

**PC Reso 21-13 Packet
Emails
Land Classification and
Recommendation**

HANDOUTS

From: Jill Irsik
Sent: Monday, June 14, 2021 11:24 AM
To: Nancy Cameron
Subject: FW: Withdrawal MSB007737

-----Original Message-----

From: Laura Wright <lauraw@mtaonline.net>
Sent: Saturday, June 5, 2021 8:13 AM
To: Land Management <Land.Management@matsugov.us>
Subject: Withdrawal MSB007737

[EXTERNAL EMAIL - CAUTION: Do not open unexpected attachments or links.]

I am writing to object to the proposed land sale in Talkeetna along the Spur Road. This must be withdrawn!! This is an important piece of Borough land that was originally attached to the larger parcel that the Transfer site, library and warm storage building sits on. It is too valuable in the future for any potential borough building. That parcel is the alternative site for downtown Talkeetna should it need to be relocated due the the river wiping it out!

In the meantime it could become a soccer field or ball field or other possible borough building or service. The MSB has sold almost all land in the north Spur road and downtown area.

WITHDRAWAL THIS PARCEL!

Lastly, it is near impossible to find this document on the MSB website. It did not appear in the search no matter how much I tried. I looked for 15 minutes before finding it. It should be under public notices/Talkeetna and it is not.

Laura Wright
HC 89 Box 8129
Talkeetna, AK 99676

Nancy Cameron

Proposed Parcel 21-15

From: Jill Irsik
Sent: Monday, June 14, 2021 11:24 AM
To: Nancy Cameron
Subject: FW: MSB007737, 2021 Competitive Sealed Bid

-----Original Message-----

From: Anita Golton <goltking@mtaonline.net>
Sent: Saturday, June 5, 2021 3:37 PM
To: Land Management <Land.Management@matsugov.us>
Subject: MSB007737, 2021 Competitive Sealed Bid

[EXTERNAL EMAIL - CAUTION: Do not open unexpected attachments or links.]

To whom it may concern,

I am a 22 year Talkeetna resident, local business owner and Talkeetna Spur Road property owner. I received the notification regarding the land sale of Mat Su Borough property (MSB007737, 2021 Competitive Sealed Bid) on the east side of the Talkeetna Spur just across from the Talkeetna Library and the Borough Transfer Site. I'm writing in hopes that the Borough will WITHDRAW this parcel from the land sale and keep it as public property.

As the "gateway" to the Talkeetna townsite, keeping the property undeveloped, unless necessary for borough services, contributes significantly to the rural, natural and not-overly-commercial feeling that Talkeetna is known for. There are many properties along the Talkeetna Spur, including mine which are developed responsibly, according to the SPUD for this area. However, I am not confident that private owners of this parcel would consider the ramifications of over-development of this lot. The only way to ensure that it remains a natural and beautiful entrance into the town is to save it as Borough property.

More importantly, we are all acutely aware of the changing dynamics of the riverfront. With the possibility of erosion and flooding that could significantly affect the Talkeetna townsite, having public property "at the top of the hill" could be critical for future public needs such as a school, emergency services/fire hall, playground, etc. if ever the townsite were unusable due to flooding or other issues. This was already brought to light when the new library was built at it's current location after discovering the silt under the old library was unsuitable for current building requirements.

I hope the Land Management Division will decide NOT to reclassify or sell this parcel at this time or anytime in the future.

Sincerely,

Anita Golton
PO Box 685
Talkeetna, Alaska

From: Jill Irsik
Sent: Monday, June 14, 2021 11:24 AM
To: Nancy Cameron
Subject: FW: Comment on Clasification/Sale (MSB007737)

-----Original Message-----

From: Willi Prittie <willi@mtaonline.net>
Sent: Sunday, June 6, 2021 3:09 PM
To: Land Management <Land.Management@matsugov.us>
Subject: Comment on Clasification/Sale (MSB007737)

[EXTERNAL EMAIL - CAUTION: Do not open unexpected attachments or links.]

To whom it may concern:

I hope that the borough will withdraw this parcel from the land sale and keep it in the public domain.

I am a 20-year Sunshine resident, retired from local business. I have a great deal of concern about your proposed sale of MSB007737 parcel along the Spur road just before Talkeetna. The borough has not done a very good job at enforcing numerous infractions and ongoing infractions of the Talkeetna SPUD. The last thing we need is for public land on the entrance to Talkeetna to be sold off to someone who may want to put an unsightly strip-mall business in, or some other thing that violates the SPUD. We in the Talkeetna area DO NOT want to start looking like Wasilla (DBA Strip Mall City)! The whole idea of the SPUD, when it was envisioned and passed by the community, was to protect the rural values and natural viewscape of our area. A sale of this type would not be in those best interests.

Keeping this property undeveloped and in public hands will contribute to keeping our area from commercial overdevelopment (or even residential overdevelopment). It may actually be needed in the future by the borough for public needs like borough infrastructure, much like the new library needed to be moved out of town.

Sincerely,

Willi Prittie
Sunshine, Alaska

From: Jill Irsik
Sent: Monday, June 14, 2021 11:24 AM
To: Nancy Cameron
Subject: FW: MSB007737 2021 Competative Sealed Bid Land Sale

-----Original Message-----

From: Bee Long <woodyfiber17@gmail.com>
Sent: Sunday, June 6, 2021 3:56 PM
To: Land Management <Land.Management@matsugov.us>
Subject: MSB007737 2021 Competative Sealed Bid Land Sale

[EXTERNAL EMAIL - CAUTION: Do not open unexpected attachments or links.]

COMMENTS MSB007737 2021 COMPETATIVE SEALED BID LAND SALE CLASSIFICATION/SALE

Dear Land and Resource Management,

1. This 6 acre MSB public land should be withdrawn from the competitive land sale in order to accomodate future community expansion and future community emergencies. Borough public land can fit those needs.
2. The classification should be such to retain the acreage in public ownership for future community expansion or emergency use in the case of flooding and erosion.

The town of Talkeetna exists in an active flood plain. To protect the town from three rivers' erosion and flooding is very expensive and time consuming. At any time, an emergency could occur and relocation to the upper elevations on the Spur Road could be necessary.

With the existence of the library, the transfer site and the borough maintenance facility, a community facilities/services area already exists. These 6 acres are valuable to keep in the public control of the borough.

KEEP THIS LAND UNDEVELOPED. DO NOT SELL IT.

Becky Long
Talkeetna
6/6/21

Nancy Cameron

Proposed Parcel 21-15

From: Jill Irsik
Sent: Monday, June 14, 2021 11:24 AM
To: Nancy Cameron
Subject: FW: MSB007737 2021 Competitive Sealed Bid Land Sale

-----Original Message-----

From: Denis Ransy <denisinak@gmail.com>
Sent: Sunday, June 6, 2021 4:01 PM
To: Land Management <Land.Management@matsugov.us>
Cc: Tam Boeve <Tamboevedistrict7@gmail.com>
Subject: MSB007737 2021 Competitive Sealed Bid Land Sale

[EXTERNAL EMAIL - CAUTION: Do not open unexpected attachments or links.]

Dear Borough,
Please keep this land undeveloped and withdraw it from the proposed land disposal. Putting it up for sale would be shortsighted. This public land could really become necessary for the community of Talkeetna.

Denis Ransy
Talkeetna

Nancy Cameron

Proposed Parcel 21-15

From: Jill Irsik
Sent: Monday, June 14, 2021 11:23 AM
To: Nancy Cameron
Subject: FW: MSB007737, 2021 Competitive Sealed Bid

-----Original Message-----

From: ROBERT GERLACH <rgerlach@mtaonline.net>
Sent: Monday, June 7, 2021 10:50 AM
To: Land Management <Land.Management@matsugov.us>
Subject: MSB007737, 2021 Competitive Sealed Bid

[EXTERNAL EMAIL - CAUTION: Do not open unexpected attachments or links.]

Nancy Cameron,

RE. MSB007737

This parcel should be retained for MSB use in the future. There is very little MSB land left in the Talkeetna that has not been sold or leased. It has great value in the future for MSB use. Please be forward thinking and remove this parcel from the Competitive Bid Sale. It will be far more valuable to MSB in the future for its own uses than selling it now.

Thank you.

Robert Gerlach, MSB resident and taxpayer

Nancy Cameron

Proposed Parcel 21-15

From: Jill Irsik
Sent: Monday, June 14, 2021 11:22 AM
To: Nancy Cameron
Subject: FW: Msb007737

-----Original Message-----

From: Sarah Keith Kehoe <skkehoe@gmail.com>
Sent: Monday, June 7, 2021 5:42 PM
To: Land Management <Land.Management@matsugov.us>
Subject: Msb007737

[EXTERNAL EMAIL - CAUTION: Do not open unexpected attachments or links.]

I oppose the sale of Msb07737. The 6 acres of land is needed in case of emergency due to flooding of the Talkeetna town. Please honor the community plan which designates this land for emergency use and town relocation . The library and borough maintenance building already are located adjacent to this designated area.

Please do not sell.

Sarah Kehoe
Talkeetna resident

Sent from my iPhone

Nancy Cameron

From: Jill Irsik
Sent: Tuesday, June 15, 2021 10:37 AM
To: Nancy Cameron
Subject: FW: Talkeetna parcel MSB landsale

From: Diane Okonek <dcokonek@gmail.com>
Sent: Tuesday, June 15, 2021 9:14 AM
To: Land Management <Land.Management@matsugov.us>
Cc: Tam Boeve <Tamboevedistrict7@gmail.com>
Subject: Talkeetna parcel MSB landsale

[EXTERNAL EMAIL - CAUTION: Do not open unexpected attachments or links.]

Dear MSB division of land sales,

I am writing in regards to the 6 acre parcel across from the Talkeetna Library entrance that the MSB is considering listing on your land sale publication.

