

SUBJECT: AN ORDINANCE OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY ADOPTING MSB 15.24.030 (B) (48) BOGARD-SELDON CORRIDOR ACCESS MANAGEMENT PLAN.

AGENDA OF: May 20, 2025

ASSEMBLY ACTION: Adopted without objection 08/05/25 - BJH

AGENDA ACTION REQUESTED: Introduce and set for public hearing.

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ATTACHMENTS: Ordinance Serial No. 25-054 (2 pp)
 Bogard/Seldon Corridor Access Management Plan (67 pp)
 Public Comment Response Log for 1/30/25-2/28/25 (27 pp)
 Planning Commission Resolution No. 25-07 (3 pp)
 Transportation Advisory Board Resolution No. 25-01 (4 pp)

SUMMARY STATEMENT:

The East Bogard Road and East Seldon Road corridor, from the Glenn Highway to Church Road, is a critical transportation route within the region, providing essential connectivity and access for residents, businesses, and emergency services. Over time, this corridor has experienced significant population growth and land development. It has also become an important east-west route alternative for the traveling public, as opposed to taking the Parks Highway or the Palmer-Wasilla Highway.

Segments of the Bogard/Seldon road corridor that were originally designed and constructed as local roads or collectors, are now struggling to function as the major east/west arterial. Without an access management plan in place for this corridor, the Borough has not had the tool needed to organize existing and new access points to meet arterial road standards. As a result, we are now facing safety issues and traffic congestion.

Access management plans must be adopted into Borough code to effectively guide intersection locations during the platting process and driveway locations during the permitting process, thereby improving roadway safety and efficiency. The ability to control corridor access is a key factor in reducing highway congestion and crash rates. A lack of corridor access management and control results in high crash rates, high traffic congestion, and increased construction improvements costs.

During the plan development, the design consultants reviewed intersections and driveway locations. Intersection spacing requirements were applied to the plan to reduce potential traffic conflicts. In addition, a non-traversable median is recommended in a portion of the corridor to reduce left turn conflicts.

A public engagement plan was implemented to ensure that property owners and residents along the corridor could view the proposed plan, ask questions, and submit written public comment. The plan included the following outreach strategies: direct mail, Borough media releases, MSB lobby reader board during election season, newspaper advertisement, Open House and Transportation Fair, paid and unpaid Facebook advertising, email to key stakeholders (i.e. transit and utility providers, school district, community councils, road and fire service areas, etc.), and two public comment periods (First draft comment period: 10/9/24 to 12/3/24; second draft comment period: 1/30/25 to 2/28/25) and response logs. Outreach between Oct. 9, 2024 and February 28, 2025 resulted in 226 written public comments, 16 telephone contacts, and 19 in-person visits.

The public response to the plan has varied. Many people acknowledge

the dangerous intersections, the impact that 12 schools in the corridor have on traffic, the congestion during morning/evening commuting times and after school lets out, and the portions of the corridor that are dark and narrow. Some individuals that may be directly impacted by right-of-way acquisition or new travel routes due to proposed intersection or driveway closures are not in favor of the changes. Other people have expressed frustration that the corridor was not planned for this level of service well in advance, and that development has been allowed to occur in ways which now requires significant changes. Some, even though they may have their own property directly impacted, see the value in upgrading the corridor to arterial standards and express support for the plan. The Meadow Lakes and North Lakes Community Councils submitted written public comment in support of the Plan.

The plan proposes a long-term vision of how the corridor can be improved to meet the needs of the traveling public by successfully functioning as an arterial. Since this corridor is 13 miles long and portions of the road are owned by both the State and the Borough, smaller projects must be funded and designed over time. Public involvement will be part of those processes. While this plan provides recommendations for planning-level design, once a project is funded, a more in-depth design and engineering process will occur. Both the Borough and the State have right-of-way acquisition processes that must be followed. Completing all recommended improvements will take many years.

The most immediate impacts of the plan, however, will be to platting and permitting. As subdivisions and development occurs, or changes to existing land use happen, the Planning and Land Use Department will use this plan to determine access onto E. Bogard or E. Seldon Roads. The Plan provides a proactive guide for property owners and developers to use in their new design or redevelopment efforts, thereby saving time and money when working with the Borough to meet permitting or platting requirements.

In support of this Access Management Plan, the MSB Transportation Advisory Board (TAB) adopted Resolution No. 25-01 on April 4, 2025 and the MSB Planning Commission adopted Resolution No. 25-07 on May 5, 2025.

If adopted, this Corridor Access Management Plan for E. Bogard Road and E. Seldon Road will provide guidelines to help ensure the safety and welfare of the community for decades to come.

RECOMMENDATION OF ADMINISTRATION: The Department respectfully recommends that the Assembly adopt the Plan.



Matanuska-Susitna Borough

July
2025

Bogard-Seldon Corridor Access Management Plan



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Cover top photo: Courtesy of Alaska Department of Transportation and Public Facilities. For more information, visit [Bogard Road Preliminary Design \(alaska.gov\)](https://alaska.gov/Bogard-Road-Preliminary-Design).

Cover bottom photo: Taken from Matanuska-Susitna Borough Parcel Viewer: [Matanuska-Susitna Borough | Parcel Viewer \(matsugov.us\)](https://matsugov.us/Parcel-Viewer).

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Acronyms and Abbreviations

AAC	Alaska Administrative Code
AADT	average annual daily traffic
CAMP	Corridor Access Management Plan
CMF	crash modification factor
CTP	Community Transportation Program
DOT&PF	Alaska Department of Transportation & Public Facilities
HSIP	Highway Safety Improvement Program
mph	miles per hour
MSB	Matanuska-Susitna Borough
OSHP	Official Streets and Highways Plan
RIRO	right in/right out
ROW	right-of-way
SASS	Sub-Area Solution Studies
TIA	Traffic Impact Analysis
TWLTL	two-way, left-turn lane

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1 Introduction

1.1 Overview

The Matanuska-Susitna Borough (MSB), in cooperation with the State of Alaska Department of Transportation and Public Facilities (DOT&PF), is actively pursuing the management of access along the Bogard Road/Seldon Road Corridor (Bogard-Seldon Corridor) between the Glenn Highway and Church Road (see Figure 1).

This *Bogard-Seldon Corridor Access Management Plan* (CAMP) is the result of that effort. The CAMP establishes parameters to manage access to this vital arterial corridor consisting of both MSB- and DOT&PF-owned segments.

MSB Title 11: Roads, Streets, Sidewalks, and Trails authorizes the MSB to control access to its road network. MSB 11:10 Encroachment Permits and 11:12 Driveways Standards provides the authority to approve, establish design standards, manage, and revoke, and allows for an appeal process of encroachment and driveway permits. DOT&PF is authorized by 17 Alaska Administrative Code (AAC) 10.020 through 17 AAC 10.060 to control and manage approach roads and driveways that connect to state-owned roadways.

It is within the framework of the above codes that this CAMP makes recommendations to mitigate existing conflict points where feasible by eliminating or consolidating existing intersecting roads or driveways, and establishes spacing requirements for new driveways, and road intersections based on the corridor's functional classification. It also identifies traffic improvements such as roundabouts, medians, or other traffic control measures to facilitate traffic flow, improve safety, and minimize congestion.

There have been previous efforts to address access management along various segments of this corridor between the Glenn Highway and Church Road that resulted in draft CAMPs. DOWL prepared a draft CAMP for the entire corridor between the Glenn Highway and Church Road in 2010 and HDL prepared a draft CAMP for the corridor segment between Lucille Street and Church Road in 2017. These draft documents, though never adopted, provided significant information and are foundational to the current effort.

A third CAMP, prepared by Stantec Consulting Services, was adopted by the MSB Assembly in January 2017 entitled CAMP: Seldon Road Extension: Church Road to Pittman Road. This CAMP establishes access requirements for the final segment of the Bogard-Seldon Corridor based on the final route of the new road and is not addressed in this document. The final segment of the Seldon Road Extension from Windy Bottom Road to Pittman is programmed for construction in 2025 through DOT&PF's federally funded Community Transportation Program (CTP).

This CAMP divides the Bogard-Seldon Corridor into six segments based on land use and ownership (see Figure 1). There are narratives and maps that discuss and show specific recommendations to facilitate the CAMP's implementation by MSB Planning, Platting, and Public Works personnel and by DOT&PF's Planning, Right-of-Way, and Design staff.

This narrative and illustrative approach is also designed to help residents and developers easily find and understand the access requirements along the corridor and how they affect their property or future subdivision design.

These segments are:

- **Segment A:** Bogard Road - Glenn Highway to Palmer Moose Drive is an urban section within the City of Palmer that is owned and maintained by the MSB and is classified as a major arterial.
- **Segment B:** Bogard Road - Palmer Moose Drive to New Trunk Road is a rural section owned and maintained by the MSB and is classified as a major arterial.
- **Segment C:** Bogard Road - New Trunk Road to the Bogard/Seldon mini-roundabout intersection is a rural section owned and maintained by DOT&PF and is classified as a major arterial (minor arterial using the DOT&PF system).
- **Segment D:** Seldon Road - Bogard/Seldon intersection to Schrock Road is a rural section owned and maintained by DOT&PF and is classified as a minor arterial.
- **Segment E:** Schrock Road to Lucille Street is a rural section owned and maintained by the MSB and is classified as a minor arterial.
- **Segment F:** Lucille Street to Church Road is a rural section owned and maintained by the MSB and is classified as a minor arterial.

Both the MSB and DOT&PF recognize the importance of the Bogard-Seldon Corridor as an alternative to the Palmer-Wasilla Highway and, to a lesser extent, the Parks Highway. The MSB has made a specific effort to coordinate with DOT&PF and obtain their input in the development of access management recommendations along their corridor segments described in this CAMP. Though DOT&PF owns Segments C and D, the MSB, through its Planning and Platting Divisions, administers land use regulations and platting actions on adjacent properties. Close coordination and cooperation between the MSB and DOT&PF need to continue now and into the future to successfully implement the recommendations of the CAMP.

1.2 CAMP Goal and Strategies

The goal of this CAMP is to provide consistent access management along the Bogard-Seldon Corridor to the benefit of the public, development community, MSB, and DOT&PF, while remaining largely within the existing ROW¹. The CAMP should be reviewed and updated as conditions change along the corridor, including traffic volumes, traffic patterns, land development, and as significant funding opportunities arise.

The corridor managers will use this CAMP to meet this goal through managing to the following strategies:

- Improve safety to the traveling public including non-motorized users;

¹ A corridor plan with a longer planning horizon should be developed for this roadway segment in order to develop a vision for the roadway based on anticipated growth and development in the area.

- Preserve function and mobility of this important arterial corridor;
- Protect the public's significant financial investment in the design, construction, and maintenance of this corridor; and
- Manage existing and future access in a regular and consistent manner.

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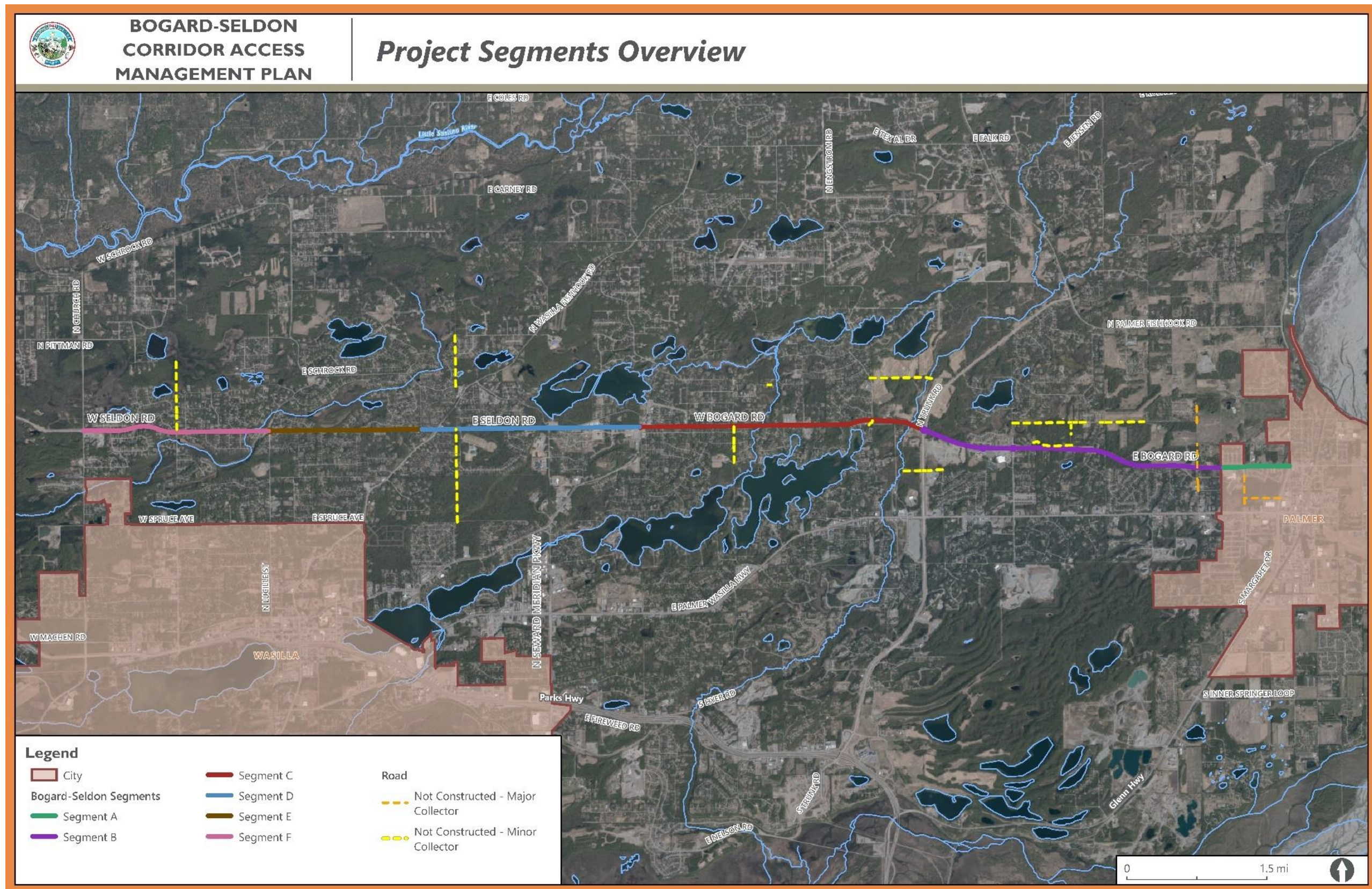


Figure 1: Project Segments Overview



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2 Corridor Background

The MSB and DOT&PF have, over time, added corridor segments to the original Bogard Road between Trunk Road and the Bogard-Seldon mini-roundabout. Projects have extended the corridor to both the east and the west, resulting in a nearly completed arterial corridor between the Glenn Highway in Palmer and Pittman Road in Meadow Lakes. These projects have resulted in a new east-west corridor in the MSB that provides a more desirable level of mobility, access, and safety. Due to the narrow right-of-way (ROW) width and the high level of development along the Palmer-Wasilla Highway, the impacts of upgrading capacity and managing access are significant. The Bogard-Seldon Corridor, on the other hand, is relatively undeveloped by comparison, has relatively few direct access points (except in the original Bogard Road segment between Trunk Road and the Bogard-Seldon roundabout), and provides a second cross-borough corridor that relieves congestion on the Palmer-Wasilla Highway while facilitating east-west travel across the northern core area of the MSB.

