



Proposed Bogard/Seldon Road Corridor Access Management Plan
 First Draft Public Comment Period: 10/09/24 – 12/3/24.

Comment Response Log

Number	Comment Source	COMMENT	Response
1.	Online form	<p>Unwise spending of money. It does nothing to improve the flow, just relocates it. Limiting access to Bogard, increases the speed of the cars on Bogard, making the space to pull onto it smaller,</p> <p>Putting a two lane roundabout on engstrom/Bogard and cottonwood(eastern)/Bogard then observing the traffic flow would probably fix it.</p> <p>Implement the rest of the ideas later, if needs be.</p> <p>Purportedly 30,000, cars go into anchorage on the glen, the plan claims 10,000 cars drive on Bogard? Maybe cross, but not travers Palmer to Wasilla daily.</p> <p>Widening Bogard can happen later easily, if the roundabouts are like the trunk/Bogard roundabout.</p> <p>Put a left turn lane on northbound Tait.</p>	<p>Improving access management along the corridor will result in less conflict points, eliminating left turns being made from through lanes that have significant impact on traffic flow, and reduce the potential for crashes.</p> <p>Recommended locations for intersection control improvements have been identified in the CAMP, which will result in improved flow of traffic.</p> <p>Construction timing of improvements identified in the CAMP will vary. The purpose of the CAMP is to identify what improvements are needed, allowing for improvement projects to be identified, studied, engineered, and funded for construction.</p> <p>Although the CAMP shows what the typical section of widening Bogard would look like, the CAMP does directly say Bogard must be widened. Widening Bogard will require a more extensive study to determine traffic need and impacts to environmental resources, which is outside the effort of this plan to improve access management along the corridor.</p> <p>Improvements on minor approaches may be considered during detailed traffic analysis and design of recommended improvements in the CAMP.</p>
2.	Online form	<p>A center turning lane throughout the corridor like was done on the Palmer Wasilla Hwy and some wider shoulders for turning right might be a good idea.</p>	<p>Center turn lanes, or two-way-left turn lanes are considered throughout the CAMP. Although center turn lanes will separate left turning traffic from through traffic, it does not reduce access points that currently do not meet recommended access spacing. With improving access points to meet recommended access spacing one of the primary goals of the CAMP, a center turn lane is only considered where alternative access management strategies are determined to be infeasible.</p>
3.	Online form	<p>It seems that some unnecessary, expensive solutions have been proposed for what could be solved with simple solutions.</p>	<p>The CAMP has identified both major and minor improvements that will improve access management, safety, and traffic flow along the Bogard-Seldon corridor.</p>
4.	Online form	<p>The new roadway that has been proposed to connect North Burlwood Lane to that of Greentree seems silly. We are only 5-6 properties on North Burlwood and the proposal would violate the properties of at least three property owners. It also seems very expensive. Please work with what we have with the access of Burlwood to that of Bogard. Just build a small frontage road on Bogard for Burlwood access.</p>	<p>The location of the proposed new collector road was placed to minimize impacts to developed parcels. Prior to design and construction of the proposed collector road, MSB will work with impacted property owners to determine appropriate alignment of the new collector road.</p>
5.	Online form	<p>Sounds good. Please also consider extending the bike path from N Trunk Road to the west (Segment C). Biking this section of roadway feels dangerous. Even short sections of added bike path in places would give a cyclist a sense of relief for a short period of time.</p> <p>Also, roundabouts are great, please add more. Thank you</p>	<p>Extensions of bike paths will be incorporated during the design phase of the recommended improvements. The CAMP has identified locations recommended for intersection control which may include a roundabout.</p>
6.	Online form	<p>Would greatly benefit from improved access control and a bike path. More roundabouts please.</p>	<p>Extensions of bike paths will be incorporated during the design phase of the recommended improvements. The CAMP has identified locations recommended for intersection control which may include a roundabout.</p>
7.	Online form	<p>Other proposed changes such as connecting Sam's Drive or Travel Air to Charlie Drive to facilitate through street access to the Bogard Seldon roundabout from Charlie Dr. pose a significant risk to the airstrip by creating a high traffic road through a quiet residential neighborhood. I believe most of us around the airstrip moved to Shaw's Tri-Lakes to be part of the airstrip community and increased traffic through the junction between the FAA designated airstrip and the FAA Seaplane base on Anderson Lake create serious conflicts between aircraft traffic and vehicles especially when people unfamiliar with airport operations begin transiting through taxiways to get to Bogard.</p>	<p>This is no longer proposed in the CAMP.</p>



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8.	Online form	This area desperately needs these improvements, along with an increase in multi family housing	Thank you for your comment.
9.	Online form	Like the rest of the plan, this area needs these improvements. What consternates me is the Radon Rd. backage road plan. As a parcel owner along that road, I see from the plan that my property geometry would literally be rearranged and a ROW would end up just a few feet from my front door. The backage road plan would essentially turn five properties into a landing strip and completely ruin the entire reason we chose this location to purchase. It would appear that two or three of these properties would need to be purchased for this project (as the structures are in the way of the proposed construction). What the borough should do, if they want to demonstrate some forward thinking, is purchase all properties (at market value, because that is what our tax burden is) and maximize the area after ROW implementation for multi family residential construction. Mat -Su is in desperate need of these.	The CAMP has been updated to provide a couple backage road options. The alignment or recommended backage road option will be considered during a future design phase at which point detail understanding of impacts will be identified and addressed.
10.	Online form	I believe it is unsafe to have the dairy farm near Trunk to be turned into a gravel pit. We do not need more heavy rigs on Bogard!	Thank you for your comment. The CAMP does not address current or proposed land use. It only addresses how future development may access Bogard-Seldon.
11.	Online form	I used to live off of Seldon near Church Road and drove into Palmer for work each day. There are many awful spots along Bogard and it's just getting worse as the area is developed and our population grows. The stretch of Seldon between Lucille and Wasilla-Fishhook is very narrow and dark in the winter. With no guard rails and very little shoulder on either side, this was often my most dreaded spot of my commute, especially when faced with oncoming traffic or an oncoming snowplow.	Thank you for your comment.
12.	Online form	Overall, I believe it is a good plan, however there are a few items that should be taken into account. 1) Finger Lake Wayside needs to have direct access to Bogard with a RO/RI at a minimum. 2) Removing previously negotiated access point for the Farmland is not right without providing an option to access Bogard directly. 3) Extending Radon through lots with existing houses on a lake front property, essentially bisecting the lot and possibly demolishing a house is not a good plan and needs to be rethought. 4) The frontage road between Ward S Rd and Cambay Ct does not appear to have enough room with houses so close to the road. 5) Segment C has the highest AADT and has the highest number of accidents. This area needs to allow a high volume of vehicles, with 5 lanes, which may require purchase of easements. This should be approached with a discerning eye as not to encroach on all property owner's rights or ownership.	1) The CAMP has been updated to provide an option that maintains direct access to Bogard to/from Finger Lake Wayside State Park 2) Driveway access for these properties is currently under review by the Alaska Department of Transportation and Public Facilities (ADOT&PF) as part of a pending Conditional Use Permit process required by the Matanuska-Susitna Borough. 3) The CAMP has been updated to provide a couple backage road options. The alignment or recommended backage road option will be considered during a future design phase at which point detail understanding of impacts will be identified and addressed. 4) The frontage road requires additional studying. Full impacts will be identified and addressed during the environmental, engineering, and design phase. 5) Widening Bogard to the 5-lane typical section as shown in the appendix of the CAMP will require additional environmental and engineering analysis. Impacts will be identified during the environmental, engineering, and design phase of the project.
13.	Online form	The Finger Lake Wayside State Park need to have a dedicated access to Bogard Rd. To require access via Green Forest and then onto Ashmore is, with tourists and campers through a road that has both private residences and businesses, is not the best plan. This will bring much more traffic through a neighborhood that was previously a cul-de-sac and will devalue the private property values.	The CAMP has been updated to provide an option that maintains direct access to Bogard to/from Finger Lake Wayside State Park
14.	Online form	I like this plan over all, I think we need more lighting in the roundabouts and better lighting on bike and ped pathways. Better crosswalks, I think that they should be a mix of stand alone crosswalks and better one at existing traffic signals and new ones at new traffic signals.	Thank you for your comment. Improvements such as lighting and enhancements to bike and pedestrian pathways will be considered during environmental, engineering, and design phase of the projects.
15.	Online form	I believe the overall plan is beneficial to the public and significantly enhances safety within the planned corridor.	Thank you for your comment.



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16.	Online form	<p>Add turn lanes to the existing State Park entrance from Bogard Road to save money, improve traffic flow, and enhance public safety. I believe that the realignment of East Ashmore Avenue into the State Park is an unsafe and costly idea. The realignment would create a safety hazard as it would divert a significant amount of State Park traffic through a residential and congested area. The State Park and general public would be better served by adding turning lanes at the existing entrance to the State Park from Bogard Road.</p>	<p>The CAMP has been updated to provide an option that maintains direct access to Bogard to/from Finger Lake Wayside State Park which may include either full median opening with left turn lanes or right-in-right out with a non-traversable median.</p>
17.	Online form	<p>I support a plan that promotes safer roads and neighborhoods but not at the expense of individual property owners. If changes in roads and, in particular access alternatives, damage the property rights of individual property owners, those damages must be paid just compensation.</p> <p>Although authoritarian government bureaucracies promulgate authority to take property rights through police action, both the US Constitution and the Constitution of the State of Alaska guarantee just compensation must be paid. Under the 5th amendment of the US Constitution:</p> <p>“Nor shall private property be taken for public use, without just compensation.”</p> <p>Likewise, the constitution of the State of Alaska, Article I, Section 18, reads:</p> <p>"Private property shall not be taken or damaged for Public Use without just compensation."</p> <p>Although government frequently attempts to take private property rights through police power, police power is subject to payment of just compensation for property rights taken guaranteed by the constitutions of the United States of America and the State of Alaska.</p>	<p>Thank you for your comment. Impacts to private Right-of-way will be assessed during the engineering and design phase of projects. At that time, MSB or AKDOT&PF will undergo a formal Right-of-way process to assess damages and provide fair compensation for the impacts.</p>
18.	Online form	<p>The proposed changed access for Old Squaw as shown on the maps (Section E) doesn't make any sense. The map shows the exit road via Old Squaw Circle due east a short leg then with a sharp turn south to connect to Snowgoose. This is a steep grade and barricaded by private property all along Snowgoose. More sense could be had by following an existing forested path (or old gravel road) due East of Old Squaw Circle STRAIGHT out to Snowgoose along Memory Lakes Estates Tract 2B common land.</p>	<p>Thank you for your comment. The CAMP has been revised to this recommendation.</p>
19.	Online form	<p>The whole corridor needs better lighting.</p>	<p>Thank you for your comment. The CAMP does not address lighting directly. However, as intersections are improved, lighting improvements will be considered during the design phase of the projects.</p>
20.	Online form	<p><Null></p>	<p>null</p>



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21.	Online form	The proposed road between caribou and chandelle goes directly through my lot and will make it completely unusable. Anderson Lake With is an airplane/airstrip community, more traffic would increase the potential for conflict between the aircraft that use the airstrip and vehicles that aren't a part of that neighborhood. This road would also block access to the runway for all of the aircraft that reside in the hangars owned by Orion Construction. The lot where the proposed road would be has a significant slope to it. If a road was cut through that lot, it would disturb existing hangars and homes. It could have serious long term effects on existing foundations and drainage issues. The impact on traffic that this road would seek to remedy would be extremely minimal and would not override the negative impact it would create on the Anderson Lake airstrip community (Shaw Tri Lakes HOA). It also deeply impacts my family dramatically because it would go directly through the lot we own there.	The CAMP was updated to no longer include enhanced connections to N Sam's Drive. The proposed frontage road only extends between N Lazy Eight Ct and N Chandelle Ct. The CAMP recognizes the impacts frontage and backage roads may have on private property. Impacts to private Right-of-way will be assessed during the engineering and design phase of projects. At that time, MSB or AKDOT&PF will undergo a formal Right-of-way process to assess damages and provide fair compensation for the impacts.
22.	Online form	Why are most intersections designed with a hump on the side road just before the intersection when the landscape around them doesn't require it? I can't count the amount to times someone has almost slid down the hump on Greentree and into the traffic on Bogard or into another car stopped at the intersection. There are also many times that it is difficult to get up the hump when it is icy after turning off of Board onto Greentree. All side roads including Greentree need to have their intersections designed to be much flatter	The CAMP does not directly address geometric roadway elements at each intersection. However, as the CAMP is implemented, opportunities to improve intersection geometry will be realized at locations improvements are constructed.
23.	Online form	I agree with a turn lane the entire length of Bogard/Seldon but I disagree with a stop light at Greentree and the access rd situation for my business at 6800E Bogard Rd. Not having direct access from Bogard road could possibly ruin my business.	The CAMP does not propose a traffic signal at Greentree St/Bogard. Business impacts due to driveway closures will be assessed during the engineering design phase.
24.	Online form	If my driveway (which is shared) is proposed to be "closed" and the only access is through Radon Dr. the impact of construction for a driveway would be through my living room and front deck of my residence for myself and my neighbor which shares my driveway to access currently to E. Bogard .	Impacts to private property will be analyzed in greater detail during the engineering phase. The CAMP provides several options regarding driveway closures and a backage road along Radon that will be analyzed at a future time.
25.	Online form	Please reconsider making Sams a connector to Charley! It is a BAD idea for a ton of reasons!	This has been removed from the CAMP
26.	Online form	I agree with increased mobility throughout through valley. I would like to see more sidewalks so the walkability around school areas would be increased. I am not for cutting off neighborhoods from access, but rather consolidated problem areas.	Thank you for your comment. Managing access points along Bogard-Seldon is necessary to improve safety and traffic flow along the corridor.
27.	Online form	Taking away the ability to turn left in/out of Anoka would not only decrease the values of the homes in that area, but would also increase traffic flow through a neighborhood full of kids and increase travel time. With most of the school that service the neighborhood being to the left, travel to and from the schools would also increase. If the road was increasing to 4 lanes, I would better understand. As another option, a side street connecting to Lakeview would be a better alternative than cutting off left access.	Eliminating the existing access point from Anoka is necessary to meet intersection spacing requirements. To minimize out-of-direction travel and maintain full access to/from Seldon, the CAMP proposes a new minor collector to be constructed connecting Anoka Pl to Lakeview Road.
28.	Online form	I am suggesting you explore an option of building a frontage road instead, and enlarging Bogard artery not only on south side but on the north side too (where an open lot for outside RV parking is now)	Thank you for your comment.
29.	Online form	The overall road from fishhook west to ward needs widened. This would alleviate near misses for turning traffic by giving startled drivers, (missed breaklights, didn't see turn signal, distracted) an escape route.	Widening of Bogard-Seldon is something that will be considered based on additional analysis, environmental assessment, and engineering. The CAMP looks to develop solutions that address the need to improve access management along the corridor to improve safety and traffic flow.



