

MATANUSKA-SUSITNA BOROUGH Transportation Advisory Board

350 E Dahlia Ave., Palmer, Alaska 99645

CHAIRPERSON

Randy Durham

VICE CHAIR

Vacant

MSB STAFF

Bianca Zibrat



BOARD MEMBERS

Randy Durham – Chair

Kristina Whitman

Jesse Peterson

Tim Alley

Regular Meeting

February 13th, 2026

Meeting Packet - Table of Contents

Pg. = Item:

- 1 = Agenda
- 3 = Draft October 24, 2025 Meeting Minutes
- 6 = Community Growth Solutions Study Presentation
- 51 = MVP Metropolitan Transportation Plan Project Nomination Process
- 65 = Engstrom Rd-Trunk Rd Corridor Presentation

Physical Location of Meeting: Room 203 DSJ Bldg, 350 E. Dahlia Ave., Palmer

Remote Participation: See attached agenda on p. 1

Planning and Land Use Department - Planning Division

<http://www.matsugov.us> • planning@matsugov.us

**MATANUSKA-SUSITNA BOROUGH
Transportation Advisory Board (TAB)
AGENDA**

Edna DeVries, Mayor

Randy Durham – Chair
Kristina Whitman
Jesse Peterson
Tim Alley

Bianca Zibrat – Staff Support



Michael Brown, Borough Manager

PLANNING & LAND USE DEPARTMENT
Alex Strawn, Planning & Land Use Director
Jason Ortiz, Deputy Director of Planning
Fred Wagner, Platting Officer

Location:
MSB DSJ BLDG.
Room 203
350 E. Dahlia Ave. Palmer, AK

**February 13th, 2026
REGULAR MEETING
10:00 a.m.**

Ways to participate in Transportation Advisory Board meetings:

IN-PERSON: You will have 3 minutes to state your oral comment.

REMOTE PARTICIPATION VIA MICROSOFT TEAMS:

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Meeting ID: 216 709 885 289 53

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[+1 907-290-7880,,725285026#](#) United States, Anchorage

[\(844\) 643-2217,,725285026#](#) United States (Toll-free)

[Find a local number](#)

Phone conference ID: 725 285 026#

For organizers: [Meeting options](#) | [Reset dial-in PIN](#)

- I. CALL TO ORDER
- II. ROLL CALL – DETERMINATION OF QUORUM
- III. PLEDGE OF ALLEGIANCE
- IV. APPROVAL OF AGENDA
- V. APPROVAL OF MINUTES

- Draft Minutes from 10/24/2025

VI. AUDIENCE PARTICIPATION (*three minutes per person for items not scheduled for public hearing*)

VII. STAFF/AGENCY REPORTS & PRESENTATIONS

- No reports or presentations

VIII. UNFINISHED BUSINESS

- Transit Update

IX. NEW BUSINESS

- Chair and Vice-Chair vote
- Community Growth Solutions Study
- MVP: Metropolitan Transportation Plan nomination process
- Engstrom Road-Trunk Road Corridor Presentation

X. MEMBERS' COMMENTS

XI. NEXT MEETING DATE

- To be determined

XII. ADJOURNMENT

PACKET ATTACHMENTS:

- None

**MATANUSKA-SUSITNA BOROUGH
Transportation Advisory Board (TAB)
MINUTES**

Edna DeVries, Mayor

Randy Durham - Chair
Charles Van Ravenswaay
Kristina Whitman
Jesse Petterson
Tim Alley

Bianca Zibrat – Staff Support



Michael Brown, Borough Manager

PLANNING & LAND USE DEPARTMENT
Alex Strawn, Planning & Land Use Director
Jason Ortiz, Deputy Director of Planning
Bianca Zibrat, Long-range Planner

Location:
MSB DSJ BLDG.
Room 203
350 E. Dahlia Ave. Palmer, AK

**October 24th,
2025
REGULAR
MEETING
10:00 a.m.**

I. CALL TO ORDER – 10:01 AM

II. ROLL CALL – DETERMINATION OF QUORUM

Quorum established. Members Present: Randy Durham, Jesse Peterson.

Members Present Online: Tim Alley, Charles Van Ravensway, Kristina Whitman.

III. PLEDGE OF ALLEGIANCE

IV. APPROVAL OF AGENDA

Jesse Peterson made the motion. Charles Van Ravensway seconded it. The agenda was approved without objection.

V. APPROVAL OF MINUTES

- Draft Minutes from 4/25/2025: Randy Durham made the motion to approve.
Charles Van Ravensway seconded it.

VI. AUDIENCE PARTICIPATION: Michele Heun said she has been trying to go to all the board meetings and was there to hear and learn. Anjie Goulding, from the MVP, shared the Metropolitan Transportation Plan graphic with their vision, goals, objectives and strategies. She will share the plan link by email later. Jesse asked how they work with different entities in the borough. Anjie responded that the MVP is the new MPO that makes all entities talk and references all borough plans. She informed the TAB members that MVP would host an open house on December 3rd. Jesse then asked about local plans and agencies. Anjie answered that they will make everybody get at the same table and talk about the processes and coordinate the plans. Alex Strawn gave a handout of the Community Growth Solutions and a brief introduction of it. He suggested that the topic be added to the next meeting, so he can do a full presentation

VII. STAFF/ AGENCY REPORTS & PRESENTATIONS

- No reports or presentations.

VIII. UNFINISHED BUSINESS

- Transit update: Bianca Zibrat informed that the Borough signed a contract with the transit provider and applied for the FTA 5307 grant, but the grant application result might be severely delayed because of the federal shut-down. If necessary, the Borough might consider asking for DOT to help.

IX. NEW BUSINESS: none

X. MEMBER COMMENTS: Tim Alley asked what Anjie represents and Alex explains she represents MVP, because and MPO needed to be created as a result of the UZA designation by 2020 Census. Charles apologize for not being able to be present in the previous meeting. Jesse said that in January 2026 they will have clarity on the future of transportation in the borough.

XI. NEXT MEETING DATES: Next meeting scheduled for February 13th.

XII. ADJOURNMENT: 10:34 am

PACKET ATTACHMENTS:

- A handout of the Community Growth solutions study was given at the meeting.

Randy Durham, Chair Date

ATTEST:

MSB Staff Date



OCTOBER 2025

Joint Planning Commission and Assembly Meeting, October 14, 2025

Alex Strawn, MSB Planning Director

FEDERAL EARMARK FUNDING OPPORTUNITY

Granted through AK. Dept. of Transportation and
Public Facilities

PURPOSE:

- Development ensures efficient regional mobility in Core Area
- Strategic coordination of land and transportation planning
- Advance transportation planning initiatives (multi-year action agenda)



Source: Created with MS CoPilot Generative AI. 9/25/25.

STUDY GOALS

- Identify current and future transportation deficiencies
- Establish purpose and need for proposed solutions
- Prioritize OSHP corridor recommendations
- Promote comprehensive solutions to MSB's growth-related transportation issues
- Demonstrate linkages between transportation, land use, and economic development

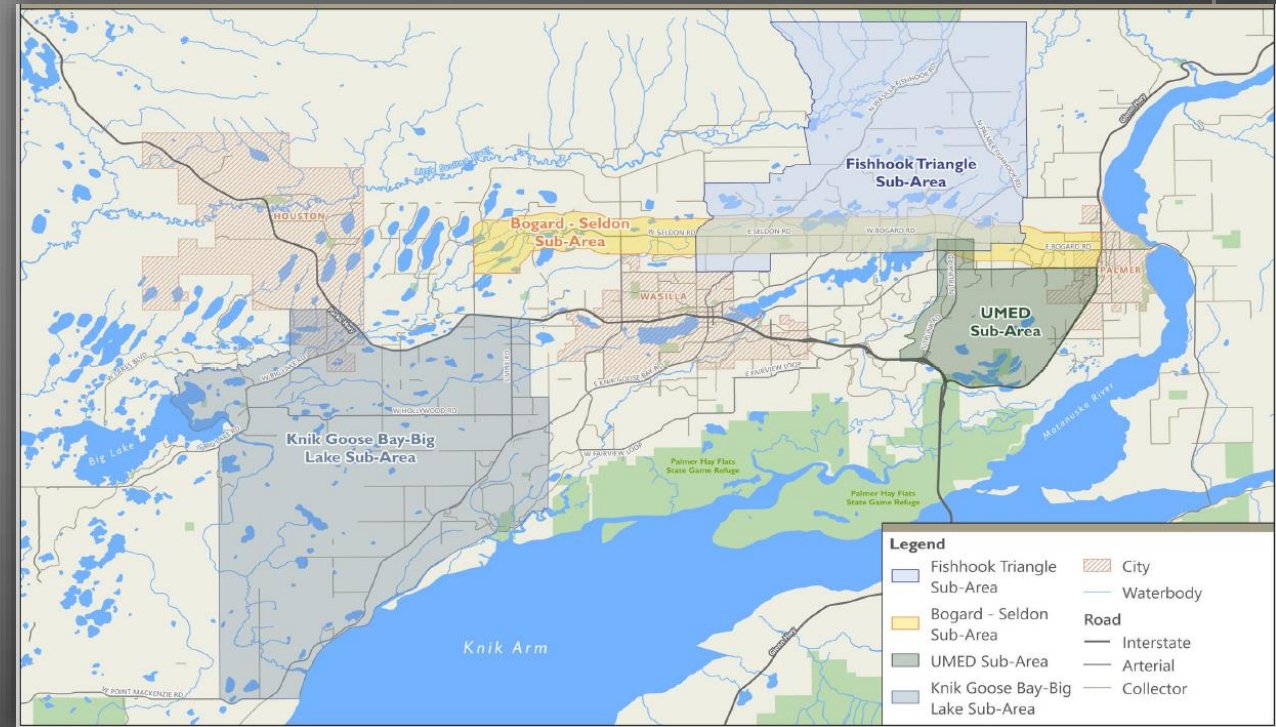
Vision Statement:

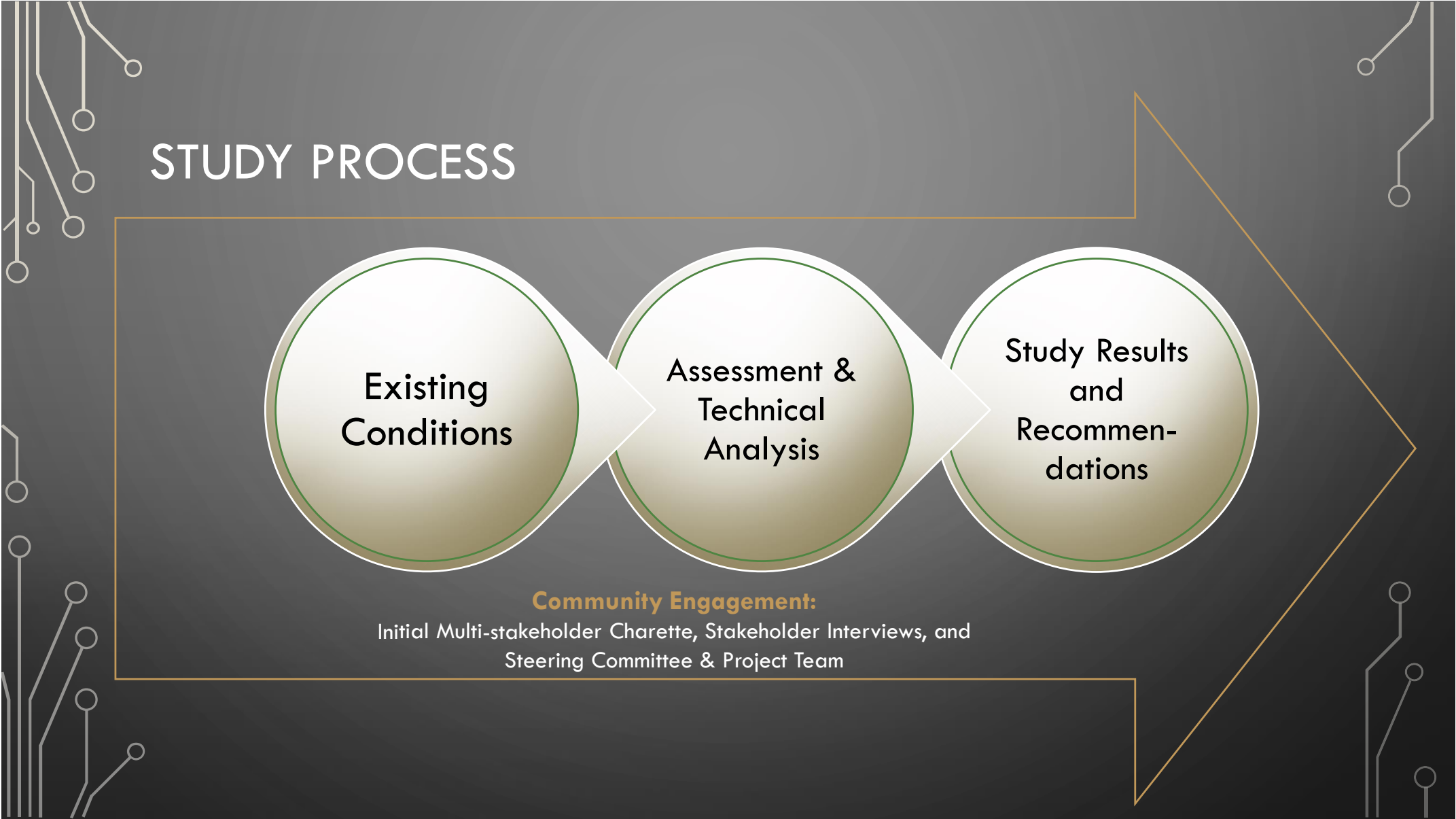
Study will provide for a sustainable, safe, and well-connected transportation system that supports the MSB's quality of life and economic development opportunities.