The Palmer-Wasilla Highway is a case in point of how a major arterial loses its function due to uncontrolled access resulting from past land use decisions and platting actions that did not consider access management. This CAMP provides a guide to correct deficiencies and avoid the repeat of similar undesirable outcomes in the future by making reasonable access decisions that benefit motorized and non-motorized corridor users and corridor managers. These recommendations will also protect the significant public capital and operational investment in the Bogard-Seldon Corridor.

3 Corridor Access Management

Corridor access management is defined as coordinating the balance of land access needs with area-wide transportation needs to ensure efficient traffic operations within a given roadway corridor. The main goal of access management is to reduce the number of conflict points along the corridor while still providing acceptable access to local roads, residential driveways, and businesses. It is the nexus between land use and transportation. Reasonable land use decisions will result in appropriate levels and locations of access along the corridor that will provide a well-functioning arterial well into the future.

Achieving the goals of the CAMP will be accomplished over time by implementing recommended improvements when feasible. Considering the long-term investment into improving access management along the corridor, it is infeasible to construct all the recommended improvements as a single project. Opportunities to incorporate the access management recommendations into other CIP and HSIP projects along the corridor should be leveraged to achieve incremental improvements to achieve the long-term access management goal along Bogard-Seldon corridor.

3.1 Methods

Access management is the process that affords transportation officials a method to provide reasonable access to land development while simultaneously preserving the safety, capacity, and mobility of the surrounding road system. The basic principles of access management are described below.

Separating Basic Conflict Areas. Intersections or driveways that access a highway or roadway represent basic conflict areas. A conflict is defined as the point at which a roadway user who is crossing, merging with, or diverging from a road or driveway conflicts with another roadway user using the same road or driveway. Adequate spacing between conflict points allows drivers to react to one situation at a time, providing greater opportunities to avoid potential conflicts with other vehicles, bicycles, or pedestrians. Aligning intersections or driveways directly across from each other also serves to reduce the number of conflict points within a given section of roadway.

Reducing Interference with Through-Traffic. Even when traffic is traveling in the same direction, conflicts can be created when a large speed differential exists between the faster- and slower-moving vehicles (i.e., vehicles traveling at the speed limit compared to vehicles that are accelerating or decelerating). Traffic often needs to slow down for other vehicles attempting to exit, enter, or travel across the roadway. Introducing turning lanes, adding acceleration/deceleration lanes, restricting turning movements, and providing sufficient spacing between access points and intersections allows turning traffic an opportunity to safely enter or exit the mainline traffic stream. Closely spaced access points tend to hinder the mobility and speed of through-traffic, thus reducing the free-flow speed of the roadway. Maintaining well-spaced access points allows through-traffic to flow more smoothly and with less delay. In this regard, any new signalized or roundabout access points must fit into the overall traffic management plan for the roadway to maintain positive traffic progression.

Limiting the Number of Conflict Points. Conflict points along a roadway exist primarily at side road or driveway intersections as vehicle travel paths cross, merge, or diverge; more conflict points generally lead to a higher potential for crashes. Accordingly, increasing the number of intersections within a given section of roadway increases the likelihood of vehicle impacts and diminishes the safety of the roadway. Limiting or reducing the number of intersections and approaches and their associated turn movements within a section of roadway significantly reduces the potential for vehicle collisions. Considering that a roundabout has fewer conflict points than a traditional signalized or unsignalized intersection, converting uncontrolled or controlled intersections to roundabouts can reduce the total number of conflict points along the corridor.

Managing Section Line Easements. There are 14 north/south section lines that intersect the corridor. There is one east-west section line where the corridor is located or closely follows. Seven of the north/south sections lines have roadways located within their easements. Five of the remaining seven have had their easements either vacated or partially vacated, with two remaining intact. Allowing road development or access in these remaining section line easements need to be reviewed and approved through a systems approach. Decisions should consider existing and future road networks, existing and future land use, access implications, creation of conflicts, and benefit to the existing

and future Bogard-Seldon Corridor. No section line easements should be vacated unless there is an equal or better access option.

Practicing Controlled Land Development. MSB growth policies, ordinances, and criteria contribute greatly to the development of a successful CAMP while also allowing for appropriate land development. The implementation of frontage roads, facilitation of internal vehicle circulation between commercial and private parcels, and use of shared parking areas reduce the number of driveways that residences and businesses need for access to the roadway.

Management and control of access can be regulated through statutes, regulations, land-use ordinances, geometric design policies, and access guidelines. The MSB and DOT&PF have the basic statutory authority—granted through state legislation—to control all aspects of roadway and highway design in the interest of protecting public safety, health, and welfare including access. Local governments can manage and control access through land-use regulations, platting actions, development setbacks, site design specifications, driveway permits, and other means that may influence capacity and mobility along a highway. The close coordination of state, borough, and local governments is essential for the successful implementation of this or any corridor access management plan.

Requiring developers to submit a traffic impact analysis (TIA) when traffic thresholds may be met prior to approval of platting actions or necessary permits is one way to manage and control future access to and from the Bogard-Seldon Corridor. TIAs should identify mitigation requirements in the event that traffic is impacted within the project area. Mitigation requirements may include intersection or roadway improvements, modifications to proposed access type or location, or improvements to non-motorized facilities. Recommended improvements identified by the TIA should be negotiated and apportioned between the developer and the roadway owner. Exceptions to identified TIA requirements should not be granted to any applicant.

Typical Section Application. The typical section along a corridor provides context to a driver regarding aspects such as urban or rural environment, reasonable speed, alternate modes of travel or presence of pedestrians, and access control. The typical section may also convey information that translates to driver expectation, such as density of access points or adjacent land uses. Developing the appropriate typical section along a corridor can be a tool to improve safety and vehicular traffic flow along a corridor. Appendix A depicts the following recommended typical sections:

- Two-lane with non-traversable median with median openings
- Three-lane with non-traversable median with median openings
- Five-lane with non-traversable median with median openings

The two-lane section may convey a rural or a low-speed urban context. The benefit of a two-lane section is minimal footprint. However, a two-lane section has capacity limitations and can impact flow due to left turns blocking through traffic. To meet access management goals, the two-lane section would include non-traversable median. Left turn access that meets recommended access spacing may be provided via median openings.

A three-lane section can convey either a rural context with closely spaced access points or a 25- to 35-mile per hour (mph) urban context. A three-lane section mitigates left-turning traffic from blocking through-lanes, providing operational and safety benefits. The typical section can either provide a two-way left turn lane (TWLTL) or utilize non-traversable medians with left-turn lanes where appropriate. TWLTL does not reduce conflict points or control access like a median with adequately spaced left turn lanes and therefore should only be considered where a median with left turn lane does not adequately support required access to/from Bogard-Seldon.

A five-lane section conveys a 35- to 55-mph urban context. Capacity is the main criteria for considering a five-lane typical section. Existing access points, future access points, and existing and future average annual daily traffic (AADT) volumes are to be considered when determining the need for a five-lane typical section. Similar to the three-lane section, to meet access management goals, the five-lane section would include non-traversable median. Left turn access that meets recommended access spacing may be provided via median openings.

3.2 Access Management Strategies

Access management along the Bogard-Seldon Corridor is critical to the operational performance and safety of the corridor. The main goal of access management is to reduce the number of conflict points along the corridor while still providing acceptable access to local roads, residential driveways, and businesses. The strategies described below can be implemented as spot improvements, as part of larger improvement projects, or through site development along the corridor.

Increase Intersection and Driveway Spacing. Increasing intersection and driveway spacing where redundant access from local roads is provided will reduce the conflict points and improve intersection spacing along the corridor. Severing a connection and constructing a cul-de-sac is a low-cost solution to improve intersection spacing. Local connectivity is critical to this solution, and it may require additional connections within the local road network to provide acceptable connectivity.

Requiring future access points to meet or exceed recommended intersection spacing is critical to safety, congestion management, traffic flow, and reliability along the Bogard-Seldon Corridor.

Table 1 provides recommended access point spacing consistent with the adopted 2017 Corridor Access Management Plan - Seldon Road Extension Church Road to Pittman Road. Reducing signalized intersection spacing to 1 mile can be considered to promote improved signal coordination and traffic flow. Reduction in signal spacing should be considered with increase in traffic demand and development which changes the roadway classification from rural to urban.

Table 1: Recommended Minimum Rural Intersection Spacing Guidelines

Proposed Intersection Improvement	Minimum Access Spacing	
	Feet	Miles
Controlled Intersection	5,280	1
Unsignalized intersection	2,640	1/2
Standard Roundabout Access	1,760 (minimum); 2,640 (preferred)	1/3 (minimum); 1/2 (preferred)
Right-In/Right-Out with Median	1,320	1/4
Directional Median Opening	1,320	1/4

¹Some existing controlled intersections do not meet the recommended spacing but should remain

No New Driveways. To the extent allowed by Alaska State Statutes, Alaska Administrative Code, DOT&PF Pre-Construction Manual, MSB Code, and MSB Subdivision Construction Manual, staff implementing this plan should avoid permitting any new driveways along the corridor. Access should be considered first to existing connecting roads, frontage roads, backage roads, or through an existing driveway. Future platting actions should avoid creating land locked lots that would require direct access to Bogard or Seldon Roads.

Exceptions may be made based on a MSB-approved and accepted TIA prepared by a traffic engineer licensed to do business in Alaska. DOT&PF may also allow exceptions based on a TIA or best engineering practices and judgement. The costs of identified traffic improvements should be negotiated between the developer and either the MSB or DOT&PF. If an exception for a new driveway is permitted, minimum access spacing shown in Table 1 must be provided. An exception for a new driveway requires the approval of MSB's Public Works and Planning and Land Use Directors along borough owned Segments A, B, E and F or by DOT&PF if located along state-owned corridor Segments C and D. Acceptable stopping sight distance and intersection sight distance must be provided for all exceptions to new driveways along the corridor.

Consolidate Driveways. Consolidating driveways reduces the number of conflict points along the corridor, improving safety and the general flow of traffic. Consolidation of driveways can be achieved by combining existing driveways where feasible or by limiting the number of new driveways as land is developed. Realignment driveways that can be connected to a minor approach road without impacting circulation or structures within the property can also be implemented where feasible. Consolidation of driveways, especially as part of a roadway improvement project, is a low-impact, low-cost solution to reduce conflict points and to improve flow and safety along the corridor. Cost to the individual property owner needs to be considered if the closure of the driveway happens outside of a capital improvement project.

Rights-of-Way Acquisition/Donations. Acquiring ROW as part of a roadway improvement project or as an individual acquisition may be the only means to resolve an existing access issue. This may require full parcel acquisition of difficult driveways that cannot be realigned to an adjacent collector road, frontage road, or backage road. The purchase of access rights would be contingent on available funding and should be

considered when there is a willing seller, a change in land use, or when a traffic impact analysis indicate that acquisition is appropriate. Acquiring ROW from an unwilling seller is not recommended for the sole purpose of improving access management along the corridor unless it is tied to a road improvement project, a more comprehensive Corridor Study, or road design project.

Install Non-Traversable Median. A non-traversable median, such as a curbed median island, will restrict left-turn access to/from driveways and restrict left-turn and through-access to and from minor approaches along the Bogard-Seldon Corridor. Restricted movements are grouped and diverted to adjacent controlled or uncontrolled intersections to complete their desired movements. Installing a curbed median or barrier will effectively reduce the number of conflict points, but it will have an impact on traffic patterns and may increase the vehicle miles traveled. Installing medians may require minor widening of the corridor to provide width for the median and shy distance² or buffer to the curb.

Crash modification factors (CMF) are used to predict the expected increase or decrease in crashes that would be expected from a planned improvement. A CMF below 1 means that crashes will likely be reduced, while a CMF above 1 means that crashes are predicted to increase. Based on DOT&PF's Highway Safety Improvement Program (HSIP) Handbook, installing a non-traversable median provides a CMF 0.80, which predicts a crash reduction of 20 percent. Constructing a non-traversable median has an impact on traffic patterns and results in a slight increase in travel time and out-of-direction travel. Depending on the location of the proposed non-traversable median, there may be minor ROW impacts. A non-traversable median is a mid-range cost solution to reduce conflict points and improve safety.

Cul-de-sac Existing Local Roads. Eliminating existing local road connections to Bogard-Seldon by constructing cul-de-sacs will reduce conflict points and improve access spacing. Constructing cul-de-sacs can be considered at locations where existing local connections provide sufficient connections for the subdivisions. Constructing cul-de-sacs can either be a stand-alone project or part of a larger corridor improvement project. Constructing cul-de-sacs is a mid-range cost solution to reduce conflict points and improve access spacing. Emergency access through the cul-de-sac can be provided using rolled or mountable curb. Non-motorized connections can also be considered.

Closing existing roadway connections by constructing cul-de-sacs will impact existing traffic patterns and may also impact emergency response times. To ensure adequate access is maintained, a traffic impact analysis is recommended prior to design and construction of cul-de-sacs. Planned cul-de-sacs should be coordinated with emergency responders to confirm no significant impacts to response times will be realized.

Develop Frontage or Backage Roads. The use of frontage or backage roads where feasible is another means to reduce direct access to the Bogard-Seldon Corridor and improve traffic flow.

² Shy distance is the distance from the edge of the traveled way beyond which a roadside object will not be perceived as an obstacle by the typical driver to the extent that the driver will change the vehicle's placement or speed (Federal Highway Administration, Roadside Safety Field Guide 2014).

A backage road provides the same function as a frontage road, but it is located behind parcels rather than adjacent to the main corridor and ties into the collector road network that provides consolidated access to the main arterial road. Existing driveways connecting to Bogard-Seldon would be severed, and new connections to the backage road would be constructed.

