MATANUSKA-SUSITNA BOROUGH
Transportation Advisory Board (TAB)
AGENDA

Edna DeVries, Mayor

Jesse Peterson - Chair
Terry Gorlick – Vice Chair
Randy Durham
Kristina Whitman
Tim Alley
Pierce Schwalb

Julie Spackman – Staff Support

Michael Brown, Borough Manager

PLANNING & LAND USE DEPARTMENT
Alex Strawn, Planning & Land Use Director
Jason Ortiz, Planning & Land Use Deputy Director
Wade Long, Development Services Manager
Tyler Young, Platting Officer

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

May 29, 2026
SPECIAL MEETING
10:00 a.m.

Ways to participate in Transportation Advisory Board meetings:

1. IN-PERSON
2. REMOTE PARTICIPATION VIA MICROSOFT TEAMS:

Join on your computer:	**Dial in by phone:**
Click here to join the meeting	+1 907-290-7880,,204582180#
Meeting ID: 254 148 081 021 89	(844) 643-2217,,204582180#
Passcode: AS6nQ7yS	Phone conference ID: 204 582 180#

I. CALL TO ORDER

II. ROLL CALL – DETERMINATION OF QUORUM

III. PLEDGE OF ALLEGIANCE

IV. APPROVAL OF AGENDA

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

VI. STAFF/AGENCY REPORTS & PRESENTATIONS

A. Engstrom/Trunk Connector – Rod Hanson, North Lakes Community Council
B. Metropolitan Planning Organization DRAFT Complete Streets Policy – Anjie Goulding and Carrie Cecil, MatSu Valley Planning for Transportation
C. MSB Limited Road Powers – Alex Strawn, Planning & Land Use Director

VII. UNFINISHED BUSINESS

VIII. NEW BUSINESS

IX. MEMBER COMMENTS

X. NEXT MEETING DATE: Friday, July 24, 2026

XI. ADJOURNMENT

North Lakes Community Council

3060 Lazy Eight Ct #2 PMB 449
Wasilla, AK 99654

Transportation Advisory Board Presentation

Engstrom to Trunk Connection Project

May 29, 2026

The North Lakes Community Council (NLCC) recommends the Mat-Su Borough Assembly select the Southern Route as the preferred option for the new Engstrom to Trunk Road Connection project. We understand a Route Selection Decision (Southern versus Northern) will be made by the Assembly within the next couple months, after Public Works finishes the Route Selection Report.

We have a long history of providing input on this important project, and we appreciate the opportunity to provide our perspective to the Transportation Advisory Board (TAB).

Our request today to the Transportation Advisory Board: Retract TAB Resolution 26-01, dated February 13, 2026 that recommends Northern Route #1 and,

- Support the Southern Route – a more balanced, fiscally responsible, pragmatic decision that prioritizes public safety, demonstrates fiscal responsibility, and respects personal property rights.
- If you find, after reviewing and fully considering the public feedback, and the traffic analysis data, that you still support a Northern Route, we ask you modify your Resolution 26-01 to acknowledge the public concerns and how they influence your recommendations.

The following summarizes our rationale. Additional detail documenting our concerns and the history of our public input on this project was provided to all TAB Board Members by email on April 14, 2026.

Six Core Community Concerns …

1. Public Safety Risks - Bogard Road: (not addressed with Northern Route)
    - Hazards of the Central Gravel Products driveway on the busiest, most dangerous segment of the entire Bogard - Seldon corridor.
    - Significant hazards exist now, prior to the new Engstrom / Bogard round-a-bout and many will persist even after intersection improvements.

2. Poor interpretation of the Traffic Analysis: (meager benefits of Northern Route)
    - Other in-progress projects will ease traffic congestion in the Northern area of the Fishhook Triangle (Tex Al to Tex Al Connection Project and Engstrom North to Tex Al Connection Project).
    - Contrary to prior representations, the actual data in the Traffic Analysis Report favors the Southern Route in many respects, including traffic delay times and queue lengths at Engstrom / Bogard as well as reduced traffic volumes on Engstrom and Bogard Roads. The Southern Route actually provides the best level of service of all options considered.
    - According to the Borough-adopted Official Streets & Highways Plan, both the Northern and Southern Route connections are required long-term.

3. Negative Impacts of Right-of-Way Acquisition: (Northern Route)
    - Northern Route - multiple property owners strongly object.
    - Southern Route - both property owners are willing participants.
    - Significant impacts to project costs and project timing.
    - A Northern Route decision is disrespectful of property owner rights.

4. Inadequate Financial Stewardship: (Cost impacts not properly weighted)
    - Northern Route estimates more than twice that of Southern Route.
    - Southern Route cost estimates do not consider that Central Gravel Products has offered to perform the excavation and construction of the road base. Construction costs would only be for paving and one creek crossing.
    - ROW acquisition complexities will clearly drive costs even higher.
    - Constructing the Southern Route now, at least cost, is a proactive approach.

5. Timing of the Project: (two years longer expected with Northern Route)
    - Significant engineering, environmental, and construction challenges associated with the Northern Route.
    - ROW acquisition complexities have proven to add significant time.

6. Negative Environmental Impacts: (much higher with the Northern Route)
    - Multiple stream crossings (some anadromous).
    - Destruction of wildlife habitat.
    - The Northern Route involves poor soils and geotechnical challenges.

Conclusion …

The Draft Route Selection Report and Public Works recommendations do not adequately address these core community concerns. The report is based on several assumptions (ex: costs per mile) that do not hold up to the reality of the situation. The draft report includes a color coded table that is biased toward the Northern Route and shows the Southern Route scoring in an excessively negative light on project criteria, inconsistent with actual data in the report. It also misrepresents the nature of public input, which is much more comprehensive than a single, simple, open-house presentation.

The final common-sense route selection decision by the Borough Assembly should not be based solely on this report. The decision criteria presented in the Draft Route Selection Report does not adequately weight true costs. A responsible decision should weigh technical information, overall fiscal responsibility, and the need for timely solutions. Feedback to the Assembly from the Transportation Advisory Board must reflect the actual views of the advisory Board members. Actual data and community perspective should be fully considered.

The Assembly decision should be timely and, at this time, direct Borough resources to aggressively pursue completion of the Southern Route Engstrom to Trunk Connector project.

May 20, 2026

Lohmann – Olson Family, LLLP
Patricia Sindt, General Partner
13379 560th Ave.
Story City, IA 50248

Via email: Julie.spackman@matsugov.us

Matanuska Susitna Borough Transportation Advisory Board

RE: Enstrom Road to Trunk Road Connector
May 29 Transportation Advisory Board Meeting

Dear Transportation Advisory Board Members:

This letter is a request for rescinding the Transportation Advisory Board (TAB) Resolution No. TAB 26-01 at the May 29 TAB meeting. The Resolution supports the Northern Route 1 as the preferred alignment for the Engstrom – Trunk Road connector.

We suggest the TAB either:

- Prepare a resolution that supports the Southern Route; or
- Investigate the details of the route selection including public comments, impacts on affected property owners and land use, and other important technical, economic, social, and environmental considerations prior to arriving at a recommendation for route selection.

At a February 13 meeting, the TAB, at the suggestion of Borough staff, reached a conclusion regarding route selection prior to completion of the route selection evaluation report. We, and other impacted and interested parties were not aware of this February 13 meeting and did not provide comments to the TAB. The Borough staff and consultant had not even responded to public comments on the draft report prior to the February 13 meeting. The Borough staff presentation to the February 13 TAB meeting was biased and did not accurately present the significant public comments on the draft route selection report that supported the South Route concept. The TAB adopted Resolution No. TAB 26-01 on February 13.

Our family owns 225 acres that will be significantly impacted by the Northern Route. My grandfather homesteaded this property, in addition to an additional 72 acres that adjoins the property across Trunk Road, in 1915 and we have maintained family ownership of this property. WE have invested significant amount of capital over the past several years in clearing fence lines, fencing, and bridges for agricultural land use. The construction of the connector road across our

property will destroy the natural beauty of this land and render significant portions of the property unusable for our planned agricultural land use.

We have had several communications with Borough staff regarding this project since we first learned of the connector road project in July 2024. Even though our property will be impacted the most of any property by this project, we first became aware of the project upon receipt of a written request for site access (for engineering surveying and environmental evaluation field work) from the Borough. We expect the Borough would have had better communications of its intent of impacting our property early in the planning process. We presented alternative route concepts to the Borough staff for consideration.

We suggest the TAB consider the following as it reviews the route selection:

- November 2021 TIP Bond Package was approved by voters. The South Route was the only route approved by voters. The North Route, to our knowledge, has not been approved by voters.

- The North Lakes Community Council, which represents more than 10,000 residents has provided several comments and resolutions in support of the South Route. Borough staff statements to the TAB regarding the extent of public support for the North Route versus the South Route were incorrect and misleading.

- The gravel pit property owner along South Route indicated, via email to the Borough staff and communications with others, of willingness to provide right-of-way and assist with road bed construction. The property owners, including us, are not willing right-of-way sellers and will not willingly support or participate in the North Route project.

- The Borough has not adequately evaluated the impacts on North Route property owners including homeowners and farmers. The South Route is located in the new gravel pit area and will have little negative impact on property owners.

- The South Route project cost is a fraction of the North Route cost due to several factors.

- Additional factors discussed in our previous correspondence.

We, and others, have recommended a two-phase approach:

- Phase I - construction of the South Route and other improvements including Tex-Al connection, Engstrom to Tex-Al and the Engstrom / Bogard round about. The South Route would provide more immediate relief from congestion in the new gravel pit area. The gravel pit owner has indicated cooperation with right-of-way acquisition and construction of the roadbed. The property owners on the North Route are not willing right-of-way sellers and will delay the project.

- Phase II - evaluation of the impact of the South Route on the Engstrom traffic issues. The need for an additional connector road located further north would then be considered after evaluation of the South Route impacts.

We think this is a very practical and economically efficient approach that must be seriously considered by the TAB and the Borough staff and its consultants.

Thank you for considering our suggestions and requests.

Please contact me with discussion and questions.

Sincerely,
LOHMANN-OLSON FAMILY LLLP

Patricia Sindt
General Partner
515-290-0274 (Greg Sindt mobile phone)

To The Transportation board,

Planning department

Good day, my name is Jack Morgan, my wife is Vanessa Morgan and together with our new child, Atlas we live at 4545 N Heaton Rd Palmer. Our property is made up of three different parcels, all of which would be affected either directly or indirectly by the newly proposed Engstrom trunk routes, but most substantially and severely by the proposed Northern route. The property we inhabit has been in our family for generations, originally it was owned by my great grandparents and through my father has been passed into my care. As you can imagine we were devastated when we learned of the boroughs' desire to build the new road, to lose what was and is worked so hard for would be heartbreaking truly, and I know that sentiment is shared by our friends and neighbors.

We use the land currently for grazing livestock, gardens, greenhouses, chickens, and to tend the apple trees planted by my great grandmother's own hands. I have heard the idea that some people think the land is either under utilized or even not used at all, I am here to say that is wrong. But even if it was left to grow and be wild, it is the right of every property owner to use his land in whichever way they see fit.

In summary, we would like to once again voice our objections to the proposed northern route in the strongest terms and hope the Borough will be able to open its mind and heart to the community outcry.

Respectfully yours,

Jack Morgan

Transportation Advisory Board,

My name is Simon Gilliland. At your February 13, 2026 meeting, Public Works presented the DRAFT Engstrom to Bogard Corridor report findings as a proposed project and recommended selecting a Northern Route despite only having a draft report completed by their consultant and including the issues raised and omitted the opposition from the North Lakes Community Council and many others who will not be directly affected by the road passing over their property. These are neighbors of the project, not landowners who will be forced to lose property. I regret that it was not in attendance to testify at your meeting but I plan to attend the May 29th meeting. I would have attended, had I been aware of the meeting, like I have multiple Planning Commission and Assembly and MVP-MPO meetings. I have also commented on the draft report, attended the open houses and submitted comments, filled out surveys, and every other opportunity to express my opinions and concerns regarding the project.

I reviewed the Public Works presentation gave to you on February 13th, and the only issues and apparent inaccuracies raised during the draft comment period of the report addressed was their cost estimate that was grossly under the actual anticipated cost. Some of the other issues I raised were mathematical errors in the cumulative traffic on the various routes that did not add up to the same total when compared to other options. The total traffic exiting from the Engstrom area should be the same for the five routes analized. If you don't use the same gross traffic origination volume, you can't accurately compare the percentage of traffic utilizing the different proposed routes. By the numbers in the draft report, they nearly doubled the volume (ADT) of traffic anticipated to use the northern route in comparison to the totals used for the other three routes.

The presentation also failed to accurately number or list the ROW acquisition along the Southern Route. The three (not seven as the presentation states) landowners who are amicable to the road location and offered/requested the road to assist with gravel pit traffic safety. I am very concerned you were unaware and intentionally kept uniformed of the extent and nature of overall community input in support of the southern route and opposition to the northern route. There has been resistance from the Planning and Public Works Department Staff to public comment that is in conflict with what is beginning to appear to be their predetermined outcome.

Simon Gilliland, PE. PLS
907-538-3622

MATANUSKA-SUSITNA BOROUGH
Public Works Department
Project Management Division
350 East Dahlia Avenue • Palmer, AK 99645
Phone (907) 861-7711
www.matsugov.us

April 24, 2026

Rod D. Hanson
President, North Lakes Community Council

Re: Engstrom Road to Trunk Road Corridor
Project No. 35472-1811
Route Selection Report – Public Comment

Mr. Hanson,

Thank you for the North Lakes Community Council's review of the Draft Route Selection Report for the Engstrom Road to Trunk Road Corridor project and for providing detailed comments. The Borough appreciates the time NLCC members have taken to review the report and provide feedback regarding the route alternatives.

We acknowledge NLCC's preference for the Southern Route and the view that it represents the best value based on cost, schedule, and perceived safety benefits. The Draft Route Selection Report evaluates multiple route alternatives using a defined set of criteria that includes connectivity, network resiliency, collector spacing, traffic performance, environmental considerations, right-of-way impacts, and engineering factors. Based on this evaluation framework and the results of the traffic analysis, the draft report currently recommends advancing Northern Route 1 or Northern Route 2 for further design development. The Borough has compiled and is reviewing all comments received before finalizing the report.

Your letter notes that the Southern Route could work in combination with other projects currently planned or underway, including the Engstrom North Extension to Tex-Al, the Tex-Al extension, and the Bogard/Engstrom/Green Forest roundabout. The Route Selection Report recognizes the broader roadway network context and incorporates these planned improvements into the traffic modeling assumptions. The traffic analysis evaluates long term conditions using a 2050 design year scenario that includes these projects. The connector corridor is therefore evaluated based on long term system performance rather than near term implementation sequencing.

NLCC also raised concerns regarding safety and heavy truck movements along Bogard Road associated with gravel operations. The Borough recognizes the concern regarding truck traffic along this corridor. However, the purpose and need for the project is focused on improving overall connectivity between Engstrom Road and Trunk Road, reducing congestion, and improving transportation network resiliency within the Fishhook Triangle area. While the Southern Route may provide operational advantages for access to the gravel extraction site, route selection is based on broader transportation performance criteria rather than a single land use or operational consideration. Gravel operations are expected to

comply with their conditional use permit requirements for safe access regardless of which route is ultimately selected.

Your comments also reference the Bogard–Seldon Corridor Access Management Plan (CAMP). The Draft Route Selection Report did not evaluate the CAMP as a standalone criterion because the CAMP focuses primarily on access management along Bogard Road. The project team will review this comment further as the report is finalized to determine whether additional discussion and analysis is appropriate.

With respect to project cost, the report identifies that the Southern Route is approximately 0.9 miles in length, while the Northern Routes are approximately 1.9 miles. The analysis acknowledges that the Northern Routes are estimated to have approximately double the construction cost of the Southern Route primarily due to route length and additional environmental crossings. The report also identifies the presence of wetlands and multiple stream crossings along the Northern Routes, including Wasilla Creek and tributaries to Cottonwood Creek. All alternatives would require environmental permitting, including potential USACE Section 404 authorization. More detailed cost analysis would occur after a preferred alignment is selected and field investigations, environmental review, and engineering design are further developed.

NLCC's comments regarding right-of-way considerations and property owner willingness to participate are also acknowledged. At this stage of planning, right-of-way impacts are evaluated at a corridor level based on parcel counts and anticipated acquisition complexity rather than assumed outcomes of individual negotiations. The Route Selection Report documents differences in parcel impacts between routes, and final right-of-way strategies would be developed during preliminary design following environmental, geotechnical, and hydraulic evaluations.

Your letter also discusses potential schedule differences between routes. At this stage of project development, definitive schedules cannot be established until a preferred alignment is selected and funding is identified. All routes require full engineering design, environmental permitting, right-of-way acquisition, utility coordination, and coordination with DOT&PF for connections to Trunk Road. While the Southern Route is shorter, all alternatives require stream crossing design and regulatory review, and schedule differences remain uncertain until further engineering is completed.

NLCC also suggests that the Southern Route should be constructed first and the need for a northern corridor evaluated after other planned improvements are completed. The traffic analysis completed for the Route Selection Report modeled future network conditions incorporating planned projects such as the Tex-Al Extension and the Engstrom North Extension. The analysis concluded that Northern Route 1 and Northern Route 2 performed best overall when considering level of service, traffic redistribution, and reductions in traffic along Engstrom Road. The Route Selection Report therefore recommends these alternatives for further consideration based on long-term transportation network performance. While project phasing is ultimately a policy and funding decision that may be revisited during capital programming, the draft recommendation is based on long term system needs.

Finally, NLCC notes that community input on route selection has been mixed. The Borough acknowledges NLCC's internal vote supporting the Southern Route and recognizes that community views differ. Public Open House feedback documented support for both southern and northern alternatives, with the Northern Routes receiving greater support among meeting attendees. As the Borough moves forward, public input will continue to be considered alongside the technical analysis contained in the Route Selection Report.

Thank you again for your thoughtful comments and for participating in the public review process. All comments received are being documented as part of the project record and will be considered as the Route Selection Report is finalized.

