north-south connectivity).
  - Build a bypass around downtown Wasilla.
- Connectors
  - Reduce congestion by completing the Tex-Al Road connection, moving traffic off Palmer-Fishhook Road and Wasilla-Fishhook Road.
  - Provide more subdivisions with access to Palmer-Fishhook Road and Wasilla-Fishhook Road (connection between Engstrom and Tex-Al roads).
  - Complete the Seward Meridian Parkway (to reduce traffic in subdivision near schools).
  - Extend Felton Street from the high school pool to the Palmer-Wasilla Highway.
  - Extend Hemmer Road.

### **Public Process**

- Not all input is considered equally (geographic bias).

### **Design**

- Nelson Road Bridge is structurally deficient and does not meet 100-year flood standards.

- Improve timing of stop lights (or eliminate lights along the Parks Highway near downtown Wasilla; e.g., Herman Road).
- Do not use roundabouts on larger streets/intersections (safety, truck size).
- Use roundabouts (specific locations; e.g., College Drive and Trunk Road, KGB at Mack/S. Heritage Farm roads, Vine and Knik-Goose Bay roads, Bogard and Seldon roads)
- Pave unconnected stretches of road, such as W. Donna Marie Lane.

### **Safety**

- Provide additional entrance/secondary access to hospital from the Parks or Glenn highway.
- Include designated off-road, motorized vehicle lanes, separated from bike paths (e.g., Matanuska Bridge to the Butte, Palmer-Fishhook Road).
- Decrease speed and add a no passing zone near Talkeetna Public Library (turning traffic).
- Re-route the railroad around Wasilla.
- Plant grass along roadsides to delineate road areas.
- Increase shoulder fill to eliminate sharp dropoffs (Wasilla-Fishhook Road, Seldon Road to Palmer-Fishhook Road).
- Use traffic calming/speed bumps on Talkeetna intersection near Y Lake.
- Address falling rocks near Long Lake Recreation Site.
- Add an egress route from the area near France Road and the Palmer-Wasilla Highway, which will also reduce congestion at that intersection.
- Add shoulders and stabilize edges on E. Seldon Road.

### **Transit**

- Build light rail to Anchorage.
- Expand Valley Mover (pickup) to Palmer.
- Increase opportunities for alternative transit solutions such as dual-mode vehicles. (rail/bus/microbus system; e.g., JR Hokkaido Railway Company, circa 2006).
- Utilize Alaska-engineered Diesel Multiple Units to provide rail service between the Valley and Anchorage.

### **Policy**

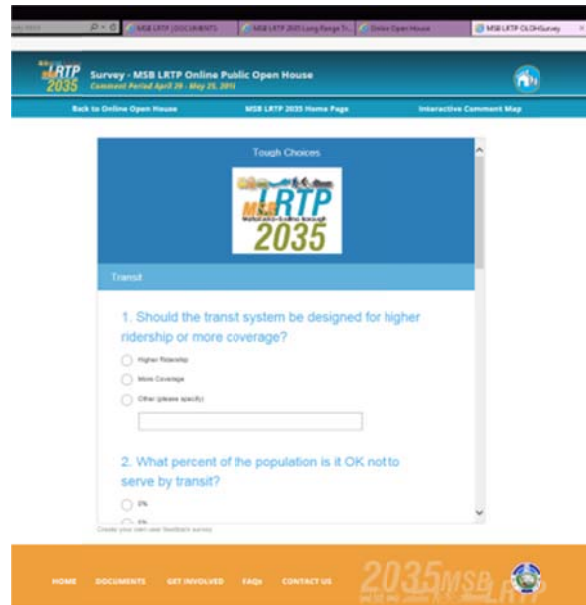
- MSB should assume road power to fund projects using an area-wide levy.
- Do not build roads that can't be maintained.
- Implement Complete Streets program.

### **Parking**

- Add parking at Palmer-Fishhook and Trunk roads.

### **Other/Site-Specific**

- Glenn Highway
  - Improve lighting, striping, and signage along dark points of the Glenn Highway, especially at access points.
  - Add right-turn lane from Arctic Boulevard onto the Glenn Highway.
- Bogard Road
  - Change the stop sign to a stop light at Bogard Road and the Bogard Road extension.
  - Redesign the intersection at Bogard/Seldon roads to reduce backups and crashes (reduce cut-throughs).
- Palmer-Wasilla Highway
  - Add a center turn lane.
  - Four-lane the highway.
  - Improve the intersection at France Road.
  - Add guard rails near Begich Drive.
- Seward Meridian Parkway
  - Four-lane the highway, which would also reduce traffic on Bogard Road to Tate Drive to Seldon Road.
  - Extend the road and add a controlled intersection at E. Seldon Road.
- Evergreen Avenue
  - Add a through-lane and center turn lane between the Glenn Highway and S. Bailey Street.
- Knik-Goose Bay Road
  - Add a right turn at Clapp Street.
  - Raise the speed limit on Clapp Street.
  - Four-lane the highway (but do upgrades in the meantime).
- Parks Highway
  - Add a left-turn lane from north into Cubby's Market (near the Parks Highway Intersection with Talkeetna Spur Highway).
- Encourage new technologies and designers to engineer new or updated modes of transportation that will work in the Alaska environment.



### Tough Choices Survey

A “Tough Choices” Survey was designed for community members and various MSB stakeholders as a platform for involvement in the planning process. The purpose of the survey was to help the MSB make decisions regarding future transportation improvements. The MSB does not have enough funds to

implement all the needed improvements, and wanted input from its residents and stakeholders regarding how it should prioritize transportation decisions. Eighty-one respondents participated in the survey, either in person or online. The results of the 15-question survey and online comment map illustrated a strong desire for increased multi-modal transportation facilities in the MSB. For complete survey results, see Attachment A.

### **Public Meeting/Online Open House – March 2017**

The last series of public meetings/OLOHs was held in March 2017 for the purpose of introducing the project to the community, seeking input on transportation needs, discussing potential solutions, and soliciting public input.

Three public meetings were held on the following dates:

- March 28, 2017 – Sutton Public Library, Sutton
- March 29, 2017 – Fire Station 9-2, Houston
- March 30, 2017 – Fire Station 6-1, Wasilla

A total of 27 individuals signed the public meeting attendance lists.

The OLOH was available for public review from March 28 15 to June 14, 2017. During this period, there were more than 20 visits to the OLOH.

Between the comments submitted at public meetings, web comments received through the public meeting and OLOH, and comments submitted via email a total of 161 comments were received for the MSB LRTP. Highlights/themes from the public comments include:

#### **Bike/Pedestrian Facilities**

- Add informational signage on bike networks
- Have trails on both sides of the road
- Additional bike paths are needed
  - Colony Middle School to Trunk Road
  - Connect Palmer-Wasilla Highway to Bogard
- Need improved crossings for bikes and pedestrians
  - Old Glenn Hwy at Mat River Park,
  - Valley Way,
  - Clark Wolverine,
  - Virginia,
  - Smith Road,
  - Maud Road

#### **Congestion /Safety**

- Address Bogard/Engstrom/Green Hills Intersection

- Address safety/congestion issue near Caribou and Bogard Road intersection
- Foothills/KGB intersection is congested
- If there is a new Visitor's Center, it may cause congestion in the summer
- Improve intersection safety
- Arctic is becoming more difficult to cross
- Turn lanes are needed in more locations

### **Connectivity**

- Provide additional connection to landfill
- Connect Seldon Road - Beverly Lake Road to Pittman Road
- Need bypass around Wasilla

### **Safety**

- DOT, DMV, and School District should partner to provide drivers education classes
- Additional turn lanes are needed at various locations including:
  - Glenn Highway for Marsh Road
  - for traffic headed south on the Glenn and turning west onto the new Bogard
  - on KGB for Clapp St turns
- Additional informational signs
- The Smith Road - Maud road area is dangerous for pedestrians
- Green Street access to Bogard is dangerous
- The access to/from the Baseball Fields on KGB is very dangerous
- Improve turn into and out of Matanuska Lakes
- Improve traffic from Engstrom and Green Hills to Bogard

### **Transit**

- Build commuter rail
- More public transportation

### **Parking**

- Need larger parking area at Butte trailhead and/or roadside parking

### **Other**

- Improve access to schools
- Address parts of S Old Glenn and S Knik River Rd are at risk due to erosion
- Build Knik Arm Crossing
- No driveway access on the arterial section of Bogard Road or on arterials in general
- Require developers to do traffic impact analysis
- The borough needs zoning regulations.

- Lakes Boulevard needs major repair
- Lake Street needs to be paved for dust control
- Locate schools away from major roads

A listing of the comments received on the draft LRTP can be found in Attachment B.

## Workshops

Involving a broad range of interested parties throughout the planning process is the key to a successful community plan. Workshops brought together representative groups and individuals to discuss specific areas of interest. The MSB held four different workshops during the LRTP planning process. Participants were identified based on geography, area of interest, and organizational representation.

### Workshop #1

On the morning of July 23, 2014, representatives from community councils, chambers of commerce, and other interested organizations were invited to participate in a workshop to help the project team identify issues facing the MSB transportation system. Participants were asked to contribute their thoughts and reasoning on what they think is and is not working within the MSB transportation system, as well as other issues that should be considered as part of the LRTP.


During the meeting, participants were asked what they thought was *working* in the MSB transportation system. Participants indicated that the MSB's consideration of population growth was working, and was a good thing.

When asked what was *not working*, participants indicated that the following areas need improvements or more consideration:

- MSB needs more clear communication of information.
- Signal timing along the Parks Highway and the Palmer-Wasilla Highway is not working. It should be better synchronized.
- MSB needs more consistent data for planning purposes. The MSB, the DOT&PF, the Knik Arm Bridge and Toll Authority, and other agencies should be using consistent information.
- The Parks Highway is not efficient.
- MSB needs to better consider where it wants economic development, recreation, and other growth to occur, as not all transportation needs are related to congestion.
- MSB cannot keep kicking the can farther down the road; it needs to get roads up to standard so maintenance needs are not excessive.

The group was asked what future needs the MSB transportation system will have during the LRTP planning period. The following future needs were discussed:

- MSB needs roads that support future development.

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- The DOT&PF should complete the paving of Palmer- and Willow-Fishhook roads through Hatcher Pass to create a paved loop road, which will greatly enhance tourism.
  - Railroad crossing overpasses such as Montana Creek (Milepost 102) should be considered; however, it was mentioned that such an overpass could hinder road rehabilitation.
  - Pittman Road needs an upgrade.
  - MSB needs a Park and Ride on the Port MacKenzie side of the Knik Arm Crossing.
  - More tourist pullouts are necessary.

Last, when asked what other issues MSB planners need to consider for this LRTP, the group mentioned the following:

- What is the ARRC doing? MSB needs to consider their plans.
- Consider the role of utilities; MSB needs to better coordinate with them. Also, what can utility users do?
- Consider how we can get the ARRC engaged in the LRTP process.
- MSB needs to consider access to the Vienna Woods subdivision (to Pittman Road).
- Fish passage is a DOT&PF, MSB, and ARRC issue.
- There needs to be fairness when planning and funding road maintenance; consider major road users, not just Road Service Area (RSA) residents.

Twenty people participated in the workshop.

## Workshop #2

On the afternoon of July 23, 2014, elected officials, city and MSB staff members, along with representatives from local businesses, utility providers, the Transportation Advisory Board, state agencies, and the RSAs, were invited to participate in a workshop to help the project team identify issues facing the MSB transportation system. Participants were asked to contribute their thoughts and reasoning on what they think is and is not working within the MSB transportation system, as well as what issues should be considered in the LRTP, their funding priorities, and suggested transportation solutions.

Workshop participants were divided into small groups for a transportation project prioritization exercise. Each group was given a list of all identified improvement projects, roadway and trail maps, and a worksheet, as well as paper “bills” totaling \$1.7 billion to symbolize anticipated state, local, and federal funds that would be available over the next 20-year planning period, to allocate. Working together, the groups prioritized the projects they wanted to see constructed (being sure to account for maintenance costs).

Groups, each with a facilitator from MSB Planning Department or HDR, had 40 minutes to compile their priority lists. Following the small group work, a representative from each group presented the top five projects from both their capital improvement projects list and their long-term project list.

The top four projects (those most often selected) include:

- 1) The Bogard Road East Extension from 49<sup>th</sup> State Street to the Glenn Highway
- 2) Knik-Goose Bay Road between the Palmer-Wasilla Highway and Settlers Bay
- 3) The Glenn Highway between the Parks Highway and Arctic Road
- 4) The Parks Highway between Lucus Road and Big Lake Road

As the small groups conducted the exercise, there was discussion about how best to prioritize funds. Highlights from the discussions include:

- Additional projects to consider include Fairview Loop, Seldon Road between Wasilla-Fishhook Road and Lucille Street, and the Port to Parks Highway in Houston.
- The Alaska Railroad needs to be involved in MSB transportation planning.
- Transit needs to be a part of the traffic congestion solution.
- Safety corridor projects should be supported.
- Congestion needs to be relieved on the Palmer-Wasilla Highway (Bogard segments, connectivity).
- Per the Wasilla Bypass/Parks Alternative, some groups recognized the potential need for the megaproject, but the price tag was restrictive. Some questioned if spending \$425 million on about 20 smaller projects would do more to relieve congestion.

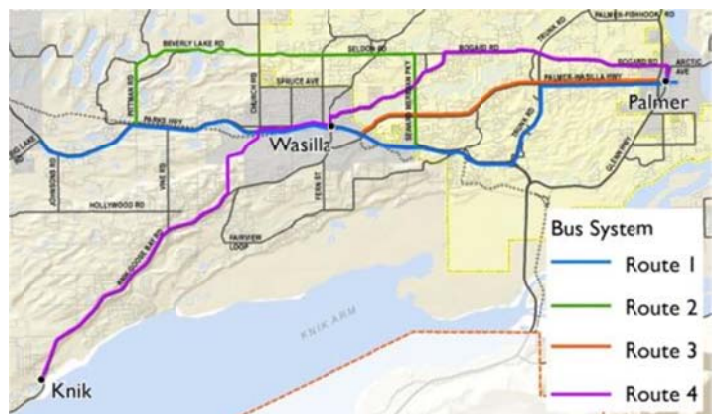
Forty-one people participated in the workshop.

### Workshop #3

Workshop #3 was held on the morning of April 20, 2016 at Fire Station 61 in Wasilla. The purpose of this event was to seek input on the LRTP from area transit providers, to identify priority transit networks and nodes, and to discuss different transit service options. In addition to staff, 13 people signed in to the event.

To start the workshop, participants had a facilitated discussion about what the transit system would look like in 2035. Some of the issues that were discussed include:

- Additional service is needed during commute times.
- The MSB needs more coverage.
- Different generations have different transportation needs that should be accommodated.
- Land use coordination is key.
- We need a team approach.





The workshop ended with a group exercise. Participants were asked consider the next 5-to 20-year period and where MSB should have fixed-route local bus service. The group was asked to identify and prioritize, using provided maps, corridors where there is current or anticipated demand for transit.

The group identified the Parks Highway, the Glenn Highway, Trunk Road, and the Palmer-Wasilla Highway and Knik-Goose Bay Road as key corridors for transit service.

## Workshop #4

Workshop #4 was held on the afternoon of April 20, 2016 at Fire Station 61 in Wasilla. This purpose of this workshop was to discuss issues related to public transportation, walking/biking, TDM/TSM (Transportation Demand Management/Transportation Supply Management), and land use changes. In addition to staff, 48 people signed in to the event. Following informational presentations, the group was asked to participate in a “sticky dot” exercise to indicate their Top 5 alternative transportation solutions.

Following that exercise, participants were assigned to one of four small groups: public transportation, walking/biking, TDM/TSM, and land use changes. Groups, each facilitated by an MSB or HDR planner, were asked to identify the elements of each alternative solution they thought were appropriate for the MSB and where those alternative solutions could be applied.

Following group discussions, a representative from each group provided a report of the key points of that group’s discussion:



### TDM/TSM

- We discussed all the options presented on the poster.
- MSB needs multiple solutions for our diverse community needs.
- There is a culture shift from automobile dependence.
- “Soft” employer benefits are popular; we think there is room for growth with benefits like transit passes and telecommuting.
- High-occupancy vehicle lane; this is expensive, maybe something for the distant future.
- We need improved access to medical services.
- There are changing expectations regarding low- or no-cost services.
- We need better maintenance of existing (and any new) facilities; maybe an area-specific maintenance fee should be considered?
- How about ride pooling for schools, and van pooling for medical needs?
- Implementation all comes down to cost.
- We discussed the need for partnerships and planning in incident management.
- The LRTP should consider “walk only” areas.
- Park and rides are a great tool; we identified several potential locations (see map, attached).

