

# WELCOME PUBLIC OPEN HOUSE

MEETING #3

# PARKS HIGHWAY

Alternative Corridor PEL Study

MAY 25, 2023



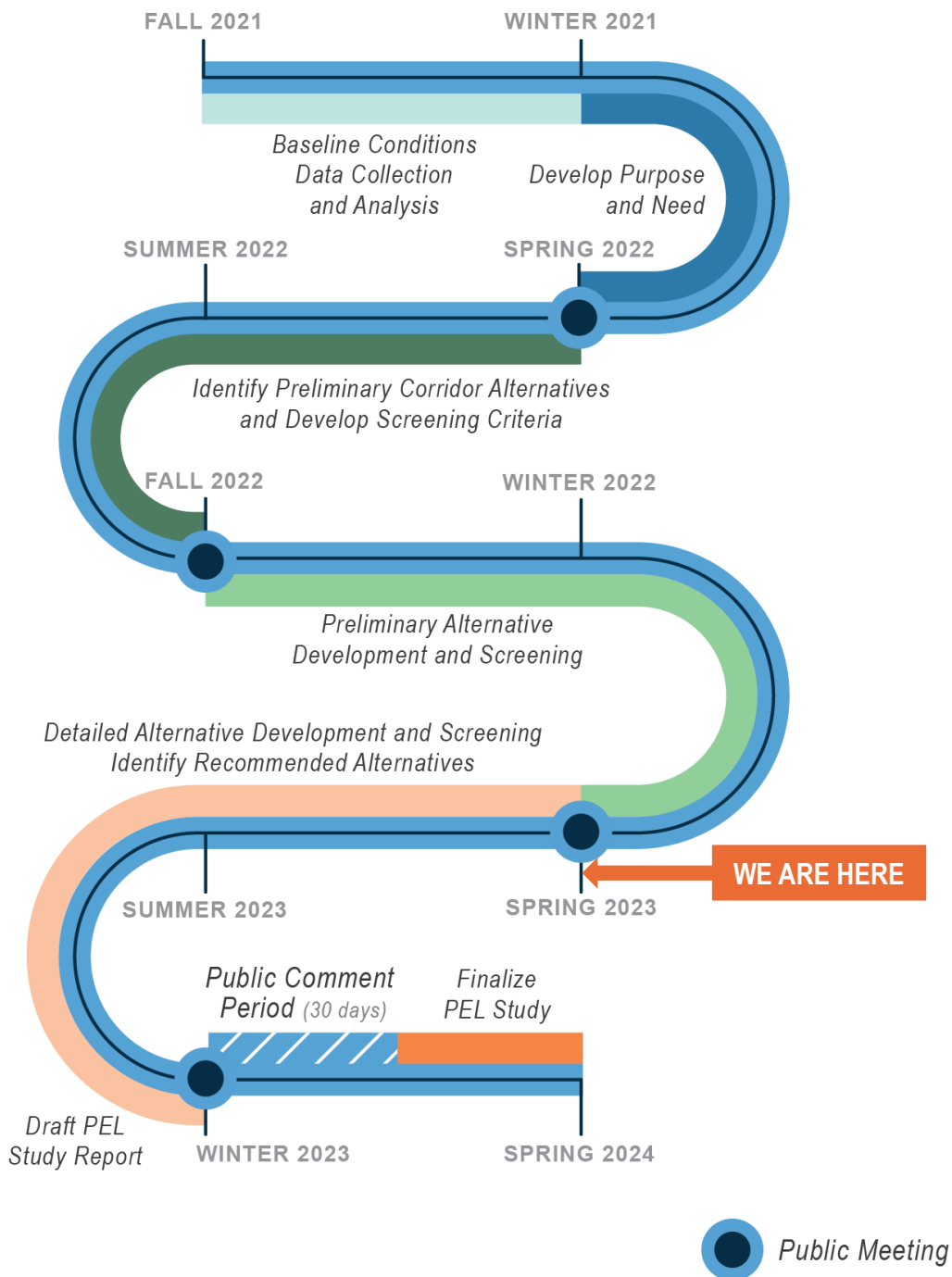
# PROJECT BACKGROUND & HISTORY

- DOT&PF, City of Wasilla, and Mat-Su Borough are working together to develop regional transportation solutions
- PEL Study preceded by several projects that sought to identify a bypass corridor around the Wasilla area, dating back to 1980s
- The Conceptual Planning Report (April 2015) is the most recent study. The population in the area continues to grow and further development has occurred since that study concluded
- Owing to the lapse of time and changing conditions, this study will provide a fresh:
  - Opportunity for regular and inclusive agency, stakeholder, tribal and public input
  - Evaluation of existing conditions, issues and needs
  - Purpose and need
  - Opportunity to identify and evaluate alternatives