STRATEGIC FOCUS

Identify **infrastructure** and **non-infrastructure** solutions to transportation needs in four growing sub-areas:

- Bogard-Seldon corridor
- Fishhook Triangle
- University-Medical District
- Knik Goose Bay/Big Lake





MSB 2023-2028 STRATEGIC PLAN

3 Focus Areas



Economic
growth and
diversification



Delivering
high quality
services

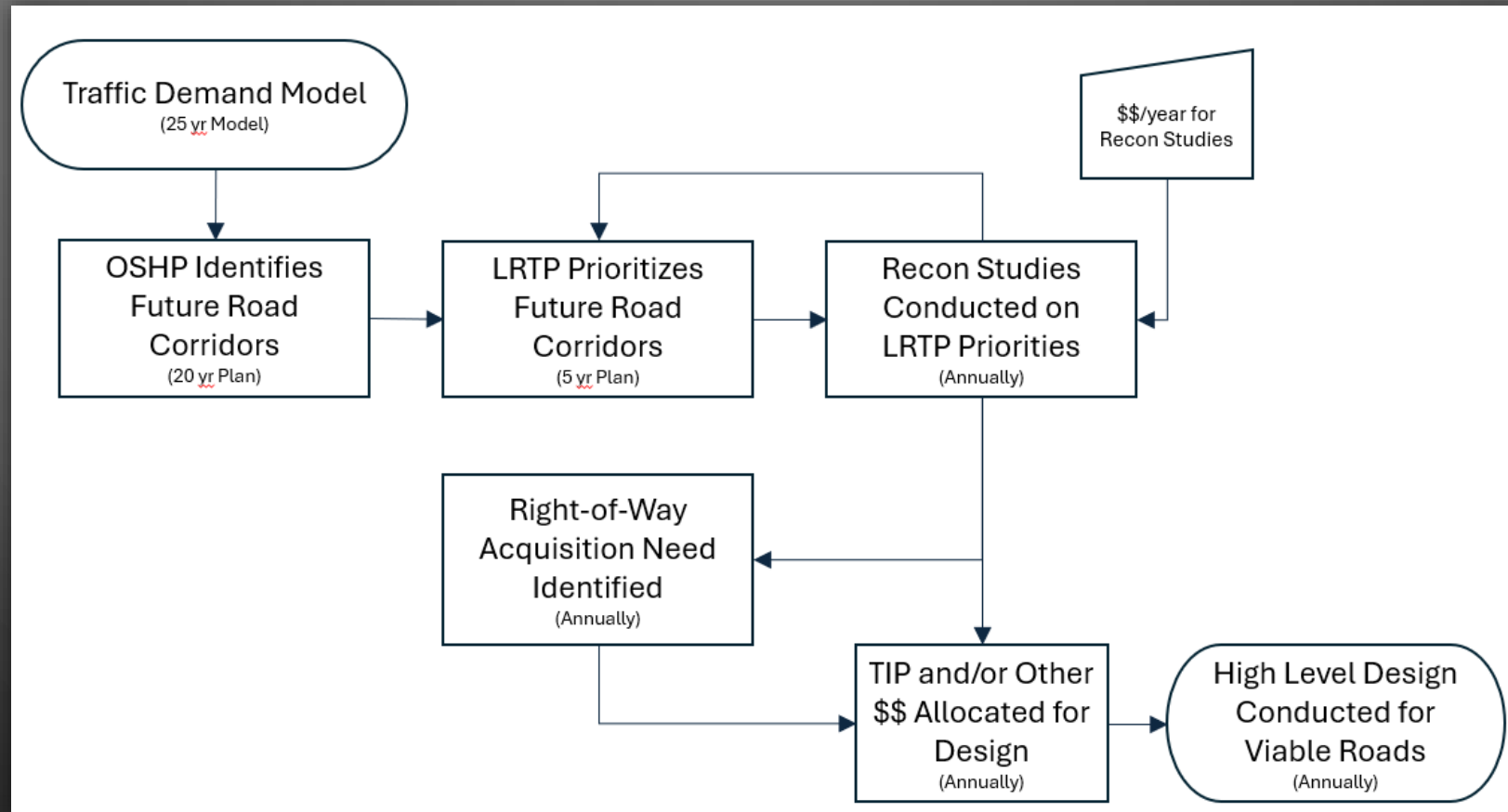


Managing
growth

GROWTH-RELATED ISSUES

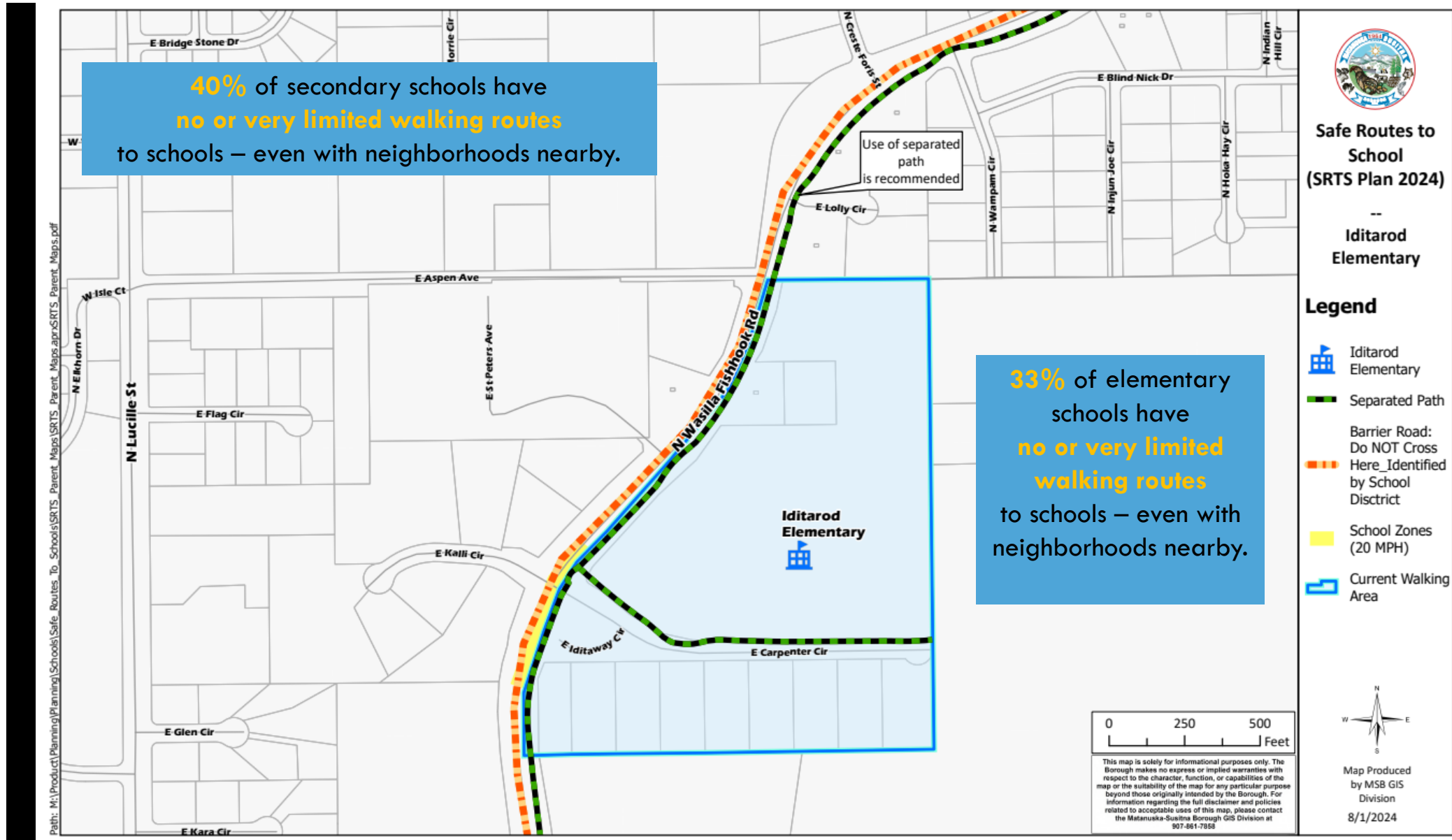
- Limited roadway & subdivision connections
- Poor functionality of key road corridors, *especially near schools*
- Limited land use policies and codes, making it difficult to plan for managing development at key intersections
- Limited facilities for walking and other modes of active transportation

STRENGTHENING TRANSPORTATION PLANNING



Abbreviations: Recon = Reconnaissance; TIP = Transportation Improvement Plan; yr = year





TRANSPORTATION PLANNING RECOMMENDATIONS

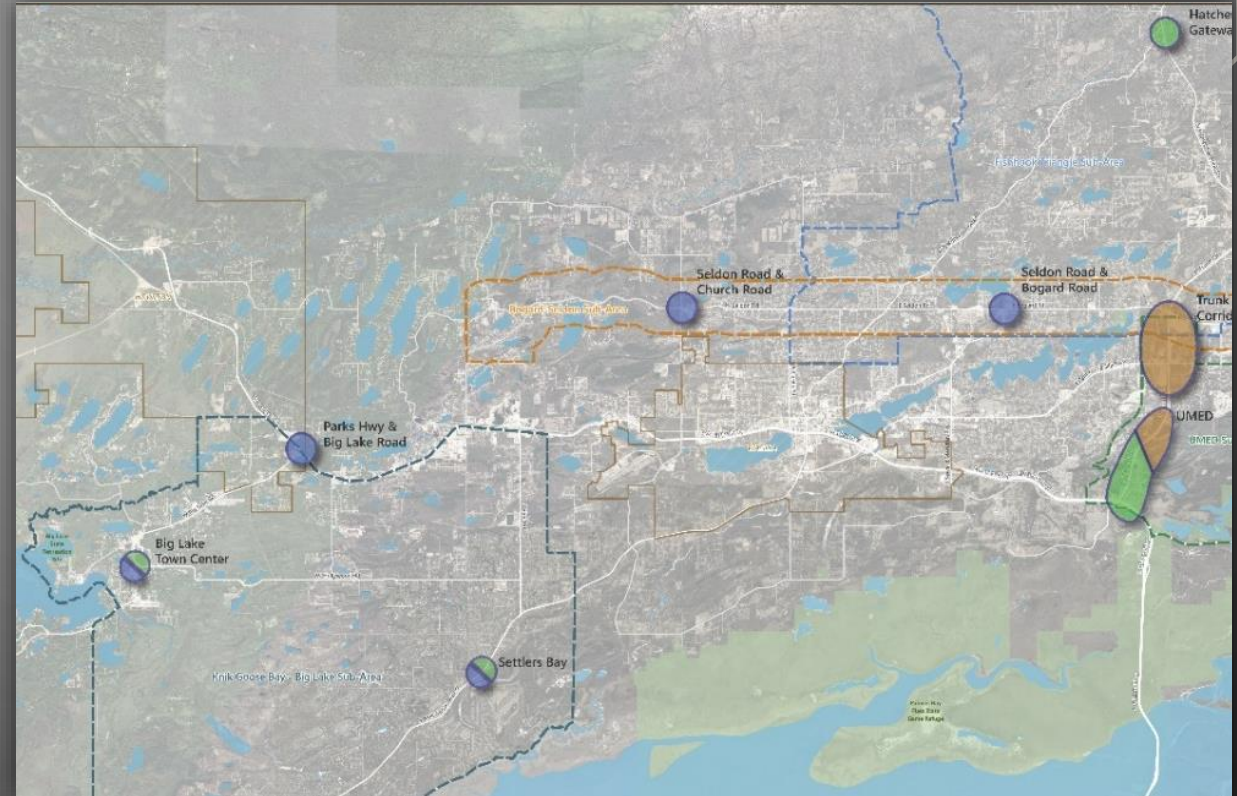
- Strengthen planning process
- Follow OSHP
- MSB Design Criteria Manual
- Complete Streets Policy
- Preserve future corridors
- Vision Zero Policy & Education
- Safe Routes to School Policy
- Non-Motorized Improvements
- Update OSHP & LRTP
- Corridor Access Management
- Coordinate transportation planning with:
 - ✓ Comp Plans
 - ✓ Utility providers
 - ✓ ADOT&PF and MVP
 - ✓ Gravel pit owners

LAND USE PLANNING RECOMMENDATIONS

- Mandatory Land Use Permit
- Title 43 Platting regulations
- Subdivision Construction Manual
- Land use controls/zoning
- Incentives & development agreements
- School siting policy
- Impact Fees
- Comprehensive planning
- Coordinate land use and transportation planning
- Foster development nodes

DEVELOPMENT NODES

- Big Lake Town Center
- Parks Hwy & Big Lake Rd
- Settlers Bay
- Seldon/Church Rd
- Seldon/Bogard Rd
- UMED
- Trunk Rd Corridor
- Hatcher Pass Gateway