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30.	Online form	The proposal to make Jasper a cul-de-sac doesn't make a lot sense to me. The slope uphill on Jasper Dr will make the road impassable at times during the winter. Line of site is good and in the nearly thirty years I have been here we recall one rear-end collision on Seldon and that could have been avoided with wider shoulder. It would also add 3/4 of a mile to exit my location	The CAMP not only addresses existing known issues along Bogard-Seldon, but it looks to improve safety and traffic flow while accommodating future growth.
31.	Online form	Greyling to King Salmon in Alaska Estates #2 does not seem feasible. Unless the non conforming status' are removed & borough road maintenance is implemented.	Thank you for your comment. This was noted in the CAMP.
32.	Online form	I own 6800 E Bogard house. I have concerns that adding an access road to the rear of my house will increase problems of traffic flow and not allow access to my garage without a congested, wraparound driveway and in addition will devalue my house as it will lose all curb appeal and a large portion of my property . What does the borough intend to do to compensate me for this loss and value?	Thank you for your comment. Impacts to private Right-of-way will be assessed during the engineering and design phase of projects. At that time, MSB or AKDOT&PF will undergo a formal Right-of-way process to assess damages and provide fair compensation for the impacts.
33.	Online form	Please do Rroundabouts instead of lights. It would be nice if the roundabouts were big enough for 18 wheelers. Please don't make it like P-W highway!!! Everyone I know avoids driving it because of all the stop lights. We would rather drive Bogard.	Thank you for your comment. The type of intersection control treatment will be determined during the engineering design phase.
34.	Online form	Need more signals and a lot less roundabouts. Roundabouts do not work in Alaska. Too many people ignore or just don't care about common courtesy. Signals would work better, the roundabout on Seldon/Bogard is an example of a roundabout not working, it is too narrow and too many drivers ignore common courtesy ofthe road.	Thank you for your comment. The type of intersection control treatment will be determined during the engineering design phase.
35.	Online form	I think improvements to this road are a great idea. Please maintain ATVs and bike paths because I use them daily with family activities and many of my neighbors. I would also like to discourage signal intersections and encourage roundabouts wherever possible. Roundabouts improve traffic flow, are safer, lower maintenance costs, and have better community appeal.	Thank you for your comment. The type of intersection control treatment will be determined during the engineering design phase.
36.	Online form	Just, please rethink signal intersections. I beg you!!!!	Thank you for your comment. The type of intersection control treatment will be determined during the engineering design phase.
37.	Online form	I am concerned about speed enforcement and commercial development with any beltway around an urban area.	Thank you for your comment. The CAMP does not propose a beltway.
38.	Online form	The stretch between Snowgoose and Locharron is a wetland area with much wildlife including moose who venture across the road. This stretch should be elevated to avoid both with the increased speed limit that will result with an upgrade.	Thank you for your comment. Environmental resources will be assessed during the engineering design phase.
39.	Online form	The roundabout at the connection to Bogard and Seldon as it is extremely small campers and big trucks have a hard time with it and cut through the center of it as well as the multitude of very special Alaskans that just drive right through the center because they are to lazy to follow the traffic pattern. I have almost been hit at lest 4 times in the last few years. The round about need to be bigger with multiple lanes and nice big rock in the center to keep the special people in there lanes.	Thank you for your comment.
40.	Online form	Will we lose our property?	Thank you for your comment. Impacts to private Right-of-way will be assessed during the engineering and design phase of projects. At that time, MSB or AKDOT&PF will undergo a formal Right-of-way process to assess damages and provide fair compensation for the impacts.
41.	Online form	We are the 1st house on lazy Eight Ct, how will we be affected?	Thank you for your comment. Impacts to private Right-of-way will be assessed during the engineering and design phase of projects. At that time, MSB or AKDOT&PF will undergo a formal Right-of-way process to assess damages and provide fair compensation for the impacts.



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42.	Online form	Anderson lake will be effected by the route change.	Thank you for your comment. Impacts to private Right-of-way will be assessed during the engineering and design phase of projects. At that time, MSB or AKDOT&PF will undergo a formal Right-of-way process to assess damages and provide fair compensation for the impacts.
43.	Online form	Use a frontage road to connect Burlwood to Green tree	A new roadway connection between Burlwood and Greentree has been included in the CAMP.
44.	Online form	I am in support of the project. This section of road in the Valley is much too busy for how it is currently designed. It is very dangerous. Also I am in strong support of making sure a bike path is added along the entire section of the project. If not done now it likely will never be done and the community will suffer.	Thank you for your comment. As projects advanced, bike and pedestrian improvements will be considered during the design phase.
45.	Online form	Please add a bike path to this section, as well as the entire project. Communities with bike paths are more valued and safer.	Thank you for your comment. As projects advanced, bike and pedestrian improvements will be considered during the design phase.
46.	Online form	The blind spots on Bogard Rd , the hill at Barrys Resort (Elks Club) & N Dolly Varden is very dangerous for pulling out , whether turning left or right. The grade of the road should be lowered for better visibility of Bogard traffic coming from either direction.	Restricting left turns at Barrys Resort and Dolly Varden will reduce potential for crashes.
47.	Online form	The proposed 'arterial' road from Charlie road through the Sams Drive residential neighborhood, a designated airpark with aircraft taxiing to their hangars and parking areas could cause aircraft-vehicle accidents. There is also the Anderson Lake Airport runway crossing (FAA Designation OAK1), which would be at high risk for runway incursions. In addition to the aircraft-related issues, there are many children walking on roadways to and from school buses. The increase in traffic flow is a danger to the children.	Improvements to the Sams Drive connection have been removed from the CAMP
48.	Online form	Not happy to see two recommendations directly affecting our property. You proposed a driveway access between two of our lots for someone else's business access and to extend Dolly Varden Drive thru to E. Toller Court. Both sides of me to be developed? Lived here for 35+ years and because developers built too large of subdivisions making millions, we have to give up our land? Our privacy? Has anyone even looked at the grade of the hills you are proposing to develop? I doubt it as it's too steep. Why does a commercial business get right of way directly through our residential property?	Thank you for your comment. Impacts of the proposed driveway and viability of extending Dolly Varden will be assessed during the environmental, engineering, and design phase of the project.
49.	Online form	Reduce speed limit first. The traffic is only bad during school times in morning and commuters coming home. Put in a few traffic lights. Round a bouts are hard on bigger vehicles. The one at valley country store is a joke. I don't want to lose a bunch of land that I have bought so I can have a roundabout in my yard.	Thank you for your comment. Intersection control options will be explored during the environmental, engineering, and design phase of the projects.
50.	Online form	They are saying they want to take out my lower driveway on our property. We have a special needs child that will be in school another 8 years or so and the bus access is necessary. The property that is not built on would have no access when we go to sell it. We have kept also a tree Barrier up so that we don't have to see and hear traffic as much. I agree it's busy. Make the speed limit lower. Put up a couple lights at busy intersections such as cottonwood shores caribou earl. But taking out our driveway leaves no access to our property. Are you planning on compensating us for the land you take? We also have a street light close to the bottom of our driveway. What would you do ?	Impacts and recommendations of driveway consolidation/realignment to minor roads will be assessed and evaluated during the environmental, engineering, and design phase. Impacts to private Right-of-way will be assessed during the engineering and design phase of projects. At that time, MSB or AKDOT&PF will undergo a formal Right-of-way process to assess damages and provide fair compensation for the impacts.
51.	Online form	Let's get it done.	Thank you for your comment.



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52.	Online form	I support the idea that the Bogard side of N. Greyling St. should be turned into a cul-de-sac while being extended to E. Pike Ave. However, to improve connectivity, I would like to see improvements along the full length of E. Pike Avenue, not just to the east, but also to the west, extending to Bear St. Additionally, E. Pike Ave. and N. Greyling St. should be paved. Having right-in/right-out access to Bogard from N. Bear St. is a good idea if traffic lights are out of the question.	Thank you for your comment. Your suggestions will be considered for inclusion into the CAMP.
53.	Online form	It is badly needed and long overdue. It will fail unless accompanied by strong clear legislation and most importantly enforcement by code compliance and platting. Platting has a long history of allowing “variances “ to requirements , especially for well connected developers. This needs to be addressed in the legislation. Code enforcement needs additional funding to actually enforce the legislation and gain compliance. Currently, standard driveway permits aren’t being enforced and violations are being granted “exceptions “. This needs to stop.	Thank you for your comment.
54.	Online form	If we get to keep our property How will lazy eight access bogard?	Access to/from Lazy Eight Court will be maintained via new frontage road between N Lazy Eight Court to N Departure Cour
55.	Online form	<Null>	Null
56.	Online form	The existing Bogard/Seldon mini roundabout is unacceptable as currently built. The speed drivers take going straight trough are excessive as shown by the high accident rates there. In particular, loaded dumptrucks and tractor trailers frequently create very dangerous near misses due to excessive speed entering the roundabout. Either add significant speed bumps to the entries, or enlarge to at least as large as the Colony schools pairs.	Thank your comment, however geometric improvements for the mini roundabout are outside of the scope of this project but may be considered as part of a different project.
57.	Online form	Overall I think another single round about a moose or bear and a medium for right only turns would help a lot.	Thank you for comment.
58.	Online form	One recommendation is to block a driveway. I don't agree with this. This family owns a company requiring large trucks. They also have a disabled daighter and the school bus comes into the drive and takes the 2nd drive out. I also don't want to see the road widening into my property. Two lanes with median would suffice. I agree with medians and right only turns and even adding another single round a bout to moose or bear Street.	Thank your comment. Impacts to private property will be evaluated during the environmental, engineering, and design phase of the project.
59.	Online form	As a final note, I would also like to mention that the Borough sent a letter alerting us to the CAMP project AFTER November 6, 2024, which happened to also be the exact same day as the CAMP Open House, which, to my understanding, was the only opportunity to voice any concerns or ideas in person regarding the project. The letter itself had the date of November 6, 2024 dated at the top of the page. Not sending timely notices to affected residents instead only sends a message of ill will and shady practices that show clear disregard for their citizens. I expect better from the Borough and hope this project will not continue to be a showcase in lazy communication “efforts”.	Thank you for your comment. There will be more opportunities to voice your opinion and provide your comments on the projects highlighted in the CAMP.
60.	Online form	DEADLY proposal. Highly Dangerous for Anderson Lake Aviation community. Increasing traffic volume around the runway and surrounding Anderson Lake area will lead to plane crashes and fatalities. Currently the road passes in front of the runway, with an increase in road traffic, there WILL be aviation and vehicle collisions. Any increase in traffic volume around or through Anderson lake puts everyone at risk. Strong NO. The runway in Anderson Lake needs low traffic volume. Fences and protective barriers also pose a hazard for aircraft. The only solution is NO additional traffic.	Thank you for your comment. The improved connection at Sams Drive has been removed from the CAMP.



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61.	Online form	Anderson Lake Aviation Community. Additional traffic in and around this neighborhood poses a DIRECT THREAT to aircraft and vehicles. Drivers are not aware of landing/taking off aircraft, and aircraft are unable to avoid speeding vehicles. NO more traffic volume in this area. NO new public road access to Anderson Lake. NO road construction in Anderson Lake neighborhood.	Thank you for your comment. The improved connection at Sams Drive has been removed from the CAMP.
62.	Online form	There are cheaper solutions out there for alleviating the traffic issues on Bogard while simultaneously respecting the property rights of land owners. The Burlwood feeder road to Greentree is an abuse of taxpayer money while much cheaper alternatives are out there. Also, if the concern about traffic was so high, why would a gravel mine be allowed to be established at the old dairy farm near Trunk and Bogard.	Thank you for your comment.
63.	Online form	I think there is a need to assist in better traffic flow, but cutting main access to neighborhood is not the way.	Thank you for comment. One of the primary goals of the CAMP is to improve safety by reducing conflict points along the corridor. The CAMP considers many treatments while trying to minimize impacts to property owners and the travelling public.
64.	Online form	This is a major neighborhood and the use of Anoka to leave this neighborhood provides value to the resale of our homes and convenience for this neighborhood to get to a many major roadways. By eliminating left hand turns(which only effects people leaving the neighborhood, you are increasing this neighborhoods time to reach those major roadways significantly. For example, if I were to have to go to Palmer, the flow of traffic would push me to fishhook to either make a u-turn, or drive into wasilla. This increases my drive time significantly, especially with getting kids to and from school off Seward Meridian. I would be for alternatives, but not ones in which force all residents to turn right and drive out of their way to get to major roadways	Thank you for your comment. The CAMP provides recommendations that improve intersection spacing and reduce conflict points along the corridor. Out-of-direction travel was considered and improvements are recommended to minimize the impact.
65.	Online form	Happy to see something being done, Bogard can be extremely dangerous.	Thank you for your comment
66.	Online form	There was some construction done and a lot cleared of trees on the corner of Bogard and Greentree, however there is a hill between the lot and the road directly on the corner. Because all the trees have been cleared and the hill still remains, it has created a snow fence situation causing the corner of Bogard and Greentree to be filled with snow regularly. There has been several times throughout the winter that the road has almost drifted completely closed. This of course has caused an even more dangerous situation at the intersection. The power pole on top the hill and the hill needs to be removed.	Thank you for your comment.
67.	Online form	Much needed and great plan	Thank you for your comment.
68.	Online form	Please don't disrespect the property rights of the landowners on North Burlwood Lane. As stated, we are a small lane with minimal traffic. A new feeder road to Greentree is expensive and not needed. Work with what already exists, the North Burlwood access to Bogard.	The CAMP recommends improvements that improve intersection spacing while maintaining acceptable access to subdivisions. Impacts to private Right-of-way will be assessed during the engineering and design phase of projects. At that time, MSB or AKDOT&PF will undergo a formal Right-of-way process to assess damages and provide fair compensation for the impacts.
69.	Online form	I think there needs to be a solution to the traffic on bogard but a median at bear street isn't the best solution. Perhaps widening the road or adding turn lanes? Not sure of all the moving parts but I disagree with the proposed solution. Specifically the easement at greyling- doesn't seem like it will make enough of a difference to make it worth it. We live off chinook and if that easement gets punched through we will relocate- not interested in more through traffic near our home.	Thank you for your comment. The CAMP recommends improvements that improve intersection spacing while maintaining acceptable access to subdivisions.
70.	Online form	Fabulous and much needed improvements.	Thank you for your comment



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71.	Online form	I like the plan, and have sense the start. I know that there are a good amount of roads that are proposed to have access removed and to be turned into cul-de-sacs, I don't think that the plan went far enough still lots of access points that are going to turn Bogard-Seldon corridor into the Palmer-Wasilla hwy which is a total mess!	Thank you for your comment. The CAMP improves access spacing to meet recommended intersection spacing criteria.
72.	Online form	I know the plan shows the extension of the eminent domain circle but does not show the new 50+ home development across the street from the new combined access point. This should be looked at for a traffic light, or a roundabout with street and sidewalk lighting and the developer should be partially responsible to pay for the improvements or simply the new development should have not had direct access to bogard to begin with, as i have no idea how they got a permit to add it in the first place.	Thank you for your comment. The CAMP incorporates development access already approved. The access described meets recommended intersection spacing.
73.	Online form	Good, needs more of a shoulder.	Thank you for your comment
74.	Online form	Needs more lighting.	Thank you for your comment
75.	Online form	I agree with a turn lane the entire length of Bogard/Seldon but I disagree with a stop light at Greentree and the access rd situation for my business at 6800E Bogard Rd. Not having direct access from Bogard road could possibly ruin my business.	The CAMP does not propose a traffic signal at Greentree St/Bogard. Business impacts due to driveway closures will be assessed during the engineering design phase.
76.	Online form	I agree with a turn lane the entire length of Bogard/Seldon but I disagree with a stop light at Greentree and the access rd situation for my business at 6800E Bogard Rd. Not having direct access from Bogard road could possibly ruin my business.	The CAMP does not propose a traffic signal at Greentree St/Bogard. Business impacts due to driveway closures will be assessed during the engineering design phase.
77.	Online form	I think this is desperately needed, but I have some safety concerns that I don't think are being considered.	Thank you for your comment
78.	Online form	The idea of putting a through road from Bogard to Charley using Sams Drive is of grave concern to me. Both Sams and Travelair are used as taxiways for airplanes, and most people don't know the first thing about what to do when they see an airplane on the road. Secondly, there are tons of kids in this neighborhood that access the lake and the grassy areas, and by making this a cut through, we would no longer have a safe area for our kids. While I understand the need for a different cut through option, this one IS NOT THE BEST or even a good one when thinking of the safety of children, pilots, and drivers.	Thank you for your comment. This has been removed from the CAMP.
79.	Online form	<Null>	null
80.	Online form	I have concerns about putting in a median where people will have to go out of their way to go East or West. Many of us who use this road do so because we can easily turn left or right at a driveway or street. Many times I drop off kids after school and it would be a huge detour if I could not easily access their homes. I foresee people then using the neighborhood streets to "cut through" to get where they need to go. And no one wants to do U turns. They already have plowing issues in turn lanes such as at Twindly Bridge or on KGB. My kids attend Twindly and the turn lane frequently does not get plowed.	Thank you for your comment. The CAMP provides recommendations that improve intersection spacing and reduce conflict points along the corridor. Out-of-direction travel was considered and improvements are recommended to minimize the impact.