This land is part of the original library parcel and this area was proposed ages ago for emergency use for the Talkeetna townsite in the case of a devastating flood. I believe it is very important that this parcel remains as MSB property for this use. I can't imagine a better reason for the MSB to retain ownership. Please do not sell this land now or in the future.

Sincerely,

Diane Calamar Okonek
PO Box 583
Talkeetna, Alaska. 99676

Nancy Cameron

From: Jill Irsik
Sent: Tuesday, June 15, 2021 10:37 AM
To: Nancy Cameron
Subject: FW: Talkeetna parcel MSB landsale

From: Diane Okonek <dcokonek@gmail.com>
Sent: Tuesday, June 15, 2021 9:14 AM
To: Land Management <Land.Management@matsugov.us>
Cc: Tam Boeve <Tamboevedistrict7@gmail.com>
Subject: Talkeetna parcel MSB landsale

[EXTERNAL EMAIL - CAUTION: Do not open unexpected attachments or links.]

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Sincerely,

Diane Calamar Okonek
PO Box 583
Talkeetna, Alaska. 99676

Nancy Cameron

From: Jill Irsik
Sent: Wednesday, June 16, 2021 3:25 PM
To: Nancy Cameron
Subject: FW: 6-acre parcel of land in Talkeetna

From: Cici Schoenberger <cscho02642@gmail.com>
Sent: Wednesday, June 16, 2021 3:10 PM
To: Land Management <Land.Management@matsugov.us>; Tam Boeve <Tamboevedistrict7@gmail.com>
Subject: 6-acre parcel of land in Talkeetna

[EXTERNAL EMAIL - CAUTION: Do not open unexpected attachments or links.]

Hello,

I am a resident of Talkeetna. I am writing to request that the 6-acre parcel of land bordering Powers Rd and the Talkeetna Spur Rd. be withdrawn from possible sale. It is my opinion that this is in an area that is critical for the Borough to maintain for the future of Talkeetna. Although we all hope that the River will not continue to erode its banks and make its way into Talkeetna, we do need to be prepared for this possibility, which seems to be more of an eventuality. The Borough needs to maintain its ownership of parcels of land that are in the area that is designated to be an alternative downtown. I understand that the sale would provide cash for the Borough now, but this seems to be shortsighted thinking. We need to have a long view into the future and remain prepared. If this is sold and it is developed for commercial purposes, this area is gone forever. Please strongly consider removing this parcel for sale.

Thank you,
Cici Schoenberger
14430 E. Spruce Circle
Talkeetna

Nancy Cameron

From: Jill Irsik
Sent: Thursday, June 17, 2021 9:59 AM
To: Nancy Cameron
Subject: FW: MSB land sale proposal, Talkeetna Spur Road

From: Brian Okonek <brianokonek@gmail.com>
Sent: Thursday, June 17, 2021 9:06 AM
To: Land Management <Land.Management@matsugov.us>; Tam Boeve <Tamboevedistrict7@gmail.com>
Subject: MSB land sale proposal, Talkeetna Spur Road

[EXTERNAL EMAIL - CAUTION: Do not open unexpected attachments or links.]

Dear MSB Division of Land Sales;

The MSB has proposed selling a six acre parcel of borough property on the west side of the Talkeetna Spur Road mile 12 located just south of the intersection with Comsat Road. The borough transfer site is on the east side, across the Talkeetna Spur Road from the MSB parcel.

I do not think that the MSB should sell this property. There is no telling what borough facility may be needed in the future or what borough facility that is now located in Talkeetna may have to be relocated to a different location. The property proposed to be sold is in a prime location for any future public building. It is out of the flood plain of downtown Talkeetna, on a major road and close to power lines. It would be best to hold on to it for future borough needs.

Sincerely,

Brian Okonek
Talkeetna resident

Proposed Parcel 21-25

Kit W Roberts
13607 E Constitution Dr.
Palmer Alaska 99645
Owner of 23989 S Burma road-- B004L002

MSB 007737 Public Comments

AS a next-door land owner to subject parcel (lot 1) I do not support changing the platting note to allow the change from public purpose of Lot 1 to private use or subdividing of the lot.

Carpenter Lake is a mixed-use public lake and the currant access to lake is a poor excuse of a public access. It is small, requires 4-wheel when wet condition exists and at least very difficult launch a boat from a trailer.

There is a need for better access to lake. Putting into private ownership will further restrict reasonable access to the lake. I encourage the Borough to revisit the 1993 Alaska Fish & Game plan to developing Lot 1 into usable public access which includes a concrete boat ramp, parking area, & restroom. A use fee would help maintain the access area.

As the Pt Mac area becomes more developed there will be more demand for access to Carpenter Lake and Lot 1 is the best location for a nicely developed public access to the lake.

Sincerely

Kit W Roberts

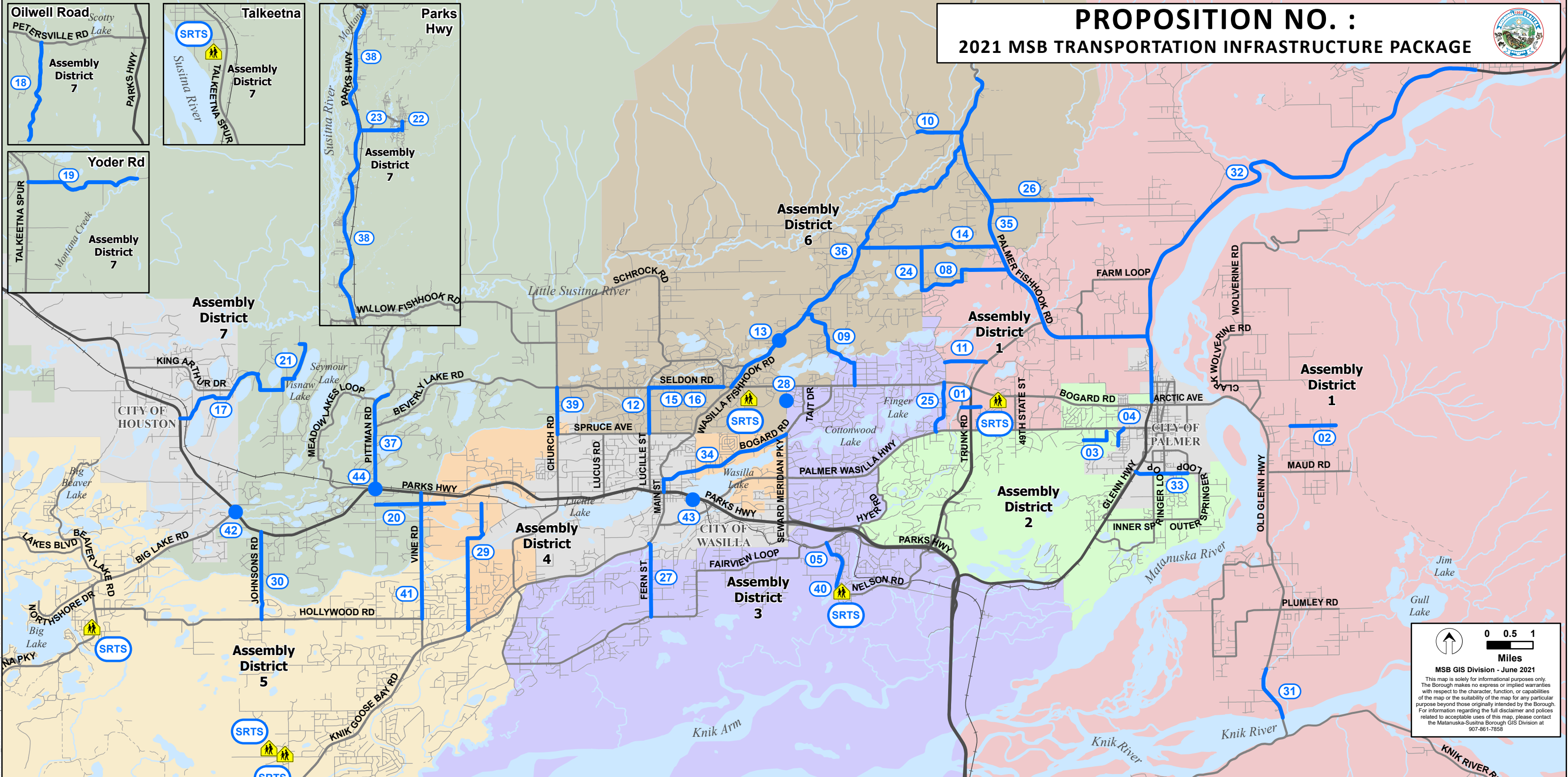
Carpenter LK Add 1
B/4 L/2
(Not adjacent to Lot 1)

PC Reso 21-12 Packet

Transportation Infrastructure Package

HANDOUT

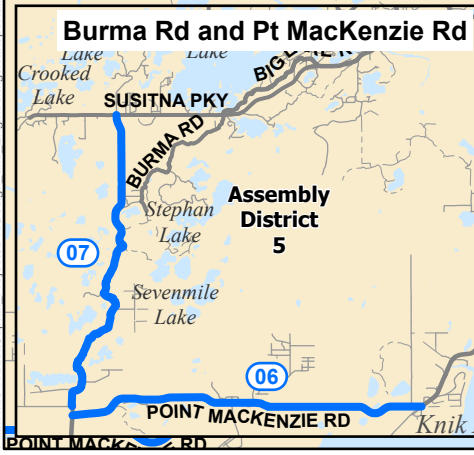
PROPOSITION NO. :
2021 MSB TRANSPORTATION INFRASTRUCTURE PACKAGE



0 0.5 1
Miles

MSB GIS Division - June 2021

This map is solely for informational purposes only. The Borough makes no express or implied warranties with respect to the character, function, or capabilities of the map or the suitability of the map for any particular purpose beyond those originally intended by the Borough. For information regarding the full disclaimer and policies related to acceptable uses of this map, please contact the Matanuska-Susitna Borough GIS Division at 907-861-7858