### Walking and Biking

- The LRTP should consider existing separated pathways – it would be great to have a map that shows those.
- New pathways along major roads would be great.
- Do we know how many people use the existing pathways? For community vs. recreation?
- We identified density nodes, locations for pathways.
- We are missing connectivity, and have been planning reactively vs. proactively.
- We wonder how pedestrian/biking patterns will change in 20 years.
- Major intersections are danger zones.
- We discussed all-terrain vehicles (ATVs), and how they fit into the equation (legal in State of Alaska right-of-ways, need to be 3 feet off pavement, but we don't design pathways for them).
- Per zoning, we want pathways to schools, and trails along greenbelts would be great to get folks off the main roadways.
- Consider winter trails (1<sup>st</sup> priority) vs. summer trails (2<sup>nd</sup> priority).
- Safety is a key concern – lighting, mapping.
- Think about pedestrians and bikers through roundabouts – their safety matters.



### Land Use Changes

- Land use planning should be a recognized and considered tool for the future.
- We discussed transit-oriented development.
- The LRTP should recognize the necessity of land use tools, and transit should focus on those tools.
- Land use planning should focus on the core area first, and then move out to transportation corridors.
- Do a corridor management plan, a commuter rail plan, and focus on the preservation of existing corridors.
- Pro-cluster development planning would be beneficial.
- Build out bus ridership to support commuter rail.
- Platting code adjustments (quick claim easement for transportation) are needed.



## Transit/Public Transportation

- We need multi-modal transit.
- We need additional rail stations and depots at Turner Properties, Vine Road, and Houston; get site control for those AMP/MP.
- Additional options are needed for fixed-route services.
- Fixed routes and local routes should be evenly distributed.
- Transit stations are necessary in Wasilla and Palmer (transfer to express busses).
- The Palmer-Wasilla Highway is a good location for the primary transportation corridor; it is already used as such, and there are lots of services provided.
- Park and Ride facilities (recognizing that folks still want their cars) are needed at the following locations: Seward Meridian Parkway/Parks Highway, Trunk Road/Parks Highway, Meadow Lakes, Knik-Goose Bay Road, Old Glenn/New Glenn highways.
- Connections to para-transit are necessary; we already have Chickaloon Village Traditional Council transit and Sunshine transit.
- All transit should be coordinated and have a central maintenance department, central management, and an online component/app for riders.
- A surcharge on motor fuels is the most viable solution for paying for these improvements. Four cents per gallon: 3 cents for maintenance, 1 cent for transit.

At the end of the workshop, participants were asked to complete the “Tough Choices” survey, which was also made available publicly (see Online Open House – April 2016, Tough Choices survey earlier in this document).

Email invitations to Workshop #4 were sent to the people who were invited to Workshop #2 (held in July 2014) plus the MSB Planning Commission, the MSB Platting Board, and representatives from each incorporated city in the MSB.

## Workshop #5 - Alternatives Analysis/Results Workshop

A 3-hour Alternatives Analysis/Results workshop held on July 21, 2016 at Station 61 in Wasilla was a follow-up to the Alternatives and Transit workshops held in April 2016. Following a presentation and question-and-answer period, attendees participated in a prioritization and evaluative exercise: how well did each of the items in the low-, medium-, and high-change scenarios meet LRTP goals, the public benefits from each solution, and individual preferences for each item. The exercise results were used to identify LRTP recommendations.

Following the exercise, the group asked final follow-up questions and was encouraged to flag items missing from the alternatives. The comments are summarized below:

- Add the Palmer-Wasilla Highway Corridor Study to the project list.
- Add bus turn-out lanes on major roads.

- Policy funding for pedestrian walkway snow clearing is needed.
- Extend path along the ARRC to the fairgrounds/State Fair transit center.
- Don't push out the timeframe for adding fixed bus routes.
- Consider para-transit along with fixed routes.
- Identify locations for rail stations to support future light rail, and coordinate with the Municipality of Anchorage (MOA).
- Reserve rail stations, transit facilities, and road corridors as part of subdivision plans and note these on the plat. Change ordinances to show reserved spaces on public maps.
- Clarify who will provide the University of Alaska shuttle service.
- Recognize the function that major roads play in the network, including Federal Highway System goals.
  - Density notes may conflict with highway goals.
  - Verify the definition of stakeholders.
- The design standards manual should incorporate a complete streets and implementation plan.
- Establish data-sharing agreements, including with the military.
- Define specific road functions—identify corridors specific for transit, and other functions (such as the Parks, Glenn and Palmer-Wasilla highways).
- Add a goal for regional connections (e.g., congestion solutions for the Glenn Highway).
- Add a section on off-road vehicle/ATV use—such as a use ordinance, ATV plan, or ATV corridor.
- Keep in mind that newer populations will have different expectations for travel and transit.
- Coordinate with state agencies on national standards and best practices.
- Consider how TDM/TSM will be used if the national gas pipeline is constructed (2019-2025).
- Add emergency providers and access under safety.
- Consider traffic calming on subdivision roads to prevent residential streets from becoming corridors.
- Offer LRTP classes/information at the transportation fair this fall.

Other comments provided at the workshop included:

- Have you considered a goal for enhancing regional connections/transportation?
- Need trails along Trunk Road south. There were a lot of pedestrian paths on the maps at public meetings. Does this capture all of them?
- Include design standards in complete streets and street typology.
- Need to coordinate with the Mat-Su Visitor's Bureau so more tourists can easily get around the MSB.
- University of Alaska UPASS/Transit
- MOA should provide and pay for vanpool service.
- Must provide para-transit.
- The trail following the railroad track from the Old Palmer Depot needs to go to the Fairgrounds.

- Connect the Wasilla and Palmer Senior Centers to bus routes.
- Connect bus routes to libraries, Mat-Su College, Farmer’s Markets, State Fair, senior centers, schools, medical facilities, Menard Center, MTA Sports Center, and tourism sites (e.g., Musk Ox Farm, Reindeer Place, museums)
- Need bus stop signs all over the Borough.
- Need benches with a “roof” so folks can wait for a bus in inclement weather. All bus stops should have NO SMOKING signs.
- Need much better communication and marketing of how to ride the buses.
- Bus drivers should be paid a living wage! They are the face of transit companies to the public.
- Mat-Su Community Transit used to administer a cab voucher for times and places the buses do not run. A new cab voucher system need to be implemented ASAP. There needs to be a Borough law about no smoking on all cabs.
- The major roads need “bus turnouts.”
- The local governing bodies need to allocate funds to keep the sidewalk and bus stops clear of snow and ice.
- A bus pass is needed that is acceptable on all the various transit systems – for simplicity, efficiency and to encourage folks to not drive their personal cars – avoid congestion on streets.
- Need bus connections/commuter service between/among all towns in the Borough.
- “High intensity” transit of four bus routes is really low. For sustainable transit, it is critical for community partnerships and it is important to identify this in the plan.
- Involve bus riders in planning bus routes.
- Need weekend service.
- Need a simplified and easy-to-read bus schedule.
- Consider discounted fares for select user groups such as seniors, people with disabilities, and students.
- Need newer buses.

## Other Outreach Efforts

The project team developed and implemented a robust outreach campaign to ensure that stakeholders were aware of the opportunities offered to comment on the alternatives development process.

## Fact Sheets

The project team produced fact sheets on technical issues for distribution at public meetings, presentations, and through the website. Topics included:

- MSB Population and Roadway Data collection
- Alternative Futures
- Roadway Congestion
- Roadway Funding

- Transportation Decision Making
- Transportation Options

### Small Group Presentations

MSB staff presented information from the LRTP to a variety of small groups, including community councils, chambers of commerce, civic groups, and professional associations.

<b>Date</b>	<b>Meeting/Presentation</b>
June 16, 2014; August 27, 2014; October 16, 2016	Transportation Advisory Board Meeting
June 2014, August 2014	Aviation Advisory Board Meeting
	MSB Planning Commission
	MSB Assembly
	Transportation Advisory Board Meeting
October 22, 2014	MSB Transportation Fair
October 22, 2015	MSB Transportation Fair
November 2014	MSB Planning Commission Meeting
September 22, 2016	MSB Transportation Fair
April – June 2017	Gateway Community Council Butte Community Council Sutton Community Council Knik-Fairview Community Council Big Lake Community Council Chickaloon Community Council
April 11, 2017	Common Grounds
April 19, 2017	ASCE Mat-Su
April – June 2017	Palmer Chamber of Commerce Wasilla Chamber of Commerce Big Lake Chamber of Commerce Palmer Kiwanis Houston City Council Palmer City Council Mat-Su Transit Coalition Palmer Planning Commission Houston Planning Commission Wasilla Planning Commission Mat-Su Senior Center
April 27, 2017	Walkability Forum
June 6, 2017	Transportation Advisory Board Meeting



## **Attachment A: Tough Choices Survey Results**



## **MSB 2035 LRTP Outreach Tough Choices Survey Report**

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### **1.0 Introduction**

As part of the Matanuska-Susitna Borough (MSB) 2035 Long Range Transportation Plan (LRTP) public involvement process, the Tough Choices Survey was designed for community members and various MSB stakeholders as a platform for involvement in the planning process. The purpose of the survey was to help the MSB make decisions regarding future transportation improvements. The MSB does not have enough funds to implement all the needed improvements, and wanted input from its residents and stakeholders regarding how it should prioritize transportation decisions.

A total of 81 responses were collected between April 22 and June 13, 2016. All survey responses were collected through the MSB Online Open House and MSB LRTP Workshop #4, which occurred on April 20, 2016. Individuals had the option to skip questions or provide responses. The survey questions were divided based on the following topics:

- Transit
- Bicycle/Pedestrian
- Transportation Demand Management (TDM)/Transportation System Management (TSM)
- Land Use
- Funding



## 2.0 Results

The results of the 15-question survey illustrate a strong desire for increased multi-modal transportation facilities in the MSB. The following sections are divided into subsection topics that correspond to these questions.

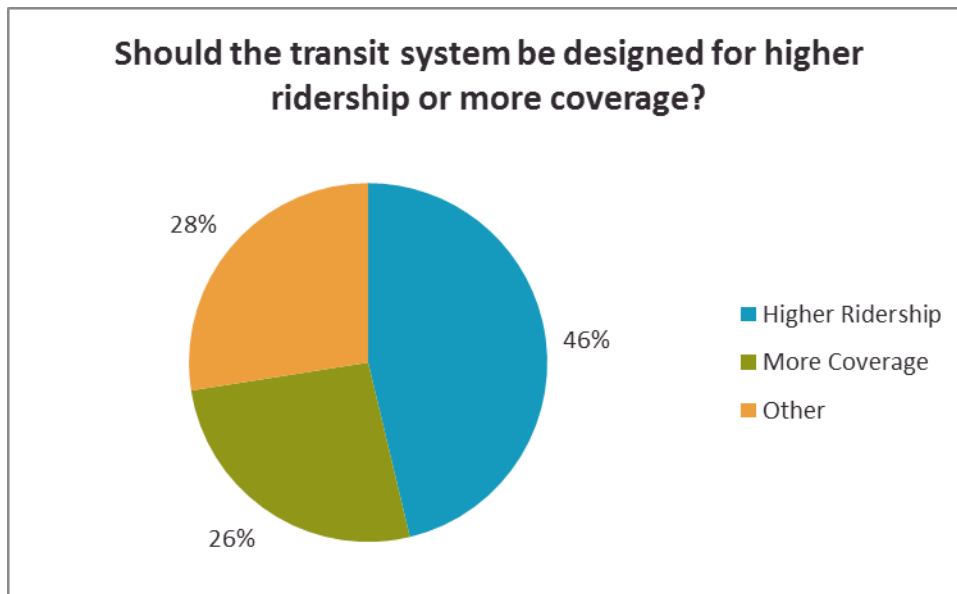
### 2.1 Transit

This section provides a summary of the responses regarding how people view transit.

#### 2.1.1 Transit System

When asked about transit, 46% of respondents stated they believed the transit system in the MSB should be designed for higher ridership, while 26% of respondents stated they believed there should be more coverage for services<sup>1</sup> (see Figure 1).

Figure 1: Survey Question 1



Other) responses (28%) included (in the respondents' words):

- Should be specifically targeted to seniors only
- Design for high ridership near population centers, but be sure to provide coverage in rural areas along major thoroughfares only. They goal should be to be able to serve everyone, although folks in rural areas may need to drive 5-10 miles to a stop along a major road (Parks, Palmer/Wasilla Hwy, KGB, etc.)
- You can do both: more coverage with more efficient smaller vehicles
- Both – With more coverage comes more ridership

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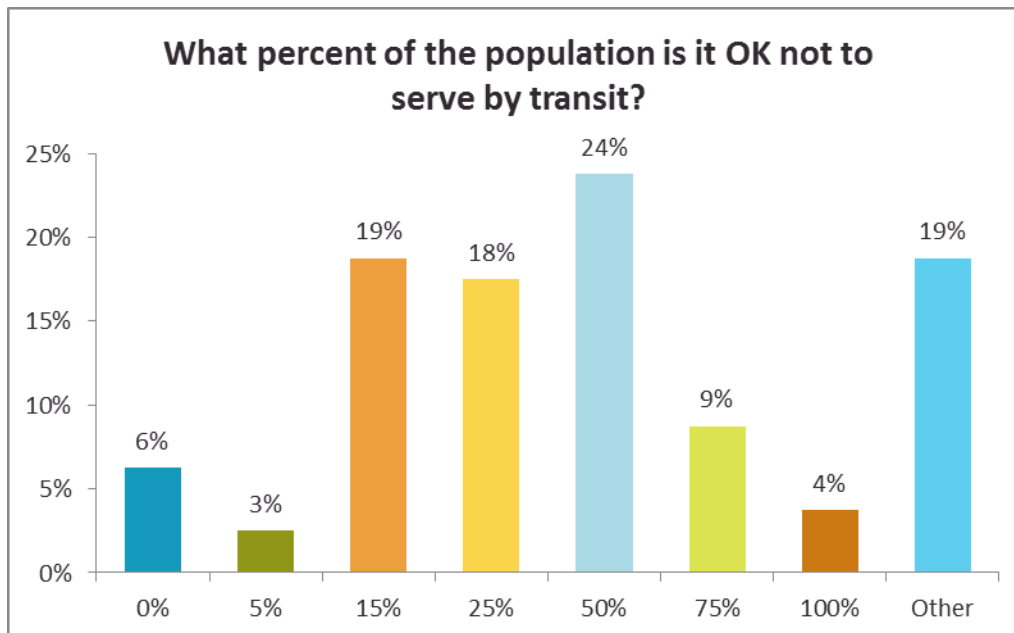
<sup>1</sup> Increasing ridership refers to increasing the people who ride the bus while increasing coverage refers to increasing the areas of the MSB that have transit service.

- Start with ridership emphasis to show/demonstrate financial feasibilities and then as more of community see benefit and support increases, expand for coverage
- Shouldn't have more transit
- I think it evolves. Start with ridership emphasis to show/demonstrate financial feasibilities and then as more of community see benefit and support increases, expand for coverage.
- Higher ridership in core areas/more coverage & other areas
- Combination – higher ridership on core fixed routes and more coverage in outlying areas with paratransit and pulsed services
- Diverse – high density – more frequent trips; low density – less frequent trips
- Feeder communities to city centers, schools, business districts
- Balance between fixed routes and on demand service
- More frequency
- Frequency

### 2.1.2 Population served by transit

When asked about what percentage of the population should not be served by transit, 24% of respondents indicated that not serving 50% of the population would be acceptable, followed by 15% (19% of respondents) and 25% (18% of respondents) of the population not being served by transit (see Figure 2).

