



Bogard/Seldon Road Corridor Access Management Plan
Public Comment Period for REVISED Draft Plan: 01/30/25 – 2/28/25

Comment Response Log

Number	Comment Source	COMMENT	Response
1.	Email	<p>This has to do with the proposed alternative to the extension of North Greyling Street to East Pike Ave.</p> <p>I am the owner of the tax Id# 6365B02L005. I am not in favor of your proposed alternative connection. Given the current road alignment without deviation, of East Birch Acres it appears I would be the biggest loser in this plan.</p> <p>I was surprised to see your alternative plan was to put a road through my lot as well as well as three others. This could sacrifice nearly 25% of my lot if the ROW isn't split evenly with Id# 6365VB02L006 on the common lot line we share. The proposed East Grayling Drive would require deviation in alignment to achieve an equal ROW split. This proposal would achieve the traffic access but it takes away square footage from four existing properties requiring compensation for the acquisition. There is a decent elevation change east to west on my lot. This would require a cut/fill to maintain proper grade and possibly wider cut for proper slope of ditches.</p> <p>You do have existing road ROW already to continue north on North Greyling Street to East Chinook Ave or East Pike Ave. This would allow more access to a greater number of properties that would have frontage on the new section of North Grayling Street. As the plat of so long ago the ROW easement already exists.</p> <p>I do not know what would determine this extension of North grayling to not be feasible. Cost should not be the factor. The fact that my lot is unimproved should not grant the Mat-Su Borough Carte Blanche.</p>	<p>Thank you for your comments. The alternative connection may only be necessary if the connection of N. Greyling St. to E. Chinook Ave. is determined to be infeasible. Prior to design and construction of the proposed road, MSB will work with impacted property owners to determine appropriate alignment of the new collector road.</p> <p>The MSB pays fair market value for any property required based on an independent appraisal.</p>



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		<p>My best access to my property on N. Bear Street is on the southwest corner where the road ROW would be. N. Bear Street continues to lose elevation the further north it goes after that corner. This would also require my driveway placement to be further from the intersection.</p> <p>You are dealing with older subdivisions that were not required to provide access with the sale of lots. I prefer you use the ROW in the original planning of these subdivisions.</p>	
2.	Email	<p>I have received your January 21st CAMP letter in my mailbox today and I am moved to write immediately regarding the proposed Old Squaw connector road as proposed.</p> <p>I attended the Teeland Middle School open house presentation for the Seldon Corridor improvement in December and spoke with a very tall gentleman whose name escapes me at the moment, but he explained he was one of the project engineers. He welcomed comments freely and I shared an observation that made a WHOLE LOT MORE sense to me than the proposed through-road connector alternate for Old Squaw Loop in Section 5.</p> <p>My objection to the present Old Squaw access plan is two-fold....</p> <p>1) the presently proposed exit route includes a steep hill up to Snowgoose Road level above, which will be very dangerous in winter because the Borough usually does not dress our neighborhood/sand the roads until 2 or 3 days after a snow or ice event. Added to that, there is a tremendous amount of drainage down this hill constantly, as in water flowing freely with small channels from the top of the hill. I have</p>	<p>Thank you for your comment. The proposed alignment for the new road connection between Old Squaw Ct. and E. Pintail Dr. has been changed to a route at the lower elevation, rather than at the top of the hill.</p>



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		<p>walked/hiked this powerline easement having to circumvent small flows of water cascading down the hill throughout this cleared easement anytime of year. There is much water percolation off this hill with terrain "drop-offs" and soil-shelving along the easement as the result. And all this will more than definitely translate into road erosion as well.</p> <p>2) The other reason for objection (and I mentioned this to the Teeland Middle School open house project engineer) is there is ALREADY a "two-track" dirt road established straight through this Memory Lakes Homeowners Association easement to Pintail Drive due directly east from Old Squaw Circle. The map below depicts this lesser-known route with my dotted red line. I would be HAPPY to walk this with any Borough representative anytime convenient!</p> <p>My strongest advice for ALL Tract 2B subdivision-exiting (closing Snowgoose and Hawk Lane completely) is to widen Tattler Drive onto North Bald Eagle Drive and out to Schrock instead. I foresee a 4-way intersection at Polar Bear Drive/Bald Eagle at Schrock Road assuming the widened Polar Bear Drive as the new Schrock-reroute out to Wasilla-Fishhook Road for safer access than is presently in use.</p>	
3.	Email	<p>My family owns 3 properties on E. Birch Acres Dr. One of the planned routes would extend E. Birch Acres through to Bear St. This route is unacceptable involving much more land ROW and construction. The more feasible route, extending Grayling through to Chinook Ave is actually the only real solution. Grayling is already platted, no ROW acquisition and a whole lot less construction. I understand the purpose of alleviating access onto Bogard Rd, but Extending Grayling to Chinook Ave is the best option</p>	<p>Thank you for your comments. The alternative connection may only be necessary if the connection of N. Greyling St. to E. Chinook Ave. is determined to be infeasible. Prior to design and construction of the proposed road, MSB will work with impacted property owners to determine appropriate alignment of the new collector road.</p>