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81.	Online form	<p>We drive this intersection multiple times a day. We would like to keep Church an uninterrupted street. Is it possible to install flashing red lights on Seldon. I have seen people run the stop sign many time and it is not because they are trying to beat traffic. Everytime it just looks like they forgot or did not know, they did not have the right of way. They were just looking straight ahead and kept on driving. With the wide intersection the stop sign is not always highly visible or visible at all if there is a large truck in the turn lane. How about adding signage further East and West on Seldon warning to drivers of the upcoming intersection with flashing lights.</p> <p>Also add signage on Church warning of a crossroad ahead. Could add an yellow flashing light.</p>	Evaluation of the appropriate intersection control at Church will be completed as part of the environmental, engineering, and design phase of the project.
82.	Online form	I like 90% of the plan I think that some of these new developments need to not have direct access to bogard	Thank you for your comment.
83.	Online form	New development with over 50 new homes with direct access to bogard close to the school, this should have to been routed to 49th state street and Arabian. Not directly to bogard.	The access for this development was already approved prior to the CAMP. The proposed intersection meets recommended intersection spacing.
84.	Online form	signal light at Caribou/Bogard.	Thank you for your comment
85.	Online form	Sams Drive to Charley Drive connection would be a terrible idea. With numerous aircraft using the streets as taxi ways to and from the run way, dozens of children using Anderson Lake as recreation, and many other reasons, this change would result in a dangerous situation for many people.	Thank you for your comment. This has been removed from the CAMP
86.	Online form	Street light at Seldon/Fishhook needs ti become a circle or a new better effient street light.	Thank you for your comment
87.	Online form	Please dont make my life more hectic medicaly. Retink, redraw your plans	Thank you for your comment
88.	Online form	Many of the proposed changes along Bogard make sense and I support efficient traffic flow and safer travel along Bogard rd. Unfortunately, the proposals to route traffic through a long-established airstrip would create and unsafe environment for airplane operations. The significant costs and potential issues with placing a road from Caribou to Chandelle through steep terrain need to be considered before any decisions are made. I hope you take all of this into consideration as the planning for this major project proceeds.	Thank you for your comment. The improved connection to Sam's Drive has been removed from the CAMP. Impacts to private Right-of-way will be assessed during the engineering and design phase of projects. At that time, MSB or AKDOT&PF will undergo a formal Right-of-way process to assess damages and provide fair compensation for the impacts.
89.	Online form	My family and I recently moved back to Alaska following a military move for three years in Missouri that took us out of the state. We purchased our home at 3205 N. Chandelle Ct in Wasilla because of the location on an airstrip and the lot's location at the end of a cul-de-sac. I have concerns with the proposed Chandelle Cul De Sac and access road I wish to address as part of the Bogard-Seldon Rd CAMP. Cutting an access road through or immediately adjacent to my property eliminates much of the reason we moved to this area in the first place. The proposed access road runs through a significant hill that extends from my lot up through the adjacent lot. The earthwork alone to make the route viable poses a significant impact to the topography of my lot and would put my hanger and property exposed to a high traffic route. Cutting the road would also destabilize the soils and caused potential drainage and runoff concerns in the future.	Thank you for your comment. Impacts to private Right-of-way will be assessed during the engineering and design phase of projects. At that time, MSB or AKDOT&PF will undergo a formal Right-of-way process to assess damages and provide fair compensation for the impacts.
90.	Online form	I think the overall plan is fine in theory, but the Borough needs to really listen to input from the individuals who live/access the areas as they will likely have much more feasible options than those of an engineer simply looking at a map and thinking "good enough for government work".	Thank you for your comment.



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91.	Online form	The current proposal recommends installing a road linking N Burlwood to Green Tree St. via access through parcels belonging to three separate owners (two of which the land is in a Trust). This proposed road would cut through the literal front yard of my home, where my three young children play. Where my giant bay windows look out into a forest my family and I deliberately bought this house for, preferring nature over the bustle of other people. This proposal is suggesting to rip all that away, to make me have to worry about my children getting hit by a car accessing this new road every time they simply want to play outside. This is particularly frustrating since there are other much simpler, more viable options for the proposed rd, the primary one being a simple frontage road. It would provide easy business-front access to the new commercial property recently developed by Sumner Properties on the corner of Green Tree (what company wouldn't prefer customers being able to easily access them?)	The location of the proposed new collector road was placed to minimize impacts to developed parcels. Prior to design and construction of the proposed collector road, MSB will work with impacted property owners to determine appropriate alignment of the new collector road.
92.	Online form	Are any improvements planned for the section of E. Bogard Road between the E. Bogard Road/E. Seldon roundabout and Seward Meridian Road?	Yes, the CAMP recommends improvements along E Seldon Road.
93.	Online form	The overall plan seems to be at the behest of collusion with developers as opposed to current residents within this corridor.	Thank you for your comment. An Open House and the public engagement process has been implemented to receive input from the public and residents along the corridor.
94.	Online form	On page 28, item #10 of the plan, I am greatly opposed to having a new roadway connecting N. Burlwood to Greentree. There are only 5 properties on N. Burlwood Lane with limited traffic entering and exiting Bogard Rd. The plan that you have prostitutes the integrity of three property owners by blazing an unnecessary road through their private domains, while a pre-existing road, N. Burlwood Lane, already exists. This seems expensive from a taxpayer standpoint, unnecessary, and once again, disrespectful of current property owners' rights. Much cheaper alternatives are available, such as a frontage road on Bogard Rd. to N. Burlwood, or a turn right only aspect onto Burlwood to Bogard and vice versa. Why are you disrespecting the property rights of individuals on such a low use road? Several individuals on N. Burlwood Lane are putting their properties into land trusts to stop this abuse of power. There are more economical and respectful solutions out there.	The location of the proposed new collector road was placed to minimize impacts to developed parcels. Prior to design and construction of the proposed collector road, MSB will work with impacted property owners to determine appropriate alignment of the new collector road.
95.	Online form	Overall, I believe Bogard road needs to be widened, with a turn lane put in. In agreement that there needs to be a round about at the Engstrom / Green forest section.	Thank you for your comment
96.	Online form	Believe a round about would also help with the Caribou area (the Shaw Tri Lakes & Cottonwood traffic) . The highest volume intersections for schools should have programable lights with turn lanes (similar to Teeland). Believe Sebastian entrance should be a right turn only.	Thank you for your comment
97.	Online form	The intersection at Bogard and Arabian can get hard to cross, there is a turn lane for east bound on Bogard to turn onto Arabian both directions but if you are headed west there is only a turn lane to turn south (Left) on to Arabian not one to turn North (Right) there have been several near misses due to the lack of turn lane and the high speed limit as most people are doing 60-70 down Bogard in that section. This is also a common spot during the summer for bicyclists and walkers to cross Bogard may are smaller children.	Thank you for your comment. This will be evaluated.
98.	Online form	Sam's and travel air connect to the runway! That will not be safe to increase that traffic there.	Thank you for your comment. This has been removed from the CAMP.
99.	Online form	Long overdue!	Thank you for your comment
100.	Online form	I've driven this segment for nearly 30 years. One of the problems (and causes of accidents) is the lack of gaps in traffic due to no signals and people passing left turners on the shoulder. The signal/roundabout at Moose should be moved to Caribou. Caribou is a 'cut through' from Wasilla Fishhook (via Maria) in addition to the local traffic.	Thank you for your comment



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101.	Online form	Please consider adding a bike path where possible.	Thank you for your comment
102.	Online form	It would make me have to drive a mile further to get access to seldon. It makes me so angry because i have a medical condition that sometimes requires the EMTs to be called. It would make my life more life altering medicaly. Artic Fox is fine the way it is. Polar Bear/ Fishhook is terrible due to the right hand curve. Cars coming flying around there. I have come close to being broad sided at that entersection more than once. Artic Fox, the one you say is bad is NOT!!. Rethink your camp!...	Thank you for your comment. The CAMP provides recommendations that improve intersection spacing and reduce conflict points along the corridor. Out-of-direction travel was considered and improvements are recommended to minimize the impact.
103.	Online form	Please add roundabouts throughout the project where possible. They are more safe than stop signs or stop lights and keep traffic flowing.	The CAMP recommends locations for intersection control
104.	Online form	Needed improvements, but some restrictions are not needed and cause unintended consequences...	Thank you for your comment
105.	Online form	N Arctic Fox should not be blocked and converted to a cul-de-sac. This access is needed and safe due to the local signal light that stops cross traffic to make turning on to Seldon safer. Alternate routes such as Polarbear and Wasilla Fishhook intersection is not as safe due to high speed, plus turning left off Fishhook is sketchy due to the curve blocking view. Take into high consideration the number of residents affected when choosing to block an access road, there are alot of people affected by this one closure... increasing their drive by a full mile...	Thank you for your comment
106.	Online form	Acknowledging the "mini round about" was a positive. In addition to the near term repaving mentioned, right sizing the Bogard/Seldon/Bogard round about should be considered for an early delivery.	Thank you for your comment
107.	Online form	<Null>	null
108.	Online form	I live on burlwood, I have no easement for a road, and will not be allowing a road through my front yard. I bought a house in the woods at the end of a road for a reason. Now to have a road though my kids play area and my front yard is unacceptable. Why was my first notice of this post marked the 6th, the day of the public meeting. I've talked to my friends and neighbors, none of us want a road in our yards.	The CAMP recommends improvements to local connections to reduce conflict points along Bogard-Seldon while maintaining acceptable access. Impacts to private Right-of-way will be assessed during the engineering and design phase of projects. At that time, MSB or AKDOT&PF will undergo a formal Right-of-way process to assess damages and provide fair compensation for the impacts.
109.	Online form	the N Burlwood to Bogard access should be modified as a turn right only lane to the proposed intersection at Greentree.	Thank you for your comment
110.	Online form	We feel that a CAMP is important, HOWEVER until more detail about the changes were to be released it is difficult to respond in support or opposition. More details provided below regarding a specific location. Thank you for allowing us to comment.	Thank you for your comment. Additional details and engagement opportunities will be provided as projects advance into environmental, engineering, and design phase.
111.	Online form	We live off McRae in Segment C, McRae is our only access point to our home. We support the need for a CAMP, however if a non-traversable median were to be installed near McRae, all residents whom work in Anchorage would not be able to easily return home. We make this left turn daily and the added time to commute would lead us to NOT SUPPORT the implementation of a CAMP. Gaining clarity on the planned locations of non-traversable median is necessary for us to respond in support or opposition to this notice. Follow-up is welcomed and I would look forward to speaking with your team.	Thank you for your comment. Non-traversable median minimizes conflict points and improves traffic flow without widening the roadway. The CAMP provides recommendations that improve intersection spacing and reduce conflict points along the corridor. Out-of-direction travel was considered and improvements are recommended to minimize the impact.



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112.	Online form	Many residents close to Seldon Rd bought their houses because of the easy access to Seldon Rd. Now you are planning to close those accesses with cul de sacs creating huge traffic problems for drivers that have to traverse back through housing areas sometimes a mile or so out of the way to reach Seldon Rd. You need to come up with a better plan than just closing off roads to Seldon Rd with cul de sacs.	The CAMP provides recommendations that improve intersection spacing and reduce conflict points along the corridor. Out-of-direction travel was considered and improvements are recommended to minimize the impact.
113.	Online form	I live on E. Bogard road between Tait street and the Bogard/Seldon roundabout. I see no improvements for this section. We have no bike path and it is very dangerous to walk along this stretch of road as it is marked for 50 mph, but drivers constantly exceed this limit. I also feel that the Bogard/Seldo roundabout is way too small for the traffic that uses it. I have seen large commercial trucks drive up and over it in trying to traverse the intersection. Along the stretch of Bogard Road between Trunk Road and the Bogard/Seldon roundabout has lots of folks trying to make left and right turns off Bogard Road. I don't see much if any of a center turn lane additions to allow the traffic to flow easier. Every time someone stops to make a left turn, it backs up traffic at all of the busy times of the day. I have driven this road for the last 50 years and have its seen it go from a gravel road to pavement.	Thank you for your comments. Recommendations for bike path improvements is not within the scope of the CAMP, however bike and pedestrian improvements will be considered as projects advance. Although the CAMP provides a center-turn lane as a potential improvement, center-turn lanes do not improve access spacing or reduce conflict points along the corridor. Other treatments are recommended including access consolidation, left turn lanes, a non-traversable medians to alleviate issues of left turning traffic making a left from a through lane.
114.	Online form	Another route out of the Prospect Park development could be established by improving the gravel section of W Scheelite, and/or extending Tamar Rd. East to connect with W Scheelite.	Thank you for your comment, this will be considered.
115.	Online form	Homeowners fronting directly on the arterial that are slated to have cul-de-sacs will lose home value, as they will still have the disadvantage of traffic noise, but will lose the advantage of easy access without navigating Subdivision roads. Some consideration should be given to compensate.	Impacts to private Right-of-way will be assessed during the engineering and design phase of projects. At that time, MSB or AKDOT&PF will undergo a formal Right-of-way process to assess damages and provide fair compensation for the impacts.
116.	Online form	Overall this plan is very much needed, and it will be a good thing for the area	Thank you for your comments
117.	Online form	In the draft document, section 4.4.4 Recommendations, point 7, specifically connecting Sam's drive to Charlie, this recommendation is not a good idea as it has the potential to put a lot of traffic at the west end of Anderson Lake airstrip FAA identifier OAK1, and could be detrimental to aircraft landing or taking off from that strip.	This has been removed from the CAMP
118.	Online form	This, at least segment E, needs to be wider. The 40 mph is not followed nor enforced and a driver has no escape path with deep ditches and drop-offs.	Thank you for your comment.
119.	Online form	This road is a major traffic artery for the valley and has not been well designed. I have witnessed several accidents on it over the years, been in one, and have had several near misses. There is no safe way for people living in the area to get into and from their neighborhoods on this road with the speed and volume of vehicles. Intersections with just a stop sign such as at Church Rd and Seldon Rd are not well announced to vehicles and need either roundabouts or flashing red lights. This is corridor is a growing problem that needs managed.	Thank you for your comment. The CAMP provides recommendations that will address the issues you describe.
120.	Online form	Small stop signs on a wide road indicating a stop before crossing a road where people are regularly going 50 miles per hour are not enough of a visual. There needs to be either a roundabout like the other major intersections along Bogard or at the minimum a flashing red light giving vehicles sufficient indication and time to prepare to come to a stop.	Thank you for your comment. This will be considered.
121.	Online form	Extension of Sierra Street Southbound between King and Anderson Lake to give direct straight line access to E. Sheldon/Seward Meridian	Thank you for your comment. This will be considered.
122.	Online form	The plan has both good and bad aspects, but overall I feel like the plan needs more refining and does not give enough thought to the problems it creates for neighborhoods and businesses along Bogard Rd.	Thank you for your comment. More analysis and evaluation will be completed as projects move into the environmental, engineering, and design phase.