Roads and Pathways			Estimated Cost		
01	Trunk Road Connector/Katherine Drive		2,530,000		
02	Smith Road Extension Upgrade and Pathway		2,070,000		
03	Hemmer Road Extension South		4,500,000		
04	Irwin Road Upgrade and Pathway		1,500,000		
05	Nelson Road Extension North		5,000,000		
06	Point MacKenzie Road Reconstruction MP 0-7		10,000,000		
07	Burma Road Reconstruction		6,000,000		
08	Aspen Ridge Road Extension East		6,325,000		
09	Charley Drive-Caribou Street Upgrade		4,500,000		
10	Edgerton Road-Mountain Trails Drive Upgrade & Pathway		2,800,000		
11	Engstrom Road Extension to Trunk Road		2,500,000		
12	Lucille Street and Pathway Upgrade		4,900,000		
13	MSBSD Shaw Elementary Turn Lane		500,000		
14	Tex-Al Drive Extension, Upgrade and Pathway		6,325,000		
15	Seldon Rd. Upgrade Ph. 1 - Design and ROW - Schrock Rd. to Lucille St.		5,500,000		
16	Seldon Rd. Upgrade Ph. 1 - Schrock Road to Lucille Street		9,500,000		
17	Cheri Lake Drive/Karen Avenue/King Arthur Drive		8,050,000		
18	Oilwell Road Upgrade MP 0-6		6,500,000		
19	Yoder Road Reconstruction MP 0-4		3,500,000		
20	Museum Drive Extension West		4,500,000		
21	Gunflint Trail (Road)		650,000		
22	Caswell Lakes Rd./Bendapole Rd./Passthebait Ave. Paving		810,000		
23	Hidden Hills Rd. and Passthebait Ave. Reconstruction		3,600,000		
24	Engstrom Road Extension North		2,500,000		
25	Green Forest Drive Upgrade		1,200,000		
26	Boyd Road to Norman Avenue		3,000,000		
27	Fern Street Upgrade and Pathway		4,000,000		
28	Seward Meridian Parkway-Tambert Traffic Signal		1,500,000		
29	Foothills Blvd./Paddy Place/Bettina Way Upgrade		1,700,000		
30	Johnsons Road Upgrade		2,500,000		
Stand-alone Pathway Projects (State Roads)			Estimated Cost		
31	Old Glenn Pathway Phase 2		1,800,000		
32	Sutton to Palmer Pathway along Glenn Hwy		5,200,000		
33	Inner-Outer Springer Loop Pathway		480,000		
34	Main Street-Bogard Road Pathway		1,320,000		
35	Palmer Fishhook Separated Pathway		3,400,000		
36	Wasilla Fishhook Separated Pathway		3,600,000		
37	Pittman Road Pathway		920,000		
38	Parks Highway Pathway		11,000,000		
39	Church Road Pathway		400,000		
Stand-alone Pathway Projects (Borough Roads)			Estimated Cost		
40	Nelson Road Pathway Phase 2		350,000		
41	Vine Road Pathway - Hollywood to Parks		5,000,000		
Transit Projects			Estimated Cost		
42	Big Lake Rd. & Parks Hwy. Park and Ride Facility		3,500,000		
43	Multi-modal Wasilla Depot		1,500,000		
44	Pittman Rd. & Parks Hwy. Park and Ride Facility		3,500,000		
S-A-R	Share-A-Ride Program Support		525,000		
Borough-Wide Projects			Estimated Cost		
SRTS*	MSB School District 2018 Pedestrian Projects		2,300,000		
A	Right-of-Way Acquisition		2,500,000		
B	Paving Package		7,000,000		
C**	Collector Road Pavement Replacement COP & COW		5,000,000		

Highlighted projects are staff prioritized projects.

*Safe Routes to Schools

City Boundaries

**Within Cities of Palmer and Wasilla

Staff Prioritized Project List

[illegible]

This DRAFT list is a compilation of transportation infrastructure projects for consideration for potential bonding - Page 3 of 4												
Projects	Description	Assembly District	Cost Estimate	Design	Length (miles)	Functional Classification	School Access	Improves Access-Safety	Previous Bond Project	Multi-Modal /Pathway	2035 LRTP	2007 OSHP
Engstrom Road Extension to Trunk Road	Project would provide connection from Engstrom to Trunk Road connecting to a segment of Homestead Road north of the Trunk-Bogard roundabout reducing heavy traffic on Engstrom Road.	6	\$ 2,500,000		0.9	Minor Collector		Y		N	Y	
MSB School District (MSBSD) Shaw Elementary Turn-Lane	Add left-turn lane on the southbound lane of Wasilla Fishhook for safer access to Shaw Elementary.	6	\$ 500,000		0.1	Minor Arterial	y	y				
Seldon Rd. Upgrade Ph. 1 - Schrock Rd. to Lucille Street	Project would design, purchase ROW and relocate utilities to upgrade Seldon Road between Schrock Road and Lucille Street to Arterial level road with pathway. This segment of road carries one of the borough's highest average daily traffic volumes (5,000+ ADT).	6	\$ 9,500,000		1.5	Major Collector		Y		Y	Y	Y
Oilwell Road Upgrade MP 0-6	Petersville Road to Kroto Creek Bridge -Upgrade to Borough Collector level standards	7	\$ 6,500,000	100%	6.0	Major Collector		Y		N	Y	Y
Yoder Road Reconstruction MP 0-4	Embankment improvements and pave Yoder Road from Talkeetna Spur to Montana Creek Bridge	7	\$ 3,500,000		4.0	Minor Collector		Y		N		Y
Museum Drive Extension West	This project extends Museum Drive from Museum Place (Parks Hwy. MP 47.5) to Silvan Road creating access for a large commercial district and numerous subdivisions.	7	\$ 4,500,000	100%	1.5	Minor Collector		Y		N	y	
Gunflint Trail (Road)	Project would upgrade Gunflint from King Arthur Road to Powder Drive.	7	\$ 650,000	95%	1.3	Minor Collector						Y
Engstrom Road Extension North	Aspen Ridge Road to Tex-Al. This project would provide a collector road for access for residents on the north end of Engstrom who currentlty use residential subdivison roads as well as a more complete secondary road network for accessing arterials such as Palmer-Fishhook, Wasilla-Fishhook, and Bogard Roads.	1,3	\$ 2,500,000	35%	1.0	Minor Collector		Y		N	Y	Y
Green Forest Drive Upgrade	This project will upgrade Green Forest Drive to Borough collector level standards to more adequately carry the heavy traffic load.	1,3	\$ 1,200,000		1.2	Minor Collector		Y		N		Y
Foothills Blvd./Paddy Place/Bettina Way Upgrade	This project would upgrade the road corridor to collector standards from KGB Road to Museum Drive.	4,5	\$ 1,700,000		3.0	Minor Collector		Y		N	Y	Y
Johnsons Road Upgrade	This project would upgrade Johnson Road between Hollywood Road and the Parks Highway	5,7	\$ 2,500,000		2.3	Minor Collector		Y		N		Y
STAND-ALONE PATHWAY PROJECTS (STATE ROADS)												
Sutton to Palmer Pathway along Glenn Hwy.	This project would provide a pathway connection between Eska Street in Sutton to Auklet Avenue in Palmer	1	\$ 5,200,000		13.0	Interstate		Y		Y	y	

This DRAFT list is a compilation of transportation infrastructure projects for consideration for potential bonding - Page 4 of 4												
Projects	Description	Assembly District	Cost Estimate	Design	Length (miles)	Functional Classification	School Access	Improves Access-Safety	Previous Bond Project	Multi-Modal /Pathway	2035 LRTP	2007 OSHP
Inner-Outer Springer Loop Pathway	Cope Industrial Way to the Glenn Highway	2	\$ 480,000		1.2	Major & Minor Collector		Y		Y	y	
Main Street-Bogard Road Pathway	Adjacent to Main Street & Bogard Rd. to S.M.P	4	\$ 1,320,000		3.3	Minor Arterial		Y		Y	y	
Palmer Fishhook Separated Pathway	Glenn Hwy. to Little Susitna River Bridge	1,6	\$ 3,400,000		8.5	Minor Arterial		Y		Y	y	
Wasilla Fishhook Separated Pathway	Palmer Fishhook Road to Seldon Road	6	\$ 3,600,000		9.0	Minor Arterial		Y		Y	y	
Pittman Road Pathway	Seldon Road to Parks Highway	7	\$ 920,000		2.3	Major Collector		Y		Y	y	
Parks Highway Pathway	Talkeetna Spur to Willow Fishhook Rd.	7	\$ 11,000,000		27.5	Interstate		Y		Y	y	
Church Road Pathway	Seldon Road to Spruce Avenue	4,6,7	\$ 400,000		1.0	Major Collector		Y		Y	y	
STAND-ALONE PATHWAY PROJECTS (BOROUGH ROADS)												
Nelson Road Pathway Phase 2	Machetanz Elementary School to Withers Rd.	3	\$ 350,000	100%	1.0	Major Collector						
TRANSIT PROJECTS - that help address the traffic congestion issue in and around Wasilla												
Big Lake Rd. & Parks Hwy. Park and Ride Facility	Commuter vehicle parking and bus drop-off/pick-up facility to reduce traffic congestion	(5) & 7	\$ 3,500,000			Collector-Interstate Hwy.		Y			Y	
Share-A-Ride Program Support	Provide funding for 6 Share-A-Ride Vans to reduce traffic congestion. The majority use of this program is from Mat-Su residents that commute to Anchorage or the military bases.	1-6	\$ 525,000			Interstate Hwy.		Y			Y	
Multi-modal Wasilla Depot	This project would provide for land acquisition and site preparation for a new transit facility which would act as a commuter, bus & passenger rail hub for the core area of the borough reducing traffic congestion. (<i>The acquired property and site improvements will be transferred to the City of Wasilla.</i>)	1-7	\$ 1,500,000	10%		Interstate Hwy.		Y			Y	
Pittman Rd. & Parks Hwy. Park and Ride Facility	Commuter vehicle parking and bus drop-off/pick-up facility to reduce traffic congestion	7	\$ 3,500,000			Collector-Interstate Hwy.		Y			Y	