The use of frontage and backage roads will effectively consolidate access points along Bogard-Seldon, reducing conflict points and improving safety. Although opportunities for developing backage roads may be limited due to the orientation of developed parcels and the inability to make a new driveway connection without significant impact to the property, there may be select locations where this strategy could be deployed with minor impact and mid-range cost. In areas where ROW acquisition is required to construct a frontage road, impacts and costs are anticipated to be high, and therefore a frontage/backage road may be less feasible.

The creation of frontage or backage roads may require changing existing street addresses of affected parcels. Address changes are doable but will have some repercussions and cause some inconvenience to affected property owners.

Realignment of Minor Approaches. Eliminating offset intersections by realigning minor approach roadways will improve intersection spacing. As development occurs, consideration for intersection consolidation through realignment can facilitate conflict point consolidation while maintaining access to existing and future subdivisions.

Future Intersection Control. Improving existing uncontrolled intersections to either a signal or a roundabout will improve traffic flow and safety along the corridor. Future controlled intersections should meet recommended intersection spacing and undergo a traffic analysis to determine the control type and expected intersection operations.

4 Corridor Segments

4.1 Introduction

Jurisdictional ownership, traffic volumes, existing land use, and existing corridor characteristics such as topography and access were used to divide the corridor into the six segments described below. Recommendations for each corridor segment are described within the report's narrative and correspondently shown on maps associated with the narrative. Additionally, a web map has been developed that shows each recommendation and allows the reader to zoom in and out of each recommendation for a more contextual view of the recommended action relative to the surrounding development. This web map is located at: [Link to be provided](#).

The CAMP's principles for access management (maintaining intersection spacing and limiting direct access of driveways and side streets onto the corridor) are non-negotiable. However, the specific details of proposed improvements described within this section will be advanced during engineering and design, once funding is available for projects, which may lead to modifications to the recommendations due to engineering challenges and opportunities identified during the design phase of each project.

4.2 Segment A – E Bogard Road - S Glenn Highway to E Palmer Moose Drive

Segment A is approximately 0.75 mile long and had an AADT of 6,580 vehicles in 2022. The existing section along E Bogard Road is two-lane, median-divided roadway with left- and right-turn lanes at the intersections (see Figure 2). Pathways are located on the south side of E Bogard Road along the entire segment and on the north side between Anna and Oscar Streets. Ten access points are located within this segment: four intersections (one signalized and three uncontrolled) and six driveways. West Auklet Avenue and Recon Circle serve as frontage roads on the north side of E Bogard Road and eliminate the need for any new direct access points from the undeveloped properties.

Within this section, the south side of the corridor is within the City of Palmer. On the north side of the corridor, the Valley Trails Subdivision is located within the city limits, but the rest of the corridor is outside the Palmer city limits.

4.2.1 Jurisdictional Ownership and Existing Right-of-way

This portion of E Bogard is owned by the MSB but is located within the city limits of Palmer. The ROW ranges between 150 feet within the city limits and 200 feet within the MSB.³

4.2.2 Existing Land Use and Future Development Opportunity

Segment A is considered an urban section along the corridor. Allowable land uses for property located within the City of Palmer are governed by the City's zoning code, while property outside the city limits is governed by MSB code. The MSB provides platting service for all properties along Segment A. The existing land use consists of Palmer High School, several residential subdevelopments, two churches, a pre-school, and a few commercial businesses (engineering and real estate). This segment has good access management in place, meeting access spacing guidance and providing sufficient connectivity to the traffic generators.

Palmer High School is in the southeast quadrant of E Bogard Road/E Palmer Moose Drive and has two driveway access points to/from E Bogard Road serving their main parking lot and bus circulation. Additional access points to the school are located off E Palmer Moose Drive and S Felton Street.

Residential subdivisions are located on the north and south sides of the corridor. The subdivisions use collector roads to gain access to/from E Bogard Road, including S Felton Street/Anna Street, W Auklet Avenue, Montgomery Way/W Recon Circle, and Silver Tip Drive.

³ ROW widths were estimated using MSB Parcel Viewer maps and represent the typical existing ROW width along the segment. The widths provided do not include additional widths at intersections or existing easements for drainage features.

There is developable land located on both the north and south sides of E Bogard Road between Glenn Highway and S Felton Street/Anna Street. Developable lands to the north will be accessed by either West Auklet Avenue or Recon Circle. Developable lands to the south will be accessed by the new Felton Street Extension.

4.2.3 Planned Improvement Projects

This segment of E Bogard Road was improved as part of the Bogard Road East Extension project. The extension of S Felton Street that connects E Bogard Road to the Palmer Wasilla Highway was opened in July 2023.

4.2.4 Recommendations

1. General

The existing access management along this segment of E Bogard Road is sufficient. It meets the recommended spacing requirements and follows the access management concepts incorporated into the design and construction of the Bogard Road East Extension by the MSB. Properties within the City of Palmer are zoned, identifying allowed land uses. Future land use within the City must comply with the current zoning map or must obtain a variance to allow non-conforming land use. This level of governance is beneficial to control access from properties within the city. Borough property is not zoned in the same manner, but access is controlled by the final Bogard Road East Extension improvements that were built to address future access requirements.

As future development occurs along this segment, preservation of the existing access management within the segment is critical. **No new access points to/from E Bogard Road should be provided** (see Figure 2). Any new connections within this segment will utilize the existing minor collectors or the frontage roads located on the north side of Bogard. Precluding future access points along this segment will better maintain existing function, flow, and safety while also protecting the public investment of recent improvements along the E Bogard Road Extension.

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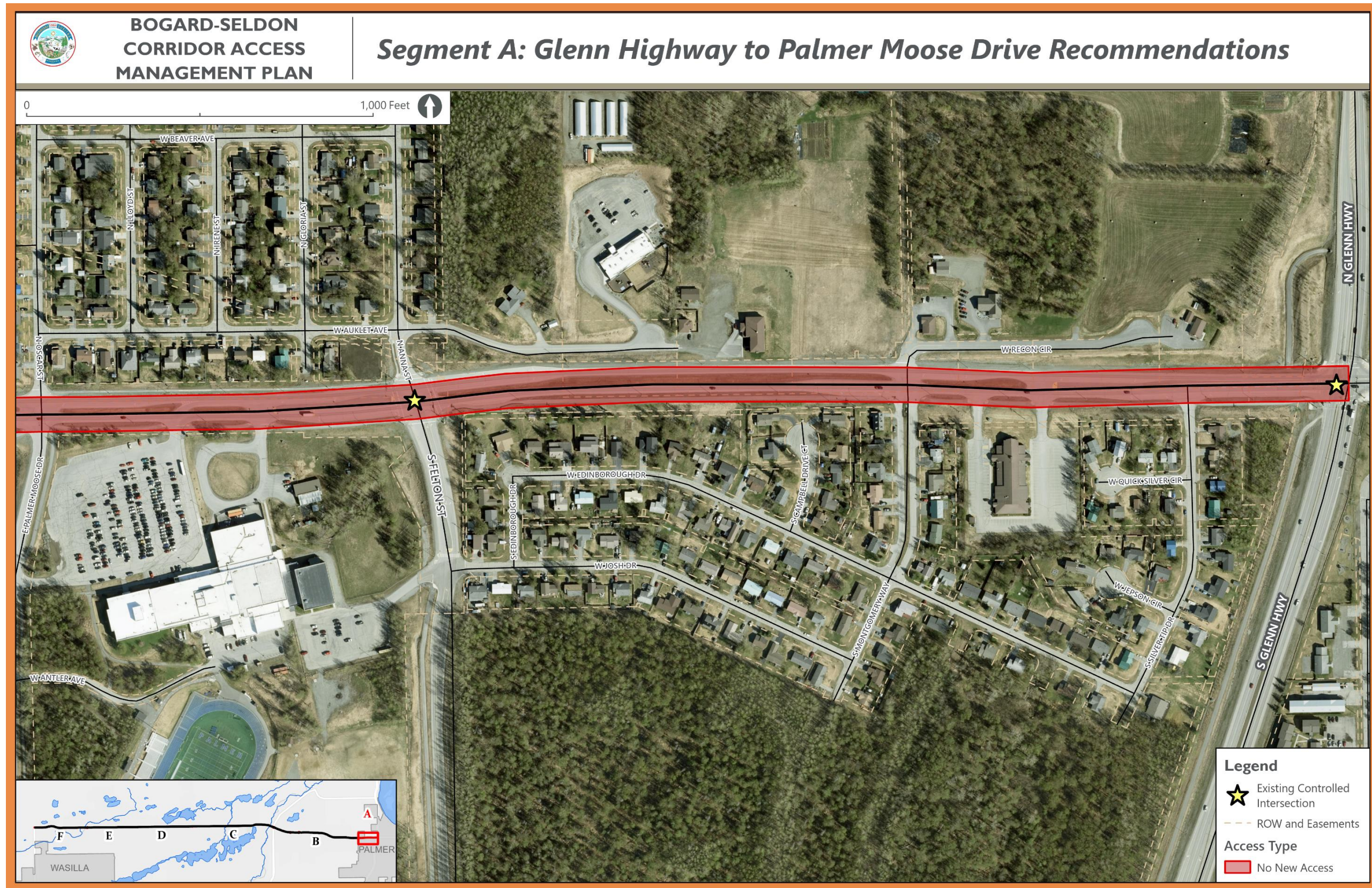


Figure 2: Segment A Mapped Recommendations



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4.3 Segment B – E Bogard Road - E Palmer Moose Drive to N Trunk Road

Segment B is approximately 3.25 miles long and had an AADT ranging between 6,360 and 6,580 vehicles in 2022.⁴ The existing section along E Bogard Road varies between a two- and three-lane undivided section (see Figure 3). A separated shared-use path is located on the south side of E Bogard Road. There are 17 access points within this segment: 7 intersections, including 3 roundabouts and 4 stop-controlled intersections on the minor approaches, and 10 driveways. Three of the 10 driveways are currently only driveway aprons, two of which were located to access existing farmland and were negotiated by the MSB with the farm owner to allow existing farm access and facilitate future development as part of the Bogard Road East Extension project ROW settlement. These two driveways are permitted but are revocable and subject to review of future land use, access requirements, and CAMP-recommended access spacing. The other driveway apron is located between the two farm access driveways and provides access to the City of Palmer's water line and future booster station.

Unauthorized access north of the E Bogard Road/Hemmer Road intersection has been proactively addressed by the MSB through the placement of boulders and a guardrail. There may be an unpermitted driveway accessing Township 18N, Range 1E, Section 36, Block 19. There should be no direct access to this block. Access should be via the recommended 2022 Official Streets and Highways Plan (OSHP) minor collector standard frontage road connecting East Manna Drive and East Eminent Domain Circle through the subject parcel. Extending the frontage road per the OSHP will require additional ROW. The ROW dedication and construction of the frontage road to provide access to this block should be the responsibility of the developer. The frontage road horizontal and vertical alignments along with average access point spacing shall meet the requirements for a residential collector road according to the 2022 SCM.

The Trunk Road Corridor is identified as a regional development node in the Draft MSB Sub-Area Solutions Studies (SASS), and significant development is already occurring. This regional development node is envisioned to serve both mixed-use residential and commercial development. Development along the Trunk Road Corridor will result in increased traffic demand at the E Bogard Road/Trunk Road intersection. Access management within the vicinity of this intersection is critical and the recommended minimum access spacing needs to be provided.

This segment was designed and constructed by the MSB as part of the Bogard Road East Extension project, with access management as one of its primary objectives. The goals of this segment's recommendations are to do no harm and to protect its long-term function and safety. Also, effective access management along this segment will protect the MSB's \$45.0 million+ investment to construct the Bogard Road East Extension.

⁴ AADT traffic count data from the DOT&PF Traffic Analysis and Data Application website (<https://alaskatraficdata.drakewell.com/publicmultinodemap.asp>).

4.3.1 Jurisdictional Ownership Existing Right-of-way

This portion of E Bogard Road is owned by the MSB. The ROW ranges between 100 and 265 feet.⁵

4.3.2 Existing Land Use and Future Development Opportunity

Segment B is a rural section of the corridor and consists of residential subdivisions located mostly south of E Bogard Road, farmland is located to the north with future potential for development at various locations, and a gravel pit near Trunk Road that will likely be redeveloped in the near future. Colony Middle and High School, a veterinary clinic, one residential subdivision, and a church are located between 49th State Street and Trunk Road.

Large, undeveloped lots are located on the north and south sides of E Bogard Road east of 49th State Street. If these lots were to be developed in the future, access point spacing criteria shall be met.

4.3.3 Planned Improvement Projects

The 2022 MSB OSHP recommends the extension of Hemmer Road to the north of E Bogard Road, connecting to E Scott Road. Hemmer Road north extension has grade considerations and may impact a City of Palmer Water Utility well site. The Hemmer Road extension south of E Bogard Road, connecting to the Palmer-Wasilla Highway, is in development. A new traffic signal will be installed at Hemmer and Bogard as part of this project. These connections would provide improved local access in the vicinity of E Bogard Road while maintaining acceptable intersection spacing.

The MSB is planning to construct a pathway adjacent to 49th State Street from Bogard Road to the Palmer-Wasilla Highway, connecting the pathways along these routes and providing safe school access from the several multifamily residential units located on 49th State Street and other residential subdivisions. This project is currently under design.

4.3.4 Recommendations

1. General.

- The existing access management along Segment B meets the corridor recommendations (see Figure 3). Segment B is rural, and its intersection spacing should be maintained as a rural arterial for future developments described in Table 1. All methods of indirect access including access via collector, frontage, or backage roads to E Bogard Road must be proven infeasible prior to granting direct access that does not meet minimum access point spacing.

2. Driveway Closures/Alignment.

⁵ ROW widths were estimated using MSB Parcel Viewer maps and represent the typical existing ROW width along the segment. The widths provided do not include additional widths at intersections, and existing easements for drainage features are not included.

- Close the driveway to Central Gravel Products located just east of Trunk Road and shift it approximately 600 feet farther east when parcel is redeveloped. This will allow full access to and from the driveway without operational or safety impacts to the Trunk Road roundabout. Redevelopment of this parcel should include a road that connects to the Katherine Drive ROW to the south, providing access to Trunk Road.
- An access point to the large property in the northeast quadrant of the Bogard Trunk intersection can be permitted and should be located opposite this relocated driveway in recommendation 4.3.4.2.
- 3. Consolidating or moving the two negotiated farm driveways accessing two farmland parcels (northern portion of T18 R2E Section 31 Block 3 and T18 R2E Section 31 Lot A6) on the north side of E Bogard Road should be considered upon redevelopment of the parcels. Direct access to E Bogard Road may be provided if the rural access spacing criteria described in Table 1 are met and supported by an approved traffic impact analysis that shows no impact and/or includes traffic impact mitigations that will be funded and provided by the developer.