# STUDY AREA





# PEL STUDY SCHEDULE

Meeting materials are available on the project website at [www.parkshighwayalternative.com](http://www.parkshighwayalternative.com)

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# PLANNING & ENVIRONMENTAL LINKAGES (PEL) PROCESS

PEL is a collaborative and integrated approach to transportation decision-making that:

- Considers environmental, community, and economic goals early in the transportation planning process
- Uses the information, analysis, and products during planning to inform the environmental review process



*The PEL process can ease the path as transportation programs and projects move from planning to design and implementation.*

# PURPOSE & NEED STATEMENT



The purpose of the Parks Highway Alternative Corridor PEL study is to improve regional and local transportation through the Wasilla area of the Matanuska-Susitna Borough by identifying an alternative highway corridor that will improve safety for all transportation modes, reduce existing and future traffic congestion, and increase mobility. The study will seek to improve transportation for non-motorized users, respond to community values, and support or enhance economic, social, environmental and energy conditions.



Through a collaborative process that balances multiple viewpoints of stakeholders, agencies, and the public, and working within regulatory requirements, DOT&PF determined that a successful solution should address the following needs:

- Improve safety in the corridor for vehicles, pedestrians, and bicyclists
- Decrease fatal and serious injury crashes
- Reduce existing traffic congestion and intersection delay on Parks Highway
- Add roadway capacity to meet projected transportation demand in the corridor
- Improve the roadway network to better separate local, regional, and through trips
- Improve efficiency for freight transport
- Improve multi-modal access and flexibility for all users
- Improve the durability of roadway improvements and ease maintenance operations