Transportation 21

Public Comment Summary (6/21/21)

Planning's Facebook Page

Total Reach: **4,703**

Link Clicks: **311**

Shares: **31**

Comments: **8**

MSB Website

Total Project Website Hits: **5,912**

Total Polling Application Hits: **6,522**

Total Number of Hearts: **7,987**

Total Written Comments: **106**

Written Comment Summary

Most Commented-On Projects:

1. Nelson Road Extension North
2. Palmer Fishhook Separated Pathway
3. Other
4. Tex-Al Drive Upgrade and Extension
5. Seward Meridian Parkway- Tambert Traffic Signal
6. Parks Hwy. Pathway
7. Charlie Drive-Caribou Street Upgrade
8. Engstrom Road Extension to Trunk Road
9. MSSD Shaw Elementary
10. Fern Street Upgrade & Pathway

Notes:

- Safety was the top concern. (57 related comments)
- Separated pathways were a highly commented project type, mostly in support. (38 related comments)
- There were comments related to other proposed projects, some of which are already funded by the Borough of State.
- Comments in opposition to projects generally focused on increased traffic or speeds in their neighborhood.
- Other comments related to connectivity, maintenance questions, specific design suggestions, general support or opposition to the package.

Community Prioritized Project List

Community Priorities: \$60 Million Dollars													
Projects	Description	Assembly District	Cost Estimate (Highlighted Projects are Staff Priorities)	Design	Length (miles)	Functional Classification	School Access	Improves Access- Safety	Previous Bond Project	Multi-Modal /Pathway	2035 LRTP	2007 OSHP	Number of Hearts
Nelson Road Extension North	This project would provide major collector road access from the Nelson Road/Withers Road intersection to Fairview Loop and include an at-grade rail crossing.	3	\$ 5,000,000		0.4	Major Collector		Y		Y	Y	Y	552
Engstrom Road Extension to Trunk Road	Project would provide connection from Engstrom to Trunk Road connecting to a segment of Homestead Road north of the Trunk-Bogard roundabout reducing heavy traffic on Engstrom Road.	6	\$ 2,500,000		0.9	Minor Collector		Y		N	Y		471
Palmer Fishhook Separated Pathway	Glenn Hwy. to Little Susitna River Bridge	1,6	\$ 3,400,000		8.5	Minor Arterial		Y		Y	y		467
Parks Highway Pathway	Talkeetna Spur to Willow Fishhook Rd.	7	\$ 11,000,000		27.5	Interstate		Y		Y	y		467
Tex-Al Drive Extension Upgrade and Pathway	Connect east & west segments of Tex-Al, upgrade the rest of the corridor to include a pedestrian pathway.	6	\$ 6,325,000	25%	3.0	Minor Collector		Y	2018	Y	Y	Y	438
Hidden Hills and Passthebait Ave. Reconstruction	Reconstruct Hidden Hills Road to collector level road from the Parks Highway to Caswell Loop and Passthebait Avenue to Bendapole.	7	\$ 3,600,000		3.6	Major Collector						Y	431
Caswell Lakes Rd./Bendapole Rd./Passthebait Ave. Paving	Pave from Caswell Lakes Road down Benapole Road to Hidden Hills Road.	7	\$ 810,000		3.5	Major Collector						Y	406
Nelson Road Pathway Phase 2	Machetanz Elementary School to Withers Rd.	3	\$ 350,000	100%	1.0	Major Collector							392
Wasilla Fishhook Separated Pathway	Palmer Fishhook Road to Seldon Road	6	\$ 3,600,000		9.0	Minor Arterial		Y		Y	y		320
Fern Street Upgrade and Pathway	This project would upgrade Fern Street to borough collector level road standards and include a paved pathway between KGB Road and Fairview Loop. City of Wasilla nomination.	3,4	\$ 4,000,000		1.6	Minor Collector		Y		Y	Y		274
Sutton to Palmer Pathway along Glenn Hwy.	This project would provide a pathway connection between Eska Street in Sutton to Auklet Avenue in Palmer	1	\$ 5,200,000		13.0	Interstate		Y		Y	y		259
Boyd Road to Norman Avenue	Project would provide a collector level road connection from Palmer-Fishhook Road to Norman Avenue via a Hermann Avenue extension and upgrade providing secondary access for many subdivisions.	1,6	\$ 3,000,000		2.2	Minor Collector		Y		N		Y	250
Engstrom Road Extension North	Aspen Ridge Road to Tex-Al. This project would provide a collector road for access for residents on the north end of Engstrom who currentlty use residential subdivison roads as well as a more complete secondary road network for accessing arterials such as Palmer-Fishhook, Wasilla-Fishhook, and Bogard Roads.	1,3	\$ 2,500,000	35%	1.0	Minor Collector		Y		N	Y	Y	245
MSB School District 2018 Pedestrian Projects	Safe Routes to Schools Implementation: -Big Lake Elementary, Machetanz Elementary, Larson Elementary, Dena'ina Elementary and Redington Highschool, Colony Middle School, and Talkeetna Elementary.	1,3,5,6,7	\$ 2,300,000		Varies		Y	Y	2018	Y			203
Aspen Ridge Road Extension East	Extend Aspen Ridge Road to Palmer Fishhook Road providing another outlet for traffic currently adding to the traffic congestion on Engstrom Road.	6	\$ 6,325,000		1.3	Minor Collector		Y	2018	N	Y	Y	160
	Total	All	\$ 59,910,000										
Projects Beyond the \$60M Limit													
Seward Meridian Parkway-Tambert Traffic Signal	Project would provide safe crossing of Seward Meridian Parkway for students attending three schools as well as for pedestrians living to the east.	3,6	\$ 1,500,000		N/A	Arterial	Y	Y					159

Community Priorities: \$60 Million Dollars													
Projects	Description	Assembly District	Cost Estimate (Highlighted Projects are Staff Priorities)	Design	Length (miles)	Functional Classification	School Access	Improves Access- Safety	Previous Bond Project	Multi-Modal /Pathway	2035 LRTP	2007 OSHP	Number of Hearts
MSB School District (MSBSD) Shaw Elementary Turn-Lane	Add left-turn lane on the southbound lane of Wasilla Fishhook for safer access to Shaw Elementary.	6	\$ 500,000		0.1	Minor Arterial	y	y					149
Old Glenn Pathway Phase 2	Project would extend the pathway from Sodak Circle to Knik River providing a safe pedestrian and bike facility connecting to the existing pathway all the way into Palmer.	1	\$ 1,800,000	65% (ROW acquisition also underway)	1.2	Minor Arterial		Y	2011	Y			147
Multi-modal Wasilla Depot	This project would provide for land acquisition and site preparation for a new transit facility which would act as a commuter, bus & passenger rail hub for the core area of the borough reducing traffic congestion. <i>(The acquired property and site improvements will be transferred to the City of Wasilla.)</i>	1-7	\$ 1,500,000	10%		Interstate Hwy.		Y			Y		143
Main Street-Bogard Road Pathway	Adjacent to Main Street & Bogard Rd. to S.M.P	4	\$ 1,320,000		3.3	Minor Arterial		Y		Y	y		141
Inner-Outer Springer Loop Pathway	Cope Industrial Way to the Glenn Highway	2	\$ 480,000		1.2	Major & Minor Collector		Y		Y	y		133
Seldon Rd. Upgrade Ph. 1 - Design and ROW - Schrock Rd. to Lucille Street	Project would design and purchase ROW to upgrade Seldon Road between Schrock Road and Lucille Street to Arterial level road with pathway. This segment of road carries one of the borough's highest average daily traffic volumes (5,000+ ADT).	6	\$ 5,500,000		1.5	Major Collector		Y		Y	Y	Y	128
Seldon Rd. Upgrade Ph. 1 - Schrock Rd. to Lucille Street	Project would design, purchase ROW and relocate utilities to upgrade Seldon Road between Schrock Road and Lucille Street to Arterial level road with pathway. This segment of road carries one of the borough's highest average daily traffic volumes (5,000+ ADT).	6	\$ 9,500,000		1.5	Major Collector		Y		Y	Y	Y	128
Paving Package	Repave \$1M worth of roads in each Assembly district.	1-7	\$ 7,000,000			Collectors & Arterials		Y					125
Pittman Road Pathway	Seldon Road to Parks Highway	7	\$ 920,000		2.3	Major Collector		Y		Y	y		106
Lucille Street and Pathway Upgrade	Project would upgrade Lucille Street and pathway from Spruce Street to Seldon Road and provide a turn lane for Tanaina Elem. School	6	\$ 4,900,000	65%	1.0		Y	Y	2013	Y			102
Edgerton Road-Mtn. Trails Drive Upgrade & Pathway	Project would upgrade Ederton Road from Palmer Fishhook Road to Mountain Trails Drive with pathway extending to GPRA Parking Lot.	6	\$ 2,800,000	35%	Rd. 1.0 Path 2.0	Minor Collector		Y		Y			99
Trunk Road Connector/Katherine Drive	Project would complete design and construct a collector road from Stringfield Road to Trunk Road and Trunk to Manhattan Way providing access to a new school site and the large Midtown Estates Subdivision.	1	\$ 2,530,000	75%	0.4	Minor Collector	Y	Y	2013 & 2018	Y	Y		92
Charley Drive-Caribou Street Upgrade	Project would widen and upgrade this heavily used corridor to a borough collector level from Bogard Road to Wasilla Fishhook.	6	\$ 4,500,000		2.3	Minor Collector		Y		N		Y	92
Smith Road Extension Upgrade and Pathway	This project will upgrade the MSB owned segment of Smith Road providing improved and safer residential and recreational trailhead access.	1	\$ 2,070,000		0.9	Minor Collector		Y	2018	Y	Y	Y	67
Vine Road Pathway	Design and construct a pathway from Hollywood Road along Vine Road to Parks Highway	4,5,7	\$ 5,000,000	10%	3.4	Major Arterial		Y		Y	y		67
Hemmer Road Extension South	This project will improve safety and traffic signal access to the Valley Pathways School and a large residential subdivision by extending Hemmer Road south of the Palmer Wasilla Highway.	2	\$ 4,500,000		1.0	Major Collector	Y	Y		Y	Y	Y	66
Share-A-Ride Program Support	Provide funding for 6 Share-A-Ride Vans to reduce traffic congestion. The majority use of this program is from Mat-Su residents that commute to Anchorage or the military bases.	1-6	\$ 525,000			Interstate Hwy.		Y			Y		59
Church Road Pathway	Seldon Road to Spruce Avenue	4,6,7	\$ 400,000		1.0	Major Collector		Y		Y	y		58