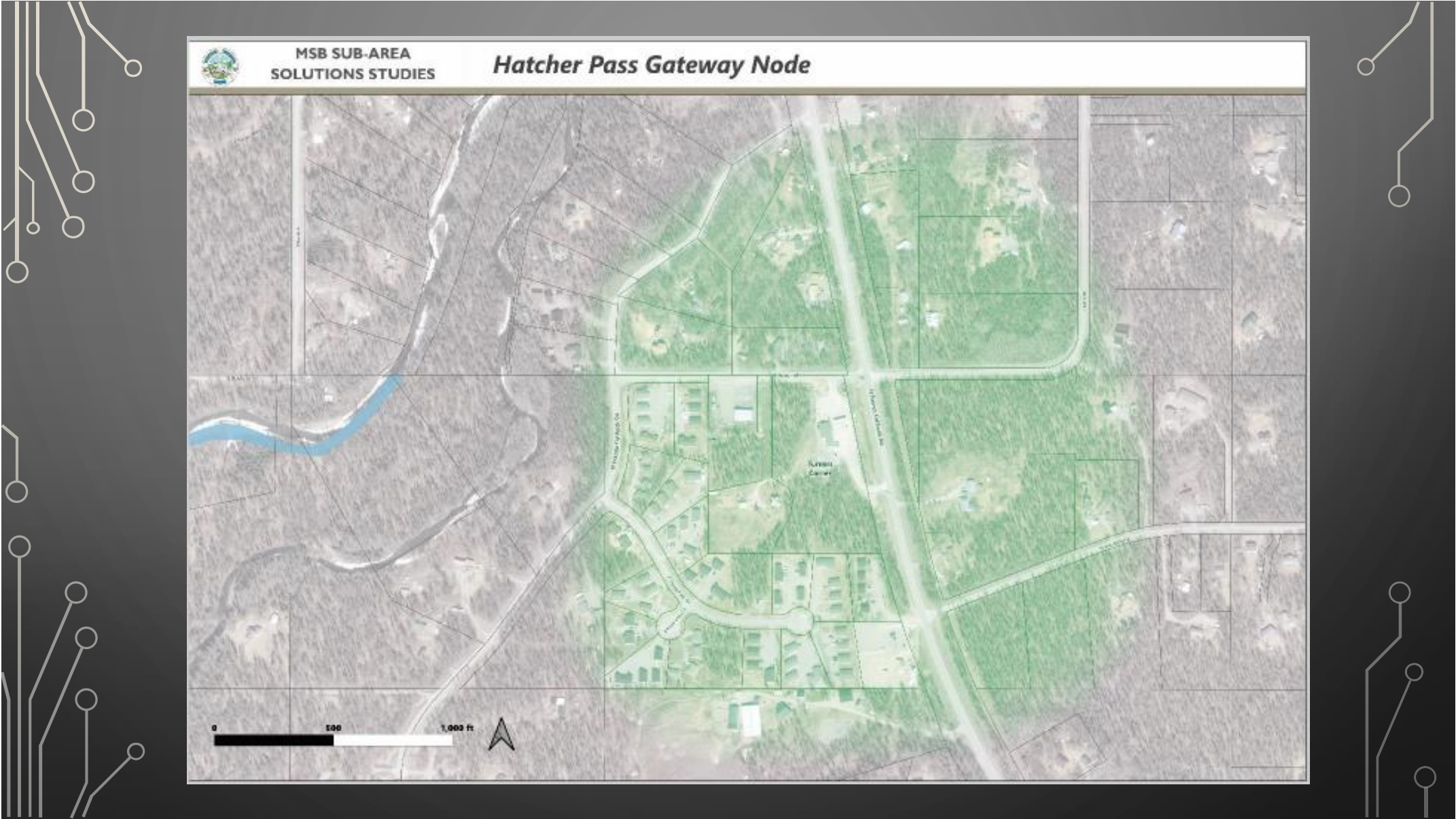
Regional

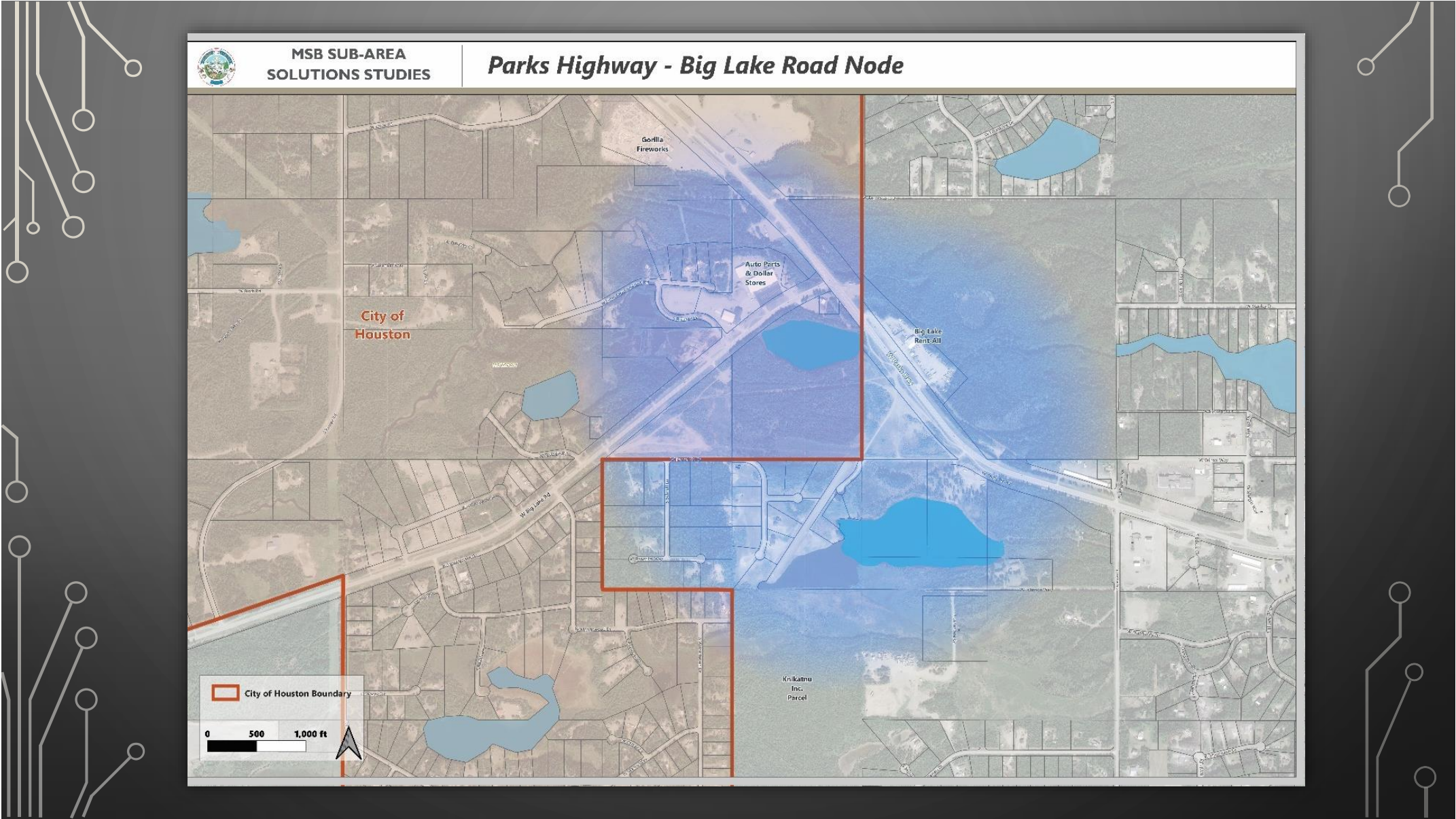


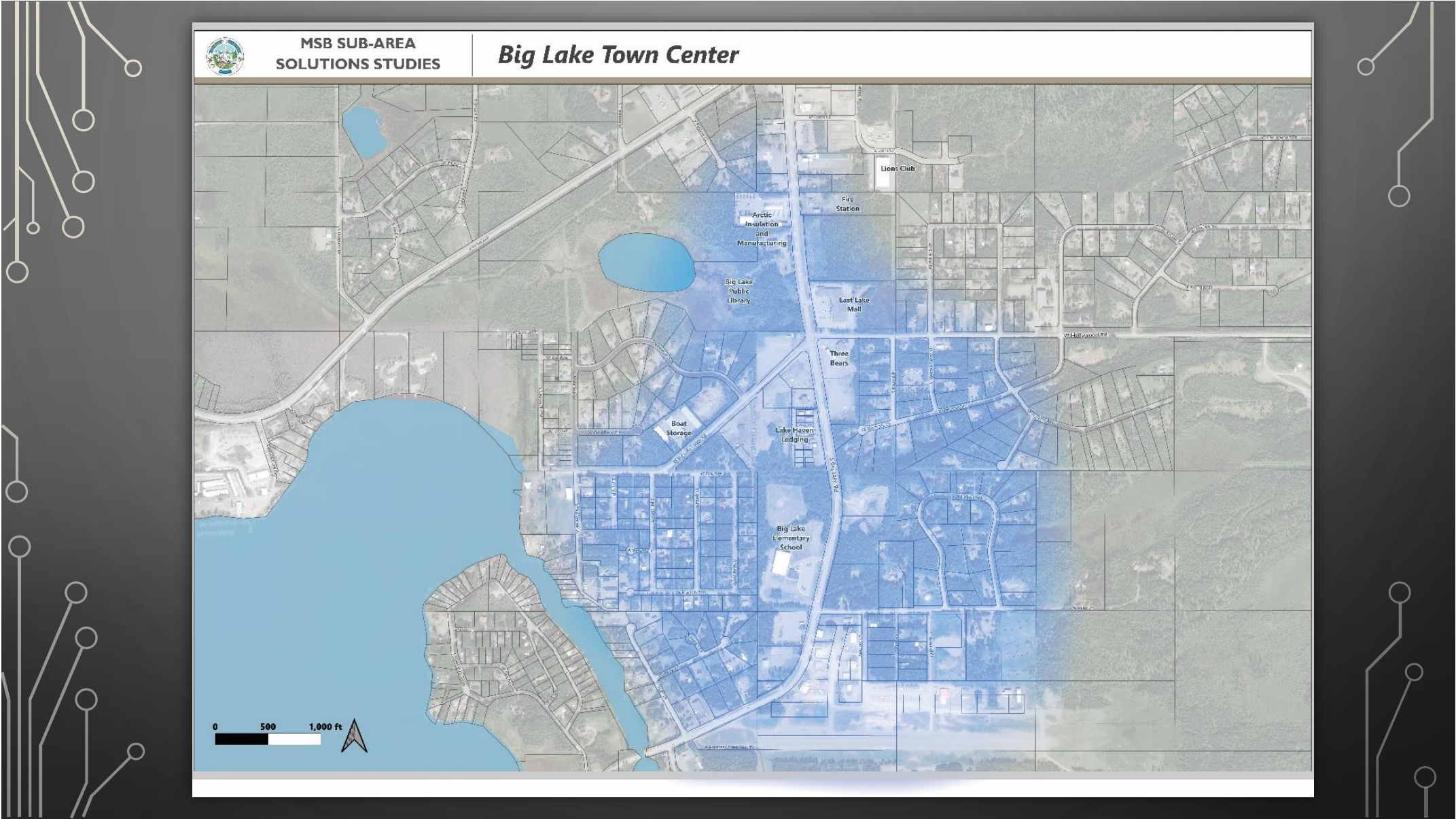
Tourism



Neighborhood

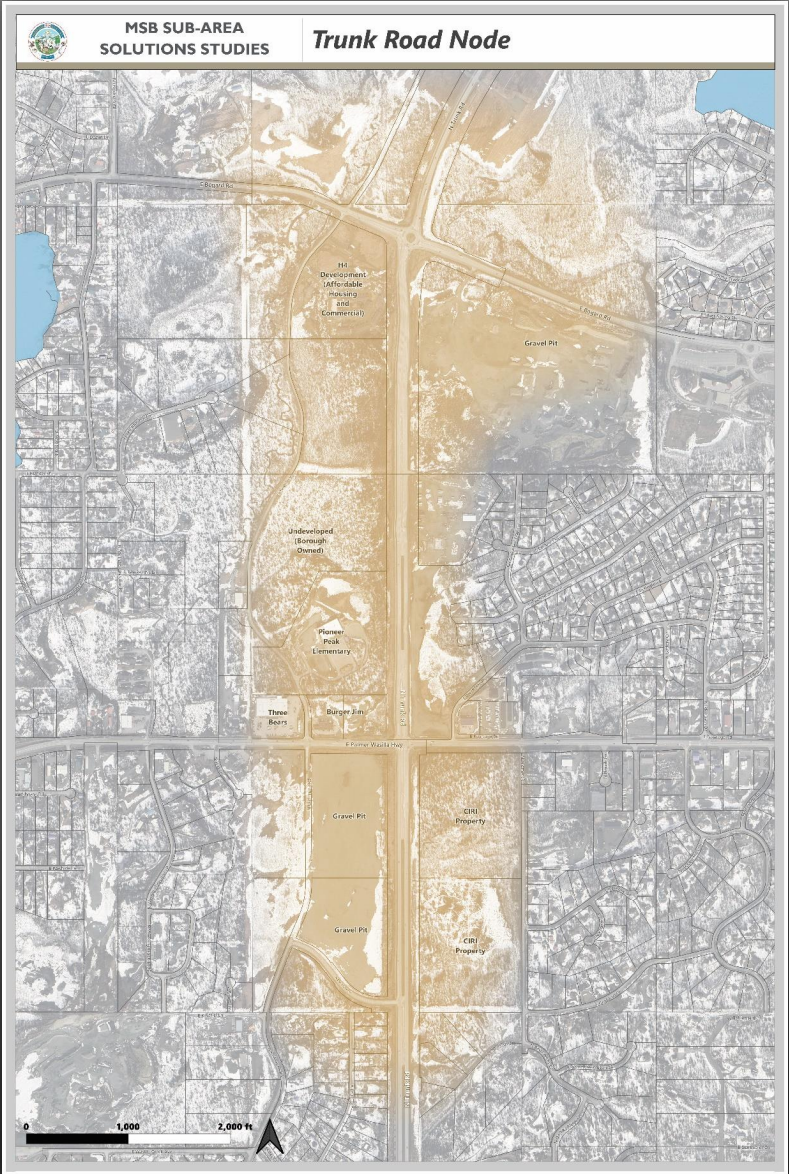


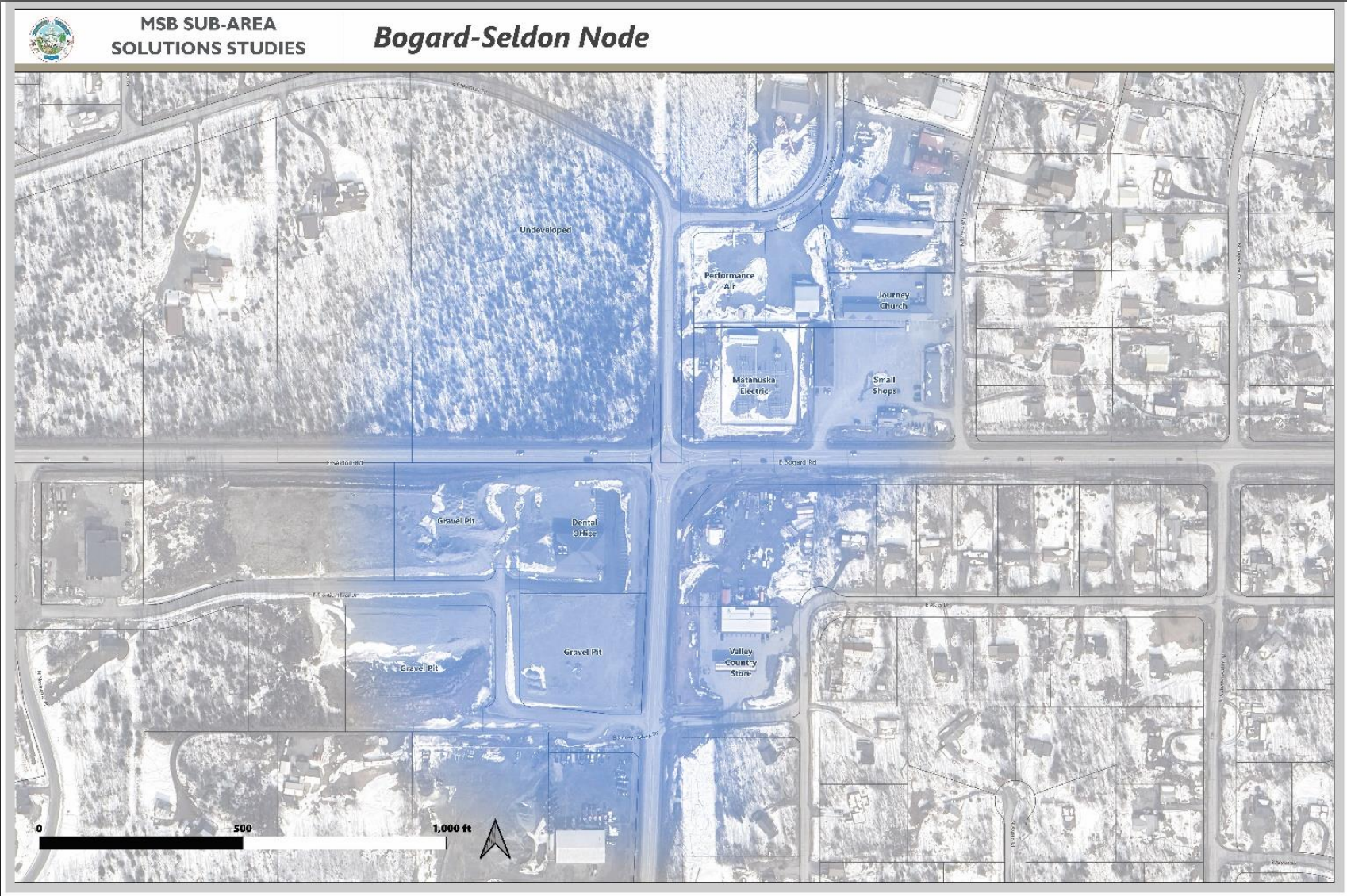


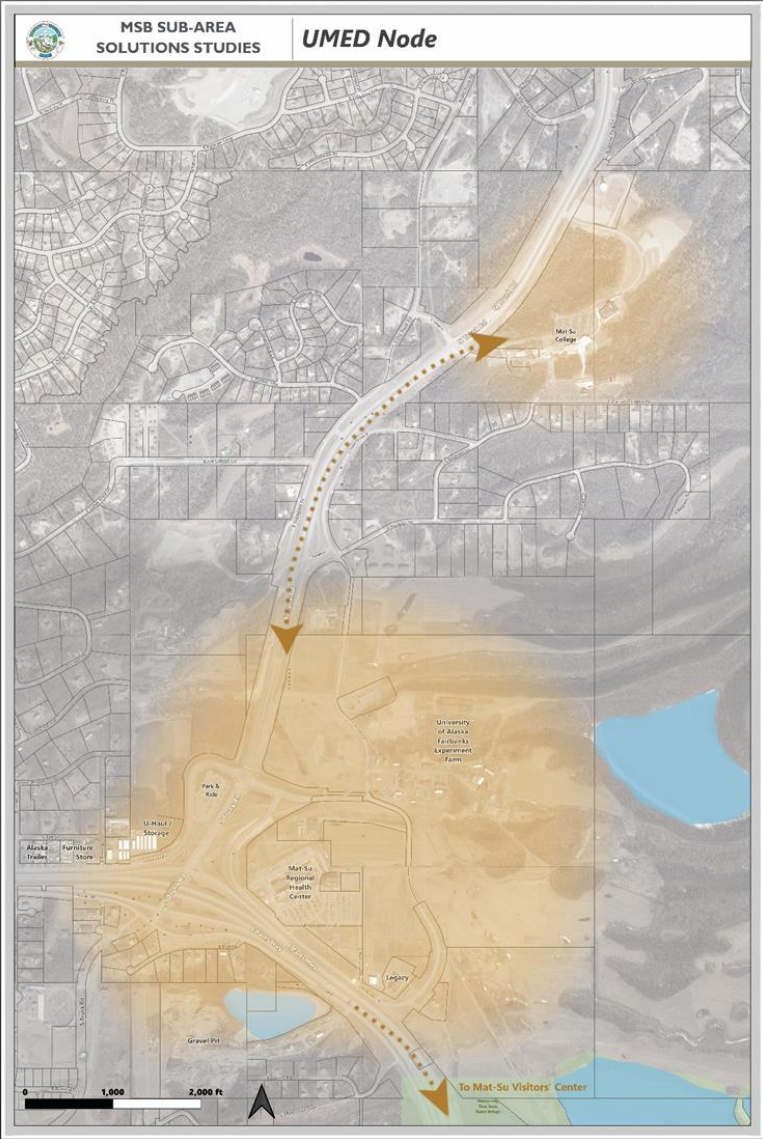


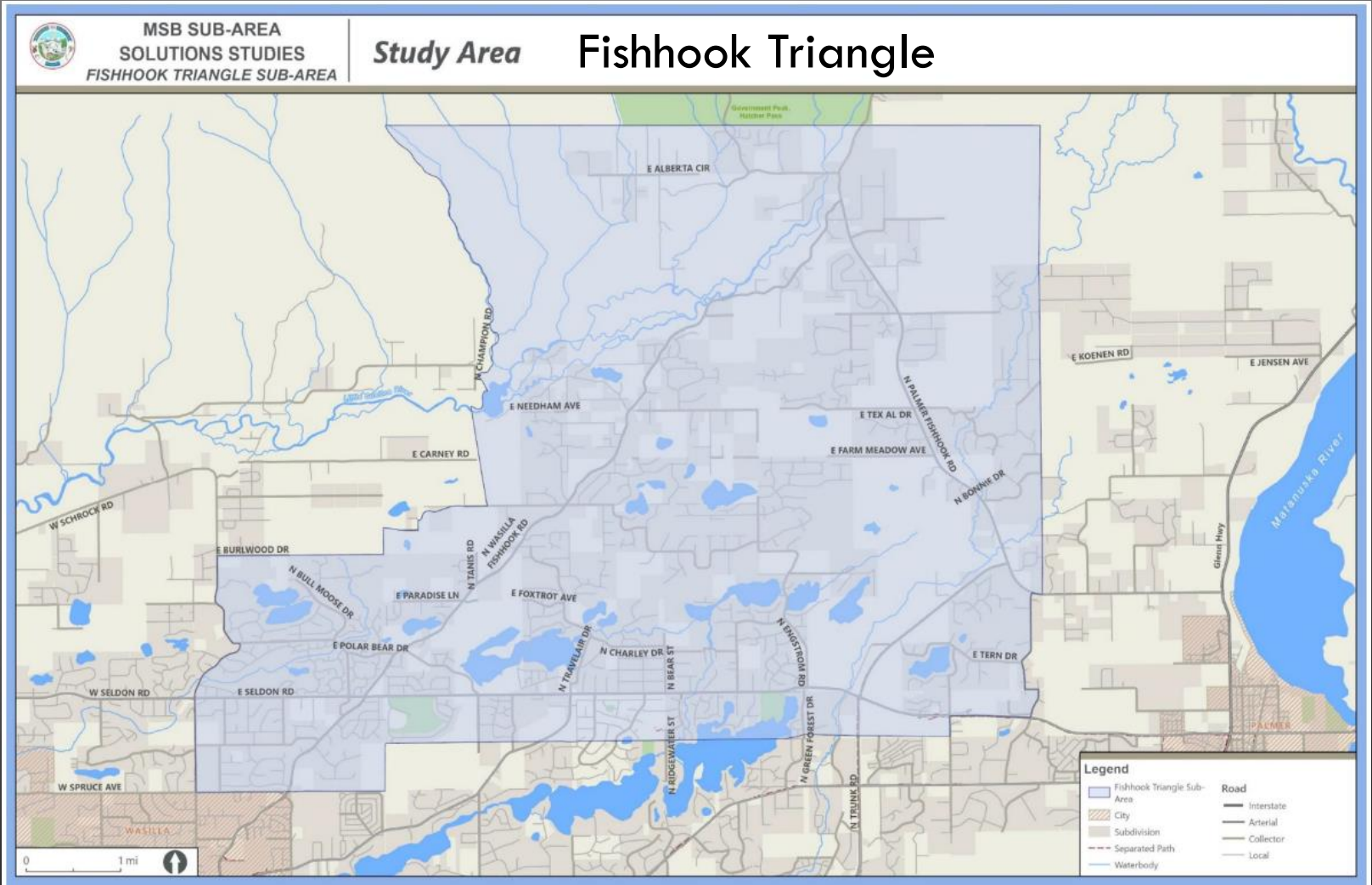










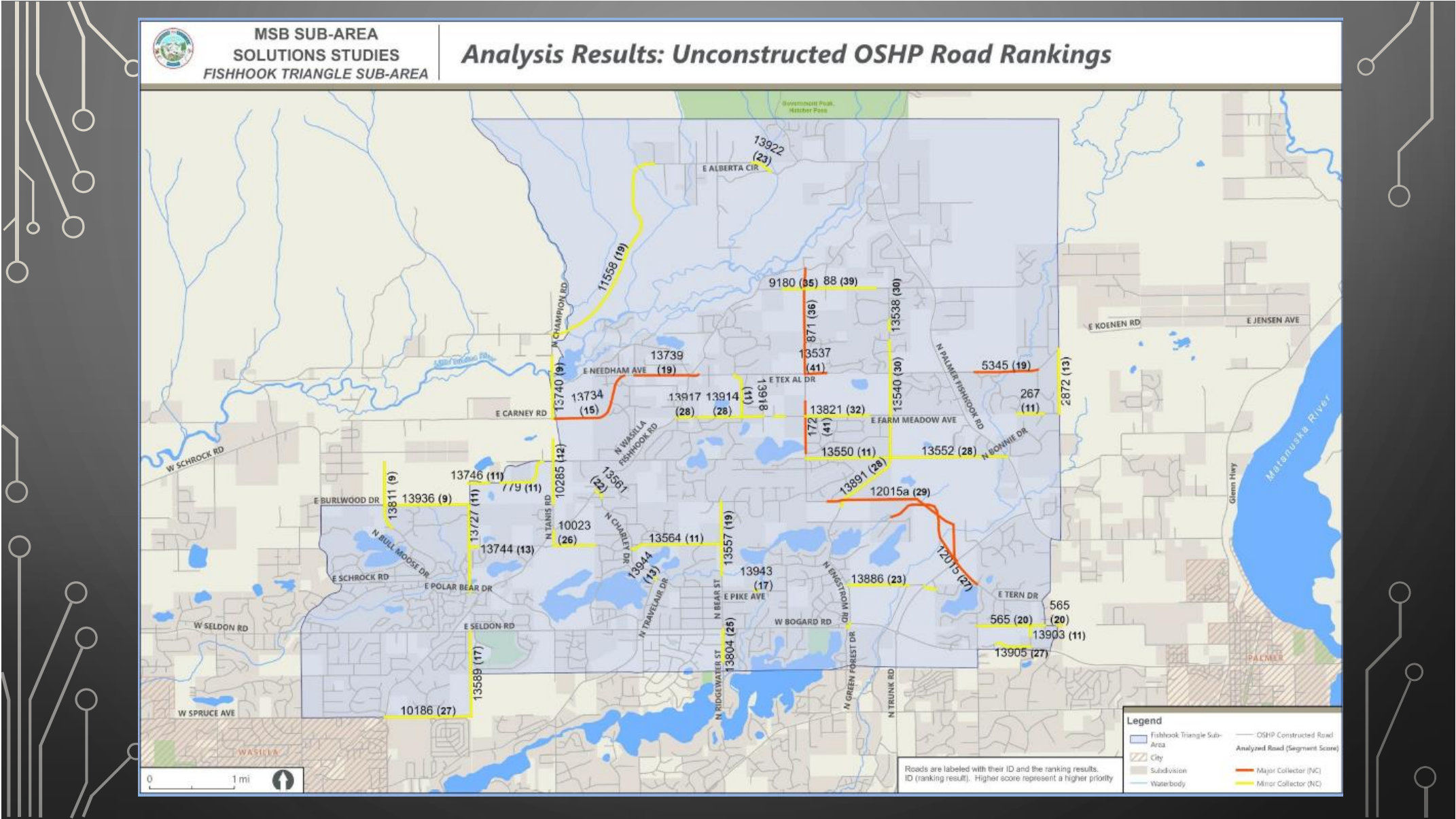


LEVEL OF SERVICE - 2045

Roadway	Segment Extents	Peak Hour Directional Threshold Capacity	Adjusted Peak Hour Directional Threshold Capacity	2045 AADT	Adjusted Peak Hour Directional Volume	LOS
N Palmer-Fishhook Rd	E Edgerton Parks Rd & N Snowgoose Rd	730	511	7,374	758	E
N Trunk Rd	N Palmer-Fishhook Rd & E Bogard Rd	730	511	9,000	926	E
E Bogard Rd	E Grumman Cir & N Arabian Ln	730	511	20,171	2,075	F
N Engstrom Rd	E Bogard Rd & E Aspen Ridge Rd	730	511	4,502	463	D
N Engstrom Rd	E Tex-Al Dr	730	511	4,502	463	D
E Seldon Rd	N Lucille St & E Grumman Cir	730	511	16,329	1,680	F
N Seward Meridian Pkwy	E Seldon Rd	730	511	11,626	1,196	E
E Lakeview Rd	E Seldon Rd & Wasilla-Fishhook Rd	730	511	4,483	461	D
E Schrock Rd	E Seldon Rd & E Burlwood Dr	730	511	6,363	654	D
Wasilla-Fishhook Rd	E Spruce Ave & N Palmer-Fishhook Rd	730	511	12,020	1,236	E