Figure 2: Survey Question 2



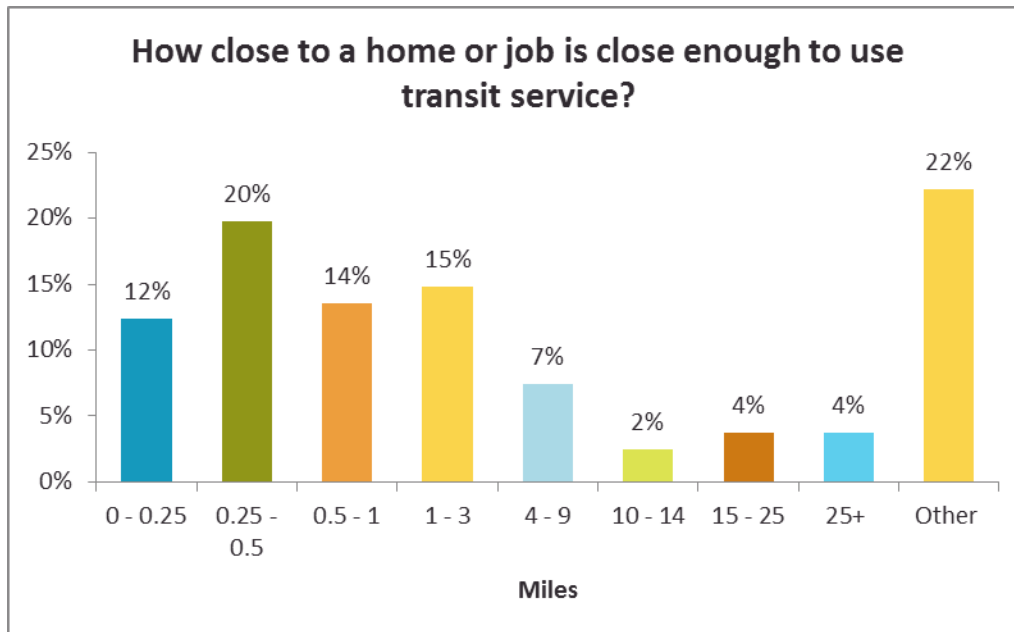
Other (19%) responses included (in the respondents' words):

- Main travel corridors should be covered first.
- I believe the development of a master plan that looks at transportation hubs and corridors is needed before this question is answered
- Strike the question; insufficient information - you should ask what you really want to know.
- Efficiency and cost effective to targeted pick up sites throughout the outer areas.
- Road system 0%. Probably OK to miss those off grid
- Depends on the population "niche" not be served. While no transit system can serve 100% of all ridership categories...Disabled-Seniors-Non Choice rider should take priority
- Zero for transit-dependent groups
- Depends on the transit service availability
- Depends on where the growth is if it chooses to be in outlying large parcel land then community should be aware there won't be transit services
- Should develop incrementally to analyze and grow with need
- The public could tell you; and the transit coalition could provide an excellent perspective
- Difficult to answer. It's a density issue. 60% within dense areas.
- Depends on generation
- Whatever percent you can't serve due to fiscal limitations of funding

### **2.1.3 Proximity to Transit**

Regarding how close to home or work is close enough to use transit, 20% of respondents indicated 0.25-0.5 mile, followed by 1-3 miles (15% of respondents), and 0.5-1 mile (14% of respondents; see Figure 3).

Figure 3: Survey Question 3



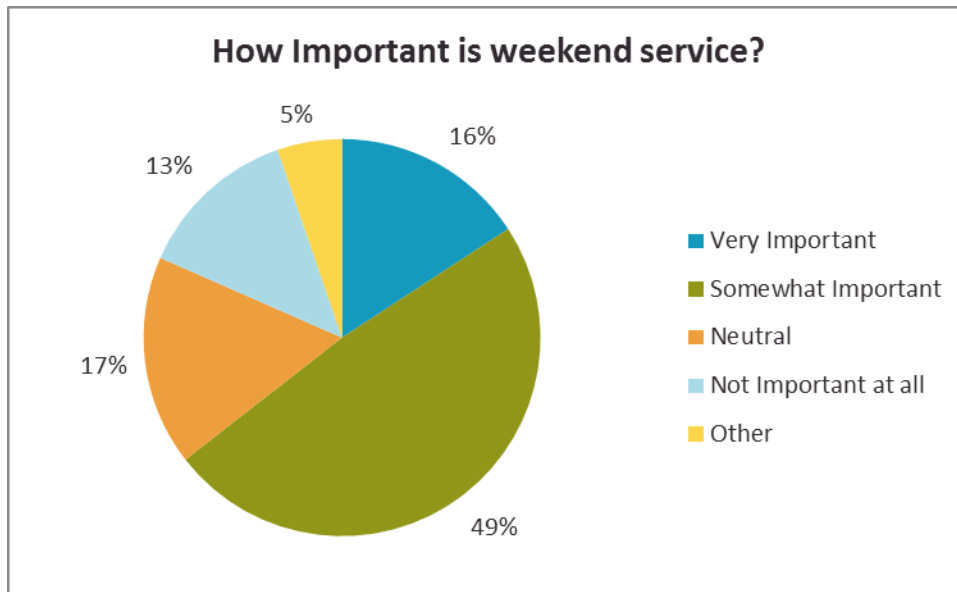
Other (22%) responses included (in the respondents' words):

- Needs to be close to home and job not home or job to have steady usage
- I'd be willing to drive up to 10 miles to a park & ride or bus/train stop location. However, where I need to get off and walk, the distance would ideally be 0.25 miles or less.
- Again, inappropriately worded question; proximity is relative.
- If using a park and ride it can be far away from my home but it will have to drop off near my work, less than half a mile
- Shouldn't have more public transit
- Depends on type of transit service--commuter service 5-10 miles. For intra-valley .25-.5 miles
- Depends on the speed and directness of transit
- TIME is more important than distance!!
- Depends on the type of transit service if there are park and rides you get a longer range
- 1/4 – 1/3 mile walk, 1-3 mile with bicycle use
- Matsu's 4 mile arterial grid means a linear node system (PW Hwy) city to city center
- Depends, is there parking, bike racks, covered/heated area? Bathrooms, lockers (or storage). If there are, then I would commute from farther away.
- Problem is transportation at destination

### 2.1.4 Weekend Service

Nearly half of respondents (49%) stated they believed weekend transit services were somewhat important, followed by neutral (17% of respondents) and very important (16% of respondents; see Figure 4).

Figure 4: Survey Question 4



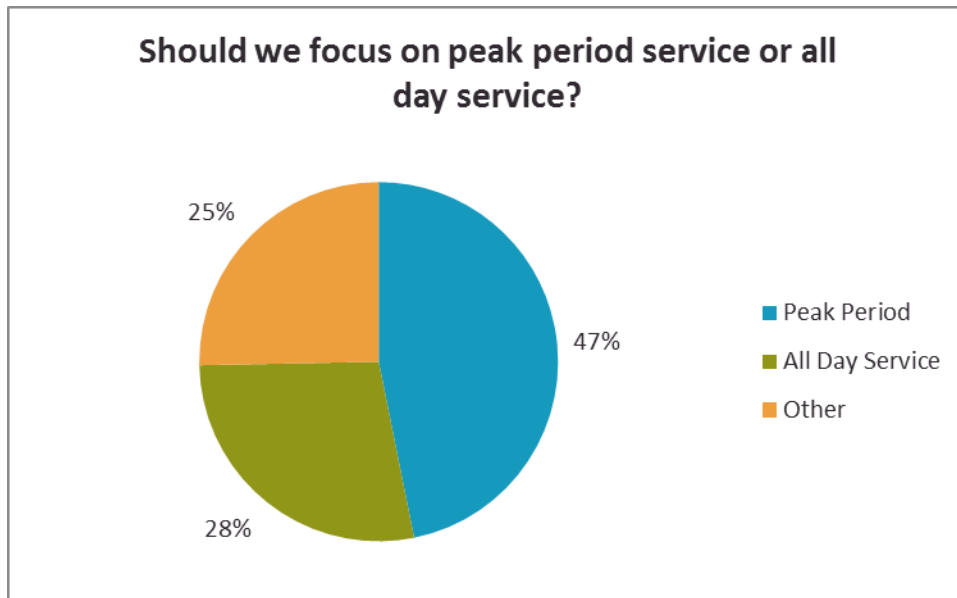
Other (5%) responses included (in respondents' words):

- Need to identify the needs to make an informed plan.
- It's important for non-choice riders but probably limited when building valley transit capability, and then it evolves to higher levels as time progress and system establishes financial stability/equilibrium
- Important but finance reality says you must start with main parts and expand over time
- Not important to me but very important to those who don't own a vehicle

### 2.1.5 Time of Transit Service

When comparing peak period services to all day services, almost half (47%) of respondents stated they believed that peak period services were more important to transit users, while 28% of respondents stated they believed that all day service was more important (see Figure 5).

Figure 5: Survey Question 5



Other (25%) responses included (in the respondents' words):

- All day and night--keep the drunks from driving
- Focus should be improving roads for regular vehicles
- Peak initially and then expand as system evolves and becomes more established
- Both – work shifts vary, especially for medical staff
- Express service during peak with all day service available.
- Peak service on core commuter/express routes and all-day service on local, para-transit routes with high volumes
- Peak period with maybe a Friday or Sat evening to give options for evening/weekend shopping, dining activities. It should align with businesses (including adjusting for winter/summer)
- Focus on peak, but at least provide limited off peak service
- Match capacity and schedule to demand
- Needs to be a balance of both depending on the area served and population
- Peak for Anchorage commuter, Palmer to Wasilla commuter, and all day for Palmer to Wasilla and intercity routes used by all by commuters
- Combo – more service for peaks during commuter times; all day – less frequent for non peak time

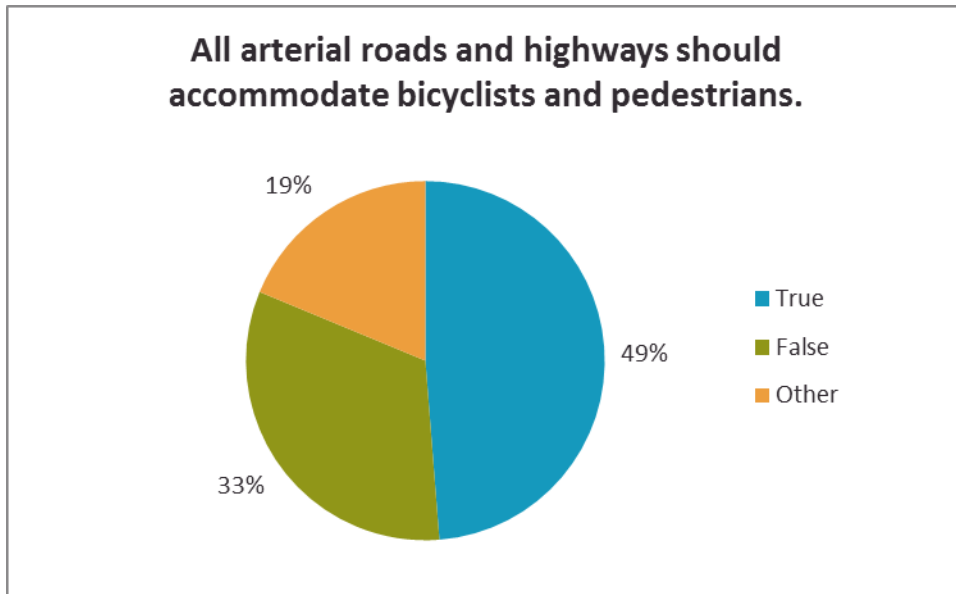
## **2.2 Bicycle/Pedestrian**

This section provides a summary of the responses regarding how people view bicycle/pedestrian improvement.

### 2.2.1 Arterial Roads and Highways

Approximately half (49%) of all respondents stated they believed arterial roads and highways should accommodate bicyclists and pedestrians, while 33% of respondents believed arterial roads and highways should not (see Figure 6).

Figure 6: Survey Question 6



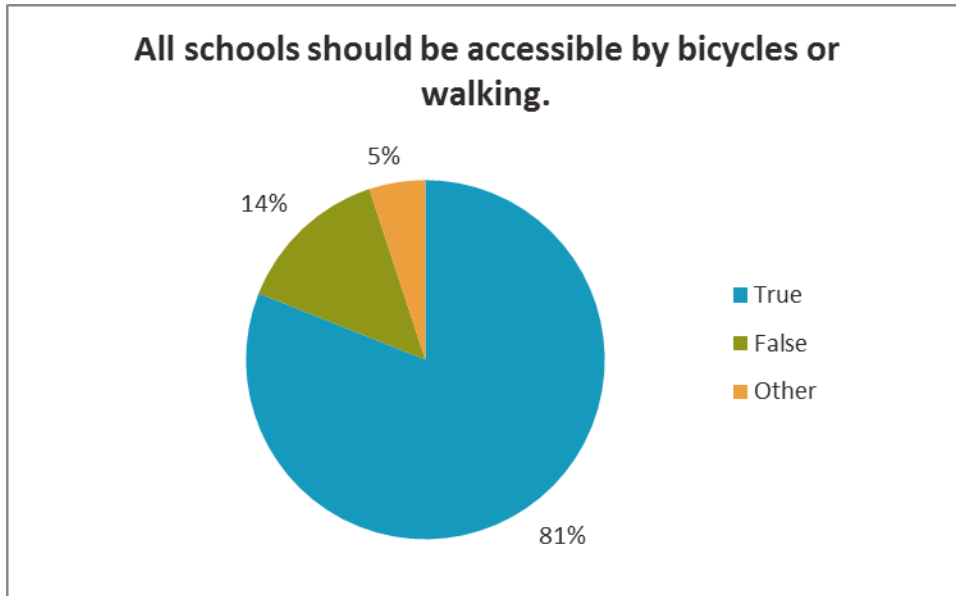
Other (19%) responses included (in respondents' words):

- Again, inappropriate question. Too broad. This won't elicit helpful information.
- Maybe arterial should be considered jargon and not in a survey for general public. Major roadways should have ped/bike paths
- Pedestrians 1<sup>st</sup>
- No because they will used and destroyed by illegal motorized traffic
- Arterial roads yes....highways such as the Parks through Wasilla-no
- Roads with speed limit of less than 35 mph.
- Main roadways should accommodate bike/ped
- Specific definition of need
- Not sure

### 2.2.2 School Accessibility

The majority (81%) of respondents stated they believed that all schools should be accessible by bicycles or by walking, while 14% of respondents stated they believed schools should not be accessible by bicycles or walking (see Figure 7).

Figure 7: Survey Question 7



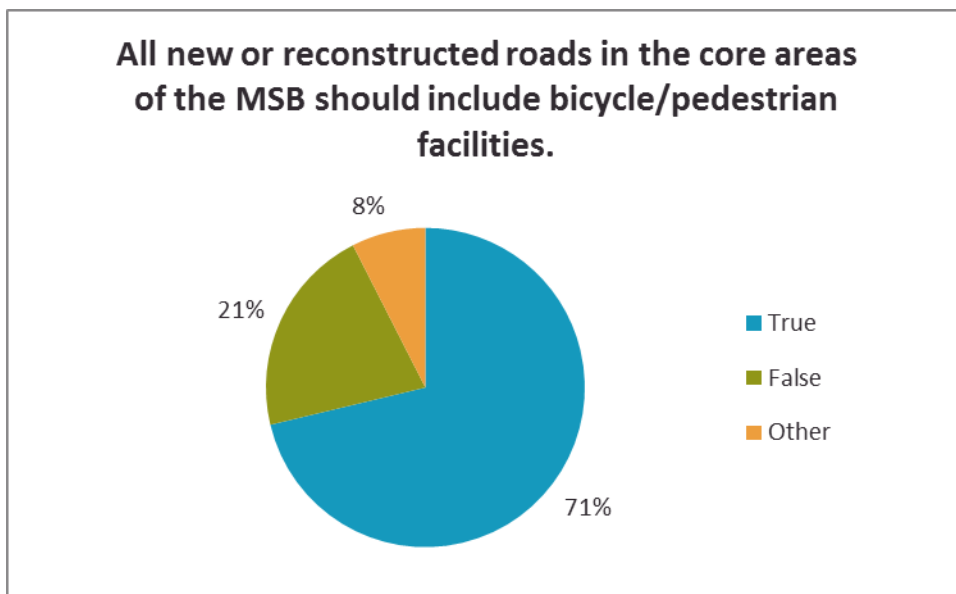
Other (5%) responses included (in respondents' words):

- This is not realistic and costs would be enormous.
- Specific feasibility for population served

### 2.2.3 New or Reconstructed Roads

The majority (71%) of respondents stated they believe all new or reconstructed roads in the core areas of the MSB should include bicycle/pedestrian facilities, while 21% stated they believed they should not (see Figure 8).

