



The following tables document the issues identified during October 28, 2004 scoping meetings on the Parks Highway project.

**Issues Identified by Planning, Utilities, Agencies and Emergency Services, Table 1 of 2**

Development Plans	Road Ideas	Parks Highway Ideas	Trails
<ul style="list-style-type: none"> <li>• Jacobson Development</li> <li>• MSB LRTP Development</li> <li>• Meadow Lakes Comp Plan</li> <li>• Meadow Lakes Town Center @ Pittman/Sylvan</li> <li>• Intermodal Facility (Commuter Rail/Park &amp; Ride) @ airport</li> <li>• Charter School @ Pittman</li> <li>• Mid Valley High behind B&amp;J</li> <li>• Elementary School @Pittman (existing)</li> <li>• Meadow Lakes Comm. Center (40 ac site—ID'd by MSB)</li> <li>• ARRC Bypass</li> </ul>	<ul style="list-style-type: none"> <li>• Extend Sylvan to Hollywood</li> <li>• Connection at Vine to get to Sylvan</li> <li>• Road – Sports Complex to Airport</li> </ul>	<ul style="list-style-type: none"> <li>• 4-lane w/frontage (? Volumes)</li> <li>• 4-lane w/turn pockets (? Volumes)</li> <li>• Pittman Grade Separation</li> <li>• Church Grade Separation</li> <li>• Big Lake Rd – intersection</li> <li>• Vine intersection improvement (signal?)</li> <li>• Controlled /Limited Access</li> <li>• Frontage Road to access Meadow Lakes Town Center</li> </ul>	<ul style="list-style-type: none"> <li>• Wasilla to Big Lake (earmark funding available)</li> </ul>



**Issues Identified by Planning, Utilities, Agencies and Emergency Services, Table 2 of 2**

Utilities	Emergency Services	Data Research	Identify Locations
<ul style="list-style-type: none"> <li>• ATV access on gravel utility easement</li> <li>• Sewer/Water Extensions</li> <li>• Gas Plans</li> <li>• GCI Expansion Plans</li> </ul>	<ul style="list-style-type: none"> <li>• Turning radius accommodate emergency vehicles</li> <li>• Area experiences severe injury accidents—rear ends, high speed accidents in areas without turn lanes</li> <li>• Parks Highway provides a fire break</li> <li>• Project should address evacuation in emergency</li> <li>• Project area of concern because of fire potential</li> <li>• 2-way frontage roads are better than 1-way for emergency services, provide alternate access in emergency</li> <li>• Long controlled access would require u-turn capability for emergency vehicles</li> <li>• Median u-turn areas important for emergency services</li> <li>• We could use an extension of the water utility for the fire department.</li> <li>• We have to bring water to the fire location.</li> <li>• Many accidents occur when snow machines cross the Parks Highway</li> <li>• Lots of snow machine accidents occur at the Pittman Rd/Parks Highway intersection</li> <li>• Wide shoulders are important for emergency services</li> <li>• Emergency response is a mutual aid system where we respond from various stations</li> <li>• Fire access exists at Vine, Pittman and Big Lake</li> <li>• Pittman – main access for Meadow Lakes Fire Station</li> <li>• Turn Lanes needed</li> <li>• Need to work with emergency services to establish construction access/egress in case of emergency, Good example of construction coordination with Emergency Services – Butte/Old Glenn project</li> </ul>	<ul style="list-style-type: none"> <li>• Dick Estelle has new traffic counts on Vine Street</li> <li>• Land Use Map</li> <li>• Loon locations</li> <li>• Migratory Birds</li> <li>• ARRC Moose kill data</li> </ul>	<ul style="list-style-type: none"> <li>• Borrow Sites for construction</li> </ul>