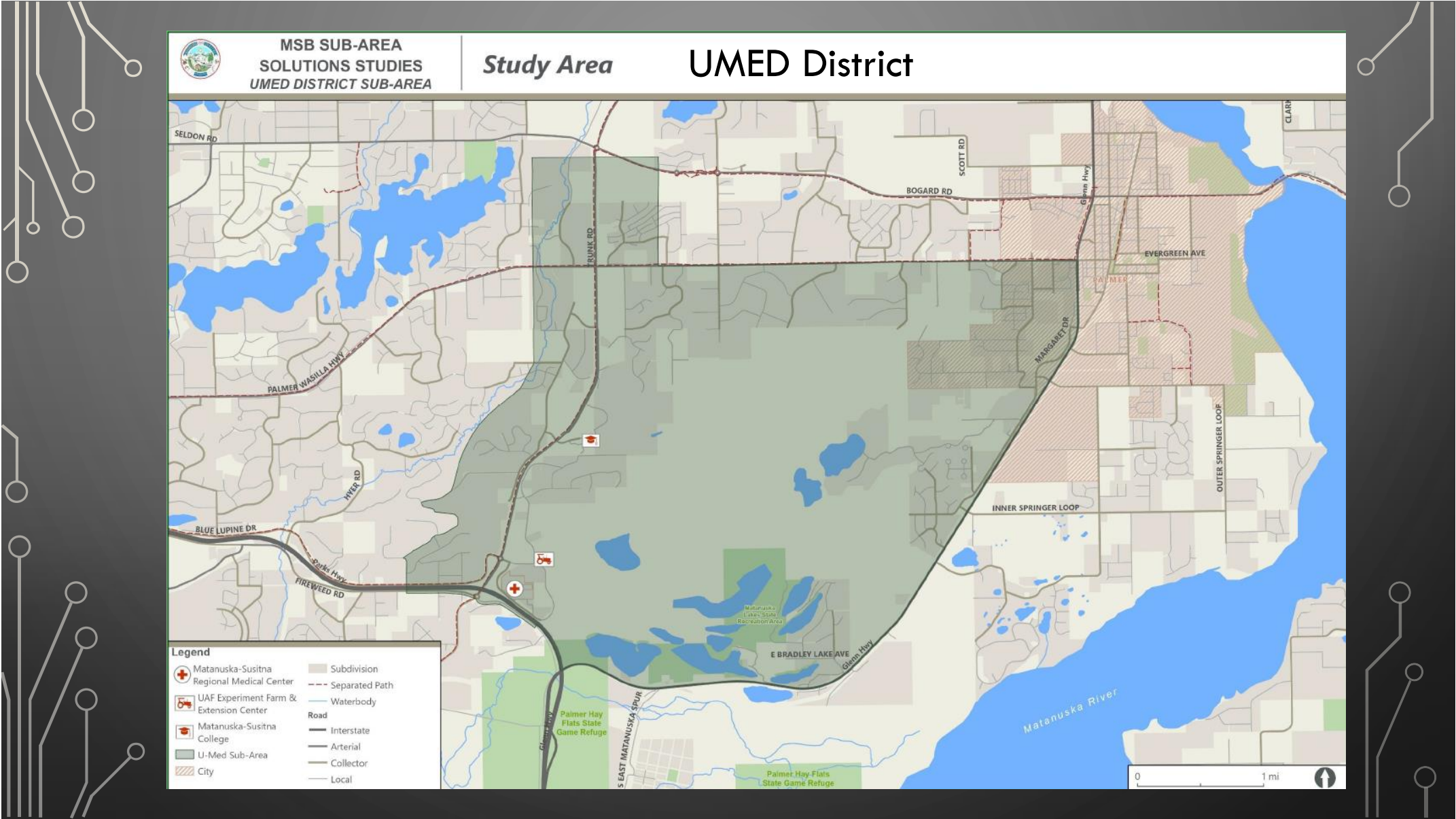
PRIORITIZATION RESULTS

ID	Road Name or Description	Classification	Result
172	N Engstrom Rd	Major Collector	41
13537	Tex-Al Dr Connection	Major Collector	41
88	E New Hope St	Minor Collector	39
871	N Covington St	Major Collector	36
8478	E Lamar Rd	Minor Collector	35
9180	E Independence Ave	Minor Collector	35
13919	N Green Forest Dr Realignment	Minor Collector	33
13821	E Farm Meadow Ext to N Engstrom Rd North Ext	Minor Collector	32
13538	N Raleigh Hills St Connection	Minor Collector	30
13540	N Raleigh Hills St Ext South to ID #13550	Minor Collector	30
13565	N Tanis Rd Connection South to E Paradise Ln	Minor Collector	30
13891	Raleigh Hills St Ext from ID #13540 to Engstrom Rd	Minor Collector	28
13552	New Road: Wolf Lake Dr East to Palmer-Fishhook Segment B	Minor Collector	28
13914	Farm Meadow Ext from N Steen Rd to Wasilla-Fishhook Segment B	Minor Collector	28
13917	Farm Meadow Ext. from N Steen Rd to Wasilla-Fishhook Segment A	Minor Collector	28
12015	E Settlement Ave	Major Collector	27
10186	E Spruce Ave	Minor Collector	27
13905	Bogard Rd East Ext Frontage Rd Ext/N Colony Way to Hassen Bey Dr	Minor Collector	27



