



Comment Summary

Project: Bogard Road

Comment No. 6495 We are definitely not in favor of the Arctic Route.
Parent: 6450
Submitted: Tuesday, Nov 27 2007

Comment No. 6495 We are definitely not in favor of the Arctic Route.
Parent: 6450
Submitted: Tuesday, Nov 27 2007

Alignments

Comment No. 2158 Arctic Ave is already exists in regions for your project and has an traffic light in place at the intersection to the Glenn.
Parent: 1712
Submitted: Thursday, Jan 4 2007

Comment No. 2159 We feel strongly that the two southern routes, (preferably the Arctic Ave option) are much better choices.
Parent: 1712
Submitted: Thursday, Jan 4 2007

Comment No. 2154 We were in the middle of redoing our kitchen but now everything is on hold till we know if the road is going to go through our house. We would rather you take our house than put a road next to it. Please let us know as soon as you get more information.
Parent: 1718
Submitted: Thursday, Jan 4 2007

Comment No. 2151 While realizing that the concepts presented to date are only a few of a large number of possible routes, we believe that your concept A1 would have the least negative impact on the current uses of our property.
Parent: 1732
Submitted: Thursday, Jan 4 2007



Comment Summary

- Comment No.** 2144 The southerly route makes more sense. Above all, it is safer!; There is already a traffic light at the Glenn Highway end; That route will connect "all of the schools" along Bogard, more efficiently to include Palmer High.
- Parent:** 1737
- Submitted:** Wednesday, Jan 3 2007
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- Comment No.** 2140 Information on the proposed route would be appreciated.
- Parent:** 1740
- Submitted:** Wednesday, Jan 3 2007
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- Comment No.** 2139 I prefer the most northerly route through the proposed area as it least impacts the schools where my children go (CMS/CHS). I know plan A has environmental wetlands but that can be dealt with by bridging. I would like to claim the same protection for our children as you are giving "the wetlands".
- Parent:** 1742
- Submitted:** Wednesday, Jan 3 2007
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- Comment No.** 2137 My suggestions would be to have the least impact on the property owners.
- Parent:** 1744
- Submitted:** Wednesday, Jan 3 2007
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- Comment No.** 2136 We are NOT in favor of Concept B as it is presently being presented traveling through our property.
- Parent:** 1745
- Submitted:** Wednesday, Jan 3 2007
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- Comment No.** 2134 I favor Concept B. Keep alignment on Colony Schools Drive. Connect south to Arctic. Terminate at Glenn Highway.
- Parent:** 1746
- Submitted:** Wednesday, Jan 3 2007
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- Comment No.** 2132 Concept A is the best concept. It keeps the highway away from Palmer/Wasilla Hwy and out from in front of the schools. Lets make the safety of our children more important than the duck and fish habitat.
- Parent:** 1747
- Submitted:** Wednesday, Jan 3 2007



Comment Summary

- Comment No.*** **2129** Follow the section line east to Glenn Highway.
Parent: **1748**
Submitted: Wednesday, Jan 3 2007
- Comment No.*** **2131** Keep the Bogard/Glenn intersection separated from Palmer/Wasilla highway.
Parent: **1748**
Submitted: Wednesday, Jan 3 2007
- Comment No.*** **2125** Concept A is by far the best. Disturbs fewest houses.
Parent: **1749**
Submitted: Wednesday, Jan 3 2007
- Comment No.*** **2126** Concept C is by far the worst because of schools and residences.
Parent: **1749**
Submitted: Wednesday, Jan 3 2007
- Comment No.*** **2127** As long as the borough has had to make plans for this extension, ROW should have already been served. Now that homes have built up in these areas over the past 20 years, they should be avoided.
Parent: **1749**
Submitted: Wednesday, Jan 3 2007
- Comment No.*** **2128** The alignment should go on the Concept A route with wetlands mitigation elsewhere.
Parent: **1749**
Submitted: Wednesday, Jan 3 2007
- Comment No.*** **2119** The Bogard Road Extension East could pass through open space instead of running along existing residential neighborhoods.
Parent: **1752**
Submitted: Wednesday, Jan 3 2007



Comment Summary

- Comment No.** 2120 The Marsh road route is the WORST possible route. It will have the biggest ecological/historical impact, and most traffic will be headed to the Butte area, not Sutton. All of the high growth areas are in Butte and around the fairgrounds. This is the epicenter of population growth, not Sutton/chickaloon.
- Parent:** 1752
- Submitted:** Wednesday, Jan 3 2007
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- Comment No.** 2121 On Arctic, there are already high-speed zones by most schools. Arctic Blvd. makes the most sense if the extension is built along an existing road.
- Parent:** 1752
- Submitted:** Wednesday, Jan 3 2007
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- Comment No.** 2115 I believe the best connection to the Glenn Highway is by way of Arctic or Marsh, with the grades being acceptable. I support the route with the least impact of course.
- Parent:** 1754
- Submitted:** Tuesday, Jan 2 2007
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- Comment No.** 2112 My hope is that all efforts are made to avoid constructing the new road in front of Colony Middle and High schools.
- Parent:** 1755
- Submitted:** Tuesday, Jan 2 2007
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- Comment No.** 2108 I can attest to the very high rate of accidents near Palmer high School. The combination of teenage drivers, a bike/pedestrian path, and homes right on the road that would be affected make this my least favorite of the options.
- Parent:** 1757
- Submitted:** Tuesday, Jan 2 2007
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- Comment No.** 2106 Concept C seems like it would go through a significantly higher amount of residential homes than Concept A. Concept C would also take away from the soccer/softball fields at Colony Middle school. It would virtually cut the track and cross-country running field in half and would put children/pedestrians in even more danger walking to and from the schools.
- Parent:** 1758
- Submitted:** Tuesday, Jan 2 2007
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- Comment No.** 2107 Concept A, although it goes through the wetlands, seems like it would be the best and most logical option.
- Parent:** 1758
- Submitted:** Tuesday, Jan 2 2007



Comment Summary

- Comment No.** 2099 The grade of the Glenn Highway approaching Marsh Road from the south is steep and doesn't provide adequate site distance for vehicles turning onto the Glenn Hwy. from Marsh Road.
- Parent:** 1759
- Submitted:** Tuesday, Jan 2 2007
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- Comment No.** 2100 North bound vehicles could have a difficult time starting up and continuing on after stopping at the Glenn Highway and Marsh Road intersection at the traffic light installation.
- Parent:** 1759
- Submitted:** Tuesday, Jan 2 2007
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- Comment No.** 2103 It is more logical to connect in at the existing glenn hwy and artic blvd intersection; The route to Marsh would encounter wetlands that would have to be dealt with and also drive up the project costs; having a 40 mph arterial road would not be advisable in some areas.
- Parent:** 1759
- Submitted:** Tuesday, Jan 2 2007
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- Comment No.** 2095 The potential intersection at Scott Road would not work well. It would funnel people to an area that is residential (east of the Glenn) and that would increase traffic through these residential areas.
- Parent:** 1761
- Submitted:** Tuesday, Jan 2 2007
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- Comment No.** 2096 The arctic intersection makes more sense, but it is already over-capacity and bringing additional traffic there will only overload it. It will be difficult to improve that intersection due to the existing level of development in that area, which will make ROW acquisition difficult.
- Parent:** 1761
- Submitted:** Tuesday, Jan 2 2007
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- Comment No.** 2097 The right thing to do would be to connect through to Eagle Street (north of Marsh). This would be difficult and expensive due to the topography in this area, but it is the right connection for the long-term. Eagle Street is the only road the crosses the railroad tracks north of Arctic and provides another route for traffic to avoid the Glenn/Arctic intersection.
- Parent:** 1761
- Submitted:** Tuesday, Jan 2 2007
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- Comment No.** 2092 For years Scott road has been the route that the future extension would use. Scott road cross into Palmer at Eagle. This is the route to use. DO NOT route more traffic by Palmer High School.
- Parent:** 1771
- Submitted:** Tuesday, Jan 2 2007