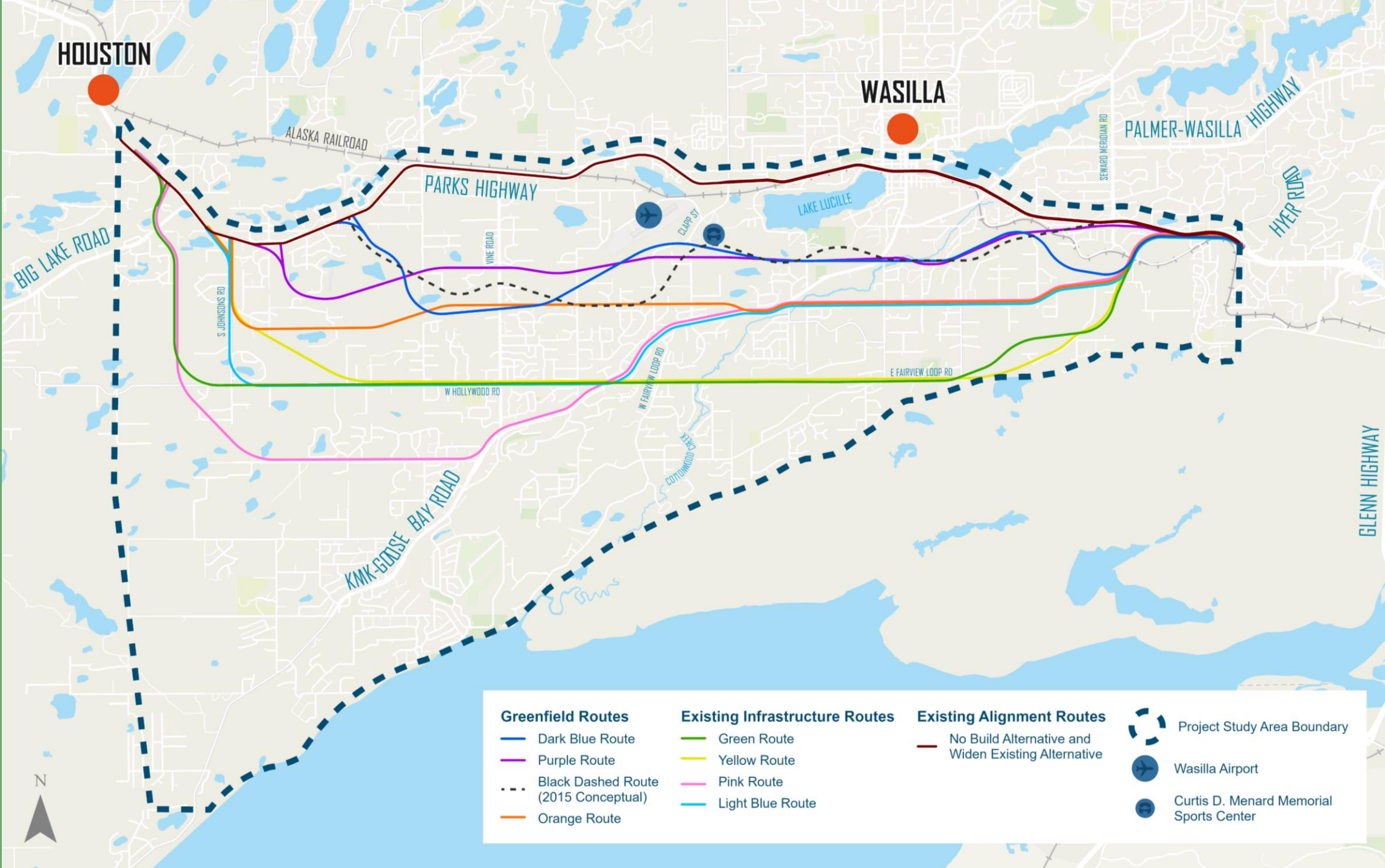


Improvements should also meet these additional goals:

- Improve the efficiency of the local and regional transportation system for all its users
- Enhance and protect the public health and safety of travelers and the communities that transportation facilities traverse
- Improve existing natural environmental conditions when possible and avoid/minimize/mitigate adverse impacts to the natural environment
- Contribute to the improvement of the economy, social fabric, and quality of life along the Parks Highway corridor and in the greater Wasilla area
- Satisfy applicable federal, state, and local plans, policies, and regulations



# PRELIMINARY ALTERNATIVES



HOUSTON

WASILLA

BIG LAKE ROAD

ALASKA RAILROAD

PARKS HIGHWAY

LAKE LUCILLE

PALMER-WASILLA HIGHWAY

HYER ROAD

S JOHNSONS RD

VINE ROAD

CLAPP ST

E FAIRVIEW LOOP RD

W HOLLYWOOD RD

W FAIRVIEW LOOP RD

KMK-EDGE BAY ROAD

GLENN HIGHWAY



### Greenfield Routes

- Dark Blue Route
- Purple Route
- Black Dashed Route (2015 Conceptual)
- Orange Route