CORRIDOR ACCESS MANAGEMENT

- Bogard-Seldon corridor (major arterial)
- North Trunk Road (major arterial)
- North Palmer- and North Wasilla-Fishhook Roads (minor arterial)
- North Engstrom/North Covington Roads corridor (major collector)
- Tex-Al Drive/Jensen Road corridor (major collector)
- North Engstrom/North Trunk Roads connector (major collector)

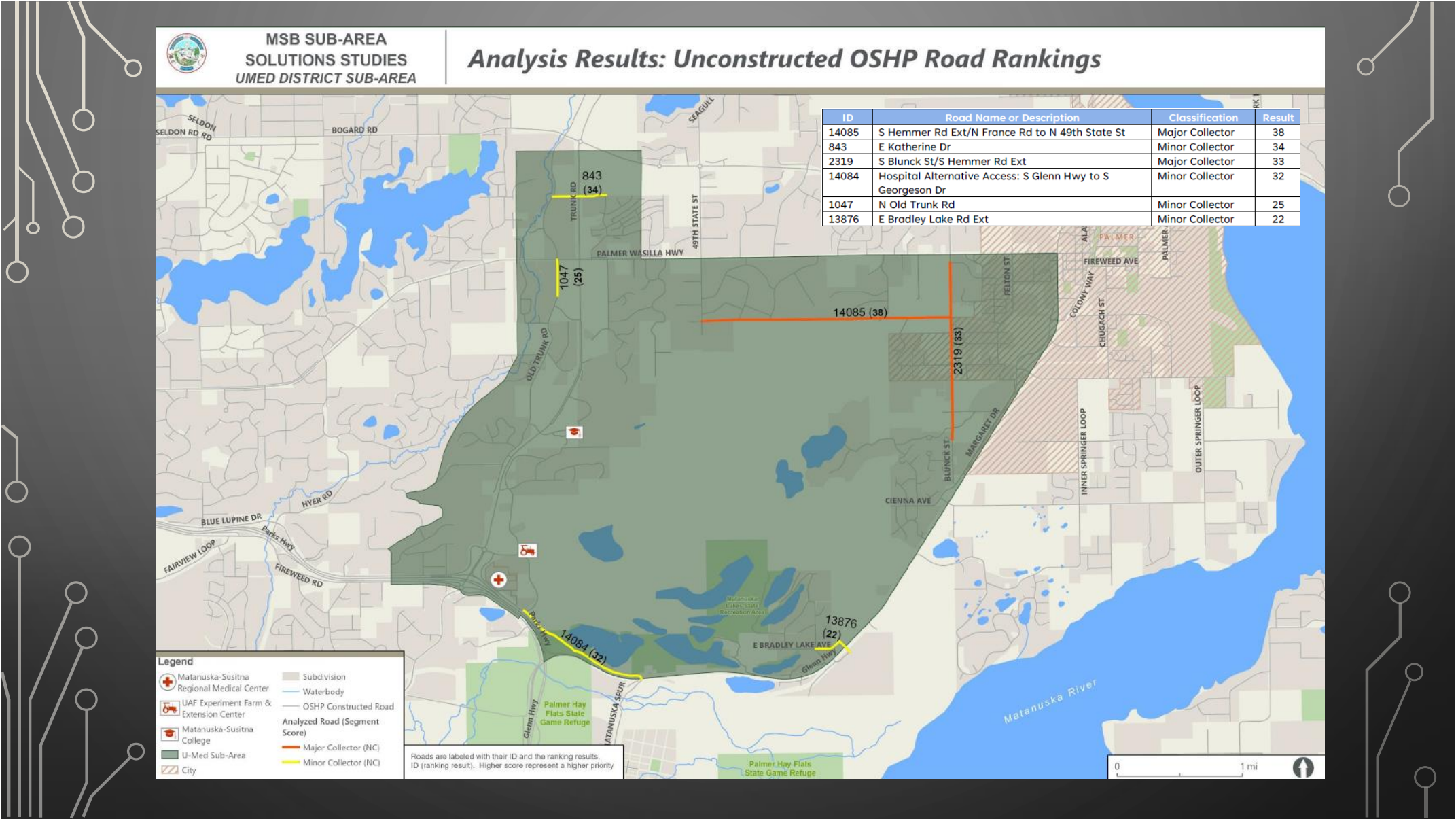


CORRIDOR ACCESS MANAGEMENT

- East Palmer-Wasilla Highway
- Trunk Road
- East Parks Highway
- East Bogard Road (Hospital access dependent)

LEVEL OF SERVICE - 2045

Roadway	Segment Extents	Peak Hour Directional Threshold Capacity	Adjusted Peak Hour Directional Threshold Capacity	2045 AADT	Adjusted Peak Hour Directional Volume	LOS
E Parks Hwy	E Gershmel Lp & Glenn Hwy	1,800	1,800	47,536	3,423	E
S Woodworth Lp	N Trunk Rd to sub-area boundary	730	511	10,599	1,090	E
E Palmer-Wasilla Hwy	N Stringfield Rd & S Glenn Hwy	730	511	20,658	1,750	F
N Hemmer Rd	E Palmer-Wasilla Hwy & S Maple Springs Way	730	511	4,942	508	D
S Ellen St	E Palmer-Wasilla Hwy & W Fern Ave	730	511	6,825	702	D



Piped water & Sewer Utilities



ALTERNATIVE HOSPITAL ACCESS



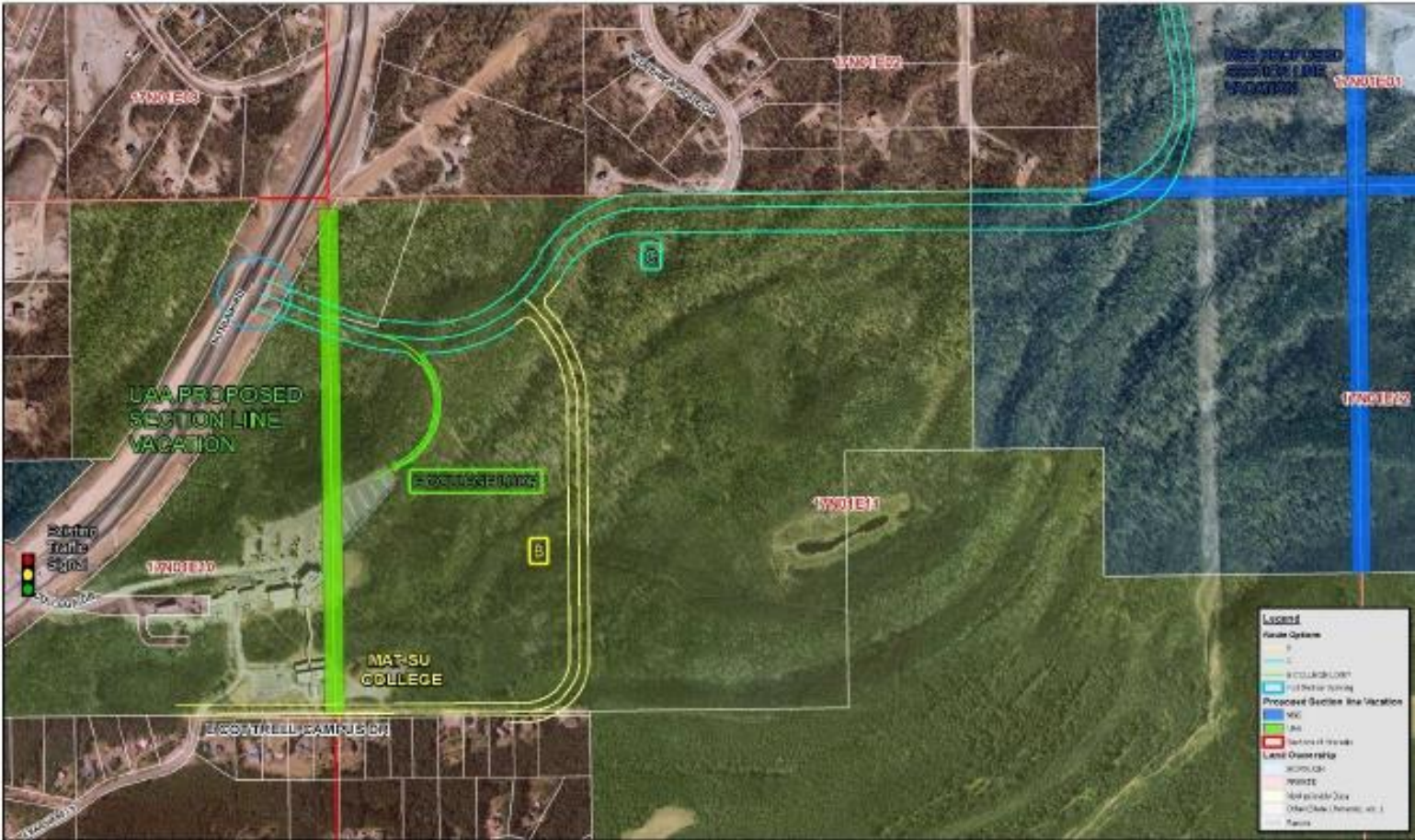
OPTION 1

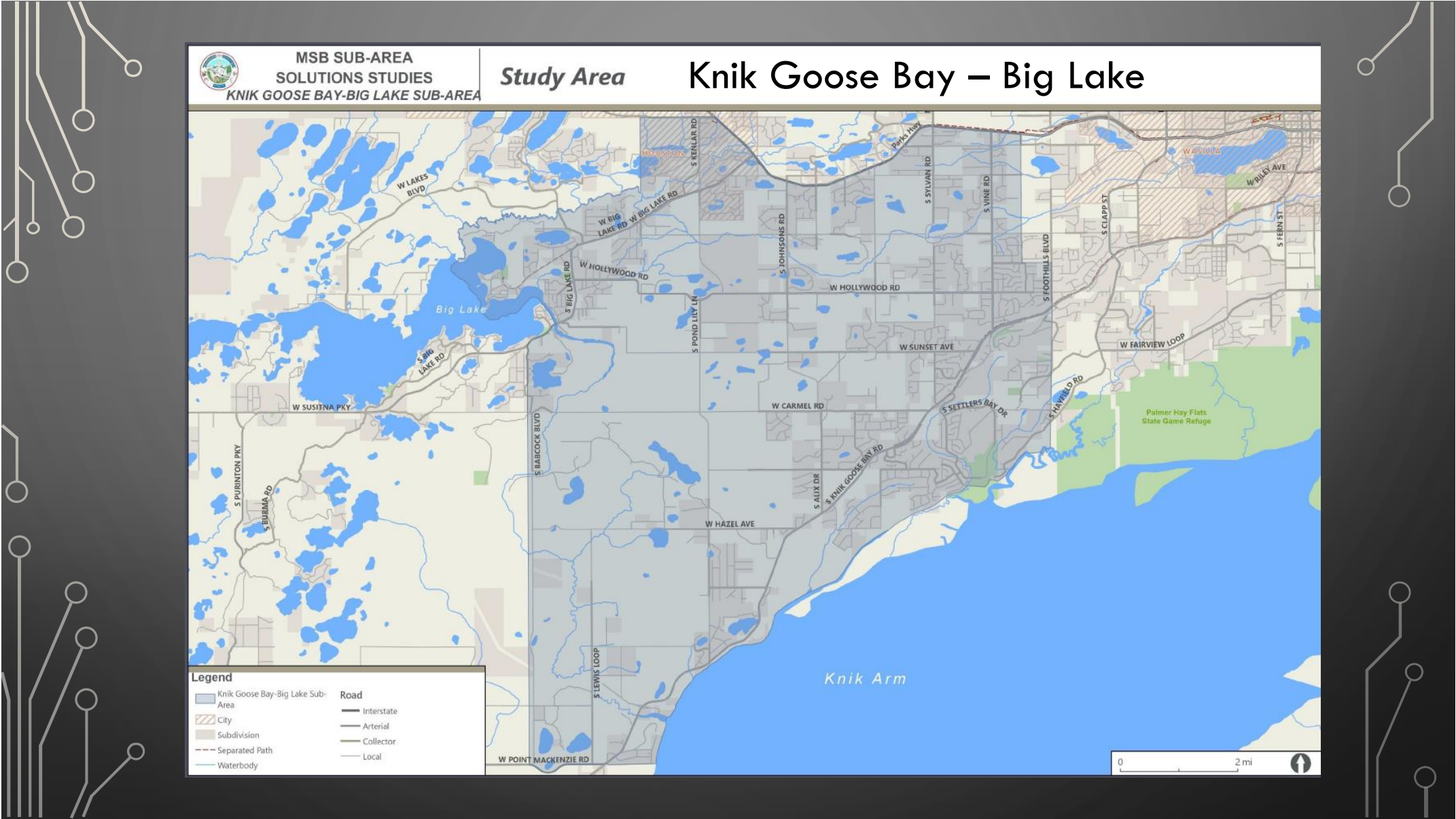


OPTIONS 2 & 3



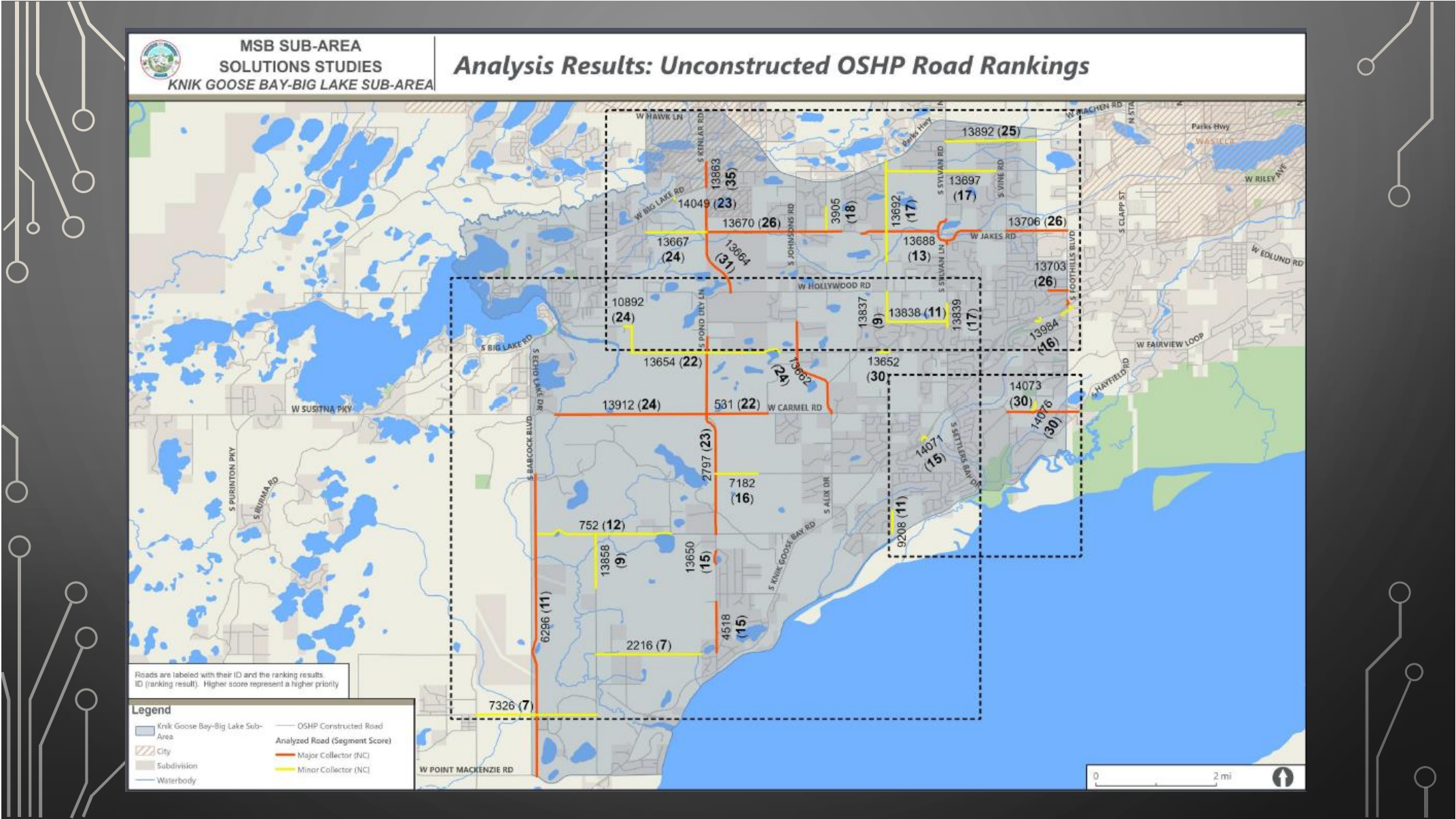
Figure 18. Landfill Access – Route C from Gateway Sub-Area Transportation Study