Comment Summary

- Comment No.** 2088 Use the existing road systems please.
Parent: 1775
Submitted: Tuesday, Jan 2 2007
- Comment No.** 2077 I would like to express my negative opinion of making the Bogard Extension on Scott Road. Currently Scott Road has a rural feeling with healthy fields for farming and crop production and provides the city of Palmer with immediate 'Green Space' just outside its core area. This is a benefit to the community and putting a main thorough-fare though this space would damage that community benefit.
Parent: 1791
Submitted: Tuesday, Jan 2 2007
- Comment No.** 2075 Concept "B" seems closest to the original concept, and still seems to make the most sense overall, with a farm vehicle/pedestrian underpass near Eve's Eye Subdivision, and a pedestrian/bicycle overpass or underpass near Colony schools and near the Glenn.
Parent: 1794
Submitted: Tuesday, Jan 2 2007
- Comment No.** 2066 We suggest the most southern route that connects with Arctic Road because it seems to impact the least amount of neighborhoods and farms.
Parent: 1819
Submitted: Tuesday, Jan 2 2007
- Comment No.** 2057 At the Palmer end, I think I'd encourage using Arctic where it crosses the Glenn. (Although that light has some visibility issues, and the intersection would likely need some improvements.) I believe there's some road expansion planned closer to the Matanuska River so feeding Bogard into this would be logical and provide a nice connector across the Matanuska R. bridge.
Parent: 1822
Submitted: Tuesday, Jan 2 2007
- Comment No.** 2009 I've studied the Bogard Extension map, and cannot figure out whether or not one of the proposed plans includes the use of Arctic road on the west side of the Glenn (going toward the high school).
Parent: 1850
Submitted: Friday, Dec 29 2006
- Comment No.** 1997 I favor a route that extends the existing Bogard Road from its intersection at 49th due east and connects to Scott Road. Bypass the two 90 degree bend sections with a diagonal alignment through the farm field and tie into the south most 90 degree bend.
Parent: 1923
Submitted: Friday, Dec 29 2006



Comment Summary

- Comment No.** 1990 It seems the southern most route is the best.
Parent: 1934
Submitted: Friday, Dec 29 2006
- Comment No.** 1983 From what we can see, concepts b and c would be very disruptive to our neighborhood and several others. Concept A is by far the least objectionable to us.
Parent: 1937
Submitted: Friday, Dec 29 2006
- Comment No.** 2133 Concept A is the best concept. It keeps the highway away from Palmer/Wasilla Hwy and out from in front of the schools.
Parent: 1937
Submitted: Wednesday, Jan 3 2007
- Comment No.** 2333 Option C, cutting through behind the school would be in my opinion ridiculous. Why would you sever the school away from the Subdivisions it supports. Currently children walk to the Colony schools, why would you put an obstacle in their path as a thorough fare.
Parent: 2332
Submitted: Tuesday, Jan 16 2007
- Comment No.** 2360 My most serious concern is about the location of your Concept C route. It appears from the map on the flyer that you are considering putting a major east-west corridor south of, or behind, Colony Middle and Colony High Schools? I fail to see any logic in isolating these schools with a major road in front of the schools (E Colony Schools Dr) and an extension route behind them as well.
Parent: 2338
Submitted: Friday, Jan 19 2007
- Comment No.** 2363 The MSB Long Range Plan appears to be limited to a proposed extension of existing E Colony Schools Dr to Scott Road Is there not already an existing Easement Trail from Scott road to 49th State Street?
Parent: 2338
Submitted: Friday, Jan 19 2007
- Comment No.** 2365 I urge you to limit your scope of concept to extending the existing E Colony Schools Dr. to Scott road via the most practical and environmentally friendly route for the sake of Colony Schools, homeowners in Midtown Estates, and the citizens of the Matanuska-Susitna Borough.
Parent: 2338
Submitted: Friday, Jan 19 2007



Comment Summary

- Comment No.** 2540 Running this project over wetlands north of Colony High School would entail bridges running between two existing subdivisions. Unacceptable at the least. Costly on top of that. Find another route.
- Parent:** 2481
- Submitted:** Thursday, Feb 8 2007
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- Comment No.** 2548 Concept A seems to be the best solution as it goes along the existing section easement which the county already owns.
- Parent:** 2496
- Submitted:** Thursday, Feb 8 2007
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- Comment No.** 2549 Concept A best suits the desired purpose anyway, to wit, an east west highway approximately half way between the Palmer Wasilla highway and the Palmer Fishhook highway. Connecting to the Glenn at Arctic is such a bad idea it should never have even been considered in the first place.
- Parent:** 2496
- Submitted:** Thursday, Feb 8 2007
-
- Comment No.** 2556 We believe that the Bogard Extension would serve the needs of the community now and in the future best by extending directly eastward along the section line. It would provide quick and easy traffic flow, minimizing disruption of established residential areas and favor planned commercial growth along the road.
- Parent:** 2531
- Submitted:** Thursday, Feb 8 2007
-
- Comment No.** 2560 Corridor B already has part of the road there to the end of colony way and could go north to Marsh road as well as Scott road to the east and disturb no wetlands.
- Parent:** 2534
- Submitted:** Thursday, Feb 8 2007
-
- Comment No.** 2561 Corridor C is to close to the palmer wasilla highway and would destroy the crosscountry track at Colony high school.
- Parent:** 2534
- Submitted:** Thursday, Feb 8 2007
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- Comment No.** 3036 Route C would have the most impact on my family, and therefore, I find this personally the worst choice.
- Parent:** 2612
- Submitted:** Tuesday, Mar 27 2007



Comment Summary

- Comment No.** 3031 Marsh Road- Route A- Oppose: Care taken to build environmentally, responsibly over wetlands. Favor: Least impact on homes and schools, places the additional east-west corridor greater than 1/2 mile from Palmer-Wasilla Highway. Does not cut through Colony High and Colony Middle Campuses.
Parent: 2667
Submitted: Tuesday, Mar 27 2007
- Comment No.** 3032 Scott Road-B- Oppose: High winds/blowing snow, too close to existing corridors within 1/2 mile of existing east-west corridor, takes some of the residential areas, close to front doors of 3 schools PHS, CHS, CMS, traffic congestion at school sites/safety issues. Favor: Builds on some existing roads.
Parent: 2667
Submitted: Tuesday, Mar 27 2007
- Comment No.** 3033 Arctic Avenue-C- Blowing snow drifts/high winds/close to existing east-west corridor, less than 1/2 mile between. Cuts CHS and CMS campuses directly, severs school property. How would students, spectators get to ball practice and playing fields?
Parent: 2667
Submitted: Tuesday, Mar 27 2007
- Comment No.** 3029 Route A: Least impact on homes and schools. Reasonable distance from Palmer-Wasilla Highway.
Parent: 2668
Submitted: Tuesday, Mar 27 2007
- Comment No.** 3030 Route B: Cutes through existing CHS and CMS campuses, separating buildings from rest of property. Too close to Palmer Wasilla Highway. Sever impact on existing residential areas. Too close to Palmer Wasilla Highway/Glenn Highway intersection. Please take into consideration the school campuses.
Parent: 2668
Submitted: Tuesday, Mar 27 2007
- Comment No.** 3026 Route A would be the most long term destructive, eliminating a wetland & greenbelt, a wide variety of wildlife and waterfowl, farmlands, historical sites which can never be restored. Also, Marsh Rd is not an area of projected developing traffic!
Parent: 2687
Submitted: Tuesday, Mar 27 2007
- Comment No.** 3027 Perhaps C would be the best route, with great care taken to provide safe and intelligent access to the schools which have become community centers.
Parent: 2687
Submitted: Tuesday, Mar 27 2007



Comment Summary

- Comment No.** 3015 Route C: high winds/drifted blowing snow many residential areas/high impact on schools/safety issues students.
Parent: 2846
Submitted: Tuesday, Mar 27 2007
- Comment No.** 3010 The third route passes along the section easement line and would appear to be the most logical choice. This route would disrupt the fewest families, keep traffic away from the schools and serve the largest area.
Parent: 2847
Submitted: Tuesday, Mar 27 2007
- Comment No.** 3013 The Bogard road extension along the section easement would provide an efficient thoroughfare and achieve the goals of public safety and easing of congestion. This route would also be the least disruptive to the community and displace the fewest families.
Parent: 2847
Submitted: Tuesday, Mar 27 2007
- Comment No.** 3008 I am very concerned about the proposed route of taking Bogard Road South of the CMS and CHS and past PHS. This would sever the school campuses so that the buildings would be separate from all the playing and practice fields and the cross country ski and running trails.
Parent: 2848
Submitted: Tuesday, Mar 27 2007
- Comment No.** 3009 Placing the road behind the schools or at the current Bogard Road keeps the Bogard East Extension and Palmer Wasilla Highway within 1/2 mile of each other.
Parent: 2848
Submitted: Tuesday, Mar 27 2007
- Comment No.** 2986 I encourage the selection of the route that will be the least detrimental to neighborhoods, quality of life, and the environment.
Parent: 2896
Submitted: Monday, Mar 26 2007
- Comment No.** 2988 I support a route that will preserve the integrity of the wetlands and the neighborhoods in the area north of Colony Road and along 49th State Street.
Parent: 2896
Submitted: Monday, Mar 26 2007