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Community Written Comments

Project	Other - Project	Comment
Smith_Road_Extension_Upgrade_an		Smith gets a lot of foot and bike traffic - a paved pathway would be so great!
Trunk_Road_Connector_Katherine_		What will be the nature of the intersection with Truck? roundabout?
Edgerton_Road_Mtn_Trails_Drive_		Excellent design with included pathway
Engstrom_Road_Extension_North		The numbers are off. The map shows this as 24 not 23. I do not support this road development. It goes through Wolf lake wetlands and increases the traffic on Tex-Al.
Charlie_Drive_Caribou_Street_Up		This road needs speed bumps or stop signs to slow the traffic. Separate pathways would make this community road safer for all pedestrians
Engstrom_Road_Extension_to_Trunk		What will the intersection at Trunk be? Roundabout?
Palmer_Fishhook_Separated_Pathw		I've lived on Palmer Fishhook since I was a kid, and often use the dirt 4-wheeler trail to walk, bike, and ski. I have mixed feelings about an upgrade. I would love for the trail to have fewer unbikeable gaps, but replacing it with a paved trail like along the Palmer-Wasilla would be awful if it became just another exposed strip of pavement alongside the highway and lost the screen of trees making it feel like an actual separated trail through the woods. I would love to see the budget spread further with minor upgrades to existing pathways so I can go for longer strolls easier with more route options. All we'd need are stream crossings, gravel grading here and there where driveway sides are too steep, and some re-routes around ATV mud-wallows. Spot improvements to make a firmer, bikeable dirt/gravel trail would get us more miles of usable trail for the dollar than all-out grading and paving, without losing the rural feel of the path alongside the field and
Caswell_Lakes_Rd_Bendapole_Rd_P		This project while nice and would improve the dusty conditions in the dry months is not really necessary. What I feel is need most is a secondary access to the area, hidden hills road, project 22 I think, is the only road to access this area. The recent McKinley fire and subsequent evacuations of the area would have benefited from a secondary access exit point. In addition to the safety issues the increasing population in the area will need an additional access and exit point.
Big_Lake_Rd_&_Parks_Hwy_Park_an		We need a bypass to get around Wasilla for commuters and tourists who dont need to stop in town! We need commuter trains to cut down on traffic and winter accidents! Why cant we get these done??
Fern_Street_Upgrade_&_Pathway		I didn't see Fairview Loop on this list. That road desperately needs a bike path, just like Fern. One of these days someone inevitably will get killed. Cars and trucks are going way too fast and the roads have no shoulder...
Choice_3		I think a separated pathway for pedestrians and bikers is important and would get lots of use. Why does this survey not address the highway going through Wasilla?? It is by far the worst stretch of road in the Valley. It has been extremely frustrating on our trips into town from Willow. We need a bypass or bridge due to extremely high volumes of traffic. Especially if the road surface is unsafe as it is now, we need an alternative route.
Aspen_Ridge_Rd_Extension_East		This project appears like part of it will be on our property. We have never received any correspondence for this and the intent to take part of our land for the project. Our understanding is the old farm field access road does not have public easement rights and we can't understand how a project is proposed through our land without even consulting with us first. Please have someone from the borough contact me regarding this project at 907-717-4427. Thanks
Nelson_Road_Pathway_Phase_2		I would like to know how to prevent this from happening. No one spoke us or other landowners who would actually be forced to have this pathway on their property. The person behind it admitted on Facebook that he didn't get the chance to go door to door on everyone on the main road, but he did speak to 'many people' who would be very happy to use it. Of course the gentleman who organized this is NOT going to have increased traffic, with the added noise, garbage, and possible vandalism (which we already deal with) next to his property. I've emailed the borough about this several months ago and received no response. This doesn't seem right and it is definitely not the Alaskan way of doing things- just infringing on people's property without proper notice or consideration.
Nelson_Road_Pathway_Phase_2		This project is slated to go right through my front and side yard, drastically changing the look of my property and adding noise and traffic to my property. At no time have we been talked to about these plans nor do we have any idea how this would be accomplished as far as cutting into our property, changing the grade, etc. Property owners should be consulted before drastically changing their site. The easement being utilized in this project is for utilities- not a pathway. Why have we not been approached about this project? Why have specific plans not been sent to property owners? We are against this project as we have not been given specifics nor consulted.
Palmer_Fishhook_Separated_Pathw		I am sure this will be a highly-contested area, but as someone who lives on the Fishhook end of PF, it is MUCH needed. There has to be a safer way for non-motorized users and pedestrians to get around the area. People are out there every day right now, but it's only a matter of time before something happens. Keep one side for the ATVers and one side paved, just like Trunk. Thank-you!
other	Bike/Running Paths	Please build bike/running paths or at least wide enough shoulders to safety ride/run on next to traffic. Thx!
Seward_Meridian_Parkway_Tambert		I would also like to know why we cannot get the Seward Meridian punched through and double lanes in front of the Career Tech and Teeland Middle School. This has been a problem for 3 years now and still continues. I wonder if it is going to take a major accident to happen before anything gets done. They need to put a light right at Career Tech till it is figured out. It is absolutely ridiculous trying to get in and out over there. 3 schools should have NEVER been approved on a 2 laned road! When is this going to get taken care off?
Aspen_Ridge_Rd_Extension_East		We do not want this road in .it would be very out of the way for the aspen ridge subdivision to go out of there way to drive through the poustinia north subdivision and through many peoples back yards just to end up further out of there way on Palmer fishhook it won't make any thing any faster or more convenient it would be faster just to keep using
other	Hollywood Road	What about Hollywood Road? With the work upcoming on KGB it is going to see increased usage, it already does. I live on Hollywood, and I've seen the traffic exponentially the last 5 yrs. As more families move further out we're seeing a lot of traffic to the 2 schools on Hollywood. It's already in bad shape, potholes, road deconstruction, and little or no shoulder.