Figure 8: Survey Question 8





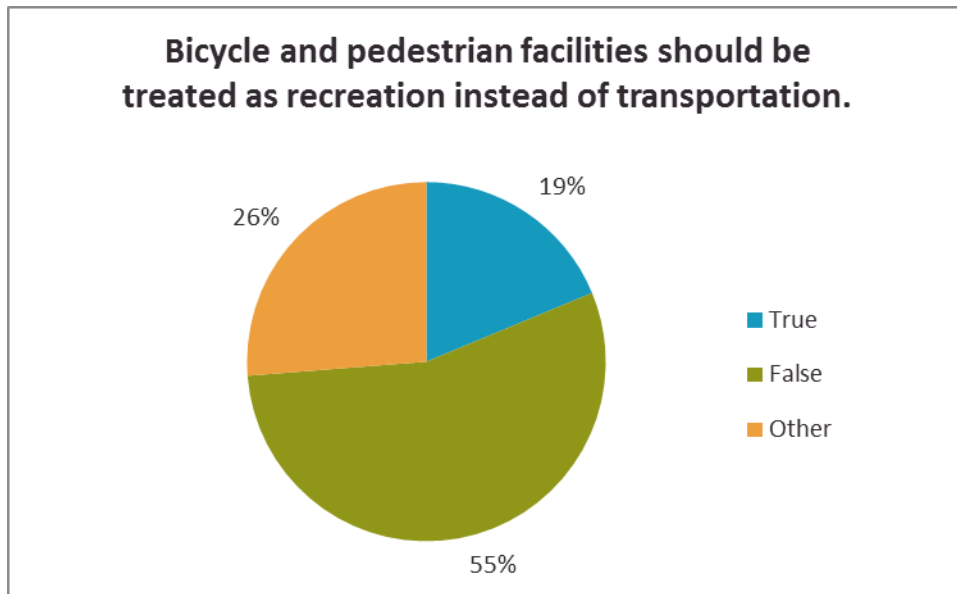
Other (8%) responses included (in respondents' words):

- True, but minimally, the roads should at LEAST have a decent shoulder to walk on.
- Depends on functional use (OSHP)
- Transit slow/pull-out
- True, or provide an alternative safer/better route
- Should be use-specific definition

#### 2.2.4 Recreation or transportation

When asked if bicycle and pedestrian facilities should be considered as recreation instead of transportation, more than half (55%) of respondents disagreed, while 19% agreed (see Figure 9).

Figure 9: Survey Question 9



Other (26%) responses included (in respondents' words):

- Vehicular pathways/facilities should have top priority.
- Both uses should be considered
- As the borough population grows, transportation will become a future planning concern.
- This is false--bicycles are the most efficient form of transportation. Wide shoulders are cheaper AND SAFER than side paths. Consult the AASHTO "Guide for the Development of Bicycle Facilities, 4th Edition."

[https://bookstore.transportation.org/category\\_item.aspx?id=DS&gclid=CLb76P2Thc0CFYdlfgodEcGGAQ](https://bookstore.transportation.org/category_item.aspx?id=DS&gclid=CLb76P2Thc0CFYdlfgodEcGGAQ)

- Pedestrians 1st
- They must be treated as both such that all types of users have access to the places they want to go.
- Hybrid w/ emphasis on transportation
- Both
- Use-specific
- Need to re-evaluate demographics. Understand use now vs 20 years from now.
- Depends on area and reason for facility; should be conscious decision on what it is being built to; both have their place
- It is easy to do BOTH
- Both are necessary
- Both – rec – primary use

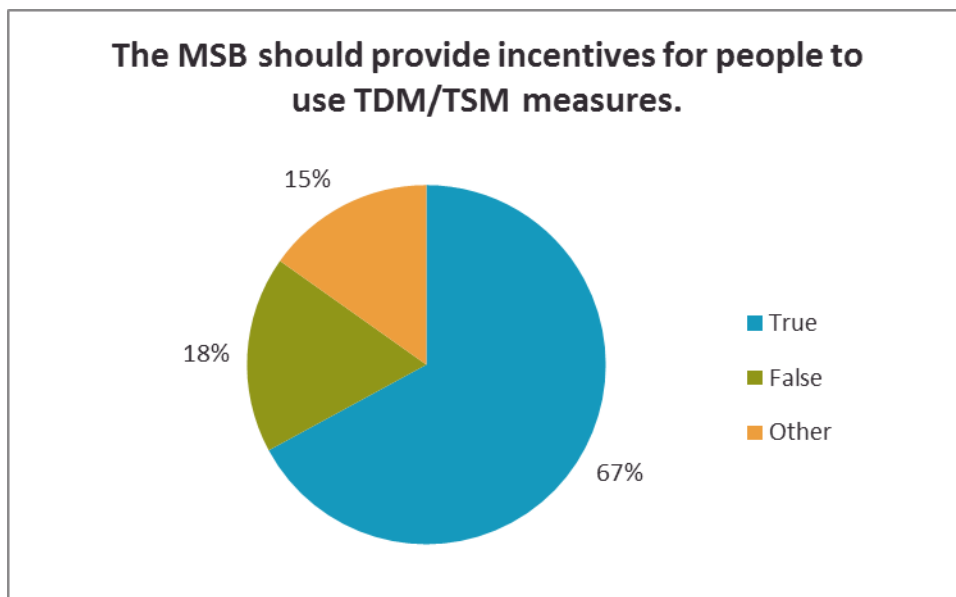
### 2.3 Transportation Demand Management (TDM)/Transportation System Management (TSM)

This section provides a summary of the responses regarding how people view transportation demand management (TDM)/transportation system management (TSM) improvements.

#### 2.3.1 Incentives

A majority (67%) of respondents stated they believed the MSB should provide incentives for using TDM/TSM measures, while 18% of respondents disagreed (see Figure 11).

Figure 10: Survey Question 11



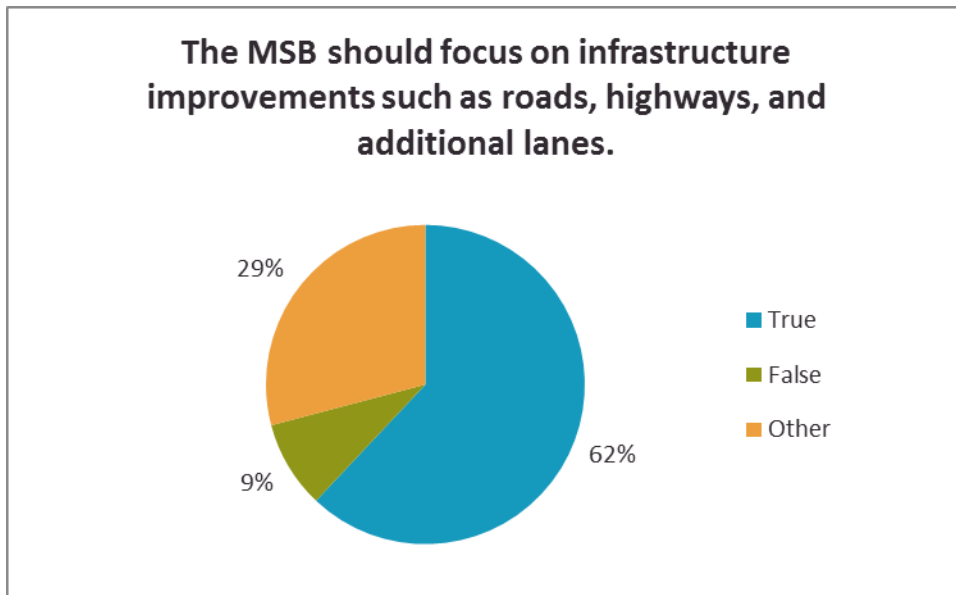
Other (15%) responses included (in respondents' words):

- Incentive should be a well designed system that meets needs
- You haven't defined 'incentives' - another low value question.
- Not sure without more information.
- I am unfamiliar with the acronym TDM/TSM
- True: but you should define your terms (initialisms)
- I don't think incentives are necessary for a well thought out, and well communicated plan should be sufficient
- Only limited – low cost
- Use-specific
- I'm unsure
- Limited financial incentives – subsidy for infrastructure would be better initially
- They should have options for what is out there

### 2.3.2 Priority

The majority (62%) of respondents stated they believed the MSB should focus on infrastructure and road improvements, while 9% disagreed (see Figure 12).

Figure 11: Survey Question 12



Other (29%) responses included (in respondents' words):

- What definition of 'improvement'? Everything seems to be justified by 'upgrade' regardless of how new.
- Infrastructure also includes bike paths, bus pull outs and stops, multi model transit centers, public transit vehicle replacement funding

- My family would like to see predictable, safe space for alternative transportation, as there are many who cannot drive vehicles due to cost or physical impairment.
- They should focus on making existing roads safer such as lighting
- Separated pathways
- True - but infrastructure should include transit
- True MSB should focus on roads, but not at the expense of bike/pedestrian traffic.
- True, but with other options including in this new rail plan
- Maximizing current investments, utilizing lower cost TDM methods!
- Focus should be on a balanced transportation network; build out the collector system so that transit can offer better coverage
- MSB should work on development of clusters – business/residential – identify key cluster zones appropriately. Development transportation plan around these key areas of development
- Use-specific
- I'm unsure
- The local grid does need to be built out even if transit, bikes, etc. are more of the focus
- Focus on infra improvement for modes besides cars (bus, bike, ped)
- Should focus on infrastructure that create the most band for the buck/serves multiple forms of transportation
- Should but must include other modes
- Both – some areas need improved service and some need new connectivity with access

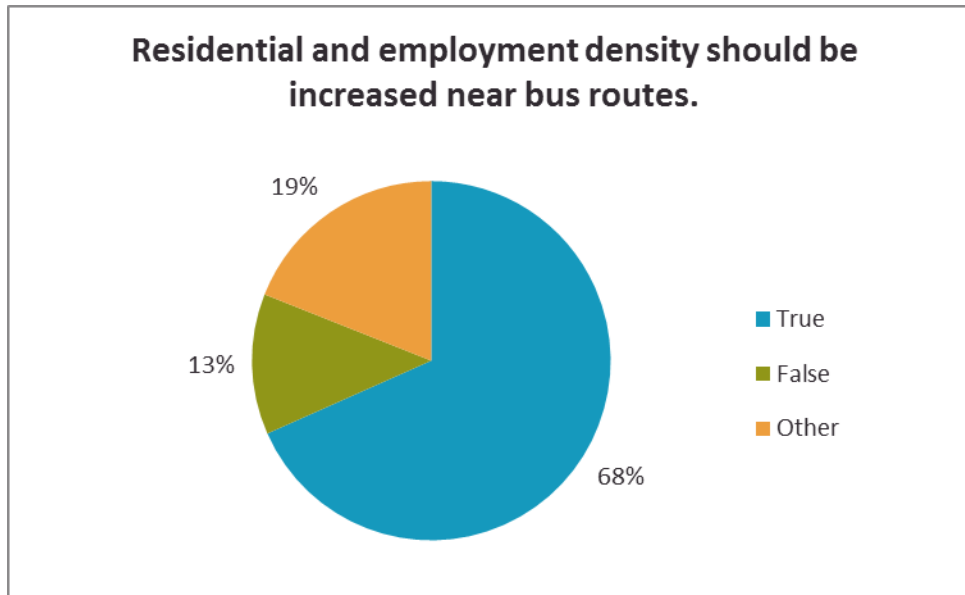
## **2.4 Land Use**

This section provides a summary of the responses regarding how people see land use changes.

### **2.4.1 Density near bus routes**

The majority (68%) of respondents stated they believed most residential and employment density should be increased near bus routes, while 13% disagreed (see Figure 13).

Figure 12: Survey Question 13



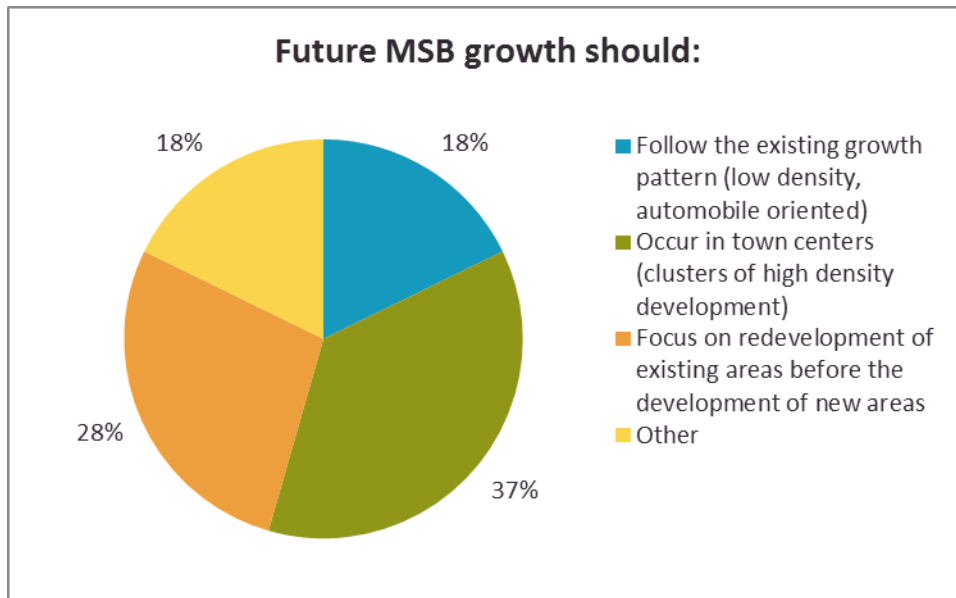
Other (19%) responses included (in respondents' words):

- This question is ridiculous but characteristic of borough planning. Transportation comes after settlement.
- Should be encouraged through land use regulations
- This is a realistic.
- With funding limitations the MSB can not afford expansion. We must focus on Primary objectives of safety and protection.
- Residential and employment density development should be encouraged/incentivized in Borough...and bus routes planned to respond to density locations/provide connectivity....Density development wouldn't be driven by established bus routes. That's the tail wagging the dog. bus routes.
- Where there is transit programming
- Use-specific
- Can only be done with zoning
- Most commute to Anchorage

#### **2.4.2 Future MSB Growth**

With regards to how future growth should occur in the MSB, respondents were fairly split. Having future growth occur in town center was selected by 37% of respondents, while 28% selected focusing on redeveloping existing areas, and 18% indicated the MSB should retain the existing growth pattern (see Figure 14).

Figure 13: Survey Question 14



Other (18%) responses included (in respondents' words):

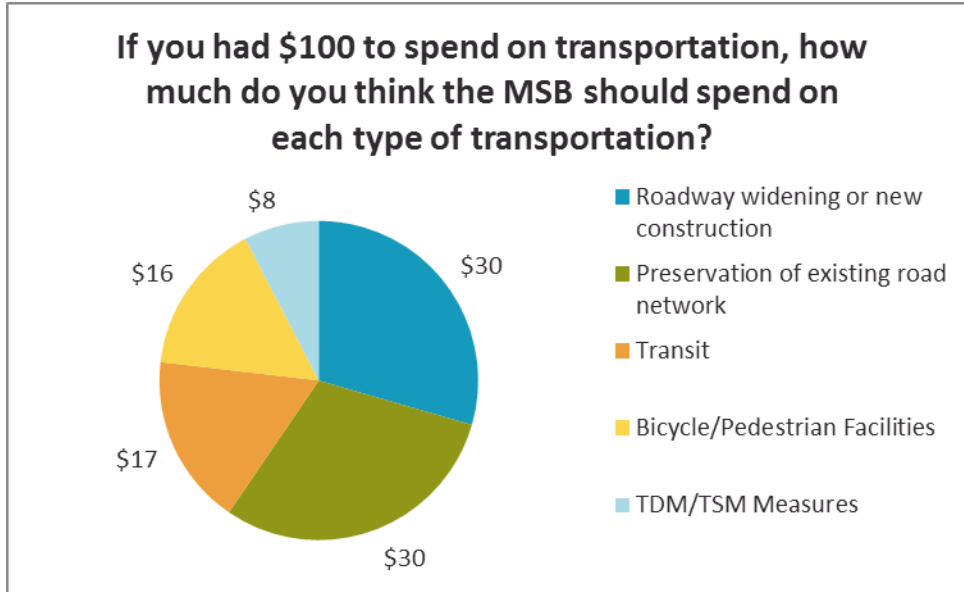
- All of the above
- Focus on the real economy, real funding, real need, and real ability to operate and maintain into the future.
- The borough growth is increasing and what it is today may not be the same in the next 10 years.
- Develop areas but leave green belt area and hiking parks within Palmer to Wasilla area.
- To include multiple options
- TOD focused
- Focus on key nodes but also key corridors such as the P/W Highway
- Let the market/people decide. It's not the job of government to influence development in this way. Your focus is entirely on the small core area.
- Population determined
- Depends. Different options are more suitable in different densities
- More land use options available – allowable for choices
- Encourage higher density, but a certain % of the population will always want larger lots where they have more space and privacy
- Pick one and plan for it and enforce thru zoning and permitting

## 2.5 Funding

Respondents were asked to divide \$100 among five different types of transportation improvements. Overall, respondents indicated that road widening/new construction and preservation of the existing road system were equally important, with each averaging \$30.