**Public Meeting Workshop Comments, Table 1 of 3**

Users	Lanes	Rd Features	Natural Environment
<ul style="list-style-type: none"> <li>• Weekenders</li> <li>• Children</li> <li>• QAP gravel trucks</li> <li>• Recreational 4-wheelers, snowmachiners •••</li> <li>• Business</li> <li>• Commuters ••••</li> <li>• Emergency vehicles ••</li> <li>• Tour Buses</li> <li>• Truckers ••••</li> <li>• Tourists ••••••••</li> <li>• School Buses ••••</li> <li>• Families ••</li> <li>• Residents ••••••••</li> <li>• Transient Commercial •••••</li> <li>• Local Commercial ••••</li> </ul>	<ul style="list-style-type: none"> <li>• Sufficient shoulders</li> <li>• Special attention to Jacobson Lake, Airport, railroad, development area &amp; South Mack Rd (heavy traffic)</li> <li>• Widen highway</li> <li>• Control access</li> <li>• No center islands!</li> <li>• Center lane ••</li> <li>• Frontage Roads ••••••</li> <li>• <u>No</u> frontage roads</li> <li>• Minimum 4 lane with turnout lanes</li> <li>• Merging lanes</li> <li>• Frontage roads &amp; 4 lanes</li> <li>• Limited access ••</li> <li>• 4 lane with turns each way</li> <li>• Pullout &amp; park on north side (rather than widen to Tesoro)</li> <li>• 5 lane with signalization</li> <li>• Detour roads for emergency</li> </ul>	<ul style="list-style-type: none"> <li>• Interchanges</li> <li>• Traffic Signals</li> <li>• Overpass at Pittman &amp; Church ••••••</li> <li>• Heat overpass for non-icing</li> <li>• Ultimate grade separation at major intersections</li> <li>• Scenic/safety pullouts</li> <li>• Traffic signal at Vine</li> <li>• Widen overpass at MP 47</li> <li>• Overpass/traffic signal at Big Lake ••••</li> <li>• South Mack Rd</li> <li>• Icy overpass makes difficult turns at Museum Drive</li> <li>• Limited access with frontage Roads and well spaced cross overs</li> </ul>	<ul style="list-style-type: none"> <li>• Loons, eagles along Parks overpass to PI</li> <li>• Protect waterways, <u>ALL</u> streams</li> <li>• Landscape</li> <li>• Landscape with natural vegetation</li> <li>• Flea market area used to be a car dump</li> <li>• Inventory of fish, waterfowl nesting in lakes &amp; streams within project area</li> <li>• Wetlands at RR crossing MP 47</li> <li>• Wetlands at Big Lake Rd MP 52</li> <li>• Keep trees along highway</li> </ul>



**Public Meeting Workshop Comments, Table 2 of 3**

Trails	Road Surface	Moose	Lighting
<ul style="list-style-type: none"> <li>• Trails •••</li> <li>• Bike paths both motorized and non-motorized (marked) ••••</li> <li>• Maintain bike trails</li> <li>• Recreational trail</li> <li>• People overpass, underpass ••</li> <li>• Sidewalks, bike trails, snow (motorized) trails</li> <li>• Vine &amp; Parks Hwy bike path (grade)</li> <li>• Add motorized trails ••••</li> <li>• Trails on frontage Rd, not highway</li> <li>• Pedestrian/ATV tunnels ••</li> </ul>	<ul style="list-style-type: none"> <li>• Ruts caused by poor sub-structure &amp; surface material</li> <li>• Slope in current Rd curves is wrong</li> <li>• Need light colored Rd surface for night vision</li> </ul>	<ul style="list-style-type: none"> <li>• Historical wildlife trails</li> <li>• Moose fence MP 44-46 &amp; MP 47-49</li> <li>• Church to Big Lake keep easements clear for visual on moose</li> <li>• Clear easements for moose</li> <li>• Moose on the Knik Goose Bay Rd – open areas provide ease for movement</li> </ul>	<ul style="list-style-type: none"> <li>• Better Illumination •••</li> <li>• Lighting at intersections</li> <li>• Light at Stanley</li> <li>• Light at Vine</li> <li>• Lighting in moose areas •••</li> <li>• Street lights all the way••</li> <li>• Flashing lights on all moose!</li> <li>• Lights for seeing wildlife, 4-wheelers &amp; people</li> </ul>