other	Intersection area of Glenn Highway and Arctic Ave (Old Glenn)	<p>This may be a state road, but I must point out that the intersection at the Glenn Highway and Arctic Ave. (Old Glenn) has become severely problematic since Three Bears/Sudzy Salmon opened there. Not only is the intersection very congested now, but the turn outs from Fred Meyer gas station, Backcountry Bike and Ski, Three Bears, and the building housing numerous shops have created a dangerous situation of people trying to turn across the already congested lanes.</p> <p>At some points in the day, with the constant stream of traffic coming from the Butte, it is near impossible to turn from any of those businesses onto the Old Glenn. This forces people to go down the alley besides the building that houses Pizza Ria Delphi, which can get treacherous in the winter ice or if another car is coming.</p> <p>There must be some way to make this intersection safer. As the Valley grows, the traffic there will only get worse.</p>
Inner_Outer_Springer_Loop_Pathw		<p>Thank you so much for even considering making is safer to access Palmer from the subdivisions that are south of Inner & Outer Springer Loops and east of the Glenn. There are a lot of homes here and a foot path/bike path would reduce traffic and improve safety of those that would love to walk or bike to the heart of our little town and its businesses and activities. I hope we are one of the priorities! Sincerely, Beth Pattinson</p>
Palmer_Fishhook_Separated_Pathw		<p>This people having to run and bike on the narrow shoulder has been a huge safety concern both as a biker and a driver since I was a child growing up on Fishhook. As a regular bike commuter, I would love to have a safe way to access the Bogard bike path and GPRA from Palmer Fishhook. Even just a wide shoulder would be great!</p> <p>Thanks for all you do!</p>
Palmer_Fishhook_Separated_Pathw		<p>I strongly urge the Borough to put a bike path along Palmer Fishhook Rd.</p> <p>I have lived on Fishhook for over 40 yrs and traveling by bicycle is very dangerous. The 4-wheeler path is an atrocious mud hole and people are putting nail on it to stop users.</p> <p>Having a safe path that connects with Trunk RD. Would be such an asset.</p> <p>Our community and children and grand children deserve a safe place to ride without speeding vehicles going 55+mph right next to us on a 1' ride away.</p> <p>Thank you</p> <p>Tammy & Mike Moser MD</p>
Palmer_Fishhook_Separated_Pathw		<p>I believe the Palmer Fishhook road would benefit greatly from having a separated pathway. It is a popular route with cyclists - however it has a very small shoulder. In my time cycling on it I've found people routinely drive well over the speed limit which combined with the small shoulder and high volume of traffic makes me feel very vulnerable as a cyclist. In addition many families have homes along this road. Having a separated pathway gives them a better place to walk then simply in the ditch or on the oft travelled dirt motor vehicle route on the side of the road.</p> <p>Thank you for your consideration!</p>
Sutton_to_Palmer_Pathway_along_		<p>What a great way to get people out enjoying the beautiful community of Sutton! I think the community members of both Palmer and Sutton would utilize this path regularly for commuting and keeping up a healthy lifestyle.</p> <p>Thanks for all you do!</p>
Inner_Outer_Springer_Loop_Pathw		<p>I live in mountain ranch and do a ton of walking with a stroller and sometimes with littles on bikes. Our community around the springer road systems is seriously lacking in safe walking paths. If we walk outside of our neighborhood we are basically on 55 mile per hour roads with no paths or side walks. It can be scary with littles. It would be so nice to have a path or side walk to use for the safe of our kids and so we can enjoy the beautiful outdoors!</p>
Charlie_Drive_Caribou_Street_Up		<p>As a resident of the area, I fully support this plan. Charley is not safe to take my child on walks or rides and a bike path would be amazing for all the families and riders/runners in the area. N Charley dr is a dangerous heavy traffic road and the proposed improvements would make it a lot safer.</p>
Main_Street_Bogard_Road_Pathway		<p>It would be wonderful to have a path to walk on safely with children!</p>
Tex_Al_Drive_Upgrade_and_Extens		<p>we were told it would be completed within 3 years from when we built our house in 2013, still nothing</p>
Wasilla_Fishhook_Separated_Path		<p>I support the construction of a bike path on the Wasilla fishhook road. The road is dangerous, narrow and most cars drive above the speed limit. A biker takes his/her life in their hands when they ride in this road.</p> <p>A similar path is needed on the Palmer fishhook as well for the very same reason.</p> <p>Our area has grown immensely in the last decade- surely there is property tax money available and perhaps state matching funds to make these trails a reality.</p> <p>Steve Young</p> <p>Raleigh Hills</p>
Old_Glenn_Pathway_Phase_2		<p>This might be one of the most used paths there is. It would be great to extend it!</p>
Trunk_Road_Connector_Katherine_		<p>Why do we need another access to Midtown Estates. If I heard correctly the access to NAPA will be closed to making the left onto Westside. I really think this does not need to be completed from Trunk road to North Manhattan way.</p>
Choice_3		<p>Start a commuter train willow to anchorage they said the bus would not work but pre pandemic it was full all commuter times</p> <p>West long lake rd willow. Eliminate the pullover which is approximately 1/4 mile off nancy Lake pkwy. People leave trash snd dump everything including furniture. After the Willow fire they were camping with open flames. The park is right there. Use the park. Put 25 mph speed limit signs on this small road and No trapping No hunting. Dogs have been rescued stuck in traps seen from this road - only. Few yards off the road It is used by mushers. Bikers. Joggers. Walkers and does not need people pulling over to do illegal activities or dangerous activities. This is residential not rugged mural</p> <p>Put no parking signs on the honeybee Lake access dirt rd. This is supposed to be driving access to the lake at the end</p> <p>Put lights up on the parks Hwy willow to big lske. This is a heavy moose area. If you commute you have seen many incidents</p> <p>Thank you. Barb</p>
Choice_3		<p>Continuation of comments</p> <p>Wasilla shopping district- stop left turn and cross highway actions from shopping center parking lots!!!! Accidents</p> <p>Clarify right of fog line lane that people use as a turning lane. Mark appropriately. Accidents</p> <p>Ticket tailgaters. If in over 45 zones if not more than 1 car length away. Accidents</p> <p>Continue 4 lane Parks hwy through willow</p>

Charlie_Drive_Caribou_Street_Up		Charley Dr. Is a residential street with 25mph posted speed that is widely ignored. Neighborhood kids ride bikes and people walk along Charley. Widening this road will only encourage speeders. In addition to this more traffic along this road will compound the backup of cars trying to turn from Caribou onto Bogard. The backup is significant at certain times of the day. To take Charley drive from Wasilla Fishhook to Bogard only saves 2 minutes compared to following Wasilla Fishhook directly to its Bogard intersection per Google maps. It would be more cost effective to discourage people from cutting through the neighborhood with speed bumps and encourage them to stay on the main road and follow Wasilla fishhook all the way to Bogard. In addition to this widening the road poses a safety risk for neighborhood residents wishing to walk or bike along the road. Please reconsider.
Main_Street_Bogard_Road_Pathway		A divided path is desperately needed on Bogard between Trunk Rd and Main St in Wasilla. This project would improve non-motorized access and transportation safety to 11 public schools and multiple private schools. This high traffic corridor has been associated with an unacceptable number of vehicle-pedestrian and vehicle-bicycle collisions in recent years.
Palmer_Fishhook_Separated_Pathw		We have lived here in the Farm Loop area 24 years. It would be *wonderful* to be able to safely bike or walk to Trunk Road's nice bike path or to the Glenn, but there is no shoulder on Palmer Fishhook and traffic there is way too close and high speed for it to be safe. It terrifies me when I see kids trying to bike along the road; passing motorists have no room to edge away to give them space. There are many new homes going up in the rapidly growing Palmer Fishhook area and likely many other people and families would also want and use a separated path on Palmer-Fishhook either to get to the Trunk Road path or to go to GPRA/Hatcher Pass. Please consider building a separated path on Palmer Fishhook to make a valuable, useful, safe *separated* connection from the Glenn to Trunk Road path to the Hatcher Pass area, and make it possible for area residents to safely recreate close to home instead of having to drive their families to a safe path
Fern_Street_Upgrade_&_Pathway		The project should also include fixing the blind hill at Fern and Leota. This is a traffic hazard for vehicles accessing Leota. Vehicles start speeding up at the bottom of the hill and many are going at least 60 mph by the time they hit the top of the hill and continue at that speed to KGB. Fern was not constructed to standards to handle the amount and type of traffic that utilizes it. Please consider this a top priority project. Thank you.
Fern_Street_Upgrade_&_Pathway		Fern Street definitely needs upgrading and pathways. It is extremely busy since connecting Fairview Loop and Knik Goose Bay Roads. There are several blind hills, three different speed limits within a few short miles. There are no shoulders, the road is in bad condition. Given a pathway, it is accessible to walk to downtown Wasilla. Quality of life would be greatly improved for pedestrians.
Fern_Street_Upgrade_&_Pathway		This project really needs to be done. The current road cannot handle the heavy connector road traffic. There are 2 blind intersections. I live on Leota Street it is impossible to see oncoming traffic when turning from Leota to Fern Street. It is also very dangerous to walk or bike on Fern. With 3 different speed limits on Fern Street there is very little compliance with the 25 MPH Speed Limit.
other	roads	I notice several of the projects involve connecting with Palmer-Fishhook Road. What is the proposed plan for handling the increased traffic on Palmer-Fishhook? Thank you kindly, Bert Welch
Palmer_Fishhook_Separated_Pathw		This is a much needed pathway to keep folks safe in the Fishhook road. There is minimal space to ride a bike before the embankment several feet down. There's no where to safely ride. We have a gorgeous path on trunk road but no way to connect to it on fishhook road safely. When is a roundabout going to be put in at fishhook and trunk road? This is seriously increasingly dangerous turn. Several times I've been almost hit.
Tex_Al_Drive_Upgrade_and_Extens		Would a round about be put in at fishhook? I live down Falk road and this extension will increase traffic significantly and cause future accidents if nothing is done at the intersections
other	Trunks road-Palmer Fishhook Roundabout	When is a roundabout going to be put in at fishhook and trunk road? This is seriously increasingly dangerous turn. Several times I've been almost hit.
Lucille_Street_and_Pathway_Upgr		I have almost been rearended MULTIPLE times dropping my Gr Kids off at this school PLEASE consider this expansion
other	Parks highway	I would like to see the Parks Highway through Wasilla repaired before any of these projects honestly. I'm not interested in having a path on the wasilla fishhook by my home.
Charlie_Drive_Caribou_Street_Up		There is no need to turn Charley into a major artery. What should be looked at is a direct route from Fishhook to Seward Meridian in the south and direct route from Fishhook to Trunk in the north. Charley is already a well established neighborhood and getting out of the neighborhood on Caribou to Bogard is already difficult at best. This has been a major problem for years. The little roundabout at Seldon and Bogard improve things but now there is little to no break to get off Caribou. In my opinion Charley should be improved with speed bumps, no thru traffic signs with local delivery only signs. Shaw Tri-Lakes is already a well established neighborhood that needs to stay that way. A 45-50 mph zone running right thru the gut of it makes a major safety and noise problem thru a well established nighborhood.
Inner_Outer_Springer_Loop_Pathw		I live in mountain ranch and do a ton of walking with a stroller and sometimes with littles on bikes. Our community around the springer road systems is seriously lacking in safe walking paths. If we walk outside of our neighborhood we are basically on 55 mile per hour roads with no paths or side walks. It can be scary with littles. It would be so nice to have a path or side walk to use for the safe of our kids and so we can enjoy the beautiful outdoors!
Choice_3		I'm wondering if there is any mention of paving E Paradise Lane, off of Wasilla Fishhook, anytime in the near future? This road is awful, lots of holes and rough spots and traffic increasing with more subdivisions going in.
Seldon_Rd_Upgrade_Ph_1_Scrock_R		Maybe I am missing something, but why is the Seldon phase 2 project that would connect Seldon through to Pittman not on this list?