Transit improvements averaged \$17, with bicycle/pedestrian improvements close behind at \$16. The remaining funds (\$8) were for TDM/TSM improvements (see Figure 15).

Figure 14: Survey Question 15





## **Attachment B: Comment Summary**



Matanuska Susitna Borough

2035 Long Range Transportation Plan

Public Comment Period Summary

The comment period for the Public Review Draft 2035 Matanuska-Susitna Borough (MSB) Long Range Transportation Plan (LTRP) opened on March 20, 2017. The original deadline for comments was May 12, 2017 but this was extended to June 14, 2017. Public comments on the draft LRTP were solicited through three public meetings, an online open house, and presentations to community councils and other community groups. In addition, the draft LRTP was available on the project website.

Comments received via written correspondence, telephone, email, online open house or comment map<sup>1</sup> include:

Comment
The public driving habits have severely declined. My suggestion--DOT, DMV, School District partner to present driving classes--free. This is a serious safety issue since there is no "drivers ed" in schools. And, our population is a melting pot so local norms are not established.
Hello: Saw you at the Butte CC. Thank you for coming out. I attempted to review the draft on line. I did not see much on trying to do a commuter train. I really think this important to the growing valley. I realize it is in the state's wheel house, but I 'm sure the borough's input would be important.
My name is AJ Hoffman and my family and I are avid users of the Old Glenn paved bike trail. First, thanks so much for providing such a great trail for the public to use. Second, I would like to offer some friendly suggestions on a few safety items I feel could enhance the ability of users to operate on the trail safely as well as provide them information regarding the local sites the user is taking in along the path.  1. A few informational Kiosk. This winter we used fat bikes and road the trail a bunch. The safety issue is moose. Once your on that trail your kind of stuck there, and an aggressive moose in the area could put a wrench in the good days plan. We were walking with our kids in a stroller when a moose ran at us. Luckily a truck saw us running and swerved and started beepin his horn. I thought, that was close. As we walked back we bumped into a guy and told him to be careful. He said the moose was hanging out in the area a lot over the winter. So my suggestion is a moose safety sign. What to do if charged, maybe even a warning sign of moose present in area that users could change to match trail conditions. I know the area to the west if the trail can hold a lot of mothers with fresh caves so it would be good in general to just to give users a heads up as to the habitat they are surrounded by.  2. The kiosk could be used to talk about the mat/kink river. Provide salmon information, talk about it being glacier feed, as well as mentioning the silt and safety when exploring close to the banks of the rivers.  I know Eagle Scouts look for projects to do locally and I thought the kiosks would be a good one to suggest. Also maybe a basic map, where you are, how far to here, how far to there.  I noticed atvs and side by sides use the side of the trail. This is ok and at least they are following the rules of no motorized vehicles, but it causes a bunch of debris like gravel to constantly be thrown over the path. This makes for dangerous travel on a bike.

<sup>1</sup> For comments submitted the online comment map, a location has been added to the comment by the project team when needed.

<p>There are several trail heads that can be accessed near the bike path for people to explore. Lazy mountain, mat peak, jim lake just to name a few.</p> <p>Looking into making an atv path on the other side of the road where there is already a trail in use. Again, providing signage to help guide users on the do's and don'ts of the path/trail use. Pretty much take a dozen and make a semi flat usable trail for atvs.</p> <p>I am happy you guys are reaching out to the public for feed back. The only other addition I have is the serious lack of warning signals and safety walks to allow users on the east side of the road to safely gain access to the trail. I don't think we need anything crazy like a cat walk over the road, but maybe a few more warning lights or designated crossing zones where street access is available to allow for safe passage across the road. Children also use this trail so it would be beneficial for a "safe route to school" type of a program.</p>
<p>I would like to iterate once again for the need for public transportation! We spend so much on road improvements and all the safety concerns. It would sure be reduced by having an efficient and robust public transportation system. Instead of the borough spending so much on "Share a Ride, make the infrastructure and develop and real working transit system, starting from feeder routes to the commuter busses. Also it is about time that the people that own the AK RR TELL them that we need to have track time also. Between the borough and AKRR, we have not gotten any support to make a system work. Wait a minute....who owns these entities?</p>
<p>Separated pedestrian pathway from Sutton to Palmer has been indicated on Sutton community plan and the MAT-SU Borough LRTP and has been i.d. by the Trails and Recreation committee and the Tab board approved to be added to the STIP.</p>
<p>Mile 58 RD. is to dangerous for school buses to go up and needs to be fixed. i have submit to the CTIP numerous times. Safety issue.</p>
<p>Please connect the bike trail from the Colony Schools to Trunk Road.</p>
<p>Please connect the bike trail from the existing bike trail at Palmer Depot to the existing bike trail along the railroad tracks that ties in to Cope Industrial bike trail.</p>
<p>Please construct a new bike trail along Airport Road ROW from the existing bike trail along the Old Glen to the trail and open space near the Palmer Babb Arboretum.</p>
<p>I currently live on one of the 2 busiest residential streets, in our area, being Peck, the other is Tait. My children go to Fronteras Spanish Immersion Charter School and their new location in on Seward Meridian Pkwy. That makes 3 high traffic schools on one small street, that dead ends after the new school. I have heard for years, that SMP would be built out to go all of the way through. At first I was excited about the amount of traffic that would stop traveling on Peck. Now I'm concerned about the amount of traffic that the three schools will be creating for the small residential subdivision, that is nearby. Please act quickly on getting this section of road done.</p>
<p>Intersection of Bogard and Bogard extension needs to be fixed, stop light? The four way stop creates a steady stream of traffic that does not let cars to onto Bogard. Location: Bogard/Seldon Intersection.</p>
<p>lack of DOT right of way easements prevents continuation of bike path/pedestrian walkway to end of Spur Rd. junction with MSB Main St..</p>
<p>Add coloured hiking lanes to direct people off the street and move parking cars to center of road.</p>
<p>Consider a temporary fix on Mile 36-38 Glenn Highway to lessen the number of fatality and serious injury accidents until the highway expansion is completed. Some lighting, better striping, a few signs of warning would all help on this dark stretch of road with its many access points in and out that surprise unalert drivers when people suddenly turn into one of these driveways or streets. The road is bad in winters because of the darkness and in summer because of the heavier traffic and people turning into the park and the popular spot between Kepler Bradley Lakes where there is a business that offers canoes for rent.</p>
<p>This entire stretch of road desperately needs a center turn lane. Turning left onto PW without a stop light is nearly impossible, and turning left from PW causes numerous delays for drivers behind the turning vehicle. Location: Entire Length of the Palmer Wasilla Highway</p>
<p>The layout of Evergreen, from the Glenn to S Bailey St is dangerous and frustrating. The right hand lane should be a through lane all the way to the 4 way stop at Alaska St. There should be a center turn</p>

lane all the way down to prevent congestion. Traffic is always backed up into the Glenn/Evergreen intersection when vehicles are turning left into the driveway by Dairy Queen. The current layout causes frequent dangerous lane changes and congestion through the center of town due to stopped vehicles in the left lane every few yards.
Funding the remaining portion of the Trunk Road Extension South project should be one of the top priorities of the MSB.
The map needs to show the new Seldon Road Extension to Beverly Lks Road.
Edgerton Parks Road needs either 8 foot shoulders or a seperated path for pedestrians and bicycles. With Government Peak Recreation Area becoming a significant destination there is increase vehicle and bike traffic on this very narrow road.
Need to complete the road connection between the two Tex-Al road segments to pull some of the local traffic off of the upper portions of Palmer Fishhook and Wasilla Fishhook.
Need to complete the road connection between Engstrom Road and Tex-Al Road to provide a number of large subdivisions access to Palmer Fishhook and Wasilla Fishhook. This would reduce pressure on the Engstrom Bogard intersection which is currently congested. MSB has a design for this road connection sitting on the shelf waiting for funding to complete ROW and construction phases.
Seldon Road Extension Phase II to Pittman needs to be a top priority for construction funding to move traffic off of Beverly Lakes Road.
Use part of existing ROW and extend Norman Ave west to Boyd Rd for faster access to Palmer-Fishhook. All residents down Soapstone and further north towards Sutton would have better access to Hatcher's Pass.
see connected comment-PLEASE!
As the community grows, the entrance road to the landfill, 49th State Street will exceed its ability to handle the traffic. The imminent build out of a Septage and Leachate facility on the landfill only compounds this issue. A connector from 49th State Street around the west side of the landfill property along the power line easement and then across westerly to Trunk Road would go a long way to ease congestion. This project should be considered in the next 5 years.
The road of Lakes Blvd has been deteriorating and in need of some major repairs. Big heaves and shoulder work.
Please add bike path here. This would extend the current path at the roundabout to Earl Drive (the road leading to the school). This is a dangerous section for walkers and cyclists. I have witnessed several near misses/accidents. Location: Bogard Road from Trunk Road to Earl Drive access to Finger Lake School.
Please include bike path in new road construction project. I believe this is included, but just want to add the comment.
Please consider widening the sidewalk pathway here for cyclists and walkers. This is a tricky/dangerous section to navigate as a cyclist. This would be a great connection between the intersection at the Glenn (where the good bike path ends) and the bike path starts again (closer to the airport). Location: East Arctic Avenue from New Glenn to near the Palmer Airport.
Please consider adding a bike path here. Would be a great connector between Palmer-Wasilla Highway and Bogard. Location: Along 49 <sup>th</sup> State Street between Palmer Wasilla Highway and Colony School Drive.
Please complete the bike path from Colony Middle to Trunk Road. Then continue bike path along Bogard.
Adding a bike path along Fishhook to Hatcher Pass would offer opportunities to keep local cars off the road, especially in the busy summer months. This would connect people to the existing bike paths on Snowgoose Pond & Trunk road, both of which connect to Wasilla and Palmer (via Bogard and Palmer Wasilla Hwy).
Connecting Hollywood to KGB would provide an alternate East-West route from Wasilla to Big Lake. This would alleviate Traffic on both the Parks highway and KGB, as well as provide a safer 'out' in emergencies.
Since the punch through of Bogard and Seldon from Palmer to Meadowlakes, this intersection has become backed up and congested all hours of the day as I live less than 2 miles from it and have to travel through it daily. Location: Bogard/Seldon Intersection.
Fix what has been caused!! this intersection is a joke and needs to be redesigned and fixed, as traffic

is backed up for over a mile. Location: Bogard/Seldon Intersection.
Adding a bike path from the Glenn Highway to Edgerton Parks Rd would tie the Glenn hwy / Palmer north bike/foot traffic to Hatcher Pass picking up Snowgoose Rd which ties into Bogard Rd. It would also tie into the bike path along Trunk Rd which currently sees a lot of bike/foot traffic. In the 32 years I have lived on the Fishhook Rd I have seen a tremendous increase of vehicle traffic. With vehicle traffic comes an increase in bike and foot traffic. I am amazed no one has been hit! It gets a bit crazy on nice days.... Also there is a need for parking at Palmer-Fishhook and Trunk.. apparently DOT did not think this intersection would be a starting point to use the bike path!?
The MSB needs to assume road powers so they can fund projects with an areawide levy. Given the state budget, it is only a matter of time when the MSB will need to assume greater maintenance responsibility for collector and arterial streets not on the national highway system. We could also control the road features better and begin to create complete streets where desired.
Need more arterial streets in this area to create alternative routing to the Parks Highway.
There are 4 or 5 roundabouts on Bogard that flow traffic efficiently. Why in the world, did they not put one here? I have seen cars backed up here over a half mile at times. That's crazy! Location: Bogard/Seldon Intersection.
4 lane roadway with a bike path. Sooner the better! Location: Seward Meridian Parkway
The signal lights are an improvement, but a well planned roundabout would improve traffic flow.
Quit putting off the upgrade to this highway. People are being killed, but still the move to a 4 lane road is years off, it ever. It need to be on the top of the list, and work need to start immediately, not at some future time. Location: Palmer Wasilla Highway.
The traffic lights back up traffic and slow the traffic flow. A round about is needed.
The railroad should be routed to the south around the city of Wasilla, not through it. Moving it outside the city would greatly improve the area for people that live here. the park on the lake could be enlarged and improved. Families would want to go there and not have to put up with the noise and potential danger of the passing cars.
A perfect place for a good round about. the signal light help, but still contribute to traffic back ups. Round abouts keep traffic moving.
This road needs to be 4 lane to support the traffic I see today. Location: Palmer Wasilla Highway
Please put the right turn lane back on KGB turning onto Clapp. Unfortunately, when they did the Clapp extension, they removed this lane. It is a hazard because people continuing up KGB now veer around those that are turning and go into the oncoming left turn lane.
I know this is for the Mat Su Valley, but a large portion of the population works in Anchorage. A Park 'n' Ride is nice, but perhaps a light rail from the Mat Su Valley to Anchorage going back and forth would be an excellent solution to traffic congestion.
This might be considered a good place for a new north south route. Extension and improvement of foothills then veer to the west of the lake to connect with Parks hwy. Location: Foothills Drive between KGB and the Parks Highway.
Roundabouts should only be used in subdivisions. They are extra hazards in a growing area with lots of tourists who must educate themselves as they approach. Large trucks have difficulty navigating them. People don't stop at stop signs but in rounds they don't stop for vehicles already in the round. Plan your trip to include the stop sign/light.
This is the worst roundabout I have experienced
Bike paths should be put on every busy road.
Add culvert to divert flood water South
Add speed bumps on both side of intersection for safety of merging cars and crossing of boaters/swimmers to Y lake. Location: Talkeetna area
Plant grass to avoid cars driving off the road.
Very dangerous road with all the falling rocks on the highway. Spring time is extremely dangerous Location: Glenn Highway Long Lake.
Please add a right turn lane back in at Clapp Road, by eliminating it when they added the light and new intersection it has created a bottle neck for traffic when someone is turning off KGB to Clapp Road.
A separated pathway from Palmer to Sutton along the Glenn Hwy is needed. There has been a noticeable increase in bicycle traffic along the Glenn. Areas with narrow shoulders do not provide adequate space for sharing of transportation types.

<p>The intersection of Engstrom and Bogart is very dangerous. Several accidents have occurred due to poor viability of the elevated traffic coming thru the area. There needs to be a redesign of this intersection.</p>
<p>Colour bike lane at lookout, do avoid parked cars on biking lane.</p>
<p>Add bike lane along Comsat rd</p>
<p>Add turn lane from North into Cubby's Location: Parks Highway and Talkeetna Spur Road Intersection</p>
<p>Bogard Road is one of the few major traffic roads that does not have a bike/walking path. There is one on the extension into Palmer. They even have one in the Kenny Lake area near Chitina, Willow, Huston, and Sutton all have bike paths and less than 1/10 the population around Bogard Road. This should have been done years ago and needs to be fixed NOW for the safety of our families that walk and bike for their health or to/from school. Walking or biking on this road is NOT healthy.</p>
<p>This was a HIGH priority project 10 years ago and has dropped off of the planning. This extension needs to be completed along with making all of Seward Meridian a 4-lane road for safety. There is too much traffic going around Bogard to Tate (through a small subdivision) to Seldon. This making Tate and the intersections at Seldon and Bogard very hazardous.</p>
<p>This has been a bad intersection for years and since the Bogard Road extension into Palmer, it has become a hazardous joke. This needs to be fixed ASAP. Location: Bogard Seldon Intersection.</p>
<p>The speed limit prior to the TKA Public Library needs to be reduced in both directions of the TKA Spur Rd and it should also be a double line "no passing" zone. Thank you</p>
<p>The area is the Spur Rd. near the new Talkeetna Public Library. There needs to be a decrease in speed from 55 to 45 mph and there needs to be a no passing zone there because of people slowing down and turning into the library. Do not create any new roads in the Upper Valley unless there is a way to have adequate funds to maintain the roads. It is easier to get project development monies than it is to get operation and maintenance funds.</p>
<p>People who live along Comsat Rd. do not want a bike lane created. Cost too much money and it interferes with quality of life of residents of private property in the area.</p>
<p>The intersection of Trunk and Palmer Fishhook needs a parking area. Accessing the bike trail from this point is difficult, as there is nowhere to safely park.</p>
<p>We need Valley Mover to stop in the mornings in Palmer. Just one bus would be a good start. Driving to the P&amp;R defeats the impetus for taking the bus. Please support Valley Mover to expand a route to Palmer.</p>
<p>We need a bike path along Palmer Fishhook to accommodate the bicycle traffic. There still needs to be a motorized path. If the motorized path is removed, the motorized traffic uses the area next to a bike path and ends up spraying gravel on the paved bike trail.</p>
<p>We need a designated off-road, motorized vehicle lane along the stretch from the Matanuska Bridge to the Butte. Motorized traffic is using the berm next to the paved bike path and spraying gravel all over the path, which make biking difficult and dangerous.</p>
<p>We need commuter rail to Anchorage. Most of us do not care if the train is slow (not high-speed). Anything is faster than sitting on the Glenn for hours waiting for an accident to clear. As for dealing with commuters once we get to Anchorage, we will figure that out.</p>
<p>The intersection of France Road and Palmer-Wasilla Highway is extremely dangerous. I have personally seen four accidents at this intersection since I have lived in the area for the past eight years and I know there have been others. There are school buses, high school students, heavy construction equipment and homeowners that all use the narrow and curvy France Road to access Palmer-Wasilla Highway. This intersection has many of the ingredients for a future fatality. Currently there is only one egress route out of this area. If there was a fire or other emergency in the area it is possible that people could be trapped in the area. There is a project on the LRTP to extend Hemmer Road south and connect this with a road leading from Pathways High School. This would allow much of the traffic to be routed to an intersection with traffic signals. This project needs to remain in the plan and funds should be approved to begin this project.</p>
<p>Do Not support a creation of bike land on Comsat Rd. which is off the Talkeetna spur road. Hundreds of trees will be cut down which will change the whole area. As a resident of Comsat and property owner, I do not want to see this happen. The borough usually does not consider environmental impacts. The</p>