Comment Summary

- Comment No.** 2976 I oppose using Route C for the Bogard Road extension. It is really close to the Palmer-Wasilla Highway.
Parent: 2898
Submitted: Monday, Mar 26 2007
- Comment No.** 2979 Route A is more reasonable distance from Palmer-Wasilla Highway.
Parent: 2898
Submitted: Monday, Mar 26 2007
- Comment No.** 2973 As a former student of Colony High School, I believe that the Bogard Extension option behind Colony is not the best option. This option goes through many neighborhoods and each home would need to be reimbursed for their losses. I think it would be more expensive because of this reason.
Parent: 2907
Submitted: Monday, Mar 26 2007
- Comment No.** 3340 I am for the northern (green) route.
Parent: 3055
Submitted: Friday, Apr 20 2007
- Comment No.** 3338 Against any route that will connect to Arctic. There is too much traffic in this intersection already.
Parent: 3056
Submitted: Friday, Apr 20 2007
- Comment No.** 3333 Drifting will be a problem no matter what route is selected. We hear the road crew on Scott Road sometimes 2 or 3 times a night in the winter, and Arctic is often quickly covered as well right at the point the new yellow route appears to intersecting with Arctic.
Parent: 3060
Submitted: Friday, Apr 20 2007
- Comment No.** 3335 It seems the Marsh Road will impact less homes, be a more direct connection to Borgard. Also it seems that buying farmland and filling in the wetland will cost less than buying homes to gain the 200 foot right away.
Parent: 3060
Submitted: Friday, Apr 20 2007



Comment Summary

- Comment No.** 3319
Parent: 3065
Submitted: Friday, Apr 20 2007
- Since the purpose of this project is to help alleviate the traffic problems that currently exist, and to reduce future traffic flow problems I strongly feel the "Northern Route" is the best option, providing the most benefit to everyone concerned.
- Comment No.** 3321
Parent: 3065
Submitted: Friday, Apr 20 2007
- The north option provides a viable option for anyone desiring to go to Palmer from the west since the interchange would be either Marsh Road or Arctic Avenue, both of which are effectively within the city of Palmer.
- Comment No.** 3323
Parent: 3065
Submitted: Friday, Apr 20 2007
- The northern route would provide an east west corridor to all the current and future population living north of the route.
- Comment No.** 3313
Parent: 3066
Submitted: Friday, Apr 20 2007
- I do think that there are long term considerations that make the Northern route the best long term solution. I understand it is likely the most costly route since it involves nearly one mile of wetland road construction and would require upgrades to the Glenn Highway at Marsh Road. With a stop light installed at Marsh Road and Bailey Hill reconfigured to have a flat area and reduced slope for north bound Glenn Highway traffic, the Northern Route is the best long term solution.
- Comment No.** 3314
Parent: 3066
Submitted: Friday, Apr 20 2007
- The Northern Route avoids the traffic and reduced speed zones for the three schools and also spaces out the Bogard Road and Palmer/Wasilla Highway traffic on the Glenn Highway.
- Comment No.** 3315
Parent: 3066
Submitted: Friday, Apr 20 2007
- As a compromise, one could combine the west end of the Northern Route and the east end of the Middle Route. This still has the benefit of avoiding the school zones and most of the high density residential areas and also avoid the cost of a Marsh Road intersection at the Glenn Highway.
- Comment No.** 3316
Parent: 3066
Submitted: Friday, Apr 20 2007
- If Hemmer Road was extended from the Palmer/Wasilla Highway north to the Northern Route (over the north south portion of Scott Road) the impact to the Arctic Ave/Glenn Highway intersection would be much less. In some ways this combination (with the Hemmer Road extension) may be taking the best each route has to offer with a balance of the costs.



Comment Summary

- Comment No.** 3317
Parent: 3066
Submitted: Friday, Apr 20 2007
I think it would be a mistake to not go ahead and undertake the more expensive but far more beneficial Northern Route on the west end of this project. I could see good reasoning for either the Northern or Middle Route on the east end of the proposed project.
- Comment No.** 3318
Parent: 3066
Submitted: Friday, Apr 20 2007
Even if the Southern Route is chosen, I fear it would be a ten or twenty year solution and not the best choice for the long term.
- Comment No.** 3308
Parent: 3067
Submitted: Friday, Apr 20 2007
In favor of the Scott Rd as the first choice.
- Comment No.** 3309
Parent: 3067
Submitted: Friday, Apr 20 2007
Arctic connection would have too much congestion for the buses, students, parents and area residents. This should not be considered on Arctic, it's a speed trap now.
- Comment No.** 3306
Parent: 3071
Submitted: Friday, Apr 20 2007
After reviewing the proposed Bogard Road extensions I support only the present route which runs in front of Colony High School. Anchorage has major arteries that run in front of schools without problem.
- Comment No.** 3303
Parent: 3073
Submitted: Friday, Apr 20 2007
I am in favor of developing the Proposed Bogard Road Middle Route. Developing this route would be less disruptive to our already established subdivision of Harvest Acres.
- Comment No.** 3304
Parent: 3073
Submitted: Friday, Apr 20 2007
I am in favor of developing the Proposed Bogard Road Middle Route. Many of the dedicated section line easements and rite-of-ways are currently in place along Scott Road. Much of the land on either side of Scott Road has been cleared of trees for farming therefore; road bed upgrades and improvements will be less costly.



Comment Summary

- Comment No.** 3295 I believe that either the southern or middle routes would be the best for traffic flow issues.
Parent: 3078
Submitted: Friday, Apr 20 2007
- Comment No.** 3288 Alternative # 3 is not in the best interest of the Valley . It will ruin part of Alaska for tourists and farmers. People walk and run on Scott Road, this would end.
Parent: 3081
Submitted: Thursday, Apr 19 2007
- Comment No.** 3282 The middle route will avoid taking million dollar home sites and leaves the most potential for future growth and development of homes and commercial sites.
Parent: 3083
Submitted: Thursday, Apr 19 2007
- Comment No.** 3283 Choosing the southern route will increase traffic flow on Arabian Lane, a small residential street, as people will choose this as a connector option to the north.
Parent: 3083
Submitted: Thursday, Apr 19 2007
- Comment No.** 3284 Northern Route: Cost. I can speculate that the cost to cross the wetlands would be astronomical compared to a road system that didn't need to cross the wetlands/Creek/Bog. As a taxpayer I would want to know who approved such a plan and I assume an elected official would decide that would be a bad idea. Bottom line, Northern Route, bad idea.
Parent: 3084
Submitted: Thursday, Apr 19 2007
- Comment No.** 3280 The Northern Route makes the most sense as that will be where future growth will cut into. Bring the bulk of this increased traffic flow into where a good intersection can be created, not a bad one made worse.
Parent: 3085
Submitted: Thursday, Apr 19 2007
- Comment No.** 3275 Would like Bogard Extension to avoid the high school on Arctic Ave. The middle (yellow) route would avoid most homes and the high school.
Parent: 3087
Submitted: Thursday, Apr 19 2007



Comment Summary

- Comment No.** 3273 Colony Schools are some of the best in Alaska and eventually you will need a 4 lane in front of these schools. As a result, it would be a waste of money and resources to build through the swamp.
- Parent:** 3088
- Submitted:** Thursday, Apr 19 2007
-
- Comment No.** 3271 The middle route seems to us to be the most viable route. We hope you choose the middle route!
- Parent:** 3089
- Submitted:** Thursday, Apr 19 2007
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- Comment No.** 3269 An intersection at Marsh is out of the way. You have to divert out of Palmer to use it.
- Parent:** 3090
- Submitted:** Thursday, Apr 19 2007
-
- Comment No.** 3267 The Northern Route would be the least intrusive while still offering the chance to reduce the traffic load on the Palmer-Wasilla highway.
- Parent:** 3092
- Submitted:** Thursday, Apr 19 2007
-
- Comment No.** 3264 Alternative three would be the most cost efficient and provide less impact on the neighborhoods concerning Hassen Bay Dr. and Arabian Lane. It also has less impact on schools.
- Parent:** 3096
- Submitted:** Thursday, Apr 19 2007
-
- Comment No.** 3263 I am for the road and have said I am for it even if it was on my road. I might not like the traffic noise if it was on my road. I am not that concerned about filling the wetlands as some in the subdivision. I understand it is the most expensive (the northern route).
- Parent:** 3098
- Submitted:** Thursday, Apr 19 2007
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- Comment No.** 3262 I feel that the farm property needs to be re-evaluated for possible route as opposed to solely impacting already existing residential homes and families.
- Parent:** 3100
- Submitted:** Thursday, Apr 19 2007