Sincerely,

Cole Branham
Project Management Division Manager
Matanuska-Susitna Borough

CC: Tom Adams, PE, Public Works Director
Alex Strawn, Planning Director
Kelsey Means, EIT, HDL Engineering Consultants
Shawn Hull, PE, HDL Engineering Consultants

ENGSTROM ROAD TO TRUNK ROAD CORRIDOR
ROUTE SELECTION REPORT

DRAFT

Prepared for:

Matanuska-Susitna Borough
350 East Dahlia Avenue
Palmer, Alaska 99645

Prepared by:

1617 S. Industrial Way, Suite 3
Palmer, AK 99645
907.746.5230

Reviewed by:
Shawn Hull, P.E.
Project Manager

October 2025

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FIGURES

TABLES

APPENDICES

LIST OF ABBREVIATIONS

AADT ..... Annual Average Daily Traffic
COP ..... City of Palmer
COW ..... City of Wasilla
DOT&PF ..... Alaska Department of Transportation & Public Facilities
FHWA ..... Federal Highway Administration
GCI ..... General Communications, Inc.
HDL ..... HDL Engineering Consultants, LLC
HSIP ..... Highway Safety Improvement Program
LOS ..... Level of Service
LRTP ..... Long Range Transportation Plan
MEA ..... Matanuska Electric Association
MSB ..... Matanuska-Susitna Borough
MTA ..... Matanuska Telephone Association
OSHP ..... Official Streets & Highways Plan
ROW ..... Right-of-Way
TIP ..... 2021 Transportation Infrastructure Projects

1.0 INTRODUCTION

The Matanuska-Susitna Borough (MSB) is reviewing potential routes for a major collector roadway from Engstrom Road to Trunk Road or Palmer-Fishhook Road in the Fishhook Area. This Route Selection Report presents the alignment analysis and recommends a route that will address the area's need for improved connectivity and safety, as well as a route that will accommodate current and future traffic volumes. The project study area in this evaluation is shown in Figure 1.

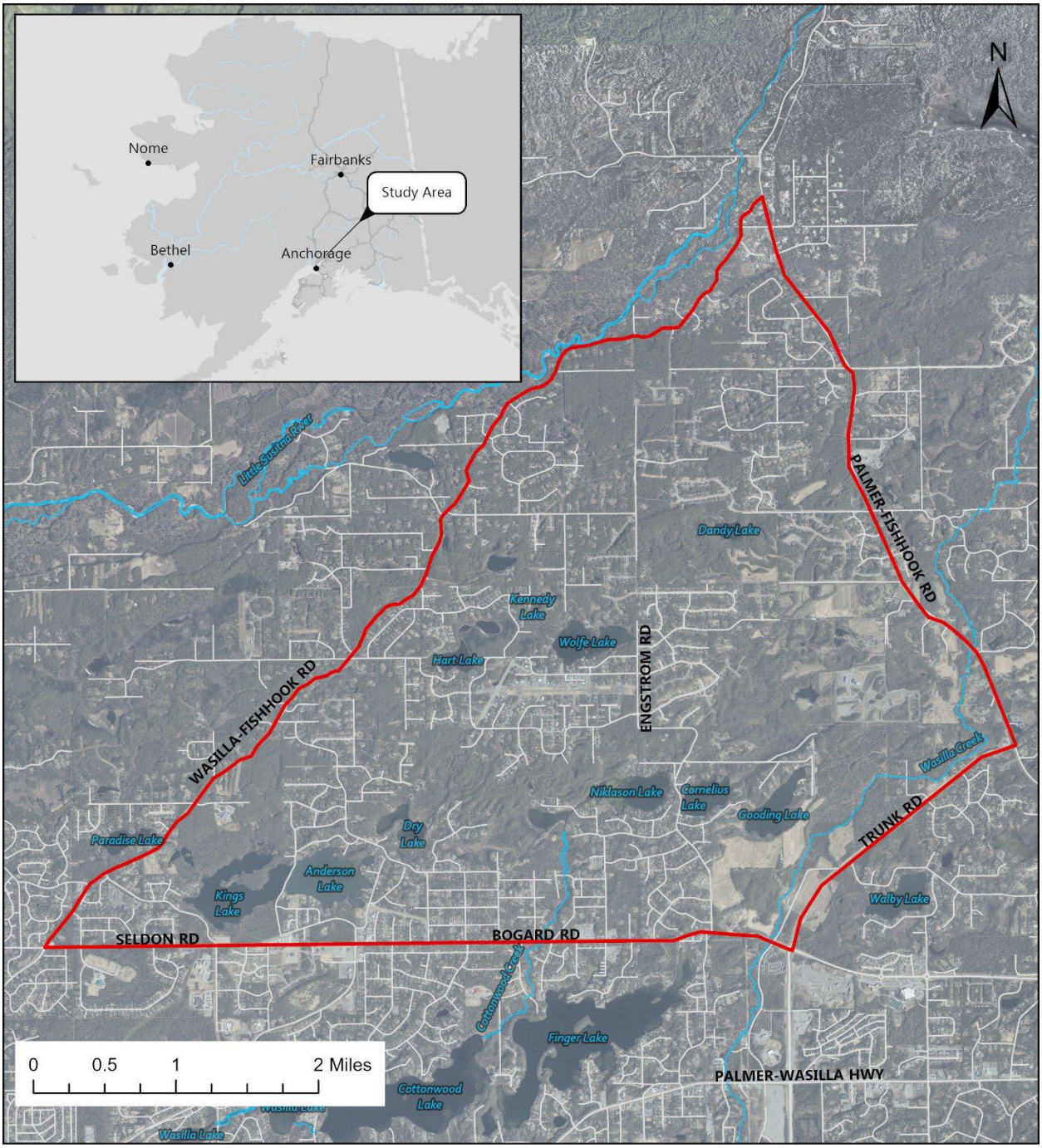

Figure 1: Project Area

The Engstrom Road to Trunk Road Corridor project area is located within a subset of the MSB's Core Area, referred to locally as the Fishhook Triangle. The Fishhook Triangle area is bound by Wasilla-Fishhook Road, Palmer-Fishhook Road, Trunk Road, and Bogard Road, and is comprised of portions of the Fishhook, North Lakes, and Farm Loop communities.

1.1 Purpose and Need

Both the rapid increase in residential and commercial development within the Fishhook Triangle and the corresponding increase in local traffic have increased demand on the poorly connected network of local roads. Currently, Engstrom Road serves as a north-south collector roadway from the center of the Fishhook Triangle south to Bogard Road. There are no direct connections between Engstrom Road and Trunk Road or Palmer-Fishhook Road. Traffic traveling to and from Trunk Road and Engstrom Road must use Bogard Road and enter using the only collector intersection serving the area within the Fishhook Triangle. This has resulted in a high concentration of traffic at the Engstrom Road and Bogard Road intersection. In particular, left-turning traffic from Engstrom Road onto Bogard Road has limited sight distance and faces heavy congestion. Also, the crash rate at this intersection is higher than the statewide average for similar intersections.

The MSB has identified the need to construct a major collector roadway between Engstrom Road and either Palmer-Fishhook Road or Trunk Road to provide congestion relief, safety improvements, and alternative access along Engstrom Road (Figure 2). According to the MSB's February 2025 Design Criteria Manual, a major collector roadway is designed to permit relatively unimpeded traffic movement and is intended for use in commercial/industrial or high-density residential areas.

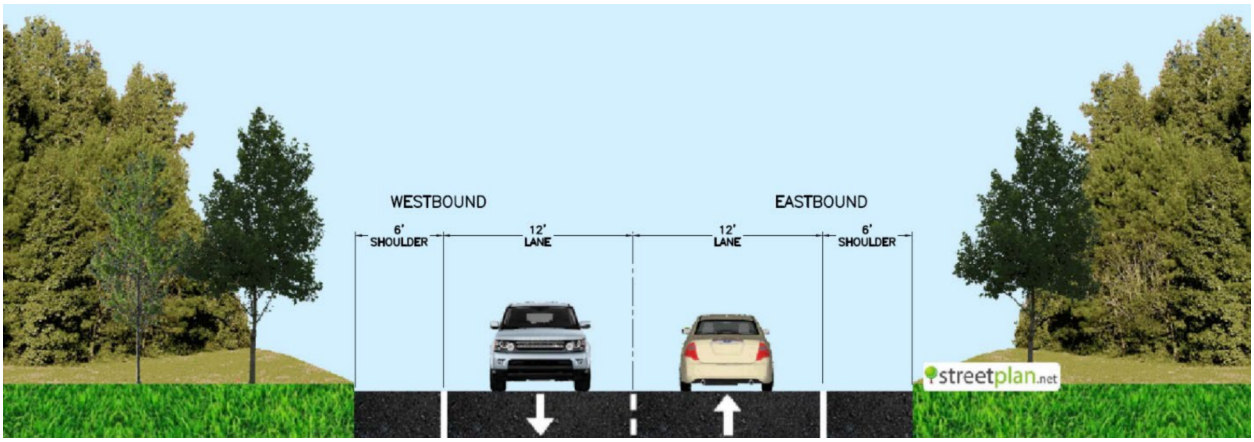

Figure 2: Major Collector Roadway

The proposed project may include:

- Construction of a major collector roadway from Engstrom Road to either Palmer-Fishhook Road or Trunk Road.
- Drainage Improvements
- Construction of water crossings (bridges or culverts) at Wasilla Creek and other waterways in the area
- Wetland impacts
- Right-of-Way (ROW) acquisitions
- Signage and other roadside hardware
- Lighting
- Utility work
- Vegetation clearing and grubbing
- Non-motorized pathway (pending funding availability)

2.0 OVERVIEW OF THE PROJECT AREA

2.1 Population Growth

The MSB, along with its Core Area, has experienced continued rapid growth over the last several decades. According to the MSB's 2022 Official Streets and Highways Plan (OSHP), the population growth rate in the MSB has increased approximately 6% per year since the 1980s. The expectation is that this level of growth will continue through 2045. As a rural area with no mass transit system in place, increases in traffic volumes will outpace upgrades to the existing road network. As population and traffic volumes grow, road congestion and safety issues on the existing road network will become exponentially worse if improvements are not made.

2.2 Land Use and Transportation Goals

The Fishhook Triangle is not located within a city zoning boundary or within an MSB special-use district. Land uses within the Fishhook Triangle consist of undeveloped lands, low- and high-density residential parcels, commercial, industrial, and agricultural development. Due to a lack of land use and zoning requirements, land uses in the area are intermixed with no restrictions.

The proposed project conforms with the goals and objectives of local and regional land use and transportation plans.

2.3 Matanuska-Susitna Borough Comprehensive Plan

The MSB's Comprehensive Plan outlines the long-term vision for land use, development, and resource management within the MSB. It provides policies to guide growth, emphasizing integrated transportation, protection of residential neighborhoods, and consideration of environmental resources in future development decisions. Relevant land use and transportation goals include:

- Promoting street connectivity
- Protecting property values through compatible development
- Considerations for environmental protection in new development

2.3.1 Fishhook Comprehensive Plan

The Fishhook Community Council area (an MSB-recognized local planning area) overlaps the study area and outlines the following goals and objectives that are relevant to the MSB's proposed project:

- Transportation Goal: Develop a secondary road network that limits direct access to state arterials and ensures local roads intersect state routes at safe and regular intervals.
- Environmental and Community Objectives: Maintain scenic, recreational, and residential qualities; preserve natural vegetative buffers along roadways for wildlife movement and visual character; discourage development that could affect public land access, fish and wildlife habitat, or groundwater quality.

2.3.2 2035 MSB Long Range Transportation Plan

The 2035 MSB Long Range Transportation Plan (LRTP) assesses projected growth in the MSB over a 20-year horizon and identifies key elements of the future transportation system needed to serve its growing communities. It supports the development of new transportation corridors, such as the proposed Engstrom–Trunk connection, to enhance mobility and accommodate anticipated development. It also identifies a common public concern that new road construction can lead to increased traffic speeds, higher traffic volumes, and associated safety risks. The proposed project was identified in the 2035 MSB LRTP:

"Assess various alternatives to relieve congestion on Engstrom Road and provide a second access to Trunk Road or Palmer-Fishhook Road."

The project was approved by voters as part of the 2021 Transportation Infrastructure Projects (TIP21).

2.3.3 2022 Official Streets and Highways Plan

The 2022 OSHP serves as the MSB's official guide for identifying existing and future roadway corridors necessary to support regional growth and mobility. It outlines planned connections, including a conceptual corridor between Engstrom Road and Trunk Road designated as a future major collector roadway to improve east-west traffic circulation.

2.4 Planned Future Development

Planned future development within the Fishhook Triangle is described below and shown in Figure 3.

2.4.1 Planned Subdivisions

There are three planned residential subdivisions that are platted for development within the Fishhook Triangle. The Stone Creek subdivision is located off Engstrom Road. Just north of Tex-Al, there are two additional residential subdivisions planned.

2.4.2 Gravel Extraction Site

A new gravel extraction site is currently being developed immediately north of Bogard Road and east of Engstrom Road. There are shared-use safety concerns with the addition of truck traffic to the Engstrom Road corridor.

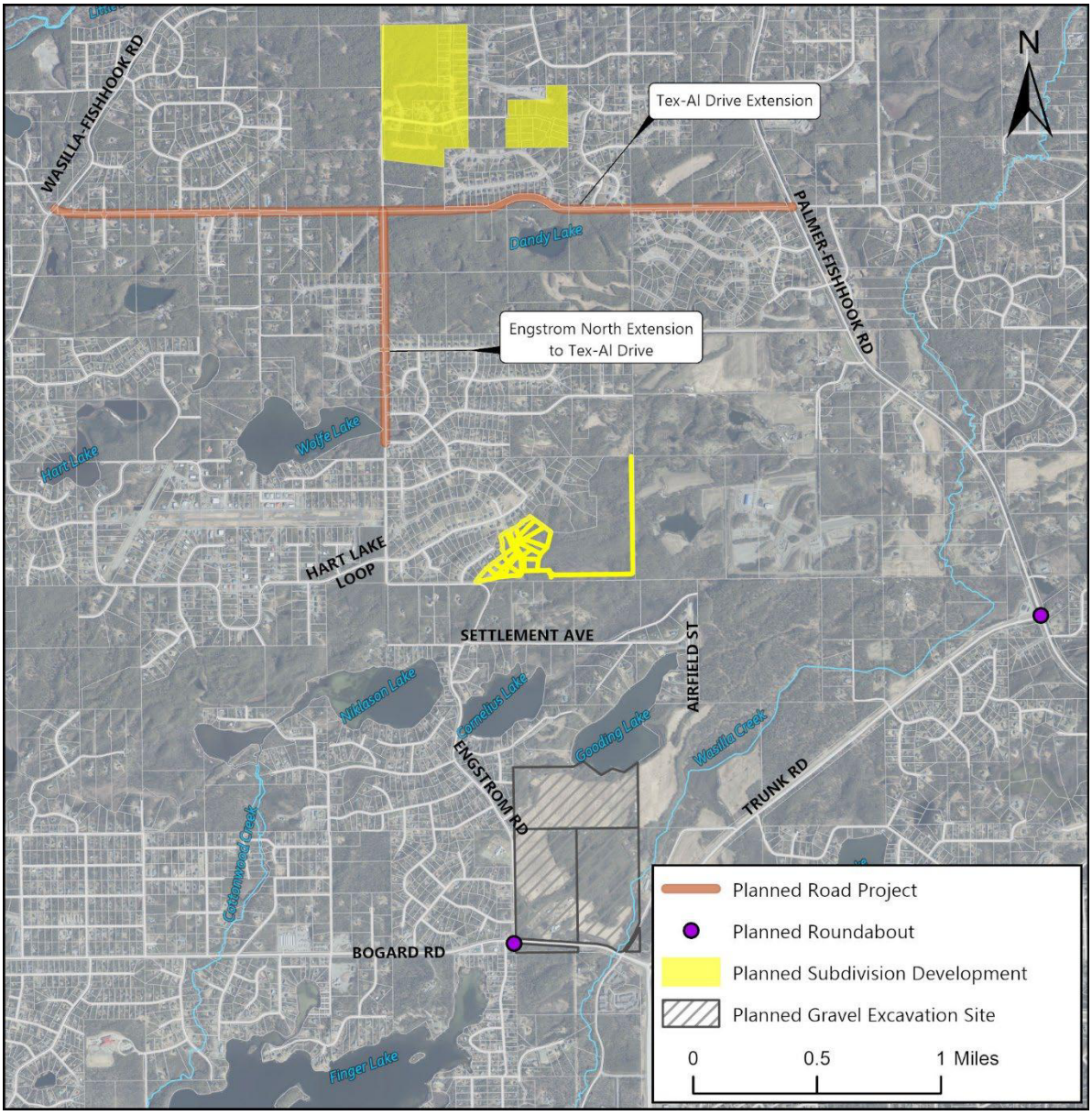

Figure 3: Planned Future Development

2.4.3 Level of Service

Intersection Level of Service (LOS) is a method to describe how well traffic moves through an intersection. It is based on calculations used to determine the amount of time vehicles are delayed by the intersection. Letter grades are used to categorize how well an intersection functions. Table 1 gives a description of what the letter grades indicate.

Table 1: Intersection Level of Service

Level of Service	Description
A	Cars move freely. Delays are less than 10 seconds. There's almost no stopping or waiting.
B	Traffic is light. Some cars might have to stop, but not for long.
C	Things slow down a bit. Some cars might need to wait, but most people are still moving.
D	Traffic is getting busy. Cars wait longer or need to stop more often, but things still move.
E	The intersection is close to being overloaded, lots of cars are waiting. Traffic may feel jammed.
F	Traffic hardly moves. Delays are long and it feels like the intersection isn't working at all.

The current LOS for the Engstrom leg of the Engstrom Road/Bogard Road intersection is LOS E to F during AM and PM peak traffic periods. With expected continued growth, traffic forecasting indicates that delays will increase significantly on Engstrom Road by the project design year of 2050 to a LOS F during all peak traffic periods.