<p>bike land will cause a commercialization of an area that is RESIDENTIAL. There are also socioeconomic impacts crazy as that sounds. Think things out.</p>
<p>This light backs up during peak travel times. at a minimum, adjust the light sequencing to account for this or come up with a method to eliminate this light and all others between here and the center of Wasilla. An alternative would be a highway route that bypasses the center of Wasilla.</p>
<p>W. Donna Marie needs to be paved or S. Viewport Way needs it's own paved extension to KGB. S. Viewport Way and W. Overview Dr are already paved and it's ridiculous to have to drive off pavement onto a wash-boarded dirt road and then back onto pavement.</p>
<p>Need a right turn lane here. Also, consider raising the speed limit on Clapp. Why isn't it 45mph?</p>
<p>Crossing the 3 bears traffic turning to/from KGB as a pedestrian or bike on the paved path is a death trap...or a long wait.</p>
<p>I would think extending this road and adding a controlled intersection at E Seldon Rd would take some of the pressure off the Seldon/Bogard intersection, as well as, Tait Dr. Location: Seward Meridian Parkway Extension</p>
<p>I am often backed up as far as N Chandelle Ct when heading west in the evening waiting to get through the four-way stop at Seldon and Bogard. I personally take Cottonwood Loop to E Alder to get around the bottleneck. I am sure it is not your intent to channel traffic this way, but it is a common occurrence.</p>
<p>Please fix this substandard section of road. It does not hold up under the traffic. There are no shoulders and the edges are crumbling in places so the road is slightly narrowed and dangerous for bike and foot traffic. This should be a priority ahead of channel more traffic onto this section.</p>
<p>This road is deteriorating under the increased traffic. Please complete the Seldon Extension Project.</p>
<p>The Nelson Road Bridge over Wasilla Creek has multiple structural deficiencies, does not meet the 100 yr. flood standards and should be replaced.</p>
<p>When the Trunk Road roundabout is blocked or shut down by the Troopers there is no access to the Hospital. There needs to be a secondary access road established to the Parks or Glenn Highway.</p>
<p>Palmer Fishhook needs either an 8-foot shoulder or separated pathway for pedestrians and bikers. There has been a large increase in ped and bike traffic along this highway as the residential development continues and people seek to recreate at the Government Peak Rec Area and Hatcher Pass. The improvement would benefit residents and tourism as well.</p>
<p>Felton Street needs to be extended from the Palmer HS Pool down to Palmer-Wasilla Highway to continue building out the local road network. This connection will help pull a substantial amount of traffic off of the Glenn Highway relieving congestion through Palmer .</p>
<p>Arctic Blvd needs a right turn lane at the Glenn Highway intersection to reduce traffic congestion that now backs up into the Alaska Way intersection.</p>
<p>Wasilla Fishhook from Seldon to Palmer Fishhook needs 8-foot shoulders. At a minimum, ADOT&amp;PF should add additional shoulder fill to eliminate the sharp drop offs from the paved edge to ditch. You can see from tire tracks that drivers are going off the edge being pulled into the ditch.</p>
<p>This intersection is extremely congested and definitely needs to be re-designed. I live in the Cottonwood Loop subdivision and avoid having to go through here. A temporary solution could be to remove the stop signs for traffic travelling east and west, but keep the blinking yellow 'caution' light. Traffic flow from the south is much lower and tends to turn right. Location: Bogard Seldon Intersection.</p>
<p>This intersection is very dangerous during peak travel times and is a blind-spot for Bogard traffic in both directions. Location: Bogard Engstrom Intersection</p>
<p>This is not a current map. The new Bogard extension is not showing. A roundabout at Oscar/New Bogard/Palmer-Moose would be very helpful for traffic going in and out of this subdivision. Traffic traveling on new Bogard moves way too fast! Thank you Palmer PD for helping slow it down.</p>
<p>This road is below standard and the lack of shoulders is a hazard to the kids and adults who walk or bike on this stretch of road. The hill at snow goose should be cut down. The visibility at the intersection towards the swamp is appalling. Location: Palmer Fishhook Road</p>
<p>My concern is that once again the Borough has put out a temporary fix that it will leave in place on Seldon Road.</p>
<p>Safety First. Please consider North and South bound turn lanes for Cubby's Marketplace, Tesoro and Fire Department. *Widen Parks Highway thru this area</p>

<p>*Median Two Way Left Turn lane possible  *Reduce Speed 45 mph  With the Senior Center, Church, JR/SR High School, Grocery Store, Talkeetna Spur Road to Talkeetna, Hardware Store, Fire Station, Fuel Station/Truck Stop, Sandwich Shop, future bike/ped path and other businesses present and future in the area, local residents and visitors alike would be safer when traveling to and from these destinations.</p>
<p>The Glenn Hwy from the Bonnie Lake Road to the Puritan Creek pullout is extremely dangerous and should have been improved and realigned 10 years ago. Sharp curves, lack of shoulders, numerous rock falls, winter glaciating, poor visibility for moose crossing all add up to one of the most dangerous stretches of roadway in the State especially for the amount of traffic this roadway currently handles.</p>
<p>I would love to see a bike path extended at least to SMP, to hopefully meet one extended to that intersection on SMP.</p>
<p>With the new buildings going up here, Seward-Meridian Parkway will be more and more congested. For those of us who live in the neighborhood across Seward-Meridian, this poses a daily danger at high traffic times of the day.</p>
<p>In response to residents opposed to a Com Sat bike path - I agree that tree loss would be severe and bike use not high enough to warrant the scale of a bike path on the entire length of Com Sat Rd.. A compromise might be a bike path on first mile of Com Sat which would provide access to Tka Lakes park, Alascom housing neighborhood, and Chrisitansen Lake Rd.  Bike path should be on Christiansen Lake Rd to access the Christiansen Lake park and access to the Old Lake Rd.trail systems etc</p>
<p>SERIOUS Concern for first responders etc-Borough maps show this road as open ingress/egress to the Gateway neighborhood south of college property. Mat-Su College has continued to block this road with large boulders to prohibit its use. Duchess and S Georgeson are the only roads to enter/exit this neighborhood-one MUST use the roundabout by the hospital regardless of direction. 2 years ago AST closed off roundabout for an investigation. Trooper said that I had to go up to PWH and come back down. I explained that I still needed to use the roundabout to get to my neighborhood. He said no because of this map, and many others apparently, show this road as open. Not true-the roundabout is the ONLY ingress/egress to the hospital. Solution-have the college remove boulders and open their gates to thru traffic, or put in a left turn lane on SB Trunk at Duchess. (Some cars are already crossing median on Trunk where there is no crossing-very dangerous!). Road was not built in accordance to plan!</p>
<p>The Smith Road - Maud road area is dangerous for individuals &amp; families when going on walks &amp; runs. The road is not wide enough for traffic and there is no pedestrian path. The borough should consider widening the road or at a least adding paved pedestrian paths.</p>
<p>Upgrade and paving of Burma Road, from Ayshire Blvd. to S. Big Lake Road, should be added to the mid-range project list. When the Knik Arm Crossing is completed, this will become a major transportation corridor from Anchorage to points north of Big Lake.</p>
<p>Please consider improved crossings for bikes/peds along the Old Glenn Hwy at Mat River Park, Valley Way, Clark Wolverine, Virginia, Smith Road, Maud Road</p>
<p>Greenstreet access to Bogard is just as dangerous as Engstrom; both roads coming onto Bogard have poor visibility when trying to turn Left onto Bogard.</p>
<p>Caribou is a main collector for lots of houses; in the morning and evening during peak traffic there are at lease 5-6 cars in line waiting to make a turn onto Bogard Rd. at a time. It gets dangerous when people start racing out and cut others off to make the turn; as well as there is not a turn lane to come off of Bogard onto Caribou - in the evening there are cars maneuvering and using the shoulders to go around the car waiting to turn-</p>
<p>The turn in and out of Matanuska Lakes is dangerous and needs a turn going both directions.</p>
<p>Needs a turn lane for traffic headed south on the Glenn and turning west onto the new Bogard.</p>
<p>Need larger parking area for Butte trailhead and/or roadside parking.</p>
<p>This 4 way stop gets traffic backed up in the evenings all the way to N Lazy Eight Ct and on some occasions all the way to N Cottonwood Loop/Departure Ct.  Please Put in a Roundabout! Location: Bogard Seldon Intersection</p>
<p>The light was a great fast fix for the congestion here in the mornings before school starts and when</p>

<p>school ends to keep traffic somewhat flowing. I feel a round about would be in the best interest to keep the traffic flow moving - and Please look at opening up Seward Meridian - once that is open it will elevate some of the congestion/hazard on Tait</p>
<p>The access to/from the Baseball Fields is very dangerous. There is no turn lane to get off of KGB and there is no light/sign forcing to turn Right; The ball fields are busy every day of the week - Monday - Friday after work hours (rush time) till 9PM</p>
<p>Foothills is a main collector street for many homes; new subdivisions being added and congestion happens at the Foothills/KGB intersection. Also the Mail boxes right at the end of the road here - causes a bit of congestion/safety when you have multiple cars lined up stopping to get their mail. There are no turn lanes, no lights, etc.</p>
<p>Seldon Road - Beverly Lake Road to Pittman Road needs to be completed. Currently significant amounts of traffic are being routed through a subdivision.</p>
<p>There needs to be a bypass around Wasilla.</p>
<p>If the visitors center is built here, there will be a lot of large, slow vehicle traffic turning in and out of the site. Long and large turn lanes will be needed in each direction and possibly a light during summer months. Location: Between Mile 36 and 37 of the Glenn Highway.</p>
<p>Very dangerous intersection with blind spots and too much traffic for current infrastructure. Location: Bogard/Engstrom Intersection.</p>
<p>Need two lanes that go north thru the intersection and a new turn only lane to head east on Arctic.</p>
<p>Needs three lanes at intersection. One to turn north on Glenn, one to go straight onto the new Bogard, and to turn south onto the Glenn.</p>
<p>This intersection needs a traffic signal and crosswalks. Arctic is becoming more difficult to cross, particularly during school and business "rush hours". Also with the nearby skateboard park and youth center (the Yak) there are many kids running around this area and across traffic, particularly during after school hours.</p>
<p>Glenn needs a turn lane, both north and south for Marsh Road.</p>
<p>Glenn needs a turn lane, both north and south for this subdivision road.</p>
<p>I regularly see near misses at this intersection. The offset of the two intersections entering the Glenn really adds to the confusion of traffic flow.</p>
<p>This section of the Glenn Hwy is horrific. I travel this road for work on a regular basis and feel that I put my life in jeopardy with each trip. Steep cliffs, no shoulder, lack of or poor guard rails, falling rocks and debris on roadway, curves, single lane, lack of pullovers and heavy semi truck use. Then summer brings large amounts of RV's not familiar with the road conditions, such as rocks in the road way, tired and distracted and surely scared due to conditions. Please fix this major traffic corridor before someone get hurt. Location: Various locations on the Glenn Highway east of Sutton.</p>
<p>This section of road is unsafe for our children. There are four schools in this small area; Larson, Teeland, Mat-Su Career Tech, Fronteris with no bike trails on Seldon, not a school cross walk to be found or crossing guard, school zones without flashing lights or reduced speed limits. Kids and families in the area walk and ride bikes on the roadway shoulder due to NO BIKE TRAILS. Its crazy when our kids can't cross the street safely due to the large amount of increased traffic. Please add a bike trail along Seldon and crosswalks and school zones at all school road entrances now!</p>
<p>Seldon grid lock!! Add a round about or 4 way light to keep up with increased traffic. Bike trails, cross walks, safe passage for ATV's and children frequenting the store and Millers is seriously needed. Location: Bogard/Seldon Intersection.</p>
<p>AK DOT erosion study indicated parts of S Old Glenn and S Knik River Rd are at risk due to erosion. MSB needs to obtain more ROW along the narrow stretches for emergency repair and travel.</p>
<p>There's a lot of traffic that flows from previous roundabouts. This steady flow causes massive backups</p>
<p>There is a lot of road noise effecting the Bald Eagles in the subdivision off of Walhalla Street, above this section of the Old Glenn Highway, right in front of my house. A berm or fence along this roadway would stop the noise from disturbing the Bald Eagles. I live off Walhalla Street and I can tell you I have personally witnessed the stress these Bald Eagles are suffering. The look on their majestic faces and clenched beaks tells me they're suffering. I also believe they're developing Irritable Bowel Syndrome (IBS) due to the stress of high automotive noise levels. How do I know? Because I've seen a few of them clench up in mid flight and poop like dinosaurs. I'm no doctor but that screams IBS to me and no symbol of American hope and freedom should suffer that fate. Let's come up with a solution please,</p>



these Bald Eagles deserve to live peacefully, because this is America.
Add bike path between roundabout and Colony Middle School.
This is a very dangerous intersection(s). This should be addressed immediately. Sight distance is a problem. The offset intersection is problematic. Walkers and cyclists cross here. Please act before a deadly accident occurs. Location: Bogard/Engstrom/Green Fores Street Intersection.
Adding a bike path to Bogard Road between the Trunk Rd roundabout and the Seldon intersection is a project that should be on the short term list. This is a high density population area and having a bike path for residents is long overdue. Adding a bike path makes sense for safety, health and quality of life for the Valley community.
Great location for a mini roundabout.
A roundabout would be very helpful in this spot to keep traffic flowing and prevent the stop and go lines of cars that build up here during busy parts of the day.
Dangerous intersection. Align Green Forest with Engstrom. Keep with the roundabout concept along Bogard - No signalized intersections or flashing lights as a "quick fix".
This first traffic signal is a disaster during peak times. Please continue with a Wasilla bypass.
This first traffic signal is a disaster during peak times. Please continue with a Wasilla bypass.
Build the bridge.
Use one signal and line up Midtown and Golden Hills. Bight the bullet and buy the needed ROW while also using the frontage road that is there.
Do not allow driveway access along the arterial sections of Bogard. We do not need another P-W.
Stop allowing subdivisions like this without the developer doing a traffic impact analysis and force them to take responsibility for the traffic they create. Zoning in the core area is needed!
This is the silliest intersection in the Valley. What was DOT thinking when they did this? Align Midtown Dr and Golden Hills and use one signal. Take advantage of the frontage road you already have. You have to buy some ROW. So what? Do it right.
The borough needs zoning regulations.
This section of the Glenn is terrible. I didn't see it on any of the plans for improvement. Hopefully it's there...
A right turn lane is needed on KGB for Clapp St turns. South bound drivers are dangerously swerving around slowing, turning autos and into oncoming traffic.
This is a blind, narrow, and dangerous corner. Please consider restricting the vegetation to allow for better visibility. It also needs widening. Residents in this area fear for our lives, as well as those of our children and pets as we get out to walk and bicycle.
Since people notoriously travel 5 to 10 miles over a posted speed limit, please keep the 35 MPR speed limit and continue to monitor and ticket. Kudos to Wasilla Police Department for their efforts in this area.
This intersection continues to get worse, as more and more new houses are constructed. The free-flow of traffic on Bogard leaves no gaps, making a left turn very difficult during prime commuting hours. It is an interesting way to start off your day with an adrenaline rush as you try to beat the west bound traffic coming over the hill which is just enough to obscure traffic and merge into the east bound lane. I know there are problems with land acquisition, but we have to figure something out to relieve the stress on this intersection. It is only a matter of time before a horrid accident occurs here. Location: Bogard Engstrom Intersection.
This road would be greatly improved by a sidewalk separated from the road by a median for added safety. The current road is narrow, with no shoulder other than an ATV trail. Vehicles traveling along Foothills have low visibility due to the rolling terrain and often travel at excessive speeds, putting pedestrians and cyclists at high risk. A sidewalk would allow residents to safely walk to their mailboxes, nearby a drive-thru restaurant and stores, as well as safer access to the walk/bike path along KGB. In doing so, it would help to reduce automobile traffic while helping to make Wasilla a more walkable community.
Please complete this project to connect Seward Meridian through to these schools. There is too much traffic coming into these schools from the single intersection.
Please change this intersection to allow a better flow of traffic off of Engstrom on to Bogard. A left turn off of Engstrom is dangerous, and it also gets very backed up encouraging dangerous behavior. This will only get worse as many new houses are being built near Wolf Lake. Additionally another outlet of traffic, either to Trunk Road or Wasilla Fishhook should be built to provide access to these