Comment Summary

- Comment No.** 3258 Prefer middle route (yellow) over lower (red) route.
Parent: 3101
Submitted: Thursday, Apr 19 2007
- Comment No.** 3261 There should be an alternative developed that avoids Colony High School and Middle School that is valid and on par with existing alternatives.
Parent: 3101
Submitted: Thursday, Apr 19 2007
- Comment No.** 3254 We don't see how Alternative 2 will address the following: Long Range planning for increased growth along/around Farm Loop - between Palmer Fishhook and Palmer-Wasilla Highway. This route is too close to PWH and comes out on the Glen Hwy within one quarter mile of a major intersection and the traffic light at Fred Meyers. We would need more roads when new neighborhoods start filling in that area (farms). This is poor planning - we need a preventative mindset - not a fix it later mindset.
Parent: 3102
Submitted: Thursday, Apr 19 2007
- Comment No.** 3253 The red line is the only one that makes sense, but it needs to better tap into Equestrain Acres. Going in front of Palmer High School and tapping into the light at the Old Glenn/Glenn is great.
Parent: 3103
Submitted: Thursday, Apr 19 2007
- Comment No.** 3247 Please do the RED route. It is more direct.
Parent: 3105
Submitted: Thursday, Apr 19 2007
- Comment No.** 3250 Please do the RED route. It will connect well with the old Glenn Highway light in Palmer.
Parent: 3105
Submitted: Thursday, Apr 19 2007
- Comment No.** 3234 The southern route (red) is the most logical for this project. It is the most direct and shortest. The existing roads that it ties in to provides the best infrastructure as far as utilities and intersections are concerned.
Parent: 3118
Submitted: Thursday, Apr 19 2007



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- Comment No.** 3237 The middle (yellow) route provides a terrible tie-in to Arctic Avenue.
Parent: 3118
Submitted: Thursday, Apr 19 2007
- Comment No.** 3238 The northern (green) route ties into the Glenn Highway where there is a very steep grade. This could be dangerous for southbound truck traffic on the Glen Highway.
Parent: 3118
Submitted: Thursday, Apr 19 2007
- Comment No.** 3229 Should only consider south route # 2. Most direct, less utilities to abstract. Keep costs down, plus intersection with Arctic and Glenn Highway need upgrade anyway.
Parent: 3121
Submitted: Thursday, Apr 19 2007
- Comment No.** 3230 Northern route comes out at Marsh Route. Northbound traffic 50 feet south, stop for light truck will not be able to move on snow or ice, even if sanded. Plus in a dry area and time of year, very hard on trucks to start moving.
Parent: 3121
Submitted: Thursday, Apr 19 2007
- Comment No.** 3225 Proposed Yellow Alignment: Concerned about how close the road would get to potato storage facility and to the house located adjacent to the potato storage facility. Prefer not to have all 200 feet of the road located on their property.
Parent: 3144
Submitted: Thursday, Apr 19 2007
- Comment No.** 3227 Proposed Red Alignment: With the red alignment a portion of the most productive potato field would be lost. Requested that not all 200 feet of the road be located in the field. Concerned about the main and crosswind runways as the red alignment is located relatively close to the main landing strip.
Parent: 3144
Submitted: Thursday, Apr 19 2007
- Comment No.** 3228 Despite the cons, The red alignment proposes less of an impact to the farm as a whole.
Parent: 3144
Submitted: Thursday, Apr 19 2007



Comment Summary

- Comment No.** 3221 The southern alternative is a huge mistake! Future development of the area will be along the middle alternative and north.
Parent: 3145
Submitted: Thursday, Apr 19 2007
- Comment No.** 3222 The middle route will better serve the community and have less negative impact on homes and schools.
Parent: 3145
Submitted: Thursday, Apr 19 2007
- Comment No.** 3223 The southern route is too close to Palmer-Wasilla Hwy. It really doesn't make sense to put two major roads so close to each other in this area.
Parent: 3145
Submitted: Thursday, Apr 19 2007
- Comment No.** 3214 Yellow route is the preferred route or the green northern route. Red route would impact more homes.
Parent: 3147
Submitted: Thursday, Apr 19 2007
- Comment No.** 3216 Fish possibly impacted by northern route are less important than lives and homes.
Parent: 3147
Submitted: Thursday, Apr 19 2007
- Comment No.** 3208 Alt 2 high negative impact on 3 large MSBSD Schools.
Parent: 3151
Submitted: Thursday, Apr 19 2007
- Comment No.** 3209 Alt 3 high negative impact on 2 large schools.
Parent: 3151
Submitted: Thursday, Apr 19 2007



Comment Summary

- Comment No.** 3201 Opposed to northern route - wetlands should be avoided.
Parent: 3153
Submitted: Thursday, Apr 19 2007
- Comment No.** 3203 Northern route looks to be prohibitively expensive. I support the southern route, and a route further south through the gravel pits, then east behind Colony to connect eventually to Scott Road.
Parent: 3153
Submitted: Thursday, Apr 19 2007
- Comment No.** 3199 If you develop the idea that high schoolers lives will be preserved, as well as wetlands developed, the Borough and DOWL Engineers present themselves as serious contenders for the well being of human lives and for the environmental habitats that create a healthy community. You need to take a fresh look at the northern route.
Parent: 3155
Submitted: Thursday, Apr 19 2007
- Comment No.** 3198 Northern "wetlands" route makes no sense if any alternative exists. Any alternative would be preferred and probably more cost effective. Please protect our fragile environment and Alaska ecosystem.
Parent: 3156
Submitted: Thursday, Apr 19 2007
- Comment No.** 3193 Suggest a northern route running e-w.
Parent: 3158
Submitted: Thursday, Apr 19 2007
- Comment No.** 3189 Suggest middle route: if pupose to help transport the population, then removing 10+ houses for road makes no sense.
Parent: 3159
Submitted: Thursday, Apr 19 2007
- Comment No.** 3183 The northern route should not be used. The impact on the anadromous stream or any stream is unacceptable.
Parent: 3160
Submitted: Wednesday, Apr 18 2007



Comment Summary

- Comment No.** 3184 The best route seems to me the southern route.
Parent: 3160
Submitted: Wednesday, Apr 18 2007
- Comment No.** 3412 Keep the high speed traffic routes away from all the high schools, middle schools and elementary schools. Do not use Route B or C.
Parent: 3361
Submitted: Friday, Apr 27 2007
- Comment No.** 3406 The yellow alignment has some advantages in keeping it away from the high school.
Parent: 3391
Submitted: Friday, Apr 27 2007
- Comment No.** 3404 We would not want to see the road jog north on to the section line at any point.
Parent: 3399
Submitted: Friday, Apr 27 2007
- Comment No.** 4245 How will the corner of Scott Rd and the Glenn Hwy be impacted by the bogard road extension project. From looking at the map, if the middle route is chosen it will then cut down across the hay field to tie in with Arctic.
Parent: 4199
Submitted: Monday, Jun 25 2007
- Comment No.** 4489 Bogard Road - I prefer the no build option. Both of the build options go by schools which is a safety hazard. This new road will not adequately deal with the traffic issues on the Palmer Wasilla Highway.
Parent: 4468
Submitted: Monday, Jul 9 2007
- Comment No.** 4490 Bogard Road - My second choice option is alternative 3 because it does not route the traffic next to Palmer High School.
Parent: 4468
Submitted: Monday, Jul 9 2007



Comment Summary

- Comment No.** 4483 I favor the Southern Route, or the Alternative 2. It is time to relieve the traffic on the Pal/Was Hgy. This is needed, and looks like the best way to go.
Parent: 4475
Submitted: Monday, Jul 9 2007
- Comment No.** 4484 I favor the Southern Route, or the Alternative 2. It is time to relieve the traffic on the Pal/Was Hgy. This is needed, and looks like the best way to go.
Parent: 4476
Submitted: Monday, Jul 9 2007
- Comment No.** 4497 Bogard Ext. - We prefer Alternative #3. It just seems to make more sense not to have to go in front of the high school; it seems to have less impact on existing neighborhoods.
Parent: 4495
Submitted: Monday, Jul 9 2007
- Comment No.** 4498 Bogard Ext. - We prefer Alternative #3. - It still drops down onto Arctic to take advantage of the major intersection there. This alternative probably impacts us more than the Southern Route. But we still think it is the most viable. We absolutely need to select one of these as opposed to the "no build" alternative.
Parent: 4495
Submitted: Monday, Jul 9 2007
- Comment No.** 4499 Bogard Ext. - The Southern route continues to be the best design and the one most efficient to moving people through the area.
Parent: 4496
Submitted: Monday, Jul 9 2007
- Comment No.** 4609 I do not support the extension of Bogard Road on the Southern Artic Ave route.
Parent: 4558
Submitted: Friday, Jul 13 2007
- Comment No.** 4613 Bogard Ext. - Please use a route other than the southern. I feel it would be a hardship on everyone in Equestrian Acres to have the road near the southern route.
Parent: 4567
Submitted: Friday, Jul 13 2007



Comment Summary

Comment No. 4615
Parent: 4568
Submitted: Friday, Jul 13 2007

Bogard Ext. - The southern route is absolutely NOT the right route. It will take a great deal of traffic right past palmer high.