**Public Meeting Workshop Comments, Table 3 of 3**

Drainage	Railroad Issues	Schedule	Misc
<ul style="list-style-type: none"> <li>• Runoff to wells close to Rd</li> <li>• Drainage issues</li> <li>• Storm runoff ••</li> <li>• Hydrology</li> </ul>	<ul style="list-style-type: none"> <li>• Railroad overpass/underpass</li> <li>• Railroad depot (communicate with AK RR for depot)</li> </ul>	<ul style="list-style-type: none"> <li>• Do it now</li> <li>• 5 years is too long</li> <li>• Speed it up as much as possible</li> </ul>	<ul style="list-style-type: none"> <li>• Noise control</li> <li>• Noise</li> <li>• Impact of highway on local communities' Comp Plans?</li> <li>• Keep folks informed. Hold another meeting when needed.</li> </ul>



Comments received on comment sheets:

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Highway users: area residents, tourists, school buses, emergency vehicles, long distance truckers

Problem Areas: High speeds, no turn lanes and poor lighting, bike trail reaches edge of highway in many areas and is not marked.

Suggestions: 1) 5 lanes—2 in each direction and 1 for turning, extend to Houston High School turn off; 2) lower speed limits from 55 to 45 mph as far as Houston high school turn off; 3) mark bike trail for non-motorized vehicles; 4) add street lighting at intersections

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Would favor 4 lanes with turn lane. Would oppose frontage roads –this corridor is lined with businesses; a frontage road would hurt them economically. An alternate route will alleviate traffic on the Parks, possibly ferry service or bridge in 20-30 years.

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I would be interested in an interview for thoughts on this project. Our corporation currently owns a 53 acre, 36 acre and 18 acre parcels in this project. Properties are listed under Valley Real Estate Co., Inc., Olympic Investments LLC, Peter Zamarello.

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1) gravel trucks from pit north of Vine extension should access Parks Highway. Trucks entering Pittman Road near RR tracks create a danger. 2) Parks-Pittman-railroad intersection should be improved (overpass/underpass). 3) Highway right of way extended north to railroad right of way east of Pittman Road. 3) Pave and unpaved trails (horses as well as ATV's). 5) Frontage roads and very limited access, 6) Landscaping where safe.

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Serious consideration should be given to the intermittent stream (above and below ground, flows all year). Stream origin is a small lake south west corner of Selden & Wasilla Fishhook. This stream is the drainage for ~80% of what does not flow into Lucille Creek or the Little Su. Major source of Meadow Creek, Big Lake/Parks intersections. Federal hydrologist has a map showing this stream and its feeders. From Vine to Blodgett Lake, almost the entire stream bed has been filled in by development. This causes a serious flood problem along Full Curl Avenue off Vine (1/4 mile south, Vine/Parks).

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Vine Road/Parks – This is a serious problem intersection. Traffic count through this intersection has consistently been greater than Pittman/Parks intersection. Mornings and evenings, up to 15 minute wait to turn right onto Parks. Problem is vehicles turning left onto Parks. Problem is further worsened by Services Oil and Gas (SOS) two accesses out/in off Parks. Vine traffic going east (Wasilla) turns into SOS and then turn right out to Parks. Problem is exponentially getting worse.

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Turn lane on Church to Parks. High traffic lanes at Mack & Parks. Designated off-road vehicle trail and safe crossings. Turn lanes to accommodate trailers—length of lane. Vegetation/landscaping to match natural environment. Identify corridor width – add new lanes to help move traffic during construction.

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**Summary of Meetings  
October 28, 2004**

1) 4 lanes needed with access roads just like Wasilla. 2) Lighting all the way down the Parks, that helps keep so many moose from jumping out in front of cars just like they did at the Palmer Flats or something else. 3) We look forward to seeing the improvements in the future. Everyone's doing a good job.

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Follow up:

- Scheduled presentation at the Meadow Lakes Community Council for December 8<sup>th</sup>, 7 p.m. at Meadow Lakes Elementary School about 2 miles from the Parks on Pittman Road (Contact: Bill Brown, 907-376-1035)
- Called Mr. Zamarello (376-3330) as requested, left message 11/1/04
- Called Dan Kennedy, 376-1272, left message, received email, returned call 11/1/04
- ATV/Snow-machiners
- TomWesdahl, Wasilla Airport Manager
- Mat-Su Airmen's Assn.
- Truckers – Weaver, Holland, Carlisle
- Tourism—Holland America, Westours
- Alaska Moose Federation