neighborhoods. Thanks.
A connection from this road to Wasilla Fishhook would relieve a lot of congestion on Engstrom.
There needs to be another access out of these subdivisions aside from Engstrom and Pamela (which isn't central enough to be used as often). Engstrom's road conditions are suffering from the amount of traffic all of the new-builds are creating. And the traffic is terrible for pedestrians and bikers. A bike path would solve the pedestrian safety problem, I suppose.
This intersection should be top priority. There are times I've waited over 10 min. just to be able to make a left turn. Location: Bogard Engstrom Intersection.
Please put in a round-a-bout. The backup is driving me crazy. Location: Seldon - Bogard Intersection.
Lake Street needs to be paved for dust control!!! The extensive traffic created by Carter Park and the Lake Lucille Boat Launch causes extensive dust, which is difficult for the City to adequately control within this primarily residential area. There are health concerns for the residents and users of these facilities.
I would like to iterate once again for the need for public transportation! We spend so much on road improvements and all the safety concerns. It would sure be reduced by having an efficient and robust public transportation system. Instead of the borough spending so much on "Share a Ride, make the infrastructure and develop and real working transit system, starting from feeder routes to the commuter busses. Also it is about time that the people that own the AK RR TELL them that we need to have track time also. Between the borough and AKRR, we have not gotten any support to make a system work. Wait a minute....who owns these entities?
FCP Goal 3) states: " <b>Site future schools at least 1/4 mile away from major roads</b> , in order to avoid creation of school speed zones and to allow children to walk to school" Some schools (ie: Shaw elementary) were specifically planned that no children should walk to school and all children must ride a bus.
LRTP page 47, Figure 11, shows how the existing roadway system can perform in 2035. Figure 11, shows <b>Tex-Al Drive</b> as connecting Wasilla Fishhook Road to Palmer Fishhook Road, but Tex Al does not connect the two. The LRTP should be revised to show the gap, and revise the LOS grid as necessary.
The LRTP notes the MSB Comprehensive Plan Page 10, should include a section that <b>acknowledges the FCP and any other Assembly approved community comprehensive plans</b> , as these plans maybe different than the over all MSB plan. FHCC request the FCP Transportation Goal 2) Strategy to <b>Extend New Hope Street</b> be included in the LRTP Roadway Recommendations, as this connection is level and more easily built than the Tex Al Drive connection.
LRTP page 33 and 34 shows the existing separated paths. FCP on Page 28, Goal 1) bullitt points 3 and 5, ask for additional road side trails. Please include proposed <b>separated road side trails/bike paths</b> in the LRTP, especially along Wasilla-Fishhook and Palmer-Fishhook Roads. We understand that a separated path along Wasilla Fishhook will be difficult to do bejimgcause of easement issues but the FFCC would like it stated in the LRTP plan.
Hello.
My name is jim Kichak and I have lived and worked in the Palmer area for the past thirty-one years.
About two years ago I started thinking about what improvements might be made to area- wide mass transit.
I thought of Alaska Railroad service trucks that have special train –type wheels that allow these trucks to operate on roads as other vehicles do, but then these vehicles (trucks) also have a separate set of train wheels that can be lowered which allows these vehicles to also ride on train tracks. Perhaps you have also seen these vehicles.
I then did some checking via the internet to discover that vehicles that are basically buses with this

same ability (called dual-mode vehicles) were experimented with in Hokkaido, Japan for several years. You can read about this (experiment?) on line. This experiment ended in 2008 for unspecified reasons.

My vision for improve mass-transit capabilities in the Mat-Su would include a fleet of such dual-purpose vehicles. These vehicles would basically be buses that could travel specified routes throughout the Valley traveling on borough roads as other vehicles do. But at specified locations these dual-purpose vehicles would then engage the train rails to ferry passengers via existing rails to various off-ramps throughout the existing rail system in Anchorage.

These vehicles could then drop-off their passengers along many specific bus routes throughout Anchorage. This would be a morning service that would operate in reverse in the afternoons—picking-up many of these same passengers and retuning them to the Valley in the afternoon (or early evening).

This type of mass-transit would be much less costly than a separate commuter rail service, not to mention the cost reduction of constant resurfacing of the Glenn Highway from studded tire damage.

Whatever problems ended the Hokkaido Dual-Purpose project may not plague efforts in Alaska.. Improved technology and all-wheel drive dual-purpose vehicles may enable such vehicles (maybe even zero emission electric powered vehicles) to be a success in our particular environment.

I'm fairly confident that someone such as Elon Musk (Tesla Motors, Space-X) or similar engineering expertise could solve whatever technical problems may exist with such a proposition.

Thank you for the opportunity to share my vision with you.

1. P.1, Legal Requirements, last sentence. "This LRTP must also be consistent with the transportation sections of adopted Community Comprehensive Plans. This is a very weak statement. Was this done? Did someone actually read the transportation sections of all adopted community (and city) comprehensive plans and ensure consistency with the draft LRTP 2035? Compare the draft 2035 statement with the section 1.4 in the 2007 LRTP, which goes into much greater detail on the relationship between the LRTP and the MSB and city/community comprehensive plans including an assurance that states, "The transportation element of the community plans have been considered and incorporated in the development of this Borough-wide transportation plan." Someone must ensure this has occurred before the final draft goes to the Assembly for approval. The argument that there has to be a cut-off time for community plans to be considered in this 2035 LRTP is largely invalid, as we're still incorporating comments to the first public draft. The cut-off time for consideration of city/community comprehensive plans should be just prior to the final draft going to the MSB Assembly. This is a valid concern, because the question of whether the recently adopted City of Houston's Comprehensive Plan, with an extensive transportation element, has been considered has been asked twice without any firm assurance that it was considered.

2. P. 37, Organizing Development to Improve Travel. The statement is made that "Throughout the LRTP update process, many people expressed an interest in having more, higher density mixed use areas in MSB." This statement needs to be quantified with justifying documentation. How many people is many people? How was this desire for higher density development expressed? Is this statement justified with any degree of statistical reliability? I doubt the statement's validity amongst all current MSB residents.

3. P. 41, RSAs. Check the AS 29.25.210 (b) (1) cite for how MSB may acquire area-wide road powers. I think this may be incorrect.

4. P. 35, Other Modes of Transportation. The LRTP is supposed to address all modes of transportation, not just auto/truck, transit and non-motorized alternative means. Air, Rail and Marine/Waterborne transportation are only mentioned briefly in passing and are afforded only a short paragraph or three each, all lumped together on one page (P.35) in the main body of LRTP 2035. There is a lot of good and important information on these modes of transportation hidden in Appendix A. Brevity can be a good thing, but the best interests of potential LRTP 2035 readers/users would be better met if the Air, Rail and Marine/Waterborne information in Appendix A is brought forward and used to expand these sections in the main body of the plan. Most readers/users are likely to not consume this information otherwise.

Pg. 28 – Summaries of major ideas – trails...to all inclusive

Pg. 62 – A regional trail map “active users” kind of unclear for specific users

Pg. 36 – Parking issues – Parking at the edge of the road. I found to be a bigger problem is you actually have pull out – too much snow.

Pg. 42 – RSAs – Arterials service the whole boroughs and the RSAs service certain areas. Make it sound like everything is going smoothly – when there are problems. More rural areas don't have the money and the ones in the core area do have the money.

Wrong site on page 41 Toad Service Areas, paragraph 1, last line AS 29.25.210(b)(1)

Pg. 1 last sentence – very weak than the 2007 plan (the statement in 2007 was a definitive statement) would like a definitive statement like that in this plan. The LRTP needs to meet with the Comprehensive Plans.

Pg. 11 – Strategy: Create Transit Supportive Development – Line 2: “The MSB should pursue transit-supportive land uses within a quarter (1/4)-mile radius o either side of the identified mainline...” How would you do that and what do you mean by that?

Pg. 14 Strategy: Expand Vanpools Program – What needs to be done to change why they cannot start and end within the MSB? Would like more information

Pg. 15 Strategy: Develop Park and Ride Facilities – Are we using density information in conjunction with suggested information or are these sites from CC suggestions? Do we encourage or do we need to have legislation?

Pg. 16 Bike to work and school day Initiatives – not everyone can do this and it is not safe with some of the distances. Is there legislation that requires that when a road is put in a bike trail is also? Looks as though the borough is building them when they can; it needs to be done in subdivision law.

How do we incorporate the ability to add crosswalks and road use for school/new school construction?

Is there funding for safe routes to school? See page 55 – Table 3. Recurring Programs.

1. Assure that the 2017 transportation element of the 2017 City's Comprehensive Plan has been considered and incorporated in the 2035 LRTP, suggest using language as adopted in the 2007 LRTP section 1.4; and
2. Continue to support MSB and south-central Alaska economic development by continuing to support the completion of the Port MacKenzie rail extension; and
3. After funding is secured to complete the Port MacKenzie rail extension, in cooperation with AK DOT&PF, conduct an engineering reconnaissance study to identify the most suitable transportation corridor and then construct a Port to Parks freight highway, built to federal highway standards; and
4. Consider alternate crossings over the Little Susitna River in addition the single Little Susitna

Parks Highway Bridge. Multiple crossings of the Little Susitna River would provide alternative routes to enhance public safety and promote connectivity, particularly if the sole crossing is blocked due to natural or man-made causes; and

5. Revisit the LRTP periodically to review the Knik Arm Crossing Project. The City continues to support this project. The Knik Arm Bridge will have significant future impacts on traffic volumes experienced by the City and MSB. Remove the assumption that the Knik Arm Crossing will not be built by 2035. (MSB 2035 LRTP, Chapter 6, Roadway Recommendations).



## **Attachment C: Public Involvement Plan**

# Matanuska-Susitna Borough Long Range Transportation Plan

## Community Participation Plan – Update

Prepared for:  
Matanuska-Susitna Borough  
Planning Department  
350 E. Dahlia Avenue  
Palmer, AK 99645



Prepared by:  
HDR  
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Palmer, AK 99645



December 2015





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Acronyms List	
ADOT&PF	Alaska Department of Transportation & Public Facilities
CPP	Community Participation Plan
LRTP	Long Range Transportation Plan
MSB	Matanuska-Susitna Borough
RSA	Road Service Area
TAB	Transportation Advisory Board
TAC	Technical Advisory Committee



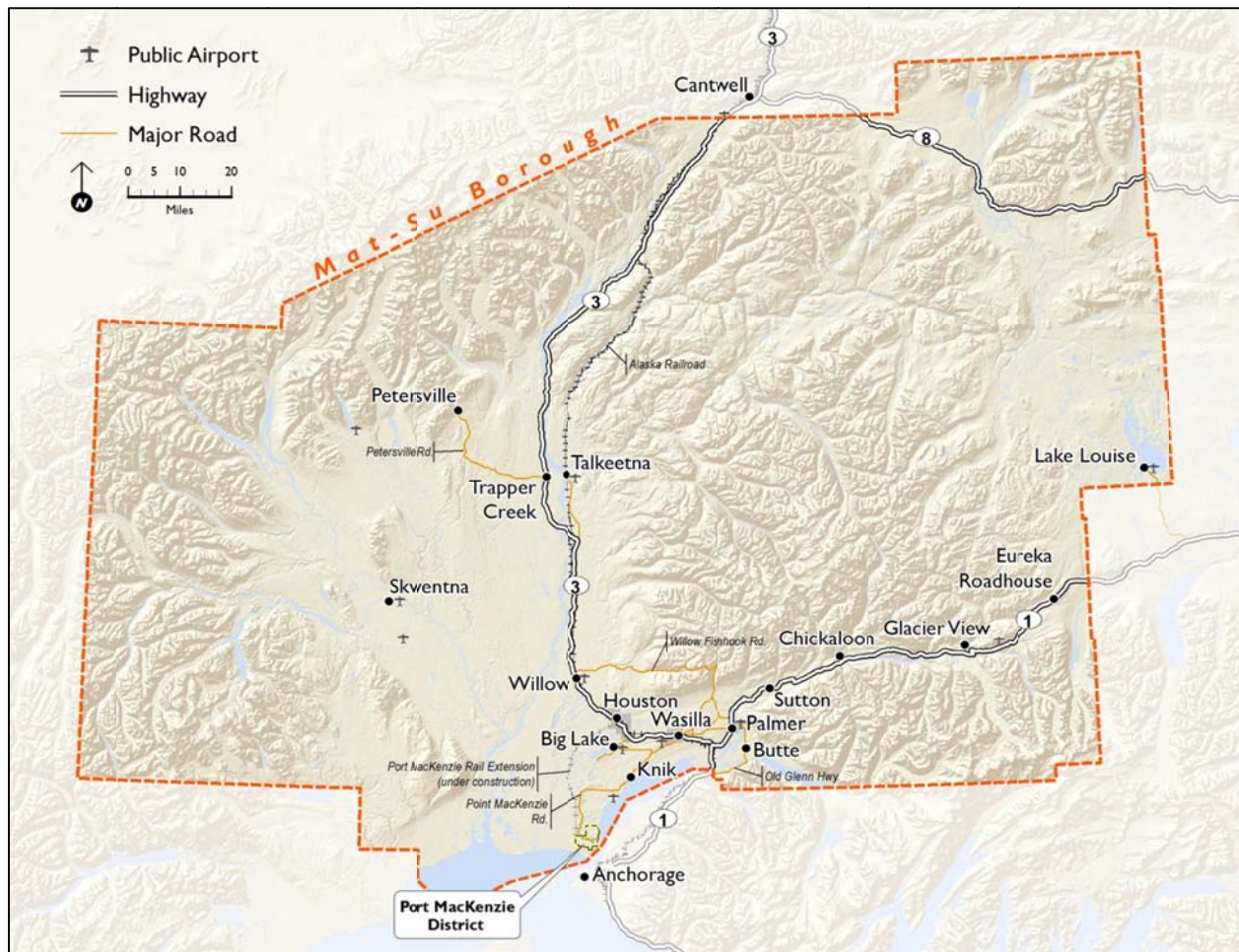
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## OVERVIEW

The intent of the Matanuska-Susitna Borough (MSB) 2035 Long Range Transportation Plan (LRTP) Update is for the MSB, in partnership with the Alaska Department of Transportation & Public Facilities (ADOT&PF), to identify transportation improvements that will increase access and mobility, reduce congestion, improve safety, and foster commerce in and around the MSB. The LRTP Study Area includes the entire MSB (see Figure 1) and will address all modes of travel. The last LRTP for the MSB was completed in 2007 and made project recommendations through 2025. This LRTP Update will guide future transportation improvements over the next 20 years to 2035.