Comment No. 4621
Parent: 4592
Submitted: Friday, Jul 13 2007

Bogard Ext. - I wasn't able to go to the meeting last night but wanted to say - take the cheapest way with this extension. It is greatly needed.

Comment No. 4624
Parent: 4592
Submitted: Friday, Jul 13 2007

Bogard Ext. - When you rework the intersection at Glenn and Arctic I have a suggestion. The road lanes do not line up at Glenn and Arctic. A right turn arrow coming out of Palmer north onto the Glenn would make it safer. When I am going east on Arctic and want to north up the Glenn, visibility to oncoming cars going west through the light is obstructed by the cars waiting to turn south on the Glenn.

Comment No. 4629
Parent: 4594
Submitted: Friday, Jul 13 2007

I want to go on record as supporting alternative #2, the southern route.

Comment No. 4630
Parent: 4596
Submitted: Friday, Jul 13 2007

Bogard Ext. The Northern route would be the best route for the Bogard Road Extension.

Comment No. 4636
Parent: 4599
Submitted: Friday, Jul 13 2007

Alternative 1 is appealing. But if you must build a road it seems prudent to build Alternative 3 so that the developments that are expanding near alternative 2 will continue to expand. The tax roles would be higher with Alternative 3 built. The higher tax revenue would benefit our community. Build #3 if you must.

Comment No. 4638
Parent: 4601
Submitted: Friday, Jul 13 2007

Bogard Ext. - I believe project Alternative 2 is the best choice.



Comment Summary

Comment No. 4640 Bogard Ext. - I am all for this improvement! It will make our drive to and from Wasilla easier.
Parent: 4601
Submitted: Friday, Jul 13 2007

Comment No. 4641 Bogard Ext. - I believe alternative 2 to be much safer and more practical than alternative 1.
Parent: 4602
Submitted: Friday, Jul 13 2007

Comment No. 4642 Bogard Ext. - Alternative 2 It is a direct route to a natural intersection, whereas alternative 1 is curved and involves a downgrade to Arctic Boulevard where a merger must occur.
Parent: 4602
Submitted: Friday, Jul 13 2007

Comment No. 4643 Bogard Ext. - I am also opposed to disturbing existing farmland. I believe alternative 3 to be far less disturbing to the area.
Parent: 4602
Submitted: Friday, Jul 13 2007

Comment No. 4654 No Build or alternative 3 with Eagle connect to Glen Highway
Parent: 4606
Submitted: Friday, Jul 13 2007

Comment No. 4655 We vote for Alternative 1
Parent: 4607
Submitted: Friday, Jul 13 2007

Comment No. 4675 Bogard Ext. - The southern route is/has been briefed as only affecting three additional properties in relation to the northern option. Unfortunately this is not the true facts. It may only require the acquisition of three additional properties but affects numerous properties through noise levels and property values.
Parent: 4668
Submitted: Monday, Jul 16 2007



Comment Summary

- Comment No.** 4694 How about: Go just south of the wetlands, go behind the church and Vet clinic near 49th and Colony School Drive, then go section line. Keep current Colony School Drive as a frontage road for the 2 major schools. Avoid the past-PHS route.
Parent: 4687
Submitted: Wednesday, Jul 18 2007 Increased traffic in front of Colony High & Middle will be a hazard. It's already problematic currently to motorists and pedestrians.
- Comment No.** 4715 Bogard Ext. - Based on the current information and research available to me, I believe alternate route 2 would be the preferred route for the following reasons: 1) Appears to be the shortest route. Many would perhaps continue using Palmer-Wasilla Hwy. rather than take route 3 for being further out of the way, resulting in not relieving the current traffic flow to the desired degree.
Parent: 4706
Submitted: Thursday, Jul 19 2007
- Comment No.** 4716 Bogard Ext. - Based on the current information and research available to me, I believe alternate route 2 would be the preferred route for the following reasons: 2) Is closer to the currently established traffic pattern.
Parent: 4706
Submitted: Thursday, Jul 19 2007
- Comment No.** 4869 I am writing in opposition to Bogard Road Extension Alternative #2 which passes too close to my back yard on North Kelso Lane in Equestrian Acres. I am in favor of a Bogard extension but I ask you to reconsider your pending recommendation of Alternative route #2 and choose instead Alternative route #3 through less populated farm land to the north.
Parent: 4867
Submitted: Thursday, Aug 2 2007
- Comment No.** 4882 Please reject Route #2 in favor of Route #3 which negatively impacts far fewer Borough residents.
Parent: 4867
Submitted: Thursday, Aug 2 2007
- Comment No.** 4887 Alternative 3 impacts far fewer people with the noise problem and we strongly support this alternative as the most desirable.
Parent: 4870
Submitted: Thursday, Aug 2 2007
- Comment No.** 4888 Additionally, I was told by one of the DOWL personnel at the July presentation of the alternatives routes that the cost of construction with Alternative 3 would be less than that of Alternative 2. It is our recommendation that Alternative 3, the Middle Route, be selected as the Bogard road extension.
Parent: 4870
Submitted: Thursday, Aug 2 2007



Comment Summary

- Comment No.** 5074 Using the southern proposal, Artic Ave., would have the east west corridors virtually one block apart. This seems really less than a good idea.
Parent: 4914
Submitted: Monday, Aug 27 2007
- Comment No.** 5075 The northern alternative might cause some farmland disruption but would be the most forward looking plan for future growth and efficiency.
Parent: 4914
Submitted: Monday, Aug 27 2007
- Comment No.** 5790 The alternative 2 route that was unanimously rejected by the planning commission needs to die quickly and painlessly so that we all can get on with choosing a route that isn't completely stupid.
Parent: 5175
Submitted: Friday, Oct 26 2007
- Comment No.** 5778 The subject project will significantly impact current business use of our properties through ROW acquisition and loss of current access and parking at our office location on Homesite Tract No. 100, Lot 4. Although the proposed project will be detrimental to our current business operations and result in loss of property, we continue to support the Bogard Road Extension Plan and certainly agree that proposed Alternative 3 is the best solution. We recognize the benefits to the community and understand the need for continued development of a well planned road network to serve the public now and in the future.
Parent: 5427
Submitted: Friday, Oct 26 2007
- Comment No.** 5769 While I can understand the wisdom in recommending the southern route for the Bogard extension, as it is the most direct and therefore the cheapest route, I believe in the long-term the middle route is the way to go. The middle route impacts current residential development the least, alleviates concerns about traffic near Palmer High School, and opens more areas for future development.
Parent: 5435
Submitted: Friday, Oct 26 2007
- Comment No.** 5765 HOW ABOUT FIXING THE PROBLEMS WITH THE SELDON/BOGARD ROAD TO 49TH STREET INSTEAD. IT CARRIES SIGNIFICANTLY MORE TRAFFIC THAN IT IS DESIGNED TO MOVE AS IT IS. ADDING MORE CARS WILL MAKE A HORRENDOUS PROBLEM WORSE!!!
Parent: 5514
Submitted: Friday, Oct 26 2007
- Comment No.** 5742 I am adamantly opposed to the southern route because it causes too many quality of life issues to be degraded due to the noise levels, high traffic counts predicted in school zones (increased potential for traffic accidents), and the overall lessening of the rural Alaskan ambience in this area. I support the northern route that is currently being offered since it is located farther from most residential areas and will not impact school safety zones. I feel the price we pay for future connectivity issues by using this route is well worth the costs!
Parent: 5566
Submitted: Friday, Oct 26 2007



