

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_Pathway		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_Pathway		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_and_Pathway		We need a bypass to get around Wasilla for commuters and tourists who don't need to stop in town! We need commuter trains to cut down on traffic and winter accidents! Why can't 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_Pathway		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 ATVs 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 safely 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 of?
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 &amp; 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 &amp; 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 &amp; winter. An exit onto &amp; 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.