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123.	Online form	<p>As a resident in the Shaw's Tri-Lake neighborhood, I am deeply concerned about opening up Sam's Drive to connect Charlie to the Bogard/Seldon roundabout. All traffic coming from Charlie down Sam's Dr, or any road in that area, will be required to cross an active runway. This is very dangerous, as the general public will not be inclined to look for aircraft landing or taking off. Increased traffic at this location means increased chance of an aircraft involved accident. There is also the matter of a VERY tight curve on Travelair, right before you get to the stop sign at Gruman. More traffic here will almost certainly lead to a head-on collision.</p> <p>Lastly, instead of the current plan, I would suggest a lefthand turn lane for eastbound Bogard traffic onto Lazy Eight and Caribou. A right turn only from Caribou, Chandelle, Departure Lazy Eight and the driveway for the businesses located on Bogard and Lazy Eight. The current plan hurts businesses and homeowners on Bogard Rd.</p>	The connection to Sam's Drive has been removed from the CAMP. Your recommendation in the vicinity of Lazy Eight and Caribou will be taken into consideration.
124.	Online form	<p>Overall I support the plan. I am in favor of more roundabouts and middle turn lanes like on the Palmer Wasilla Hwy. I middle turn lanes in lieu of hard medians would allow traffic to flow, but reduce the amount of impact on residential streets and reduce the amount of requirements for eminent domain. It also reduces the amount of overall traffic on the roads as drivers don't have to consistently double back. Every time they double back, that is more vehicles on any given section of road, more road wear and tear, more possibility of accidents, and more congestion.</p>	Thank you for your comment. Although the CAMP provides a center-turn lane as a potential improvement, center-turn lanes do not improve access spacing or reduce conflict points along the corridor. Other treatments are recommended including access consolidation, left turn lanes, a non-traversable medians to alleviate issues of left turning traffic making a left from a through lane.
125.	Online form	<p>The access to Sam's Dr. from Charlie would be a definite NO! That would push high traffic flow through a residential neighborhood, with sharp turns and then crossing a runway that most people are unfamiliar with and high potential for tragedy. It would then push high flow through another tight 90 slippery turn on Travelaire.</p> <p>A left turn median at Lazy Eight rather than a cul-de-sac would eliminate the need to remove homes and eminent domain. Allow vehicles to only turn right from Lazy Eight onto Bogard. But create a left turn lane for cars turning onto Lazy Eight to access the businesses at the strip mall there. Keep the exit from the strip mall, but it would be right turn only. Otherwise you will destroy those businesses.</p> <p>The roundabout at Bogard and Seldon needs to be a 2 lane roundabout. It also needs speed bumps on Bogard and on Seldon going east/west. Drivers go way too fast into that roundabout from those directions, which is the main cause of accidents at that intersection.</p>	The connection to Sam's Drive has been removed from the CAMP. Your recommendation in the vicinity of Lazy Eight and Caribou will be taken into consideration.
126.	Online form	<p>Close E Village Drive to Seldon and don't add through traffic between E Porcupine Trail and E Serendipity Loop. There will still be E Serendipity Loop access and E Village Loop to Fishhook to Seldon access. Save tax dollars and impact fewer residents in VILLAGE PK Subdivisions.</p>	Thank you for your comments. Alternative connections, as shown in the CAMP, will be analyzed and considered during the environmental, engineering, and design phase of the project.
127.	Online form	<p>I'm concerned with the safety of pedestrians, cyclists, atv users that would be impacted with through traffic between E Porcupine Trail and E Serendipity Loop.</p>	Thank you for your comments. Alternative connections, as shown in the CAMP, will be analyzed and considered during the environmental, engineering, and design phase of the project.
128.	Online form	<p>Attended the 11/6 presentation. Current thoughts on modifications appear to be spot on. Please consider accelerating into deliverable projects on a time frame to equal-to, or greater-than the rate of growth in the area. 20 years out will only compound current issues and complicate future deployments.</p>	Thank you for your comment.
129.	Online form	<p>Right hand turns only, limiting access/truncating some streets/drives, along with traffic lights/roundabouts, need to be address ASAP.</p> <p>Implementing the E. Fir Rd access to the Finger Lake Elementary School is long over due for a multitude of traffic, fire, life, safety concerns. EXPEDITE THIS PORTION.</p>	Thank you for your comment



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130.	Online form	A frontage road would also mean the Borough would only have to work with two owners about land access, rather than three, which is what the current road plan would entail. I have even been told that the private land owner, _____, said he would be willing to sell the Borough land to build a frontage road, as he opposes the currently planned access road. On the land I live, there is no easement, and honestly no way that we would ever willingly give up access to have a road punched right through our front yard. Out of all the different ways to create a new route into Burlwood, the proposed way seems the most illogical and cumbersome to create, and I am honestly surprised it was ever considered in the first place, much less made it onto an official proposal.	The location of the proposed new collector road was placed to minimize impacts to developed parcels. Prior to design and construction of the proposed collector road, MSB will work with impacted property owners to determine appropriate alignment of the new collector road.
131.	Online form	I think a turning lane down the busiest parts of Bogarde/seldon would help with most of the problems. It seems the biggest issue I have with pulling onto the road when making left turns is that traffic is just busy on one lane and since need both to be clear I'm stuck waiting which delays right turning traffic. I think a path down one side would also be great as I would happily ride my bike in the summer to/from Palmer instead of drive and I know others would also but it's to unsafe on the current shoulder	Thank you for your comment. Although the CAMP provides a center-turn lane as a potential improvement, center-turn lanes do not improve access spacing or reduce conflict points along the corridor. Other treatments are recommended including access consolidation, left turn lanes, a non-traversable medians to alleviate issues of left turning traffic making a left from a through lane.
132.	Online form	It is obvious that with every day that goes by Bogard becomes busier and more dangerous and that serious changes must be made to better handle the traffic.	Thank you for your comment.
133.	Online form	there is a proposal to change the access of N Burlwood Lane from directly entering Bogard by making a new road through our properties. This is not acceptable, there are better alternatives.	The location of the proposed new collector road was placed to minimize impacts to developed parcels. Prior to design and construction of the proposed collector road, MSB will work with impacted property owners to determine appropriate alignment of the new collector road.
134.	Online form	Think again please about using our property to alleviate problems created by commercial developers who got rich off it.	Thank you for your comment.
135.	Online form	Very good idea !	Thank you for your comment.
136.	Online form	A cul de sac at that point will cause huge traffic problems in that housing area. Those side roads are fairly narrow and with cars parked on road in front of houses it creates a big jam up especially in winter with snow berms on sides narrowing the roads even more. Why not just create a right turn lane off Seldon Rd onto N Jacksnipe Dr? Or build a small frontage road between N Jacksnipe Dr and N Arctic Fox Dr and then use Schrock Rd intersection to access E Seldon Rd ???	Thank you for your comment. Your comment will be taken into consideration.
137.	Online form	Mixed opinion. Understand the need to improve, but I believe more consideration is warranted in routing of feeder streets.	Thank you for your comment.
138.	Online form	At the Prospect Park Subdivision, the proposal shows a reroute of N Eureka Circle which will become the only feeder out of the Subdivision, as N Banner is planned to be closed off. This will divert traffic from the entire west side of the Subdivision over Ivory Drive. 350 Ivory Dr. was granted a variance because the edge of the roof is in the road easement. With the proposed reroute, this will also essentially be a 150 degree turn, uphill. Using N Banner as the feeder and aligning N Oxford with it seems a much better option.	Thank you for your comment. The CAMP provide two options that will be further evaluated during the environmental, engineering, and design phase.
139.	Online form	The old dairy farm near Bogard and Trunk is slated to be developed into a gravel quarry. If traffic congestion is a problem, with too many accidents and fatalities on Bogard, then why should multiple gravel trucks and vehicles be allowed on Bogard? Do you know how many teen agers drive that road to and from schools?! They do not drive well and yet they will be driving with more large commercial vehicles on an already congested road. If you are concerned about traffic and safety on Bogard, then this gravel mine must not go through.	Thank you for your comment. The CAMP does not identify recommendations regarding land use.



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140.	Online form	I look forward to the round a bout on Green Forest, and the long term plan for the Bogard Road Corridor. Minimizing utilization of eminent domain as much as possible and respecting private property owner's rights should be kept in mind.	Thank you for your comment.
141.	Online form	If the intent is to have give the subdivision North of King Lake (Anderson lake subdivision) access then it makes sense that folks heading to Palmer to continue to take Charlie to Caribou then Eastbound. Folks heading everywhere else will probably want to use the new Seward Meridian extension via a right of way between Kings and Anderson Lake to E. Sheldon. In other words... it would be stupid to route traffic thru a subdivision neighborhood on a curvy rural street that Aircraft have the right of way, past 3 stops signs and across an active airport runway...(in my opinion)	The connection of N Charley Dr. to Sam's Drive has been removed from the CAMP
142.	Online form	I believe a suicide lane would be most beneficial. I strongly oppose a median.	Thank you for your comment. Although the CAMP provides a center-turn lane as a potential improvement, center-turn lanes do not improve access spacing or reduce conflict points along the corridor. Other treatments are recommended including access consolidation, left turn lanes, a non-traversable medians to alleviate issues of left turning traffic making a left from a through lane.
143.	Online form	I feel that removing Burlwood access would great affect the value of my property and I oppose it.	The location of the proposed new collector road was placed to minimize impacts to developed parcels. Prior to design and construction of the proposed collector road, MSB will work with impacted property owners to determine appropriate alignment of the new collector road.
144.	Online form	<p>Don't take away homes driveways. Making lagoon a culdesac, And punching a road through Radon Dr (20' width through one property's yard) will displace him, and his neighbor. The terrain will require purchasing more land to build up to make a road. The houses closer to Keith drive are set up to drive in and out to the north, not for south exiting. If you're going to buy houses, wait till they put it on the market to pay "market price "</p> <p>I doubt anyone reading this is affected by any of these plans. It's not their properties being affected, and it's not their money being spend needlessly.</p> <p>Just put the three two lane roundabouts in (Bogard/engstrom, Bogard/cottonwood, Bogard/seldon) and observe the traffic.</p> <p>10,000 cars do not travers the length of Bogard, you do not need to build the entire length of Bogard to handle 10,000 cars/day.</p> <p>Glenn Highway is 30,000cars/day. we don't need, or want a future Glenn connecting Palmer Wasilla through Bogard</p>	The CAMP has been updated to provide a couple backage road options. The alignment or recommended backage road option will be considered during a future design phase at which point detail understanding of impacts will be identified and addressed. Impacts to private Right-of-way will be assessed during the engineering and design phase of projects. At that time, MSB or AKDOT&PF will undergo a formal Right-of-way process to assess damages and provide fair compensation for the impacts.
145.	Online form	Add turn lanes to the existing Finger Lake State Park entrance from Bogard Road to save money, improve traffic flow, and enhance public safety. This would remove the need and cost associated with a realignment of East Ashmore Avenue into the State Park. The East Ashmore Avenue realignment is an unsafe and costly idea as it diverts a significant amount of Finger Lake State Park traffic into a congested residential area.	Thank you for your comment. This will be considered.
146.	Online form	Please consider adding turn lanes to the existing Finger Lake State Park entrance from Bogard Road to save money, improve traffic flow, and enhance public safety rather than realigning East Ashmore Avenue into the State Park. The East Ashmore Avenue realignment is an unsafe and costly idea as it diverts a significant amount of Finger Lake State Park traffic into a congested residential area.	Thank you for your comment. This will be considered.



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147.	Online form	I understand the need but am concerned for the safety of the pedestrians if there is an extension between E Porcupine Trail to E Serendipity Loop. This was eliminated as an option several years ago for various reasons, including safety of pedestrians and non-traditional vehicular traffic.	Thank you for your comment. This will be considered.
148.	Online form	In regards to the Road Connection to extend E Porcupine Trail to E Serendipity Loop, this connection would increase safety hazards. If it is executed, vehicles will have to share the road with school kids in the near by subdivisions that ride their bikes, ride or walk to school and with pedestrians that use the Alcantra Trail System regularly. This uptick in traffic will create safety hazards.	Thank you for your comment. This will be considered.
149.	Online form	Overall I LOVE the idea of making this section safer by adding a middle turn lane & increasing traffic lights/roundabouts. I do NOT like or agree with the recommendation for so many roads to be “right in right out”.	Thank you for your comment.
150.	Online form	Please address the lack of walkability for this section of road. There are many families in these neighborhoods whose children or workplaces are within walking/biking distance if it was safe to do so. Communities should have access alternative modes of transportation that promote environmental sustainability & overall health of the individual (i.e. being able to safely bike to work or school).	Thank you for your comment. Bike and pedestrian improvements will be considered during environmental, engineering, and design phases of projects.
151.	Online form	Not happy to see two recommendations directly affecting our property. You proposed a driveway access between two of our lots for someone else's business access and to extend Dolly Varden Drive thru to E. Toller Court. Both sides of me to be developed? Lived here for 35+ years and because developers built too large of subdivisions making millions, we have to give up our land? Our privacy? Has anyone even looked at the grade of the hills you are proposing to develop? I doubt it as it's too steep. Why does a commercial business get right of way directly through our residential property?	Thank you for your comment. This will be considered.
152.	Online form	I think improvements need to be done but I have concern about one area and think it's a bad idea. That is the Sam's Drive to Charley Drive section. 1) the roundabout off Grumman into seldon/bogard is terrible to get into even with the small amount of traffic that enters from Grumman. I think this is just going to make another bottle neck. Sam's drive, Sam's Circle, and Travelair Drive are all taxiways for Anderson lake strip. I think adding a bunch of through traffic into an airport community is a huge safety concern. Using the area as a cut through to/from Charley and bogard/seldon. People will have to cross a runway on Travelair it does have stop signs but they are non standard and if someone is not paying attention they could easily run them end up causing an accident with an aircraft. The runway is usually not that busy so I think people could get lazy especially if in a hurry and not pay good attention to if aircraft are landing or taking off. Unfortunately past a certain point on landing approach it can be very hard for the plane to see if cars have cleared the way. The section of runway next to the road is also a safety section if an aborted takeoff/engine fail was to happen	Thank you for your comment. The connection to Sam's Drive has been removed from the CAMP
153.	Online form	Don't do the Sam's drive to/from Charley drive section or a Travelair drive one. Anderson lake community needs to be separate from through traffic with the fact that all these streets double as taxi ways it is unsafe to add through traffic that isn't necessary.	Thank you for your comment. The connection to Sam's Drive has been removed from the CAMP
154.	Online form	You recommend putting a driveway through our "undeveloped lot" for a commercial business. We have a business too, this would disrupt. You also recommend pushing Dolly Varden Drive through to E Toller Court. Has anyone looked at the grade of the road? Nearly impossible. Your proposals affect all seven lots we own and have lived on for over 35 years. We purchased surrounding property for privacy and for our retirement development. Your proposals would be a hardship for us. We would contract an attorney for any action in opposition to this proposal.	Thank you for your comment. This will be considered.



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155.	Online form	As mentioned above. Your proposals affect all 7 of the lots we own, have a commercial business and live on!	Thank you for your comment. This will be considered.
156.	Online form	It's needed overall.	Thank you for your comment.
157.	Online form	This proposed change allowing traffic between Charlie and Bogard is a bad idea. Anderson Lake is and has always been a designated aero subdivision. A large percent of homeowners have aircraft and use the streets to access the runway and lake. The road crosses an active runway. People living and frequently driving this area know to watch for landing, taxiing and departing aircraft but opening the roads to transient traffic will be a disaster. Another issue is the Anderson Lake launch and beach. Any summer day will see dozens of kids and families using the lake, feet from Travel Air. Again, increasing traffic in this high pedestrian area is asking for a disaster. Please reconsider this aspect of the plan.	Thank you for your comment. The connection to Sam's Drive has been removed from the CAMP
158.	Online form	I applaud the efforts.	Thank you for your comment.
159.	Online form	I think that adding street lights and widening the roads would make a great improvement on the safety of travel in inclement weather and darkness of the Fall and Winter months. Additionally adding lanes to accommodate persons turning off the road at various points would greatly improve the flow and safety of travel for all. I would really like to see at Bogard and Engstrom a traffic light or roundabout because it is very dangerous and tends to get congested.	Thank you for your comment.
160.	Online form	Bogard at Engstrom is very dangerous and definitely needs a traffic light or roundabout.	Thank you for your comment.
161.	Online form	This plan is very short sighted and would be a hardship on many people that live along the corridor.	Thank you for your comment.
162.	Online form	The plan to extend Radon road from Lagoon Street to Keith Street would go right through my neighbor's deck, back of his house, and cut through my house and property. Lot 5A is all one parcel from Bogard Road down to the lake. Radon road does not exist on this property any longer as the previous owner had several parcels combined into one. Putting a road through my house would extremely reduce the value of my property and quality of life. I am vehemently opposed to this proposal.	Thank you for your comment. Several options are being considered and will be further evaluated during the environmental, engineering, and design phase.
163.	Online form	Widen the road and put a center turn lane in.	Thank you for your comment. Although the CAMP provides a center-turn lane as a potential improvement, center-turn lanes do not improve access spacing or reduce conflict points along the corridor. Other treatments are recommended including access consolidation, left turn lanes, a non-traversable medians to alleviate issues of left turning traffic making a left from a through lane.
164.	Online form	Good start, needs more lighting along the roadway.	Thank you for your comment.
165.	Online form	Needs better lighting and the new development should not have direct access to bogaurd they should have gone through to 49th state street.	Thank you for your comment. The CAMP provides recommended intersection spacing and limits access to meet the spacing requirement.
166.	Online form	Bad lighting around the schools between trunk and 49th state st, as well as traffic backs up really bad at drop off and pickup times	Thank you for your comment.
167.	Online form	Upgrades/repairs are needed on this road. Traffic control intersections and access points will help with travel and safety.	Thank you for your comment.



