



North Lakes Community Council

3060 Lazy Eight Ct #2 PMB 449
Wasilla, AK 99654

December 3, 2024

Julie Spackman, Long Range Planner
Via email: julie.spackman@matsugov.us
907-861-7815

RE: North Lakes Community Council comments Bogard-Seldon Corridor Access Management Plan

Dear Ms. Spackman,

The North Lakes Community Council (NLCC) recognizes and supports the need for a comprehensive Corridor Access Management Planning (CAMP) process for this important transportation corridor through our fully developed residential community. We understand and support the strategies described in section 3.2 of the plan document:

- No New Driveways
- Consolidate Driveways
- Rights of Way Acquisitions / Donations
- Installation of Non-traversable Medians
- Cul-de-sac Existing Local Roads
- Develop Frontage and Backage Roads.

For context, Bogard Road from Trunk to Wasilla Fishhook was established even before statehood and formation of the Matanuska Susitna Borough. Properties North and South along Bogard Road have largely been developed into residential neighborhoods, with a few commercial properties. Because of the high degree of residential development, there are now 13 schools located along Bogard and Seldon Roads. Because of the schools, there is a high degree of bus traffic and school age drivers. Unlike the more recently constructed sections, Bogard from Palmer to Trunk and Seldon from Bogard to Wasilla Fishhook, you will not find any turn lanes, traffic lights, separated bike / pedestrian paths, or other measures appropriate to an area with such a high density of residential development and schools. Comprehensive plans have been developed and accepted by government entities in the past ... but the lack of follow-through solutions is very apparent. For these reasons, there is a very high degree of frustration amongst area residents about the current state of the transportation infrastructure and safety risks.

We hereby submit the following recommendations regarding Sections C and D of the DRAFT CAMP:

A. General Comments Specific to Bogard Road and Seldon Road and Intersections:

1. The 3-mile stretch of Bogard from Trunk Road to Seldon is the area of most significant concern to the residents of the NLCC. This section of road currently sees a level of daily traffic significantly higher than it is currently designed for. The CAMP is presented as a plan for the future, with a decades-long planning horizon. The CAMP should clearly identify and prioritize this section of the corridor as an immediate safety concern and significantly shorten the planning horizon accordingly.
2. If, as suggested in the CAMP, the Bogard-Seldon Corridor is intended to be a higher speed thoroughfare arterial, then the right solution would be a 4-lane highway with frontage roads similar to the upgraded Seward Meridian Road. This would obviously require significant condemnation and ROW acquisition - but if that is the vision, it would be better to recognize it now and start planning for a full solution, not a bandaid solution.
3. If, alternatively, the objective is to keep this section of Bogard limited to fundamentally one lane each direction with an impassable meridian (with possible sections of a middle left turn lane), then it should be designed with traffic calming measures in a way that discourages any more traffic than it currently experiences. In fact, additional roundabouts should be installed with the intent to actually slow drivers down to make the corridor safer for neighborhood intersections, school traffic, and pedestrians.
4. The final CAMP must provide clarity regarding any expected ROW acquisition and/or condemnation, allowing those residents whose property may be affected to plan ahead. It would be unfortunate for a property owner to assume future condemnation or purchase by the State or Borough to then find out later that it isn't necessary. Likewise, it would be unfortunate for a property owner to assume they can continue long term occupancy or pass a property to their heirs only to find out later that it is necessary to sell the property to provide ROW for a transportation project.
5. A dedicated and separate bike / pedestrian pathway should be provided along the full length of the Bogard-Seldon Corridor (from Trunk to Wasilla Fishhook).
6. The NLCC would prefer to see CAMP reflect roundabouts instead of traffic signals at major controlled intersections. This is because, as multiple side road intersections will be restricted to right-in / right-out, roundabouts facilitate a safer change in direction for traffic as compared to u-turns at signal intersections.
7. Any intersection on Bogard or Seldon that is not restricted to right-in / right-out and does not involve a roundabout or signal should include a center left turn lane and the connecting side street should include a right-turn lane. Examples include Northgate, Tait, Woodfield, and Shrock.

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

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

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

1. These roads should all include separated and dedicated bike / pedestrian paths for safety.
2. The designs should also incorporate wider lanes and adequate shoulders to accommodate the increase in traffic.
3. Traffic calming measures should also be considered to help mitigate excessive speeding that has already been well documented on these roads.