Comment Summary

- Comment No.** 5738 Another east-west connector in the Mat-Su is desperately needed. The Arctic Avenue extension will prove less costly than the Scott Road extension.
- Parent:** 5636
- Submitted:** Friday, Oct 26 2007
-
- Comment No.** 5859 It should be noted that the plan to extend Bogard Road directly in front of Colony Middle school, Colony High school and Palmer High school is not supported by the school district transportation department.
- Parent:** 5793
- Submitted:** Monday, Oct 29 2007
-
- Comment No.** 6625 I believe that Palmer needs another route to Wasilla. The most logical route would be the Artic Ave. to Bogard. Please donot make the same mistake that was made with the Palmer/Wasilla Highway. Purchase the land needed to extend the road in the future before it is developed. The future growth of Palmer requires another route. Please do not veto the Bogard extention.
- Parent:** 6565
- Submitted:** Tuesday, Jan 29 2008
-
- Comment No.** 6625 I believe that Palmer needs another route to Wasilla. The most logical route would be the Artic Ave. to Bogard. Please donot make the same mistake that was made with the Palmer/Wasilla Highway. Purchase the land needed to extend the road in the future before it is developed. The future growth of Palmer requires another route. Please do not veto the Bogard extention.
- Parent:** 6565
- Submitted:** Tuesday, Jan 29 2008
-
- Comment No.** 6617 I would like to see the southern route that will go right by Palmer HS and continue straight to Colony HS. This will keep all our schools on one straight route. both the norther and southern route effect my property. But I believe the shorter more direct, straight line route is preferred.
- Parent:** 6575
- Submitted:** Tuesday, Jan 29 2008
-
- Comment No.** 6617 I would like to see the southern route that will go right by Palmer HS and continue straight to Colony HS. This will keep all our schools on one straight route. both the norther and southern route effect my property. But I believe the shorter more direct, straight line route is preferred.
- Parent:** 6575
- Submitted:** Tuesday, Jan 29 2008
-
- Comment No.** 6650 I can see that there is a mandate to ease traffic congestion based on the long term planning report, but that is a one-dimensional approach to this project. We also need to consider other dimensions such as child safety and community stability. It is incomprehensible to proceed with a project of this magnitude with a one-dimensional approach. The RIGHT thing to do is avoid the schools and NOT cut through multiple housing developments. The long-term impact of lower property values and taxes, in addition to the safety factors involved in passing major roadways in front of schools, far offsets the financial impact of choosing some other option. Let's think about this as more than just the least expensive way to get from point A to point B. Keep our children safe by selecting an option that does not go near three large schools or pass close to stable housing developments.
- Parent:** 6638
- Submitted:** Monday, Feb 4 2008



Comment Summary

Comment No. 7153 I am looking at the new proposed blue route and would like to know, since we are spending so much money to straighten Trunk road, why would we design a road that was not straight. I would not use this as an alternate route (rather than Palmer Wasilla) based on the design. If you want us to use it, it needs to be a straight shot to be efficient.

Parent: 6688

Submitted: Wednesday, Mar 5 2008

Comment No. 7148 Please tell them to vote red. Look at the map that shows the improvements to improve the inner workings of the schools.

Parent: 6708

Submitted: Monday, Mar 17 2008

General Environmental

Comment No. 2156 Ceding to the need for capable road systems, we feel that the North route would be the most costly, monetarily and ecologically. Ecologically speaking, the North route cuts through more farmland, more wet land, and more pastures than the other two alternatives causing a de-beautification of one of Palmer's most unrecoverable landscapes.

Parent: 1712

Submitted: Thursday, Jan 4 2007

Comment No. 2065 Minimize disturbance to important agricultural properties; we are concerned that farmers will feel pressure to sell their land for subdivisions and commercial real estate development. The valley is losing valuable farmland every year and a project like this could contribute to that loss.

Parent: 1819

Submitted: Tuesday, Jan 2 2007

Comment No. 2550 During most years Corridor A Wetlands contain sufficient water flowing year round from Walby Lake and Snow Goose Pond into Wasilla Creek to support bald eagles, swans, geese, ducks, cranes, spawning silver salmon, muskrats, moose and many other species. Consequently, a 200 ft right-of-way along Corridor A would eliminate a valuable natural refuge corridor within the rapidly urbanizing area near Colony High School.

Parent: 2498

Submitted: Thursday, Feb 8 2007

Comment No. 3037 How will you retain the natural beauty of my neighborhood, and my childhood Grace's Pond with it's history of nurturing silver salmon, beaver, moose, bald eagle, swans, geese, fox, lynx, ducks and sand hill crane?

Parent: 2532

Submitted: Tuesday, Mar 27 2007

Comment No. 2558 Corridor A goes through important wetlands and wildlife habitat.

Parent: 2534

Submitted: Thursday, Feb 8 2007



Comment Summary

- Comment No.** 2991 We all harbor a desire to retain a rural environment and are greatly concerned that the gridding of existing and future roads will generate an urbanization that will destroy the natural terrain
Parent: 2867
Submitted: Monday, Mar 26 2007
- Comment No.** 2975 This project could drastically alter the charm and character of the Eagle Estates area as well as do irreversible damage to the ecosystem. I understand the necessity of a road project but encourage minimal environmental impact and a focus on community aesthetics.
Parent: 2903
Submitted: Monday, Mar 26 2007
- Comment No.** 3281 Northern Route: You have covered most of the high points. A road would have a major impact on the animals, possibly destroy the wetlands (bridge or no).
Parent: 3084
Submitted: Thursday, Apr 19 2007
- Comment No.** 3256 Traffic congestion equals pollution and noise pollution which decreases the health of our environment and the wonderful rural feel of our community. Ruining these lovely neighborhoods is unconscionable when there is a perfectly logical and viable alternative - "middle route" to Scott Road.
Parent: 3102
Submitted: Thursday, Apr 19 2007
- Comment No.** 3243 We wish to have the rural environment remain.
Parent: 3108
Submitted: Thursday, Apr 19 2007
- Comment No.** 3231 I am very concerned about a road going through our wetlands. In the summer it is teeming with wildlife, eagles, moose, trumpeter swans, geese, muskrats, and a salmon stream nearby.
Parent: 3120
Submitted: Thursday, Apr 19 2007
- Comment No.** 3202 Disruption of feeder streams to lakes and spawning grounds for anadromous fish make a northern route undesirable.
Parent: 3153
Submitted: Thursday, Apr 19 2007



Comment Summary

Comment No. 3192 Environment water tables how do they affect study area environment.
Parent: 3158
Submitted: Thursday, Apr 19 2007

Comment No. 3194 We need more in-depth information, unless you have done
Parent: 3158 water/stream/underground flows already. If so, where is it available.
Submitted: Thursday, Apr 19 2007

Neighborhood Impact

Comment No. 2162 I have several serious concerns about the proposal of placing the Bogard Road
Parent: 1709 Extension along Colony Schools Drive. A 50 mph, four-lane speedway in this
Submitted: Thursday, Jan 4 2007 location is grossly inappropriate for all who live in the Mat-Su Valley. Just a few
hundred yards to the north of Colony Schools Drive is a corridor which is meant to
be used for this type of community highway. It passes behind the new subdivision
and the noise, lighting, and garbage pollution of a highway would have much less
impact.

Comment No. 2150 Our concerns include: The loss of farm fields and our access to them; Crossing
Parent: 1732 the road will be an issue of the road separates us from our fields. Farm equipment
Submitted: Thursday, Jan 4 2007 is slow moving and we make many trips between our main buildings and the fields
each day; We have an irrigation well and an extensive network of buried water line
that will be impacted if the road crosses the center portion of our property;
Preserving wind breaks to reduce soil erosion caused by the wind; Driveway
access, our concern is with the drifting snow problem experienced in this area;
Protecting our storage building which is located near the section line; Separation of
homes from the rest of the farm, there are three families and three homes involved
in the operations of this farm.

Comment No. 2142 Please take into consideration the farms, historical cabins, livestock, and wildlife
Parent: 1739 when making your decisions.
Submitted: Wednesday, Jan 3 2007

Comment No. 2111 Noise and high speed traffic could be major impact for Cedar Hills, but they can
Parent: 1756 get out on the Glenn; would they need direct access to the new road?
Submitted: Tuesday, Jan 2 2007



Comment Summary

- Comment No.** 2101 The Cedar Hills Subdivision adjacent to the Marsh Road would be adversely impacted by the traffic. (Noise pollution and traffic using the subdivision as an egress and access point to the Marsh Road arterial connector).
Parent: 1759
Submitted: Tuesday, Jan 2 2007
- Comment No.** 2056 As you mentioned at the meeting, there is no ideal route since all the land is private. Many people will be impacted negatively.
Parent: 1822
Submitted: Tuesday, Jan 2 2007
- Comment No.** 2007 Many homes on the corners of Arctic would be adversely effected. Home owners need to be advised quickly as to whether they should continue with upgrades to their home.
Parent: 1875
Submitted: Friday, Dec 29 2006
- Comment No.** 1980 While we understand the need for an additional east west corridor, we are very concerned about its impact on our neighborhood and our home.
Parent: 1937
Submitted: Friday, Dec 29 2006
- Comment No.** 2362 A route behind the schools would either require the acquisition of many homes in Midtown Estates as well as destroying the property value of many others--or require the removal of the track and ball fields at Colony High. Both of which would be unacceptable to the community.
Parent: 2338
Submitted: Friday, Jan 19 2007
- Comment No.** 2542 Specific concerns of mine relate primarily to the northerly most route through the bog areas along the north side of the route study area. Septic system concerns: Any rise in area lake and groundwater levels caused by impeded drainage will adversely affect local septic systems
Parent: 2482
Submitted: Thursday, Feb 8 2007
- Comment No.** 2544 Specific concerns of mine relate primarily to the northerly most route through the bog areas along the north side of the route study area. The wetland areas now existing along any proposed northerly route provide attractive scenery and habitat for waterfowl and moose. To disturb these areas, and to move traffic noise from the existing route location near the Colony Schools would be a serious disservice to residents of Eagle Estates.
Parent: 2482
Submitted: Thursday, Feb 8 2007



