

**3/29/12  
PRESENTA-  
TION:  
PARKS  
HIGHWAY -  
WASILLA  
BYPASS**

<TARGET><BILL></BILL><SUBJECT>3-29-12 PRESENTATION  
PARKS HIGHWAY - WASILLA  
BYPASS</SUBJECT><COMM>STRA27</COMM></TARGET>



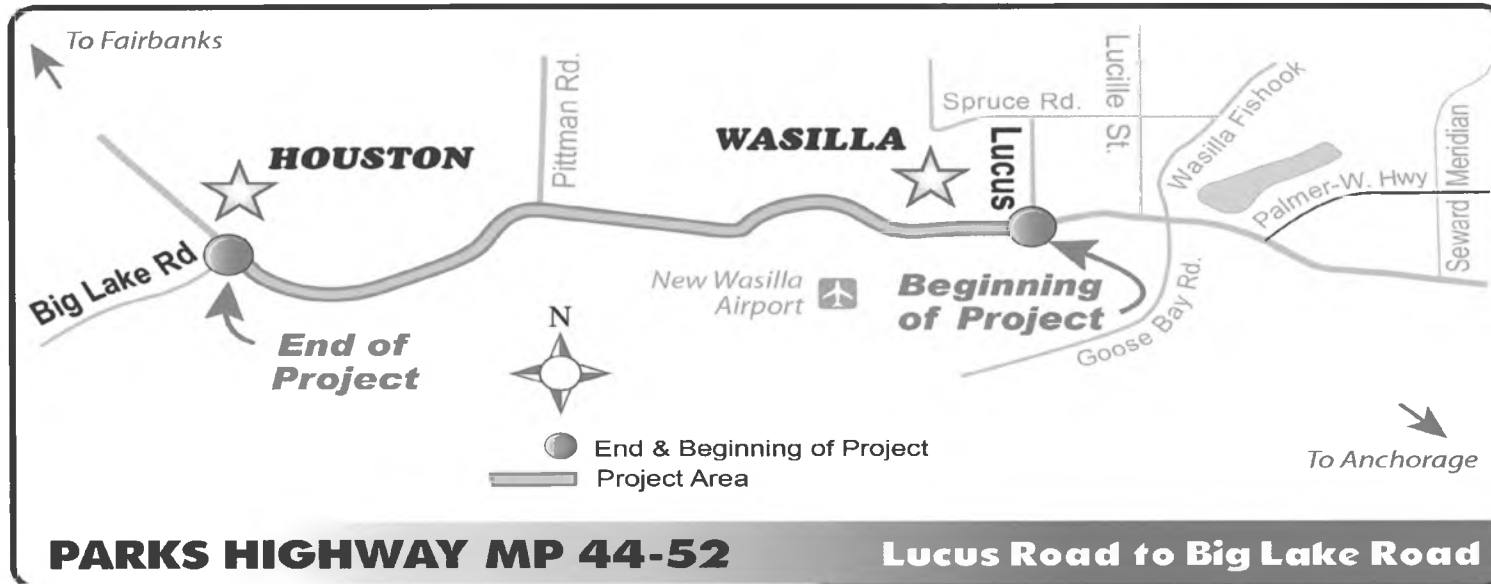
# Parks Highway Reconstruction: Lucus Road to Big Lake Road