### Existing Infrastructure Routes

- Green Route
- Yellow Route
- Pink Route
- Light Blue Route

### Existing Alignment Routes

- No Build Alternative and Widen Existing Alternative

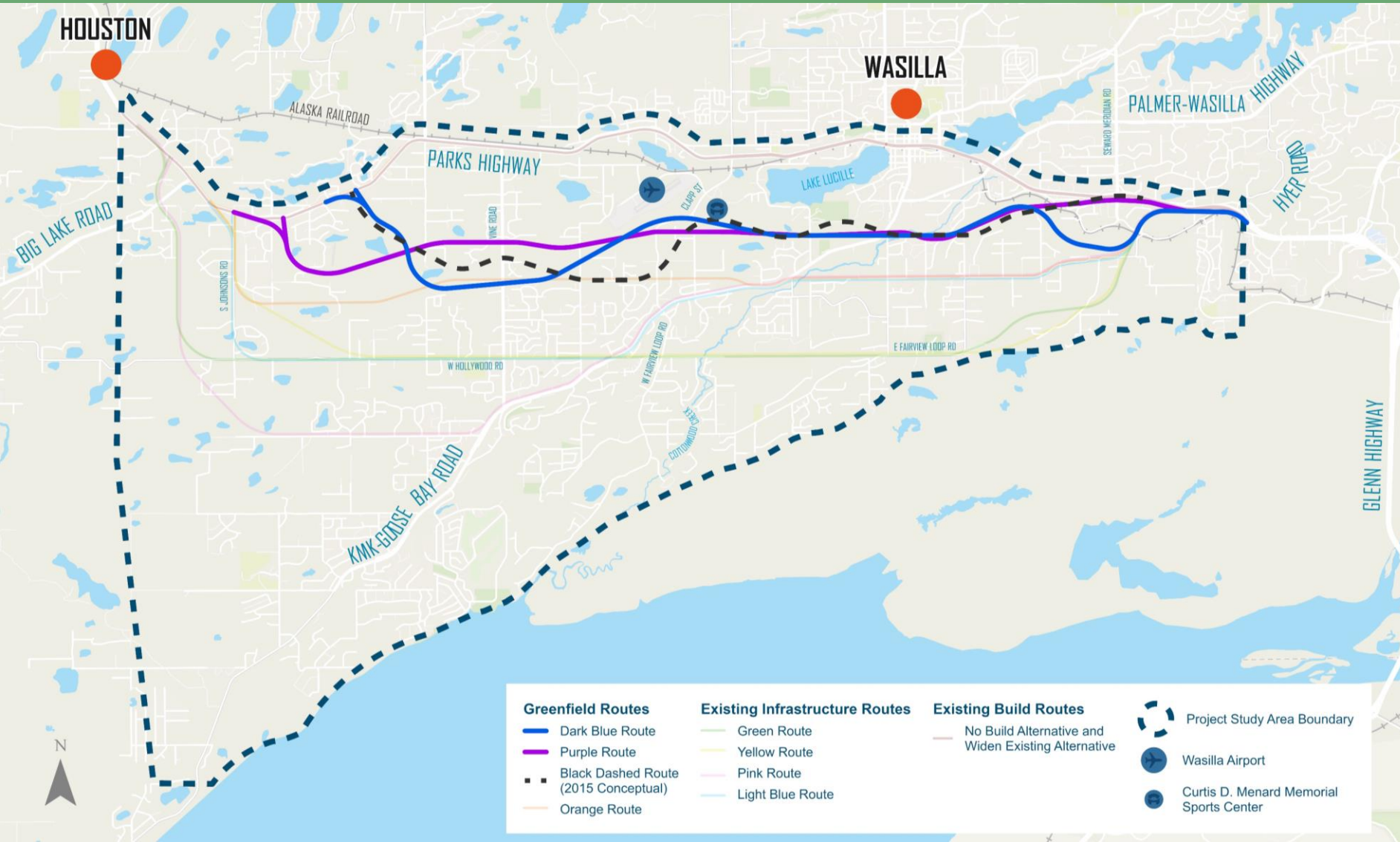
Project Study Area Boundary

Wasilla Airport

Curtis D. Menard Memorial Sports Center

# DARK BLUE, BLACK DASHED & PURPLE ROUTES

## ADVANCE AS GROUP



**SCAN ME!**

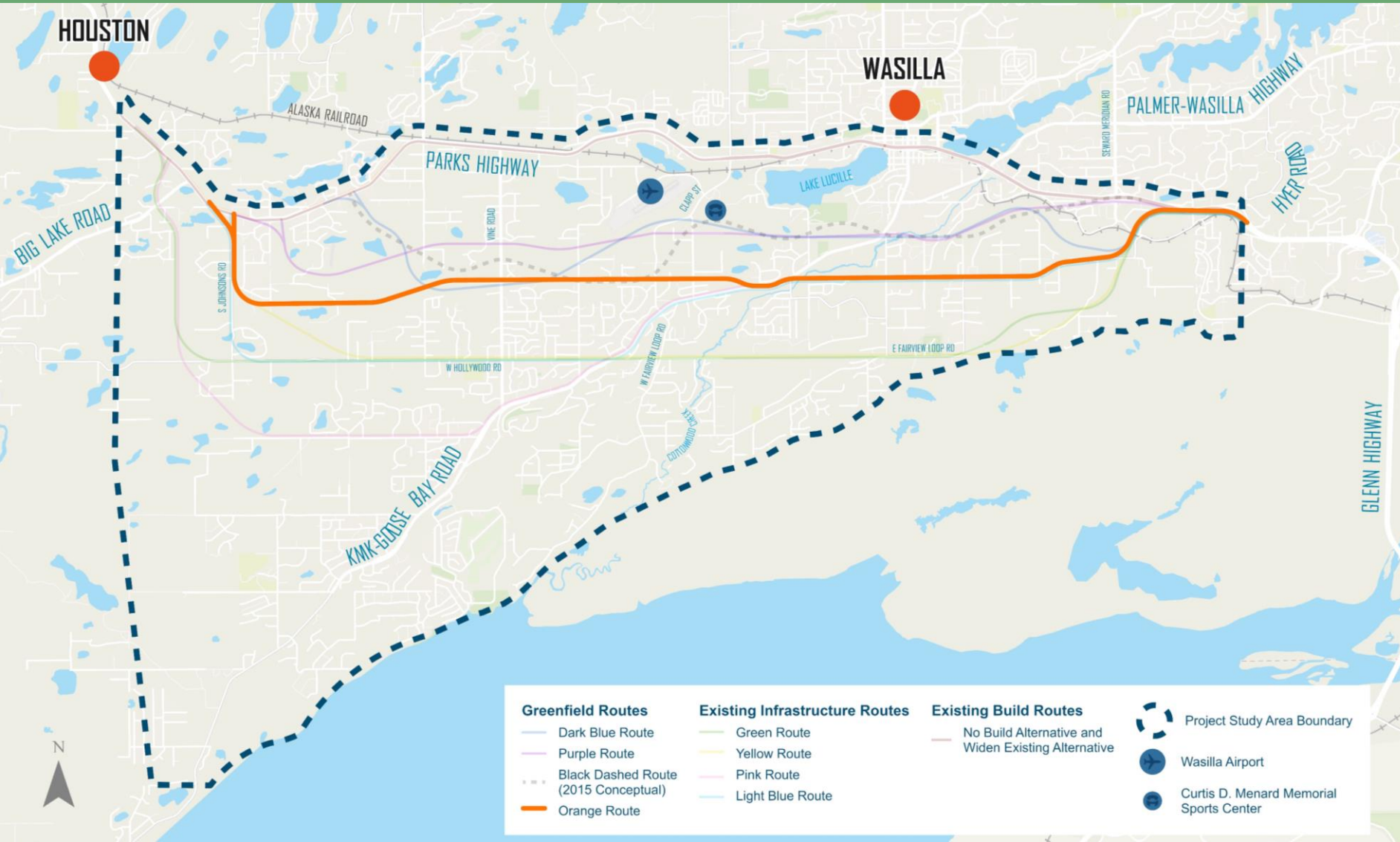
Scan this code with your smartphone camera to view Preliminary Alternatives descriptions on StoryMap.