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4.	Email	<p>In response to your letter of January 21, 2025. As I have communicated with you and the project engineer previously, we do not want an access road constructed through our properties located between North Burlwood Lane and Greentree Street. My wife and I purchased these properties to preserve the secluded nature of these wooded lots from the current pressure for maximum density housing and commercial development. Our neighbors feel the same way and I have attached the letter addressed to you from Karen Steen as an example. For the small amount of traffic coming in and out of N Burlwood lane it would seem a right turn only lane or service road access would be much more practical.</p> <p>The letter specifies that the preferred new access road easement would be on the north side of the south property lines, why would it not be split with the other property owner? Constructing the road on the north side of our two middle properties that would impact Tax ID Numbers, 6469B02L002, 6469B02L003, 6469B02L004, and 6469B02LO0S would be especially egregious. Thank you for considering our concerns.</p>	<p>Thank you for your comments. Prior to design and construction of the proposed road, MSB will work with impacted property owners to determine appropriate alignment of the new collector road.</p>
5.	Email	<p>I'd like to thank you for your time yesterday at the Transportation Fair, as well as the helpful information provided regarding the Bogard-Seldon CAMP.</p> <p>I am a resident of N Snow Goose Dr., and was concerned with the recent mailer that was distributed that showed a roadway bordering properties along an easement to connect Old Squaw Ct with E Pintail Dr. This initial design would prove very problematic for the homes along the easement. There is a steep hill behind those properties and having a roadway</p>	<p>Thank you for your comments. The proposed alignment for the new road connection between Old Squaw Ct. and E. Pintail Dr. has been changed to a route at the lower elevation, rather than at the top of the hill.</p>



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		<p>behind and in front of them would cause drainage issues, among other concerns (traffic, noise, etc.). A roadway on that easement would mean snow berms in the winter, and runoff of snowmelt in the spring and rainwater in the summer into all those properties' backyards. For my property in particular, it would mean we would be at the bottom of bowl, having a road up hill of our home on either side. I am not sure what kind of issues this may cause to our well, our septic and possibly even our foundation with that much additional runoff.</p> <p>After visiting the booth at the fair however, I was pleased to hear and see that the proposed connection has already been revised to a more straightforward roadway that cuts through the greenspace as opposed to along the easement. I am very much in support of this new design. I also think it may help address issues with the ATV trails in that area being used as campsites and trash dumping grounds in our residential space.</p> <p>Though I have seen the change on the map in the draft plan, I am concerned the language does not quite match. Please correct me if I am mistaken, but section 4.6.4 (5) reads as follows:</p> <p>5. Roadway Connections Connect E Pintail Drive to the north. Proposed alignment will run along the hillside around the edge of existing greenspace to minimize ROW impacts.</p> <p>Is this the correct section that is to describe the new connection between Old Squaw and Pintail? If so, it still reads as though the roadway will run along the edge of the</p>	



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		<p>greenspace along the easements. Please point me in the right direction if I am missing the correct description. If I have the correct section, I would love to see it updated to match the map.</p> <p>Thank you again for your time and materials! Please let me know if you have any more information you can share or have any questions for me. Thank you,</p>	
6.	Email	<p>As a resident of the memory lakes neighbor who uses the N Snow Goose exit onto Seldon road I feel that the safest realignment option would be to connect N Hawk Owl Cir with N Holly Way. My reasoning is as follows:</p> <p>1. The intersection of Holly Way band Hawk Owl at Seldon will have the best line of sight for residents exiting the N Snow Goose Dr area.</p> <p>a. If you connect N Snow Goose to Hematite Dr you have a visual danger with the hill. Where N Snow Goose and Hematite each sit currently anyone making a left from either side risks being t-boned because they cannot see over the hill for oncoming traffic that most often is going over the current speed limit.</p> <p>b. Add to that the bus stops at those roads and it cause even more dangerous problems as it is now for students and buses and worse if you connect Hematite and N Snow Goose.</p> <p>c. Closing off Old Squaw Loop at Seldon is understandably necessary, however take into consideration that adds even</p>	<p>Thank you for your comments. The hill at the intersection of N. Snow Goose and Hematite Dr. is addressed in the proposed plan. There is an alternative option to provide a new roadway connection between N. Hawk Owl Circle and N. Gray Owl Circle to line up opposite N. Holly Way.</p> <p>Access onto E. Bogard Rd. between N. Trunk Rd. and N. Engstrom Rd. is managed by the Alaska State Department of Transportation and Public Facilities (ADOT&PF). The ADOT&PF is working with the applicant on a traffic control plan.</p>