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168.	Online form	As this is the busiest section of this road corridor maybe less access points and side street alignment would help traffic flow, and safety. As mentioned in the plan, the Engstrom/Green forest intersection will help, another intersection could be the alignment of the Moose and E Cottonwood loop streets to make another traffic control point. With this intersection you could then eliminate the three road access points at W Cottonwood, Caribou, and Bear streets, and make them dead end streets . This would not only reduce the number of access points to Bogard road, but also eliminate the need for extra road work at those streets where right turn only work is currently planned.	Thank you for your comment. This will be considered.
169.	Online form	This idea may be useful on other sections of the project, I did not look to deeply at the other locations.	Thank you for your comment.
170.	Online form	I understand that there needs to be changes to address the growing traffic. Overall there are good suggestions but i predominantly have an issue with Bogard and Chandelle.	Thank you for your comment. The frontage road is necessary to consolidate access points to meet recommended intersection spacing and reduce conflict points along the corridor.
171.	Online form	The proposal to block off Chandelle and create a cul de sac and a back road off caribou to reconnect Chandelle poses a number of issues. Specifically, creating a back road off caribou cuts too close to the airstrip. This poses a large safety risk to owners and aircraft landing and taking off. This will also cause too much road traffic through a safety area.	Thank you for your comment. The backage road has been removed from the CAMP.
172.	Online form	Great plan, use 4" paving section in the roundabouts so you can do maintenance without full depth removal or costly closures	Thank you for your comment. This will be considered.
173.	Email	<p>My concerns are for the newly constructed subdivision on the South side of Bogard between Arabian and 49th State St.</p> <p>The MSB plan has the future residents of this subdivision dumping onto Hassen Bey Dr instead of Bogard. That is an enormous amount of traffic on to a narrow, twisty, quiet residential street!</p> <p>Additionally, they will be trying to access the Palmer-Wasilla Hwy at the end of Laurel, which is a dangerous intersection as traffic coming from Wasilla is hard to see due to a hill.</p> <p>What will end up happening is the subdivision's traffic will start cutting through Witez II Lane to get to Arabian for access to Bogard or Palmer-Wasilla Hwy.</p> <p>I live on Witez and we are already seeing the increased traffic from workers and heavy equipment building the subdivision. These residential streets were never meant for this kind of heavy traffic. The lots in these subdivisions are over an acre so the roads weren't intended to handle this many cars.</p> <p>Arabian is already a forced connector street between Bogard and PW Hwy with no upgrades at all. It's twisty, limited visibility and used to have walkers, cyclists and equestrians using it. It's far to dangerous to use it now, and it's going to get much worse.</p> <p>The MSB needs to look at the permitting process for new subdivisions and ensure that the existing residents (as well as new occupants of the subdivisions) are taken care of. The builders should shoulder the costs and responsibility as well</p>	Thank you for your comment. The access to this subdivisions was approved prior to the CAMP. However, the access point meets intersection spacing requirements.



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174.	Email	<p>Good afternoon, This is a comment regarding the E. Eminent Domain Road and E. Manna Drive frontage road proposal on segment B. We live on N. Arabian Road and propose two speed humps to be constructed to ensure the neighborhood speed limit of 25 mph is adhered to by the increased traffic flow. We have a permanently disabled child who is frequently outside and we have noticed traffic exceeding the posted speed limit heading northbound on N Arabian to reach Palmer Fishhook. The above-mentioned frontage road connection will only increase traffic flow by our home as the new residents utilize N Arabian to reach Palmer Fishhook.</p> <p>Additionally, the overall speed on Bogard should be lowered to 35mph from Palmer High to Colony Middle. Children have no crosswalks or lights other than right by the school. In order to make it to the path that goes both directions to schools' kids have to chance crossing traffic that can potentially be traveling at 50mph. With the additional housing units and development in the area there will be an increase in vehicular, bike, and pedestrian traffic. An additional benefit to a reduced speed is it will also help with reducing the road noise from Bogard.</p>	<p>Thank you for your comments. The CAMP does not include traffic calming measures such as speed bumps. However, your concern and recommendation for reducing the speed limit on Bogard has been noted.</p>
175.	Email	<p>1 - My existing driveway (3762 W Bogard Rd.) only shows a future/proposed new cul-de-sac in front of it. This pertains to the traffic across from me on Manna Dr. which will be rerouted to a future frontage road. What is the proposal for my driveway? It is not specifically addressed in this plan anywhere.</p> <p>2 - If this proposed plan suggests the new neighborhood next to me (WM Construction) having zero direct access onto Bogard Road and routing all traffic through Hassen Bey Dr. why was the new access permitted? Will it be removed in the future?</p>	<p>1. The CAMP proposes to cul-de-sac N Colony Way that connects to Manna Dr. The CAMP does not propose any modifications to your driveway.</p> <p>2. The CAMP has identified access to the new neighborhood east of your property. There is a conflicting sentence in the CAMP that is being corrected. Access to the new neighborhood will be in accordance with intersection spacing requirements outlined in the CAMP. The map correctly shows the intent of the CAMP and location where access will be provided.</p>



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176.	Email	<p>Hi Julie, It was a pleasure talking to you. I appreciate the information on how this project will proceed. It helps to know that public input should help to develop a plan that works for all stakeholders in the project.</p> <p>I have only reviewed a limited portion of the plan that will affect me directly – Section C. I own property in Jewels Acres, Lot 6, Block 2 and the 20 acres to my north. This plan proposes to close the access of Burlwood Ln to Bogard and create a “feeder” road along my property line to Greentree St. I object to this. When reviewing the plan it would appear the theme is to force traffic that currently accesses Bogard into the subdivisions then to limited access points along Bogard. This impacts the quality of life on our properties that currently enjoy quiet and privacy. I do not want additional easements that would limit the use of my property. Roads increase noise, reduces the value of my property, exposes my property to increased theft/vandalism, and makes it more hazardous for people, traffic, kids and dogs and creates a general loose of use and privacy. The plan impacts not just my property, but the whole neighborhood in general and will be expensive to develop the additional network of roads proposed.</p> <p>I feel the plan is short sighted. I feel it would be better for future development and to accommodate the expansion this area is experiencing, to develop service roads on either side of the current existing right of way. As drafted, this plan cuts off and reroutes many existing drive ways, side streets and access to businesses. As planned, routing traffic thru the subdivisions would impact further commercial development along Bogard, decreasing value of property with frontage and create choke points as large parcels are further subdivided. To think that it wasn’t going to happen anyway, wouldn’t be smart. If this plan goes forward as proposed, you would be wasting money on a system that will not carry well into the future.</p> <p>In the 3 mile stretch in Section C, there are 5 existing or proposed round-a bouts/stop lights. If the rest of the plan is like this, you’d get dizzy or spend your life waiting for the light to change to get from Palmer to Wasilla! This is not an improvement! With service roads, you would limit the impact on the neighborhood, have a system that would serve further into the future, and you could cut down on the impact to through traffic.</p> <p>Again, I object to and do not support routing traffic into subdivisions and, I especially, object creating a new right-of-way on my property.</p>	Thank you for your comment. The alignment of the proposed collector road will be further analyzed during the environmental, engineering, and design phase of the project.



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177.	Email	<p>I have a major concern with the proposed Chandelle Cul De Sac and access road I wish to address as part of the Bogard-Seldon Rd CAMP. In the mapped recommendations, specifically “Segment C”, the proposal has an access road to Chandelle Ct from Caribou St that would run directly through my 1 acre lot. This road would obviously make my lot completely unusable in any way and would require eminent domain in order to acquire it. This road would also completely destroy the privacy of all the residents on Chandelle Ct. Chandelle Ct is currently a dead end cul-de-sac which preserves the privacy to the lots that have access to Anderson Lake Airstrip. With it being an airplane/airstrip community, more traffic would increase the potential for conflict between the aircraft that use the airstrip and vehicles that aren’t a part of that neighborhood. Vehicles that do not have an understanding of aircraft right of way rules in an airstrip community.</p> <p>This road would also block access to the runway for all of the aircraft that reside in the hangars owned by Orion Construction. It would also affect businesses on the commercial lots at the end of the strip. Lastly, the lot where the proposed road would be has a significant slope to it. If a road was cut through that lot, it would disturb existing hangars and homes. It could have serious long term effects on existing foundations and drainage issues.</p> <p>The impact on traffic that this road would seek to remedy would be extremely minimal and would not override the negative impact it would create on the Anderson Lake airstrip community (Shaw Tri Lakes HOA). It also deeply impacts my family dramatically because it would go directly through the lot we own there.</p> <p>Thank you for your consideration and I hope it brings light to the impact this road would make. We do agree with many of the Bogard improvements, unfortunately anything proposed close to an established FAA airstrip community should be thought through carefully in respect to safety with aircraft and those that use the airstrip.</p>	Thank you for your comment. Connection improvement to Sam’s Drive have been removed from the CAMP.
178.	Email	<p>Here is a link to a letter prepared by the NLCC in response to your request for feedback. I am also attaching a .pdf of the letter in case the link does not work for you.</p> <p>We appreciate the public outreach and the opportunity to provide input. We would also request an opportunity to review the "final" version of the CAMP before it is formally submitted to the Borough and State for approval. The attached letter is the product of work by our Road & Traffic Safety Committee and in consideration of input received from NLCC members and other area residents.</p> <p>We also stand by to answer any questions or elaborate on our recommendations as you review the feedback.</p>	Thank you for your comments. They will be taken into consideration.



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<p>179. Email</p>	<p>The North Lakes Community Council (NLCC) recognizes and supports the need for a comprehensive Corridor Access Management Planning (CAMP) process for this important transportation corridor through our fully developed residential community. We understand and support the strategies described in section 3.2 of the plan document:</p> <ul style="list-style-type: none">• No New Driveways• Consolidate Driveways• Rights of Way Acquisitions / Donations• Installation of Non-traversable Medians• Cul-de-sac Existing Local Roads• Develop Frontage and Backage Roads. <p>For context, Bogard Road from Trunk to Wasilla Fishhook was established even before statehood and formation of the Matanuska Susitna Borough. Properties North and South along Bogard Road have largely been developed into residential neighborhoods, with a few commercial properties. Because of the high degree of residential development, there are now 13 schools located along Bogard and Seldon Roads. Because of the schools, there is a high degree of bus traffic and school age drivers. Unlike the more recently constructed sections, Bogard from Palmer to Trunk and Seldon from Bogard to Wasilla Fishhook, you will not find any turn lanes, traffic lights, separated bike / pedestrian paths, or other measures appropriate to an area with such a high density of residential development and schools. Comprehensive plans have been developed and accepted by government entities in the past ... but the lack of follow-through solutions is very apparent. For these reasons, there is a very high degree of frustration amongst area residents about the current state of the transportation infrastructure and safety risks.</p> <p>We hereby submit the following recommendations regarding Sections C and D of the DRAFT CAMP:</p> <p>A. General Comments Specific to Bogard Road and Seldon Road and intersections:</p> <ol style="list-style-type: none">1. The 3-mile stretch of Bogard from Trunk Road to Seldon is the area of most significant concern to the residents of the NLCC. This section of road currently sees a level of daily traffic significantly higher than it is currently designed for. The CAMP is presented as a plan for the future, with a decades-long planning horizon. The CAMP should clearly identify and prioritize this section of the corridor as an immediate safety concern and significantly shorten the planning horizon accordingly.2. If, as suggested in the CAMP, the Bogard-Seldon Corridor is intended to be a higher speed thoroughfare arterial, then the right solution would be a 4-lane highway with frontage roads similar to the upgraded Seward Meridian Road. This would obviously require significant condemnation and ROW acquisition - but if that is the vision, it would be better to recognize it now and start planning for a full solution, not a bandaid solution.3. If, alternatively, the objective is to keep this section of Bogard limited to fundamentally one lane each direction with an impassable median (with possible sections of a middle left turn lane), then it should be designed with traffic calming measures in a way that discourages any more traffic than it currently experiences. In fact, additional roundabouts should be installed with the intent to actually slow drivers down to make the corridor safer for neighborhood intersections, school traffic, and pedestrians.	<p>Thank you for your comment. The CAMP provides a planning level recommendations to improve access management, reduce conflict points, and improve access point spacing. Recommendations in the CAMP will be further evaluated during the environmental, engineering, and design phase of the projects, at which time additional public engagement opportunities will be provided. The CAMP is not intended to identify locations where 4 or 5 travel lanes are needed along the corridor. The CAMP identifies impacts but did not include an evaluation or explore mitigation to the impacts. Impacts to private Right-of-way will be assessed during the engineering and design phase of projects. At that time, MSB or AKDOT&PF will undergo a formal Right-of-way process to assess damages and provide fair compensation for the impacts.</p> <p>Bike lanes and pedestrian improvements will be considered during the environmental, engineering, and design phase of the project.</p> <p>Intersection control treatments will be evaluated and recommendation control will be determined during the environmental, engineering, and design phase of projects.</p> <p>The CAMP recommends several locations where dedicated left turn lanes are recommended. Further evaluation for turn lanes may be considered during the environmental, engineering, and design phase of the project.</p> <p>Response to B – Thank you. Your comments will be taken into consideration.</p>
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4. The final CAMP must provide clarity regarding any expected ROW acquisition and/or condemnation, allowing those residents whose property may be affected to plan ahead. It would be unfortunate for a property owner to assume future condemnation or purchase by the State or Borough to then find out later that it isn't necessary. Likewise, it would be unfortunate for a property owner to assume they can continue long term occupancy or pass a property to their heirs only to find out later that it is necessary to sell the property to provide ROW for a transportation project.

5. A dedicated and separate bike/ pedestrian pathway should be provided along the full length of the Bogard-Seldon Corridor (from Trunk to Wasilla Fishhook).

6. The NLCC would prefer to see CAMP reflect roundabouts instead of traffic signals at major controlled intersections. This is because, as multiple side road intersections will be restricted to right-in/ right-out, roundabouts facilitate a safer change in direction for traffic as compared to u-turns at signal intersections.

7. Any intersection on Bogard or Seldon that is not restricted to right-in/ right-out and does not involve a roundabout or signal should include a center left turn lane and the connecting side street should include a right-turn lane. Examples include Northgate, Tait, Woodfield, and Shrock.

B. General Comments about major collector roads that connect to the primary Bogard-Seldon arterial:

We recognize that some of the following Items are likely outside the scope of the CAMP, but we wish to state our strong community concern that these residential roads affect the CAMP and should be prioritized for improvements due to the current and expected future increase in traffic. The specific roads include:

- Engstrom Road
- Green Forest Road
- The Moose/ Charley/ Mariah connector between Bogard and Wasilla Fishhook
- Bogard Road from the Bogard-Seldon-Grumman Roundabout to Wasilla
- Lakeview Drive

1. These roads should all include separated and dedicated bike/ pedestrian paths for safety.

2. The designs should also incorporate wider lanes and adequate shoulders to accommodate the increase in traffic.

3. Traffic calming measures should also be considered to help mitigate excessive speeding that has already been well documented on these roads.

c. Specific Comments and Recommendations regarding changes currently depicted in the DRAFT CAMP:

1. DOT should immediately make the intersection of N. Stringfield and Bogard Road a right-in/ right-out only intersection. This is something that could be done sooner rather than later through the use of concrete "Jersey Barriers" and signage. This stretch of Bogard sees the highest current daily average traffic counts in excess of 12,000 vehicles per day.

2. DOT should not approve the proposed commercial driveway between Trunk and Engstrom for the Central Gravel Products operation. Driveway access for that business should initially be approved by the Borough off of Engstrom Road aligned with the future ROW of a Southern Route Connector Road between Engstrom and Trunk. Once that road is constructed, then Central Gravel



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customers should be routed along that road to Trunk Road.

3. DOT should expedite completion of the Engstrom-Bogard-Green Forest Roundabout project.

4. Provide right-in/ right-out access at the current Finger lake State Park road rather than constructing an expensive extension of Ashmore Avenue. Westbound traffic on Bogard can use a roundabout at Keith & Greentree to reverse direction and access the park.

5. An additional roundabout intersection should be added at the intersection of Bogard with Barry's Resort Drive and the realigned Dolly Varden Drive.

6. Eliminate the extension of Bear Street to the south of Bogard. Finger lake School traffic will primarily use the new roundabout on Bogard at Moose and Cottonwood loop.

7. An additional roundabout intersection should be added at the Departure Court-Cottonwood Loop-Bogard intersection. This new roundabout would serve the significant neighborhoods north and south of Bogard Road and would also serve to slow down traffic between this intersection and the Bogard-Seldon-Grumman roundabout.