**Project Status**  
**March 2012**





# Project Description



## West End:

Current average daily traffic: 14,000  
Projected traffic by 2035: 27,000

## East End:

Current average daily traffic: 21,000  
Projected traffic by 2035: 41,000



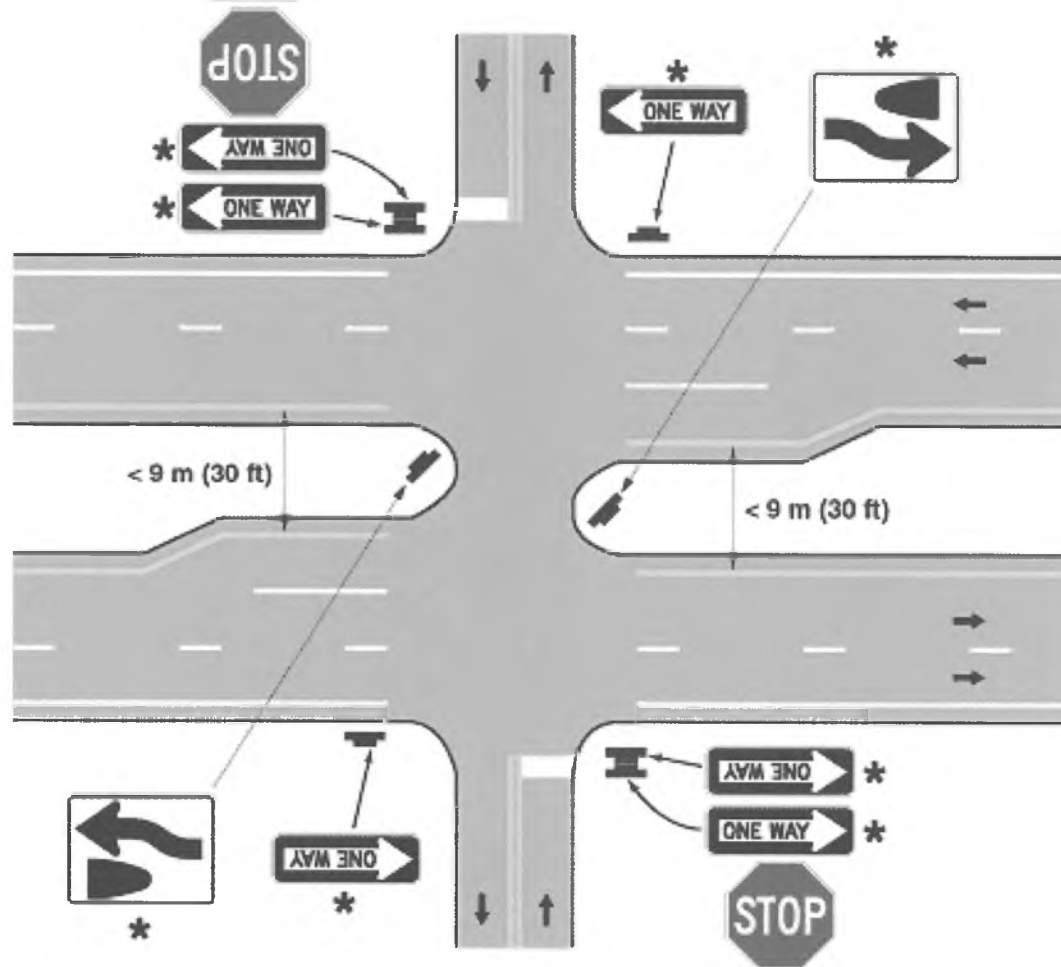


# Purpose and Need

- **Purpose:**
  - Parks Highway is an NHS route whose primary function is moving goods and services with limited, safe, access.
- **Need:**
  - address the safety problems caused by uncontrolled access, while reducing congestion, and increasing travel efficiency.



# What is a 4-lane divided?





# What Safety Problems?

- Ranked #1 in Alaska for head on crashes
- Ranked #1 corridor with the greatest risk of death and injury in the state
- 3 times the state average for fatalities
  - 23 deaths in the last 10 years on this stretch
- 2 times the state average for major injury
  - 86 injuries require hospitalization in last 10 years



# Improving Safety

The 4-lane divided was selected due to **safety** and **efficiency** advantages.

- Compared to a 5-lane section;
  - Nationally, reduces head-on crashes by 21%
  - Nationally, reduces sideswipe crashes by 47%
  - In Alaska, overall crash rates for 5-lane sections are about 45% higher than 4-lane divided



# Improving System Efficiency

- Provide more efficient movement of traffic
  - 5-lane would be 45 mph
  - 4-lane divided will be 55 mph
- 5-lane sections begin to fail operationally and in safety where AADT exceeds 24,000 to 28,000
- Alaska experience on 5 lane roads reveals continued safety concerns
  - High volume 5-lane roadways in Anchorage are being converted to 4-lanes



# Public Involvement

## EA Phase (2004-2010)

- 8 Public meetings
- 27 Stakeholder interviews
- 5 Community Council and civic group presentations

## Design Phase (2011 and on)

- 5 Public meetings plus one planned for April 30, 2012
- 5 Stakeholder meetings to date
- 6 presentations to boards and commissions

Communication and coordination with public ongoing





# Adopted Plans

The 4-lane divided section is consistent with the following local adopted plans:

- MSB Long Range Transportation
- MSB Comprehensive Development Plan
- Big Lake Comprehensive Plan
- Meadow Lakes Comprehensive Plan
- City of Wasilla Comprehensive Plan
- City of Wasilla Official Streets & Highways Plan



# Economic Impact

“Studies to date indicate that median projects generally have little overall adverse impact on business activity. Business owner perceptions of potential impacts of access changes tend to be much worse than actual impacts.”

- Studies show that changes in access do not cause a change in the use of the abutting properties
- In surveys, Customer Service, Product Quality and Product Price are regularly ranked as more important than business accessibility
- Economic studies show that employment typically increases locally after access management is introduced

(Source: *Access Management Handbook*, Center for Transportation Research and Education )





# Economic Impact (continued)

- Increased road capacity results in increased traffic past businesses
- Increased travel speed along controlled access corridors actually reduces the travel time to access businesses, even with slightly longer routes
- Reduced safety of the roadway would discourage travelers from visiting businesses which they do not feel safe accessing



# Right of Way Impacts

- ROW impacts shared with the public during every public meeting
- Federal process followed to compensate, relocate and make property/business owners whole
- Site specific issues will be addressed during ROW negotiations



# Right of Way Issues



**This figure is an example of how we are continuing to develop solutions for each property.**



# Environmental Impact

- Higher travel speed, less conflicts, and reduced delay increases overall fuel economy of 4-lane option over 5-lane
- Access Management would responsibly protect the long term statewide right-of-way investment