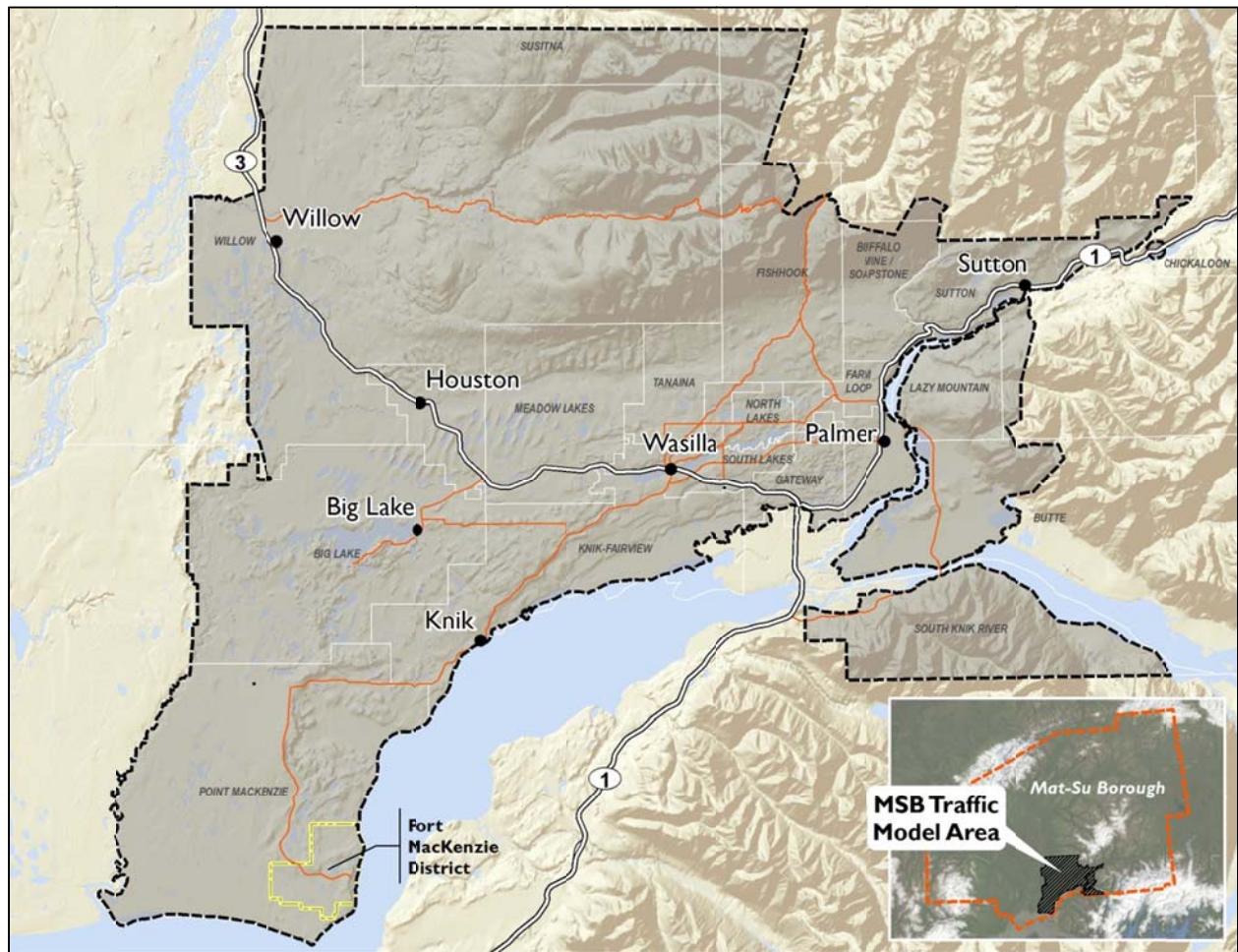
*The purpose of the MSB 2035 LRTP Update is to set policy direction, address system-level needs for all modes of transportation, communicate issues, and prioritize solutions. The LRTP guides area and community transportation planning processes, which identify and prioritize local solutions and identify resources required to implement those solutions.*

Figure 1: MSB LRTP Study Area



The MSB continues to be the fastest-growing area in Alaska. New residential and commercial developments in the community are the primary drivers of the continued population growth. The result of this growth is an increase in roadway traffic, congestion, and safety conflicts. Community participation is a critical element in planning the necessary transportation improvements to address these issues. Most of this growth and development is occurring in the MSB Core Area, along Knik Goose Bay Road, and in the Big Lake/Meadow Lakes areas. As a result, for traffic modeling purposes, the L RTP will concentrate on the areas identified in Figure 2.

**Figure 2: MSB L RTP Traffic Modeling Area**



The MSB L RTP stakeholders include MSB residents, MSB officials, local neighborhood groups, businesses, Road Service Areas, the aviation community, local governments and boards, ADOT&PF, the Alaska Railroad, the transportation industry, Native Corporations, Village Councils, Native organizations, and other concerned individuals. The MSB 2035 L RTP Update’s Community Participation Plan (CPP) provides guidance for outreach activities with these various stakeholder groups and identifies how and when community involvement tools will be used. Through community outreach activities, MSB residents and stakeholders will be involved in the planning process and will be informed of potential



transportation improvement projects. Community views and values will be reflected back to the project team for inclusion in the L RTP. The community participation process will help balance the results of analysis with public input to formulate recommendations and solutions.

Community involvement will inform participants about the transportation challenges to be addressed, the results of the analyses, and the trade-offs of potential short- and long-term solutions. The inclusion of public comments and opinions in development of technical solutions can help solve problems and respond to the expressed needs and concerns of the community. The public process will invite and encourage contribution to the technical and general planning work, and share with the public how input affected the outcomes.

## **COMMUNITY PARTICIPATION GOALS**

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Information sharing and soliciting input is the intent of any public process. The participation tools discussed in the following sections are designed to meet the following MSB 2035 L RTP Update community participation goals:

- Communicate the project’s planning and development intent;
- Involve a wide spectrum of stakeholders; and,
- Facilitate communication and understanding among all project participants.

## **COMMUNITY PARTICIPATION PLAN<sup>1</sup>**

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It is important to be inclusive of all stakeholders and to conduct successful community outreach to achieve balance and ensure the information gathered is representative of the community at-large; each stakeholder brings a different perspective and level of understanding of the project’s goals, project context, and perception of the L RTP update. Because of the number and diversity of stakeholders, the community participation plan, by design, will bring a wide spectrum of voices, interests, and input to the process; will ensure that those affected by the project are heard; and will provide an opportunity for their concerns to be considered in the in the development of the L RTP. It is important for the public and stakeholders to understand that this project is an exploration of potentially feasible transportation improvements and potential future work, and not a design project or the creation of an environmental impact statement.

The MSB 2035 L RTP Update process includes a variety of public participation tools to inform the public, gather public input, and involve key decision-makers in the planning process. Tools to meet the different outreach needs include public meetings, targeted workshops, a project website, and online open houses. Presentations will be given to the MSB Transportation Advisory Board (TAB); MSB Aviation

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<sup>1</sup> This plan was updated in December 2015 to incorporate community participation activities associated with Task 5: Alternative Land Use. Some of the meetings identified in this CPP have already occurred in 2014 as part of the initial efforts to identify roadway needs.



Advisory Board; City Councils of Houston, Palmer, and Wasilla; the MSB Planning Commission; and the MSB Assembly.

Community meetings will be used to gather public input from the Glenn Highway, Upper Susitna, and Core Area residents of the MSB. Stakeholder comments, recommendations, concerns, and goals will be documented for inclusion in the LRTP. Community participation activities will help foster:

- Clarification and understanding of the LRTP's purpose;
- Engagement of the public, MSB advisory boards and committees, community councils, and local and state agencies; and
- Understanding of the project goals among local and state agencies.

### **Community Participation Tools**

The following community participation tools will be used to relay project information to stakeholders and to solicit their input, as well as to document the exchange of information:

#### ***Public Meetings***

The LRTP's open house style public meetings will provide a forum to discuss the project and solicit comments or feedback from the public. These meetings will introduce the project to the community, seek input on transportation needs, discuss potential solutions, and solicit public input. The first round of meetings will be held in Sutton, Big Lake, and Wasilla (to gather input from a wide representation of MSB residents (see Implementation Schedule for details).

Upon availability of the Draft LRTP (all modes of transportation), another public meeting will be held. One meeting will be held in Wasilla and will include a higher level of advertisement than the initial public meetings, both for the actual meeting and for its associated online public meeting. Each set of meetings will be held within a 45-day public comment period and have a concurrent 45-day online open house established as an additional means of obtaining public comment. Other meeting locations will be identified at a later time.

Residents participating in or attending public meetings should expect to receive project information and the opportunity to comment on the development of the MSB 2035 LRTP Update. Meetings will be organized and held at community centers or other appropriate venues to accommodate parties interested in or affected by the update. Public meetings are typically 2 to 3 hours and allow for information sharing in addition to comment submittal and one-on-one interaction with the public and agencies to foster a sense of community input throughout the MSB 2035 LRTP Update process.

Meetings will include handouts, display posters, a presentation, and a facilitated question-and-answer session. A note taker will also be present to capture key issues or concerns for inclusion in the planning process.



### ***Website***

A project website provides easy-to-understand project updates and allows the public to submit comments. All work products and the final MSB 2035 LRTP Update will be posted on the project website, and the website will be updated by the MSB as needed. The website is accessible at <http://www.msblrtp2035.com/>.

### ***Alternative Land Use Workshop***

HDR will organize and facilitate one 3-hour workshop with community representatives. The goal of the Alternative Land Use workshop is to educate attendees about alternative modes of transportation, provide information regarding the context of future transportation decisions such as demographic changes and funding, and the relationship of transportation to land use and connectivity. This workshop will also allow attendees to provide input in the alternatives developed.

The workshop is anticipated to have a maximum attendance of 45 people including representatives from the MSB Transportation Advisory Board (TAB). Email invitations will be sent to the people who were invited to the afternoon Road Service Area/Business Workshop (which was held in July 2014) plus the Planning Commission, the Platting Board, and representatives from each incorporated city in the MSB. Meeting invitations will be sent by MSB via email as well as one reminder email.

### ***Alternative Land Use On-line Open House & MSB Alternative Land Use Presentation***

The Online Open House is a web-based tool that takes an in-person public meeting and transfers it to an online forum accessible 24 hours a day to any stakeholder with internet access. An online open house has the same general format as a public open house, with the opportunity to be “live” the entire 45-day public comment period associated with the meetings. The online open house allows users to view PowerPoint presentations and make comments that can be added to the public record. The meeting materials will be based on those used in the Alternative Land Use Workshop.

Benefits of an online open house include an increased diversity of the project’s audience and the complete removal of time and travel barriers—enabling potential participants to attend a meeting virtually where, when, and for however long they choose. With the growing popularity of web-based information sharing and social media, this tool capitalizes on the trend of using the internet as a primary source of communication and fact finding.

To ensure the greatest possible community participation, online open houses will be available on the web concurrent with the MSB 2035 LRTP Update public meetings, and will remain available on the website for 45 days. Online open house visitors will have access to the same meeting materials used at the public meetings. Meeting advertisements for the online open house will consist of four newspaper advertisements that will be placed in the Mat-Su Valley Frontiersman, a radio PSA, an announcement on the MSB website, an announcement on the MSB Facebook page, and an email sent to the project mailing list.



### ***Transit Workshop***

The 2-hour transit workshop is intended to provide participants an opportunity to learn about the history of transit in the MSB and for transit providers to share their vision and future plans for transit by 2035. A maximum of 10 people will be invited to the workshop to be held at the MSB offices. Members of the TAC will be invited to participate. The MSB will be responsible for advertising of the meeting. The meeting will have a written summary that will discuss the concepts developed at the meeting. HDR will invite the meeting participants and will prepare a summary report to document the input received at the workshop.

### ***Alternative Analysis/Results Workshop***

One 3-hour workshop with community representatives will be organized to review the Alternatives (potential projects, policies, and programs) developed as part of the Alternative Land Use workshop. Email invitations will be sent to the invitees of the Alternative Land Use Workshop. The Results workshop will consist of a presentation, an exercise, and a question/answer period. The purpose of the exercise will be to solicit input on the alternatives and proposed evaluation. At the meeting, the alternatives will be presented along with information about how each element scored in terms of number of goals directly supported, mobility, and feasibility. The exercise will determine the Working Group score. HDR will prepare a workshop summary report to document the input received from the Alternative Analysis/Results workshop.

### ***Community Participation Summary***

A Community Participation Summary Report will be prepared that summarizes the comments and issues raised by the public and describes the outreach activities conducted throughout the MSB 2035 L RTP Update process. The summary will be updated after each round of public meetings/online open houses/workshops.

### ***Road Service Area, Business and Community Council Workshops***

HDR will organize and facilitate two 2-hour workshops with representatives from the Road Service Areas (RSAs), local businesses, and Community Councils. Participants will have the option to attend either a morning or an afternoon session. HDR will develop an initial list of invitees, including representatives from local governments, coordinate the list with the MSB, and prepare a draft Workshop format and agenda for review and approval by the Technical Advisory Committee (TAC). HDR will invite the meeting participants and will prepare a summary report to document the input received at the workshops.

### ***Additional Community Participation Activities***

HDR will provide one introductory briefing of the project to each of the following:

- MSB TAB
- MSB Aviation Advisory Board
- City Councils of Houston, Palmer, and Wasilla
- MSB Planning Commission
- MSB Assembly





Additional presentations to the TAB, Planning Commission, and Assembly will occur throughout the project as needed.

Personnel responsible for the successful implementation of this CPP are identified in Table 1, and the members of the TAC are identified in Table 2.

**Table 1: MSB 2035 L RTP Update Community Participation Staff**

Name	Role	Company	Phone	E-mail
Lauren Driscoll	MSB Project Manager	MSB	907-745-9855	<a href="mailto:Lauren.driscoll@matsugov.us">Lauren.driscoll@matsugov.us</a>
Jessica Smith	MSB Transportation Planner	MSB	907-861-8514	<a href="mailto:Jessica.smith@matsugov.us">Jessica.smith@matsugov.us</a>
Murph O'Brien	HDR Project Manager	HDR	907-644-2138	<a href="mailto:Murph.O'Brien@hdrinc.com">Murph.O'Brien@hdrinc.com</a>
Laurie Cummings	Deputy Project Manager	HDR	907-644-2065	<a href="mailto:Laurie.Cummings@hdrinc.com">Laurie.Cummings@hdrinc.com</a>
Tom Brigham	Senior Transportation Planner	HDR	406-532-2211	<a href="mailto:Tom.Brigham@hdrinc.com">Tom.Brigham@hdrinc.com</a>
Allison Biastock	Community Participation Lead	HDR	907-644-2167	<a href="mailto:Allison.Biastock@hdrinc.com">Allison.Biastock@hdrinc.com</a>
Summer Hudson	Community Participation Support	HDR	907-644-2157	<a href="mailto:Summer.Hudson@hdrinc.com">Summer.Hudson@hdrinc.com</a>

**Table 2: MSB 2035 L RTP Update Technical Advisory Committee**

Name	Role	Agency
Lauren Driscoll	MSB Project Manager	MSB
Brad Sworts	MSB Transportation Planner	MSB
Allen Kemplen	ADOT&PF MSB Area Planner	ADOT&PF
David Post	ADOT&PF MSB Area Planner	ADOT&PF

## Implementation Schedule

The recommended Community Participation Schedule is outlined in Table 3. This information will be updated on the website in case of changes in dates and/or venues.

**Table 3: MSB 2035 L RTP Update Implementation**

Target Implementation Date	Recommended Community Participation Activity	Responsible Party
June 2014	Launch MSB 2014 L RTP Update website	MSB and HDR
	TAB Meeting	
	Aviation Advisory Board Meeting	
	Finalize CPP	HDR

Target Implementation Date	Recommended Community Participation Activity	Responsible Party
July 2014	<b>Community Meeting #1 – Sutton</b> Sutton Library July 16, 2014 6:00-8:00pm	MSB and HDR
	<b>Community Meeting #2 – Big Lake</b> Faith Bible Fellowship Church July 17, 2014 6:00-8:00pm	
	<b>Community Meeting #3 – Wasilla</b> Station 61 July 23, 2014 6:00-8:00pm	
	<b>RSA/Local Business/Community Council Workshops</b> Station 61 Session #1 - July 23, 2014 9:30-11:30am Session #2 - July 23, 2014 1:30-3:30pm	
	TAB Meeting	
	Online Open House #1	HDR
April 2016	Alternative Land Use Workshop	MSB and HDR
April 2016	Transit Workshop	MSB and HDR
June 2016	Alternative Analysis Workshop	MSB and HDR
August 2016	TAB Meeting	MSB and HDR
August 2016	Aviation Advisory Board	MSB
September 2016	Joint MSB Planning Commission/Assembly Meeting	MSB and HDR
October 2016	Community Meeting #4 – Wasilla	MSB and HDR
	Community Meeting #5 - tbd	MSB and HDR
	Community Meeting #6 - tbd	MSB and HDR
	Online Open House #2	HDR
October 2016	Additional presentations	MSB
November 2016	MSB Planning Commission Meeting	MSB and HDR
December 2016	MSB Assembly Meeting	MSB and HDR

## CONCLUSION

This CPP is a guide to community and stakeholder involvement for the MSB 2035 LRTP Update. Community and stakeholder involvement is a dynamic process. As such, flexibility will be maintained to address unanticipated items or issues. Any changes to the schedule will be posted on the website to ensure that community members and stakeholders are apprised as early as possible to accommodate their schedules.