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		<p>more traffic exiting at the New N Snow Goose exit.</p> <p>Also as a side note: The gravel pit driveway coming out on Bogard at the old dairy farm should NOT be approved until the roundabout at Engstrom and Bogard gets put in. It is already a heavy traffic and major safety issue for anyone driving through that area. Adding a gravel pit entrance to Bogard will make it even more congested without first fixing the current problem.</p> <p>Thank you for your time and consideration,</p>	
7.	Email	<p>I live on Departure Ct and have been trying to understand how the proposal to close access to Bogard for Lazy Eight and Chandelle helps.</p> <p>The main problem in this area is turning left onto Bogard from the commercial area, Lazy Eight, Departure Ct, Chandelle, and Caribou as well as turning left off of Bogard onto the aforementioned streets.</p> <p>At least under the current conditions, when someone heading East is trying to turn left off of Bogard in this area and they have to wait for traffic traveling West, the traffic is calmed enough to provide increased and safer opportunities for others East of them trying to turn left onto Bogard.</p> <p>The current plan funnels everyone on Lazy Eight, Departure Ct, and Chandelle to a single point to get on to Bogard which will likely make it more difficult, exacerbating the frustration of drivers and encouraging even more risk taking to turn on to Bogard, especially to the left.</p>	<p>Thank you for your comment.</p> <p>The frontage road between N. Lazy Eight Ct., N. Departure Ct., and N. Chandelle Ct. has been removed from the plan.</p> <p>A full median opening and left-turn lanes have been added to the intersection of N. Departure Ct. and E. Bogard Rd.</p> <p>An eastbound left-turn lane from E. Bogard Rd. to N. Lazy Eight Ct. has been added to the plan.</p>



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		<p>Proceeding with the current plan without providing some sort of traffic calming (roundabout, traffic signal, ect.) that would allow increased and safer opportunities to turn left onto Bogard would be a mistake.</p> <p>I believe a center turn lane from the commercial area near Lazy Eight to just past Caribou is a better alternative.</p> <p>I do appreciate your efforts to make a difference on a very challenging and contentious problem, I suspect you are underpaid.</p> <p>v/r</p>	
8.	Email	<p>Thank you for sending the updated plan for Bogard and Seldon.</p> <p>I would like to ask and bring attention to a few points specifically to the plans regarding Chandelle Ct. and Lazy Eight off of Bogard:</p> <p>1. Has the Borough collected actual traffic data regarding the impact of the cars going in and out of Chandelle and Lazy Eight to justify the tearing down of the four houses for the frontage road? I would be curious to see that data. I have not experienced congestion that would justify the current plan. It seems that the frontage road would still cause a potential traffic jam of those who used to use Chandelle and Lazy eight. Moreover, the plan only seems to alleviate only 19 single-family lots (several of the people who live there I personally know are either retired or work remote and therefore do not</p>	<p>Thank you for your comment. The frontage road between N. Lazy Eight Ct., N. Departure Ct., and N. Chandelle Ct. has been removed from the plan.</p> <p>A full median opening and left-turn lanes have been added to the intersection of N. Departure Ct. and E. Bogard Rd.</p> <p>An eastbound left-turn lane from E. Bogard Rd. to N. Lazy Eight Ct. has been added to the plan.</p> <p>The plan recommends one of two options for the N. Caribou St. intersection with E. Bogard Rd.:</p> <ol style="list-style-type: none"> 1) Right-in-right-out with median; or 2) Directional median opening



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		<p>contribute much to the traffic). That does not seem like an effective ratio. The predominant issue still seems to be the traffic coming in and out of Caribou Road.</p> <p>2. Does the Borough have plans for a round-about around Caribou Road? It would seem to me that having a round about there and blocking left turning traffic through that portion of Bogard would be a more effective, efficient, and less costly option than the plan to tear down four houses for just a frontage road for 19 lots to utilize. The traffic coming off Caribou are vehicles from all those neighborhoods north of Bogard, which would I estimate to be greater than 100 lots (a number of which are multi-family homes) from North Charley, E Shaw Dr, Echo Ave, Sierra St, N Golf street, Foxtrot Ave etc. This is where I would think most of the traffic in this section of Bogard comes from.</p> <p>3. How does the Borough plan to mitigate access to the taxiway and active runway from this proposed public frontage road? Will there be a wall or fence built? Without some form of barrier, this plan is a safety issue to airplane traffic of the Anderson Lake aviation community.</p> <p>Full disclosure, I am the owner of one of the houses that is planned to be torn down with the current proposal. While the letter states that the Borough understands the hardships associated with this plan for those who may lose their house, I do not think the Borough is aware of how challenging it is to find a home that has the ability to have a hangar, runway access, and lake access. Currently, any house that meet this</p>	