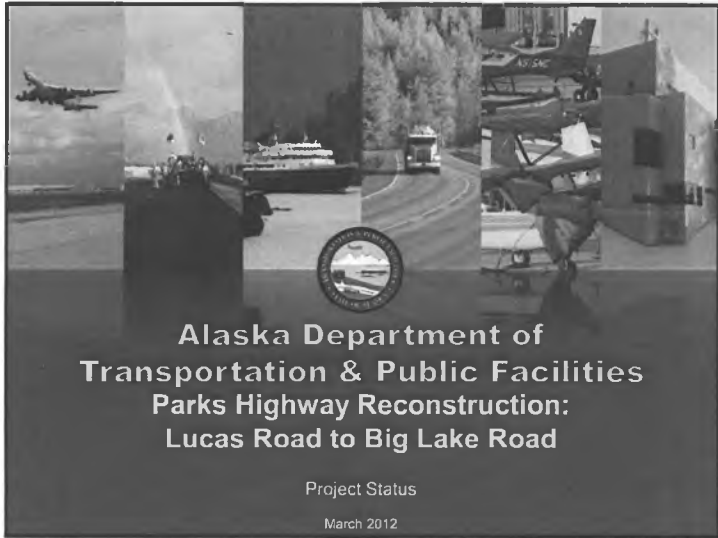
(Source: *Access Management Handbook*, Center for Transportation Research and Education)



# Questions

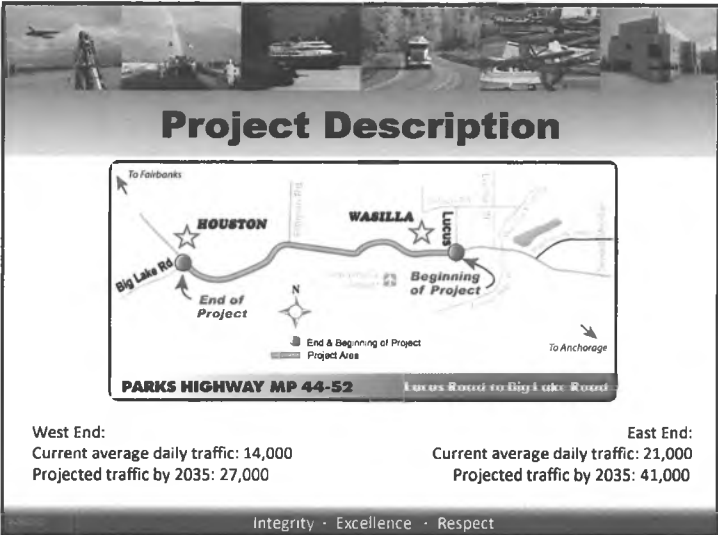
- For more information:
  - Jim Amundsen, P.E., Project Manager  
DOT&PF  
907-269-0595  
[Jim.Amunden@alaska.gov](mailto:Jim.Amunden@alaska.gov)
  - [www.parkshighway44-52.info](http://www.parkshighway44-52.info)





**Alaska Department of  
Transportation & Public Facilities**  
Parks Highway Reconstruction:  
Lucas Road to Big Lake Road

Project Status  
March 2012

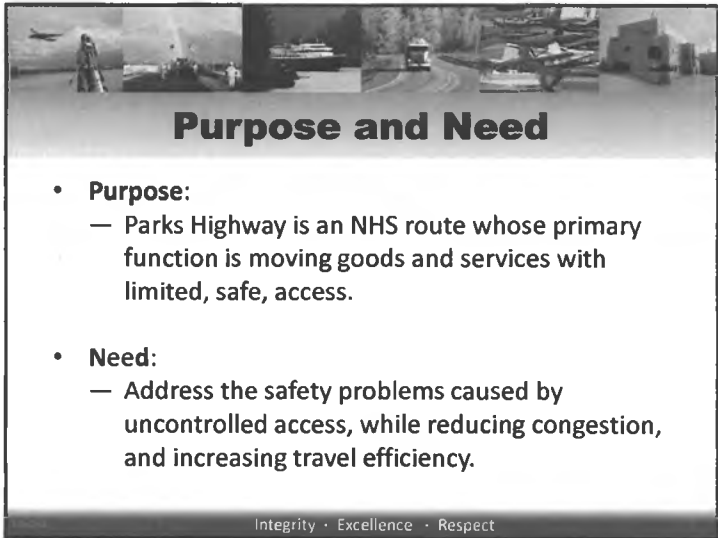


### Project Description

**PARKS HIGHWAY MP 44-52** Lucas Road to Big Lake Road

|   |   |
|---|---|
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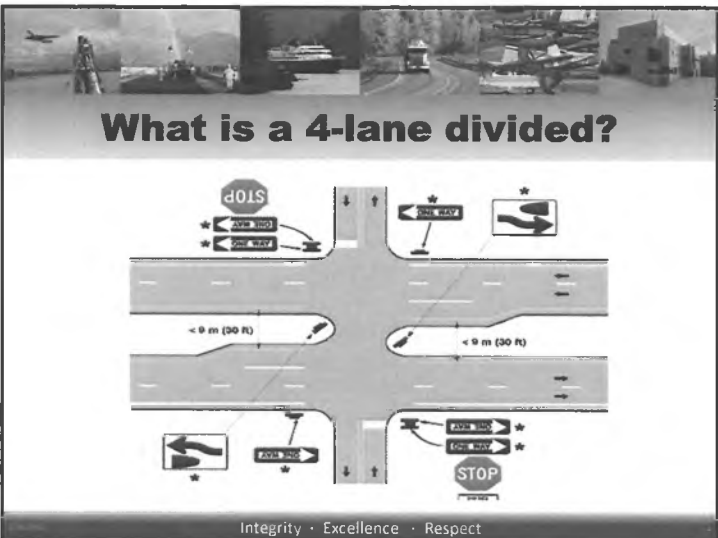
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## Questions