2.4.4 Utilities

Utilities in the area include electricity, telephone, internet, and natural gas. Utilities generally follow the existing road network, with service lines extending to individual parcels. The following utility companies maintain and operate the existing facilities within the Fishhook Triangle area:

- Matanuska Electric Association (MEA) – overhead and buried electric
- Matanuska Telephone Association (MTA) – overheard and buried communication/fiber optic
- Enstar Natural Gas Company – buried gas
- General Communications, Inc. (GCI) – buried communication

Individual parcels utilize private or shared water wells and privately maintained septic systems. Municipal water and sewer services are not currently available within the Fishhook Triangle. The City of Palmer (COP) water and sewer system terminates near Colony High School. The COP is currently developing a long-range plan to extend its system to the west, with the goal of connecting to the City of Wasilla (COW) system for redundancy and resiliency. The preferred alternative for the extension continues along Bogard Road, the southern border of the study area.

2.4.5 Pedestrian Facilities

In the Fishhook Triangle area, pedestrian facilities are currently limited to a separated multi-use pathway along Trunk Road. There are plans for adding pedestrian improvements along Bogard Road as part of the Department of Transportation and Public Facilities' (DOT&PF) Safety and Capacity Improvements project. The MSB's LRTP also adopted the strategy of establishing non-motorized design requirements on all major collector roads in the MSB Core Area as part of its goal to improve connectivity (Goal 3).

The MSB hosted a public open house regarding the Engstrom to Trunk Road Corridor project in March 2025 (described in more detail in Section 4.6). Public feedback collected during and after the project

open house meeting indicates strong support for the addition of pedestrian facilities in the Fishhook Triangle. This is also consistent with the 2017 Fishhook Comprehensive Plan that highlights the community's desire for designated bike trails.

2.4.6 Wind and Snow Drift

The Mat-Su Valley is impacted by strong winds throughout the year, especially in the Palmer area. Operations and Maintenance staff combat drifted snow piles that often close Engstrom Road at the curve south of Glade Court (beginning of the proposed Southern Route) and the section near Cornelius Lake. An alternative route would reduce the impact of these road closures.

2.4.7 Planned Transportation Improvements

Engstrom North Extension to Tex-Al (MSB)

Currently in the preliminary design phase, the MSB proposes to extend Engstrom Road by establishing a new roadway connection between East Wolf Creek Road and East Aspen Ridge Road and upgrading the existing sections of roadway from East Wolf Creek Road to East Tex-Al Drive and East Aspen Ridge Road to East Beechcraft Road. Upon completion, the entire length of the project corridor will consist of a two-lane roadway designed and constructed to major collector roadway standards.

Tex-Al Drive Extension, Upgrade and Pathway (MSB)

The MSB is in the design phase of a proposed upgrade and extension of Tex-Al Drive between Palmer-Fishhook Road and Wasilla-Fishhook Road, providing a new connection and pathway. Currently, there are no east-west connections between Palmer-Fishhook Road and Wasilla-Fishhook Road north of Trunk Road. This project aims to:

1. Improve area traffic and pedestrian circulation
2. Provide an alternate route between Palmer-Fishhook Road and Wasilla-Fishhook Road
3. Shorten commuting time for residents in the area
4. Provide safer secondary access in case of road closures
5. Shorten emergency response time
6. Improve safety at the intersections on the east and west ends of Tex-Al Drive

Bogard Road at Engstrom Road/Green Forest Drive Intersection Improvements (DOT&PF)

DOT&PF, in cooperation with the Federal Highway Administration (FHWA), is in the design phase of a proposed single lane roundabout at the intersection of Bogard Road with Engstrom Road and Green Forest Drive (Figure 3). The project is being developed and funded through the Highway Safety Improvement Program (HSIP), which specifically targets reducing fatalities and severe injury crashes on Alaska's roadways. The purpose of DOT&PF's Bogard Road to Engstrom Road/Green Forest Drive Intersection Improvements project is to improve safety at the intersections of Green Forest Drive and Engstrom Road with Bogard Road. The accident rate for these intersections exceeds the statewide average for similar intersections. These two existing intersections are within 200 feet of each other, which creates overlapping influence areas that potentially increase the accident rate.

Palmer-Fishhook Road & Trunk Road Roundabout (DOT&PF)

The DOT&PF is working on an HSIP project to reconstruct the Palmer-Fishhook Road and Trunk Road intersection. Anticipated improvements include a single-lane roundabout to replace the existing traffic control measures, consisting of stop control for Trunk Road at this three-way intersection. The purpose of the project is to improve safety by mitigating rear-end, head-on, and angle collisions related to high speeds and left-turning movements. The DOT&PF is pursuing the current project as a cost-effective solution to meet the fast-growing traffic volumes and improve safety for all user groups at the intersection, including, vehicular, bicycle, and pedestrian.

Bogard Road Safety and Capacity Improvements (DOT&PF)

The DOT&PF is in the preliminary design stage of a safety and capacity improvements project to upgrade Bogard Road between Trunk Road and Grumman Circle to an arterial highway standard. The project will construct a pathway and will provide safety and capacity improvements, which may include roundabouts, raised medians, widened shoulders, turn lanes, drainage, signage, addressing access management issues, improving intersections as necessary, and providing an improved clear zone.

2.4.8 Department of Transportation and Public Facilities

The Fishhook Triangle is delimited by four DOT&PF-owned and operated roads: Wasilla-Fishhook Road, Palmer-Fishhook Road, Trunk Road, and Bogard Road. Any proposed connections or upgrades that impact these roads will require consultation between the MSB and DOT&PF. All four route options require a connection with either Trunk Road or Palmer-Fishhook Road. Once a route is selected by the MSB, further government-to-government coordination will be required to determine the appropriate intersection design that meets the needs of the MSB, DOT&PF, and the traveling public.

3.0 ROUTE OPTIONS

Four proposed routes plus the No Build option have been identified for analysis through preliminary planning, reconnaissance engineering, and public input (Figure 4). Each of the proposed routes, including the No Build option, is described in further detail below.

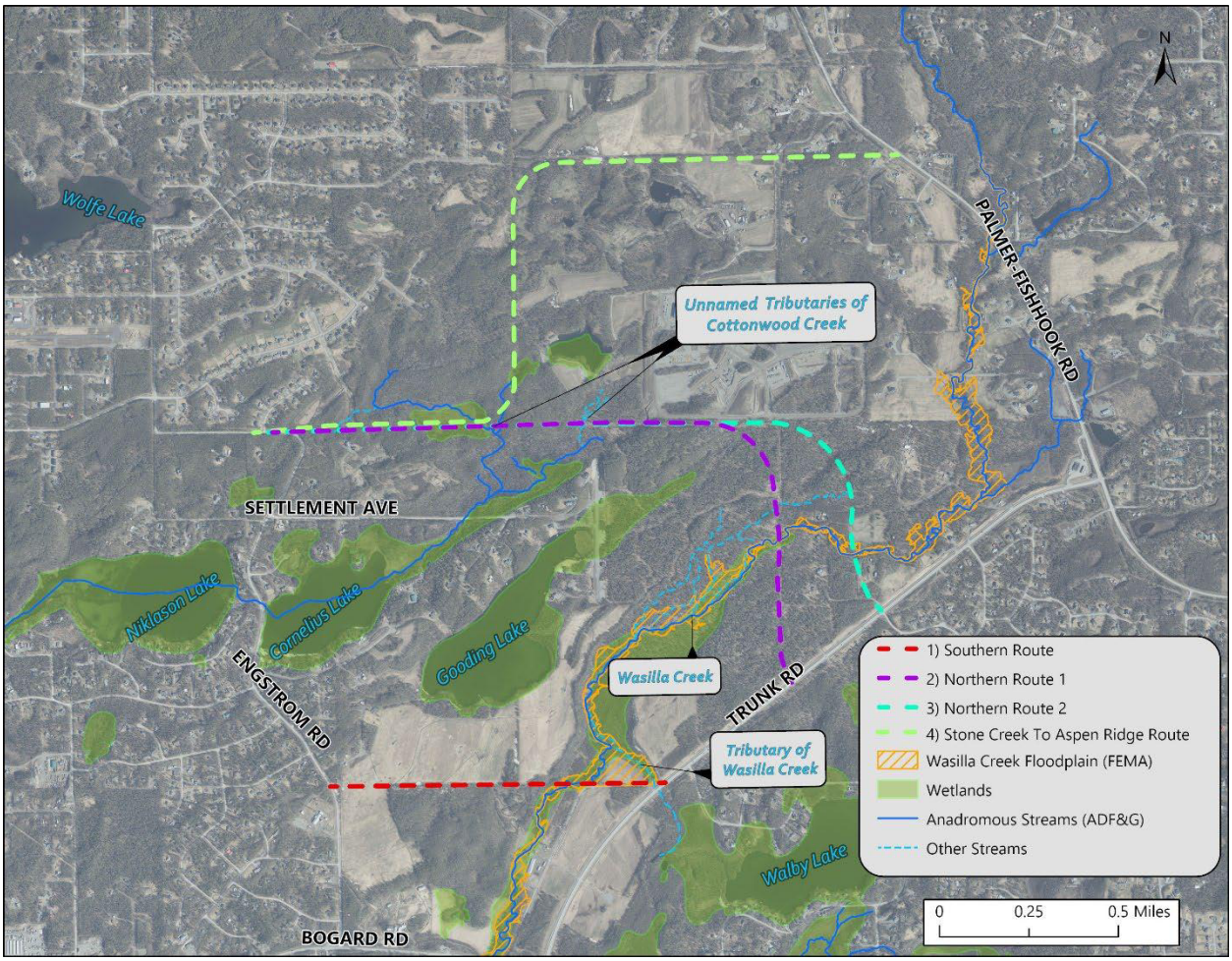

Figure 4: Proposed Route Options

3.1 No Build

The No Build option consists of maintaining the existing roadway network. No improvements or new connections would be made to Trunk Road or Palmer-Fishhook Road. With expected continued growth, traffic forecasting indicates that delays will increase significantly on Engstrom Road by the project design year of 2050 to a LOS F during all peak traffic periods.

The No-Build option does not satisfy the purpose and need of this project for the following reasons.

- An alternate route between Engstrom Road and Trunk Road or Palmer-Fishhook Road would not be established.
- Safety improvements would not be addressed. Traffic volumes are expected to continue to increase, and an increase in traffic volume beyond the existing roadway's design capacity greatly increases the likelihood of crashes and a reduction in safety.

- Traffic congestion would continue to get worse, and the LOS would continue to decrease.

3.2 Southern Route

The proposed Southern Route (Figure 5) begins approximately 0.4 miles north of the Bogard Road-Engstrom Road intersection and extends east, merging into North Old Homestead Road. This is the alignment presented to voters as part of the TIP21. The Southern Route is approximately 0.9 miles long and would require construction of a new approach/intersection with Engstrom Road. While this alternative makes use of the existing approach to Trunk Road, improvements would be required to, at a minimum, widen the approach to match the assumed typical section and accommodate the existing multi-use pathway along Trunk Road.

The close proximity to both the existing Trunk Road-Bogard Road roundabout and the proposed (currently in design) Bogard Road-Engstrom Road roundabout provides limited added benefit in reducing congestion, i.e., improving LOS and increasing connectivity.

Key attributes of the Southern Route are summarized below.

- Less than 1 mile long
- Uses existing approach at Trunk Road (requires DOT&PF approval)
- Anadromous stream crossing of Wasilla Creek
- Less than 0.5-mile separation from Bogard Road roundabouts at Trunk Road and Engstrom Road (proposed)
- Up to seven impacted parcels
- Aligns with road network spacing for a minor collector corridor

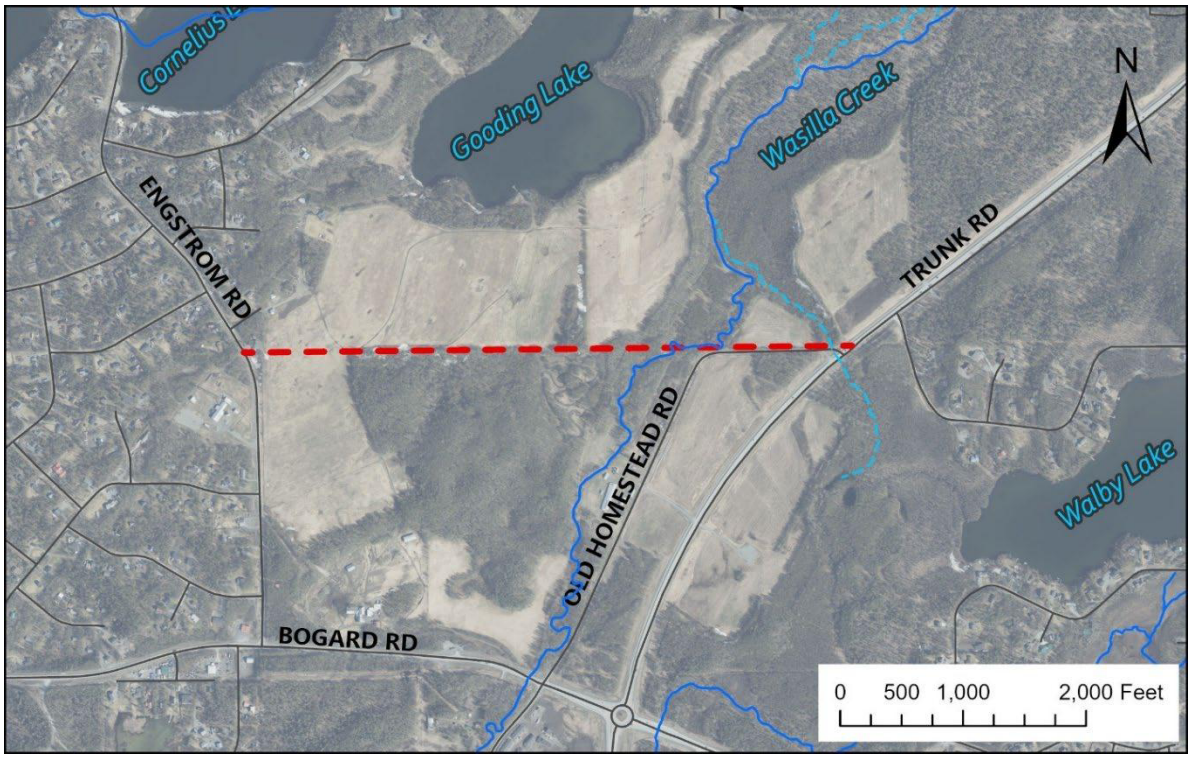

Figure 5: Southern Route

3.3 Northern Route 1

The proposed Northern Route 1 (Figure 6) begins approximately 1.6 miles north of the Bogard Road-Engstrom Road intersection, extends east along the ¼ Section line of Section 22 to Section 23, then turns southeast and then south, where it connects to Trunk Road approximately 0.2 miles southwest of Heaton Road. The proposed corridor is approximately 1.9 miles long and would require a new intersection at both Engstrom Road and Trunk Road. Trunk Road is owned and maintained by DOT&PF and will require coordination with them on the connection and an appropriate intersection configuration. The proposed intersection location with Trunk Road aligns with a proposed future collector road north of Walby Lake, identified in the OSHP.

The MSB recently approved an application for the development of the Stone Creek Phase 6 Tract Z residential subdivision, which is the property immediately north of the proposed alignment near the western end and extends approximately 3,200 feet east off of Engstrom Road. This alignment is shown in the Traffic and Safety Analysis to reduce traffic congestion at the Engstrom Road-Bogard Road intersection by providing an additional option for residents living in areas further to the north.

Key attributes of the north alignment are summarized below.

- Approximately 2 miles long
- Proposed intersection with Trunk Road aligns with future collector road north of Walby Lake
- Anadromous stream crossings of Wasilla Creek and tributary of Cottonwood Creek
- Greater than 1.5-mile separation from Bogard Road roundabouts at Trunk Road and Engstrom Road (proposed)
- Up to 12 impacted parcels
- Reduces future traffic volume increase from Stone Creek Development on Engstrom Road
- Provides alternate collector-level route around annual road closures caused by snow drifts that typically occur south of Cornelius Lake
- Aligns with road network spacing for a major collector roadway
- Reduces ROW costs by utilizing the future Stone Creek development roadway ROW along the proposed western connection

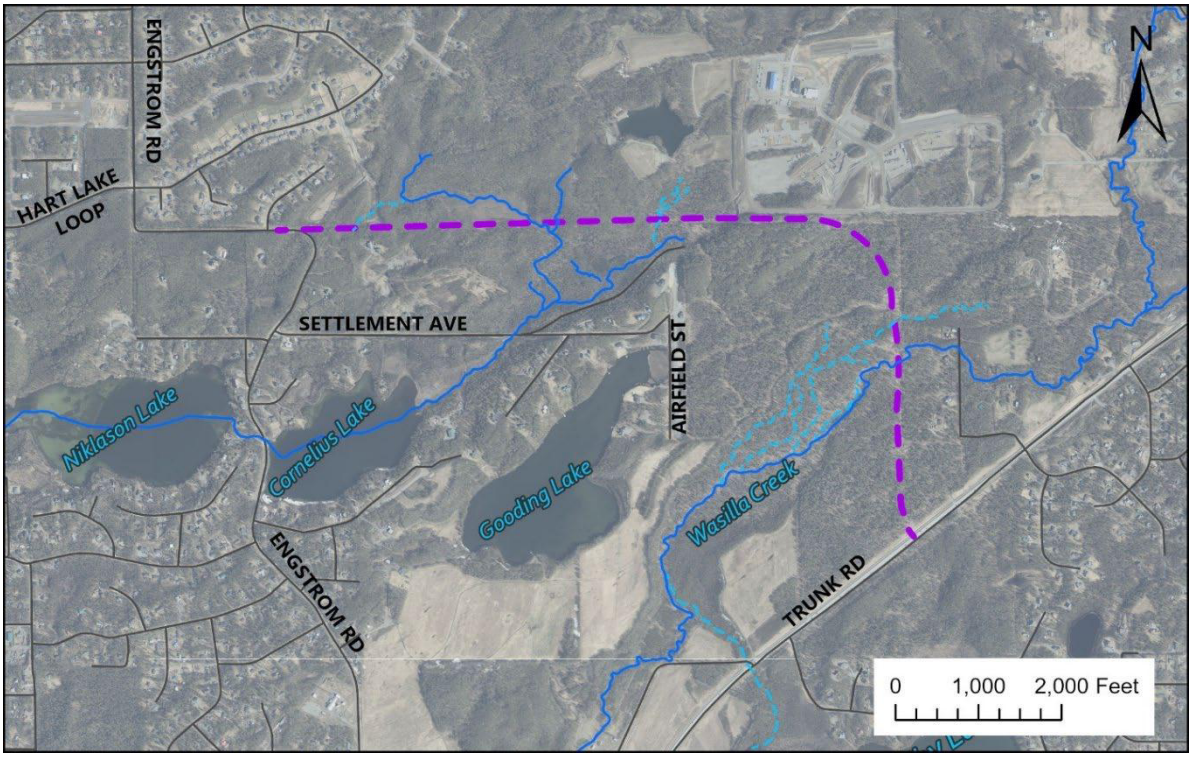

Figure 6: Northern Route 1

3.4 Northern Route 2

The proposed Northern Route 2 (Figure 7) begins approximately 1.6 miles north of the Bogard Road-Engstrom Road intersection, extends east along the ¼ Section line of Section 22 and part of Section 23, then turns south where it connects to Trunk Road at Heaton Road. The proposed corridor is approximately 1.9 miles long and would require a new intersection at Engstrom Road and an upgraded intersection at Trunk Road. Trunk Road is owned and maintained by DOT&PF and will require coordination for the connection and an appropriate intersection configuration. The proposed intersection location with Trunk Road aligns with North Forestwood Drive.