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# ORANGE ROUTE ADVANCE AS ALTERNATIVE



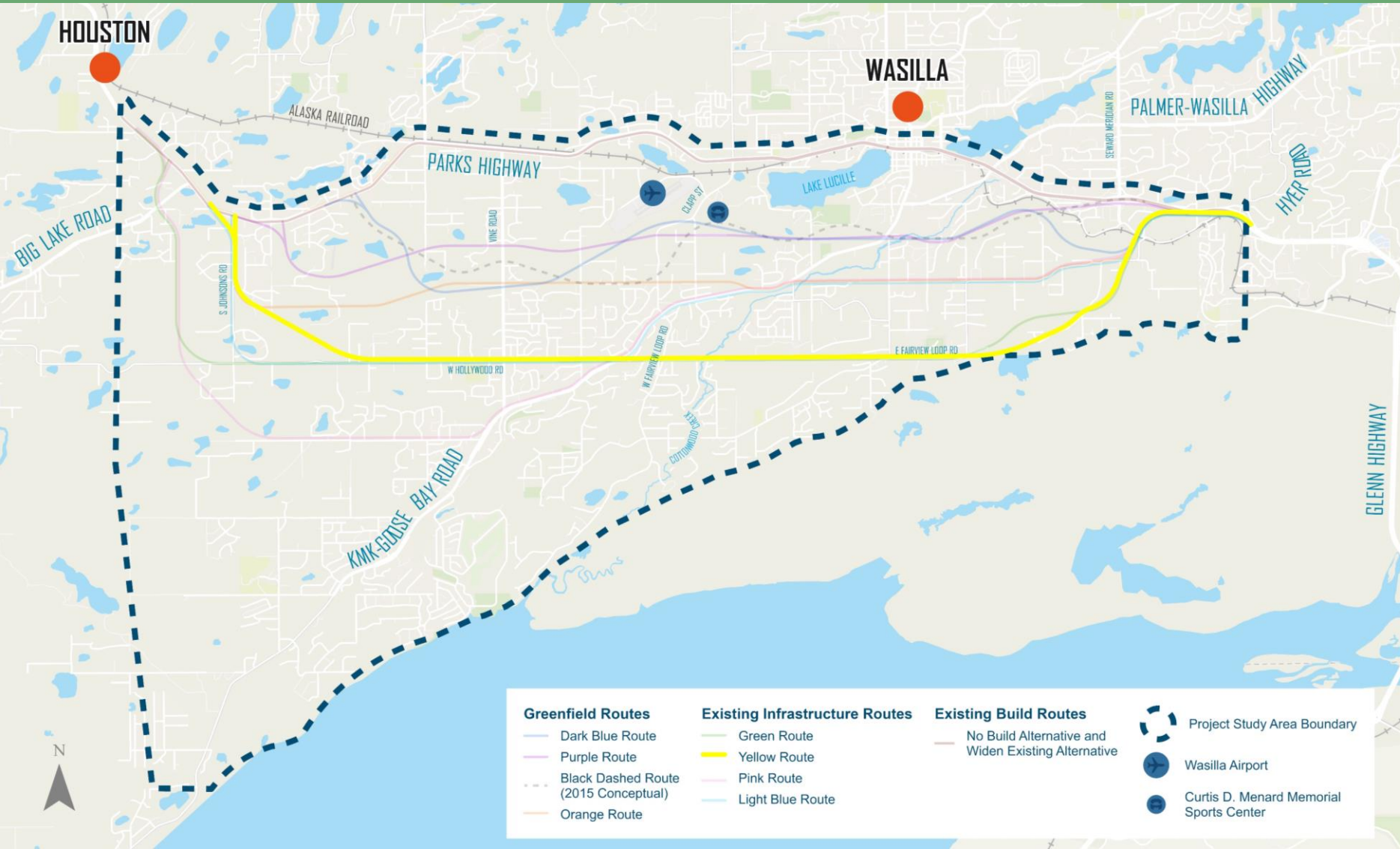
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# YELLOW ROUTE ADVANCE AS ALTERNATIVE