- For more information:
  - Jim Amundsen, P.E., Project Manager  
DOT&PF  
907-269-0595  
[Jim.Amunden@alaska.gov](mailto:Jim.Amunden@alaska.gov)
  - [www.parkshighway44-52.info](http://www.parkshighway44-52.info)

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## Jody Simpson

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**From:** Gerard Billinger <gerardsb@rocketmail.com>  
**Sent:** Thursday, March 29, 2012 8:36 AM  
**To:** Sen. Charlie Huggins  
**Subject:** Parks Highway\_ Lucas to Big Lake Project

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Senator Charlie Huggins,

I am writing you in support of the Parks Highway Lucas to Big Lake Road Project. I have heard numerous times that this road project will be a four lane section of road with a 2 way left turn lane in the middle (suicide lane) and the speed limits dropped to 45 mph. I drive this section of road every day from Big Lake into Anchorage and then back home in the evening. I have seen some bad wrecks throughout this section of road, some fatalities and numerous rear ends.

As you know this section of road is now a Safety Zone, which really amounts to nothing. I have seen going into work in the mornings and evenings people who pass in "No Passing Zones" speeding down the road at 65 mph and no law enforcement in this area at all. This summer I hear the DOT will be adding flashing speed limit signs that will flash your speed at you when approaching, what will this sign accomplish? Probably nothing more than another sign that somebody will shoot out and probably never get replaced or encouraging some drivers to see how fast they can drive, just to see their speed flash across that sign.

I hope that the State of Alaska will **NOT** allow this project to be built with the **SUICIDE LANE** proposed. I have worked for the KDOT (Traffic Engineering) in the past and remember working on a project there that had a suicide lane added to the roadway. The speed limit in this area was 55 mph and had a lot of businesses along this corridor, this turn out a big mistake and had fatalities right off the start when that road was opened. A couple years later, more money and a few law suits, that road was completely re-constructed and made into a divided highway. I don't know how many times I have heard the phrase "How many lives have to be taken before anything gets done?"

Please reconsider how this road is to be designed. Suicide Lanes are not the answer. This will just be more of a problem and not a solution to the current traffic problems that are out there today. Safety should be the NUMBER 1 priority.

Gerard Billinger  
Big Lake Resident

## Jody Simpson

---

**From:** Jim and Janet Faiks <alaskalpaca@mtaonline.net>  
**Sent:** Thursday, March 29, 2012 7:10 AM  
**To:** Sen. Charlie Huggins  
**Subject:** Parks Highway design

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Completed

Good Morning Charlie,

I understand that there might be a push to change the design of the Parks from 4-lane divided to 5-lane. I can't believe that this would actually be considered as it would result in an extremely dangerous stretch of highway. When I drive the Glen in the winter is often see "ditch-divers" (or holes they made), and without physical separation these would have been "head-ons". Please tell me that this change is not really being considered.

Sincerely,  
Jim Faiks

PS. I was asked and agreed to fill a vacancy on the Community Council Board. It has not taken me long to realize the time commitment this basic level of public service requires. Thank you for all you have done. I know you have some really big issues you're dealing with. I was sure hoping to hear some good news on the Knik Arm crossing.

## Jody Simpson

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**From:** Cindy Bettine <CindyBettine@mtaonline.net>  
**Sent:** Wednesday, March 28, 2012 11:54 PM  
**To:** Sen. Albert Kookesh; Sen. Joe Thomas; Sen. Linda Menard; Sen. Dennis Egan; Sen. Charlie Huggins  
**Subject:** Parks Highway mile 44 to 52 Senate Transportation Committee hearing testimony.

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Completed

To the Honorable Senate Transportation Committee,  
Thank you for having the special hearing on the Park Highway west of the city limits of Wasilla. I drive all 8 miles of this road daily. I support the DOT's design of a 4 lane divided highway.

The last ditch efforts of a few property owners along this corridor to consider a 5 lane suicide design is just that "a last ditch effort". In the past 5 or 6 years, I have attended DOT open houses in Wasilla, Big Lake and Houston on the design planning of this congested stretch of the Parks Highway. What is before you today is a compromise of years of public meetings. Those of us who commute to work in Wasilla, Palmer and Anchorage wanted a freeway style road like the Parks Highway from the Glenn Highway into Wasilla to the Seward Meridian. The businesses along the same stretch of road wanted a 4 lanes with a suicide lane; the compromise was what we have today; a 4 lane divided highway with right in and right out plus stop lights every ½ mile.

The 4 lane divided highway is needed for safety. Please do not stop progress! Give the DOT the support they need to expedite this major highway that connects all areas of Alaska. We need this upgrade not only for residents in the Mat Su who live west of Wasilla, but for commerce & economic development in Alaska. A 45 MPH road with a suicide lane for 8 miles would be worse than the congestion we have now. Don't stop progress; expedite the DOT plan.