Big_Lake_Rd_&_Parks_Hwy_Park_an		<p>Big Lake Rd veering onto the Parks Hwy: Big Lake Rd needs its own turning lane onto Parks Hwy heading S (like PalmerWasilla Hwy onto Parks Hwy heading W) to keep traffic flowing. It gets backed up right there now.</p> <p>Forest Lake Rd that is located just N of Big Lake Rd: How will the residents and visitors of Forest Lake sub safety be able to get in and out of Forest Lake Rd to/from the Parks Hwy? Will there be a center turning lane like Museum Dr has from/onto the Parks? If not, can you provide a U turn just N of Forest Lake Rd so residents/visitors of Forest Lake sub can safely enter/exit the Parks Hwy?</p> <p>The Big Lake Rd and Parks intersection may need a larger road system w/an underpass (road/exit under parks hwy) for the Big Lake rd on/off of the Parks Hwy in the future. Big Lake is very popular in the summer & winter. An exit onto & off of the Big Lake Rd would keep traffic flowing. ...the Parks hwy is at that point of needing exits/entry ramps instead of stop</p>
Choice_3		I think this is a bad time to be increasing property taxes on people who are struggling right now recouping from the COVID-19 debacle as a lot of people were laid off or had reduced working hours- you and mat - Su borough need to quit wasting people's money with frivolous spending for a few
Paving_Package		The increase of traffic and building in the Potter Place Subdivision specifically So. Leora Drive has created a terrible dust problem along with the excess speeds the cars are traveling unrestricted. Paving and walking path would solve a lot of safety issues and dust control in and out of the neighborhood. There are A lot of children in these homes and people use S. Leora Dr. to walk their pets. It is an increasingly unsafe situation. Please consider some sort of safety and dust control
Parks_Hwy_Pathway		Biking along the Parks Hwy can be very dangerous at times. The highway speed limit increases to 65 mph posted. It is only a matter of time before someone gets hit.
Tex_Al_Drive_Upgrade_and_Extens		This would help alleviate some of the congestion on Wasilla Fishhook
Parks_Hwy_Pathway		Willow bike pathways to Talkeetna spur!!!! Yes plz so many family's live out here and need easier and safer access to willow or the spur. A bike path should be a priority!!!
other	Schrock Road entrance at Seldon	I'm surprised not included in this list for consideration is the traffic intersection to Schrock Road from Seldon. This intersection was never designed to handle the kind of present volume and the roadbed is deteriorating badly here. Considering the residential subdivision growth expected along the entire stretch of Schrock Road in the next few years, the traffic volume utilizing this entrance daily for work commute is going to increase significantly and as-is presently proves a great danger especially as-placed right after the Wasilla-Fishhook 4-way. For safety reasons it would make *much more sense* to divert all traffic from/to Schrock via Lucille only.
Tex_Al_Drive_Upgrade_and_Extens		I live right next to Tex-Al Drive, N Kettle Drive. It used to be in connected, but since they've "connected roads to help bring the community together" we have had high speed work trucks flying through our once quiet little off road. My kids are no longer allowed to ride their bikes or cross without me. This development has NOT been good for our community. And we had no idea it was happening before they just punched through the road. You must do better at informing the people you are impacting. I would have spoken up before, but now it's too late. I do not see connecting Tex-Al as a benefit. It will have the same outcome of high speed vehicles plowing through neighborhoods with children in them.
Engstrom_Road_Extension_to_Trunk		Having multiple exits from Engstrom is critical. This a growing, thriving, family neighborhood. The houses usually have two or more vehicles. We need additional routes in and out of the Aspen Ridge/Engstrom neighborhoods.
Seward_Meridian_Parkway_Tambert		This would take a load off of Tait, the road is being torn to pieces by the heavy traffic it has to deal with.
Aspen_Ridge_Rd_Extension_East		Too many houses being built has turned engstrom rd into a race track,dangerous for anyone on this road way, can't even walk my dog anymore on engstrom have to drive elsewhere. engstrom needs to have another outlet this is a great choice since most of the cars are coming from subdivisions in and around aspen
Engstrom_Road_Extension_to_Trunk		This road would be more beneficial going to trunk road further up engstrom like before settlement rd☺if that's a choice
Engstrom_Road_Extension_to_Trunk		<p>Having to drive to work past Engstrom Road down Bogard to Palmer everyday, I have learned to decrease speed once you come to the Finger Lake campground hill. In the winter if you do not, you will probably take on someone diving in front of you off Engstrom who is making a left turn from Engstrom onto Bogard. This is pretty much occurs daily, and is pretty unsettling.</p> <p>Also, if you are going to turn onto Green Forest anywhere around 5pm heading to Palmer, plan on stopping on the hill at Finger Lake campground heading down towards Palmer, because someone is trying to turn onto Engstrom and traffic will be backed up to that point.</p>
Inner_Outer_Springer_Loop_Pathway		I feel that Project 33- Inner-Outer Springer Loop Pathway would be extremely beneficial to the community of Palmer. This roadway receives frequent walker and runner traffic due to it's location close to downtown Palmer and surrounding subdivisions. In particular, the of Outer Springer between South Chugach Street and Cope Industrial Way receives heavy pedestrian traffic on the road shoulder to close the loop between the existing sidewalk and bike path. This portion is actively used in community activities, including the well attended "Happy Run" every other Monday and other running races throughout the year. This project would significantly improve the safety of walkers and runners along this roadway.
Nelson_Road_Extension_North		Unequivocally a no for me. This shouldn't even be up for consideration. Intentionally increasing traffic on a neighborhood road with a school on it is negligent.
Nelson_Road_Extension_North		This is a terrible idea there is already an issue with speeding on Nelson and excess of cars on that road with tons of children playing. Connecting Fairview to Nelson is going to be a No.
Nelson_Road_Extension_North		No on #5 Nelson road extension north. This would be a dangerous extension for the community. This neighborhood is filled with children and this would bring so much extra, unnecessary traffic through the school zone. Nelson road is busy enough without the Fairview loop traffic. If this gets approved, it is just an accident waiting to happen. There are no sidewalks here, therefore families and children are forced to walk and ride their bikes on the road.
Nelson_Road_Extension_North		This is a terrible idea! There is already a massive problem with people speeding and using the road as a cut through. I have watched several vehicles do 60+MPH on this road specifically while children are walking to the school.
Nelson_Road_Extension_North		I would like to cast a vote against this. There is already speeding down the straight away through the school zone. This extension would increase traffic through neighborhood and if anything speed bumps need to be installed. I live on the corner of paddock and Nelson and see plenty of speeding cars like it's a drag strip. We definitely need sidewalks up Nelson for safety. A lot of kids walking to school and families walking dogs.
Nelson_Road_Extension_North		No. No. No.
MSSD_Shaw_Elementary		The entire stretch leading up to Shaw from the south needs to be addressed. So many accidents and have tried many times to have the school bus stop changed. Very unsafe stretch of road for the buses and students.

Palmer_Fishhook_Separated_Pathw		<p>With additional communities being added on the Palmer Fishhook it would be awesome if a Walking/Biking path was created along the entire length of the Palmer Fishhook.</p> <p>Thank you</p> <p>Please contact me if you have questions</p> <p>Neil Chandler chan0583@gmail.com</p>
Seward_Meridian_Parkway_Tambert		This needs to happen first, then the Shaw project should be second.
Nelson_Road_Extension_North		Please get this road extension in. This would alleviate neighborhood traffic and allow better flow to the main roads. Paddock, Creekside and Abby get congested because of school traffic. I would be directly impacted by the new traffic, but it would better serve our neighborhood/community to have direct access to Fairview Loop from Nelson Road.
Foothills_Blvd_Paddy_Place_Beti		Sounds great lets do it, would keep kids out of the street and may cut down on the 4 wheelers that run super fast on the road at all hours of the night.
Old_Glenn_Pathway_Phase_2		We've been promised the completion of this bike trail for nearly 20 years. It was to have been done then, but ROW acquisition was problematic. It's time to finish it! This path is used by residents from all over the Palmer area, but it currently just stops in the middle of nowhere with no parking. By continuing to Knik River, it can be a river to river or Palmer to Knik River ride with parking at both ends.
Seward_Meridian_Parkway_Tambert		This needs to include connecting Seward Meridian to Bogard...there is too much school traffic on the upper portion of Seward Meridian to access three separate schools. By the time Fronteras traffic has waited to get through past two school entrances they are hitting the gravel road at high rates of speed causing dust and unsafe conditions for teen drivers to exit CTHS and during morning and afternoon traffic it is nearly impossible to exit Teeland without traffic stopping to let people out which then backs up traffic to Seldon...all very unsafe. The light at Seldon was a huge bonus to safety but more needs to be done for this collection of schools on the same road. Putting in a traffic signal at Tambert will only back up traffic trying to get down Seward Meridian and will encourage traffic onto a residential side street...this will not help
Tex_Al_Drive_Upgrade_and_Extens		This project, along with 8-Aspen Ridge Rd Extension East, will help alleviate the traffic coming down Engstrom. I live on E Aspen Ridge Road and I'm not totally excited about traffic being routed down my road but it would benefit that whole area. Not only the current residents but also the neighborhoods that keep being built. These projects would also help reduce the accidents and issues at the Engstrom/Bogard intersection.
Palmer_Fishhook_Separated_Pathw		I like the idea of having a pathway along Palmer-Fishhook as many people bike this up to Hatcher Pass. I would hope that it would be on the right hand side (heading towards Hatcher) as my only concern is that if it wasn't, it would remove the existing side trails (on the left) which many people use for motorized and equestrian activities and are more important in my opinion
Knik_Goose_Bay_Rd_Connectivity_		This project is so important to this area! Kids walk and ride bikes along the side of the road all day long and there isn't the space fore them.
MSB_School_District_2018_Pedest		Every school should have 2 miles of safe pathways leading to it! Students walk to school playgrounds and after school
Choice_3		Nelson Road doesn't need an extension it would be a waste of time and money there are other projects that should be done first.
Hemmer_Road_Extension_South		This project would positively impact my ability to place my kids on the bus. My preferred drop off and pick is located at 12113 E maple springs way and I have 4 kids that will be attending Swanson elementary. Is there any chance the Hemmer Roads will be connected? It would be great if Hemmer road went straight through to Bogard.
16_Seldon_Rd_Upgrade_Ph_1_Schro		Live in the area, please upgrade everything in Meadow Lakes.
Parks_Hwy_Pathway		I'm against extending a bike pathway north of Willow Creek. The mushing community has been steadily losing trail to development. Willow AirPark has taken 2 important trails. This project will effectively remove the trail Mile 73 mushers use; both the professional mushers & recreational teams. It's not possible to have dual use. Imagine a head on pass between a 16-20 dog team in front of an ATV or Side by Side with a family on bicycles with their off leash dog. Comments have been made specifically to the effect children will be better able to use this path. It puts extreme liability on dog teams trying to train for mid distance & the Iditarod. There are miles of other places to bicycle in the Borough. You can easily put your bikes on a bike rack & drive to many more suitable & more scenic areas. Mushers cannot easily load up
Oilwell_Road_Upgrade_MP_0_6		I would be nice to pave this portion to reduce dust, and it would also be great if you could improve, straighten and grade Oilwell Rd from Amber Lake to Kroto Creek.
MSSD_Shaw_Elementary		Please help make this school safer for the families and students!!
Seward_Meridian_Parkway_Tambert		There needs to be a long turn lane for the medical businesses and safety zone for shaw elementary.
Palmer_Fishhook_Separated_Pathw		What a great community asset to continue to have non motorized biking and walking paths. It is so nice to visit 'other' communities that have these options. To see people out and about families biking, walking their pets or just going for a jog is a 'healthy' look.
other		Can you please finish Seward meridian, last I seen the second phase was supposed to be started in 2009 Teeland middle address says Seward Meridian but they have yet to finish the road. It is crazy busy with 3 schools on that road and a huge amount of traffic on a tiny 2 lane with all those businesses,
Parks_Hwy_Pathway		The safe travel along Parks to Talketna trail is very dangerous and is often used by bikers, runners, and winter travel. We tried hard to at least have the state make a safe dirt trail when they constructed the improvements to the hwy but no one would help us
MSSD_Shaw_Elementary		<p>I work at Shaw and I think this project is very necessary. The traffic before and after school is significant.</p> <p>Thanks</p>
Boyd_Road_to_Norman_Avenue		We live nearby and have been waiting for this project to go through, but it keeps getting pushed out! This project would do a lot for East/West travel for communities on both sides, especially if the speed limit on Norman was more reasonable (40 mph?).
Choice_3		many of these are great Projects....particularly the pathways along the major roadways.
Multi_modal_Wasilla_Depot		This project seems to be very promising, especially if it means there is less of a reliance on the Alaska Highway. If built, would this also establish a commuter rail service between Wasilla and Anchorage?
Pittman_Road_Pathway		This is a critical project for Meadow Lakes to protect the growing foot and bike traffic on this busy road
Seward_Meridian_Parkway_Tambert		This is another project that I hope gets approved as well. It is a very dangerous intersection that I have seen several near misses on and would solve several traffic and pedestrian problems if a stoplight was implemented. If this is built, would extra turn lanes be implemented and what would the configuration of those turn lanes look like?