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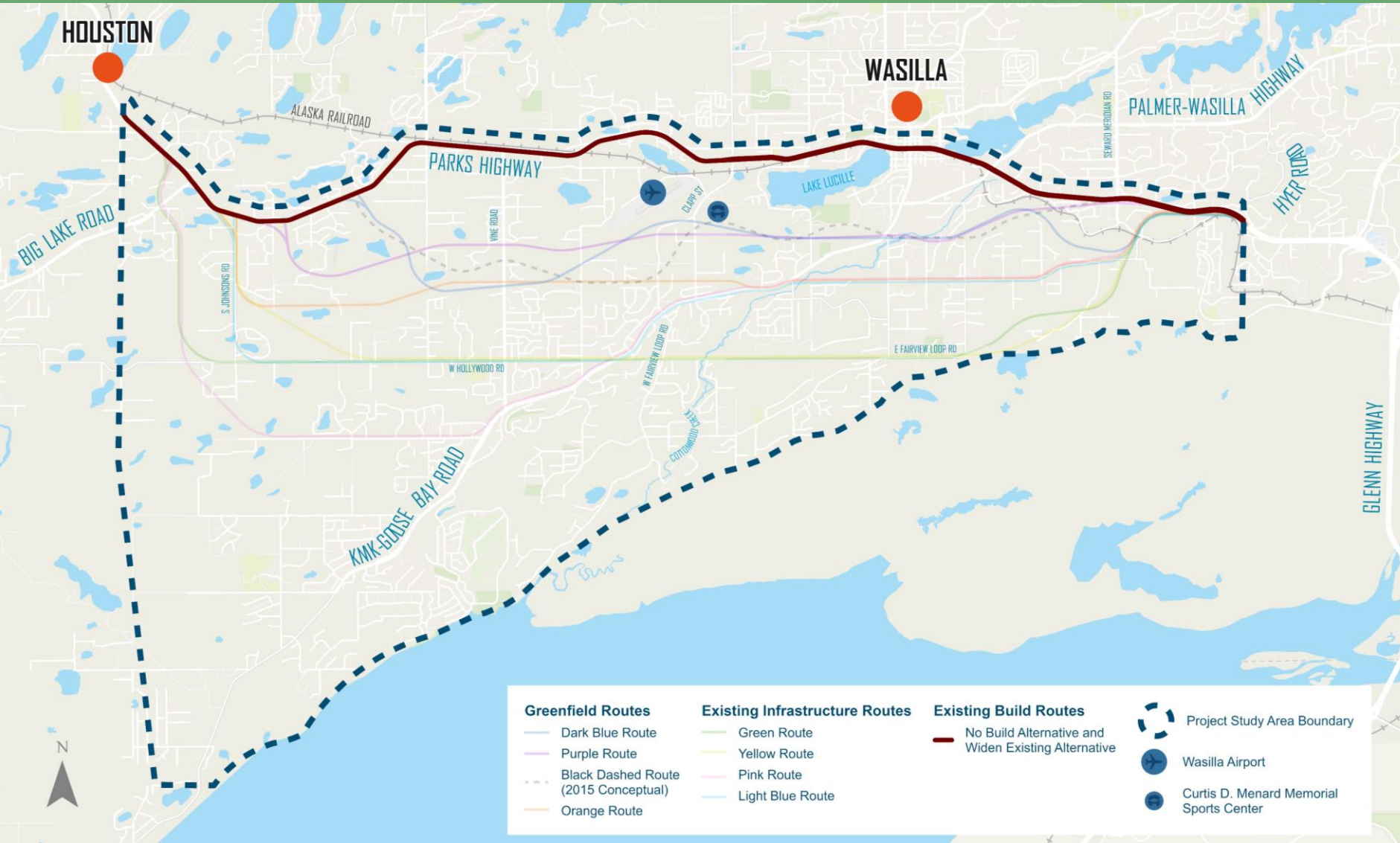
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# NO BUILD — EXISTING CONDITIONS BASELINE