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		<p>criteria range from \$800k to over \$1 Million. Additionally the interest rate that this home was purchased at was 2.75%, and the cost savings compared to current rates is substantial to my family. I understand this is a challenging problem, however, I would like to think that the Borough would plan to exercise options that are effective, fair, and for a greater number of vehicles than this current plan, as well as limit any distress to current residents.</p> <p>Thank you for reading this comment.</p>	
9.	Email	<p>Thank you for the plan. I would suggest that your web person try to open/test thier work on a portable device like a cell phone. I am a huge fan of roundabouts vs stop lights. Your stats are from 2022. The congestion presently during school and rush hour is abysmal.</p> <p>Cheers</p>	Thank you for your comments.
10.	Email	<p>I was planning on or wanted to check to see If it was possible to put me a driveway onto Bogard from the back end of my property. I live at 5825 E. Alder Cir..</p> <p>Would I be able to put in a drive way there sometime in the near future?</p>	<p>The proposed MSB plan recommends that no new driveways be allowed onto E. Bogard Road.</p> <p>This segment of E. Bogard Rd. is owned by the State of Alaska. A driveway permit onto E. Bogard Rd. would need to be considered by the Alaska Dept. of Transportation and Public Facilities (ADOT&PF). ADOT&PF Driveway and Approach Road Permit website can be found at this link: https://dot.alaska.gov/permits/oldRowdysUsersGuide/driveways.html</p>
11.	Email	<p>Thank you for your response.to my questions and concerns. I do however have more questions concerning the proposed</p>	Thank you for your comments. The CAMP provides recommendations that improve intersection spacing



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		<p>Bogard//Seldon CAMP.</p> <p>Putting in a median down Bogard from the Mini roundabout to the Trunk Road roundabout eliminating left hand turns on to Bogard will only increase the flow of traffic.</p> <p>It will force drivers to go to the next roundabout just to head in the direction of their homes to make a right hand turn onto their street. Resulting in additional traffic at the roundabouts, potentially causing the flow of traffic to slow down waiting for their turn .</p> <p>How will the median effect the emergency vehicles? They will also need to go the next roundabout, potentially causing a delay in arriving at an emergency.</p> <p>How will the median work for the school buses picking up students for Colony HS/Middle School as well as the elementary children?</p> <p>Putting in a frontage road between Lazy Eight and Chandelle Ct , and from Caribou to Bear does what? It displaces the owners of the properties. Many of which have lived in their homes 30 + years. Will the homeowners be compensated for their moving expenses to another property of equal size. Some of the property owners utilize the taxi way and runways for their aircraft. How will they be compensated?</p> <p>Closing the driveway for the business next to the power station near the mini-roundabout? I understand the reason for not wanting to make a left turn there from Bogard.</p>	<p>and reduce conflict points along the corridor. Out-of-direction travel was considered and improvements are recommended to minimize the impact.</p> <p>The frontage road between N. Lazy Eight Ct., N. Departure Ct., and N. Chandelle Ct. has been removed from the plan.</p> <p>A full median opening and left-turn lanes have been added to the intersection of N. Departure Ct. and E. Bogard Rd.</p> <p>An eastbound left-turn lane from E. Bogard Rd. to N. Lazy Eight Ct. has been added to the plan.</p>



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		<p>Why not leave the driveway next to the power station a right turn only from the parking lot onto Bogard.</p> <p>My suggestion for the Bogard Road CAMP is to put in a left turn lane. As explained to me at the Alaska Transportation Fair, the road would need to be widened to accommodate the median, why not widen it to accommodate a left turn lane. Putting in a turn lane allows traffic to get out of the flow of traffic therefore reducing the amount of rear-end crashes. It would also eliminate the urge for traffic to go around the right side of the left turning vehicle.</p>	
12.	Email	<p>I could not find any explanation for “right in right out”, specifically how is a person supposed to turn around after having to turn right? If I come out on Earl drive and must only turn right, how will I get to my mail service which is located on Lazy Eight Ct? Will I have to go to the next turn about? If so, it will be causing everyone to waste a lot of gas. I still think that a few stop lights would solve the problem.</p>	<p>Thank you for your comments.</p> <p>Right in/right out intersections reduce conflict points by requiring vehicles to make right turns when entering or exiting the intersecting road. This means no left turns or through movements are permitted.</p> <p>Out-of-direction travel was considered and improvements are recommended to minimize the impact.</p>
13.	Email	<p>Opening my mail recently I got the first look of the current proposal for Bogard as it affects my property. My longtime home is Lot 20 off of Departure Ct. In Shaw Tri-Lakes.</p> <p>I've given myself some time to get my anger and disgust in check before I comment.</p> <p>There is no amount of compensation that is going to make my forever home inhabitable under the current proposal, and I'm</p>	<p>Thank you for your comments.</p> <p>The frontage road between N. Lazy Eight Ct., N. Departure Ct., and N. Chandelle Ct. has been removed from the plan.</p> <p>A full median opening and left-turn lanes have been added to the intersection of N. Departure Ct. and E. Bogard Rd.</p>