MSSD_Shaw_Elementary		I am a parent, teacher, and before school activity coach and feel the amount of traffic is crazy both before and after school. I have noticed most while leading students in before school activities and activities the last hour of school outside. The amount of moving vehicles in the spaces is tremendous and overwhelming when trying to safely move around the outside space close to driving “surfaces”. Thank you for considering maki g some changes.
Nelson_Road_Extension_North		I oppose this project, #5.
Nelson_Road_Extension_North		I support this project. I believe this will make a positive impact on our neighborhood in the Ranch.
Nelson_Road_Pathway_Phase_2		I support this project. I believe it will have a positive impact on our neighborhood.
Tex_Al_Drive_Upgrade_and_Extens		There are so many upgrades and road projects that would benefit lots of people. The texAl extensions would be a huge benefit to many.
Nelson_Road_Extension_North		Please do not complete this project. We have a large number of young children in our neighborhood who are constantly riding bikes on Nelson. People are already speeding through Nelson, putting our children at risk. This project would increase traffic on the street, making our neighborhood unsafe for children to play.
Pittman_Rd_&_Parks_Hwy_Park_and		This further adds to the traffic that QAP and AK Mental Health are trying to push through with the gravel pit on Sylvan Road (a very bad idea) Sylvan and the Parks intersection is NOT Safe and any added congestion is going to cost lives. A park and ride alone I would probably not object to however if the Pit goes through (residents hope not) the park and ride should not! It will be miserable to get in and out of.. more so than it is with nothing here.
Parks_Hwy_Pathway		First, on which side of Parks Hwy is this planned to be running? There is currently a trail that is very heavily used by ATV’s and sled dog teams; I am a resident along this and can attest to its very heavy use as is. The existence of this trail is the reason for people to buy and have bought property in this Willow area. The current trail is used throughout the summer as well as in fall and spring when chains are required. It will be a very significant loss to the community should we loose the ATV friendly trail (that cater to tire chains). Current trail supports bike use as is. A PAVED bike-specific path will negatively impact current use. In regards to comments of ability to bike with dogs on the proposed new trail, please be advised that 1) paved trails cause significant undesirable wear on dog pads (thus the current non-paved trail is far better for this purpose); and 2) bikes on proposed trail will encounter oncoming or passing dog teams of 14-22 sled dogs pulling
Parks_Hwy_Pathway		The cost and environmental impact of this project is significant and I would like to ask of environmental assessment has been done on impact to waterway and sheds along the proposed route? As a person that rides on the proposed path I know that large parts are extremely wet, not passable, for parts of the year—specifically along Kashwitna Lake, on either side of the highway. What is the plan to make a paved path through areas such as this and can any environmental assessment please be shared? There are currently trails that can be used also by bikes; but they are not paved and are not passable at times—indeed a reality to us that heavily use the trail, but also a positively low impact solution that is guided by the smallest possible footprint on the surrounding environment.

**MATANUSKA-SUSITNA BOROUGH
TRANSPORTATION ADVISORY
RESOLUTION SERIAL NO. 21-01**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH TRANSPORTATION ADVISORY BOARD REQUESTING THE ASSEMBLY ADOPT AND FUND A TRANSPORTATION INFRASTRUCTURE PACKAGE THAT INCLUDES PROJECTS LISTED IN THE MSB LONG RANGE TRANSPORTATION PLAN (LRTP), THE MSB OFFICIAL STREETS AND HIGHWAYS PLAN (OSHPP), THE MSB/MSBSD SAFE ROUTES TO SCHOOLS PLAN AND TO COMPLETE THE PROJECTS APPROVED BY VOTERS IN THE 2013 & 2018 BOND PACKAGES, AS WELL AS OTHER PRIORITIZED ROAD MAINTENANCE PROJECTS, ALL OF WHICH WILL REDUCE TRAFFIC CONGESTION, SUPPORT ECONOMIC DEVELOPMENT, IMPROVE CONNECTIVITY, ENHANCE PEDESTRIAN AND VEHICLE SAFETY, INCREASE RELIABILITY, AND PROVIDE TRANSPORTATION CHOICES FOR RESIDENTS.

WHEREAS, the Matanuska-Susitna Borough is the fastest growing borough in the state; and

WHEREAS, with the ever increasing population, there is a need for improvements to a number of roads, and to increase our transit, pedestrian, and nonmotorized pathway facilities within the borough; and

WHEREAS, the Matanuska-Susitna Borough's (Borough) Long Range Transportation Plan (LRTP) identifies seven goals including the need to provide transportation choices, improve connectivity, improve mobility, make our transportation system safer, and to support economic vitality; and

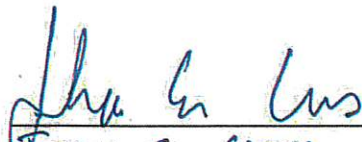
WHEREAS, the Borough's LRTP also included a list and proposed budget a number of Short, Medium, and Long term road projects and identified the need for additional transit and pedestrian facilities ; and

WHEREAS the LRTP identified \$1.3 Billion of needed

estimates for projects recommended by staff for funding prior to requesting voter approval.

BE IT FURTHER RESOLVED, the Matanuska-Susitna Borough Transportation Advisory Board supports assembly efforts to develop new funding mechanisms for the construction of public roads, public transit facilities, and pedestrian pathways in the Borough to improve the safety and function of our transportation system.

ADOPTED by the Matanuska-Susitna Borough Transportation Advisory Board this 11 day of JUNE, 2021.



Joshua E. Cross

, Chair

ATTEST:



Kim Sollien
Transportation Advisory Board Clerk

LOCAL ROAD SERVICE AREA ADVISORY BOARD

RESOLUTION 21-02

A RESOLUTION BY THE MATANUSKA-SUSITNA BOROUGH LOCAL ROAD SERVICE AREA ADVISORY BOARD (LRSAAB), RECOMMENDING A ROAD INFRASTRUCTURE BOND PACKAGE TO THE BOROUGH ASSEMBLY FOR CONSIDERATION ON THE UPCOMING FALL BALLOT.

WHEREAS: The package presented includes projects listed in the MSB long range transportation plan (LRTP), the MSB official streets and highways plan (OSHP), the MSB/MSBSD safe routes to schools plan, and to fully fund the remaining projects approved by voters in the 2013 and 2018 bond packages, as well as other prioritized projects; and

WHEREAS: The projects named would reduce traffic congestion, support economic development, improve connectivity, enhance pedestrian and vehicle safety, increase reliability, and provide transportation choices for residents; and

WHEREAS: The LRSAAB has two suggested additions or changes to the projects list as presented, which are made part of this Resolution for Assembly consideration:

(1) Extend the Lucille Street Upgrade project from Spruce to Shrock versus Seldon; the road is deteriorating and already had a failure this year. Cost savings would be at the Seward Meridian/Tambert signal, which should be covered by the DOT phase II Seward Meridian project to be bid later this year.

(2) The Yoder Road project description does not include reconstruction of the road bed, which has serious identified problems; please verify that the road bed work is included in this project, and that the cost estimate includes that without eliminating paving as the final part of the project.

NOW THEREFORE BE IT RESOLVED: That the Local Road Service Area Advisory Board concurs with this road infrastructure bond package, with suggestions for consideration, and request the Assembly approve it as submitted for voter consideration on the fall 2021 ballot.

Approved by unanimous vote on June 17, 2021.

Stephen Edwards Board Chair

Mike Shields Board Secretary