8. The Bogard-Seldon-Grumman roundabout is too small for the existing traffic load, let alone the increased traffic projected over the planning timeline for CAMP. It was over capacity less than 2 years after it was constructed. Much of the traffic east and westbound through the existing roundabout is traveling at excessive speed and is not prepared to yield to traffic entering from the north or south. This small roundabout does not adequately slow the East-West traffic.

9. Consideration should be given to extending the proposed frontage road from Lazy Eight Drive to Grumman Circle and connecting it into the roundabout at Bogard-Seldon. This may be possible with a realignment of Bogard slightly to the South.

10. The frontage road currently shown between Lazy Eight and Departure Court should be extended to the east and connect to Chandelle. This would eliminate the need for the backage road connecting Chandelle to Caribou. That proposed backage road would separate aircraft hangars from the Anderson Lake airstrip and would introduce risk of aircraft/ vehicle conflicts.

11. The impact to current property owners that front Bogard Road between Lazy Eight and Chandelle could potentially be reduced with careful design of the frontage road and an overall shift of the Bogard Road alignment to the south in this area.

12. The proposed connection of Sam's Drive to Charley Drive needs to be eliminated. Travelair Drive and Sam's Drive must remain as cul-de-sacs where they meet up with Charley. Both streets exist within the second largest airpark subdivision in the Mat-Su valley. They come together just north of the runway and all traffic on those streets must cross the end of the runway to exit the subdivision. Routing additional traffic (unfamiliar with the airpark) across the end of the runway introduces significant risk of aircraft/ vehicle conflicts.

13. Pedestrian crosswalks need to be designed in conjunction with some of the roundabouts. Currently the Bogard-Seldon-Grumman intersection has a high volume of foot and bicycle traffic crossing Bogard from the north to the Valley Country Store located southeast of the intersection.

14. Consider a change in design from a signal to a roundabout at the intersection of Seldon with Lakeview and Seward Meridian.

0. General Comments for several smaller neighborhood streets in this area:

1. Improve the following streets and add sidewalks or pedestrian paths for neighborhood residents and



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Number	Comment Source	COMMENT	Response
		<p>children. a. Arabian b. Green Tree c. Keith d. Radon e. Fir from Cottonwood Loop to Finger Lake School f. Cottonwood Loop from Fir to Bogard g. Fireweed Drive h. Beaver i. Moose j. Serendipity Loop</p>	
		<p>As DOT and MSB road projects are Identified, the NLCC would like the opportunity to work closely with government planners during the preliminary engineering and project scoping processes.</p>	
		<p>The NLCC appreciates the opportunity to provide Input to the DRAFT CAMP. We recommend another round of review opportunities for all Community Council's along the corridor as the final CAMP is prepared, and prior to approval by the DOT and MSB.</p>	



Comment Response Log

Number	Comment Source	COMMENT	Response
180.	Email	<p>I hope I am sending this email to the correct person, as you are listed on the Borough's contact information regarding the proposed plans for Bogard/Seldon road. I have lived off of Bogard Road for 20 years moving out of a brief apartment rental in Anchorage in December of 2004. We sought the valley as a place to raise our family and found an amazing location between Palmer and Wasilla near a lake. Even with our property backing up to Bogard we have had little problems with ingress and egress through our neighborhood. We are assuming the proposed plans for Bogard are to mitigate the traffic traveling along the road, however we do not see how the "solution" of shutting off neighborhoods will solve that problem.</p> <p>I am sure there have been many scenarios brought forward in trying to solve this problem, and I don't believe in being a person who points out problems without proposing solutions... There does need to be something done at Engstrom Road; the explosion of homes that have been built off of that roadway and out toward Wasilla and Palmer Fishhook is amazing. There needs to be another ingress and egress for those homes possibly accessing behind Havemeister Farm over to trunk road or Palmer Fishhook. A Roundabout at Engstrom would help keep traffic moving for those who live on the lower part of the road and need to access Bogard. This would help to keep the traffic moving. Putting in a third lane along parts of Bogard would be helpful to allow people to get onto the road and turn off without everyone zooming around them on the shoulders. Where the road is wide enough typographically speaking allows additional lanes like what has been done on the Palmer Wasilla.</p> <p>Turning already existing roads into culdesacs and funneling more traffic from neighborhoods through different choke points will increase the number of Engstrom situations we already are dealing with. Adding roads that run parallel to Bogard especially by the lake is a bad idea. I am pretty sure Finger Lake is a spring fed lake there are natural springs near these road ways, not only will you be disturbing and uprooting families who have properties that run down to the Lake but waterfowl who live year round in the Lagoon off Radon and the spring that comes up near there.</p> <p>A long term solution to the plan would be to add a couple of Roundabouts at Engstrom and Earl (for the elementary school) add an additional lane for turning and two lanes in areas where the road is wide enough to allow traffic to move smoothly...these would be long term situation solves not meridians and extra roads affecting many established residents and creating multiple chokepoints like Engstrom.</p> <p>Thank you for your time and consideration.</p>	<p>Thank you for your comments, they will be taken into consideration. The CAMP has been revised to provide different options at Finger Lakes that will be further explored to determine the recommended improvement. Left turn lanes have been added as a recommended treatment at several locations within the CAMP.</p>



Comment Response Log

Number	Comment Source	COMMENT	Response
181.	Email	<p>My family and I recently moved back to Alaska following a military move for three years in Missouri that took us out of the state. We purchased our home at 3205 N. Chandelle Ct in Wasilla because of the location on an airstrip and the lot's location at the end of a cul-de-sac. I have concerns with the proposed Chandelle Cul De Sac and access road I wish to address as part of the Bogard-Seldon Rd CAMP. Cutting an access road through or immediately adjacent to my property eliminates much of the reason we moved to this area in the first place. The proposed access road runs through a significant hill that extends from my lot up through the adjacent lot. The earthwork alone to make the route viable poses a significant impact to the topography of my lot and would put my hanger and property exposed to a high traffic route.</p> <p>Cutting the road would also destabilize the soils and caused potential drainage and runoff concerns in the future.</p> <p>Other proposed changes such as connecting Sam's Drive or Travel Air to Charlie Drive to facilitate through street access to the Bogard Seldon roundabout from Charlie Dr. pose a significant risk to the airstrip by creating a high traffic road through a quiet residential neighborhood. I believe most of us around the airstrip moved to Shaw's Tri-Lakes to be part of the airstrip community and increased traffic through the junction between the FAA designated airstrip and the FAA Seaplane base on Anderson Lake create serious conflicts between aircraft traffic and vehicles especially when people unfamiliar with airport operations begin transiting through taxiways to get to Bogard.</p> <p>Many of the proposed changes along Bogard make sense and I support efficient traffic flow and safer travel along Bogard rd. Unfortunately, the proposals to route traffic through a long- established airstrip would create and unsafe environment for airplane operations. The significant costs and potential issues with placing a road from Caribou to Chandelle through steep terrain need to be considered before any decisions are made. I hope you take all of this into consideration as the planning for this major project proceeds.</p>	Thank you for your comment. The connection to Sam's Drive has been removed from the CAMP.
182.	Email	<p>Overall, this plan from HDR is not only poorly thought-out, but it was also mismanaged from day one. According to the Borough's own timeline, public comment wasn't even sought after until 10/09/2024; had the Borough and HDR truly wanted public input and consensus, they would have developed a series of public scoping meetings PRIOR TO and DURING the plan development. This is planning 101, but neither occurred.</p> <p>The plan itself limits freedom of movement by closing off access to thoroughfares, needlessly taking private ownership of land (particularly when government land is available as is the case at Engstrom), and redirecting massive traffic counts through small neighborhoods that have "no outlets" and/or are not utilized by current traffic flow patterns.</p> <p>It goes without question that there are problem areas in this corridor; however, this particular plan IS NOT the solution to them. Again, holding a series of public scoping meetings where the citizenry and the government collectively develop a plan based upon consensus is a far more effective strategy than hiring a firm "HDR" to do the borough's planning job for them.</p>	Thank you for your comment. Projects will be further assessed during the environmental, engineering, and design phase. There will be additional public engagement opportunities for the community to provide their comments on the projects as the design advances.



Comment Response Log

Number	Comment Source	COMMENT	Response
183.	Email	<p>This segment directly affects me and my home which is in an adjacent subdivision to the Bogard/Seldon intersection.</p> <p>Currently, the plan currently calls for cul de sacs and intersection closures onto Bogard and Seldon roads throughout the corridor; this is a BAD IDEA as doing so will only increase traffic congestion at the "new" intersections with Bogard and Seldon. Additionally, this particular segment places a central median which, by nature and HDR/Borough admission, restricts movement and prohibits left turns. This requires drivers to travel all the way to the next intersection (presumably a traffic circle) in order to turn around and go back the way they came just to effectively "turn left"; however, the reality is that drivers will inevitably simply go to the next "right hand turn" in the median and complete a u-turn, causing other traffic issues in the process. A better and more effective solution is simply a central turn lane rather than a restrictive median.</p> <p>The only intersection along this stretch that requires significant improvement with a "traffic circle" is Bogard Road at Engstrom. This location is the subject of most traffic problems on this segment; however, if traffic circles are going to be installed at ANY location, DO NOT construct a mini-circle; the amount of traffic at these intersections dictate them to be identical in size to the Bogard/Trunk circle.</p> <p>Also, to a smaller extent, the "mini" traffic circle at Bogard/Seldon was ill-conceived from the start when it was modified from a four-way stop; simply put, this circle is just not large enough to effectively deal with the amount of traffic travelling along Bogard. It must at least be as large as the Bogard/Trunk circle; why the State DOT caused this problem is a problem in itself, but not relevant to this feedback. That said, increasing the size in relation to the amount of traffic experienced would resolve a significant amount of backup around this intersection.</p> <p>More significantly, the plan also calls from routing traffic from Charley onto N Sams; this puts hundreds if not thousands of cars per day which otherwise would have gone on to Caribou into and through a small neighborhood that has been closed for well over 15 years thereby destroying the peaceful tranquility we currently enjoy. Additionally, the current right of way is not large enough for that amount of traffic, and requires navigating two sharp 90* turns; solving both these problems would result in huge private property loss.</p> <p>Further, there is no possible way to route the specified traffic through this neighborhood without adversely impacting the existing runway and floatplane base located on N Travelair; this privately owned FAA recognized and controlled runway (FAA Identifier: OAK1) with associated floatplane base has been present in this neighborhood since its inception in 1988 and is an integral part of why this neighborhood was established. to effectively shut this runway down due to an ill-advised traffic modification plan is unacceptable. HDR should have seen this problem and avoided it.</p>	<p>Thank you for your comment. The CAMP provides recommendations that improve intersection spacing and reduce conflict points along the corridor. Out-of-direction travel was considered and improvements are recommended to minimize the impact.</p> <p>Intersection control treatments are recommended and will be further evaluated during the environmental, engineering, and design phase of projects.</p> <p>The connection from Sam's Drive to N Charley Dr. has been removed from the CAMP.</p>



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Number	Comment Source	COMMENT	Response
184.	Email	<p>Sadly, this plan requires significant revision, so much so that it would be best to scrap it and start over utilizing a series of public scoping meetings during the development phase rather than a short public comment period AFTER the plan is developed. Sufficient Citizen involvement is critical to effective planning and establishing consensus. Neither was done here.</p> <p>HDR did not do the Borough any favors in this plan; further, why they were even hired in the first place when the borough HAS a planning department is troublesome; as a property tax payer and borough citizen, I would like to know what this contract cost given the lack of public outreach.</p> <p>The bottom line: this plan involves massive re-design of the Bogard-Seldon corridor and will inhibit traffic flow, not help. One of the reasons Bogard is so problematic is due to the Borough ignoring the traffic problems along the Palmer-Wasilla Highway. That corridor requires attention far more than Borgard and Seldon does; yet it does not even appear on the Borough website; instead, the Borough it favoring the following:</p> <ul style="list-style-type: none">• Seldon Road Extension, between Church Rd. and Pittman Rd. (2017, OR 17-148)• South Big Lake Road Access/West Susitna Parkway (2014, OR 14-114)• Petersville Road (1998, OR 98-111) <p>It is unconscionable that the Borough seems to be ignoring the white elephant in the room (Palmer Wasilla Highway) in favor of much smaller and far less utilized traffic corridors like the three above. Again, if the Palmer- Wasilla Highway was of sufficient design, the Bogard Seldon Corridor wouldn't have near the amount of traffic...much of which is the result of drivers attempting to avoid the Palmer Wasilla Highway.</p>	Thank you for your comment.



Comment Response Log

Number	Comment Source	COMMENT	Response
185.	Email	<p>I write in opposition to the proposed shortcut of using N Sams Drive to connect to N Charley Drive. In the attached picture you can see the route crosses the end of the Anderson Lake airport runway. It is not apparent on a "google" map type search unless you use the satellite view. I have attached both. Having attended the MSB assembly meeting and in discussions with my assemblyman, the mayor and the borough manager, it seems that this was likely an oversight which was not caught during the proposal.</p> <p>Fair enough. A few points for consideration if this does make it past this stage. I can't imagine anyone who would agree that allowing a high traffic thoroughfare road to cross a runway is a good idea. I was informed that it would mean up to 1,000 vehicles a day could traverse this runway. We already have close calls with very limited traffic from only those visiting inside the closed off airpark. Imagine the disaster this will be from those who don't understand the rules and dangers of mixing airplanes and cars/trucks/commercial vehicles. Those zipping "through an airport" to get quickly to their destination - it's in the name! Shortcut - they are in a hurry.</p> <p>Two words do come to mind - dangerous and deadly. If the MSB allows a high traffic road to cross an active airport runway, accidents are inevitable. Make no mistake, accidents with airplanes and vehicles are not normal traffic accidents. People will die. The cost is beyond prohibitive. And - to no one's desire - the federal government will get involved because it's an aircraft. I doubt the MSB wants federal agents demanding access to records, emails, etc. Having been involved in aircraft accident investigations in my 40 years of military and civilian flying, trust me, they will.</p> <p>This would also set a precedent throughout the MSB that runways are, in effect, fair game. We have the highest density of small airports in the nation in the MSB. One of the premier aspects of living here. If runways are no longer protected from through traffic, it will quite literally change the entire face of a primary reason to live, work and invest in the MatSu.</p> <p>Coincidentally, who picks up the liability and costs? Will the MSB provide insurance to the association who has to maintain and insure the runway? Because now it's no longer just a residential road with limited traffic in an airpark but a high traffic connector. As mentioned that means high costs accidents are certain. Will the MSB provide gates with lights and signage so when aircraft are on approach the road is shut down? Will the MSB install lighting for the runway crossing for night time operations and especially in the darker hours of operations during winter?</p> <p>I hope this helps the MSB understand this is much more than just a "connector" from one road to another. It's a path we simply don't want to pursue. Runways and high traffic roads don't mix. There's a reason we don't build airports with roads running across them, I hope the MSB will see we don't want to start doing so now.</p>	Thank you for your comment. The connection from Sam's Drive to N Charley Dr. has been removed from the CAMP.