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		<p>not even sure what you are hoping to solve by it. I'm sure the 4 homes proposed for eminent domain are probably fine with taking a payout. Their property is already unsellable due to deafening traffic noise, and age and quality of properties. My property could not be reproduced on a private airstrip anywhere in the Valley for twice of what it's worth.</p> <p>Feeding everything from the Seldon Roundabout to Chandelle to stack up in my front yard is ridiculous. All the business traffic from Crossroads Center would be in my face as well. I already take as much as 10 minutes to get onto Bogard at times.</p> <p>The Borough needs to rethink what their goal is. And that goal should not be providing a superhighway through a long-established residential corridor so that once low value non commutable properties in West Wasilla can save 5 minutes on their commute at the expense of everyone else.</p> <p>Everything from Seldon to Trunk is Residential, with Subdivisions of 1000's of house trying to feed onto Bogard. And it was never an issue until you punched Seldon through. Now every clown all the way to Meadow Lakes uses a once quiet road to bypass Wasilla. And they do it at the expense of our property values.</p> <p>As you probably know someone was killed in an accident here at Departure when someone went around turning traffic. No one should be traveling on this Road at speeds high enough to kill this close to Seldon (or anywhere on Bogard) You may also know that the owner of Lot 21 was killed at Barry's hill by</p>	<p>An eastbound left-turn lane from E. Bogard Rd. to N. Lazy Eight Ct. has been added to the plan.</p>



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		<p>another out of control idiot. There are Dozens of driveways along this stretch, and zero traffic control devices. The goal should be calming the flow on Bogard to allow gaps for people to get on or across road, not speed things up. People clear the roundabout at Seldon and firewall it, including Semi's and Gravel trucks. There is no place to safely cross, and me and my dog have been nearly mowed down several times.</p> <p>Instead of buying up houses and making a frontage road that solves nothing, how about spending your money on some traffic lights? Like one at each end of Cottonwood Loop, one at Engstrom (Since you allowed developers to also build 100's of houses up there with no thought n how they would get on Bogard either) How about you do something to force the West Seldon traffic onto an improved Seward Meridan out to the Parks.</p> <p>You had no problem with covering the Palmer Wasilla Highway with traffic lights, why not Bogard? Is saving people 5 or even 10 minutes on their commute to Anchorage worth even one life? You should never have connected Seldon with all the thousands and thousands of once low value lots to Bogard without a plan. You shouldn't have allowed the building up Engstrom without a traffic plan. It has destroyed the rest of ours's peace, quality of life, and property value.</p> <p>Traffic routinely is moving 65-70MPH on this stretch of Bogard. No shoulders, blind hills, accelerating traffic and all. It's beyond dangerous. The deafening noise and dust being kicked up is almost unbearable already.</p>	



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		<p>Put some traffic lights up! Calm the traffic. Allow gaps for people to enter. Allow safe places to cross. It's a residential area!</p> <p>I grew up on Finger Lake and have been driving Bogard since it was a dirt road, back road to Wasilla. I have seen every bad idea implemented there is. I've owned this home since the 90's and when I'm too old to work on planes and fly, this equity is my retirement. What you are proposing will make my home unlivable. And even if you gave me full market value for it now, losing it would destroy my future earnings restoring aircraft, because as I mentioned you can't replicate it anywhere for twice of what it's worth. Factor in loss of future earning capacity at my chosen trade of aircraft restoration, and you can get an idea of what the litigation will look like. You do realize what you have proposed will intersect with an aircraft taxiway as well?</p> <p>Routing everyone on this side of the airport to my front yard isn't going to fly. Especially the business traffic from Lazy Eight.</p> <p>Please keep me informed.</p> <p>Regards,</p> <p>In addition:</p> <p>This proposed frontage road intersects both taxiways and</p>	



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		<p>obviously would require an at least 8ft security and privacy fence from Chandelle to Lazy Eight. Along with a privacy fence on my West property line to protect me from the view of endless lines of traffic trying to get on the road at Departure in front of my house.</p> <p>The only way this even remotely would work is if a traffic light is put at the Departure / N. Cottonwood intersection to Bogard. Otherwise it will be a complete disaster of both sides of the street trying to kamikaze out into the proposed suicide lane at once.</p> <p>Speaking of which... The full length suicide lane all the way to Trunk will cause nothing but even higher speeds, and will result in many more high energy crashes. The only thing that calms the flow at all now is people waiting to turn stopping the traffic.</p> <p>The speed limit should be 35-40 tops on the section between Seldon and Trunk. It's a residential area. There should be safe crosswalks, paved walking paths, and controlled access. Just like my taxes have paid for everyone else around the Valley.</p> <p>My Borough taxes have tripled since I purchased this home. And there has not been one single improvement on any road between Trunk and my home that entire time. Not one thing. Decades.</p> <p>The Borough needs to get their priorities straight. Do we want a Community, or do we just want to create high speed</p>	