Comment Summary

- Comment No.** 2545 In my opinion Concept C is not an appropriate route to choose. This route will directly impact our housing subdivision, displacing many families.
Parent: 2489
Submitted: Thursday, Feb 8 2007
- Comment No.** 2547 Concepts b and c should be out of the question as they require cutting through existing large lot subdivisions. Having a road so close would destroy the esthetics of this neighborhood and make my home virtually worthless to me.
Parent: 2496
Submitted: Thursday, Feb 8 2007
- Comment No.** 3038 How will you keep our neighborhood from becoming another noise, light and air polluted undesirable place?
Parent: 2532
Submitted: Tuesday, Mar 27 2007
- Comment No.** 2621 Concept C would have a significant impact on my family, in that my house is in it's path.
Parent: 2611
Submitted: Tuesday, Feb 13 2007
- Comment No.** 2622 Consider that concept C would have such negative affect on three major schools, Colony Middle, Colony High and Palmer High. If concept C is chosen, the Colony Schools would have major roads on both the front and back of each
Parent: 2611
Submitted: Tuesday, Feb 13 2007
- Comment No.** 2995 We all harbor a desire to retain a rural environment and are greatly concerned that the gridding of existing and future roads will generate an urbanization that will isolate our neighborhoods inside of urban grids
Parent: 2867
Submitted: Monday, Mar 26 2007
- Comment No.** 2996 We all harbor a desire to retain a rural environment and are greatly concerned that the gridding of existing and future roads will generate an urbanization that will destroy our rural environment.
Parent: 2867
Submitted: Monday, Mar 26 2007



Comment Summary

- Comment No.** 2989 Change and progress are inevitable but extending the Bogard Road down Scott Road will drastically alter the lifestyle of its farmers.
Parent: 2894
Submitted: Monday, Mar 26 2007
- Comment No.** 2977 I oppose using Route C for the Bogard Road extension. It cuts apart the Colony High and Middle School properties so there would be a road at the front and back doors of the schools as well as axing the sports fields.
Parent: 2898
Submitted: Monday, Mar 26 2007
- Comment No.** 2978 I oppose using Route C for the Bogard Road extension. Winds cause blowing, drifting snow. Many residents affected.
Parent: 2898
Submitted: Monday, Mar 26 2007
- Comment No.** 3334 Snow fencing will be another impact on the community that might be necessary.
Parent: 3060
Submitted: Friday, Apr 20 2007
- Comment No.** 3312 In my opinion the Southern route is the least desirable since it impacts the most homes in terms of actual takings and increased traffic to existing homes.
Parent: 3066
Submitted: Friday, Apr 20 2007
- Comment No.** 3299 I am not in favor of the Proposed Bogard Road Southern Route. This proposed route would cut directly through the middle of our established subdivision, just south of our home.
Parent: 3073
Submitted: Friday, Apr 20 2007
- Comment No.** 3300 The proposed Bogard Road Southern Route, running in the east - west direction, will require sloped gravel cut banks through these two hill embankments. The sloped gravel cut banks may increase the minimum 200 foot easement width, creating an even larger visual eyesore directly through the middle of our established subdivision.
Parent: 3073
Submitted: Friday, Apr 20 2007



Comment Summary

- Comment No.*** 3297 The construction of this new road will disrupt the lives of those living in the surrounding areas.
Parent: 3074
Submitted: Friday, Apr 20 2007
- Comment No.*** 3286 Impact to established homes should be minimized.
Parent: 3084
Submitted: Thursday, Apr 19 2007
- Comment No.*** 3274 How are you going to compensate for the lost property value? This is inevitable as no one wants to buy a home by a busy street.
Parent: 3088
Submitted: Thursday, Apr 19 2007
- Comment No.*** 3270 As the property owner of lots 4, 5, and 6 Block 4 Arabian Acres, the southern route has a huge impact on our lives.
Parent: 3089
Submitted: Thursday, Apr 19 2007
- Comment No.*** 3257 I personally love the farms, but realize that one day they will sell and build neighborhoods too. Please don't sacrifice our neighborhoods and schools for a road that won't solve any traffic concerns in the future. Let's not be Anchorage or Wasilla or any other city that is ill-planned. Keep the integrity of our neighborhoods and still plan for the future.
Parent: 3102
Submitted: Thursday, Apr 19 2007
- Comment No.*** 3249 Please do the RED route. It will disturb less farmland and gentle neighborhoods.
Parent: 3105
Submitted: Thursday, Apr 19 2007
- Comment No.*** 3236 What plans are being made to reimburse property owners who property will not be acquired but the value will be negatively impacted by having a large road near the back yard?
Parent: 3117
Submitted: Thursday, Apr 19 2007



Comment Summary

- Comment No.** 3211 We do not live in the city and don't wish to. Don't turn the 3 schools into city traffic schools.
Parent: 3150
Submitted: Thursday, Apr 19 2007
- Comment No.** 4537 If Alternative 2 is chosen, the road will backup to the back of my neighborhood. People will begin to use the neighborhood as a cut-through in order to avoid the traffic.
Parent: 4528
Submitted: Tuesday, Jul 10 2007
- Comment No.** 4543 Bogard Ext. - What about all the houses that will have to be removed. What are those people going to do?
Parent: 4535
Submitted: Tuesday, Jul 10 2007
- Comment No.** 4610 Bogard Ext. - This impacts the quality of life for over 100 families who will not be compensated for their loss.
Parent: 4558
Submitted: Friday, Jul 13 2007
- Comment No.** 4616 Bogard Ext. - In addition, my subdivision will be one of the few, if not only, subdivision in the valley closely sandwiched between two significant roads.
Parent: 4568
Submitted: Friday, Jul 13 2007
- Comment No.** 4619 It does not make sense to waste the projected \$35M+ to construct the Bogard extension that will NEGATIVELY impact so many residents privacy and property values when these funds should be invested towards the expansion of the very dangerous Palmer Wasilla Hwy.
Parent: 4579
Submitted: Friday, Jul 13 2007
- Comment No.** 4644 Bogard Ext. - I would like to know what is going to be done for he people living on Alternative route 2 that are now going to have a major road running through their front yards. Are you going to put up a fence? Or will you build a private fence for each home?
Parent: 4603
Submitted: Friday, Jul 13 2007



Comment Summary

- Comment No.** 4650 Bogard Ext. - As I look at both proposals it seems the yellow or Alternative 1 would impact fewer houses and driveways. In order to keep it limited entry, it seems there are fewer residential areas and therefore fewer access issues.
- Parent:** 4605
- Submitted:** Friday, Jul 13 2007
-
- Comment No.** 4837 The Bogard extension will negatively impact neighborhoods as it will divide some, significantly increase traffic through these neighborhoods posing safety concerns for children and security concerns for homeowners.
- Parent:** 4791
- Submitted:** Friday, Jul 27 2007
-
- Comment No.** 4839 Bogard - The red line will provide significant negative impact to the neighborhoods that it will border and divide.
- Parent:** 4792
- Submitted:** Friday, Jul 27 2007
-
- Comment No.** 4872 I oppose Alternative route #2 because it will negatively impact the quality of life that my family and neighbors currently enjoy.
- Parent:** 4867
- Submitted:** Thursday, Aug 2 2007
-
- Comment No.** 4875 I urge you to consider a few points in opposition to route #2. Dowl says that we are indirectly impacted because our property is not being seized but Dowl fails to acknowledge the very real direct impacts to our quality of life and property values. Who will want to buy my house once a major traffic corridor is established behind my home? Families with children and those seeking a peaceful place to relax after work will not want to purchase my home.
- Parent:** 4867
- Submitted:** Thursday, Aug 2 2007
-
- Comment No.** 4877 I urge you to consider a few points in opposition to route #2. 3. Alternative #2 negatively impacts many more people than alternative route #3 which stays away from these 3 large subdivisions and travels through open farm fields to our north.
- Parent:** 4867
- Submitted:** Thursday, Aug 2 2007
-
- Comment No.** 4884 Both Alternatives 2 and 3, although beneficial, share a common drawback, that being they require land. How much of that required land is farm land with either option is not known by us, so we'll let that pass.
- Parent:** 4870
- Submitted:** Thursday, Aug 2 2007