4. Frontage Road

- A connecting frontage road should be constructed between E Manna Drive and E Eminent Domain Drive as recommended by the 2022 OSHP. Portions of this frontage should be a development requirement for the future subdivision of the large parcel designated as Township 18N, Range 1E, Section 36, Block 19. No direct access to Bogard Road should be permitted from this parcel directly across Cottage Hill Drive. Other secondary access opportunities may exist in lieu of the frontage road that may provide access to this parcel. A partial median opening located approximately 2,250 feet to the east of N 49th State Street will provide access to/from E Bogard Road, allowing right-in-right-out and a left turn from E Bogard Road. There is an existing roadway easement through Parcel 1332B04L004, however it is recommended to acquire this parcel.
- Upon completion of the warranty period for the extension of E Manna Drive across the subject property described above, obliterate the existing N Colony Way roadway to the west of the subject property.
- Dedicate ROW for the frontage road to continue from subject parcel to Arabian Acres, Lot 4, Block 4 to allow the future extension of the frontage road.
- The section line easement along the northern boundary of the parcel 18N01E36B019 is set on the 2022 OSHP to have a minor collector route built in it. Dedicate ROW for and construct a stub road to reach the section line easement and Eagle Estates Addition #3, Tract A

5. Direct Access

- Access to the large triangular-shaped property (southern portion of T18 R2E Section 31 Block 3) south of E Bogard Road and east of N Arabian should be to

the south via Tabasco Cat Drive and Comanche Trail. No direct access to E Bogard Road will be permitted.

- Provide a new intersection on the south side of Bogard Road on the east side of Tract Number 18N01E36B020 that meets minimum access spacing shown in Section 3.1 Table 1. Plat details will determine specific location of the new intersection.

6. **Cul-de-sac.**

- Cul-de-sac N Colony Way. Access to Bogard Road will be provided by new frontage road described above.



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4.4 Segment C – E Bogard Road - N Trunk Road to E Bogard Road/E Seldon Road

Segment C is a rural section along the corridor, is approximately 3.07 miles long, and had an AADT ranging between 8,640 and 12,100 vehicles in 2022.⁶ The existing section along E Bogard Road is a two-lane undivided roadway with no left-turn lanes provided at any intersection (see Figure 4 and Figure 5). There are 20 unsignalized intersections with the minor approach stop controlled, a single-lane mini-roundabout at E Bogard Road/E Seldon Road, and a total of 30 driveways with several residential properties having multiple access points to E Bogard Road. Several of the local road connections on the north and south sides do not align with each other, creating offset intersections and additional conflict points along the corridor.

The area adjacent to the Bogard-Seldon mini-roundabout has been identified as a neighborhood development node in the Draft MSB SASS. The vision for this node includes a mix of residential and mixed-use areas.

4.4.1 Jurisdictional Ownership Existing Right-of-way

This portion of E Bogard is owned by DOT&PF. The ROW ranges between 90 and 165 feet.⁷

4.4.2 Existing Lane Use and Future Development Opportunity

Most of the existing land use along Segment C consists of residential subdivisions on the north and south sides of E Bogard Road. Additionally, several businesses are located near N Greentree Street, including two storage facilities on the north side of E Bogard Road. Developable land is located predominantly to the north, between the Bogard-Seldon roundabout and Trunk Road.

Central Gravel Products is proposing a new material site located on the north side of E Bogard Road about 1,000 feet up Engstrom Road between Engstrom Road and Trunk Road. The proposed site will use Engstrom Road as its main access point leading to Bogard Road and is proposing an additional right in/right out (RIRO) driveway onto Bogard approximately halfway between Engstrom Road and Stringfield Road.

4.4.3 Planned Improvement Projects

DOT&PF has a current HSIP project to construct a roundabout at N Engstrom Road. The project will also realign Green Forest Drive to be the south leg of the Bogard-Seldon roundabout.

⁶ AADT traffic count data from DOT&PF's Traffic Analysis and Data Application website (<https://alaskatraficdata.drakewell.com/publicmultinodemap.asp>).

⁷ ROW widths were estimated using MSB Parcel Viewer maps and represent the typical existing ROW width along the segment. The widths provided do not include additional widths at intersections, and existing easements for drainage features are not included.

DOT&PF has approved FY2024 HSIP funding to make safety improvements along E Bogard Road-Road from N Greyling Street to E Grumman Circle. The improvements will seek to reduce the number of crashes and may include roundabouts, a median, and/or roadway widening.

DOT&PF has approved FY2024 HSIP funding to make safety improvements along Bogard Road between Trunk Road and Engstrom Road. The improvements will seek to reduce the number of crashes by reducing conflict points and may include a raised median to limit left-turning movements by directing traffic to the existing Trunk Road roundabout from the future roundabout at Engstrom Road.

DOT&PF has nominated a Community Transportation Program (CTP) project between Engstrom Road and N Greyling Street that may include a median to control left-turn movements, establish RIRO access points, and potential intersection improvements. Final recommendations would be based on a design study. This project nomination has been approved.

MSB is currently analyzing alignments of a new collector road connection between Engstrom Road and Trunk Road. A new connection will improve local connectivity, decrease traffic at the Engstrom Road and Bogard Road intersection, and provide an alternate route to and from Engstrom Road and Trunk Road. New connections would be provided on Trunk Road north of Bogard Road.

4.4.4 Recommendations

To improve the existing intersection spacing, reduce conflict points, and improve vehicular flow along Segment C, several access management strategies are recommended, including elimination or modification of driveways, realignment of minor approaches, and construction of backage road connections (see Figure 4 and Figure 5). Considering the existing number of access points within this segment, a systems approach should be taken to address the issues while maintaining access to existing residential driveways and local roads. The systems approach would seek to eliminate or preclude some left-turning movements to and from driveways and local roads and use the transportation network to divert the movement. Although the systems approach will require out-of-direction travel, it will reduce conflict points and improve traffic flow along the corridor. An example of the systems approach application would be to convert a driveway to RIRO and to utilize a roundabout downstream to divert the desired left-turn movement from the driveway. The recommendations below consider implementation of the systems approach described above:

1. **Realign Minor Approaches.** The following minor approaches were identified for realignment, eliminating offset intersections. These minor approaches include:
 - Realign Ashmore showing future connections to new Engstrom Green Forest roundabout. Connection is not included in current roundabout project.
 - Realign access to Fingers Lake State Park
 - Option 1: Realign access to connect with Ashmore Avenue. The roadway and realignment is anticipated to stay within existing MSB and DOT&PF ROWs.

- Option 2: If Option 1 above is determined to be infeasible, realign the Finger Lakes State Park entrance to align opposite N Sebastian Drive. Due to existing ROW limits and topography, this alternative may impact properties on the north side of E Bogard Road to obtain proper alignment. Improvements may include RIRO and/or median opening with left turn lanes.
- Realign N Moose Street with N Cottonwood Loop.
- 2. **Driveway Closures.** The following driveways were identified to be eliminated:
 - South side of E Bogard Road, approximately 165 feet west of Green Forest Drive:
 - This will require that Ashmore Avenue be extended to the realigned Green Forest Drive to re-establish a driveway onto Ashmore Avenue.
 - Close the storage facility business driveway on the northside of Bogard Road.
 - Provide a new driveway connection for the facility off of N Greentree Street. This impacts one undeveloped parcel.
 - South side of E Bogard Road approximately 545 feet east of N Keith Street.
 - Access to business is provided by existing driveway off of N Keith Street
 - North side of E Bogard Road approximately 70 feet east of N Earl Drive.
 - Residential property has two driveway connections. Both driveways will be closed and one driveway will be reestablished to a new frontage road extending from N. Bear Street, as described below.
 - North side of E Bogard Road approximately 175 feet west of N Earl Drive.
 - Driveway access will be reestablished to a new frontage road extending from N. Bear Street, as described below.
 - North side of E Bogard Road approximately 375 feet east of Bogard-Seldon roundabout.
 - This is a redundant access point. Business access off N Lazy Eight Court will be maintained.
 - South side of E Bogard Road approximately 100 feet, 240 feet, 360 feet, and 575 feet west of N Keith Street.
 - These four access points will be re-established onto the E Radon Drive backage road recommended below.
 - North side of E Bogard Road between N Engstrom Road and Old Homestead Road.
 - Consolidate existing driveways from five to a minimum of one and maximum of two driveways
 - For access to parcels 18N01E27D001 and 12N01E27D002, consolidate access points to one shared access driveway.

- Specific driveway location and number of driveways to be determined in the future.
- South side of E Bogard Road approximately 250 feet west of Cottonwood Loop
 - Access to parcel 6445B02L022 will be maintained via the existing driveway off E Alder Drive.

3. Driveway Modifications:

- If storage facility driveway access onto N Greentree Street is determined to be infeasible, the existing driveway will become RIRO. This will impact business access, requiring out-of-direction travel for vehicles to complete a U-turn to access the driveway.

4. Construct Non-traversable Medians/Barriers. Constructing non-traversable medians will resolve the left-turn conflicts along the entire segment; however, this will also have an impact on mobility to and from existing driveways. To mitigate this, a systems approach is recommended. The proposed roundabout at N Engstrom Road and the potential for additional roundabouts or traffic signals between it and the existing Bogard/Seldon mini-roundabout provide a greater opportunity to maintain indirect access while eliminating left turns:

- The N Engstrom Road roundabout provides an opportunity to implement a systems approach to access management on the east end of Segment C. The existing roundabout at Trunk Road and the proposed roundabout at N Engstrom Road provide an opportunity to use barriers as medians to preclude left turns from the driveways and minor approaches located between the two roundabouts. Seven total access points will be converted to RIRO, including six driveways and the N Stringfield Road intersection.
- Using the existing Bogard-Seldon mini-roundabout, if one or more roundabouts/signals were constructed either at Caribou Street, Moose Street, or Bear Street, medians could be constructed between the Bogard-Seldon mini-roundabout and N Earl Drive to reduce left turn conflicts. The roundabouts will provide indirect access to the existing driveways that become RIRO. Construction of a median should be coordinated with the potential HSIP or CTP improvements, as this may allow for implementation of the systems approach to provide the left-turn access downstream of the impacted driveways and local roads. A future analysis is recommended to determine the capacity of the existing Bogard-Seldon mini-roundabout to identify the need for any additional improvements.
 - If a non-traversable median barrier is not constructed at Lagoon Drive, Lagoon Drive will no longer meet intersection spacing requirements. It is recommended then to cul-de-sac Lagoon Drive.
 - It is not recommended to cul-de-sac Earl Drive due to impacts to school access and bus routes.

5. Frontage Roads

- Construct a frontage road connecting N Caribou Street, N Moose Street, and N Bear Street. Full access to/from E Bogard Road will be provided at N Moose Street with future intersection control improvements, described below. N Caribou Street and N Bear Street will be right-in-right-out as described below.
 - Existing driveways connecting to E Bogard Road will be re-established onto the frontage road.
- Construct a frontage road extending from N Bear Street to N Greyling Street.
 - Existing driveways will be re-established onto the frontage road.
 - This is the preferred option for providing alternative access to N Greyling Street after it is closed with a cul-de-sac. This would achieve the goal of closing access to E Bogard Road from N Greyling Street to improve intersection spacing.

6. Backage Roads.

- The segment from Radon Drive to E Radon Drive will serve as a backage road by connecting the two road segments. Re-establishing the business access off Radon Drive and East Radon Drive will eliminate four access points on the south side of E Bogard Road between N Lagoon Drive and N Keith Street. This will require the combination of lots owned by the same owner. Alternative alignments may be considered as follows:
 - i. Connect the two ends of E Radon Drive by jogging south to minimize impacting existing buildings.
 - ii. Improve the west and east ends of E Radon Drive to provide new access to interior parcels on each side. Include cul-de-sacs or vehicle turnarounds for MSB snow maintenance and emergency response vehicles.
 - iii. Property acquisition.
- Connecting E Fir Road to Finger Lake Elementary School provides dual access to the school and allows access from the west without having to enter Bogard Road.

7. Roadway Connections.

- Connect Dolly Varden Drive to Toller Court. ROW exists.
- Maintain full access onto Bogard Road for N Departure Court and the western access of Cottonwood Loop
- Connect N Keith Street to N McRae Drive. This improvement will impact undeveloped portions of two parcels.
- Connect N. Burlwood Lane to N Greentree Street. This improvement will impact undeveloped portions of two or four parcels depending on the new roadway alignment; 6469B02L006, 6469B02L001, 6469B02L005, and 6469B02L002.

Alignments may include a roadway connection along north side of the parcels, in the middle of the parcels, or on the south side of the parcels. Specific alignment and design of the new roadway connection will be determined when a project in this area along E Bogard Road is funded. At that time, other alternatives may be considered to accomplish the goal of closing N Burlwood Lane and providing new access onto N Greentree Street.

- If construction of a frontage road between N Bear Street and N Greyling Street is determined infeasible, construct one of the following alternatives:
 - a. Connect E Birch Acres to N Bear Street
 - b. Connect N Greyling Street to E Chinook Avenue from E Birch Acres Drive
 - c. Connect N Greyling Street to E Pike Avenue and E King Salmon Drive

8. Directional Medians, left turn lanes, and Right-In-Right-Out

- Construct median opening and left turn lanes at E Bogard Road at N Barrys Resort Drive and N Dolly Varden Drive.
- Convert N Caribou Street to either a right-in-right-out with median or directional median opening.
- Convert N Bear Street to a right-in-right-out with median.
- Convert N Earl Drive to right-in-right-out with median.
- Convert N Sebastian Drive to right-in-right-out with median.
- Convert N Chandelle Ct to right-in-right-out with median.
- Construct left turn lanes on E Bogard Road at Departure Court-Cottonwood Loop with a directional median opening.
- Construct an eastbound left turn lane on E Bogard Road at N Lazy Eight Court.

9. No New Direct Access. Due to the density of access points along Segment C, no new direct access should be provided along Segment C except for the OSHP's recommended south extension of Bear Street depicted in the dashed yellow line on Figure 4. Any new development along this segment should connect to local roads and collectors to access E Bogard Road.

10. Cul-de-sac.

- Cul-de-sac N Lagoon Drive. Access to be maintained via N Barrys Resort Drive and the E Radon Drive backage road described above.
- Cul-de-sac N McRae Drive. Access to be maintained via new roadway connection between N Keith Drive and N McRae Drive described above.
- Cul-de-sac N Burlwood Lane. Access to be maintained via new roadway connection between N Greentree Street and N Burlwood Lane described above

- Cul-de-sac N Greyling Steet. Access to be maintained via new frontage road between N Bear Street and N Greyling Street. If connection is determined infeasible, construct one of the alternatives listed above.