The MSB recently approved an application for the development of the Stone Creek Phase 6 Tract Z residential subdivision, which is the property immediately north of the proposed alignment near the western end and extends approximately 3,200 feet east off of Engstrom Road. This alignment is shown in the Traffic and Safety Analysis to reduce traffic congestion at the Engstrom Road-Bogard Road intersection by providing an additional option for residents living in areas further to the north.

Key attributes of the Northern Route 2 are summarized below.

- Approximately 2-miles long
- Proposed intersection with Trunk Road is an existing 4-way intersection
- Anadromous stream crossings of Wasilla Creek and tributary of Cottonwood Creek
- Greater than 1.5-mile separation from Bogard Road roundabouts at Trunk Road and Engstrom Road (proposed)
- Up to 17 impacted parcels

- Reduces future traffic volume increase from Stone Creek Development on Engstrom Road
- Provides alternate collector-level route around annual road closures caused by snow drifts that typically occur south of Cornelius Lake
- Aligns with road network spacing for a major collector roadway
- Reduces ROW costs by utilizing the future Stone Creek development roadway ROW along the proposed western connection

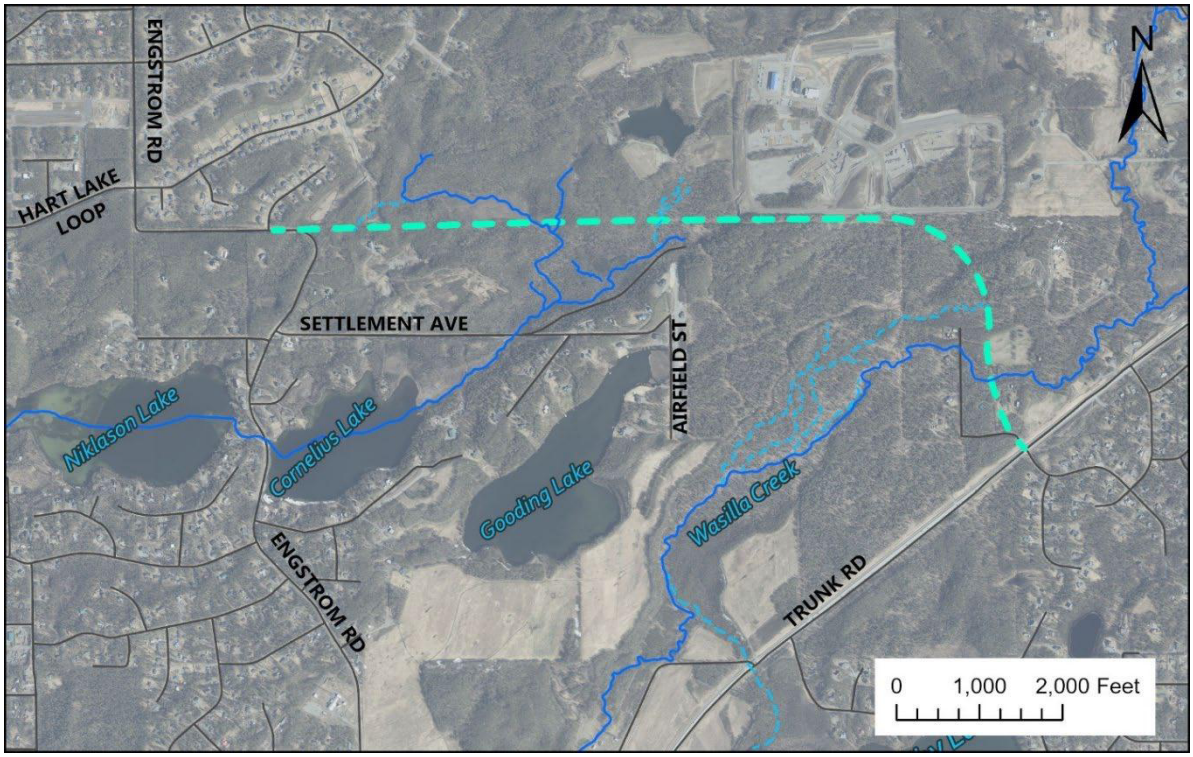

Figure 7: Northern Route 2

3.5 Stone Creek to Aspen Ridge Route

The proposed Stone Creek to Aspen Ridge Route (Figure 8) begins approximately 1.6 miles north of the Bogard Road-Engstrom Road intersection, extends east along the ¼ Section line of Section 22, then turns north along the Section 22/23 Line, and turns east where it connects to Palmer-Fishhook Road at Snicker Avenue. The proposed corridor is approximately 2.5 miles long and would require a new intersection at Engstrom Road and an upgraded intersection at Palmer-Fishhook Road. Palmer-Fishhook Road is owned and maintained by DOT&PF and will require coordination with them on the connection and an appropriate intersection configuration.

The MSB recently approved an application for the development of the Stone Creek Phase 6 Tract Z residential subdivision, which is the property immediately north and west of the proposed alignment near the western end and extends approximately 3,200 feet east off of Engstrom Road. This alignment may help reduce traffic congestion at the Engstrom Road-Bogard Road intersection by moving the corridor further north and diverting a portion of traffic to Palmer-Fishhook Road, where it could be further distributed between Trunk Road and Glenn Highway.

Key attributes of the Stone Creek to Aspen Ridge Route are summarized below.

- Approximately 2.5 miles long
- Proposed connection with Palmer-Fishhook Road is at an existing intersection
- Anadromous stream crossings of tributary of Cottonwood Creek
- Greater than 1.5-mile separation from Bogard Road roundabouts at Trunk Road and Engstrom Road (proposed)
- Up to 19 impacted parcels
- Anticipated to reduce future traffic volume increase from Stone Creek Development on Engstrom Road
- Provides alternate collector-level route around annual road closure caused by snow drift south of Cornelius Lake
- Aligns with road network spacing for a minor collector corridor
- Reduces ROW costs by utilizing the future Stone Creek development roadway ROW along the proposed western connection
- Requires out-of-direction travel to reach Bogard Road

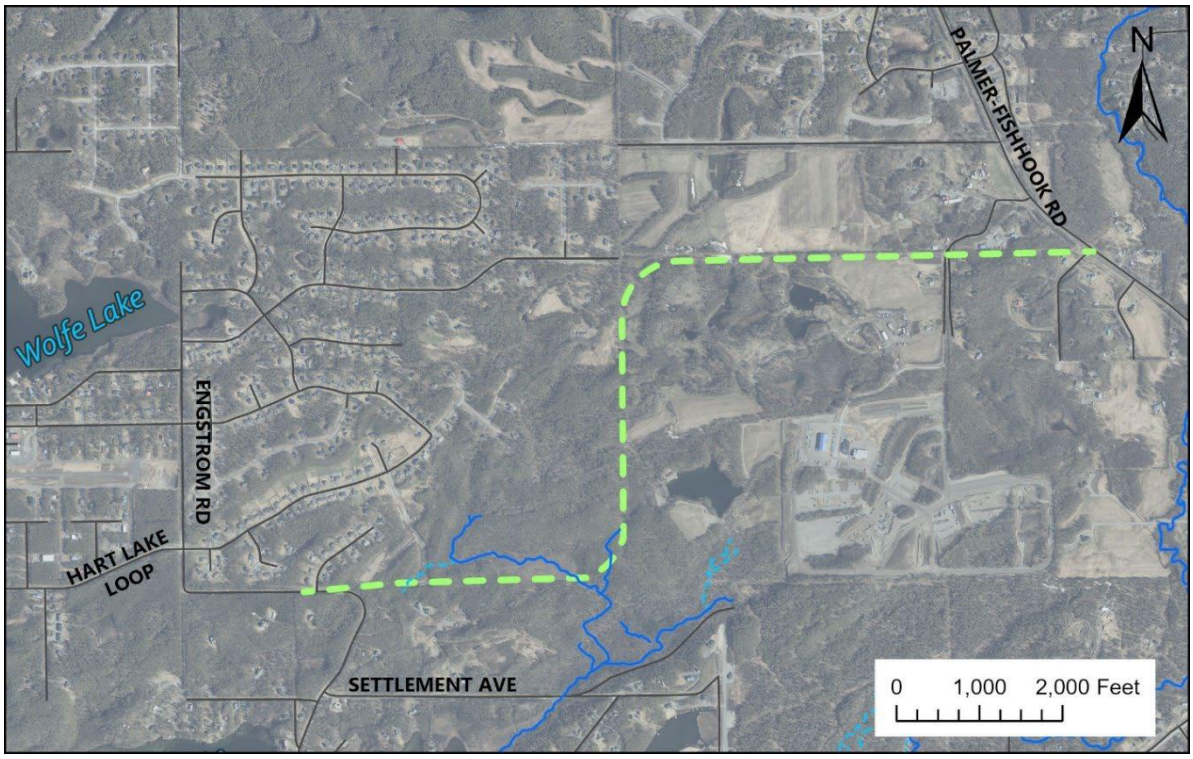

Figure 8: Stone Creek to Aspen Ridge Route

4.0 SELECTION CRITERIA

The No Build option and four route alignments were evaluated based on the following key criteria: Connectivity and Access; Mobility and Use; Environmental; Engineering/Constructability; Community Impacts; Other Considerations. The results of the route evaluation are shown in Table 2.

4.1 Connectivity and Access

Connectivity and Access evaluate how well the route meets the need of improving connectivity. For collector roadways, spacing should be no less than 0.5 miles for minor collector roadways and 1.0 miles for major collector roadways. The Southern Route provides a reduced level of network resiliency compared to the other three build options due to its proximity to Bogard Road and due to being located south of Gooding Lake, an area known for snow accumulation sufficient to close Engstrom Road. Both the Southern Route and the Stone Creek to Aspen Ridge Route provide ideal spacing for minor collector roadways; both Northern Routes provide ideal spacing for a major collector roadway.

While the intersection improvements at Bogard Road and Engstrom Road/Green Forest Drive address safety (crashes), it does not address the MSB's goal of improved connectivity and reduced congestion. Alternate collector routes are still needed to provide access to and from subdivisions in the Fishhook Triangle. As discussed earlier, Engstrom Road is consistently, albeit briefly, closed in the winter due to high winds and drifted snow; the intersection improvements with Bogard Road provide no solution for traffic in this situation.

Comments provided by DOT&PF staff concur that alternate access would provide more than just congestion relief and safety improvements along Engstrom Road by balancing the traffic volume load across collector roads. An alternate collector road would provide additional route options for emergency services, school buses, detours for construction or emergencies (such as winter weather closures), and reduce volumes along residential roads that have previously been used as collector roads. Further, DOT&PF staff indicated the South Route would not be a prudent option given its close proximity to Bogard Road.

4.2 Mobility and Use

Mobility and Use evaluate how effectively each route reduces congestion and how likely it is to be utilized. The Traffic and Safety Analysis (Appendix A) looked at forecasted traffic volumes in the design year (2050) and compared each option. When looking at the Engstrom-Bogard intersection, the analysis found that all the proposed routes reduced delay over the No Build option during peak periods. The Southern and Northern Routes reduced overall intersection delay by 12 to 28 seconds, while the Stone Creek to Aspen Ridge option reduced overall intersection delay by 8 to 14 seconds.

The Traffic and Safety Analysis looked at future 2050 traffic volumes that would utilize the new roadway, as well as any change in volumes on Engstrom for each route. The Southern Route is anticipated to have an annual average daily traffic (AADT) of about 700 while reducing the traffic on Engstrom by the same amount. The two Northern Route options will have an AADT of about 1,300 while reducing traffic on Engstrom by 700 vehicles. The Stone Creek to Aspen Ridge route will have an AADT of about 800 while reducing the traffic on Engstrom by about 100 vehicles.

4.3 Environmental

A Preliminary Environmental Impact Evaluation (Appendix B) has been performed to identify potential environmental impacts associated with each route. The No Build option is the only option that effectively eliminates/prevents impacts on potential historic resources, wetland impacts, floodplain impacts, and fish habitat and stream crossings.

The Southern Route reduces/minimizes impacts on potential historic resources, wetland impacts, and stream crossings with a single crossing point with Wasilla Creek; however, floodplain impacts are considered high due to the location of the Wasilla Creek crossing and the portion of the route between the stream crossing and Trunk Road that borders the Wasilla Creek Floodplain.

Both Northern Routes have a high degree of impact or potential impact on historic resources, wetlands, and fish habitat and stream crossings. Due to the high number of crossings of Wasilla Creek, Cottonwood Creek, and their tributaries, floodplain impacts are considered fair based on the proximity of the routes to the Wasilla Creek Floodplain.

The Stone Creek to Aspen Ridge Route has a high degree of impact on wetlands due to the total number of wetland crossings; impact on floodplains is low with no mapped floodplain along the route; impacts on fish habitat and stream crossings, or potential impact on historic resources are considered fair based on the lower number of Cottonwood Creek tributaries crossings.

4.4 Engineering/Constructability

Engineering and constructability compare overall cost for bridge or structure (such as large diameter culverts), construction, maintenance, and ROW requirements for each route. The Southern Route has the lowest construction and maintenance cost due to its total length; a fair level of ROW costs due to the smaller number of impacted properties; however, the cost for a bridge is the highest of the options due to the greater crossing span distance of Wasilla Creek, wetlands, and floodplain. Both Northern Routes are considered to have fair structure/bridge requirements due to the smaller crossing widths of each crossing; both are considered fair for maintenance and ROW costs due to the longer length and fewer number of total impacted properties. The Stone Creek to Aspen Ridge Route is considered fair for structure/bridge requirements due to the smaller crossing widths of each crossing; construction, maintenance, and ROW costs are considered high due to the longest length and the high number of properties impacted.

4.5 Other Considerations

Historically, utility impacts can provide significant cost increases to a project, particularly in the MSB, where utility companies have installed many of their facilities within the road ROW, even when utility ROW exists. The No Build option is the only option that does not impact utilities. The Southern and Northern Routes are considered fair with anticipated impacts located near the intersections at the start and end of the routes. The Stone Creek to Aspen Ridge Route is anticipated to have a greater magnitude of utility impacts due to the greater number of established buildings and homes along the eastern half of the route.

4.6 Public Engagement

Community Impacts focus on identifying the route(s) that meet the purpose and need of the project, are consistent with MSB plans and policies, and have overall support from the community.

4.6.1 Public Open House

The MSB hosted a public open house meeting on March 26, 2026, introducing the project's purpose and need, summarizing the project's history, and outlining the MSB's initial route considerations for an east-west connection between Engstrom Road and Trunk Road. At the time, the MSB was considering three options, including the No Build, the Southern Route, and the Northern Route. The goal of the meeting was to solicit the public's feedback on the options presented and gather comments regarding additional route options that should be considered.

Attendees at the meeting voiced strong support for the project and for the route they preferred. Supporters of the Southern Route emphasized its lower cost and perceived shorter timeline to construction and associated the recently permitted adjacent gravel excavation pit with additional potential cost savings. They also reminded the project team that the Southern Route was the alignment depicted to voters in the TIP21, and that acquiring ROW for the Northern Route would prove a substantial obstacle to the project.

Supporters of the Northern Route felt that, unlike the Southern Route, it addressed the issues of limited connectivity in the area and provided emergency access. They were aware that some portions required ROW for the Northern Route had already been purchased by the MSB, and communicated that their only significant concern with this route was the possible extended construction timeline.

Additional comments were submitted via the project website both before and after the meeting. Approximately 80% of comments received via the website and during the public meeting supported the selection of the Northern Route as the preferred option.

A full summary of the March 26, 2026, public open house is included in Appendix C.

4.6.2 Additional Routes Considered but Dismissed

As a result of the public open house and the feedback received, additional route alignments were identified by the design team. The routes are presented below and were considered but ultimately eliminated from further analysis for the following reasons:

- Engstrom Road to Palmer-Fishhook Road along ¼ Section Line of Section 22, 23, & 24 – did not meet the 0.5-mile minimum intersection spacing
- Farm Meadow Avenue extension from Engstrom Road to Palmer-Fishhook Road – too close to the Tex-Al Drive extension
- Aspen Ridge Road upgrade and extension from Engstrom Road to Palmer-Fishhook Road – excessive impacts on private properties required for existing road upgrades to major collector roadway
- Settlement Avenue upgrade and extension from Engstrom Road to Palmer-Fishhook Road – excessive impacts on private properties required for existing road upgrades to major collector roadway

4.6.3 Public Survey

An online survey was posted to the project website and distributed via email to all project contacts on July 21, 2025. The results of the survey indicate that 63% of respondents would prefer a connection from Engstrom Road to Trunk Road, rather than to Palmer-Fishhook Road. Additionally, 25% of respondents prioritize "Access and Connectivity" over other project concerns, such as "traffic increase to residential areas (23%), "safety" (18%), "impacts on private property" (18%), "cost" (10%), and "environmental impacts" (7%).