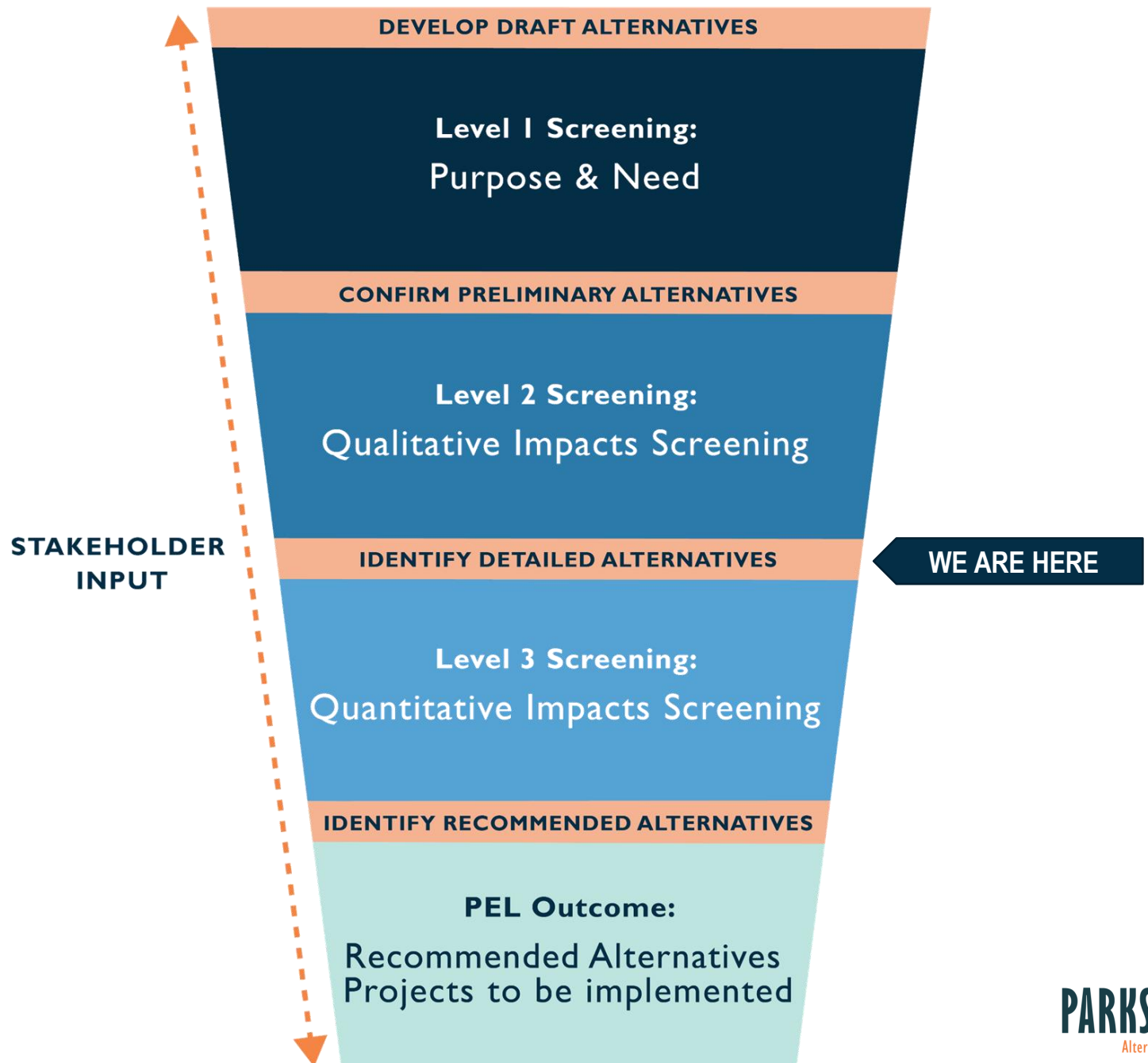
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# ALTERNATIVE SCREENING CRITERIA & EVALUATION