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		bypasses so that people can get to Anchorage 5 minutes faster?	
14.	Email	I'm looking for the most recent revised plan for bogards upgrades and the plan available is from September. The timeline states the revised plan would be made available Jan 31st and there would be an open comment period. Can you please send me the info on where I can see the revised document and add public comments? Thank you.	<p>Thank you for your comment. The main website with information for the plan is: https://bogardseldonaccess.matsugov.us/</p> <p>The "Documents" page contains the draft plan for viewing and download.</p> <p>An interactive story map at the "View the Plan" page. The story map describes the current conditions on the corridor and also has an interactive map of the proposed plan using the "Tour the Plan" link on the main menu of the story map page.</p> <p>The story map is best viewed on a computer or tablet, rather than a phone.</p>
15.	Email	<p>About the Bogard-Seldon corridor plan and Section E.....</p> <p>I'm noticing a huge house that "sprung up overnight" at the west corner of Seldon Road and North Hermatite Drive and it's like 20 feet from the existing Seldon Road easement! I think the owner must be out of his mind building that close to the road knowing it will be widened in the future, but some people probably want the equity when the Borough comes a knockin' years from now. I can't imagine you would want anyone building that close to the existing easement because the west side of Seldon is much easier to widen versus the East side. Just thought you might like to have a look at that. He's about done erecting the framing, now putting the exterior panels on.</p>	<p>Thank you for your comment. The MSB Right-of-Way Coordinator has been notified. We will review this segment to determine what may need to be addressed in this location.</p>



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		It literally sprung up the last 4 days, a large team of carpenters working 12 hour days it seems.	
16.	Email	<p>To start with, my wife and I are 75 years old and we have been living here on Camino Cielo Road for 42 years. Our subdivision has never had an outlet and has never been paved. Our street connects with Tierra Grande Road which is a dead end street. So all the vehicle traffic coming into our subdivision must go back out the same way. Dust in, dust out, and lots of it. There are 19 residences between our house and the end of Tierra Grande Road if you count duplexes. A couple years ago 8 more residences were built on a spur coming off Tierra Grande Road totaling 27 residences needing to pass twice (out and in) past our road. I don't know how that was ever allowed, given the traffic already in the subdivision, but it was.</p> <p>There is a street called Nancy Way coming off Seldon that was supposed to connect to Tierra Grande Road many years ago (like about 40 years ago) but it never happened, God only knows why. That would have solved the traffic problem on Camino Cielo Road as well as the entire subdivision. All our traffic now is routed onto Mulchatna, then Wasilla Fishhook or Lucille.</p> <p>There's my input. Meanwhile we'll keep choking on the dust. Thanks.</p>	Thank you for your comments.
17.	Email	<p>Hello,</p> <p>I live at the house at 300 East Seldon road. My property is one of the 13 driveways that is on the stretch of seldon road between Lucile street and schrok road. I noticed in the</p>	Thank you for your comments. We will review this segment to determine what may need to be addressed in this location.



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		upcoming plan that there is no proposal for my houses driveway which is directly on Seldon road, likewise there is no plan for the neighbors houses to the East and West of me. I wanted to ask, if there were any ways in which a plan can be constructed to have our driveways looked at to help to reduce access points on Seldon road as well. I do know that there is the single access point at ravenview drive, I do not know if that can have an extended driveway to reach out houses. In any case I just wanted to see what sort of options my house might fit under. Any information would be greatly appreciated. Thank you!	
18.	Email	<p>Comments and remarks and requests:</p> <p>Current plans show the closing of N. Intuition Dr with option to build a new road across from N Ward Rd between Stoneridge Heights and Serendipity II subdivisions as alternate access to this street.</p> <p>Building the road towards the bottom of the hill would require you to condemn a portion of our property along with a few others in order to proceed.</p> <p>To close one road to build a whole new road seems seems wasteful.</p> <p>Furthermore, regarding 4.7.3 showing plans to extend N Ward Rd to W Chesapeake Ave* (*not Street as shown in your paperwork).</p> <p>We believe in order to meet your road building codes and the impacted lands topography you will not be able to use the existing right-a-way or easements alone.</p>	<p>Thank you for your comments.</p> <p>The proposed connection from N. Intuition Dr. to a newly constructed northern portion of N. Wards Rd. has been removed from the plan. Alternative access for N. Intuition Dr. is now proposed to access a new frontage road connecting N. Intuition Dr. to N. Tamar Rd.</p> <p>The Planned Improvement Projects (4.7.3) for N. Ward Dr. has been removed from the plan.</p>