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Number	Comment Source	COMMENT	Response
186.	Email	<p>I am writing in opposition to the proposed road connection between Sams Dr. and Charley Rd. As a resident of the Anderson Lake Airpark community I have safety and logistics concerns about added traffic to our neighborhood, specifically the traffic that would be crossing a very busy runway. Currently our community already has to deal with and manage drivers who don't understand that they not only need to stop at the stop signs on either side of the runway but to also take the time to look up, not just side to side. I have personally witnessed many near misses between planes and cars and I can only imagine how these incidents would greatly increase with additional through traffic. Residents also regularly deal with traffic that doesn't understand that in our neighborhood, airplanes have the right of way on our roads as they cannot reverse or change direction easily. It simply does not make sense to add up to 1000 cars a day (the expected traffic increase) into a neighborhood where those cars would be expected to back up or move into a driveway if they come upon an aircraft. In addition to it being nearly impossible to educate these new drivers but logistically, this causes many safety concerns. Not only would major accidents be costly but they would likely be deadly. We simply cannot risk the safety of our community and the additional drivers in the name of a short cut. Please do not approve this road change. Travel Air and Sams Dr. were created as culdesacs for a reason and they cannot be changed in the interest of a short cut.</p>	<p>Thank you for your comment. The connection from Sam's Drive to N Charley Dr. has been removed from the CAMP.</p>
187.	Email	<p>My comments on Bogard (Section C):</p> <p>I am OPPOSED to the following parts of the Bogard/Seldon Road Corridor Access Management Plan:</p> <ul style="list-style-type: none"> - Connecting N. Sam's Dr or Travelair Dr to Charley Drive. This dramatically increases the danger to both aviation, vehicle traffic across the west end of the Anderson Lake airport and summertime activities at the launch/swimming area. This airport has been in continuous use since the early 1970's. Both Sam's Dr and Travelair Dr have been blocked at the north ends due to the near collision to multiple vehicles and aircraft prior to the blockage. There is also a hard right turn at the beginning of the airstrip, then a curve around the corner on N. Sam's where there are driveways, dogs, and children. - Removing direct access from Chandelle Court and Lazy Eight Court to Bogard Road by adding cul de sacs in those places. These should be right in/out access. - Closing the business access between Grumman Circle and Lazy Eight Court. This is private property designated by covenant as business property. - Adding a back road between Chandelle Court and Caribou Street through private property. Further: - The proposed traffic circles on Bogard should only be at major intersections such as Caribou and the Bogard/Seldon intersection. ALL CIRCLES SHOULD AT LEAST BE DESIGNED LIKE THE COLONY SCHOOL INTERSECTIONS. The current circle at Bogard/Seldon is grossly undersized and dangerous due to drivers attempting to traverse it at greater than 40 mi/hr. The Engstrom/Bogard intersection should also be a full sized traffic circle. 	<p>Thank you for your comment. The connection from Sam's Drive to N Charley Dr. has been removed from the CAMP.</p> <p>The CAMP consolidates access points to meet recommended intersection spacing. Although right in/right out intersections reduce conflict points, intersection spacing needs to be considered.</p> <p>The backage road from N Chandelle Ct. to N Caribou St. has been removed from the CAMP</p>



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Number	Comment Source	COMMENT	Response
188.	Email	<p>I live at 3550 North Sams drive with my wife and kids. I am writing to express my strong concerns about the proposal to connect Sam’s Drive and Travel Air to Charlie Drive in order to facilitate through-street access to the Bogard Seldon roundabout. I believe this plan is a serious misstep for several reasons:</p> <ol style="list-style-type: none"> 1. Impact on Residential Neighborhoods The creation of a high-traffic road through a quiet residential area would drastically alter the character of our community. Shaw’s Tri-Lakes is a peaceful, close-knit neighborhood, and such a project would undermine the quality of life for many families, friends, and neighbors who have chosen to live here. 2. Safety Concerns Near Anderson Lake and the Airport The proposed route would run dangerously close to Anderson Lake and the busy airport (OAK1), which is a private seaplane base for residents. The proximity of vehicle traffic to both the airport and the lake presents significant safety risks, especially with the potential for vehicle incursions into active aviation areas. The presence of pedestrians accessing the lake would further exacerbate the situation, creating an unsafe environment for all. 3. Pressure on the Seaplane Launch Area This proposed traffic increase would also place undue pressure on the private seaplane launch, which is already confined and used by residents only. The added burden of policing this area would likely fall to the homeowners and the HOA, further complicating an already sensitive situation. <p>I urge you to consider alternative solutions to improve traffic flow and access to the Bogard Seldon roundabout. One viable option would be the addition of traffic lights at Moose and Caribou Streets, with Caribou being the primary northbound route. A signal here would allow for a more controlled and reasonable flow of traffic onto Bogard, without disturbing our residential areas.</p> <p>Additionally, I support the proposal for a median and right-turn lanes on and off Bogard, as well as the construction of an additional roundabout at Engstrom. Expanding the Bogard- Seldon roundabout to two lanes would also significantly improve traffic flow.</p> <p>As a member of this community, I hope the Borough will consider the well-being of local businesses and residents who depend on Anderson Lake Airport and Seaplane Base. Aviation is a vital part of life and infrastructure in the Mat-Su Valley, and many areas are accessible only by air. As Senator Shower emphasized at the recent Borough Assembly meeting, “This is not something to be taken lightly,” especially when it concerns the safe operation of long- established airports. I respectfully request that you reconsider the current proposal and explore safer, more practical alternatives.</p> <p>My family and I moved to this long-established neighborhood specifically for it’s airport access, low vehicle traffic and quiet family atmosphere. Routing traffic through these small streets would destroy the very reasons that make this a desirable neighborhood.</p> <p>Thank you for your attention to this important matter. Sincerely,</p>	<p>Thank you for your comment. The connection from Sam’s Drive to N Charley Dr. has been removed from the CAMP.</p> <p>Intersection control treatments where recommended, will be further evaluated during the environmental, engineering, and design phase of projects.</p>



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Number	Comment Source	COMMENT	Response
189.	Email	<p>I am responding to the notice I received in the mail a few weeks ago in regards to the rerouting of traffic through our subdivision. This is a aviation community.</p> <p>I have lived here and had my aviation business here since 1977. Customers from all over Alaska come here for storage and to have there airplanes serviced. This is my lively hood as well as many others in this subdivision.</p> <p>Opening Sam’s drive to N Charlie drive will destroy this subdivision and aviation community ! I am strongly opposed this proposed plan.</p> <p>Sam’s drive connects to N. Travelair drive which crosses the end of Anderson Lake Airstrip . Additional traffic will not be accustomed to stopping and yielding for the oncoming air traffic. This creates very very high liability.</p> <p>This is why when Shaws Tri Lakes Subdivision 1&2 were designed they excluded Shaws Tri Lakes Subdivision 3&4 . Mr. Shaw and the developer realized that there would be too much traffic to maintain a safe corridor for the runway.</p> <p>By adding the additional traffic of people and vehicles that are not aware of the right of way to the aircraft will cause not only a liability to us but to the Mat-Su Borough.</p> <p>If Mat-Su Borough proceeds in this plan the litigation will be unrivaled. I believe that this will eventually cause a closure of our airstrip and certainly more litigation.</p>	<p>Thank you for your comment. The connection from Sam’s Drive to N Charley Dr. has been removed from the CAMP.</p>
190.	Email	<p>I am reaching out in opposition of Charlie Drive being connected to Sam’s Drive. I currently live in the cul de sac on Sam’s drive and have so for the last 10 years, and this will be detrimental to the safety of our neighborhood. We are an air taxi subdivision, and everyone here knows how to navigate driving with air planes taxiing on the roads to the runway. If you open this to everyone, there will be a high increase of safety related issues, as well as all the children in the neighborhood losing a safe cul de sac to play and ride bikes in. Charlie drive is utter chaos with people speeding and driving recklessly, and not a single individual in our entire neighborhood is for this change.</p>	<p>Thank you for your comment. The connection from Sam’s Drive to N Charley Dr. has been removed from the CAMP.</p>
191.	Email	<p>I’m writing to you about concerns of the above borough road improvement.</p> <p>We are an aircraft community. Airplanes and owners operate their aircraft on the roads of Travelair and John John circle in order to reach runway access on Travelair Dr. The other road, Sam’s Dr, aircraft are towed up and down that road for runway access.</p> <p>By permitting the city to open Sam’s Dr to thru traffic, you are putting our pilots in direct harms way. The public has no idea how to operate their vehicles around airports or aircraft. The public vehicles already trying to operate on our roads fail to stop and look for air traffic operating on or off the runway, nor do they understand that aircraft cannot “backup” when confronted with a operating aircraft on the roadway.</p> <p>Please reconsider the redirection of traffic into this roadway.</p>	<p>Thank you for your comment. The connection from Sam’s Drive to N Charley Dr. has been removed from the CAMP.</p>
192.	Email	<p>IF the intent is to have this subdivision access then It makes sense that folk heading to Palmer take Caribou and folks heading everywhere else head to the new Seward Meridian via a right of way between Klngs and Anderson Lake to E_Sheldon. In other words--.. it would be stupid to route traffic thru a sub-division neighborhood on a road that Aircraft have the right of way, past 3 stops signs and across an active airport runway_</p>	<p>Thank you for your comment. The connection from Sam’s Drive to N Charley Dr. has been removed from the CAMP.</p>



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Number	Comment Source	COMMENT	Response
193.	Email	<p>We are very much against the connection between sams drive to Charlie drive. There are multiple kids who play in that cul-de-sac. And increased traffic would not be a good thing! We are not for that and I know alot of people in our neighborhood feel the same! This is about the safety of our children being able to ride their bikes and play outside safely. So, again we do not want that.</p>	<p>Thank you for your comment. The connection from Sam’s Drive to N Charley Dr. has been removed from the CAMP.</p>
194.	Email	<p>I'm opposed to the following parts of the Bogard/Seldon Road Corridor Access Management Plan:</p> <p>Connecting Sam’s Drive or Travellair Dr to Charlie Drive.</p> <p>This dramatically increases the danger to both aviation and vehicle traffic across the west end of the Anderson Lake airport. This airport has been in continuous use since the early 1970's. Both Sams Dr and Travellair Dr have been blocked at the north ends due to the near collision to multiple vehicles and aicraft prior to the blockage.</p> <p>Further, adding traffic on these route flies in the face of reducing driveway access to major collectors.</p> <p>Removing direct access from Chandelle Court and Lazy Eight Court to Bogard Road by adding Cul de sacs in those places. These should be right in/out access.</p> <p>Closing the business access between Grumman Circle and Lazy Eight Court. This is private property designated by covenant as business property.</p> <p>Adding a back road between Chandelle Court and Caribou Street through private property.</p> <p>Further: The proposed traffic circles on Bogard should only be at major intersections such as Charlie and the Bogard/Seldon intersection. ALL CIRCLES SHOULD AT LEAST BE DESIGNED LIKE THE COLONY SCHOOL INTERSECTIONS. The current circle at Bogard/Seldon is grossly undersized and dangerous due to drivers attempting to traverse it at greater than 30 mi/hr.</p> <p>The Engstrom/Bogard intersection should also be a full sized traffic circle.</p>	<p>Thank you for your comment.</p> <p>The connection from Sam’s Drive to N Charley Dr. has been removed from the CAMP.</p> <p>The backage road from N Chandelle Ct. to N Caribou St. has been removed from the CAMP</p>



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<p>195. Email</p>	<p>I am a business owner/employer and a long time Mat-Su borough resident, first moving to Palmer in 1975. I am very familiar with the traffic issues, growth, failure to implement plans for infrastructure and need of planning for the future in Mat-Su. Bogard Rd is of particular interest as I live in Shorewood Subd., own commercial property and a business in Shaw's Tri Lakes on Anderson Lake Airstrip (OAK1). One of the lots that would be Condemned to a road under the current Bogard Seldon Rd CAMP is mine. I currently own and operate Jeff's Plane Service, LLC an aircraft maintenance facility from the Orion Holdings Hangar complex at 3038 N. Caribou St Wasilla, AK 99654. I also own the lot at 3150 N. Caribou St currently being developed with a plan to construct additional hangars.</p> <p>Access to the airport for my customers to bring their planes in for inspection and maintenance is an integral part of my business. Without airport access I will be forced to close my business or move.</p> <p>1. I have concerns with the proposed Chandelle Cul De Sac and Backage road I wish to address. Loss of access for business and private aircraft owners, safety of the public and airport operations is my primary concern.</p> <ul style="list-style-type: none">o The hill on my property is approx. 50 feet high poses a significant obstacle to building a road especially as close as it is to Caribou St.. It appears the line was drawn on the map without considering topography. Establishing a road that would be safe in icy winter conditions when approaching Caribou Street would be a challenge.o Grade from the airport to the Orion Holdings Hangar complex would make it impossible to create a safe taxiway for aircraft across a borough spec road. Thus closing a Deeded easement for access to the airport from Orion's Hangars.o I am not the only business that is in the Orion complex that requires airport access.o I would lose a substantial amount of real estate effectively rendering my plans for development, which are currently in progress, unfeasible.o An open access borough road in this location creates serious issues for maintaining safe airport operations due to allowing non-aviation personnel and vehicles unrestricted access to the airport. <p>2. Connecting Sam's Drive or Travel Air to Charlie Drive to facilitate through street access to the Bogard Seldon roundabout from Charlie Dr. is a terrible Idea.</p> <ul style="list-style-type: none">o Creating a high traffic road through a quiet residential neighborhood in our community destroys much of what has brought many of my family, friends, and neighbors together in Shaw's Tri-Lakes.o There is a narrow strip of land between Anderson Lake and the Airport, (OAK1) is the FAA Identifier, Anderson Lake is an FAA Seaplane Base and the PRIVATE Launch is for residents only for Seaplanes and boats.o The proposed through traffic would be routed in close proximity between an active busy airport and the lake. Vehicle incursion will occur, creating an unsafe environment. <p>Pedestrians wishing to access the lake from outside Shaw's Tri -Lakes will also be gathered in the tight confines creating addition pressure on the road, and airport incursions.</p> <p>Resulting an exceedingly unsafe environment. Not to mention forcing the HOA and residents to police the launch area.</p> <p>Please consider other options such as additional traffic lights at Moose and Caribou Streets. Caribou is the primary traffic flow coming from the North a Traffic light makes sense at this intersection. Allowing</p>	<p>Thank you for your comment. The connection from Sam's Drive to N Charley Dr. has been removed from the CAMP. The backage road from N Chandelle Ct. to N Caribou St. has been removed from the CAMP</p>
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		<p>a stop and go, reasonable flow of traffic onto Bogard from Chandelle and the other driveway.</p> <p>I support a median and right turns on and off Bogard as well as additional roundabout at Engstrom. Increasing the Bogard Seldon roundabout to 2 lanes would also help with the flow of traffic.</p> <p>I hope the Borough appreciates our businesses and residents of our quiet community that depend upon Anderson Lake airport and Seaplane Base.</p> <p>Aviation is an important part of our lifestyle and infrastructure within the Mat-Su. Most of the Borough Land Area is off the road system. Establishing a precedent such as the current Bogard Seldon Rd CAMP infringing upon the safe operations at long established airport are not to be taken lightly to quote Senator Shower at the recent Borough Assembly meeting.</p>	
196.	Email	<p>Im writing in concerning a change on the Bogard Seldon road corridor. Especially concerning Connecting Sam's Drive to Charlie Drive to facilitate subdivision access to the Bogard Seldon roundabout. Connecting this access poses a significant safety risk as puts a threw road right in middle of our community airstrip. Currently our airstrip community of Anderson lake consists mostly of pilots who are aware of the dangers posed by crossing the airstrip. Allowing the general public to drive through is a significant safety hazard. Our airstrip is short and requires a low approach across the road you are proposing to turn into a thoroughfare. If someone does not stop to check for landing and departing aircraft, which will happen if the general public is allowed through. There will be accidents. Our community is currently all dead end roads putting a threw road is devastating to our property values and general ambiance of the neighborhood. I let my daughter walk and play on these roads because they are quiet and safe. That will all disappear if they punch the road through. Connecting Sam's Drive to Charlie Drive to facilitate subdivision access to the Bogard Seldon roundabout It is extremely concerning to me both for the safety of aircraft operations and the well being of everyone in the nieghborhood.</p>	<p>Thank you for your comment. The connection from Sam's Drive to N Charley Dr. has been removed from the CAMP.</p>
197.	Email	<p>I noticed that there is consideration about connecting Travel Air and/or Sams Drive to Charlie Road. It is too dangerous with aircraft landing on the FFA approved Anderson Lake Airstrip. 40 or 50 years ago the roads actually did connect to Charlie. There were numerous near misses with traffic never stopping or yielding for the aircraft.</p> <p>Very dangerous. Today there must be 10 times more traffic on Charlie or more and I can not even fathom how dangerous this would be. Accidents/ deaths are sure to happen if the connections were made.</p> <p>Additionally, Travel Air is today quite dangerous at the near 90 degree curve, being close to a blind curve. High volume of traffic is a recipe for disaster. There is sure to be accidents not only with cars but walkers and bikers too. You should drive it sometime.</p> <p>Maybe you should run a road between Anderson Lake and Kings Lake. Then connect it to Seldon. I used to drive that road between the lakes long ago.</p>	<p>Thank you for your comment. The connection from Sam's Drive to N Charley Dr. has been removed from the CAMP.</p>



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198. Email

To the MSB Borough Assembly and Mayor:

I appreciate your efforts to address traffic concerns in our area. However, I have some concerns regarding the proposed solutions. I've witnessed numerous accidents and near misses due to the current roundabout design at Bogard and Seldon as it is inadequate and does not allow truck traffic to safely flow through it. The lack of a left turn lane and traffic signals never bunch up the traffic allowing for people to access Bogard/Seldon, which encourages unsafe maneuvers to enter and exit the roadway. Traffic lights are necessary at several intersections to improve safety and traffic flow.