Cindy Bettine  
Box 870008  
Wasilla, Alaska 99687

*Olympic Investments LLC, P.O. Box 873088, Wasilla, AK 99687 (907) 376-3330*

February 2, 2012

State of Alaska DOT & PF  
Central Region Design  
Attn; James Amundsen  
Project Manager

Re: ADOT & PF/Parks Highway Alternative Corridor Project & Reconstruction Parks  
Hwy. MP 43.5 – 48.8

Mr Amundsen,

I received your letter dated December 12, 2011 that I probably should have received before my December 15<sup>th</sup> Hearing with the Mat-Su Borough platting board, appealing the October 27<sup>th</sup> approval on the Department of Transportation (DOT) ROW acquisition plat. You state that “Your design team took another look at the proposed signal location and confirmed that Stanley Road is the best location for the signal”. At this time the generator on Stanley Road is the Church On The Rock, 1 day a week. Your Right Of Way (ROW) acquisition plat shows DOT taking a considerable amount of parking lot from the Church. The Pastor of that church had a conversation with DOT that the church could not function due to lack of parking places for their members. DOT indicated that they may need to relocate the church to somewhere else in that case. So if this road is build as designed, the Church On The Rock relocates, and there goes your 1 day/ week traffic generator for that street! The current traffic generator is S. Lamont Circle. In the future if you need the North corridor on that section line to a future Spruce Road and Seldon Road, then you can do it 20 or 30 years from now when it may be needed.. That should finish the argument as to where the “Proposed Signal light should be”, and that “Stanley Road is an appropriate connection to the Parks Highway and warrants a traffic signal based on traffic volume”. There are about 30 houses On Stanley road that would be using the signal light. The rest of the residents in Mission Hills and properties to the east of Stanley road use the Church Road Exit and light. When the church goes away, there will not be enough population or houses in that area to qualify for a signal light. Currently your one day traffic generator is the Church on the Rock! One day a week! I don’t know where you are getting your information but in case you don’t know, the new traffic generator is on S Lamont Circle from the New Denali Restaurant that opened up March of 2011. You should update your TIA. In contrast, S Lamont Circle is a local road and could be changed to a future collector road with the stroke of a pen. Lamont Way and the Connecting road S. Lamont Circle has the future possibility of connecting to several more properties on the North side of the Parks Highway, and South of the Parks Highway to the Airport, and beyond to Knik Goose Bay Road. That is the future of the Lamont street options. Stanley Road is on a corner, with limited visibility and “Jacobson Lake” prevents the extension of the road south.

You say “it is not “good practice” to directly connect local streets to arterials such as the Parks Highway, especially where collector connections can be developed and used.” You go on to say “moreover, because of the higher volumes and speeds that will be served by the Parks Highway, it is good practice to consolidate and minimize access points

wherever possible.” You should change the wording “good Practice” to “common sense” at which point your whole argument will change. Let’s explore some facts:

DOT appears to disregard the law in several areas, including title 35 of the Alaska State Statutes, the Mat-Su Boroughs long-range transportation plan, the federal guide lines on “Interstate Highway design” as well as allowing public testimony and failure to notify the public of the ROW that the State of Alaska DOT was purchasing. Also according to the ROW acquisition plans, DOT was purchasing several properties at key intersections obviously for future overpasses of which that information was not disclosed at any public meeting to allow public.

You mention Lamont Way. The street across from Lamont Way is S. Lamont Circle which you fail to mention in your letter. S Lamont Way is a “road “approaching the Parks Highway that is paved and 3 lanes (one center left turning lane) to accommodate larger traffic volumes. S Lamont Circle also has the ability to continue South, across the Alaska Railroad Tracks, connect into Museum Drive and then on to S Clapp Road to Knik Goose Bay Road and then to Fairview Loop onto the Parks Highway again. You mention that “The Department would support development to the planned signalized intersection at Stanley via frontage roads or local streets.” You failed to mention that there are no “frontage roads” or “local streets” and your design does not show any in the future. Also note that your supplemental Analysis you provided is biased and full of misinformation tailored to fit the DOT’s planned design (Crystal Ball). How about an analysis by our engineer? I will bet the outcome will be completely different of what your analysis is. You state in your letter that “The Parks Highway is designated an interstate”. The Parks Highway may be “Labeled” as an Interstate Highway by some source, however it does not meet the standards of an Interstate Highway. **Standards:** The American Association of State Highway and Transportation Officials (AASHTO) has defined a set of standards that all new Interstates must meet unless a waiver from the Federal Highway Administration (FHWA) is obtained. **One almost absolute standard is the controlled access nature of the roads. With few exceptions, traffic lights (and cross traffic in general) are limited to toll booths and ramp meters (metered flow control for lane merging during rush hour).** Your signalized intersections do not meet this criteria. **Speed limits: Being freeways, Interstate Highways usually have the highest speed limits in a given area.** (In Alaska that speed limit would be 65 mph) Currently, rural speed limits generally range from 65 to 75 miles per hour....

Basically, according to your ROW acquisition and your own admittance, the Department of Transportation plans to eventually turn the Parks Highway between Wasilla at Lucas Road and Big Lake Road into a Freeway with a 65 mile per hour speed limit + whatever a future speed limit is. The Dot public meetings on this subject said that the speed limit would be 55 mph.

According to the **Mat-Su Borough Long Range Transportation Plan**

## **(1) INTRODUCTION**

**1.2 Purpose of planning; “its important that decision-makers not have to address important issues and make critical choices by the seat of their pants, but be able to rely on a well-conceived plan developed with substantial community involvement.”**

## **(2) GOALS AND OBJECTIVES**

2.1; This set of goals addresses the impacts of transportation facilities upon Borough residents at work and home. This plan seeks to direct the development of the Borough's transportation system that respects our neighborhoods, is visually attractive and is efficient.