Combined engagement responses to the public involvement campaign for the project indicate the following:

- Interested parties that support the project generally favor the development of a Northern Route over the Southern Route
- Prefer a connection to Trunk Road rather than Palmer-Fishhook Road
- Prioritize selection of a route option that improves access and connectivity

Table 2: Route Evaluation Matrix

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)					
Is the route consistent with adopted plans and policies (OSHP & LRTP)? (Yes/No)					
Connectivity and Access					
Does the route increase network resilience by providing alternate access?					
Does the route integrate with surrounding streets?					
Does the route meet major collector roadway spacing recommendations?					
Mobility and Safety					
Will the route improve LOS at Engstrom-Bogard?					
Will the route be utilized by traffic in the area?					
Environmental					
Will the route minimize or mitigate impacts on historic resources?					
Degree of wetland impacts					
Degree of floodplain impacts					
Fish Habitat & stream crossings					
Engineering/Constructability					
What is the Structure/Bridge requirements?					
What is the overall route cost?	—	—	—	—	—
Construction					
Maintenance					
ROW					
Other Considerations					
Utilities					

Color Rankings: Red=poor; Yellow=fair; Green=good

5.0 RECOMMENDATIONS

The purpose of this report is to provide information to support the MSB's decision on selecting a route for further design development and construction that meets the purpose and need of the project with the greatest overall positive impact on the community. Following this criterion, the No Build option does not meet the purpose and need of the project and therefore is not recommended as the preferred option. The remaining four routes do meet the purpose and need of the project and are discussed further below.

5.1 Southern Route

The Southern Route meets the purpose and need of the project and meets the overall criteria at a fair level. Notably, there are three poorly met criteria: major collector roadway spacing recommendations, degree of floodplain impacts, and structure/bridge requirements. While the route meets minimum spacing recommendations for a minor collector roadway, it does not meet recommended spacing for a major collector roadway. Further, DOT&PF staff indicated the Southern Route would not be a prudent option given its close proximity to Bogard Road. The Southern Route is anticipated to reduce congestion at the Engstrom-Bogard intersection; however, it is also anticipated to carry the lowest AADT, indicating a lower benefit to the overall road network. Due to the topography and alignment of Wasilla Creek and the Wasilla Creek Floodplain at the east end of the route, impacts are significant, and a bridge is anticipated due to the span of the crossing. As part of the overall collector road network and in keeping with the OSHP and LRTP, this route is recommended for a future project as a minor collector roadway; it is not recommended for the Engstrom Road to Trunk Road Corridor project.

5.2 Northern Routes 1 & 2

Both Northern Routes meet the purpose and need of the project and meet the overall criteria at a fair to good level. Notably, there are three poorly met criteria: degree of wetland impacts, fish habitat & stream crossings, and construction cost. Both routes share the same approximately 1,000-foot wetland crossing at the western end of the routes, along with crossings of Wasilla Creek and Cottonwood Creek tributaries. All identified routes, including the Northern Routes, will require a Section 404 Clean Water Act permit from the USACE; the extent of waterbody and wetland impacts will be quantified once a route is selected and the roadway alignment has been further refined. Due to the overall length of the routes, both Northern Routes are estimated at approximately double the construction cost of the Southern Route.

The criteria where both Northern Routes outpace the other options include Connectivity and Access, and Mobility and Use. Of the other options, the Northern Routes best increase network resiliency, integrate with surrounding streets (existing and planned), and meet the recommended spacing for major collector roadways. They also reduce congestion at the Engstrom-Bogard intersection.

Additionally, based on public comments received during the Public Open House (March 26, 2025) and public survey (issued July 23, 2025), there is overwhelming community support for a Northern Route. Common/recurring comments include needing alternate access for emergency services and vehicles to avoid snowdrifts south of Cornelius Lake, reducing traffic at the Engstrom-Bogard intersection, and routing traffic from newer subdivisions in the area to Trunk Road (an arterial-level roadway).

Because both Northern Routes meet the evaluation criteria equally and differ only in their north-south location and terminus with Trunk Road, for the purpose of this recommendation, they are both the preferred option. It is recommended that these two routes be considered for design development and the final route be determined based on supporting fieldwork for Environmental, Cultural Resources, Geotechnical, and H&H recommendations, as well as ROW acquisition.

5.3 Stone Creek to Aspen Ridge Route

The Stone Creek to Aspen Ridge Route was identified through public comment during Public Open House #1 (March 26, 2025). While it does meet the purpose and need of the project, it ranks worst of the four routes at meeting evaluation criteria. Most notably, it has the least benefit to the Engstrom-Bogard intersection, and has the highest anticipated construction, maintenance, and ROW costs, the greatest anticipated utility impacts, a high degree of wetland impacts, and does not meet the recommended spacing for major collector roads. For these reasons, it is not recommended for the Engstrom Road to Trunk Road Corridor project. However, it should be considered as a future minor collector roadway project as the area south of Tex-Al Drive continues to develop.

5.4 Conclusion

Based on this analysis, it is recommended that either Northern Route 1 or 2 be further developed in design to connect Engstrom Road to Trunk Road as identified in the OSHP and LRTP.

PUBLIC COMMENTS – ROUTE SELECTION REPORT		
Project Name: Engstrom Road to Trunk Road Corridor Project Number: 35472-1811	Dept.: Public Works Division: Project Management Consultant: HDL Engineering Consultants	Documents in Review: Draft Route Selection Report (RSR)

Preferred Route Each commenter is counted once per supported route; some may have multiple comments below.	Southern Route	Northern Route 1	Northern Route 2	Stone Creek to Aspen Ridge Route	No Build	Undetermined
	5	4	3	0	0	1

This sheet summarizes the comments received. Individual comment letters may be broken into multiple items so each issue can be addressed separately. All original comments are retained in full as part of the official project record.

Item No.	Document Reference	Comment Type and Date (YY:MM:DD)	Comment (Summary of Comment)	Response
1)	RSR	Public Comment: Email dated 25.10.21	The Southern Route would reduce left turns from Engstrom onto Bogard, which is a bottleneck and safety hazard.	Thank you for your comments. The Traffic Analysis indicates that all build alternatives, including the Southern and Northern Routes, reduce delay at the Engstrom/Bogard intersection compared to No Build. Northern Routes provide greater long term network redistribution due to higher projected AADT on the route. The planned roundabout at Bogard/Engstrom is intended to improve safety performance; the connector route addresses broader connectivity and congestion issues.
2)	RSR	Public Comment: Email dated 25.10.21	The Southern Route can be completed many years sooner than the Northern Route.	Both routes would require full design, permitting, ROW acquisition, and coordination with DOT&PF for Trunk Road connections. While the Southern Route is shorter, both routes require environmental permitting and stream crossing design. Schedule differences at this stage are uncertain and dependent on ROW, funding, and permitting timelines.
3)	RSR	Public Comment: Email dated 25.10.21	The Southern Route is far less costly than the Northern Route.	The report acknowledges that the Northern Routes are approximately double the construction cost of the Southern Route due primarily to length. Route selection also considers connectivity spacing, resiliency, traffic utilization, and long term network function. Cost is one of several evaluation criteria. Cost is taken into consideration but is not the sole determinant.

PUBLIC COMMENTS – ROUTE SELECTION REPORT		
Project Name: Engstrom Road to Trunk Road Corridor Project Number: 35472-1811	Dept.: Public Works Division: Project Management Consultant: HDL Engineering Consultants	Documents in Review: Draft Route Selection Report (RSR)

Preferred Route Each commenter is counted once per supported route; some may have multiple comments below.	Southern Route	Northern Route 1	Northern Route 2	Stone Creek to Aspen Ridge Route	No Build	Undetermined
	5	4	3	0	0	1

4)	RSR	Public Comment: Email dated 25.10.21	Southern landowners are willing to negotiate ROW; Northern landowners are not.	ROW was evaluated based on parcel count and corridor impact at a planning level. Willingness to negotiate can change and cannot be assumed prior to formal appraisal and acquisition procedures. Both routes would require acquisition processes in accordance with standard practice.
5)	RSR	Public Comment: Email dated 25.10.21	The Southern Route is shorter and accessible to more drivers using Engstrom Road going east.	The Southern Route is approximately 0.9 miles long and the Northern Routes are approximately 1.9 miles. Traffic modeling indicates higher projected use of the Northern Routes (approximately 1,300 AADT) compared to the Southern Route (approximately 700 AADT) reflecting stronger utilization and redistribution of traffic from northern residential areas.
6)	RSR	Public Comment: Email dated 25.10.21	The Southern Route avoids the drifted portion of Engstrom Road in winter.	Winter drift closures occur south of Cornelius Lake. The Northern Routes originate north of the typical drift closure segment and therefore provide an alternate collector level route for residents in the Wolf Lake and Stone Creek areas during winter closures. The Southern Route is not anticipated to provide the same alternate winter bypass benefit.
7)	RSR	Public Comment: Email dated 25.10.21	The Northern Route is far in the future, if ever completed.	Both routes are conceptual until a preferred alignment is selected and funding is appropriated. Implementation timing depends on capital programming, funding availability, permitting, and right-of-way acquisition among other factors.
8)	RSR	Public Comment: Email dated 25.10.21	The Southern Route would reduce congestion during Bogard roundabout construction.	Construction sequencing for the Bogard/Engstrom roundabout is controlled by DOT&PF and is independent of the connector project. It is unlikely that a connector route would be designed, permitted, funded, and constructed prior to roundabout completion. Temporary

PUBLIC COMMENTS – ROUTE SELECTION REPORT		
Project Name: Engstrom Road to Trunk Road Corridor Project Number: 35472-1811	Dept.: Public Works Division: Project Management Consultant: HDL Engineering Consultants	Documents in Review: Draft Route Selection Report (RSR)

Preferred Route Each commenter is counted once per supported route; some may have multiple comments below.	Southern Route	Northern Route 1	Northern Route 2	Stone Creek to Aspen Ridge Route	No Build	Undetermined
	5	4	3	0	0	1

				congestion mitigation during roundabout construction would be addressed through construction traffic control planning through the DOT&PF project.
9)	RSR	Public Comment: Email dated 25.10.21	The gravel pit owner will build the Southern Route roadbed to Wasilla Creek for free.	While private cooperation could reduce cost for certain segments, public roadway construction must meet Borough standards, including structure design at Wasilla Creek. The Borough cannot assume a cost offset without formal agreements and engineering design.
10)	RSR	Public Comment: Email dated 25.10.21	Gravel trucks will not need a driveway onto Bogard Road.	The gravel pit's CUP required safe access consistent with traffic safety standards regardless of route selection, including ingress and egress requirements. The Southern Route could provide alternate access to Trunk Road, however, gravel operations must comply with approved access conditions regardless of route selection.
11)	RSR	Public Comment: Email dated 25.10.21	Northern Fishhook drivers will use Tex-Al Drive when complete and will not use Engstrom Road.	The Traffic Analysis projects incorporated planned improvements within the MSB to 2050, including Tex-Al Drive extension. Even with Tex-Al complete, modeling indicates continued congestion at Engstrom/Bogard without an additional collector route. The Northern Routes help distribute traffic more effectively across the network, improve overall connectivity, and provide access to areas of continued residential growth north of the corridor. These routes also result in a more balanced collector network for this area of the Borough.
12)	RSR	Public Comment: Email dated 25.10.21	Most property owners live within 1 mile of the Southern Route.	Proximity to existing population is one consideration. Population in the Stone Creek and Wolf Lake subdivisions is already significant. Long term growth patterns project increasing population numbers within those areas and Tex-Al, which is a factor in the 2050 traffic volumes forecast.

PUBLIC COMMENTS – ROUTE SELECTION REPORT		
Project Name: Engstrom Road to Trunk Road Corridor Project Number: 35472-1811	Dept.: Public Works Division: Project Management Consultant: HDL Engineering Consultants	Documents in Review: Draft Route Selection Report (RSR)

Preferred Route Each commenter is counted once per supported route; some may have multiple comments below.	Southern Route	Northern Route 1	Northern Route 2	Stone Creek to Aspen Ridge Route	No Build	Undetermined
	5	4	3	0	0	1

				The Northern Routes are predicted to better capture the anticipated growth north of the corridor, as evidenced by their higher projected AADTs.
13)	RSR	Public Comment: Email dated 25.10.21	The Southern Route crosses mostly farm fields and is approximately 4 miles shorter.	The Southern Route is approximately one mile in length and the Northern Routes are approximately two miles. The length difference is approximately one mile. While portions of the Southern Route traverse land currently in agricultural use, it also includes significant floodplain and Wasilla Creek crossing considerations as well.
14)	RSR	Public Comment: Email dated 25.10.21	The Northern Route crosses hills, forest, and multiple drainages and connects closer to Palmer-Fishhook than Bogard.	Thank you for the comment. The Northern Routes cross Wasilla Creek and Cottonwood Creek tributaries and are rated as having higher environmental impact relative to the Southern Route, as discussed in the Preliminary Environmental Impact Evaluation and acknowledged in the Route Selection Report.
15)	RSR	Public Comment: Email dated 25.10.21	Gravel trucks will have easier access to the pit.	The Southern Route may provide operational advantages for gravel truck routing. However, the project's defined purpose and need is broader and aims to improve connectivity, safety, and congestion within the Fishhook Triangle. Gravel pit access benefits alone do not determine preferred alignment.
16)	RSR	Public Comment: Email dated 25.10.21	The Southern Route is more cost effective, expedient, and popular. The roundabout improves safety but not congestion; the Southern Route improves congestion.	Thank you for your comment. It is included in the project record. Public input included support for both Southern and Northern Routes. Public input during the Open House had a majority support for the Northern Route. Survey results indicated preference for a Trunk Road connection and prioritization of access and connectivity. The roundabout project addresses safety performance but congestion relief will require additional network connectivity. Traffic

PUBLIC COMMENTS – ROUTE SELECTION REPORT		
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Preferred Route Each commenter is counted once per supported route; some may have multiple comments below.	Southern Route	Northern Route 1	Northern Route 2	Stone Creek to Aspen Ridge Route	No Build	Undetermined
	5	4	3	0	0	1

				modeling indicates all build routes improve delay, with Northern Routes providing greater long term traffic redistribution. Route selection balances cost, environmental impact, resiliency, spacing standards, and projected utilization.
17)		Website Comment: dated 25.11.19	Both purple route (North Route) and Alternative North Route to Trunk Road are good. Thank you	Thank you for your comment. Your support for both the North Route 1 and 2 has been noted and will be included in the project record. All comments will be considered as the Borough finalizes the Route Selection Report and evaluates the route alternatives.
18)		Website Comment: dated 25.11.19	I would vote either the North Route (purple color) or the Alternative North Route (blue color) to Trunk Road. Thank you.	Thank you for your comment. Your preference for either the North Route (purple) or the Alternative North Route (blue) has been noted and will be included in the project record. All public input will be considered as the Borough finalizes the Route Selection Report and evaluates the route alternatives.
19)		Website Comment: dated 25.11.21	Traffic relief at Engstrom and Bogard is desperately needed. My vote would be North or alternative North route. Please hurry!	Thank you for your comment. The need to improve traffic conditions at the Engstrom/Bogard intersection is recognized and addressing congestion and connectivity in this area is one of the primary reasons the Engstrom Road to Trunk Road Corridor project is being evaluated. Your support for a northern alignment has been noted and will be included in the project record. The timeline for project completion is currently unknown because construction funding has not yet been identified.
20)	RSR	Public Comment: Letter dated 25.11.25	The 2021 ballot described a southern route connection at approximately $2.5 million. The northern route represents a significant cost increase (cited as up to $19 million), which is inconsistent with what voters approved.	Thank you for your comments. TIP21 authorized funding to advance a connection between Engstrom Road and Trunk Road. The project has since advanced through reconnaissance engineering, traffic analysis, preliminary

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Preferred Route Each commenter is counted once per supported route; some may have multiple comments below.	Southern Route	Northern Route 1	Northern Route 2	Stone Creek to Aspen Ridge Route	No Build	Undetermined
	5	4	3	0	0	1

				environmental review, and the draft Route Selection Report. As with many capital projects, early conceptual budgets evolve as purpose and need, supporting data, environmental constraints, and right-of-way are better understood.
21)	RSR	Public Comment: Letter dated 25.11.25	The northern route is characterized as 750% more expensive and fiscally imprudent compared to the southern route.	The Route Selection Report identifies that Northern Routes are approximately double the construction cost of the Southern Route due primarily to length and environmental crossings. While cost is an important criterion, route selection also evaluates connectivity, resiliency, collector spacing, congestion reduction, and long term growth needs.
22)	RSR	Public Comment: Letter dated 25.11.25	The northern routes traverse actively grazed agricultural parcels, including multi-generation homesteads. The land is characterized as "undeveloped" but is actively used for food production.	The evaluation criteria include environmental impacts, ROW impacts, and land use considerations. Agricultural use and parcel bisecting are legitimate concerns and are noted. Depending on the advanced route, these concerns will be further addressed during design refinement and ROW acquisition efforts.
23)	RSR	Public Comment: Letter dated 25.11.25	Northern routes cross multiple streams and wetlands; southern route has fewer crossings. Environmental costs and permitting risks are understated.	Section 5.2 acknowledges that Northern Routes cross approximately 1,000 feet of wetland and require crossings of Wasilla Creek and Cottonwood Creek tributaries. All routes require environmental permitting. Environmental impacts will be quantified in greater detail once a preferred alignment is selected.
24)	RSR	Public Comment: Letter dated 25.11.25	Northern routes will not meaningfully solve snow drift issues and may create additional maintenance burden.	The report discusses recurring snow closures on Engstrom Road south of Cornelius Lake. Public input during the Open House supported a northern alignment to provide alternate access around the drift prone segment, as well as a secondary emergency evacuation route from these neighborhoods. The Route Selection Report notes that