11. Roadway Improvements

- Improve N Greyling Street to meet MSB road standards from E Pike Avenue to E Birch Acres Drive.
- Improve E Toller Court to MSB road standards from N Greentree Street to N Dolly Varden Drive.
- Improve Ashmore Avenue to MSB road standards from N Green Forest Drive to new Finger Lakes State Park access recommended above.

12. Future Intersection Control. The Bogard Road/Moose Street/Cottonwood Loop intersection is a potential location for intersection control. Future engineering will determine the final intersection control treatment. Intersection treatment may include:

- Signalized intersection including left turn lanes.
- Roundabout.
- Signalized intersection with non-traversable medians. Drivers desiring to turn left onto/from E Bogard Road would use the adjacent roundabouts to U-turn as described in Section 4.4.4.4 above.

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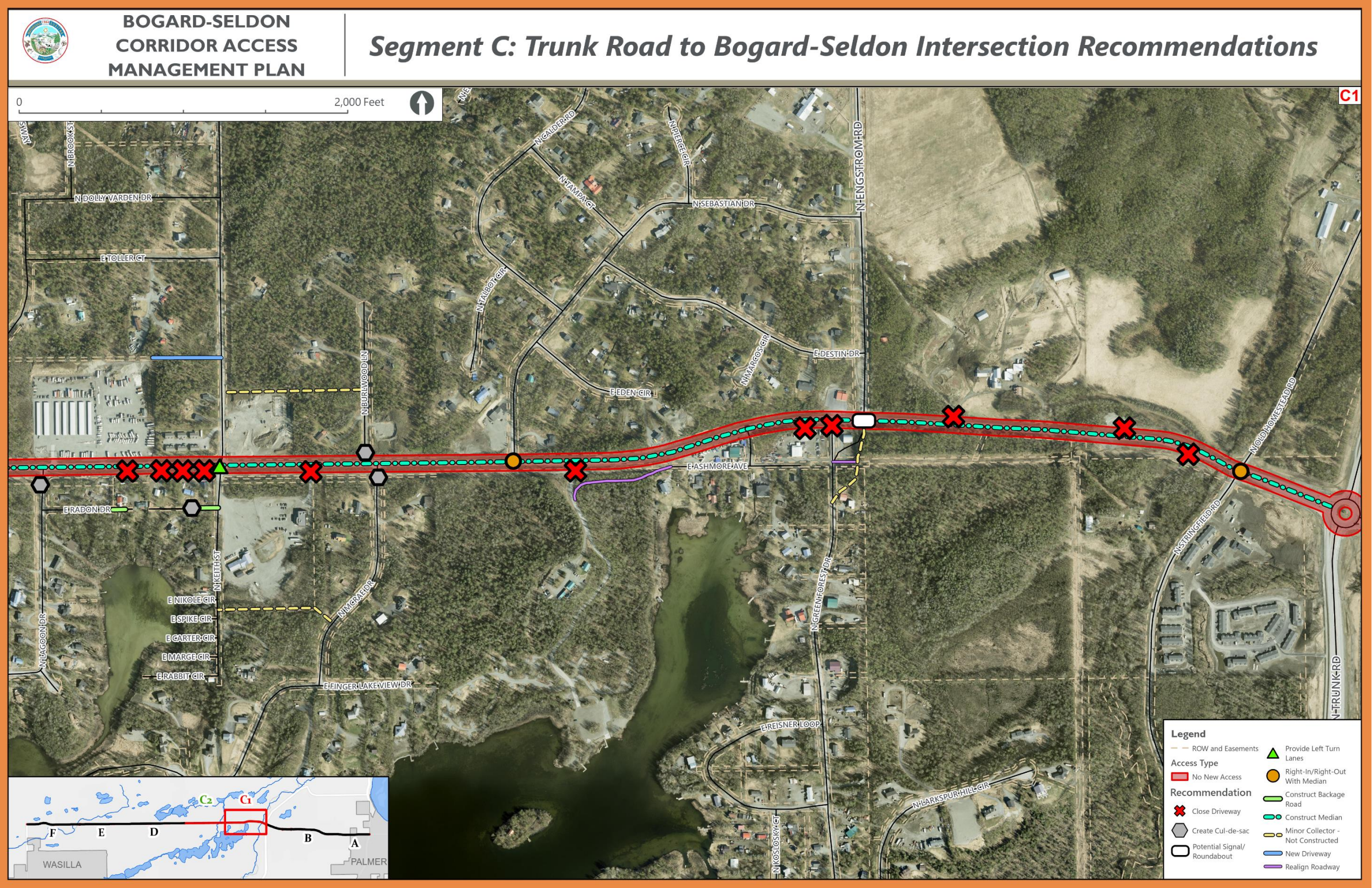


Figure 4: Segment C Mapped Recommendations (1 of 2)



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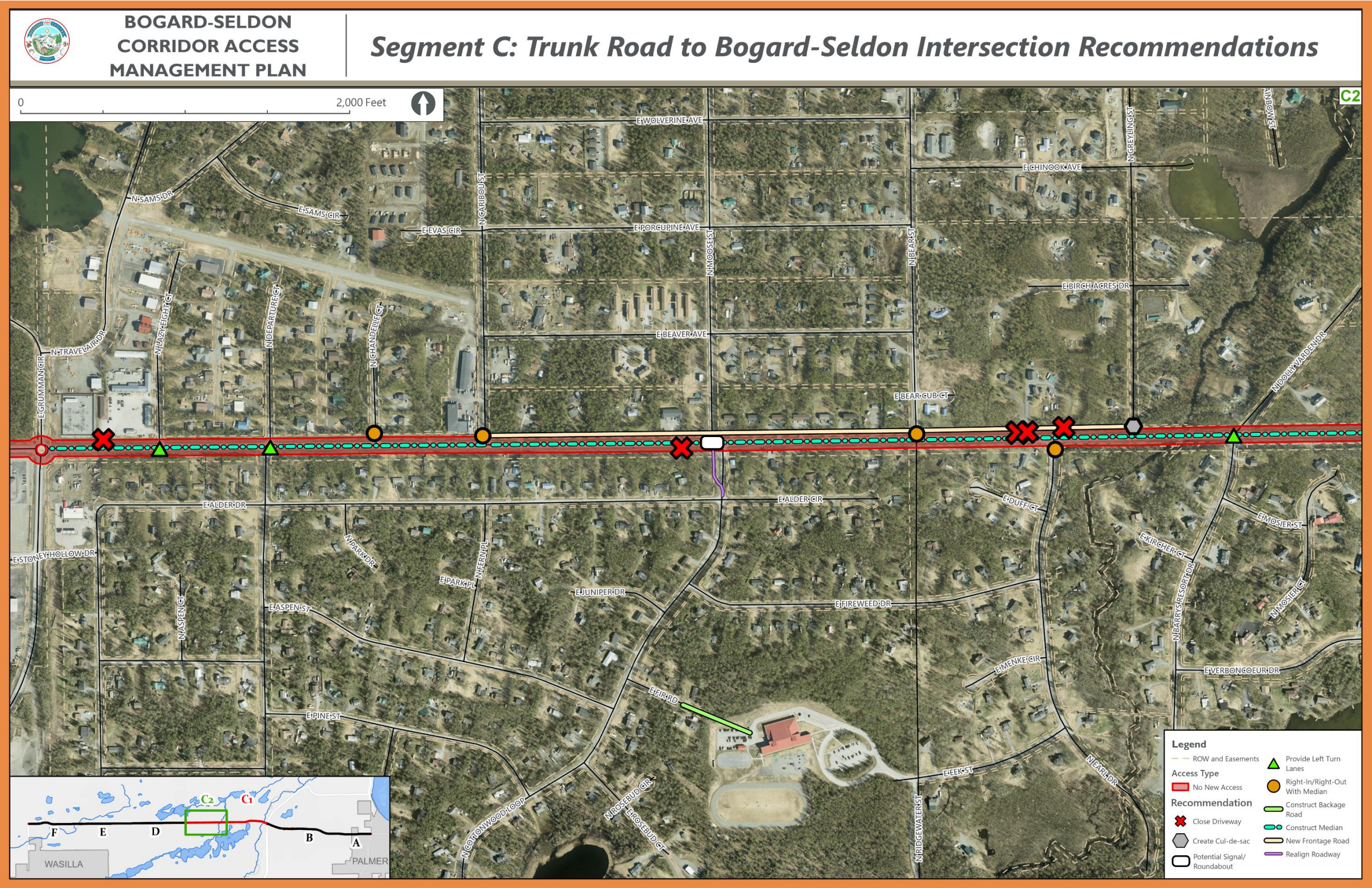


Figure 5: Segment C Mapped Recommendations (2 of 2)



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4.5 Segment D – E Seldon Road – E Bogard Road-E Seldon Road Roundabout to Schrock Road

Segment D is a rural section along the corridor and is approximately 2.35 miles long, with an AADT ranging between 5,870 and 7,820 vehicles.⁸ The existing section along E Seldon Road is a two-lane undivided roadway with left-turn lanes provided at the following intersections (see Figure 6):

- N Seward Meridian Parkway
- N Larson Elementary Circle
- Wasilla-Fishhook Road

North Seward Meridian Parkway and Wasilla Fishhook Road intersections with Seldon Road have traffic signals. There are nine unsignalized intersections and one signalized intersection within this segment. For the unsignalized intersections, the minor approaches are stop-controlled. There is only one driveway access point along this segment.

4.5.1 Jurisdictional Ownership Existing Right-of-way

This portion of E Bogard Road is owned by DOT&PF. The ROW ranges between 80 and 200 feet.⁹ This segment may be transferred to MSB upon completion of the currently nominated CTP projects from Wasilla-Fishhook Road to Lucille Street.

4.5.2 Existing Land Use and Future Development Opportunity

Most of the existing land use along Segment D consists of residential subdivisions on the north and south sides of E Seldon Road. Several schools are located south of E Seldon Road, including:

- Off N Seward Meridian Parkway:
 - Teeland Middle School
 - Mat-Su Career and Technical High School
 - Fronteras Spanish Emersion Charter School
- Off Larson Elementary Circle:
 - Larson Elementary

Also located south off E Seldon Road is the Alcantra Recreation Facility, which includes disc golf and sport fields.

⁸ AADT traffic count data from DOT&PF's Traffic Analysis and Data Application website (<https://alaskatrafficdata.drakewell.com/publicmultinodemap.asp>).

⁹ ROW widths were estimated using MSB Parcel Viewer maps and represent the typical existing ROW width along the segment. The widths provided do not include additional widths at intersections, and existing easements for drainage features are not included.

4.5.3 Planned Improvement Projects

An extension is planned to have N Seward Meridian Parkway establish a complete connection between E Seldon Road and E Bogard Road. Once the connection is complete, N Seward Meridian Parkway will extend from the Parks Highway to E Seldon Road, providing a new north-south arterial. Completing this connection will likely result in a change in traffic patterns throughout the area. The new traffic patterns may lead to traffic diverting from the Parks Highway to the Bogard-Seldon Corridor during peak congestion. From a systems approach, this diversion would be viewed as a benefit, as it will improve connectivity and relieve congestion along the Parks Highway, allowing traffic demand to better balance the Bogard-Seldon Corridor and the Parks Highway.

4.5.4 Recommendations

1. **General.** Segment D has sufficient intersection spacing and access control. This access control should be preserved, and the number of access points along this segment should not be increased (see Figure 6).
2. **Left Turn Lanes.** Considering the minimal number of existing access points along this segment, providing left-turn lanes at the unsignalized intersections will eliminate left-turning vehicles blocking the through-lane without requiring a three-lane section for the entire segment (see Figure 6). Directional median openings with left-turn pockets are recommended at:
 - Northgate Place
 - Tait Drive
 - N Woodfield Drive
 - Schrock Road
3. **Cul-de-sac.**
 - Terrell Drive should be converted into cul-de-sac, removing its access to E Seldon Road. It has other access options available.
 - N Arctic Fox Drive (see Figure 6). Access to the residential subdevelopment will be maintained off Wasilla-Fishhook Road.
 - N Anoka Place. Access will be maintained from E Lakeview Road. Alternative access to E Lakeview Road include:
 - i. E Wanamingo Drive
 - ii. N Oronoco Court
 - iii. N Anoka Place
4. **Intersection Closure.** East Village Loop's intersection with Seldon should be closed. Other access is available.
5. **Driveway Closures.**

- Remove driveway from large gravel pad east of the N Seward Meridian Parkway/Lakeview Drive/E Seldon Road intersection. Access currently available to E Lakeview Road.
6. **Road Connection.** Extend E Porcupine Trail to E Serendipity Loop. This connection, when constructed, will address the proposed OSHP minor collector located in section line easement between E Village Loop and N Larson Elementary Circle. Having it connect to E Serendipity Loop, combined with closing E Village Loop intersection with Seldon, will consolidate three potential access points to one access point. Alternative connections to be considered to connect E Village Loop to N Larson Elementary Circle include:
- Connect E Porcupine Trail to E Serendipity Loop
 - Connect E Village Circle to N Larson Elementary Circle
7. **Controlled Intersection.** Add controlled intersection on E Seldon Road at N Larson Elementary Circle.