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

1. DOT should immediately make the intersection of N. Stringfield and Bogard Road a right-in / right-out only intersection. This is something that could be done sooner rather than later through the use of concrete "Jersey Barriers" and signage. This stretch of Bogard sees the highest current daily average traffic counts in excess of 12,000 vehicles per day.
2. DOT should not approve the proposed commercial driveway between Trunk and Engstrom for the Central Gravel Products operation. Driveway access for that business should initially be approved by the Borough off of Engstrom Road aligned with the future ROW of a Southern Route Connector Road between Engstrom and Trunk. Once that road is constructed, then Central Gravel customers should be routed along that road to Trunk Road.
3. DOT should expedite completion of the Engstrom-Bogard-Green Forest Roundabout project.
4. Provide right-in / right-out access at the current Finger Lake State Park road rather than constructing an expensive extension of Ashmore Avenue. Westbound traffic on Bogard can use a roundabout at Keith & Greentree to reverse direction and access the park.
5. An additional roundabout intersection should be added at the intersection of Bogard with Barry's Resort Drive and the realigned Dolly Varden Drive.
6. Eliminate the extension of Bear Street to the south of Bogard. Finger Lake School traffic will primarily use the new roundabout on Bogard at Moose and Cottonwood Loop.
7. An additional roundabout intersection should be added at the Departure Court-Cottonwood Loop-Bogard intersection. This new roundabout would serve the significant neighborhoods north and south of Bogard Road and would also serve to slow down traffic between this intersection and the Bogard-Seldon-Grumman roundabout.

8. The Bogard-Seldon-Grumman roundabout is too small for the existing traffic load, let alone the increased traffic projected over the planning timeline for CAMP. It was over capacity less than 2 years after it was constructed. Much of the traffic east and westbound through the existing roundabout is traveling at excessive speed and is not prepared to yield to traffic entering from the north or south. This small roundabout does not adequately slow the East-West traffic.
9. Consideration should be given to extending the proposed frontage road from Lazy Eight Drive to Grumman Circle and connecting it into the roundabout at Bogard-Seldon. This may be possible with a realignment of Bogard slightly to the South.
10. The frontage road currently shown between Lazy Eight and Departure Court should be extended to the east and connect to Chandelle. This would eliminate the need for the backage road connecting Chandelle to Caribou. That proposed backage road would separate aircraft hangars from the Anderson Lake airstrip and would introduce risk of aircraft / vehicle conflicts.
11. The impact to current property owners that front Bogard Road between Lazy Eight and Chandelle could potentially be reduced with careful design of the frontage road and an overall shift of the Bogard Road alignment to the south in this area.
12. The proposed connection of Sam's Drive to Charley Drive needs to be eliminated. Travelair Drive and Sam's Drive must remain as cul-de-sacs where they meet up with Charley. Both streets exist within the second largest airpark subdivision in the Mat-Su valley. They come together just north of the runway and all traffic on those streets must cross the end of the runway to exit the subdivision. Routing additional traffic (unfamiliar with the airpark) across the end of the runway introduces significant risk of aircraft / vehicle conflicts.
13. Pedestrian crosswalks need to be designed in conjunction with some of the roundabouts. Currently the Bogard-Seldon-Grumman intersection has a high volume of foot and bicycle traffic crossing Bogard from the north to the Valley Country Store located southeast of the intersection.
14. Consider a change in design from a signal to a roundabout at the intersection of Seldon with Lakeview and Seward Meridian.

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

1. Improve the following streets and add **sidewalks or pedestrian paths** for neighborhood residents and children.
 - a. Arabian
 - b. Green Tree
 - c. Keith
 - d. Radon
 - e. Fir from Cottonwood Loop to Finger Lake School
 - f. Cottonwood Loop from Fir to Bogard
 - g. Fireweed Drive
 - h. Beaver
 - i. Moose
 - j. Serendipity Loop

As DOT and MSB road projects are identified, the NLCC would like the opportunity to work closely with government planners during the preliminary engineering and project scoping processes.

The NLCC appreciates the opportunity to provide input to the DRAFT CAMP. We recommend another round of review opportunities for all Community Council's along the corridor as the final CAMP is prepared, and prior to approval by the DOT and MSB.

Sincerely,

A handwritten signature in black ink that reads "Rod Hanson". The signature is written in a cursive style with a long horizontal line extending to the right.

Rod Hanson
President, North Lakes Community Council