PUBLIC COMMENTS – ROUTE SELECTION REPORT		
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Preferred Route Each commenter is counted once per supported route; some may have multiple comments below.	Southern Route	Northern Route 1	Northern Route 2	Stone Creek to Aspen Ridge Route	No Build	Undetermined
	5	4	3	0	0	1

				Northern Routes provide an alternate collector level route around annual drift closures. Maintenance on all of the routes is being evaluated and is included in the route evaluation matrix.
25)	RSR	Public Comment: Letter dated 25.11.25	Table 3 and queue data show minimal delay difference between routes; Southern Route performs slightly better for southbound queues.	The Traffic Analysis summary indicates that while the Southern route reduce southbound queue lengths slightly more, Northern Routes scored best overall when considering LOS, route traffic volumes, and Engstrom traffic reduction collectively.
26)	RSR	Public Comment: Letter dated 25.11.25	Existing easements and ROW along the Stone Creek route should make it more cost-effective; taxpayers should not fund developer-driven traffic mitigation.	The Route Selection Report evaluated the Stone Creek to Aspen Ridge Route and determined it ranked lowest among the four routes due to high anticipated construction, maintenance, ROW costs, wetland impacts, and limited congestion benefit. While portions may utilize existing ROW, the corridor requires additional improvements. It is not currently being recommended as the primary connector but may be considered as a future connection.
27)	RSR	Public Comment: Letter dated 25.11.25	New subdivisions north of Tex-Al will use Tex-Al and Palmer-Fishhook instead of Engstrom, therefore northern connector is unnecessary.	Traffic modeling incorporated planned improvements including Tex-Al extension and Engstrom north extension. The Northern Routes were found to better distribute projected traffic from population growth and development to Trunk Road and improve network resiliency.
28)	RSR	Public Comment: Letter dated 25.11.25	Southern route supports gravel pit access and may reduce truck traffic on Bogard.	The project's stated purpose is to improve overall connectivity and long term congestion relief. Route selection weighs system level performance beyond individual gravel extraction site access.
29)	RSR	Public Comment:	Concern that cost is not listed as a primary evaluation criterion.	Cost is incorporated within the engineering & construction cost criterion in the Route Evaluation Matrix and discussed in Section 5. The evaluation framework balances cost with

PUBLIC COMMENTS – ROUTE SELECTION REPORT						
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Preferred Route Each commenter is counted once per supported route; some may have multiple comments below.	Southern Route	Northern Route 1	Northern Route 2	Stone Creek to Aspen Ridge Route	No Build	Undetermined
	5	4	3	0	0	1

		Letter dated 25.11.25		mobility, connectivity, environmental impact, ROW complexity, and community input.
30)	RSR	Public Comment: Letter dated 25.11.25	Comment asserts most long-term residents favor the Southern Route.	Public Open House No. 1 documented support for both routes. However, the Northern Route received more overall support from meeting attendees (approximately 80%). Comment records show both southern and northern preferences were expressed. Final selection considers technical analysis and public input collectively.
31)	RSR	Public Comment: Letter dated 25.11.29	The draft report does not include quantitative cost comparisons between routes. The North Route will be significantly more expensive due to length, terrain, and right-of-way. A detailed cost opinion should be included.	The Route Selection Report is a planning level document intended to compare alternatives using relative cost indicators rather than detailed engineer's estimates. Section 4.4 identifies route length, structure requirements, and number of impacted parcels as primary cost drivers. The Northern Routes are noted as approximately double the construction cost of the Southern Route due primarily to length. A detailed Opinion of Probable Construction Cost (OPCC) will be prepared during design once alignment refinement, geotechnical, hydraulic, and structural data are available.
32)	RSR	Public Comment: Letter dated 25.11.29	ROW cost ranking is inaccurate. The South Route includes a willing seller (gravel pit owner), while North Route landowners are unwilling sellers. The North Route ROW ranking should be "poor" and South Route "good."	ROW was evaluated at a corridor planning level based on number of impacted parcels and anticipated acquisition complexity, not on individual negotiation positions. At this stage, acquisition status cannot be assumed and positions are subject to change. The evaluation matrix reflects relative parcel impact counts and corridor wide considerations. Detailed right-of-way strategy and cost refinement will occur during preliminary design if a route advances.

PUBLIC COMMENTS – ROUTE SELECTION REPORT		
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Preferred Route Each commenter is counted once per supported route; some may have multiple comments below.	Southern Route	Northern Route 1	Northern Route 2	Stone Creek to Aspen Ridge Route	No Build	Undetermined
	5	4	3	0	0	1

33)	RSR	Public Comment: Letter dated 25.11.29	The report does not adequately address impacts to existing residents and agricultural land along the North Route, including quiet enjoyment and long standing agricultural use.	The Northern Routes impact a greater number of parcels than the Southern Route and this is acknowledged in the report. If a Northern Route advances, agricultural land use, access modifications, and proximity impacts will be evaluated in detail during environmental documentation and preliminary design. Compensation for property acquisition would follow applicable requirements. The project team will review and consider expanding the narrative discussion of direct property impacts in the final report.
34)	RSR	Public Comment: Letter dated 25.11.29	The report does not adequately discuss gravel pit traffic, gravel pit operator preference for the South Route, potential ROW cooperation, and potential cost/schedule reductions.	The gravel extraction site is identified in Section 2.4.2 and the Traffic Analysis notes that gravel operations would likely use the Southern Route. However, the project's purpose and need focus on system level connectivity, congestion reduction, and network resiliency within the Fishhook Triangle. Traffic modeling indicates the Northern Routes provide greater system benefit in long term congestion reduction and network utilization. While property owner cooperation is a positive factor, route selection must consider broader transportation performance criteria.
35)	RSR	Public Comment: Letter dated 25.11.29	The report does not address the 2025 anadromous designation update or fully evaluate impacts to headwaters, spring hydrology, and shallow aquifers along the North Route.	Environmental impacts are summarized in Section 4.3 and detailed in Appendix B. The Northern Routes are identified as having higher degrees of wetland and stream impacts relative to the Southern Route. Updated Anadromous Waters Catalog designations will be verified during permitting and incorporated into design refinements. Groundwater, headwater, and hydraulic impacts will be

PUBLIC COMMENTS – ROUTE SELECTION REPORT						
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Preferred Route Each commenter is counted once per supported route; some may have multiple comments below.	Southern Route	Northern Route 1	Northern Route 2	Stone Creek to Aspen Ridge Route	No Build	Undetermined
	5	4	3	0	0	1

				evaluated in detail during preliminary engineering and permitting for whichever route is advanced.
36)	RSR	Public Comment: Letter dated 25.11.29	The report does not adequately address wildlife impacts, including moose movement and increased moose-vehicle collision risk along the North Route.	Wildlife impacts are considered and acknowledged within the Environmental criterion and discussed in the Preliminary Environmental Impact Evaluation. The Northern Routes were rated as having greater environmental impact relative to the Southern Route. Wildlife impacts will be further evaluated during environmental review. Mitigation measures may be considered during design.
37)	RSR	Public Comment: Letter dated 25.11.29	The report does not address aesthetic and scenic impacts. The North Route traverses largely undisturbed land, while the South Route is already impacted by gravel operations.	While not a standalone criterion in Table 2, environmental and community considerations include qualitative evaluation of land character. We acknowledge that the Northern Routes traverse more undeveloped terrain. Visual impacts will be evaluated during design, including vegetation clearing limits and buffering where feasible. The project team will consider adding additional narrative discussion of aesthetic impacts in the final report.
38)	RSR	Public Comment: Letter dated 25.11.29	The Borough should complete Tex-Al Drive, Engstrom North Extension, and roundabouts first; construct the South Route now; and re-evaluate the need for a northern connector after observing traffic outcomes.	Planned improvements are documented in Section 2.4.7. The Traffic Analysis includes 2050 modeling assumptions incorporating planned network improvements. Even with the inclusion of those projects, modeling indicates continued congestion at Engstrom/Bogard without an additional collector connection. The Southern Route provides congestion relief but does not meet recommended major collector spacing and provides lower projected AADT relative to the Northern Routes. Phasing may be considered. However, route selection is based on long term network performance and resiliency objectives.

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Preferred Route Each commenter is counted once per supported route; some may have multiple comments below.	Southern Route	Northern Route 1	Northern Route 2	Stone Creek to Aspen Ridge Route	No Build	Undetermined
	5	4	3	0	0	1

39)	RSR	NLCC Letter dated 25.11.30	NLCC strongly prefers the Southern Route as the best "best value" option (cost, schedule, quality) and urges a timely decision.	The Borough acknowledges NLCC's preference for the Southern Route. The Route Selection Report evaluates multiple routes against the project criteria and currently recommends advancing Northern Route 1 or 2 for further design development based on connectivity, resiliency, collector spacing, mobility/use, and the traffic analysis scoring results. We are receiving all comments and evaluating them before the final decision is made.
40)	RSR	NLCC Letter dated 25.11.30	Southern Route should be advanced in combination with other projects (Engstrom North to Tex-Al, Tex-Al extension, Bogard/Engstrom/Green Forest roundabout).	The report recognizes the broader network context and planned improvements. It's important to note that project timing is dependent on funding and next steps include completing the Route Selection Report. The new corridor project is evaluated on long term network performance and looks to the 2050 design year scenario as part of the traffic analysis, with the assumption that these other planned projects will be completed.
41)	RSR	NLCC Letter dated 25.11.30	Southern Route would improve safety along Bogard between Engstrom and Trunk by shifting gravel truck traffic away from the most congested segment.	The Borough acknowledges the concern regarding heavy truck movements. However, the purpose and need is framed around improving connectivity, reducing congestion, and accommodating current and future traffic volumes by providing an alternate route between Engstrom and Trunk. Gravel extraction site access benefits may be considered but route selection is not based solely on a single user group. Additionally, gravel operations are expected to comply with their conditional use permit requirements for safe traffic function independent of the connector selection.

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Preferred Route Each commenter is counted once per supported route; some may have multiple comments below.	Southern Route	Northern Route 1	Northern Route 2	Stone Creek to Aspen Ridge Route	No Build	Undetermined
	5	4	3	0	0	1

42)	RSR	NLCC Letter dated 25.11.30	A Southern Route connector aligns with the vision of the Bogard–Seldon Corridor Access Management Plan (CAMP).	The Borough acknowledges the comment. The CAMP considers access management within a specified vicinity to Bogard Road, limiting its pertinence to the project corridor. Due to this reduced applicability, the Draft Route Selection Report has not formally evaluated the CAMP as a standalone criterion. The project team will review the CAMP further prior to completion of the report.
43)	RSR	NLCC Letter dated 25.11.30	NLCC requests more accurate cost comparisons and cites: Southern Route is <½ length; willing ROW sellers along south; unwilling sellers along north; north has tougher topography and more environmental mitigation (streams/fish habitat).	The report identifies the length difference (Southern is about 0.9 miles; Northern is about 1.9 miles) and acknowledges the Northern Routes are approximately double the construction cost of the Southern Route due primarily to length and environmental crossings. The report also identifies the Northern Routes' wetland crossing and multiple stream crossings (Wasilla Creek and Cottonwood tributaries), and notes that all routes require USACE Section 404 permitting, with more detailed impacts unanticipated after a preferred route is selected, field investigation have taken place and the design is developed.
44)	RSR	NLCC Letter dated 25.11.30	NLCC cites specific seller willingness and offers related to gravel pit ROW placement and roadbed construction; NLCC emphasizes unwilling ROW sellers along northern routes.	At this stage, ROW is evaluated at corridor level (parcel counts and acquisition complexity), not on assumed outcomes of negotiations. The report does document different parcel impacts by route and recommends the final route be determined based on environmental/cultural/geotechnical/H&H fieldwork and ROW acquisition considerations after design development begins. The route selection does not rely on informal offers that are not yet actionable or engineered to public roadway standards.

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Preferred Route Each commenter is counted once per supported route; some may have multiple comments below.	Southern Route	Northern Route 1	Northern Route 2	Stone Creek to Aspen Ridge Route	No Build	Undetermined
	5	4	3	0	0	1

45)	RSR	NLCC Letter dated 25.11.30	NLCC argues Southern Route can be delivered much faster: less engineering complexity, simpler ROW, shorter construction duration, and potentially a one-season build, while Northern could take multiple seasons.	Definitive schedule cannot be established until a preferred alternative is selected and funding is programmed. Both routes would require full design, permitting, ROW acquisition, and coordination with DOT&PF for Trunk Road connections. While the Southern Route is shorter, both routes require environmental permitting and stream crossing design. Schedule differences at this stage are uncertain and dependent on ROW, funding, and permitting timelines.
46)	RSR	NLCC Letter dated 25.11.30	NLCC argues traffic models are predictive, and recommends building Southern plus other projects first, then observing traffic before deciding whether a Northern connector is warranted.	The Traffic Analysis explicitly evaluates 2050 conditions for four build routes and compares LOS/delay at the future Engstrom/Bogard roundabout, route traffic volumes, and Engstrom volume reduction, and concludes Northern Routes 1 and 2 receive the best overall ratings and are recommended for further evaluation. The Route Selection Report similarly recommends Northern Route 1 or 2 based on criteria including connectivity/access and mobility/use, emphasizing network resiliency and major collector spacing. Phasing is a policy/programming decision that can be revisited during capital planning. However, the selection recommendation in the draft is based on long term network function, not only short term implementation.
47)		NLCC Letter dated 25.11.30	NLCC acknowledges some residents prefer a North Route; other stakeholders view north as important for alternate access around snow drift closures and for emergency services/evacuation.	Public Open House feedback indicates the Northern Route received more support from meeting attendees overall, with commenters citing limited connectivity for Wolfe Creek area residents, evacuation/disaster access, and snowdrifts south of Cornelius Lake. The Route Selection Report similarly notes comments about needing alternate access to avoid snowdrifts and improve emergency access.

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Preferred Route Each commenter is counted once per supported route; some may have multiple comments below.	Southern Route	Northern Route 1	Northern Route 2	Stone Creek to Aspen Ridge Route	No Build	Undetermined
	5	4	3	0	0	1

48)		NLCC Letter dated 25.11.30	NLCC notes mixed public input but believes support will shift away from Northern once schedule and cost impacts are clearer; NLCC states their internal approval vote was 91%.	The Borough acknowledges NLCC's internal vote and the mixed community views. The Public Open House summary documents support for both routes. The Northern Route received more support from meeting attendees. Many Southern supporters cite lower cost and assumed shorter timeline. The Borough will continue to consider public input alongside technical evaluation.
49)		Website Comment: dated 25.12.01	NLCC Member. Concur with NLCC letter dated November 30, 2025 with preference for southern route.	Thank you for your comment. Your concurrence with the North Lakes Community Council (NLCC) letter dated November 30, 2025, and your preference for the Southern Route have been noted and included in the project record.
50)		Website Comment: dated 26.01.16	This is the worst intersection I have ever maneuvered into. The whole wait time for a roundabout is a mess. The wait time is way too long.	Thank you for your comment regarding the Engstrom/Bogard/Green Forest intersection. The roundabout project is a separate project being managed by the Alaska Department of Transportation & Public Facilities as part of its Highway Safety Improvement Program (HSIP). The Engstrom Road to Trunk Road Corridor project is intended to provide an additional route for traffic leaving the area and help improve overall connectivity in the network.
51)		Website Comment: dated 26.01.18	I prefer alignment #2 North Route	Thank you for your comment supporting the Northern Route Alignment. The Northern Route was evaluated along with the other alternatives based on traffic performance, connectivity, environmental considerations, right-of-way impacts, cost, and public input. Your support for this alignment has been noted and will be included in the public record as the Route Selection Report is finalized and a route is selected.

MATANUSKA-SUSITNA BOROUGH
TRANSPORTATION ADVISORY BOARD
RESOLUTION SERIAL NO. TAB 26-01

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH TRANSPORTATION ADVISORY BOARD SUPPORTING THE ENGSTROM ROAD TO TRUNK ROAD CORRIDOR PROJECT AND RECOMMENDING NORTH ROUTE 1 AS THE PREFERRED ALIGNMENT IDENTIFIED IN THE OCTOBER 2025 DRAFT ROUTE SELECTION REPORT.

WHEREAS, the Matanuska-Susitna Borough Transportation Advisory Board advises the Assembly on transportation-related issues; and

WHEREAS, Matanuska-Susitna Borough voters approved the 2021 Transportation Infrastructure Program (TIP21), a package of projects that included the Engstrom Road to Trunk Road Corridor project; and

WHEREAS, sustained growth within the Fishhook Triangle has increased traffic demand on a poorly connected roadway network, resulting in congestion and elevated safety issues at the Engstrom Road and Bogard Road intersection, and the Borough has identified the need for a new major collector connection between Engstrom Road and Trunk Road to improve safety, relieve congestion, and provide alternative access for residents and emergency services; and

WHEREAS, the Matanuska-Susitna Borough's 2035 Long Range Transportation Plan (LRTP) identifies a project to relieve congestion on Engstrom Road and provide secondary access to Trunk Road or Palmer-Fishhook Road; and

WHEREAS, the Matanuska-Susitna Borough's Official Streets and Highways Plan (OSHP) identifies a conceptual corridor between Engstrom Road and Trunk Road designated as a future major collector roadway; and

WHEREAS, a Reconnaissance Engineering Study was completed in July 2023 to evaluate route alternatives for a connector between Engstrom Road and Trunk Road, including preliminary desktop geotechnical and hydrologic analyses, review of prior planning documents, coordination with Alaska Department of Transportation and Public Facilities (DOT&PF), and development of a rough order of magnitude cost estimate to support comparison of alternatives; and

WHEREAS, the Transportation Advisory Board acknowledges that the rough order of magnitude cost estimates indicates the Northern Route alternatives are approximately double the estimated cost of the Southern Route alternative; and

WHEREAS, an open house was held on March 26, 2025, to introduce the project, summarize its history and purpose, and present initial considerations for an east-west connection between Engstrom Road and Trunk Road, with 114 members of the public signing in; and

WHEREAS, public input received by staff and their consultant at the March 26, 2025, open house reflects majority support for a

Northern Route; and

WHEREAS, a Route Selection Report was prepared to evaluate the identified routes based on connectivity and access, mobility and use, environmental considerations, engineering feasibility and constructability, and public engagement; and

WHEREAS, the draft Route Selection Report was made available for public review beginning November 14, 2025, and notification was provided to identified stakeholders and individuals who registered through the project website and public open house; and

WHEREAS, four potential alignments, including the Southern Route, Northern Route 1, Northern Route 2, and the Stone Creek to Aspen Ridge Route, along with a No Build alternative, were identified and evaluated through preliminary planning, reconnaissance engineering, and public input; and

WHEREAS, Borough staff presented the Route Selection Report to the Transportation Advisory Board on February 13, 2026; and

WHEREAS, the report recommended that either Northern Route 1 or 2 be further developed in design to connect Engstrom Road to Trunk Road; and

WHEREAS, the Northern Routes meet the project's purpose and need and perform at a fair to good level across the evaluation criteria, scoring highest in connectivity and access, and mobility and use, enhancing network resiliency and integration with existing and planned streets; and

WHEREAS, Northern Route 1 provides a direct connection for a dense residential area to Trunk Road, aligns with adopted planning documents, addresses the unsafe turning movement on Engstrom Road, provides an alternative route for emergency response, and balances mobility, connectivity, and overall impacts within the proposed corridors.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Advisory Board supports Northern Route 1 as the preferred alignment based on the presentation and documentation provided.