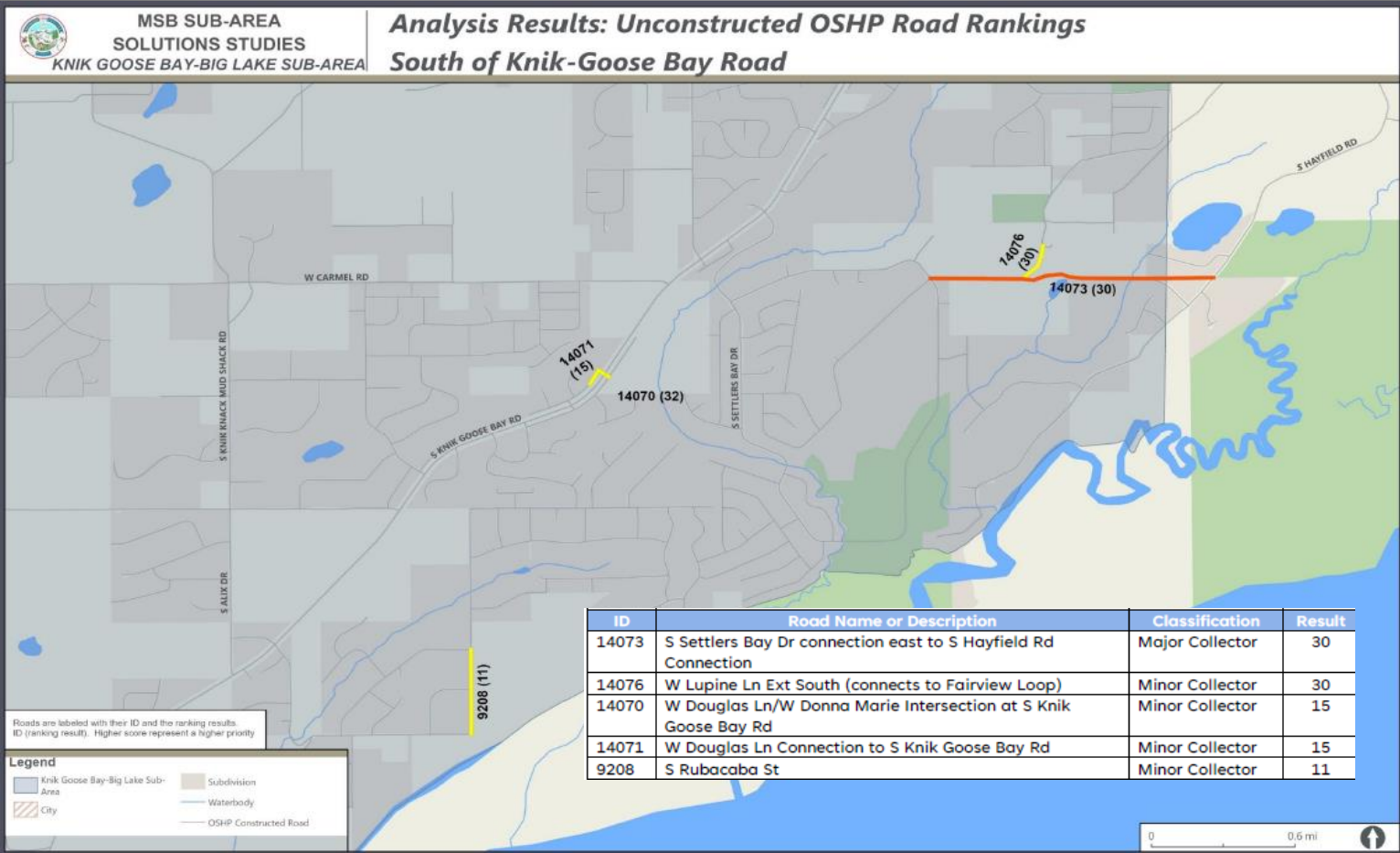
LEVEL OF SERVICE - 2045

Roadway	Segment Extents	Peak Hour Directional Threshold Capacity	Adjusted Peak Hour Directional Threshold Capacity	2045 AADT	Adjusted Peak Hour Directional Volume	LOS
S Knik Goose Bay Rd	Point MacKenzie & S Pinnacle Peak Dr	940	658	20,073	2,065	F
S Vine Rd	S Knik Goose Bay Rd & W Parks Hwy	730	511	8,584	883	E
W Hollywood Rd	S Claiborne Dr & Big Lake Rd	730	511	4,296	507	D
S Big Lake Rd	S Echo Lake Dr & W Parks Hwy	730	511	7,851	808	E



PRIORITIZATION RESULTS

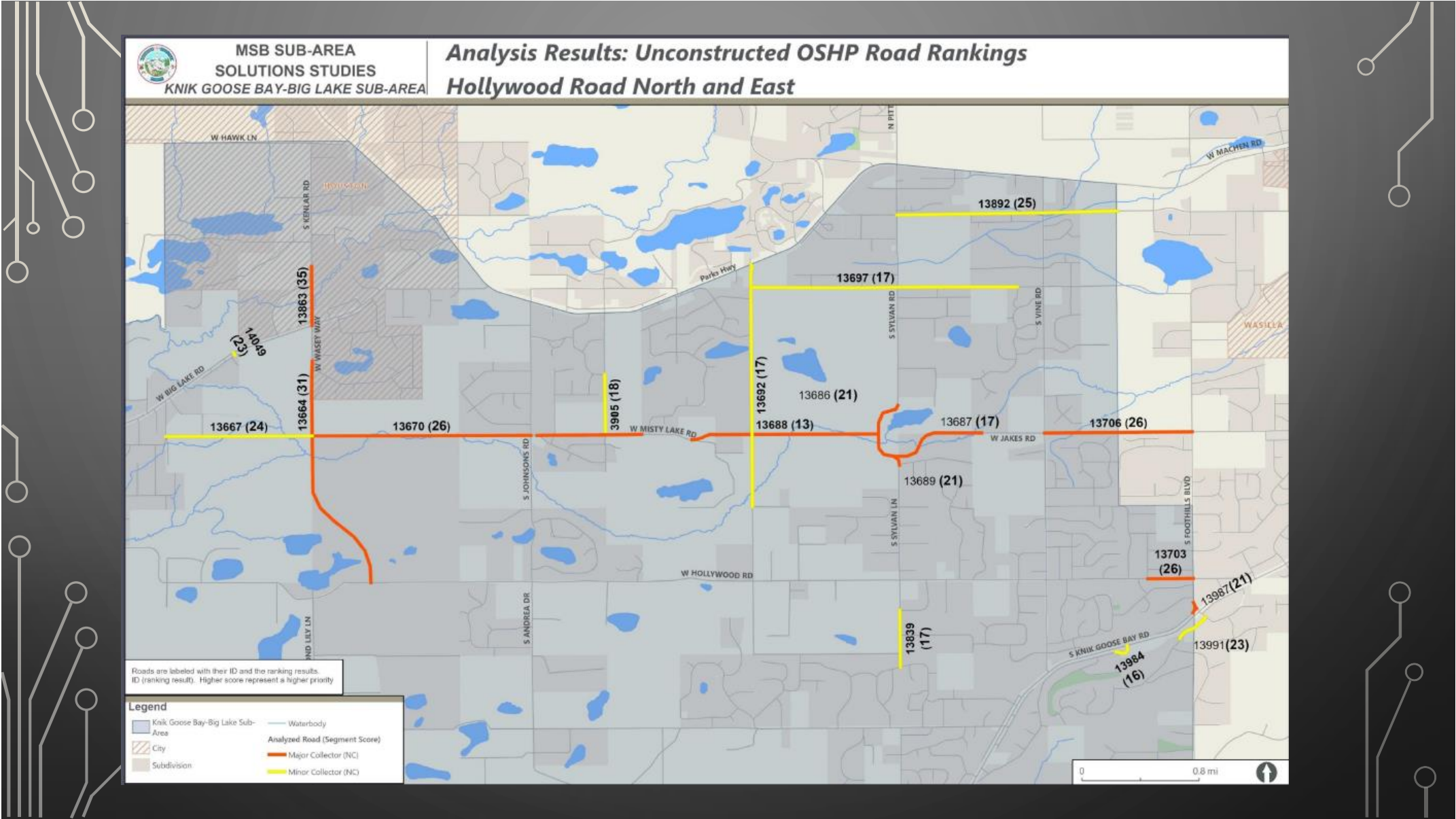
South of Knik-Goose Bay Road



PRIORITIZATION RESULTS

Hollywood Road North & East

ID	Road Name or Description	Classification	Result
13863	S Kenlar Rd Realignment to align with W Wasey Lane	Major Collector	35
13664	W Wasey Way/W Hollywood Connection South	Major Collector	31
13703	W Hollywood Rd/Foothills Drive Connection	Major Collector	26
13706	W Jakes Rd Ext East	Major Collector	26
13670	Misty Lake Rd (Jakes Rd) Ext West (between Kenlar Dr and W Misty Lake Rd)	Major Collector	26
13892	W Knox Dr/W Museum Pl Connection (13892)	Minor Collector	25
13987	S Pinnacle Peak Dr/S Country Dr Connection	Minor Collector	24
13667	W Misty Lake Rd (Jakes Rd) Ext West	Minor Collector	24
13991	S Foothills Blvd/S Country Dr Intersection Realignment (13991)	Major Collector	23
14049	W Creek Frontage Rd/W Big Lake Rd Connection	Minor Collector	23
13686	S Sylvan Rd Connection South A	Major Collector	21
13689	S Sylvan Rd Connection South B	Major Collector	21
3905	S Ridgecrest Rd	Minor Collector	18
13687	W Jakes Rd Ext West A	Major Collector	17
13839	S Sylvan Ln Connection	Minor Collector	17
13692	S Vanamanita Ln Ext North	Minor Collector	17
13697	W Calico Dr Ext W	Minor Collector	17
13984	W Binnacle Dr/S Knik Goose Bay Rd Connection	Minor Collector	16
13688	W Jakes Rd Ext West B	Major Collector	13



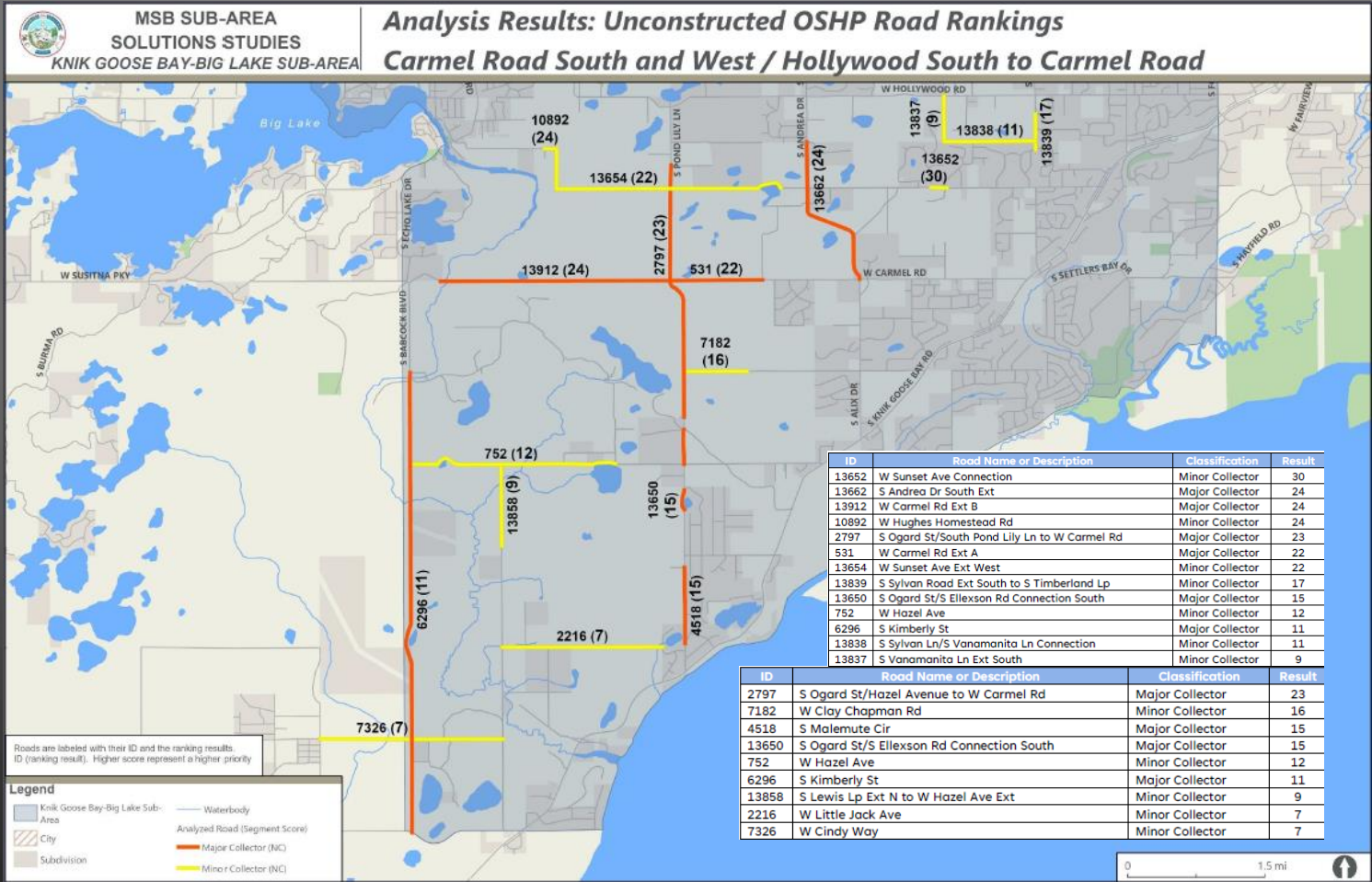
PRIORITIZATION RESULTS

Hollywood South to Carmel Road

ID	Road Name or Description	Classification	Result
13652	W Sunset Ave Connection	Minor Collector	30
13662	S Andrea Dr South Ext	Major Collector	24
13912	W Carmel Rd Ext B	Major Collector	24
10892	W Hughes Homestead Rd	Minor Collector	24
2797	S Ogard St/South Pond Lily Ln to W Carmel Rd	Major Collector	23
531	W Carmel Rd Ext A	Major Collector	22
13654	W Sunset Ave Ext West	Minor Collector	22
13839	S Sylvan Road Ext South to S Timberland Lp	Minor Collector	17
13650	S Ogard St/S Ellexson Rd Connection South	Major Collector	15
752	W Hazel Ave	Minor Collector	12
6296	S Kimberly St	Major Collector	11
13838	S Sylvan Ln/S Vanamanita Ln Connection	Minor Collector	11
13837	S Vanamanita Ln Ext South	Minor Collector	9

PRIORITIZATION RESULTS

South Carmel Road South & West to Pt. MacKenzie Road



CORRIDOR ACCESS MANAGEMENT

- S. Knik Goose Bay Road (between South Settlers Bay Drive and West Point MacKenzie Road)
- All arterials, major collectors, and minor collectors

THANK YOU!