**Goal: Provide a transportation system that enhances the local economy and quality of life.**

DOT's planned highway design, according to their ROW acquisition purchase plan submitted to the Mat-Su Borough will stop and destroy the local economy based on the following factors.

**Purchasing Right of Way that:**

Eliminates required parking and snow storage to maintain business

28 properties with 10' set back violations

Negatively impact land and property value

No left turn into or out of properties making them U Turn accessible.

Unreasonable and Unsafe Access for several properties.

Over \$100 Million wasted for additional ROW that is not needed.

All of the businesses along this Commercial Corridor expressed a strong opinion that they want a 5 lane road, with a center lane for turning onto or off the road. That type of road we have been using for several years has proven to be safe, and people are less likely to be killed.

The last large DOT road design on the Parks Highway between Seward Meridian and the Glenn Highway literally stopped the commercial growth in that area, destroyed a lot of businesses, and has discouraged new businesses to open. With 5 lanes everyone will have reasonable safe access to their property and eliminate the unnecessary spending of hundreds of millions of dollars in this fragile economy.

The DOT already has 200 feet of ROW and it's not necessary to purchase any more. In the July 6, 2001 lunch meeting (you refused to eat) we had with you, and other local politicians, you acted a lot different than you do in the letter we are answering. When we pointed out that there would be a huge loss of businesses and jobs due to your proposed road design, you said that was not your concern, and we were surprised when you told us that "this road design is going to happen as designed and nothing will stop it. Its in stone" and that your job is to "move traffic fast and don't get involved in anything else." You also expressed the same opinion about Seward Meridian Road and Knik Goose Bay Road (KGB), stating that they will also be limited access and there is nothing that we can do about it or to stop you! Our opinion is that you will continue to destroy the majority of all of the businesses in your Freeway Design as you previously did on the Parks Hwy between the Glenn and Seward Meridian. A 5 lane design along this commercial corridor will eliminate a lot of mistakes.

If you feel you need a freeway, we suggest that you don't build it in an already busy commercial corridor as you have planned, but rather a "bypass" road on its own.

Peter Zamarello

Olympic Investments LLC

Cc: Commissioner Marc Luiken,

Governor Parnell,

Lt Governor Tredwell

Senator Menard,

Senator Huggins,

Representative Neuman,

Representative Keller,

Representative Stoltz,

Wasilla Mayor Rupright,

Houston Mayor Thompson,

Mat-Su Borough Mayor Larry DeVilbiss

Mat-Su Borough Platting Board

**BIG LAKE CHAMBER OF COMMERCE  
PARKS HIGHWAY UPGRADE 4-LANE WITH SECONDARY SIDE ROADS  
RESOLUTION NO. 12-0120**

A RESOLUTION OF THE BIG LAKE CHAMBER OF COMMERCE SUPPORTING THE PARKS HIGHWAY, LUCAS ROAD TO BIG LAKE ROAD FOUR-LANE UPGRADE WITH LIMITED ACCESS AND SECONDARY SIDE ROADS RATHER THAN 5 LANES ALSO KNOWN AS SUICIDE LANES.

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WHEREAS, the community of Big Lake, population of 3900 depends on the Parks Highway for safe, efficient transportation, and

WHEREAS, The Parks Highway, Lucas Road to Big Lake Road corridor is one of the top 10 roadways in Alaska for fatal injury crashes, ranking in the top 3 on the State Department of Transportation's (DOT) top 10 Safety Corridor candidates list, and

WHEREAS, the Parks highway, Lucas Road to Big Lake Road segment was one of the first two Safety Corridors designated in 2006 under newly passed Safety corridor legislation, and

WHEREAS, this corridor is one of the top 10 roadways in the state for traffic volume per lane, ranking at the top of Congestion Bottlenecks submitted to the Federal Highway Administration, and

WHEREAS, congestion is evident due to steady lines of traffic with few gaps in both directions, leading to two or more mile backups at signals on weekends and during commuter peak times of day, and

WHEREAS, the Functional Classification of the parks Highway is as a Principal Arterial-Interstate Highway on the National Highway System, and

WHEREAS, the primary purpose of the Parks is to serve not only higher traffic volumes locally, but to serve as a component of intrastate travel the rest of the state to Fairbanks and Prudhoe Bay, and

WHEREAS, the function of a Principal Arterial, Interstate, is to minimize travel time while providing efficient use of the route minimizing crashes and conflicts, and

WHEREAS, a hierarchy of secondary roads are desirable to serve and collect traffic prior to entering the principal arterial, and

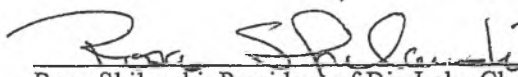
WHEREAS, businesses in the Mat Su Borough have located along this corridor and need efficient and safe access that does not impede commuter and industrial traffic.

NOW, THEREFORE, BE IT RESOLVED, the Big Lake Chamber of Commerce supports the Parks Highway 4-lane upgrade, design and construction from Lucas Road to Big Lake Road as a partial limited access facility for a safe and efficient transportation corridor to the community of Big Lake, and

BE IT FURTHER RESOLVED, the Big Lake Chamber of Commerce supports development and funding for frontage roads and efficient secondary access roads to the Parks Highway instead of the reconsideration of a 5 lane suicide lane system, and

BE IT FURTHER RESOLVED, the Big Lake Chamber of Commerce strongly supports the expedition of Federal and State funding for phase 1 from Lucas Road to Church Road and Phase 2 from Church Road to Pittman Road and Phase 3 Pittman Road to the Big Lake Road.

