



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

**DRAFT**

**July 2017**

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Attachment A: Tough Choices Survey Results

Attachment B: Comment Summary

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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

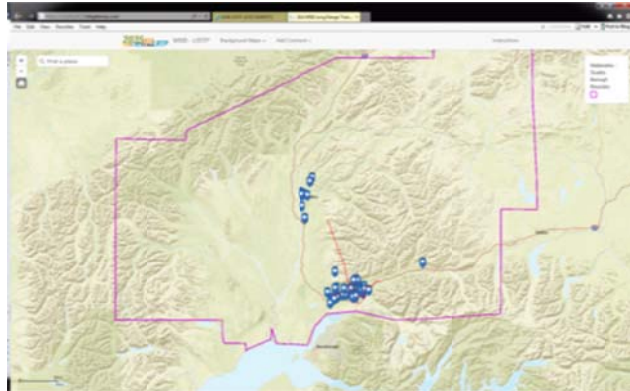
A project website provided project updates, archived meeting materials, and allowed the public to contact the project team directly. All work products, including the draft and final MSB 2035 LRTP Updates, were posted on the project website:

[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.

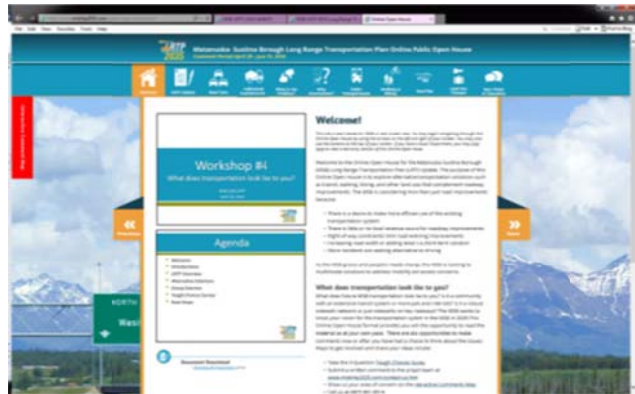
Participating project team members also received the following informal comments at community open house events:

- 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**

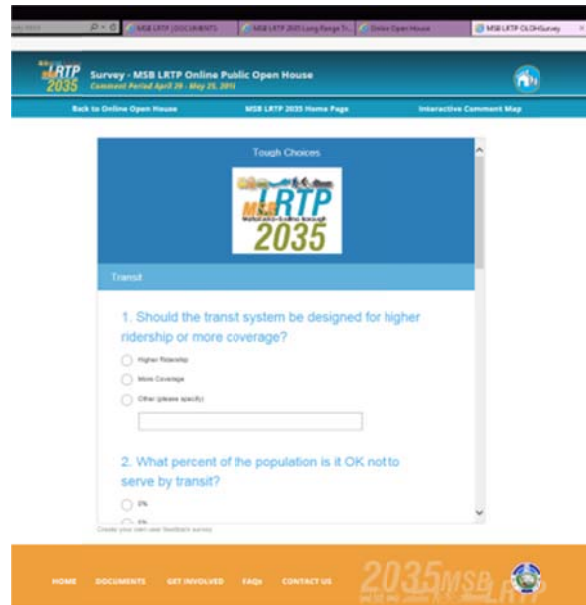
- MSB should assume road power to fund projects using an area-wide levy.
- Do not build roads that can't be maintained.
- Implement Complete Streets program.

### **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**



## **Attachment B: Comment Summary**





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