- HDR, Inc.
- MSB Planning Department
- MSB Department of Public Works
- ADOT&PF
- Study Steering Committee Members
- Study Key Stakeholders & Charette Participants

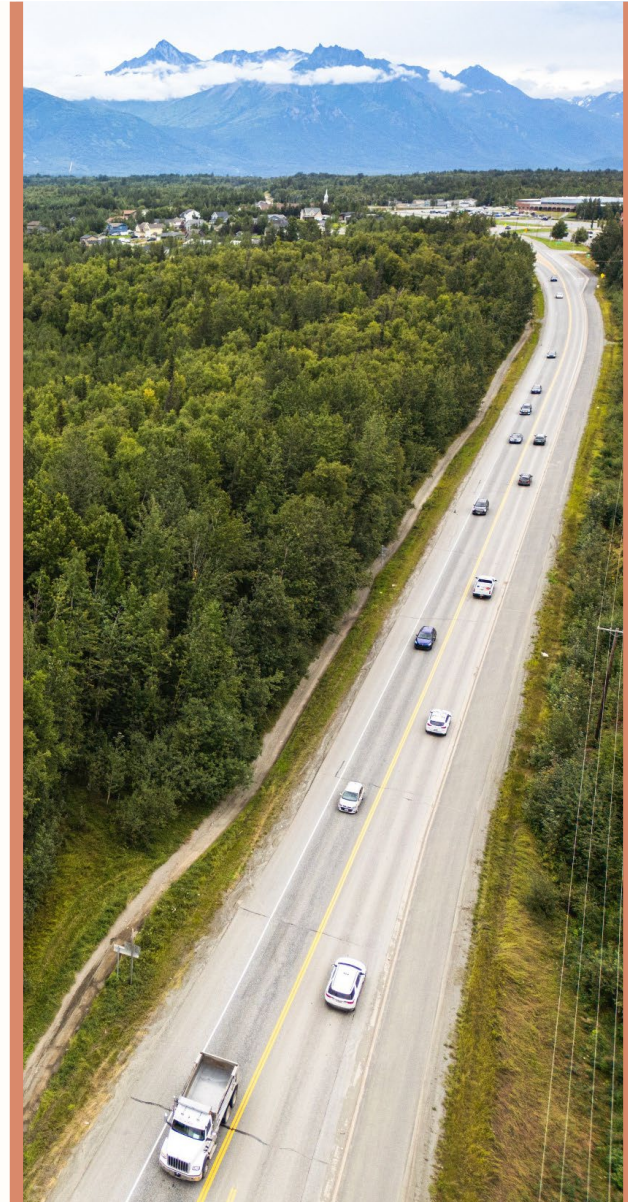
growthsolutions.matsugov.us



MATSU VALLEY
PLANNING *for*
TRANSPORTATION

Metropolitan Transportation Plan

Project Nomination Period



01.

Introducing MVP

An MPO



What is a Metropolitan Planning Organization?

- A Metropolitan Planning Organization (MPO) is a **federally funded transportation planning and policy-making organization.**
- MPOs are required for any **urbanized area with a population greater than 50,000.**
- **MPOs develop short- and long-range plans** for a local transportation system, including roads, public transit infrastructure, and bike and pedestrian facilities. The plans created by the MPO guide Federal transportation infrastructure investments.
- There are **459 MPO's in the United States** today. MVP is the **3rd MPO in Alaska.**

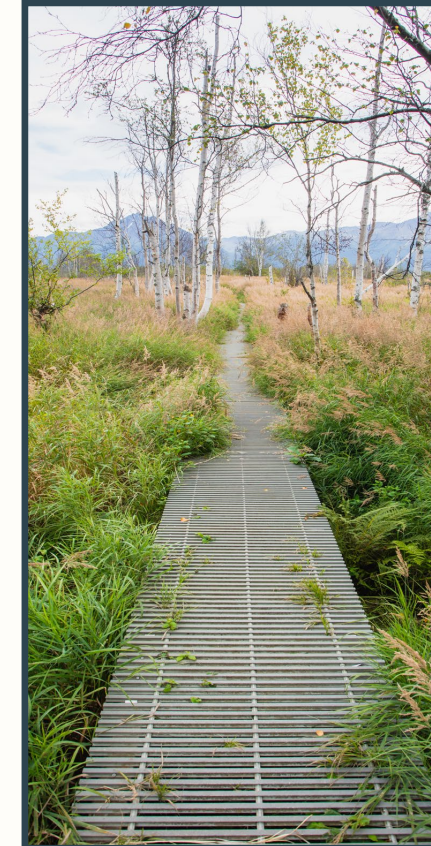


Who is MVP?

We are:

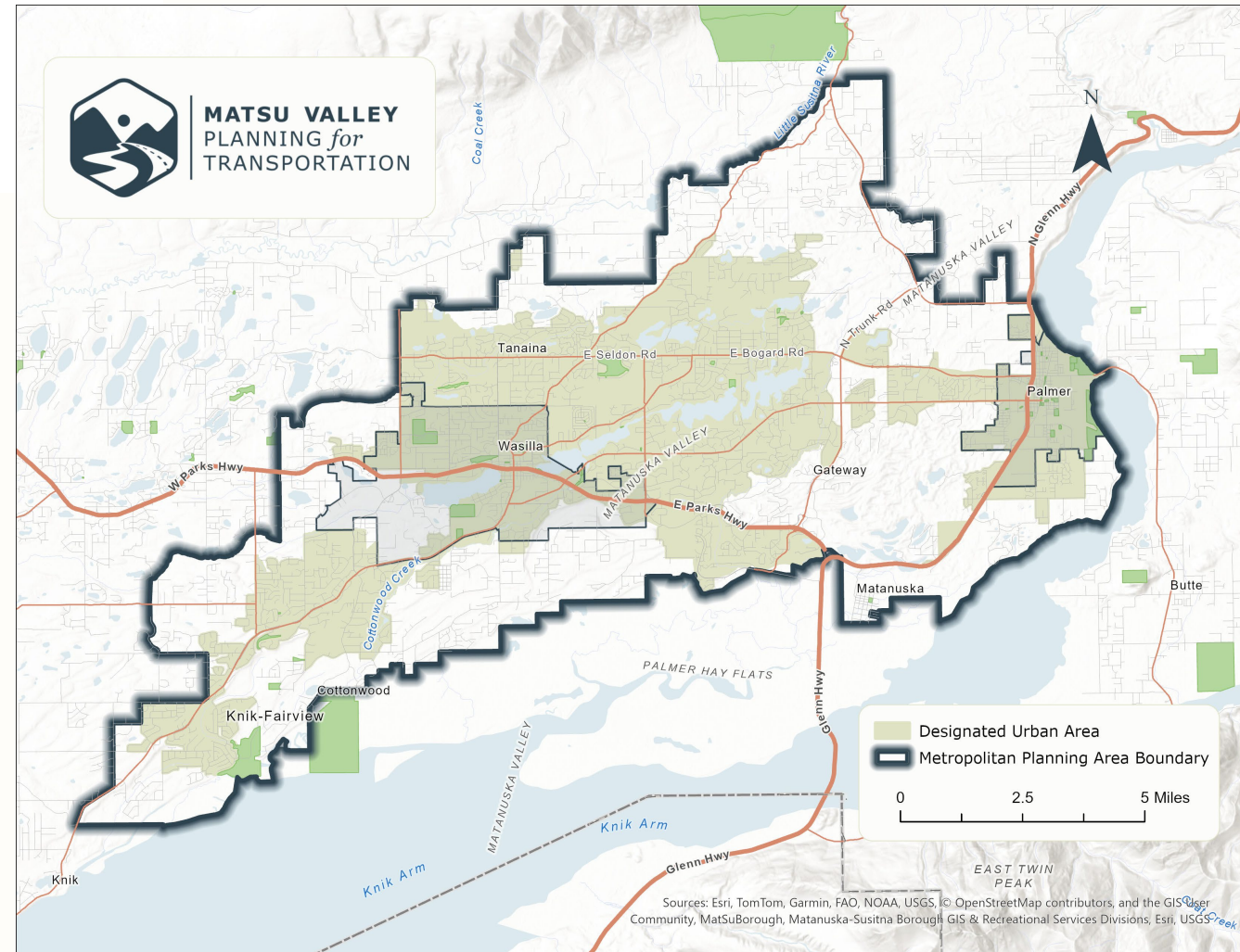
- A **non-profit**, Metropolitan Planning Organization (MPO) formed on February 14, 2024
- **Federally required** for transportation funding
- Governed by a board of 7-member policy board **elected and appointed representatives of each regional government**
- Supported by a 16-member technical committee

MVP brings **local voices** together to guide the Mat-Su Valley's transportation future and ensure federal funding is invested where it matters most.



The MVP Metropolitan Planning Area (MPA) boundary includes the designated **urban area**, plus what we **expect to become urbanized** over the next 20 years.

- About **73,000 people** live within the MPA
- Approximately **926 road miles**



02.

What is an MTP?

What should our transportation system look like?



What is a Metropolitan Transportation Plan?

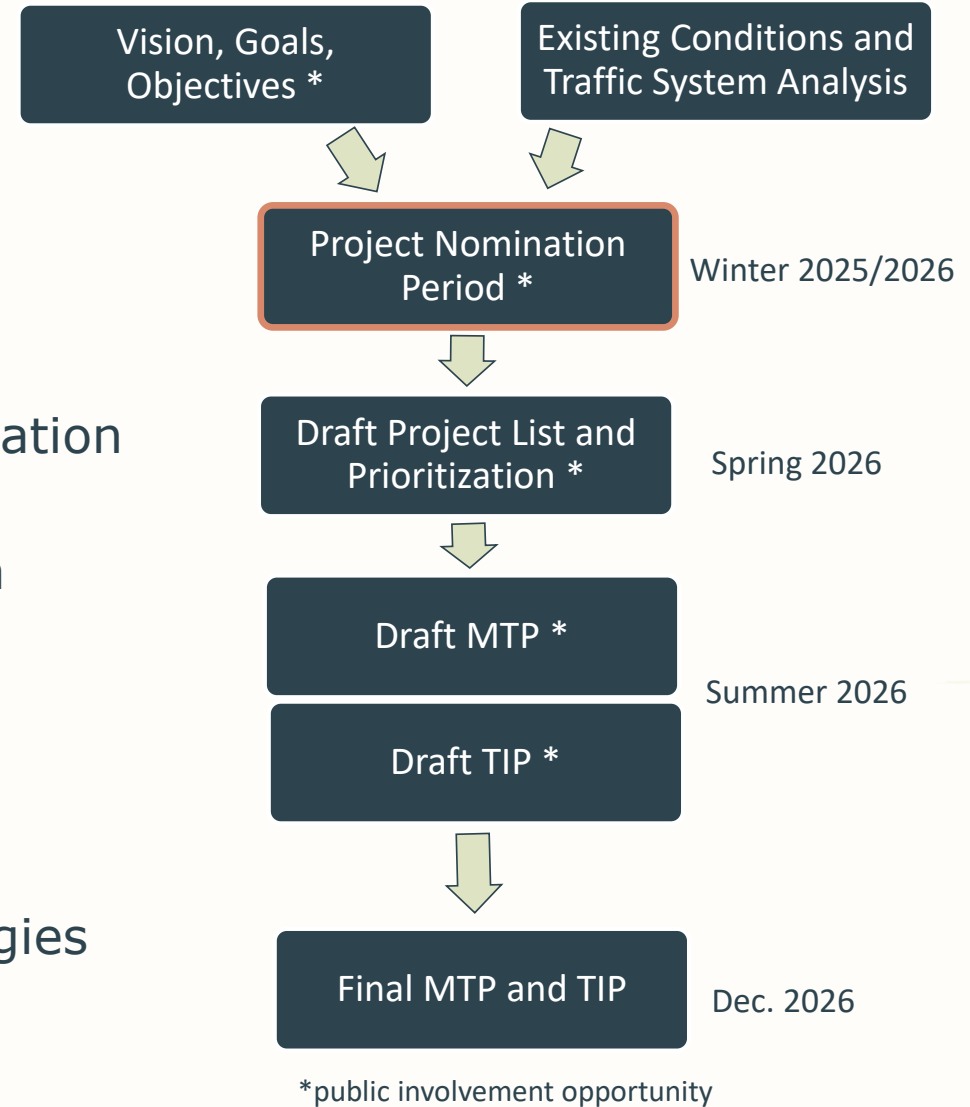
- A **long-range (20+ year) regional plan** for transportation investments and priorities
- Guides **regional decision-making** for roads, transit, bike/ped, and freight
- Ensures transportation investments **support regional goals**
- **Federally required**
- Updated every 5 years



The MTP Process

Key Parts of the MTP:

- Vision, Goals, and Objectives
- Assessment of the existing transportation system
- Current and projected transportation demand
- Performance measures and targets
- Proposed projects
- Fiscal plan
- Operational and management strategies



Vision & Goals

VISION

Matsu Valley Planning for Transportation is committed to creating a safe, efficient, and multimodal transportation system that fosters reliable and accessible options for all modes of travel, supports the economy and the environment, and promotes healthy communities.

Goals

- Ensure transportation improvements align with **local land use patterns** and **connect housing to employment**
- Improve transportation **safety for all modes**
- Leverage all available **funding** resources
- Maintain the system in a **state of good repair**
- Create opportunities for more **diverse transportation** options
- **Shorten commute times** and **improve mobility**
- Build a **resilient** transportation network

03.