ADOPTED by the Big Lake Chamber of Commerce this 13<sup>th</sup> day of March, 2012

  
\_\_\_\_\_  
Rosa Shilanski, President of Big Lake Chamber of Commerce

  
\_\_\_\_\_  
Jerry Hill, President Elect of Big Lake Chamber of Commerce

## Nancy Barnes

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**From:** Jody Simpson  
**Sent:** Thursday, March 29, 2012 10:52 AM  
**To:** Jay Nolfi  
**Cc:** Nancy Barnes  
**Subject:** RE: Parks Highway Upgrade (Miles 44-52)

Thank you, Mrs. Nolfi.

I will pass this along to Nancy Barnes in Senator Kookesh's office, with a request that it be distributed to the STRA committee members for this afternoon's meeting.

jody

Jody Simpson

*Office of Senator Charlie Huggins  
Senate District H  
Alaska State Capitol, Room 423  
Juneau, Alaska 99801-1182  
Toll Free: 1-800-862-3878  
Direct Line: (907)465-2661  
Fax: (907)465-3265*

[Jody\\_Simpson@legis.state.ak.us](mailto:Jody_Simpson@legis.state.ak.us)

---

**From:** Jay Nolfi [<mailto:jaynolfi@mtaonline.net>]  
**Sent:** Thursday, March 29, 2012 10:50 AM  
**To:** Jody Simpson  
**Subject:** Parks Highway Upgrade (Miles 44-52)  
**Importance:** High

Senators, with the growing population of senior drivers, one would expect their government to construct safer roadways instead of placing challenging obstacles in newly-built roads

Within less than two months, I will be 90 years of age, and lived in Alaska for more than 65 years. I had a stroke last October and before I attempted to re-enter the highways behind the wheel of a vehicle, I underwent two separate driving courses spending approximately \$375.00 to make certain I would not be a hazardous driver.

One would expect all newly-built roads would be much safer for the entire population. Are you willing to exchange lives for the whims of a few business people who mistakenly believe their businesses will be adversely affected? Wasilla is a town you "intentionally go to" or must go through".

Please do not revert to a so-called "Suicide Lane" on this project. The safest upgrade on this section of the road is a Four (4) lane, divided highway.  
I hope you will concur.

Jay Nolfi  
Big Lake  
892-6356

## Jody Simpson

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**From:** Roger Purcell <roger\_purcell@hotmail.com>  
**Sent:** Thursday, March 29, 2012 12:06 PM  
**To:** marc.luiken@alaska.gov; Sen. Linda Menard; Rep. Mark Neuman; Rex Shattuck; Sen. Charlie Huggins; david.c.miller@dot.gov  
**Subject:** Parks Hwy 44-52 City of Houston  
**Attachments:** Highway letter 1.doc; AS35 law.doc; resolution 10-12 highway pg 1.jpg; resolution 10-12 highway pg 2.jpg; resolution 10-12 highway pg 3.jpg

March 29, 2012

Commissioner Marc A Luiken  
Alaska Department of Transportation

Dear Mr. Luiken,

This letter is to bring to your attention that DOT employees are being deceptive and have knowingly produced inaccurate documents to force a highway concept that is not acceptable to the residents and business along the Parks Highway, MP 44-52.

Your department has violated state statute AS35.30.010, AS19.10.160 and 23USC134 and 135, and has lied to both the City of Wasilla Planning Commission and the Mat Su Borough Transportation Advisory Board. During last night's meeting of the Mat Su Borough Transportation Advisory Board, statements made by the DOT Parks Highway Mile 44-52 Project Manager cannot be interpreted as anything but deliberate distortion of the facts to promote the "preferred alternative."

The Mile 44-52 Project Office shows complete contempt for the City of Houston by violating agreements made during the August 25, 2010 work session with the City Council and by repeatedly misrepresenting the City's position as is expressed in City of Houston Resolution 10-12 which passed on September 09, 2010.

Despite being warned, the DOT Project Office continually misstates where the proposed highway project terminates, which is in the City of Houston, not in the unincorporated community of Big Lake. They have distributed inaccurate and misleading information, deceiving Houston residents as to how far this highway project extends into our city and its proximity to the major intersection leading to Houston Middle and High schools and have ignored addressing the unsafe traffic condition created by going from a high speed four lane divided highway to a two lane highway immediately before this intersection.

Because of the numerous misstatements, including false statements made to local governmental bodies, and the published inaccuracies, a strong case can be for inadequate public notice which could be challenged in court. Furthermore, all of the alternatives for this project haven't been considered, including reducing Parks Highway congestion by use of northern and southern Wasilla Bypasses or a Knik Arm Bridge connector road.

I would like the opportunity to discuss these issues with you in the near future.