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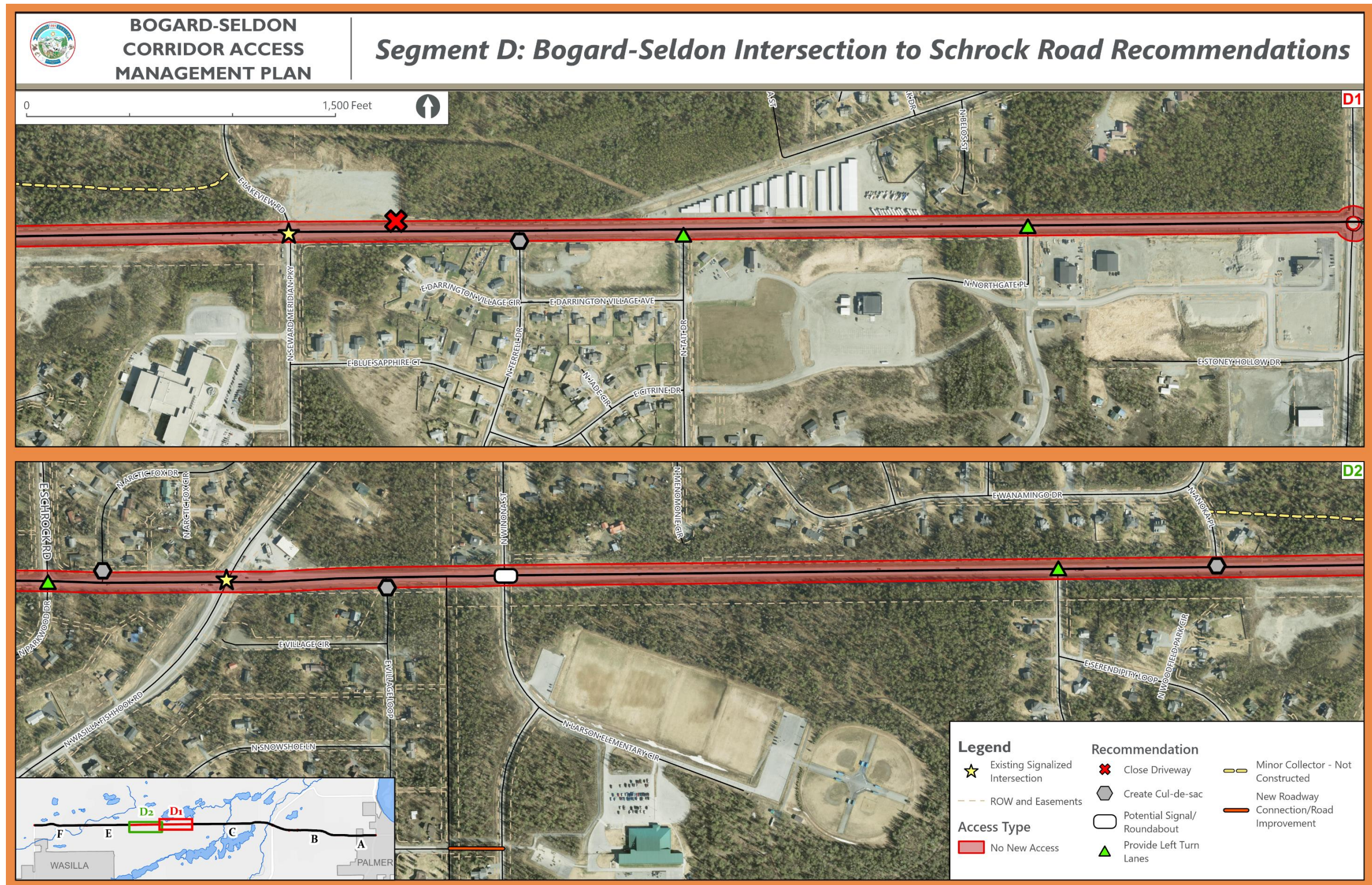


Figure 6: Segment D Mapped Recommendations

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4.6 Segment E – E Seldon Road – Schrock Road to N Lucille Street

Segment E is a rural section along the corridor, is approximately 1.63 miles long, and had an AADT ranging between 5,200 and 7,820 vehicles in 2022.¹⁰ The existing section along E Seldon Road is a two-lane, undivided roadway (see Figure 7).

There are 13 unsignalized intersections within this segment, including the multi-lane roundabout at N Lucille Street. For the unsignalized intersections, the minor approaches are stop-controlled. There are 13 driveway access points along this segment.

4.6.1 Jurisdictional Ownership Existing Right-of-way

This portion of Seldon Road is owned by MSB. The ROW ranges between 80 and 120 feet.¹¹

4.6.2 Existing Lane Use and Future Development Opportunity

Most of the existing land use along Segment E consists of residential subdivisions on the north and south sides of E Seldon Road. The Twindly Bridge Charter School is located in the northeast quadrant of the N Lucille Street intersection. Developable land is located on the north and south sides of E Seldon Road.

4.6.3 Planned Improvement Projects

MSB has nominated projects for funding through DOT&PF's federally funded Community Transportation Program to improve this segment. These projects are under consideration but are currently unfunded. The projects' combined scopes would:

Upgrade Seldon Road, between Wasilla Fishhook Road and Lucille St, to an arterial highway standard with separated pathway. The roadway should be designed to serve local, regional, and freight travel. The project will construct pathway, widen the travel lanes, provide a shoulder, provide an improved clear zone, drainage and other safety features including signage. The project will include other safety and capacity improvements as appropriate.

MSB is also proposing to improve Lucille Street south of E Seldon Road. Improvements to the roadway, a pathway from Spruce Street to E Seldon Road, and the addition of a left-turn lane for Tanaina Elementary School are included in the design. The timing of these improvements depends on when funding is available.

¹⁰ AADT traffic count data from DOT&PF's Traffic Analysis and Data Application website (<https://alaskatraficdata.drakewell.com/publicmultinodemap.asp>).

¹¹ ROW widths were estimated using MSB Parcel Viewer maps and represent the typical existing ROW width along the segment. The widths shown do not include additional width at intersections, and existing easements for drainage features are not included.

4.6.4 Recommendations

The number of access points along Segment E should not be increased. Other access management recommendations include eliminating driveway access and constructing cul-de-sacs to reduce access points (see Figure 7). Although Segment E has several offset intersections, realigning the minor approaches would have significant ROW implications, and therefore is viewed as cost-prohibitive.

1. Driveway Closures. The following driveways were identified to be eliminated:

- South side of E Seldon Road, approximately 165 feet west of Nancy Way:
 - Re-establish access to parcel off Nancy Way.
- South side of E Seldon Road, approximately 270 feet east of Holly Way:
 - Maintain existing access to parcel off Holly Way.
- South side of E Seldon Road, approximately 260 feet west of N Hematite Drive:
 - Maintain access via new backage road described below
- South side of E Seldon Road, approximately 430 feet west of N Hematite Drive:
 - Maintain access via new backage road described below
- South side of E Seldon Road, approximately 600 feet west of N Hematite Drive:
 - Maintain access via new backage road described below
- South side of E Seldon Road, approximately 810 feet west of N Hematite Drive:
 - Maintain access via new backage road described below
- South side of E Seldon Road, approximately 350 feet, 510 feet, and 675 feet west of N Ravens Flight Drive:
 - Maintain access by extending E Ravenview Drive approximately 625 feet east and reconnecting the impacted driveways to E Ravenview Drive. This will impact four parcels.

2. Cul-de-sacs. Eliminating local road connections will improve intersection spacing while maintaining acceptable local access to and from E Seldon Road. The following local roads are recommended to be converted to cul-de-sacs:

- N Jacksnipe Drive:
 - Access to/from Seldon Road is maintained off E Schrock Road.
- N Jasper Drive:
 - Access to/from E Seldon Road is maintained off Ravens Flight Drive and N Hematite Drive.
- N Brennass Way:
 - Access to/from E Seldon Road is maintained off Ravens Flight Drive and N Hematite Drive.

- N Kintrye Lane:
 - Access to/from E Seldon Road is maintained off Lochcarron Drive.
 - N Old Squaw Loop:
 - Access to/from Old Squaw Loop will be maintained via new frontage road to N Snow Goose Drive alignment with N Hematite Drive.
3. **Right In/Right Out.** To improve access spacing and reduce conflict points as an interim improvement, it is recommended to convert N Snow Goose Drive to RIRO.
- N Snow Goose Drive
 - Traffic wanting to go east and coming from the west will divert through the residential subdivision onto E Schrock Road.
4. **Backage Road**
- Construct a backage road behind the seven parcels located south of E Seldon Road, west of N Hematite Drive. The backage road will connect to N Hematite Drive, maintaining access for the seven parcels. Partial acquisition and new driveway connections to the backage road for each of the seven parcels will be required.
5. **Frontage Road**
- Construct a frontage road from Old Squaw Loop to N Snow Goose Drive and N Hematite Drive as described below.
6. **Realign Intersection.** To improve intersection spacing, it is recommended to realign N Hematite Drive. Alternative alignments to be considered include:
- Preferred Alignment – Realign N Hematite Drive to align with the existing N Snow Goose Drive intersection. This will impact two parcels on N Hematite Drive.
 - Alternative Option – Realign N Snow Goose Drive to align with N Hematite Drive. This will require grading to reduce the hill to provide adequate intersection sight distance on E Seldon Road. This will impact four parcels in the northwest quadrant of N Snow Goose Drive.
 - Alternative Option – Close N Snow Goose Drive and reroute existing driveways along N Snow Goose Drive onto E Seldon Road via a new roadway connection between N Hawk Owl Circle and Grey Owl Circle to line up opposite Holly Way.

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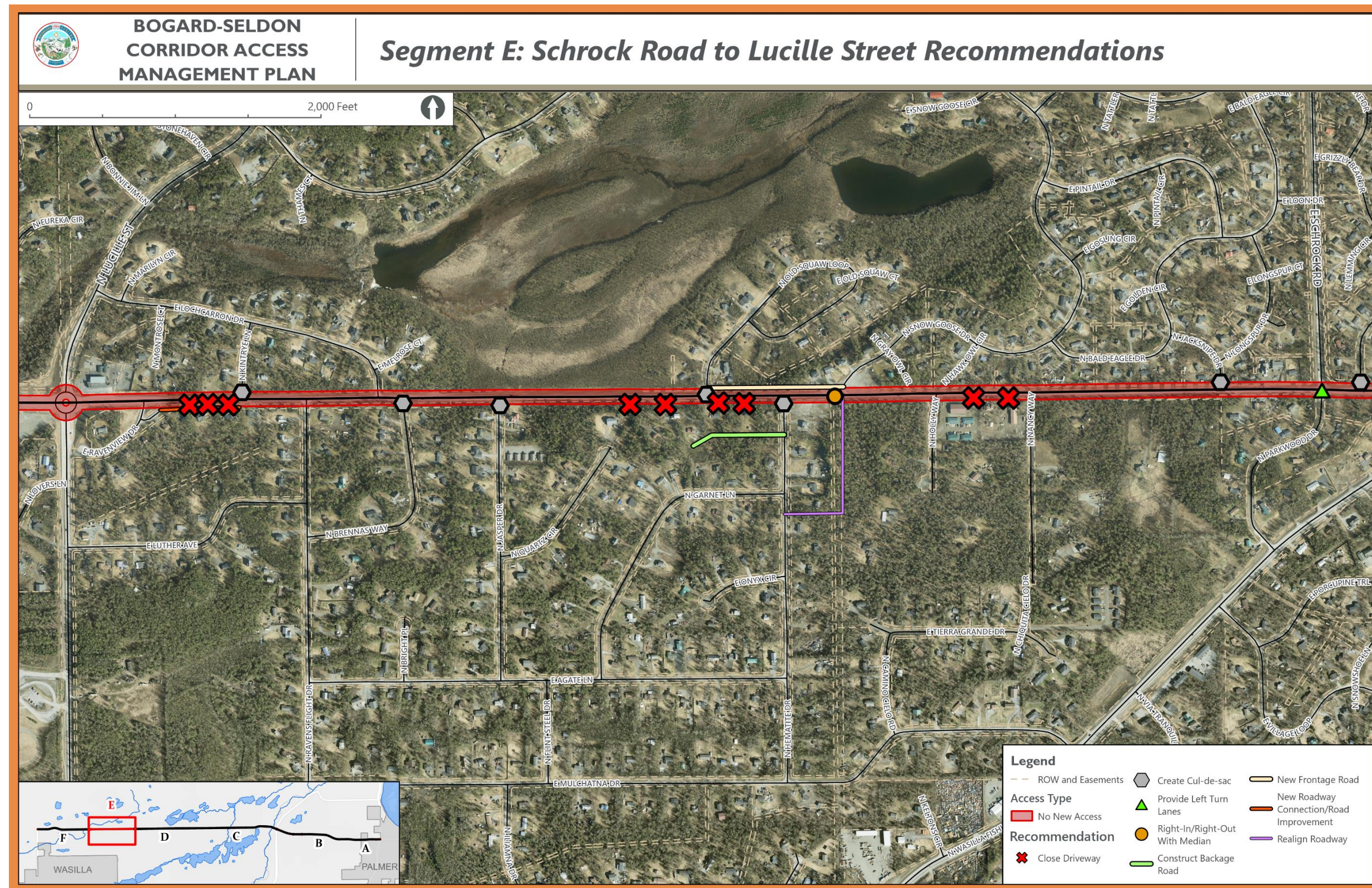


Figure 7: Segment E Mapped Recommendations



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4.7 Segment F – Seldon Road – N Lucille Street to Church Road

Segment F is a rural section along the Bogard-Seldon Corridor, is approximately 2.00 miles long, and had an AADT ranging between 3,980 and 5,200 vehicles in 2022.¹² The existing section along E Seldon Road is a two-lane undivided roadway (see Figure 8).

There are 15 unsignalized intersections within this segment, and the minor approaches are stop-controlled. There are 11 driveway access points located mostly on the north side of Seldon Road.

4.7.1 Jurisdictional Ownership Existing Right-of-way

This portion of Seldon Road is owned by the MSB. The ROW ranges between 82 and 200 feet.¹³

4.7.2 Existing Lane Use and Future Development Opportunity

Most of the existing land use along Segment F consists of residential subdivisions on the north and south sides of E Seldon Road. A gas station is located in the southeast quadrant at the Church Road intersection. Adjacent to the gas station is an existing quarry, which is well suited for redevelopment in the future.

The area adjacent to the Seldon Road and Church Road intersection has been identified as a neighborhood node in the Draft MSB SASS. This neighborhood node provides the opportunity for significant developments in the north and southwest quadrants. This includes the Alaska Mental Health Trust planned development of 600 residential units in the southwest quadrant. There is a large MSB parcel in the northwest quadrant that may be suitable for a school site and supporting residential and small commercial developments.

4.7.3 Planned Improvement Projects

There are no current planned improvement projects along this segment of E Seldon Road.

4.7.4 Recommendations

Improving intersection spacing and reducing the number of conflict points will improve access management along Segment F (see Figure 8). The following improvements are recommended:

¹² AADT traffic count data from DOT&PF's Traffic Analysis and Data Application website (<https://alaskatrafficdata.drakewell.com/publicmultinodemap.asp>).

¹³ ROW widths were estimated using MSB Parcel Viewer maps and represent the typical existing ROW width along the segment. The widths shown do not include additional width at intersections, and existing easements for drainage features are not included.

1. Cul-de-sacs. Eliminating local road connections will improve intersection spacing while maintaining acceptable local access to and from E Seldon Road. The following local roads are recommended to be converted to cul-de-sacs:

- Sarah's Way:
 - Access to and from Seldon Road is maintained off N Brocton Avenue.
- N Banner Way:
 - Access to/from Seldon Road is maintained off N Eureka Circle. This is the preferred access management treatment to improve intersection spacing while eliminating an offset intersection.
 - A viable alternative that may be considered includes closing N Eureka Circle
 - i. Realign N Banner Way to align with N Mountain Crest intersections.
- N Oxford Drive:
 - Access to/from Seldon Road is maintained off Mountain Crest Drive and N Brocton Avenue.
- N Intuition Drive:
 - Access to/from Seldon Road is maintained off N Ryahs Way and new frontage road described below.
- N Cambay Court:
 - Access to/from Seldon Road is via new frontage road described below.