Background:

Orion Construction, Inc., has owned property at the intersection of Caribou and Bogard since 2008. We employ 42 Mat-Su residents and manage a commercial property with nine aircraft hangars leased to individuals and businesses. These businesses require unobstructed access to the Anderson Airstrip for daily operations. A road through our property would create significant conflicts between aircraft and vehicular traffic, negatively impacting our business and those of our tenants.

Concern #1: Proposed Chandelle Cul-de-Sac and Connector Road

The proposed Chandelle Cul-de-sac and connector road present several serious issues:

- Loss of access for businesses and private aircraft owners.
- Compromised public safety and airport operations.
- Significant revenue loss for affected businesses.
- Ineffective traffic mitigation; traffic will still be forced through a residential neighborhood.
- Hindered development of a new aircraft business.

Continued business development in the Mat-Su is crucial for economic growth and job creation.

Concern #2: Traffic Flow on Maria, Charlie, and Shaw's Drive

My wife and I have owned our property on Charlie and Shaw's Drive since 2006. Knowing the traffic that flows from Maria to Charlie and onto Caribou St from all the Residents that live north of Maria up to Hatchers pass have used Maria as a cut through since I have lived here. This traffic grows year by year.

While I do believe that the new Seldon connector to Seward Meridian will alleviate some of this traffic we will still see high volumes in our neighborhood and at the intersection of Caribou and Bogard.

The new proposed plan of making Caribou St a right turn only and not a streetlight has several impacts. If the light is moved to Moose instead of the heavily traveled Caribou St. it would route traffic through dense multifamily area that is not used to this traffic and where many kids play next to or on the street. When traffic is traveling from Maria to Charlie and on to Caribou many families in the neighborhood are used to this traffic and teach their kids to avoid these streets.

The second part to the light being on Caribou St over Moose St is that Orion Construction Inc. has large

Thank you for your comment.

The connection from Sam's Drive to N Charley Dr. has been removed from the CAMP. The backage road from N Chandelle Ct. to N Caribou St. has been removed from the CAMP

The CAMP provides recommendations that improve intersection spacing and reduce conflict points along the corridor. Out-of-direction travel was considered and improvements are recommended to minimize the impact.



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		<p>semi-truck deliveries and 3 semi-trucks of our own that can hardly get onto Bogard. Bolinder Excavation Inc also uses Caribou to transport all their heavy equipment on Caribou St. Diverting this traffic through a residential neighborhood would not be safe and or practical. Over the 20 years of knowledge of this road system from a landowner and a business owner perspective Caribou St should have a light at the intersection of Bogard not Moose St. Increasing traffic through dense residential areas endangers children.</p>	
		<ul style="list-style-type: none"> • Significant difficulties with large semi-trucks and heavy equipment accessing businesses. This includes Orion Construction's and Bolinder Excavation. • Traffic will continue to flow from Wasilla Fishhook and Maria St to the Caribou and Bogard intersection. 	
		<p>A traffic signal at the intersection of Caribou and Bogard Streets is essential.</p>	
		<p>Concern #3: Proposed Median on Bogard/Seldon Street</p>	
		<p>A median along Bogard/Seldon Street presents the following challenges:</p> <ul style="list-style-type: none"> • Impractical for large semi-trucks to navigate. The current roundabout at Bogard and Seldon is already inadequate for larger vehicles. • Insufficient capacity: a three-lane road with a dedicated left-turn lane is the minimum requirement to ensure adequate traffic flow and safety. • Higher overall costs of plowing and maintaining a median long term. 	
		<p>The five-lane solution outlined in the CAMP plan is the best long-term solution, although costly. However, the investment will provide significant long-term benefits to our growing community.</p>	



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<p>199. Email</p>	<p>I own a home on Departure Ct. This proposed solution is radical, and if I understand it correctly it would be the most unusual stretch of road in the state. Specifically if I read it right the median is a barrier preventing all left turns. That was unclear to me. The following are comments directed to specific elements of the plan. I will be brief.</p> <ol style="list-style-type: none">1. "Connecting Sam's Drive to Charlie Drive to facilitate subdivision access to the Bogard Seldon roundabout." This is a bad idea. Those streets are used by aircraft and pedestrians. Conflicts seem inevitable. Most people drive these bypasses in excess of speed limits. It also crosses the end of the runway. This area is also parklike as children and adults use this area by the lake and parking area frequently. vehicles headed to the roundabout would not always respect that. Eventually motorists would probably call for the closure of the runway. Also 700 feet down the road is Caribou St. and it already handles the traffic ok except for the left turns.2. " Adding a frontage road between Lazy Eight Court and Departure Court." This will create a chokepoint at the end of Departure Ct. one very cautious driver trying to execute a turn could back up a lot of traffic.3. "Closing the business access between Grumman Circle and Lazy Eight Court." Only one access for these businesses will hurt them a lot. A restaurant is going to be opening there , this will not help any of the businesses. This area is the largest business area on Bogard / Seldon, not including Bogard road after the Bogard Seldon roundabout.4. " Adding a backage road between Chandelle Court and Caribou." Really? That place is not really a problem.5. "Closing the business access between Grumman Circle and Lazy Eight" Forcing all traffic to Departure Ct. will make it slower to access Bogard Rd.6. The roundabout and street changes at Engstrom are spot on.7. The new roundabouts are a good idea. What about one at Earl St.?8. If there is a roundabout at Moose, consider reducing the speed after it to 40 mph. That is what makes that area most difficult. Some people are hitting 60 through there . The change in time traveled could be measured in seconds and distance in yards.9. How will school kids access the school bus? They get picked up on one side of the street and dropped off on the other. With a median, how can this be safely accomplished?10. All these proposed changes will not change the busiest times that much . You need to slow some of the traffic down. Everybody who lives near this road and drives it regularly knows you have to watch the guy behind you as much as in front or right or left.11. Stop large truck through traffic. I have seen trucks with tandem tows or 50 ft plus flatbeds on Bogard. The trailers can end up going right over the roundabout.	<p>Thank you for your comment. The connection from Sam's Drive to N Charley Dr. has been removed from the CAMP.</p> <p>Improvements at the connection points of new frontage roads will be evaluated and designed to accommodate vehicle circulation. This will be further explored during the environmental, engineering, and design phase of projects.</p> <p>The CAMP establishes intersection spacing requirements and improves existing intersection spacing through access consolidation. Access to private parcels and businesses will be reestablished to side streets or new frontage roads to maintain access to/from Bogard-Seldon.</p> <p>The CAMP recommends locations for intersection control treatments. The recommended treatment will be determined during the environmental, engineering, and design phase of projects.</p> <p>Impacts to pedestrian connectivity will be further evaluated during the design phase. Treatments such as enhanced cross walks will be recommended and incorporated into the preferred alternatives.</p>
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		12. Most of the current problems could be fixed with four roundabouts and a couple of speed restrictions. If that median is a barrier, then a lot of extra miles will be travelled. So much for reducing carbon emissions. Not every road fix should encourage faster and more traffic. Some should slightly discourage it and just make it safer.	
200.	Email	Hello Julie! I'm sure you have a lot of mail these days so I will make this brief! I'm trying to find how specifically this project will change my commutes primarily on the stretch of Seldon rd. Between Church rd. And the Seldon/Lucille rd. Roundabout. Even more specifically, how it will affect me getting onto Seldon rd. From Eureka st. on this stretch. I was struggling to find the specific proposed changes on the website. Any information you can give me before Dec. 3 would be greatly appreciated!	Thank you for your comment.
201.	Comment Form	1. Roundabout at Seldon & Bogard needs to be Larger to keep traffic moving. 2. Agree with secondary access to Finger Lake Elementary. 3. Agree with roundabout at Cottonwood Loop & Moose Lane 4. A free with Right In/Right Out at Earl. All in all a good plan for the future.	Thank you for your comment.
202.	Comment Form	I have been living in this house since 1999. Have seen this street change from a nice quiet dead end street, mostly wooded lots, to a street where people chop down all their trees. Much of the displaced wildlife have relocated to my land. I live on the northside of E. Pike and own both properties one each side of the Greyling right of way. Greyling does not exist from here to 1/2 way to Bogard. The Bridge across the creek would have to be rebuilt if this goes through. Seems like a lot of expense to me. I don't like the amount of traffic going through here now, and can only imagine what it would be like after the road improvements. The creek used to have a strong salmon run when I moved here. I hear there used to be a King run but now this year I only saw 2 beat up Pinks. I don't have a lot of hope of seeing the run come back. All this development is not improving the Valley. Draining wetlands needs to stop in my book. Well so much for my rant. I vote no on road improvements here. Take care.	Thank you for your comment.
203.	Comment Form	The median/right in/right out at Anoka (woodfield estates) light @ Winona & Larson Elem. Is already being widened for a turn lane @ Woodfield Park and Seward Meridian intersection is widened also. Woodfield Estates would have to go through a totally different subdivision to get out.	Thank you for your comment. The CAMP has been revised to reflect the turn lane.
204.	Public Meeting Map	Map C2 - emergency vehicle turnarounds with median?	Thank you for your comment.
205.	Public Meeting Map	Map B2 - right turn lane	Thank you for your comment.
206.	Public Meeting Map	Map C1 - Turn on Lagoon when hill is icy to avoid accident. Has better line of sight	Thank you for your comment.
207.	Public Meeting Map	Map C1 - Icy road problem. Hill grade steep and water collects at bottom, gets icy, many fatal accidents	Thank you for your comment.



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 First Draft Public Comment Period: 10/09/24 – 12/3/24.

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208.	Public Meeting Map	Map C1 - Assisted Living Home - Emergency Access	Thank you for your comment.
209.	Public Meeting Map	Map C2 - suggest larger roundabout to slow down EW traffic	Thank you for your comment.
210.	Public Meeting Map	Map C2 - when there is a lot of traffic, it's already bad to get out - reducing to only one access point would make it worse	Thank you for your comment.
211.	Public Meeting Map	Map D - Change to roundabout	Thank you for your comment.
212.	Public Meeting Map	Map D - needs turn lanes and roundabout or signal	Thank you for your comment.
213.	Public Meeting Map	Map D - if widening Woodfield intersection for Seward Meridian, just continue it to Anoka.	Thank you for your comment.
214.	Public Meeting Map	Map D - turn lanes wider	Thank you for your comment.
215.	Public Meeting Map	Map D - E Serendipity Loop ?	Thank you for your comment.
216.	Public Meeting Map	Map D - Short Sign Dist at Snowgoose	Thank you for your comment.
217.	Public Meeting Map	Map D - I do not link this I can't get out of my neighborhood sometimes without this road without going on Seward Meridian busy Rd.	Thank you for your comment.
218.	Public Meeting Map	Map E - Not a good idea. Mailboxes for neighbors and main access to neighborhood	Thank you for your comment.
219.	Public Meeting Map	Map E - Fisher Fuel's cut-through	Thank you for your comment.
220.	Public Meeting Map	Map E - Better Access	Thank you for your comment.
221.	Public Meeting Map	Map E - New D/W Permit	Thank you for your comment.



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222.	Public Meeting Map	Map E - better sign distance	Thank you for your comment.
223.	Public Meeting Map	Map E - No D/w	Thank you for your comment.
224.	Public Meeting Map	Map E - Floods	Thank you for your comment.
225.	Public Meeting Map	Map E - Drainage	Thank you for your comment.
226.	Public Meeting Map	Map E - Close	Thank you for your comment.
227.	Public Meeting Map	Map E - Better Access	Thank you for your comment.
228.	Public Meeting Map	Map E - Needs a light if you close off Jack Snipe	Thank you for your comment.
229.	Public Meeting Map	Map E - If you close this off and make everyone come in on Loon but Loon is narros and people drive fast on Shrock - you'd need a signal or something on Loon.	Thank you for your comment. The need for additional improvements on side streets will be evaluated during the environmental, engineering, and design phase of projects.
230.	Public Meeting Map	Map F - HSIP? Roundabout? Or 4 way stop with flashing red?	Thank you for your comment. This will be evaluated in the future.
231.	Phone call	<p>He stated that he just received the mailer about the proposed changes to N. Arctic Fox Drive today, though the post mark on the letter was 11/6/24.</p> <p>He's very upset about the proposed closing of N. Arctic Fox Drive and had some questions that I did not have answers to while we were on the phone. I'll work to get the answers on Monday. I provided him with both of your names and phone numbers because he had questions that were not in my wheelhouse and he wanted to talk with people who knew more than I do.</p> <p>Some of his concerns related to:</p> <ul style="list-style-type: none"> • Increased travel time for him through poorly maintained residential streets as a result of closing N. Arctic Fox Drive. • Poor public engagement and notification of the proposed changes • Why this road would need to be closed if there are no crashes happening at this intersection • Negative impacts on his property value 	Thank you for your comment.



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232.	Email	The Meadow Lakes Community Council membership supports the proposed roundabout at the intersection of Church Road and Seldon Road. Hazards and near misses have come up many times at previous meetings. Safe access is good for businesses and residents. We appreciated the clearly written access management plan document.	Thank you for your comment.



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233.	Letter	<p>From Shaw’s Tri-Lakes Subdivision HOA The Shaw’s Tri-Lake HOA opposes the C.A.M.P. due to two critical reasons: Connecting Sam’s Drive to Charlie Drive to facilitate through street access to the Bogard Seldon roundabout from Charlie Dr. We oppose this through street due to:</p> <p>1.</p> <ul style="list-style-type: none"> ·Anderson Lake (OAK1) is an FAA designated airport and seaplane base. ·Travel Air crosses a narrow corridor between a busy private airport - (OAK1) and the private lake access/seaplane launch and base, ·Unrestricted vehicle and pedestrian access to the West end of the airport, launch and tiedown areas lead to safety concerns. ·The potential for vehicle and pedestrian incursions to the airport and seaplane launch/base create significant risks for safety of aircraft operations and to uninformed non-airpark vehicle/pedestrian traffic. -Turning a quiet cul-de-sac into a high traffic through street also increases risk for the families raising children in our neighborhood. ·The proposed increase in traffic will lead increased safety issues and aircraft vehicle/pedestrian conflicts <p>2. Removing direct access from Chandelle Court and Lazy Eight Court to Bogard Road by adding Cul de sacs and adding a backage road between Chandelle Court and Caribou Street. We oppose the currently proposed new cul-de-sac and backage road due to:</p> <ul style="list-style-type: none"> ·Multiple Private properties would be impacted. Including crossing a deeded easement for access to the Anderson Lake airport (OAK1) which would impact several aviation business that rely upon airport access. ·There is a 50’ hill in close proximity to caribou street creating issues with icy roads and vehicle traffic slowing or stopping before entering the Caribou St right of way. ·Terrain would make it impractical, if not impossible, to build a road to borough specifications in this location that will allow aircraft taxi access to the runway on the deeded easement from the existing Hangar complex at Orion Holdings. This is the location of several aviation related companies which rely upon airport access to operate. ·Additional public to access the airport creating safety issues due to vehicle and pedestrian incursions to the busy active airport. <p>While our community understands that the Mat-Su Borough is growing, and accommodations must be made: the current suggested proposals will cause damage to property, as well as liabilities for our association and the Mat-Su Borough. Action must be taken promptly in order to ensure the safety and well being of residents.</p>	<p>Thank you for your comment. The connection from Sam’s Drive to N Charley Dr. has been removed from the CAMP. The backage road from N Chandelle Ct. to N Caribou St. has been removed from the CAMP</p> <p>Improvements at the connection points of new frontage roads will be evaluated and designed to accommodate vehicle circulation. This will be further explored during the environmental, engineering, and design phase of projects.</p>



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234.	Phone Call	If my driveway is closed for Tax ID #6365B02L013, how will access be reestablished?	Thank you for your comment. The CAMP has been updated to include extending Bear Cub Circle to reestablish new driveway connections.

*Comments may have been slightly edited to remove personal information.