Sincerely,

## **AS 35.30.010. Review and Approval By Local Planning Authorities.**

- (a) Except as provided in (b) of this section, before commencing construction of a public project,
- (1) if the project is located in a municipality, the department shall submit the plans for the project to the planning commission of the municipality for review and approval;
  - (2) if the project is located within two miles of a village, the department shall submit the plans to the village council for review and comment;
  - (3) if the project is located within one-half mile of the boundary of an area represented by a community council established by municipal charter or ordinance, the department shall submit the plans to the community council for review and comment.
- (b) Prior approval by a municipal planning commission may not be required before the commencement of construction of a highway or local service road if
- (1) the department and the municipality have entered into agreement for the planning of the project under AS 19.20.060 or 19.20.070 and the plans for the project are completed in accordance with the terms of that agreement;
  - (2) the municipality has adopted a municipal master highway plan under AS 19.20.080 and the highway or local service road is consistent with the plan adopted; or
  - (3) the department has entered into agreement with the municipality for the planning of transportation corridors under AS 19.20.015 and the plans for the project are completed in accordance with the provisions of that agreement.
- (c) If final disapproval by resolution of the governing body of the affected municipality or village is not received within 90 days from the date the project was submitted to the municipality or village, the department may proceed with the project.

## **AS 35.30.020. Compliance With Municipal Ordinances.**

A department shall comply with local planning and zoning ordinances and other regulations in the same manner and to the same extent as other landowners.

## **AS 35.30.030. Waiver.**

If a department clearly demonstrates an overriding state interest, waiver of local planning authority approval and the compliance requirement may be granted by the governor. The governor shall issue specific findings giving reasons for granting any waiver under this section.

## Jody Simpson

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**From:** bill haller <fishlessbill@yahoo.com>  
**Sent:** Thursday, March 29, 2012 10:44 AM  
**To:** Sen. Charlie Huggins  
**Subject:** Parks Hwy Upgrade

Senator Huggins can you make sure my comments are forwarded to all of the transportation board?  
My name is Bill Haller and i drive the Parks Hwy every day. I am vary concerned that the state would even consider going to a 5 lane (suicide lane) redesign of the Parks Hwy. This would take a bad situation for safety standards and make it worse. Having to turn left across 2 lanes of traffic is a sure fire way to take the death toll up on this stretch of road. I understand that some business owners have made the comment that it would restrict traffic to their property. I would disagree with that statement, I can only see 1-2 business that i would consider a impulse stop on that road all the others i would consider a destination stop that i would have planed to go to. I strongly feel the safety factor far out ways the few that are making the noise.

Bill Haller  
Big lake Alaska

## Jody Simpson

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**From:** Floyd Shilanski <floyd@shilanski.com>  
**Sent:** Thursday, March 29, 2012 9:52 AM  
**To:** Sen. Albert Kookesh; Sen. Joe Thomas; Sen. Linda Menard; Sen. Dennis Egan; Sen. Charlie Huggins  
**Subject:** FFrom Floyd Shilanski

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To whom it may concern:

AS the meeting today is in the middle of the work day I was unable to rearrange my work schedule to testify in person. I hope this communication will be entered into the Public comment.

As a resident of Big lake Ak since 2000 and a commuter to Anchorage during the same time frame I have seen traffic increase and increase along with the accidents. I have watched the Lights go up and the Glenn intersection go from dreams to reality.

As a driver of the Glenn 4-5 times (round trips) a week Safety is one of the most important issues I worry about From Head on collision to the Suicide lane turns to folks attempting to pass when they should not ?

In attending two of the public comments I have heard a lot of conversations regarding the safety issues and the commerce along the Highway.

As a Self Employed individual for 30 some years I understand the need for exposure in many businesses thus the reasons for Signs,

But in the hearing what I heard was the potential loss of customers due to frontage roads?

Since the hearings I have taken a close look at these businesses in discussion. If we were all honest the only one that might be greatly affected is the Restaurant. I do use several the business along the Glenn and they are a destination for me not, OH I NEED TO STOP AND GET A PRICE ON A TIRE? Or I have my fish in the car and I should stop and get them smoked?

If I had to use an access road to obtain access then I would plot that into my trip to said destination?

Might commerce slow down during construction the answer is yes regardless of a divided highway or a 5 lane highway

As my home is Big Lake and it is my return destination each day as I drive home the thought of adding an additional 30-45minutes to the commute because of the lower speed limits that come with a 5 lane highway gives me a real concern.

When I first began the commute the time from our Home on the Lake to downtown Anchorage was 55-65 min. Now it is normally 75-85 min in the am and much longer in the evenings with out any accidents.

So as the upper valley grows and it is, do we hamper the commuters or take their desires into consideration?

In listening to the DOT fellow I heard him say that the design for the Big Lake Intersection was going to be put out for Bid and that he would be holding Public meetings in the Spring or Fall. He also said a stop light was forth coming for the Big Lake Intersection But we did not get the feeling that a lot of additional input would come after the design contract was let? This gives me a concern regarding the Public input.

When asked about the design for Big Lake intersection he did say it was for a Stop light and turn lane?

So my questions was why not an over pass? The response at first was that it did not currently warrant one? I ask what it would take to warrant one and he said that more Deaths would have to take place to change the design. While I am sure this is not exactly what he said this was that I took away from the conversation.

When pressed it really came down to funding! Ok I get this !

But why do we not look toward the future and ask or selves that if it takes 10 years to get a road approved why not look to the next 20 years and determine if the growth rate continues at half of the Valleys projections the traffic will increase and of it cost a dollar today to build an over pass in 20 years it will cost 5 times the amount. So we have an opportunity to do it right for a generation or two vs looking at redoing it in a generation or two.

Whether the Bridge goes or not the the traffic is increasing and the need to improve the transportation corridor is increasing as well as the safety of all on the Highways

respectfully

Floyd Shilanski RFC RFP CSA

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Floyd Shilanski

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