Project Nomination Period: How to Get Involved



Project Nomination Period Phases

- **Phase 1 – Public Engagement**
 - Dec. 1, 2025 – Jan. 31, 2026
 - Open House (Dec. 3, 2025)
 - Public Presentations
 - Interactive Comment Map
 - Transportation Survey
- **Phase 2 – Formal Project Nominations**
 - Begins January 28, 2026
 - Project nominations must be submitted in online form
- **Phase 3 – Project Evaluations**
 - Spring 2026



Phase 2: Formal Project Nominations

- MVP anticipates approximately **\$10 million of federal funds annually** over the 20+ year horizon of the MTP to support projects
- Projects **must be included in the MTP** to be programmed through the **Transportation Improvement Program (TIP)**
- **Types of projects to nominate** might include:
 - Intersection improvements
 - New road construction
 - Road resurfacing, restoration, rehabilitation
 - Separated pathways/ nonmotorized infrastructure improvement
 - Transit system improvements



Thank You!



MATSU VALLEY
PLANNING *for*
TRANSPORTATION

Contact Us:
info@mvpmpo.com
Mvpmpo.com

ENGSTROM ROAD TO TRUNK ROAD CORRIDOR

Transportation Infrastructure Program

PROJECT OBJECTIVES

- Evaluate and identify the preferred route for a new major collector roadway connection.
- Improve connectivity between Engstrom Road and Trunk Road.
- Address congestion, safety, and future growth within the Fishhook Triangle.

A connection between Engstrom Road and Trunk Road / Palmer-Fishhook Road is identified in the Matanuska-Susitna Borough's 2035 Long Range Transportation Plan and Official Streets and Highways Plan.

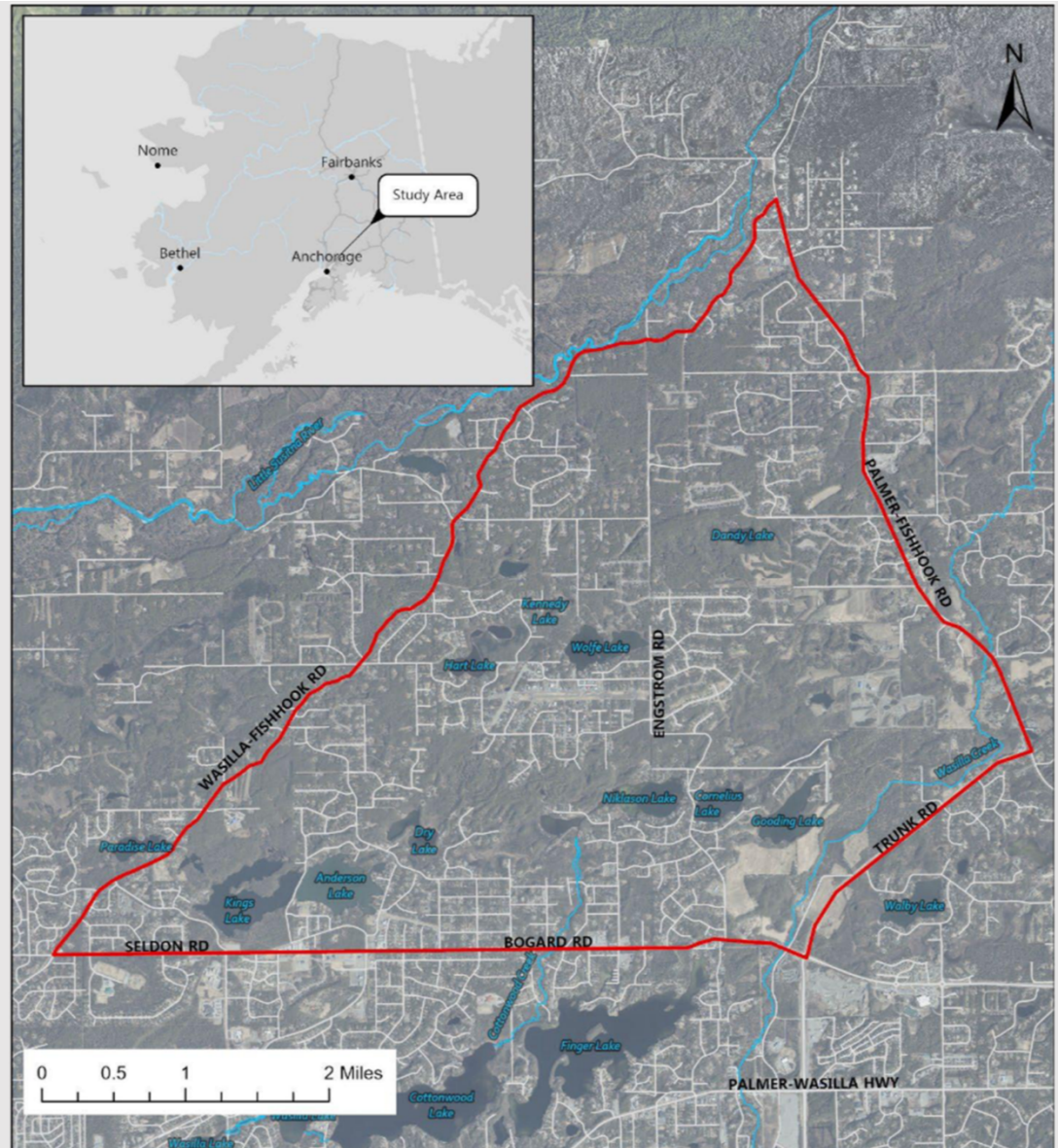
ENGSTROM TO TRUNK

PROJECT LOCATION

The Fishhook Triangle Area

Why This Matters

- Rapid residential growth increasing traffic demand
- The existing roadway network lacks east-west connectivity
- The project supports long range transportation planning



PURPOSE AND NEED

Purpose

- Provide congestion relief
- Improve safety and emergency response
- Support future development
- Create alternative travel routes

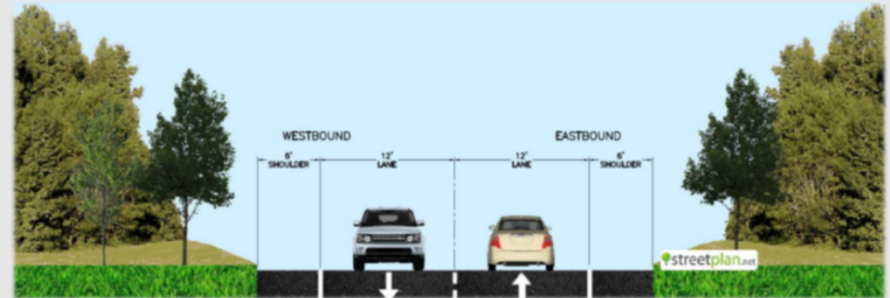
Need

- No direct connection between Engstrom Road and Trunk Road
- Increasing traffic delays expected with future growth.
- High congestion and crash concerns at Engstrom/Bogard intersection.

ENGSTROM TO TRUNK

5

PROPOSED IMPROVEMENTS



The project may include:

- Construction of a new major collector roadway
- Drainage improvements and creek crossings
- Right-of-way acquisition
- Utility work
- Lighting and signage
- Potential multi-use pathway

ROUTE OPTIONS EVALUATED

No-Build Alternative

- Maintains Current Roadway System
- No improvements
- Serves as baseline comparison

ROUTE OPTIONS EVALUATED

Southern Route

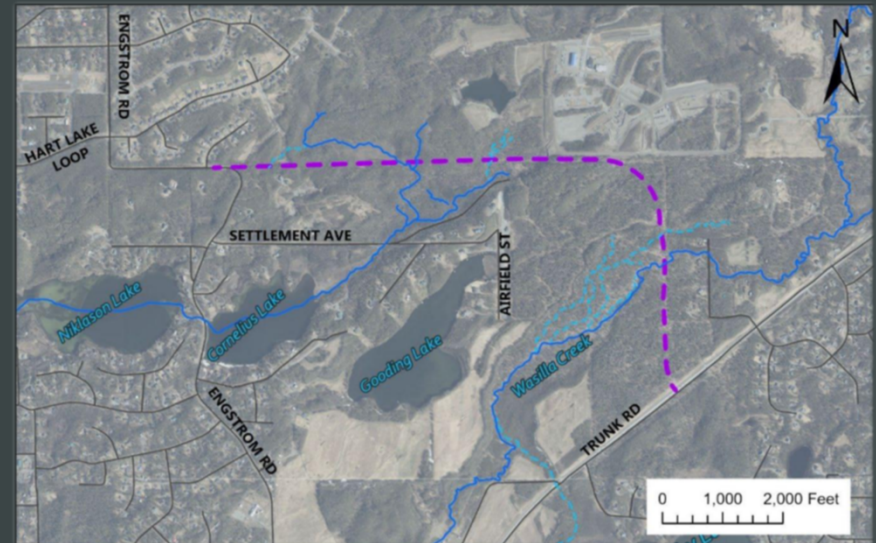
- Less than 1 mile long
- Uses existing approach at Trunk Road
- Anadromous stream crossing of Wasilla Creek
- Less than 0.5-mile separation from Bogard Road
- Up to 7 parcels impacted
- Aligns with road network spacing for a minor collector corridor
- Estimate Rough Order of Magnitude Cost \$10,000,000



ROUTE OPTIONS EVALUATED

Northern Route 1

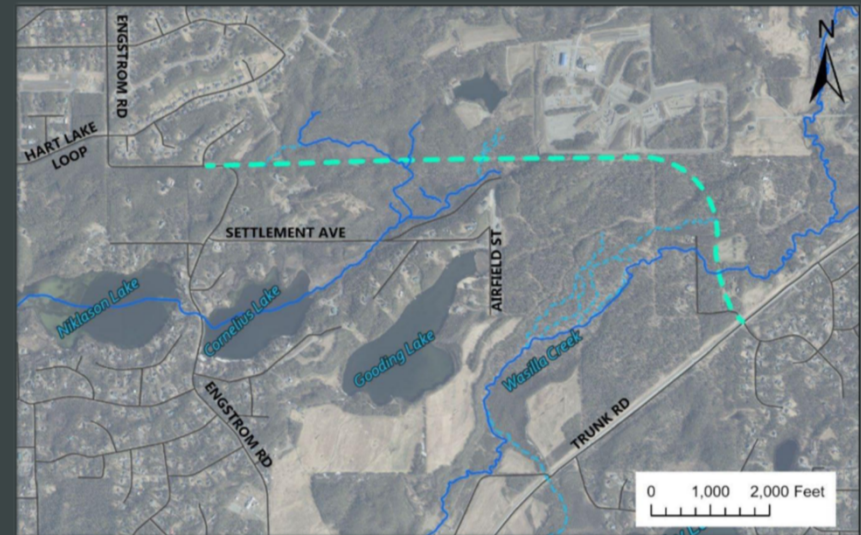
- Approximately 2 miles long
- Proposed intersection aligns with future collector road
- Anadromous stream crossing of Wasilla & Cottonwood Creek
- Greater than 1.5-mile separation from Bogard Road
- Up to 12 parcels impacted
- Aligns with road network spacing for a major collector corridor
- Reduces traffic volume increase from future developments
- Estimate Rough Order of Magnitude Cost \$20,000,000



ROUTE OPTIONS EVALUATED

Northern Route 2

- Approximately 2 miles long
- Proposed intersection with Trunk is an existing 4-way
- Anadromous stream crossing of Wasilla & Cottonwood Creek
- Greater than 1.5-mile separation from Bogard Road
- Up to 17 parcels impacted
- Aligns with road network spacing for a major collector corridor
- Reduces traffic volume increase from future developments
- Estimate Rough Order of Magnitude Cost \$20,000,000



ROUTE OPTIONS EVALUATED

Stone Creek to Aspen Ridge Route

- Approximately 2.5 miles long
- Proposed connection with Palmer-Fishhook Road
- Anadromous stream crossing Cottonwood Creek tributaries
- Greater than 1.5-mile separation from Bogard Road
- Up to 19 parcels impacted
- Aligns with road network spacing for a minor collector corridor
- Reduces traffic volume increase from future developments



ENGSTROM TO TRUNK

EVALUATION CRITERIA

Connectivity & Access

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- Ability to improve network circulation.
- Access to neighborhoods and development areas.
- Emergency response reliability.

Mobility & Use

- Congestion relief potential.
- Future traffic capacity.
- Intersection performance and level of service.

Environmental

- Wetland and waterway impacts.
- Wildlife and natural resource protection.
- Historical resources.

Engineering & Constructability

- Terrain and grading challenges.
- Cost and construction feasibility.

PUBLIC & STAKEHOLDER INPUT

Public Engagement Included

- Public open house & Community Council meetings
- Stakeholder Coordination
- Community Surveys

Key Themes Identified

- Strong support for improved connectivity.
- Desire for safer intersections and reduced congestion.
- Interest in pedestrian and bike accommodations.
- Concerns regarding environmental impacts and neighborhood compatibility.

RECOMMENDED ROUTE

Northern Route identified as the preferred alternative.

Key Benefits

- Creates secondary access to Trunk Road
- Reduces congestion at Engstrom/Bogard intersection
- Supports planned residential growth
- Improved emergency response and redundancy during closures

Criteria	No Build	South	North 1	North 2	SC to AR
Transportation Planning Goals and Objectives					
Does the route meet the purpose and need of the project? (Yes/No)	Red	Yellow	Green	Green	Green
Is the route consistent with adopted plans and policies (OSHP & LRTP)? (Yes/No)	Red	Green	Green	Green	Green
Connectivity and Access					
Does the route increase network resilience by providing alternate access?	Red	Yellow	Green	Green	Green
Does the route integrate with surrounding streets?	Red	Green	Green	Green	Green
Does the route meet major collector roadway spacing recommendations?	Red	Yellow	Green	Green	Yellow
Mobility and Safety					
Will the route improve LOS at Engstrom-Bogard?	Red	Green	Green	Green	Yellow
Will the route be utilized by traffic in the area?	Red	Yellow	Green	Green	Red
Environmental					
Will the route minimize or mitigate impacts on historic resources?	Green	Yellow	Red	Red	Red
Degree of wetland impacts	Green	Yellow	Red	Red	Red
Degree of floodplain impacts	Green	Yellow	Yellow	Yellow	Green
Fish Habitat & stream crossings	Green	Yellow	Red	Red	Yellow
Engineering/Constructability					
What is the Structure/Bridge requirements?	Green	Red	Yellow	Yellow	Yellow
What is the overall route cost?	—	—	—	—	—
Construction	Green	Yellow	Red	Red	Red
Maintenance	Red	Green	Yellow	Yellow	Red
ROW	Green	Yellow	Yellow	Yellow	Red
Other Considerations					
Utilities	Green	Yellow	Yellow	Yellow	Red
Color Rankings: Red=poor; Yellow=fair; Green=good					

ENGSTROM TO TRUNK

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- Receive Transportation Advisory Board (TAB) comments and/or support on the Route Selection Report
- Present the Route Selection Report to the Borough Assembly for consideration and action
- Finalize the Route Selection Report
- Authorize progression into design and environmental phases as funding allows.

NEXT STEPS

THANK YOU

Cole Branham

907-861-7711

cole.branham@matsugov.us

engstromtotrunkcorridor.com