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		<p>You will probably have to condemn the majority, if not the entirety of our property.</p> <p>If your continue to go onward and up/through the hill, it would be courtesy of you to advise us what the outcome will be ahead of time.</p> <p>Also one of my neighbors hasn't received your notice regarding this, which I believe is disconcerting as well.</p> <p>This is so devastating to us as proud residents in the Mat-Su Borough since 1981.</p> <p>We have raised our children, have the grandkids over, paid our taxes, and enjoyed the peacefulness of our neighborhood.</p> <p>This not only drastically reduces our home and property value but also our investment for retirement years and the quality of our living space..</p> <p>Truthfully, it would feel as though we have just moved to an Anchorage neighborhood with its little spaces and zero lot lines.</p> <p>Over the years I have made comments against the division of lots in our subdivision. If seemed wrong to loose the integrity of it all.</p> <p>You may have gained , but we are now paying by seeing the impacts on this road corridor and in the end we have probably lost.</p> <p>Thoughts: would like see N.Tamar Rd turned into a roundabout. Compromise to connect W. Chesapeake Ave off the end of the cul-de-sac to N Inspiration Loop for a shorter new road option.</p>	



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		<p>And if further down the road your considering of extending N. Wards Rd to beyond W Chesapeake Ave to the wetlands, I would hope you would reconsider coming in from the back side off Schrock so as not to impact these dwindling wetlands needlessly.</p> <p>Please contact us to set up a time to evaluate this matter on site at our property at <i>*phone number</i></p> <p>For your consideration,</p>	
19.	Email	<p>From: Memory Lake Estates II residents of Old Squaw Loop and E. Old Squaw Ct. Wasilla, AK 99654</p> <p>RE: The proposed plan to close N. Old Squaw Lp. access to E Seldon Rd. (Ref. Bogard-Seldon Corridor Access Management Plan Segment E - E. Seldon Rd. - Schrock Rd. to N. Lucille Street 4.6.4 Recommendations: 2. Cul-de-sacs N. Old Squaw Loop: Access to/from Old Squaw Loop will be maintained via new roadway connection between N Old Squaw Loop and E Pintail Drive.</p> <p>We the undersigned residents of Memory Lake Estates II subdivision, request that N. Old Squaw Loop not be closed off from traffic being able to enter E. Seldon Rd.</p> <p>Comments: *Please leave open, we'll be safe pulling onto/off E Seldon. Thanks for listening/considering. *Resident are out of state and gave permission to add name to</p>	<p>Thank you very much for your comments. The plan consolidates access points to meet recommended intersection spacing.</p>



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		<p>petition via phone.</p> <ul style="list-style-type: none">*Keep Old Squaw entrance off Seldon*Leave as is.*Leave alone.*Please keep the way it is.*Please leave open to take out long trip to get back to Seldon.*Remain the same!*Need frontage road to access Seldon from hill*Leave it alone*Permission to add name provided by phone*There are 21 homes in our subdivision. 18 of 21 (85%) signed, requesting that N. Old Squaw Loop remain open to access E. Seldon Rd. Only 1 person asked said NO. Signed petitioner.	
20.	Email	<p>RE: NLCC comments on revised Bogard-Seldon Corridor Access Management Plan</p> <p>Dear Ms. Spackman, The North Lakes Community Council (NLCC) strongly supports the Corridor Access Management Planning (CAMP) process and appreciates that many of the comments we submitted in November 2024 were taken into consideration. Thank you.</p> <p>Like other plans in the past, the CAMP provides a great foundation for the State and Borough as they go forward with specific projects.</p> <p>However, a plan is just a plan ... as a Community Council, what we really are interested in is to see our State and Local governments pushing forward aggressively to prioritize and execute the projects envisioned to actually address the</p>	<p>Thank you for your comments.</p>



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		<p>transportation infrastructure. As such, we want to take an opportunity here to offer our assistance.</p> <p>As DOTPF and MSB road improvement projects are identified for funding and development (as contemplated in the CAMP) the NLCC would like to participate with government planners during the project scoping and preliminary engineering processes. This early engagement will provide an opportunity for NLCC members and residents to suggest specific solutions as the project is designed and constructed. We really don't want to wait until formal public review processes start typically after preliminary design. We can add value much earlier in the process.</p> <p>We also recognize there are a number of connecting roads and related improvement projects within our community boundaries that are outside the scope of the CAMP. The NLCC wishes to restate our strong community concern that projects are prioritized based on existing and forecasted traffic levels. We request early engagement during project scoping and preliminary engineering. We believe there are some problematic intersections that require attention in the near future. We are also advocating for separated and dedicated bike & pedestrian paths for safety; wider lanes; adequate shoulders; and traffic calming measures on several specific roads.</p> <p>Following is just a partial list of project initiatives we believe deserve timely attention. Only some of these were within the scope of the CAMP initiative. These are listed in a general order</p>	