BE IT FURTHER RESOLVED, that the Transportation Advisory Board recommends the Assembly continue to support advancement of the Engstrom Road to Trunk Road Corridor project into preliminary design, environmental review and right-of-way analysis and acquisition as funding allows, in order to address the connectivity gap, congestion, safety concerns, and access needs within the Fishhook Triangle area before continued development significantly increases project costs and constraints.

ADOPTED by the Matanuska-Susitna Borough Transportation Advisory Board this 13th day of February, 2026.

Jesse Peterson, Chair

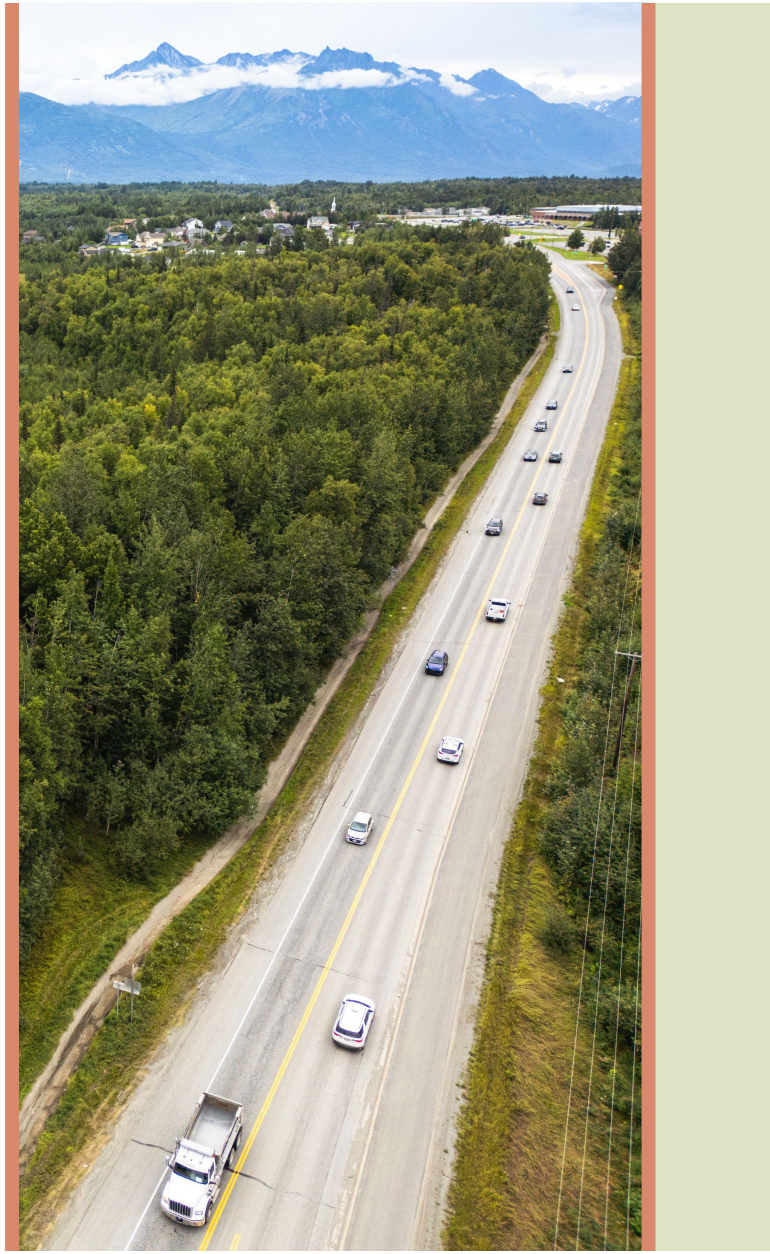
ATTEST:

Ashley Stick, Staff Member

MATSU VALLEY
PLANNING *for*
TRANSPORTATION

Complete Streets Policy

Transportation Advisory Board
May 29, 2026



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Introducing MVP

An MPO

What is a Metropolitan Planning Organization?

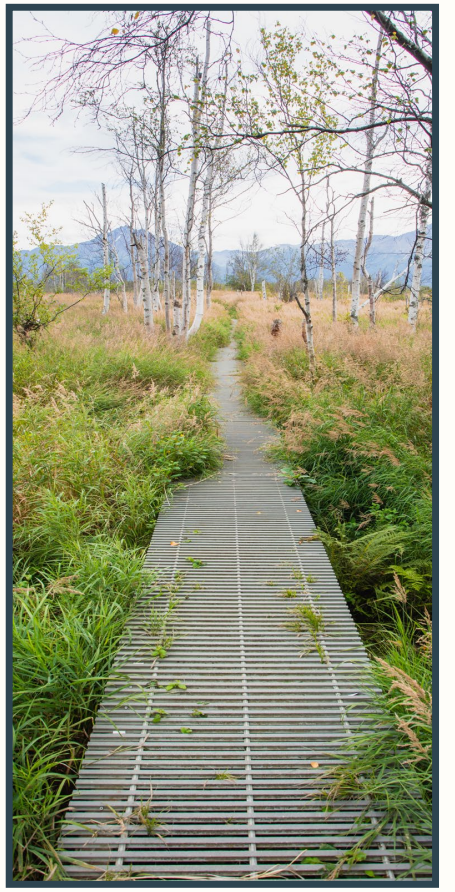
- A Metropolitan Planning Organization (MPO) is a **federally required and federally funded transportation planning and policy-making organization.**
- MPOs are required for any **urbanized area with a population greater than 50,000.**
- **MPOs develop short- and long-range plans** for a local transportation 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:

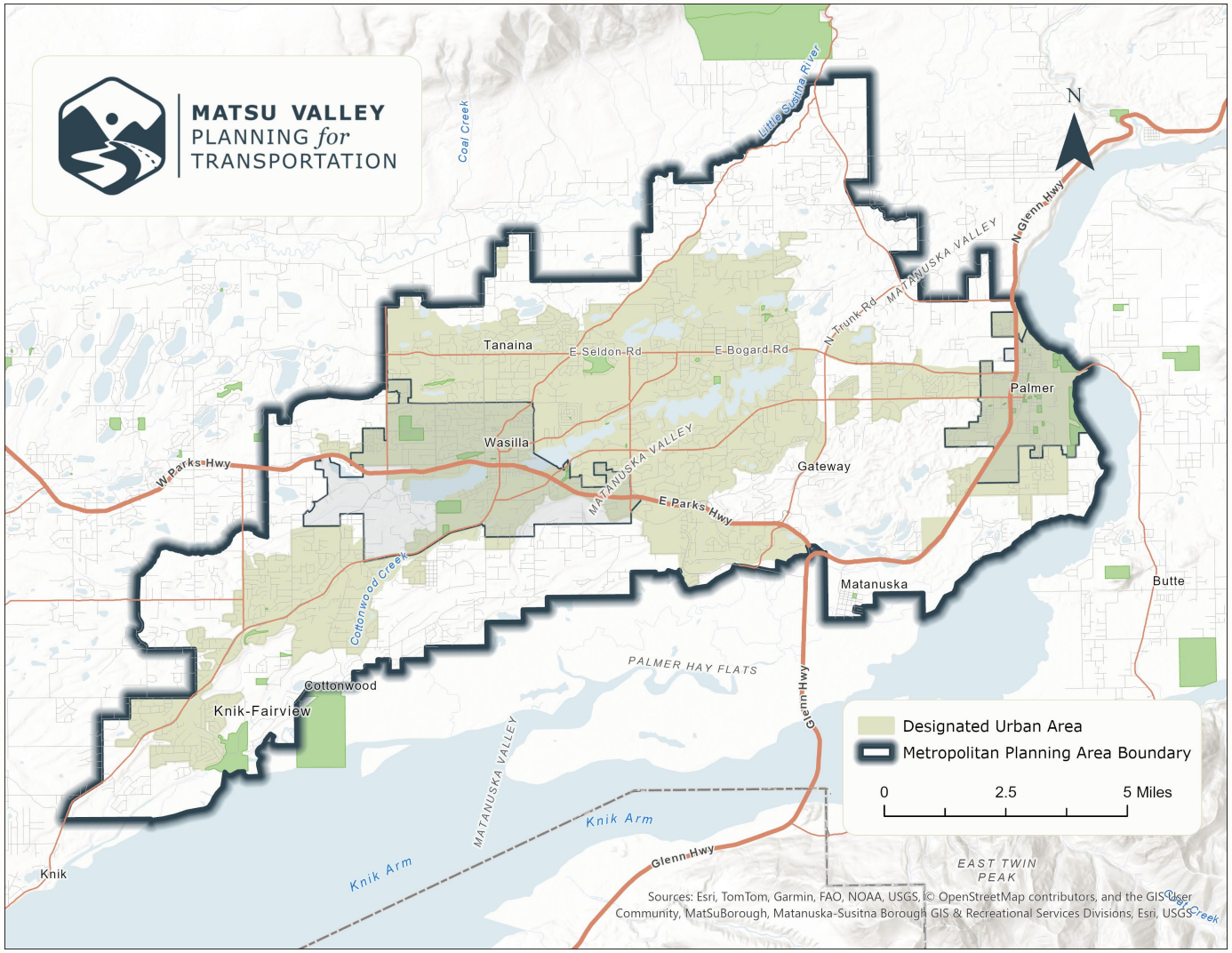
- A **non-profit**, Metropolitan Planning Organization (MPO) formed on February 14, 2024
- **Federally required** for transportation funding
- Governed by a board of 7-member policy board **elected and appointed representatives of each regional government**
- Supported by a 16-member technical committee

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**



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Complete Streets Policy

Overview and Timeline

Policy in Action

The intent of this Complete Streets policy is to:

- ✓ Affirms MVP's commitment to support the development of a safe multimodal transportation system for the region
- ✓ Guides open and transparent decision-making across a project lifespan based on need, safety, and cost
- ✓ Allows flexibility by context
- ✓ Encourage integration of multimodal consideration into existing practices

The intent of this Complete Streets policy is not to:

- Mandate specific project outcomes or design features
- Override engineering standards or funding constraints
- Ensure accountability on its own

Purpose

This Complete Streets Policy is MVP's commitment to plan, design, and fund a multimodal transportation system that safely and efficiently serves all users, in all seasons.

- Allows MVP to track outcomes and demonstrate progress towards a safer and more connected transportation system.
- Creates a simple workflow for project nominators and project managers that requires documentation of Complete Streets accommodations, or justification for excluding Complete Streets considerations, in project nomination and development processes.
- The policy is designed to be a tool to support these efforts.

Infrastructure Investments and Jobs Act Requirements

IIJA requires that we spend at least 2.5% of our PL funding planning for complete streets projects to carry out one or more of activities listed in section 11206 of IIJA.

1. **Adoption of Complete Streets standards or policies**;

2. **Development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street**;

3. **Development of transportation plans that :**
   - Create a network of active transportation facilities
   - Integrate active transportation facilities with public transportation services
   - Create multiuse active transportation infrastructure with connections between communities
   - Increate public transportation ridership
   - Improve safety for bicyclists and pedestrians

4. **Regional and megaregional planning** to address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail; and

5. **Development of transportation plans and policies** that support transit-oriented development

Who will use it?

Being an MVP policy, it affirms our commitment to plan and fund a multimodal network that safely serves all users. DOT&PF will implement the policy, ensuring every project considers bike, pedestrian, transit, and ADA needs — and justifying any decision not to include multimodal amenities.

- MVP staff to guide project evaluations, funding decisions, and performance tracking — including use of TAP and CRP funds to specifically fund Complete Streets Projects.
- DOT&PF will help to ensure the implementation of the policy — evaluating bike, ped, transit, and ADA needs on every MVP project and documenting justification when multimodal amenities are not included.
- Member agencies will consider complete streets criteria when nominating projects to MVP for funding and use the flexible framework to help develop and finalize project scopes.
  - They may also use our policy as a foundation to develop their own Complete Streets polices.

Implementation

- ✓ **Provides guidance on how the policy will be used**
- ✓ **Provides opportunity at multiple decision points to consider the willingness to add non-motorized amenities, if/when it makes sense**
- ✓ **Utilized when a project is initially nominated and then again in the design phase when DOT is making final decisions on project engineering**
- ✓ **Ensures safety is considered from the perspective of different users**

Complete Streets Checklist – built as an optional tool and guide for project nominators; provides infrastructure ideas and is helpful in considering how a roadway might be used by multiple modes

Complete Streets Standards – Identifies guidance and compliance for specific modes and types of accommodations

- Corridor with existing ADA-compliant sidewalk or pathway on at least one side of the street is considered compliant
- Requires use of design guidance to ensure safe accommodations
- Encourages transit provider coordination when appropriate
- Consideration for curb and clearance standards on known freight corridors

Exemptions to the Policy

Acknowledgement that there are specific circumstances or projects where considering Complete Streets doesn't make sense and provides a path forward. Enhances transparency of the public process.

Administrative Exceptions are processed administratively and don't require adherence to policy or formal approval to move forward.

- Preventative maintenance of the transportation network that does not change the roadway geometry or operations.
- Equipment purchases or planning-specific projects that do not include construction in any phase of the project.
- Projects that are not seeking Title 23 or 49 federal funding through MVP.

Non-Administrative Exceptions require approval by MVP Policy Board before moving forward.

- Users are legally prohibited from using a roadway.
- When the costs associated with right-of-way acquisition or utility relocation are disproportionate to the total project cost.
- There is an inability to enter into an agreement to assume operations and maintenance of the facility.
- The cost of accommodation is excessively disproportionate to the need or probable use.
- There exist substantial funding limitations that cannot be overcome with flexible design solutions.
- Detrimental environmental or safety impacts outweigh the benefits of enhanced multimodal access.

Timeline

- Currently with our Technical Committee & Policy Board for review – feedback deadline is June 15th
- Recommendation and Approval of the Complete Streets Policy and Implementation Checklist: **July** Board Meetings

Thank You!

MATSU VALLEY
PLANNING *for*
TRANSPORTATION

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Matsu Valley Planning *for* Transportation
Complete Streets Policy

1.0 Purpose of Complete Streets Policy

Set forth in the Federal policy 23 CFR 450.300, "… *the MPO designated for each urban area is to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process, including the development of a metropolitan transportation plan and a TIP, that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers) fosters economic growth and development, and takes into consideration resiliency needs, while minimizing transportation-related fuel consumption and air pollution."*

MatSu Valley Planning for Transportation (MVP) is committed following the federal requirements outlined for MPO's. This Complete Streets Policy is MVP's formal acknowledgement that MVP is required to plan, design, and fund a multimodal transportation system that safely and efficiently serves all users, in all seasons. Successful implementation of Complete Streets requires interagency coordination and collaboration with the Alaska Department of Transportation and Public Facilities (Alaska DOT&PF), local governments, and other partner agencies to accomplish efficient and effective system planning for all modes.

The Mat-Su Valley is growing, and with that growth comes both an opportunity and a responsibility to shape how people move through our communities. A Complete Streets approach ensures that people biking, walking, or riding transit, and individuals with disabilities are appropriately included in transportation planning. Every project, every investment, and every funding decision should reflect the full range of people who rely on our transportation network.

As the Metropolitan Planning Organization (MPO) for the Mat-Su Valley, MVP coordinates local, state, and tribal voices in setting regional transportation priorities and distributing federal funding. This policy affirms that commitment at the planning and programming level. Implementation falls to the Alaska DOT&PF, which will apply Complete Streets principles to every project in the MVP area to ensure the needs for people biking, walking, riding transit, and Americans with Disabilities Act (ADA) are considered at each stage of project development, and any reasoned decision not to include multimodal accommodations is documented for public transparency.

2.0 Definition of Complete Streets

Complete Streets Standards or Policies, as defined by the Infrastructure Investment and Jobs Act (IIJA), are:

"…standards or policies that ensure the safe and adequate ***accommodation of all users*** *of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles."*

As an MPO, MVP is responsible for developing a multimodal network that considers the transportation needs of all members of the community. This Complete Streets Policy has been developed to meet the requirement of IIJA, which requires that not less than 2.5% of MVP's Metropolitan Planning (PL) funds (23 U.S.C. § 104(d)) be spent on planning for complete streets activities, and to carry out one or more of the following activities consistent with Section 11206 of the IIJA[1]:

1) adoption of Complete Streets standards or policies;
2) development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;
3) development of transportation plans to –
    a. create a network of active transportation facilities;
    b. integrate active transportation facilities with public transportation services or improve access to public transportation;
    c. create multiuse active transportation infrastructure with connections within or between communities;
    d. increase public transportation ridership;
    e. improve safety for bicyclists and pedestrians; and
4) develop policies and plans that support transit-oriented development.