2. Driveway Closures. The following driveways were identified to be eliminated:

- North side of Seldon Road, approximately 95 feet east of N Brocton Avenue:
 - Re-establish access by constructing new driveway off N Brocton Avenue.
- North side of Seldon Road, approximately 160 feet west of N Brocton Avenue:
 - Re-establish access by constructing new driveway off N Brocton Avenue.
- North side of Seldon Road, approximately 230 feet east of W Sarah's Way:
 - Remove secondary driveway and maintain primary driveway to/from Seldon Road.
- North side of Seldon Road between N Intuition Drive and 480 feet east of Cambay Court:
 - Re-establish 8 driveways, including existing shared access driveway at parcel 7543000L001, onto the new frontage road proposed below.
- North side of Seldon Road, approximately 295 feet east of Church Road:
 - Shift existing driveway approximately 250 feet to the east

3. **Roadway Realignment.** To further improve unsignalized intersection spacing, N Eureka Circle should be realigned to the west to align with Mountain Crest Drive. This will impact 2 parcels.
4. **Frontage Road.** Construct a frontage road on the northside of Seldon Road between N Intuition and the private driveway located at Parcel 7543000L001. Re-establish all existing driveways onto the new frontage road. Eliminate N Cambay Court's access to Seldon Road and connect N Cambay Court to the frontage road. This improvement will impact nine private parcels. The frontage road will include a turnaround at the intersection of parcel 7543000L001 and the frontage road to accommodate MSB road maintenance and emergency response vehicles. Access onto W Seldon Road will be provided at N Tamar Road.
5. **Future Development.** The existing quarry located near the southeast quadrant of Church Road will likely be redeveloped in the future. Although it is not possible to provide access to the parcel while maintaining the recommended intersection spacing within a rural segment, any future access point to the parcel should be located approximately 750 feet east of Church Road. Access should be controlled by installing a non-traversable median and providing directional median openings at the new access point located at equal distance between Church Road and W Discovery Loop.

The northwest and southwest quadrants also provide future development opportunities. As previously described, the potential 600 residential units in the southwest quadrant and the potential for the northwest quadrant, currently owned by MSB, could have significant access management implications if not planned accordingly. To preserve the operations and safety of the Seldon Road/Church Road intersection, access point spacing, as identified in Table 1, is recommended. A full median opening access point to the west is likely infeasible based on the existing parcel limits in the north and southwest quadrants. Therefore, upon development, a directional median opening access point to and from Seldon Road should be provided a minimum of 1,320 feet west of Church Road. To provide additional connections to the developments in the north and southwest quadrants, additional access points can be provided to and from Church Road. These access points should be a minimum of 1,320 feet north and south of Seldon Road to meet spacing criteria.

6. **Future Intersection Control.** The existing Seldon Road/Church Road Intersection is currently stop controlled on the Seldon Road Legs and free on the Church Leg. As traffic demand increases, this intersection will require a higher level of intersection control with either a traffic signal or roundabout.
7. **Roadway Improvements.** Improve W Scheelite Drive to meet MSB road standards from N Banner Way to Lucille Street.

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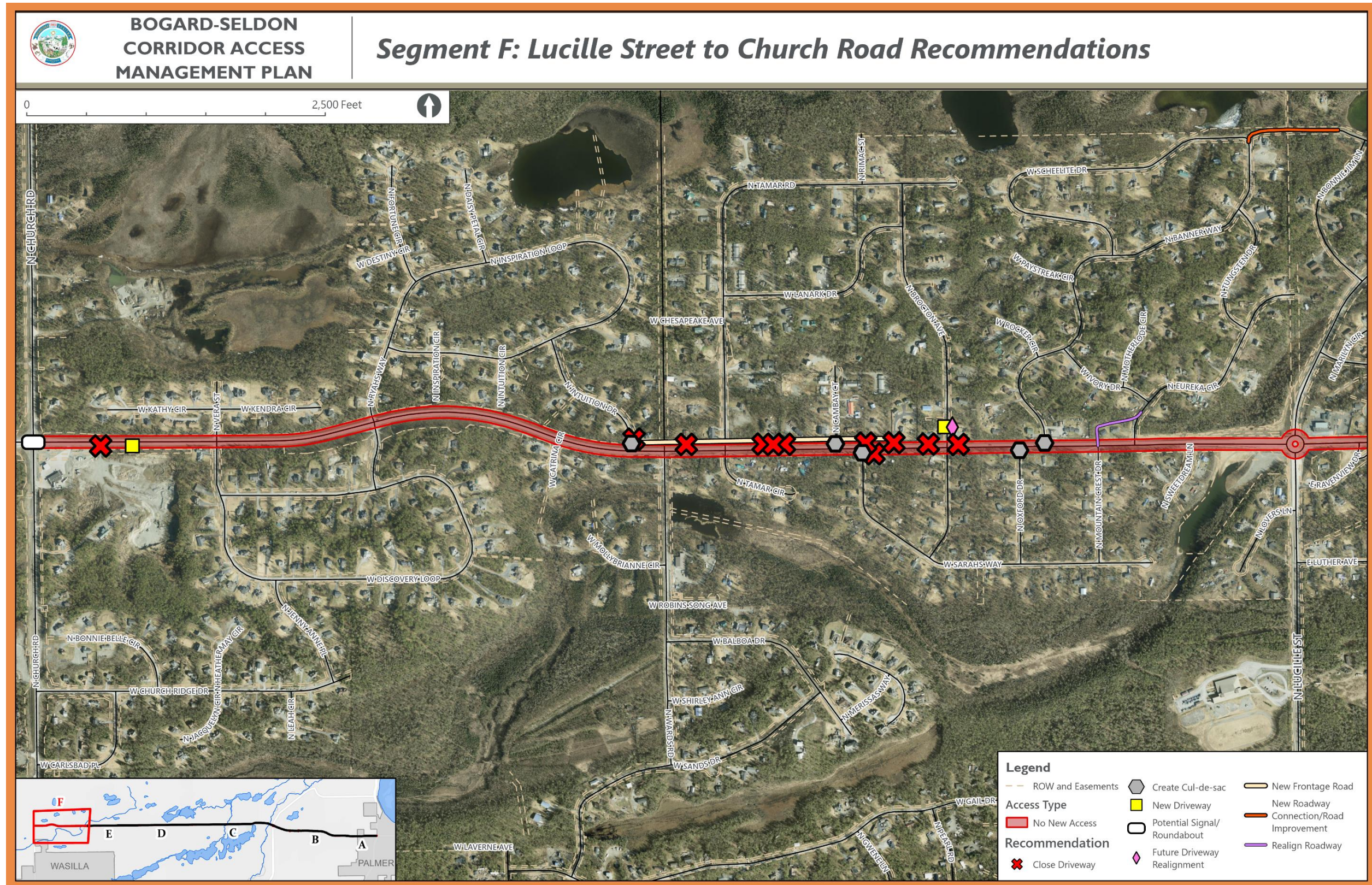


Figure 8: Segment F Mapped Recommendations



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5 Implementation

The CAMP's implementation strategies for platting actions and driveway permits along the Bogard-Seldon Corridor are described below. This section also identifies additional actions the MSB should take to assist in the implementation of access management principles.

5.1 Platting Actions

Platting actions must comply with the recommendations of the adopted Bogard Seldon Corridor Access Management Plan.

Questions or requests for exemptions require a review by MSB Planning and MSB Public Works and with exceptions approved by the Directors of Planning and Land Use and Public Works. Exceptions must be based on a traffic impact study completed by a registered Professional Engineer in the State of Alaska and any additional engineering studies necessary to support the approval of an exception.

The petitioner may be required to provide additional engineering data as required by the MSB or provide a Traffic Impact Analysis, if traffic thresholds are met, to facilitate the review by MSB Planning and Public Works.

DOT&PF review and approval of exceptions are required for requests accessing state owned segments of the Bogard Seldon Corridor.

5.2 Driveway Permits

1. MSB and DOT&PF Driveway and Encroachment permits should comply with the recommendations of this CAMP prior to their approval.
2. DOT&PF should comply with the recommendations of adopted MSB Corridor Access Management Plans in their review and issuance of driveway permit applications and may include a review of MSB Public Works prior to issuance.

5.3 Other Recommendations

1. MSB Staff Training: Platting, Planning, Permitting, and Public Works staff should receive training in the principles of access management and the importance of access management plans in maintaining the function of the MSB transportation system. The principles need to be incorporated into the planning, platting, and permitting processes as well as the design of new or upgraded higher functional roadways to improve mobility and safety and to protect investments.
2. MSB Board Training: Platting Board, Transportation Advisory, Planning Commission, and Assembly members should receive training in the principles of access management and its benefits in creating and maintaining a reliable, safe, and well-functioning road network. Access management also protects public transportation investments by extending the functional life of the roadway.

3. Title 43 should be amended to require that all plats must conform to the recommendations of adopted CAMPs to provide the Platting Board the authority to implement the CAMP's recommendations.
4. The MSB Subdivision Construction Manual should be updated to include access management principles. It should also be updated to address rural access spacing requirements in addition to the urban spacing requirements it addresses now.¹⁴
5. Recognizing roads are developed over time through joining unconnected segments, road extensions, and other improvements. Private development is often a catalyst for partial roadway upgrades, leaving the state or local government with corridors comprised of segments owned by multiple parties. Coordination between state and local governments and the private sector to consolidate ownership when feasible and to share the costs of upgrades when possible.
6. MSB and DOT&PF should coordinate with the MPO planning process to identify projects and opportunities to incorporate the recommendations within this CAMP.
7. This plan should be reviewed and updated every five years to keep pace with increases in traffic demand, urbanization, population growth, development patterns, and increase densities.

6 Conclusion

Access management is where land use and transportation merge. Proper land use decisions along the corridor are critical to the continued function of the Bogard-Seldon Corridor. Platting drives land use within the MSB outside of incorporated communities. Platting and permit actions must incorporate the recommendations of this and any other adopted Corridor Management Plans as part of the approval process to safeguard the integrity, safety, and function of the MSB road network.

¹⁴ The designation of urban or rural is based on the road owner's functional classification system.

Appendix A. Typical Sections

The typical cross-section along the Bogard-Seldon Corridor should be consistent with the roadway classification, function, and adjacent land uses, although the cross-section width may vary along the corridor due to a change in adjacent land uses or topographical or ROW constraints. Due to the corridor characteristics, the varying existing ROW widths, and the site-specific constraints and needs of each segment, various typical sections (described below) can be constructed to address specific challenges along each segment of the Bogard-Seldon Corridor. The typical sections described below do not include major intersections along the corridor. Intersection lane configuration and required widths are predicated on intersection control and capacity analysis and therefore may require additional widths. The widths shown below can be reduced or expanded based on engineering judgement to address site-specific constraints.

Two-Lane Section

A two-lane section can be considered where existing ROW is not wide enough for a three-lane section or where precluding left-turn access to/from driveways and minor streets is desirable. The two-lane section requires a minimum total width of 62–66 feet and consists of the following (see Figure A-1):

- Two 12-foot travel lanes, one in each direction
- An 8-foot median:
 - A 4-foot-wide raised curbed median or barrier
 - A 2-foot buffer on each side
- Eight-foot paved shoulders
- A 3:1 or 4:1 ditch
- A 10-foot shared-use path

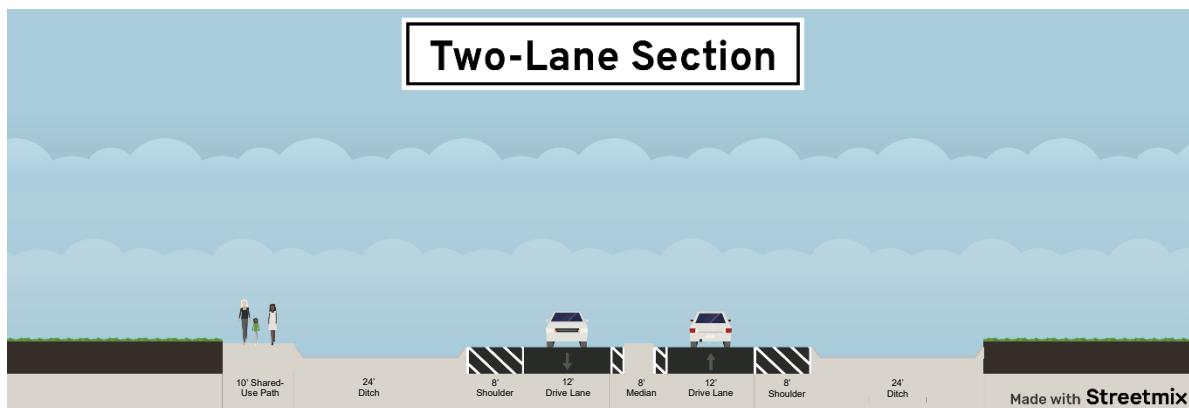


Figure A-1: Two-Lane Typical Section

Three-Lane Section

The unconstrained typical section requires a minimum width ranging between 70 and 74 feet. The typical section consists of the following (see Figure A-2):

- Two 12-foot travel lanes, one in each direction
- A 16-foot median to serve either a non-traversable median with appropriately spaced left-turn pockets or two-way-left-turn lane where determined to be appropriate
- Eight-foot paved shoulders
- A 3:1 or 4:1 ditch
- A 10-foot shared-use path