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		<p>of priority from a Community Council perspective:</p> <ul style="list-style-type: none"> ● Engstrom to Trunk Connector Road (MSB) ● Bogard / Engstrom Intersection - More aggressive ROW acquisition timing (AKDOT) ● Right Turn Only modifications at the intersection of Bogard and Stringfield (AKDOT) ● Bogard-Seldon-Grumman Roundabout to Wasilla (AKDOT) ● Intersection improvements at Shaw Elementary Access (AKDOT) ● Round-a-bout improvements at the Bogard / Seldon / Grumman Intersection (AKDOT) ● Right Turn Lane is needed on Caribou at Bogard (MSB) ● Green Forest Road - Traffic Calming (MSB) ● Lakeview Drive - Traffic Calming (MSB) ● Moose / Charley / Mariah connector between Bogard and Wasilla Fishhook (MSB) ● Engstrom Road - improvements and bike & pedestrian safety (MSB) ● Fireweed Drive - improvements and bike & pedestrian safety (MSB) ● Arabian Drive - improvements and bike & pedestrian safety (MSB) ● Green Tree - improvements and bike & pedestrian safety (MSB) ● Keith Drive - improvements and bike & pedestrian safety (MSB) ● Radon - improvements and bike & pedestrian safety (MSB) ● Fir from Cottonwood Loop to Finger Lake School - improvements and bike & pedestrian safety (MSB) 	



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		<ul style="list-style-type: none">● Cottonwood Loop from Fir to Bogard - improvements and bike & pedestrian safety (MSB) <p>The NLCC has a standing Committee focused on Road & Traffic Safety. We are intimately familiar with the issues along the major routes contemplated in the CAMP and the connecting neighborhood roads. We would like our voices heard early enough to make a difference. Sincerely,</p>	
21.	Email	<p>Our specific comments concern the backage road planned to connect McRae and Keith.</p> <p>As the owners of Finger Lake SVW #3 tract A-2 we are pleased that the current plan puts the new road on the adjacent tract A-1and request that this alignment is kept in place, however we do have some concerns.</p> <p>Presently there is a 15 foot buffer in the covenants on tract A-1 giving us some separation from the commercial activities on that parcel. We would request that the buffer remain in place if possible or an alternative would be a fence constructed on the property line to provide some security and noise abatement. Thank you for your consideration in this matter.</p> <p>Sincerely</p>	<p>Thank you for your comment. Prior to design and construction of the proposed road, MSB will work with impacted property owners to determine appropriate alignment of the new road.</p>
22.	Email	<p>4.5.4 Recommendations 6. Road Connection Page 39</p> <p>Thank you for providing an alternate connection of E Village Circle to N Larson Elementary Circle as opposed to connecting E Porcupine Trail to E Serendipity Loop.</p>	<p>Thank you for your comments. Two options remain in the plan with the preferred option being E. Porcupine Trail due to existing right-of-way.</p>



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		<p>I ask that the impact of homeowners be a priority. Connecting East Porcupine Trail to E. Serendipity Loop turns the Woodfield Park subdivision into a thruway. If at any time there is traffic build up at Larson Elementary, the homeowners of the Village Park subdivision can easily drive through our neighborhood to get to Seldon.</p> <p>I see this as a safety hazard for our neighbors. Speed limits in residential areas are often ignored in a thruway. There are multiple homes on each side of the road with small children who play amongst the yards and often cross the street to another yard. We also have many walkers, including children, and dog walkers throughout our neighborhood at all times of the day.</p> <p>Additionally, the homeowners in the cul-de-sac of Village Park will lose the privacy they've enjoyed, and their homes will become a busy thruway.</p> <p>Connecting E Village Circle to N Larson Elementary Circle would impact possibly one homeowner in Village Park, but they already have E Village Loop as a thruway coming by their house.</p> <p>I understand that it would be easier for DOT to turn an existing pathway into a road at the E Porcupine Trail culde-sac, but there are many homeowners who have invested their lives in their property and neighborhood that will be negatively impacted.</p>	



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		Thank you for your consideration.	
23.	Email	<p>RE: Bogard/Seldon Road Corridor Access Management Plan, 2025 Revised Draft</p> <p>Dear Julie Spackman and team:</p> <p>The Meadow Lakes Community Council membership would like to reiterate its support for the proposed roundabout at the intersection of Church Road and Seldon Road. Hazards and near misses have come up many times at our meetings. Safe access is good for businesses and residents.</p> <p>[image of Bogard-Seldon Corridor Access Management Plan Figure 8, page 53 included with the letter]</p> <p>The Council membership voted to submit these comments at our March 12, 2025, meeting.</p>	Thank you for your comments.

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