Additionally, the Complete Streets Policy supports compliance with Federal policy requiring consideration for bicycling and walking within transportation infrastructure.[2]

2.1 Local Context

The Mat-Su Valley's road network has historically been designed primarily for motor vehicle use. As a result, within the Metropolitan Planning Area (MPA), active transportation users are underserved. With a continuously growing population and multimodal network gaps,

[1] U.S. Congress. H.R.3684 - Infrastructure Investment and Jobs Act; SEC. 11206. INCREASING SAFE AND ACCESSIBLE TRANSPORTATION OPTIONS. (a) Definition of Complete Streets Standards or Policies
[2] United States Code, Title 23, Section 217 Bicycle transportation and pedestrian walkways.

there is an increase in safety concerns, risks, and accessibility challenges to meet the many needs of our population. A Complete Streets approach supports the MVP's long-term vision for connected communities, economic resilience, and year-round mobility.

3.0 Principles of Complete Streets

The following are core principles of Complete Streets[3]:

- **Context-Sensitive Design**: Projects must reflect local land use patterns, be consistent with community-vetted local land use goals and plans, and consider social, environmental, and aesthetic context.
- **Connected Network Development**: Investments should improve safe, direct links between neighborhoods, schools, services, and regional centers.
- **Comprehensive Right-of-Way Consideration**: All modes and users must be considered in planning, design, funding, maintenance, and operations, including pedestrians, bicyclists, transit riders, motorists, and off-highway vehicles, where allowed.
- **Use of Current, Excellent Design Guidance**: Projects must apply the latest evidence-based design guidance, including Alaska-specific and seasonal considerations.
- **Operational Flexibility**: Designs must support year-round safety and maintenance, including snow removal and storage, appropriate equipment for all facilities, and preservation of multimodal access in all seasons.
- **Performance-Based Decision-Making**: Policies should use measurable outcomes for safety, access, and multimodal mobility, including comfort and usability for walking, biking, and transit, and identification of higher-need or higher-use areas.
- **Consistent Implementation**: Complete Streets principles must be incorporated across planning, project development, and interagency coordination.
- **Community Engagement**: Projects should include early and meaningful public and stakeholder input to ensure community needs are reflected.

4.0 Commitment to a Safe Multimodal Network

MVP's Complete Streets Policy is a commitment that future transportation projects will consider the needs of everyone using the road right-of-way as early as practicable and throughout the project life. This policy integrates the needs of all users into everyday transportation planning practices.

A Complete Streets approach requires consideration of every project's greater context, including the surrounding community's current and expected land use patterns and transportation needs. It ensures the full right-of-way is planned, designed, funded, and operated to provide safe, connected access for people of all ages, abilities, and travel modes.

[3] Smart Growth America – Complete Streets: https://www.smartgrowthamerica.org/program-of-work/complete-streets/

This policy supports MVP's mission to carry out a collaborative, data-driven, and consensus-based metropolitan transportation planning process that allocates transportation resources wisely. It advances MVP's 2050 Metropolitan Transportation Plan (MTP) goals to:

- 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.

This Complete Streets Policy acts as a framework for developing a multimodal transportation system that is safe, efficient, and accessible for all users. Over time, MVP may establish more prescriptive design standards for Complete Streets implementation, develop a formal Complete Streets Plan identifying priority corridors for phased improvements, or create a prioritization framework to guide investments across the transportation network.

At this stage, MVP is advancing a policy-based approach that maintains flexibility in project development while incorporating clear action steps. These steps are intended to ensure that applicants and project managers consistently consider the needs of pedestrians, bicyclists, public transit riders, and freight operators when developing a project and finalizing the scope of work.

5.0 Implementation

The principles of Complete Streets will be considered in all project phases in an effort to create safer, more accessible roadways for all users, including planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, and operations. This applies to new projects, retrofit or reconstruction projects, preventative maintenance projects, and ongoing operations within the MPA boundary. Specific allowable exceptions are identified in Section 6.0 *Exceptions to Policy*.

Successful implementation of Complete Streets requires interagency coordination and collaboration with the Alaska DOT&PF, local governments, and other partner agencies to accomplish efficient and effective system planning for all modes.

MVP will incorporate Complete Streets criteria into the MTP project nomination form and the MTP project evaluation criteria to ensure that local governments are considering the needs of all users and all modes with each project MVP supports. During the Transportation Improvement Program (TIP) scope, schedule, and budget development the Alaska DOT&PF will ensure the Complete Streets policy criteria are incorporated in to the project or certify that an approved exception has been granted and if not, MVP staff will be notified to address the exception need.

5.1 Complete Streets Checklist

To ensure projects account for all users throughout the life of a transportation project, MVP has created a Complete Streets checklist in partnership with Alaska DOT&PF.

The checklist is optional and evaluates whether multimodal considerations have been appropriately included in the project. This process helps translate MVP's Complete Streets Policy and intent into a user-friendly guide that results in tangible project outcomes. Some key elements of the Complete Streets checklist include:

- Access and Mobility
- Bicycle and Pedestrian Facilities
- Transit Accommodations
- Connectivity Enhancements
- Community Impact

The checklist tool should be referenced by the agency nominating a project for inclusion in the MTP if the project will be administered or funded by MVP. This includes projects that fall wholly or partially within the MPA boundary. While the project sponsor is not required to complete the Complete Street checklist as part of the nomination process, it is their responsibility in preparing the project nomination to consider how the project might serve all users and provide sufficient description to that end in the nomination. Conversely, if it is known or anticipated that the nominating agency would seek an exception from the Complete Streets policy, that should be noted as part of the nomination process. MVP staff are responsible for ensuring that any project nomination forms or evaluation criteria align with the expectations of this Complete Streets Policy.

As part of the TIP scope, schedule, and budget preparation process, Alaska DOT&PF and MVP staff will jointly evaluate projects for compliance using the checklist.

Exception requests will be reviewed in accordance with Section 6.0 *Exceptions to Policy*. Projects found not in compliance with this policy, or for which an exception request is denied, will not be prioritized for funding during the applied for funding cycle. Initiating agencies are encouraged to engage with MVP staff early on with any questions regarding the Complete Streets evaluation process and any anticipated needs for exceptions.

5.2 Complete Streets Standards

Projects located along corridors already served by a ADA compliant, continuous sidewalk with appropriate signalized and unsignalized crossings, or a multi-use path separated from the roadway and in good condition on at least one side of the roadway, are considered to be compliant with the intent of this Complete Streets Policy.

If designated bicycle lanes are included, the design for their width, markings, and treatment at intersections and crossings should follow the design guidance of the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities,[4] included in Section 9.0 *Guidance and References*.

[4] American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities: https://aashtojournal.transportation.org/

If the planned facility currently serves public transit, or is proposed to serve public transit services identified in a plan, the project sponsor shall request comments from the local transit provider during the project development process. This ensures that collaboration occurs and that accommodation of transit vehicles and opportunities to access transit facilities are provided.

If the project takes place along a known trucking/freight/EMS corridor, consideration will be made to follow appropriate curb and clearance standards, and access and egress as appropriate.

6.0 Exceptions to Policy

6.1 Applicability

Certain project types may be excluded from adhering to the MVP Complete Streets Policy, when the incorporation of Complete Streets elements is not feasible or appropriate due to the nature of the project.

Any exceptions to the Complete Streets Policy must be specific and will provide supporting documentation to indicate the basis for the decision. Administrative Exceptions (see Section 6.2 *Administrative Exceptions*) are excluded from adhering to the Complete Streets Policy requirements and will be processed administratively, while all Non-Administrative Exceptions (see Section 6.3 *Non-Administrative Exceptions*) require approval by the MVP Policy Board. Non-administrative exceptions may be requested during the Complete Streets Policy compliance review process. To ensure transparency, projects that have approved exceptions will be publicly available.

Nothing in this Complete Streets Policy shall preempt or prevent any governmental entity within the MPA from establishing additional or rigorous requirements consistent with the purposes of this policy.

6.2 Administrative Exceptions

Administrative exceptions are excluded from adhering to the MVP Complete Streets Policy. Administrative exceptions apply to preventative maintenance activities that do not alter roadway geometry or operations, such as mowing, sweeping, pavement patching, and spot repair. Resurfacing projects are excluded from preventative maintenance for the purpose of this policy, as resurfacing provides an opportunity for repainting and restriping surfaces, including shoulders, bike lanes, crosswalks, and other potential Complete Streets accomodations. Equipment purchases or planning-only efforts that do not include construction in any phase of the project will also qualify for an administrative exception.

The list of administrative exceptions is identified below and do not require approval by the MVP Policy Board.

- Preventative maintenance of the transportation network that does not change the roadway geometry or operations.
- Equipment purchases or planning-specific projects that do not include construction in any phase of the project.
- Projects that are not seeking Title 23 or 49 federal funding through MVP.

6.3 Non-Administrative Exceptions

Non-Administrative Exceptions are identified in the list below. These exceptions are required to be approved by the MVP Policy Board.

- Users are legally prohibited from using a roadway. *Where access is legally prohibited, project managers should consider opportunities to address or remove barriers to network connectivity and crossings that are important for serving non-motorized users, along with other modes.*
- When the costs associated with right-of-way acquisition or utility relocation are disproportionate to the total project cost.
- There is an inability to enter into an agreement to assume operations and maintenance of the facility.
- The cost of accommodation is excessively disproportionate to the need or probable use.
- There exist substantial funding limitations that cannot be overcome with flexible design solutions.
- Detrimental environmental or safety impacts outweigh the benefits of enhanced multimodal access.

7.0 Future Data Collection and Programming

MVP is committed to developing and instituting more comprehensive ways to measure performance to determine how well the transportation network is serving all users. Below is a list of potential future data collection, inventory, and programming activities that should be considered to support the Complete Streets network:

- Bicycle and pedestrian facility inventory and condition database
- ADA compliance on existing curbs
- Percentage of roads with a speed limit greater than 45 mph with adjacent separated pathways
- Percentage of transit stops with shelters
- Emergency vehicle response times
- Miles of streets retrofitted, designed, or built to Complete Streets standards
- Number or percentage of trips by walking/rolling, biking, transit, and driving
- Percentage of sidewalks and pathways maintained as winter-passable
- Linear feet of new or reconstructed sidewalks and pathways
- Number of new or reconstructed ADA-compliant curb ramps
- Number of new or repainted crosswalks

8.0 Next Steps and Opportunities

8.1 Training

MVP, with the assistance of Alaska DOT&PF, shall look to encourage and provide training opportunities for local governments and state personnel that collaboratively support the implementation of Complete Streets principles and best practices. These efforts will encourage the use of Complete Streets by partner agencies when implementing their own projects in and outside of the MPA.

8.2 Future Planning

In furtherance of the goals and intent set forth in this policy, MVP will continue to explore opportunities to include Complete Streets strategies and concepts in all manner of MVP funded projects and planning efforts including, but not limited to, preventative pavement preservation projects and other asset management activities, community outreach and education efforts, and alignment between transportation needs and current and future land uses.

8.3 Complete Streets Policy Review

This policy will be reviewed, at a minimum, during every MTP update to ensure relevancy and an accurate reflection of the state of the region. Policy updates will incorporate new ideas and current industry best practices.

9.0 Guidance and References

- FHWA Bicycle and Pedestrian Legislation:
  - http://www.fhwa.dot.gov/environment/bicycle_pedestrian/legislation/sec217.cfm
- Smart Growth America:
  - https://www.smartgrowthamerica.org/program-of-work/complete-streets/
  - http://www.smartgrowthamerica.org/complete-streets
- AASHTO's A Policy on Geometric Design of Highways and Streets:
  - https://www.fhwa.dot.gov/programadmin/standards.cfm
- Alaska Highway Preconstruction Manual
  - https://dot.alaska.gov/stwddes/dcsprecon/preconmanual.shtml
- Urban Street Design Guide:
  - https://nacto.org/publication/urban-street-design-guide/
- MSB 2023 Coordinated Human Services Transportation Plan (recently documented MSB priority population demographics):
  - https://matsugov.us/projects?task=download&collection=file_upload_x&xi=1&file=file_upload&id=20799

Policy Last Updated
April 28, 2026

Complete Streets Checklist

In accordance with the Matsu Valley Planning for Transportation (MVP) Complete Streets Policy, this form is optional and intended to assist the Alaska Department of Transportation & Public Facilities (Alaska DOT&PF), MVP members, and the general public in achieving a safe, efficient, and multimodal transportation system that fosters reliable and accessible options for all individuals and modes of travel.

This form can be used as a guide by the agency nominating a project for inclusion in the Metropolitan Transportation Plan to ensure the project complies with the MVP Complete Streets Policy. It is understood that the project will be reevaluated for compliance and exemptions during the Transportation Improvement Program (TIP) development by Alaska DOT&PF.

Project/Corridor Name:

Roadway Functional Classification:

Posted Speed Limit:

Average Annual Daily Traffic (AADT):

Date:

Project Manager:

Initiating Agency/Government:

Phone:

Project Description (including scope, budget, funding source, and estimated timeline):

Complete Streets Designs			
Facility Considerations*	**Existing (Y/N)**	**Proposed (Y/N)**	**Additional Details, Notes, and Justification**
Access & Mobility *Curb ramps, crosswalks, pedestrian traffic signal features, pathways, and sidewalks in good condition and ADA-compliant, acceptable slopes, reduced conflict between modes, access management improvements, etc.*			
Pedestrian Improvements *Sidewalks on either side of street, striped crosswalks, pedestrian traffic signal features, crossing and wayfinding signage, pedestrian level lighting, etc.*			
Bicycle Facilities *Separated bike path, bike lane, designated shoulder, crossing signals to allow bicycles to safely cross on green, signage and pavement marking specific to bike facilities, bike parking, racks, lockers, etc.*			
Transit Accommodations *Transit shelters, bus turnouts, transit provider coordination, bike/ped connection to transit route, bus stop lighting improvements, etc.; local transit provider comments required if the project is on an existing or proposed transit route*			
Trucking/Freight *Appropriate curb and clearance standards if on a known trucking/freight corridor*			
Other Connectivity Enhancements *Connections to other bike paths, pedestrian facilities, or transit facilities, connections to everyday destinations and neighborhoods including schools, hospitals, senior care, community centers, persons with disabilities, or other priority populations within the project area, etc.*			
Other Design Elements *Public seating or benches, Cultural or Historic Preservation, fish passage improvements, placemaking, landscaping or community green space, etc.*			
**Facilities listed above are examples and are not meant to be an exhaustive list of Complete Streets considerations.*			

EXCEPTIONS				
Items Related to Complete Streets	**Yes**	**No**	**N/A**	**If "Yes" Provide Description**
Administrative Exceptions**				
Is the project preventative maintenance that does not change roadway geometry or operations? *This includes mowing, sweeping, pavement patching, and spot repair.*				
Is the project equipment or planning related only and will not be a construction project in any phase?				
Is it a project that is not seeking Title 23 or 49 federal funding through MVP?				
Non-Administrative Exceptions*				
Are any specific users prohibited from using a roadway? *Where access is legally prohibited, project managers should consider opportunities to address or remove barriers to network connectivity and crossings that are important for serving non-motorized users, along with other modes.*				
Are the costs associated with ROW acquisition or utility relocation disproportionate to the total project cost?				
Is there an inability to enter into an agreement to assume operations and maintenance of the facility?				
Is the cost of accommodation excessively disproportionate to the need or probable use?				
Are there substantial funding limitations that cannot be overcome with flexible design solutions?				
Are there detrimental environmental or safety impacts that outweigh the benefits of enhanced multimodal access?				

**If yes to any of the below exceptions, additional backup data and/or documentation must be provided and Non-Administrative Exceptions will need to be approved by the MVP Policy Board.*
***Administrative Exceptions are excluded from adhering to the Complete Streets policy requirements.*

Additional comments, supporting documentation, and clarifications for checklist responses:

This Complete Streets Checklist is not required to be submitted along with every project nomination but is meant to be used as guidance for considering multimodal accommodations. If requesting an exception, the Checklist can be used to document and formalize the justification and exception request, and the Approval Determination form on the next page can be utilized to determine exception approval.

Approval Determination

☐This project meets or exceeds requirements of the MVP Complete Streets Policy.

☐This project will meet the requirements of the MVP Complete Streets Policy with the following changes:

☐This project does not meet the requirements of the MVP Complete Streets Policy. Please revisit the following sections and resubmit:

☐This project does not meet the requirements of the MVP Complete Streets Policy. An exception has been granted.

☐This project does not meet the requirements of the MVP Complete Streets Policy. An exception has been denied, please resubmit.

MVP Complete Streets Policy Process

1. PLANNING

- MTP project Initiation
- Project sponsors draft project scope
- Review CS checklist for ideas and considerations

2. CONSIDERATIONS

- Does the project include existing multimodal accommodations and are they ADA compliant?
  - If yes, the project complies with CS
  - If no, list the upgrade describe accommodations the project is willing to include in the scope to comply with CS
- Does this project consider including multimodal accommodations?
  - If yes, describe CS accommodations the project is willing to include in the scope
  - If no, why?
  - If an exception applies, work with MVP to develop justification

3. MVP PROJECT SUBMISSION

- Nominate project for inclusion in the MTP
  - List multimodal accommodations in the project narrative
- If requesting an exception, document the request in the narrative

4. PROJECT SCORING

- Projects are ranked and scored through the MTP process
- CS accommodations have their own set of criteria
- Non-administrative exception requests on scored projects are reviewed by the MVP Policy Board for approval
- Scored projects receive a cost estimate from DOT&PF
  - Clear documentation of CS accommodations in the project narrative supports more accurate estimates

5. PROJECT PRIORITIZATION AND SELECTION

- Projects are reviewed and prioritized for the TIP
  - In crafting scopes for TIP projects, DOT&PF reviews projects for multimodal considerations using the CS checklist to further document treatments
- Is the project feasible?
  - If yes, scope is finalized for the TIP and cost estimate, design, and schedule are completed
  - If no, document why and contact MVP and the Applicant to discuss
  - Changes to the project scope that require an exception are reviewed by the MVP Policy Board
- Project funding is obligated

MATSU VALLEY PLANNING *for* TRANSPORTATION