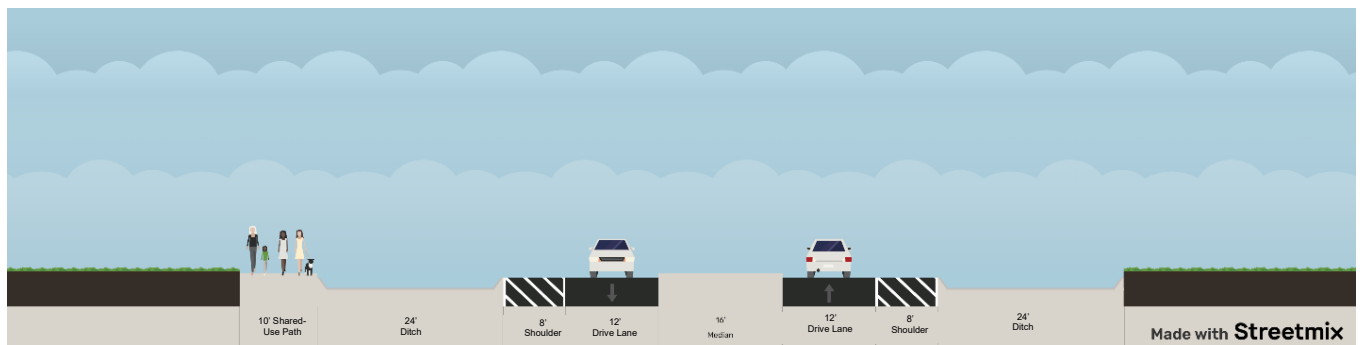


Figure A-2: Three-Lane Typical Section

Five-Lane Section

Considering the future capacity and operations of the Bogard-Seldon Corridor is essential for its resiliency, future performance, and safety. Given the projected growth and significant potential for future development along the corridor, the Bogard-Seldon Corridor will exceed the capacity of a three-lane facility. Planning for future widening or constructing a wider five-lane typical section today where AADT approaches 10,000 vehicles is prudent. The five-lane section requires a minimum width ranging between 94 and 98 feet. The typical section (see Figure A-3) consists of the following:

- Four 12-foot travel lanes, one in each direction
- A 16-foot median to serve a non-traversable median with appropriately spaced left-turn pockets
- Eight-foot paved shoulders
- A 2- to 4-foot transition zone
- A 10-foot shared-use path

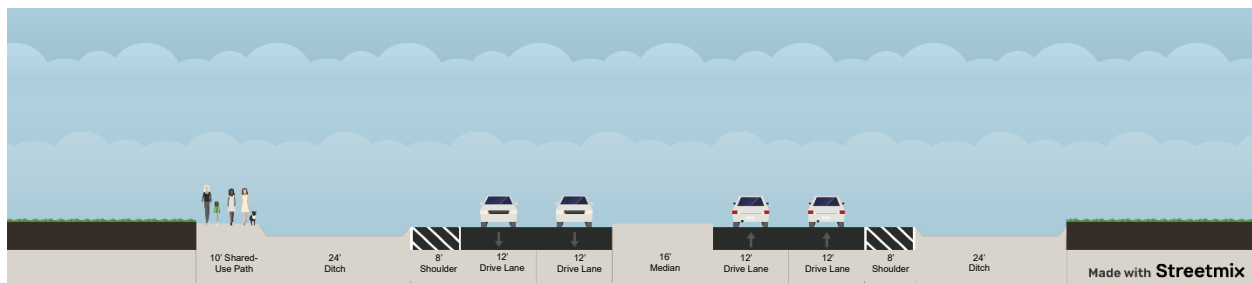


Figure A-3: Five-Lane Typical Section



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Public Comment Period for REVISED Draft Plan: 01/30/25 – 2/28/25

Comment Response Log

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



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Comment Response Log

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



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



Bogard/Seldon Road Corridor Access Management Plan
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Comment Response Log

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



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Comment Response Log

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



Bogard/Seldon Road Corridor Access Management Plan
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Comment Response Log

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



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



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		Proceeding with the current plan without providing some sort of traffic calming (roundabout, traffic signal, ect.) that would allow increased and safer opportunities to turn left onto Bogard would be a mistake. I believe a center turn lane from the commercial area near Lazy Eight to just past Caribou is a better alternative. I do appreciate your efforts to make a difference on a very challenging and contentious problem, I suspect you are underpaid. v/r	
8.	Email	Thank you for sending the updated plan for Bogard and Seldon. I would like to ask and bring attention to a few points specifically to the plans regarding Chandelle Ct. and Lazy Eight off of Bogard: 1. Has the Borough collected actual traffic data regarding the impact of the cars going in and out of Chandelle and Lazy Eight to justify the tearing down of the four houses for the frontage road? I would be curious to see that data. I have not experienced congestion that would justify the current plan. It seems that the frontage road would still cause a potential traffic jam of those who used to use Chandelle and Lazy eight. Moreover, the plan only seems to alleviate only 19 single-family lots (several of the people who live there I personally know are either retired or work remote and therefore do not	Thank you for your comment. The frontage road between N. Lazy Eight Ct., N. Departure Ct., and N. Chandelle Ct. has been removed from the plan. A full median opening and left-turn lanes have been added to the intersection of N. Departure Ct. and E. Bogard Rd. An eastbound left-turn lane from E. Bogard Rd. to N. Lazy Eight Ct. has been added to the plan. The plan recommends one of two options for the N. Caribou St. intersection with E. Bogard Rd.: 1) Right-in-right-out with median; or 2) Directional median opening



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



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



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



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



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



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



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



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



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



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



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



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



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



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		petition via phone. *Keep Old Squaw entrance off Seldon *Leave as is. *Leave alone. *Please keep the way it is. *Please leave open to take out long trip to get back to Seldon. *Remain the same! *Need frontage road to access Seldon from hill *Leave it alone *Permission to add name provided by phone *There are 21 homes in our subdivision. 18 of 21 (85%) signed, requesting that N. Old Squaw Loop remain open to access E. Seldon Rd. Only 1 person asked said NO. Signed petitioner.	
20.	Email	RE: NLCC comments on revised Bogard-Seldon Corridor Access Management Plan Dear Ms. Spackman, The North Lakes Community Council (NLCC) strongly supports the Corridor Access Management Planning (CAMP) process and appreciates that many of the comments we submitted in November 2024 were taken into consideration. Thank you. Like other plans in the past, the CAMP provides a great foundation for the State and Borough as they go forward with specific projects. However, a plan is just a plan ... as a Community Council, what we really are interested in is to see our State and Local governments pushing forward aggressively to prioritize and execute the projects envisioned to actually address the	Thank you for your comments.



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



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		of priority from a Community Council perspective: ● Engstrom to Trunk Connector Road (MSB) ● Bogard / Engstrom Intersection - More aggressive ROW acquisition timing (AKDOT) ● Right Turn Only modifications at the intersection of Bogard and Stringfield (AKDOT) ● Bogard-Seldon-Grumman Roundabout to Wasilla (AKDOT) ● Intersection improvements at Shaw Elementary Access (AKDOT) ● Round-a-bout improvements at the Bogard / Seldon / Grumman Intersection (AKDOT) ● Right Turn Lane is needed on Caribou at Bogard (MSB) ● Green Forest Road - Traffic Calming (MSB) ● Lakeview Drive - Traffic Calming (MSB) ● Moose / Charley / Mariah connector between Bogard and Wasilla Fishhook (MSB) ● Engstrom Road - improvements and bike & pedestrian safety (MSB) ● Fireweed Drive - improvements and bike & pedestrian safety (MSB) ● Arabian Drive - improvements and bike & pedestrian safety (MSB) ● Green Tree - improvements and bike & pedestrian safety (MSB) ● Keith Drive - improvements and bike & pedestrian safety (MSB) ● Radon - improvements and bike & pedestrian safety (MSB) ● Fir from Cottonwood Loop to Finger Lake School - improvements and bike & pedestrian safety (MSB)	



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		● Cottonwood Loop from Fir to Bogard - improvements and bike & pedestrian safety (MSB) The NLCC has a standing Committee focused on Road & Traffic Safety. We are intimately familiar with the issues along the major routes contemplated in the CAMP and the connecting neighborhood roads. We would like our voices heard early enough to make a difference. Sincerely,	
21.	Email	Our specific comments concern the backage road planned to connect McRae and Keith. As the owners of Finger Lake SVW #3 tract A-2 we are pleased that the current plan puts the new road on the adjacent tract A-1and request that this alignment is kept in place, however we do have some concerns. Presently there is a 15 foot buffer in the covenants on tract A-1 giving us some separation from the commercial activities on that parcel. We would request that the buffer remain in place if possible or an alternative would be a fence constructed on the property line to provide some security and noise abatement. Thank you for your consideration in this matter. Sincerely	Thank you for your comment. Prior to design and construction of the proposed road, MSB will work with impacted property owners to determine appropriate alignment of the new road.
22.	Email	4.5.4 Recommendations 6. Road Connection Page 39 Thank you for providing an alternate connection of E Village Circle to N Larson Elementary Circle as opposed to connecting E Porcupine Trail to E Serendipity Loop.	Thank you for your comments. Two options remain in the plan with the preferred option being E. Porcupine Trail due to existing right-of-way.



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



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

Comment Response Log

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

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

By: Julie Spackman
Introduced: April 21, 2025
Public Hearing: May 5, 2025
Action: Approved

**MATANUSKA-SUSITNA BOROUGH
PLANNING COMMISSION RESOLUTION SERIAL NO. 25-07**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH PLANNING COMMISSION SUPPORTING ASSEMBLY ADOPTION OF THE 2025 BOGARD/SELTON CORRIDOR ACCESS MANAGEMENT PLAN.

WHEREAS, the Bogard-Seldon road corridor, between the Glenn Highway and Church Road, is an important east-west connector in the Matanuska-Susitna Borough and has experienced significant population growth and land use development over the past 30 years; and

WHEREAS, the road corridor is not consistently designed to arterial standards and therefore is no longer meeting the functional needs of the traveling public; and

WHEREAS, the road corridor ranks among those with the highest crash rates in the state, and the concentration of crashes are on segments of the corridor with more conflict points compared to road segments with fewer conflict points; and

WHEREAS, the Matanuska-Susitna Borough and the State of Alaska both own portions of the road corridor, and have worked together to find solutions which improve safety and mobility along the corridor; and

WHEREAS, roads classified as arterials require access

management to reduce traffic crash rates, congestion, and decrease costs for construction improvements and maintenance; and

WHEREAS, the purpose of the Bogard-Seldon Corridor Access Management Plan is to ensure the long term safety and mobility of the roadway, and to minimize the potential for future costs to upgrade the roadway infrastructure; and

WHEREAS, access management plans must be adopted into Borough code in order to effectively guide intersection locations during the platting process and driveway locations during the permitting process, thereby improving roadway safety and efficiency; and

WHEREAS, during the plan development, the design consultants reviewed multiple factors that impact road safety, including but not limited to: left- and right-turn lanes; right-in/right-out intersections; non-traversable medians; off-set intersections; intersection spacing; direct road corridor access points from driveways and street closures; impacts to private property and business owners, and road network connectivity; and

WHEREAS, the Borough conducted extensive public outreach for the Corridor Access Management Plan resulting in 280 written public comments. Comments included both support for the plan overall or for plan recommendations in specific locations, as well as opposition to some plan recommendations in specific locations on the road corridor; and

WHEREAS, the Meadow Lakes and North Lakes Community Councils

submitted written public comment in support of the Corridor Access Management Plan; and

WHEREAS, the Transportation Advisory Board adopted Resolution No. 25-01 in support of this Access Management Plan, on April 4, 2025; and

WHEREAS, this access management plan for the Bogard/Seldon road corridor will provide guidelines to ensure the safety and welfare of the community for decades to come; and

WHEREAS, the Matanuska-Susitna Borough Planning Commission advises the Assembly.

NOW, THEREFORE, BE IT RESOLVED, the Planning Commission recommends the Assembly adopt the 2025 Bogard-Seldon Corridor Access Management Plan.

BE IT FURTHER RESOLVED, the Planning Commission encourages continued collaboration among government entities, planning agencies, community stakeholders, and the public to ensure the successful implementation of the access management plan.

ADOPTED by the Matanuska-Susitna Borough Planning Commission this 21st day of April, 2025.

ATTEST:


LACIE OLIVIERI, Planning Clerk

 for Doug Glenn
DOUG GLENN, Vice-Chair

yes: McCabe, Fernandez, Collins, Scoggin
no:

**MATANUSKA-SUSITNA BOROUGH
TRANSPORTATION ADVISORY BOARD
RESOLUTION SERIAL NO. TAB 25-01**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH TRANSPORTATION ADVISORY BOARD SUPPORTING ASSEMBLY ADOPTION OF THE BOGARD/SELDON ROAD CORRIDOR ACCESS MANAGEMENT PLAN.

WHEREAS, the East Bogard Road and East Seldon Road Corridor (from the Glenn Highway to Church Road) is a critical transportation route within the region, providing essential connectivity and access for residents, businesses, and emergency services; and

WHEREAS, the growth in population, economic activities, and development in the region has resulted in increased traffic volumes and congestion; and

WHEREAS, the lack of an access management plan on the corridor has resulted in numerous direct driveway access points, off-set local road intersections, and inconsistent intersection distances along the corridor; and

WHEREAS, the corridor ranks highly in traffic crashes as compared with other road corridors in the Borough; and

WHEREAS, access management is a proven transportation planning practice to increase mobility and safety for the traveling public; and

WHEREAS, the section of the corridor between North Trunk Road and Schrock Road is owned by the State of Alaska; and

WHEREAS, the Alaska Department of Transportation and Public Facilities (ADOT&PF) has a separate process for funding and constructing road improvements; and

WHEREAS, the Matanuska-Susitna Borough has collaborated with the ADOT&PF to create a long-term corridor access management plan for E. Bogard Rd. and E. Seldon Rd.; and

WHEREAS, the proposed Bogard-Seldon Road Corridor Access Management Plan aims to enhance safety, reduce traffic congestion, improve mobility, and support sustainable development along the corridor; and

WHEREAS, the plan has been evaluated by the Borough's engineering consultants as part of preliminary engineering and is documented in the "2025 Bogard-Seldon Corridor Access Management Plan"; and

WHEREAS, the proposed plan has been made available to the public online and in paper form upon request; and

WHEREAS, the Borough has conducted public engagement through in-person public outreach, telephone, mail, online, and other media outreach, which has resulted in written public comments addressing both the overall plan and its specific recommendations; and

WHEREAS, the public response to the proposed plan has been mixed, with many people acknowledging the need for improvements on the corridor, and some property owners directly impacted by

specific recommendations in the plan opposing those recommendations; and

WHEREAS, the implementation of the proposed plan will require funding and additional public input before any improvements are constructed; and

WHEREAS, once a road project is funded, a complete engineering analysis will be conducted to determine the most feasible solution to achieve the plan's recommendations; and

WHEREAS, the plan makes recommendations that may require right-of-way acquisition; and

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

NOW, THEREFORE, BE IT RESOLVED, the Transportation Advisory Board recommends the Assembly adopt the 2025 Bogard-Seldon Corridor Access Management Plan.

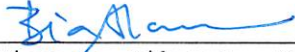
BE IT FURTHER RESOLVED, the Transportation Advisory Board encourages continued collaboration among government entities, planning agencies, community stakeholders, and the public to ensure the successful implementation of the access management plan.

ADOPTED by the Matanuska-Susitna Borough Transportation Advisory Board this 25th day of April, 2025.



Randy Durham, Chair

ATTEST:



Bianca Zibrat, Staff Member