## PEL ALTERNATIVE SCREENING PROCESS





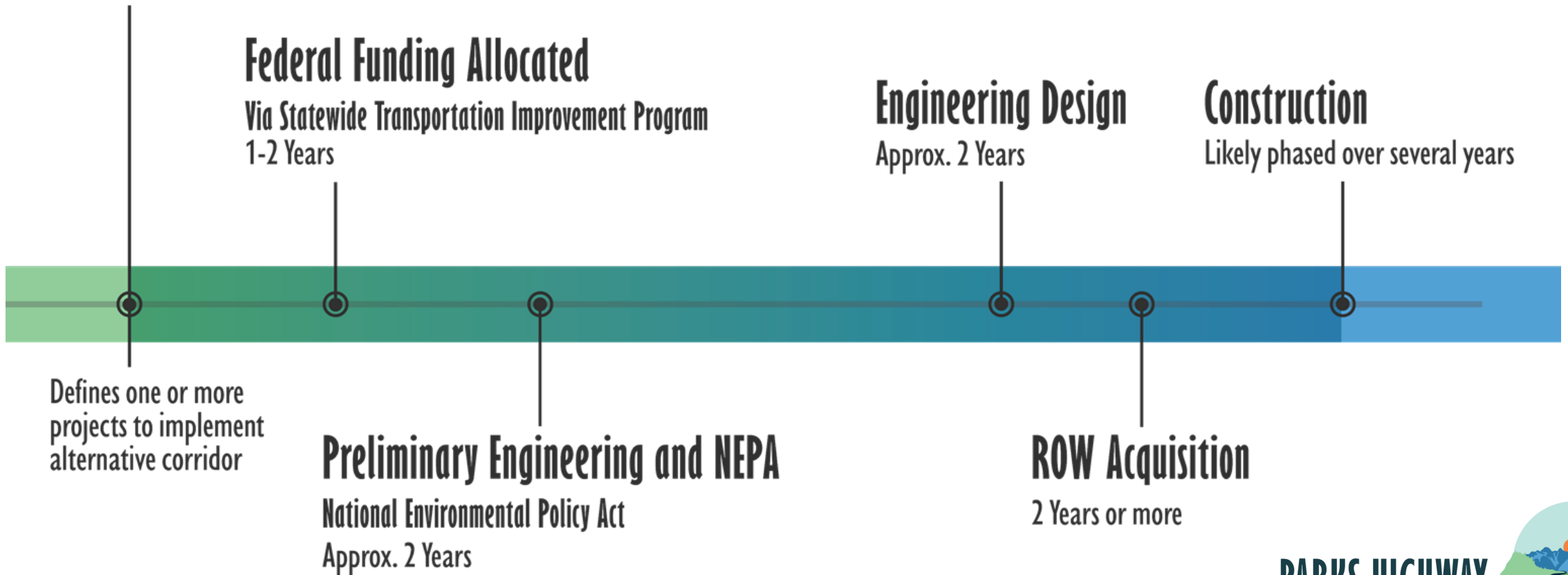
# ALTERNATIVE SCREENING CRITERIA & EVALUATION

Criteria	Measure
Safety	Rate of fatalities per 100 million VMT
	Rate of serious injuries per 100 million VMT
	Number of nonmotorized fatalities and serious injuries annually
Mobility	Average PM peak period (mph)
	Level of travel time reliability index (LOTTR)
	Truck travel time reliability index (TTTR)
	Percent of person-miles traveled that are reliable
Pavement Condition	Percent pavement area in good/poor condition
Environment	Section 4(f) & 6(f) impacts
	Area of wetlands impacted
	Potential noise impacts on nearby residential properties
	Potential for wildlife mortality; impact on wildlife movement
Community Support	Level of community support for alternative
Cost	Capital cost, maintenance cost

# WHAT'S NEXT IF A PROJECT PROCEEDS?




## PEL Study

Complete in early 2024



# WE WANT YOUR FEEDBACK!

## PROJECT CONTACTS:

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## WEBSITE:

-  [parkshighwayalternative.com](http://parkshighwayalternative.com)



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