Comment Summary

- Comment No.** 4886 We selected this location when we moved here because of its relative seclusion and quiet environment. Alternative 2 locates the road extension a stone throws distance from our house and thereby destroys our serenity. This, of course, is extremely undesirable to us as I'm sure it is to the many other families whose property would be placed in close proximity to the new route.
- Parent:** 4870
- Submitted:** Thursday, Aug 2 2007
-
- Comment No.** 4889 I'm sure that you have received a lot of "Not In My Back Yard" comments regarding the Bogard Road extension, and while I really do not want a major arterial in my back yard, I do have many other concerns that are shared by a significant group of constituents, in the different neighborhoods that will be affected by this project.
- Parent:** 4871
- Submitted:** Thursday, Aug 2 2007
-
- Comment No.** 4891 The DOWL preferred route would have greater significant negative impacts on neighborhoods and their residents. Once quiet and peaceful neighborhoods (why we live in Palmer) will be accosted by the sounds of over 10,000 vehicles a day. Some neighborhoods will be split; no longer will some folks be able to walk a few houses down for a BBQ without having to cross a major arterial that will be wider than the Palmer-Wasilla Hwy.
- Parent:** 4871
- Submitted:** Thursday, Aug 2 2007
-
- Comment No.** 4926 I am very concerned with what our entire neighborhood just found out about 3 weeks ago and I live in Equestrain Acres. Then to find out you plan to destroy the Weiderker farm that has been in their family over 60 years.
- Parent:** 4898
- Submitted:** Monday, Aug 6 2007
-
- Comment No.** 4927 Land ownership A. How many of you on the assembly own land in the affected area? B. How would you feel if the rest of us just decided to make a road through your land, land that might have been in your family for years or that you have been paying on for years. Land that means something to you.
- Parent:** 4898
- Submitted:** Monday, Aug 6 2007
-
- Comment No.** 4930 More trash along the road system with this new highway. Home values will depreciate.
- Parent:** 4898
- Submitted:** Monday, Aug 6 2007
-
- Comment No.** 4936 Forcing several sub-divisions to be destroyed, forcing people to leave their homes, give them minimal money and expect them to figure out where they will live.
- Parent:** 4898
- Submitted:** Monday, Aug 6 2007



Comment Summary

Comment No. 5770 The southern route is too close to the existing corridor and will undoubtedly destroy the residential nature of many existing developments along this route.
Parent: 5435
Submitted: Friday, Oct 26 2007

Comment No. 5733 The folks who live on that road that extends from Bogard Rd. East have no cause to complain because it was a fact prior to that road existed and those homes built.
Parent: 5716
Submitted: Friday, Oct 26 2007

Comment No. 7143 We live at 201 Anna street, and from my understanding this new road will take out the houses across the street from us. We just got through remodeling our home so it can be in the best shape for resale, as we plan to build in a couple years. Can you tell me exactly what is going to be in front of our home. Is that the street right there, or how far away will this highway be from our front yard, and do you think the value of our home will decrease because of this highway? I'm just having some stressing thoughts as we try to plan for our own future now.
Parent: 6714
Submitted: Friday, Mar 21 2008

Comment No. 7140 What is my house going to be zoned at? Residential, or Commercial?...I feel the only way I will profit from any of this, is if my house is re-zoned. I will never get the money I have put into this home. This is a hard ship to me and my family.
Parent: 6730
Submitted: Thursday, Apr 3 2008

Noise

Comment No. 2170 I am very concerned about traffic noise so close to my home.
Parent: 1691
Submitted: Thursday, Jan 4 2007

Comment No. 2169 Concerned about increased traffic noise in Eagle Estates subdivision. Our fear is that this project will bring the level of road noise to an intolerable level.
Parent: 1693
Submitted: Thursday, Jan 4 2007

Comment No. 2165 This route also will add significant highway noise into this most dense residential neighborhood along the route; I hope you add some sort of sound barrier.
Parent: 1705
Submitted: Thursday, Jan 4 2007



Comment Summary

- Comment No.** 2123 I am very strongly opposed to any Bogard Road Extension East along Marsh Road. Marsh road is a calm street, noise wise. May it last a long time.
Parent: 1750
Submitted: Wednesday, Jan 3 2007
- Comment No.** 2117 Marsh Road runs directly off our backyard, and we already have disturbances we have no control over. All summer long in between 6 am and 6 pm dump trucks come down the road and use their "Jake Brake" right when they hit the last four houses. Having to deal with this noise is enough.
Parent: 1753
Submitted: Wednesday, Jan 3 2007
- Comment No.** 2124 I am very strongly opposed to any Bogard Road Extension East along Marsh Road. Marsh road is a calm street, noise wise.
Parent: 1937
Submitted: Wednesday, Jan 3 2007
- Comment No.** 2965 I live on Ortner Loop and option C would put it right up against our subdivision which would increase the noise level we currently already have from Palmer-Wasilla Hwy.
Parent: 2911
Submitted: Monday, Mar 26 2007
- Comment No.** 3301 The proposed Bogard Road Southern Route, running in the east - west direction, will require sloped gravel cut banks through these two hill embankments. Road noise from traffic will be substantially elevated along these cut banks.
Parent: 3073
Submitted: Friday, Apr 20 2007
- Comment No.** 3246 There is more than enough traffic noise now as it is. What will it be like if the road is widened? I do not support this project.
Parent: 3106
Submitted: Thursday, Apr 19 2007
- Comment No.** 3235 What sound abatement such as fences are planned where the road will be close to homes?
Parent: 3117
Submitted: Thursday, Apr 19 2007



Comment Summary

Comment No. 4541 Bogard Ext. - It will affect at least 2 churches. We like having quiet during sunday services not traffic noise during services.
Parent: 4535
Submitted: Tuesday, Jul 10 2007

Comment No. 4611 Bogard Ext. - The farmer will be paid, no matter what route you take accross his land. Those of us who live on the opposite side of the road will be forced to live with the constant noise and loss of privacy.
Parent: 4558
Submitted: Friday, Jul 13 2007

Comment No. 4614 Bogard Ext. - Noise would increase and property values decrease.
Parent: 4567
Submitted: Friday, Jul 13 2007

Comment No. 4648 Bogard Ext. - Please check on using the quieter sound-lessening (rubberized) pavement at least in the residential areas.Good Luck!
Parent: 4604
Submitted: Friday, Jul 13 2007

Comment No. 4653 Bogard Ext. - What about using pavement that is quieter especially by residential areas.
Parent: 4605
Submitted: Friday, Jul 13 2007

Comment No. 4677 Bogard Ext. - It may only require the acquisition of three additional properties but affects numerous properties through noise levels and property values. What noise mitigation designs are part of the project?
Parent: 4668
Submitted: Monday, Jul 16 2007

Comment No. 4840 Bogard - Noise abatement measures should be a mandatory component in any plan as well as limiting access to mitigate non-resident traffic travel through neighborhoods.
Parent: 4792
Submitted: Friday, Jul 27 2007



Comment Summary

Comment No. 4885 Another drawback is the number of people whose property will be placed adjacent to the new road extension and thus be subject to the noise that comes with high speed vehicular travel.
Parent: 4870
Submitted: Thursday, Aug 2 2007

Comment No. 4892 With such negative impacts to residential developments I am perplexed as to why I did not see any noise abatement measures or traffic mitigating measures included with the planned extension. If such an arterial is placed through residential developments it seems that these measures would be a minimum requirement for construction.
Parent: 4871
Submitted: Thursday, Aug 2 2007

Comment No. 4925 I am very concerned with what our entire neighborhood just found out about 3 weeks ago and I live in Equestrain Acres. Our home that has zero noise decimal right next to Weiderker's farm.
Parent: 4898
Submitted: Monday, Aug 6 2007

Comment No. 4932 Extreme traffic in front of schools and churches. MORE NOISE.
Parent: 4898
Submitted: Monday, Aug 6 2007

Comment No. 5731 I hear traffic noise from the Palmer/Wasilla Hwy. in my home when I don't have any other noise in the house. How about the folks who live right on that highway wouldn't they need some relief as soon as possible.
Parent: 5716
Submitted: Friday, Oct 26 2007

Comment No. 7139 I would like to know what the plan is for my house? My husband and I live on the corner of Artic & Oscar street, @ 136 Oscar St. We have lived in this house for 18 years, and it is now paid off. This was to be our retirement home. As far as I can tell, the road is going to be butted up against our house, and our home is a two stories, this tell me, when I go onto my deck, I will have traffic noise, and non stop vehicles driving by...What is the plan for noise control, and our view? Is there going to be a wall built? Who is making these decisions?
Parent: 6730
Submitted: Thursday, Apr 3 2008

Non-Motorized Transit

Comment No. 2135 Add separated pathway.
Parent: 1746
Submitted: Wednesday, Jan 3 2007



Comment Summary

- Comment No.** 2068 Make the bike paths easily accessible for students, teachers, and parents.
Parent: 1819
Submitted: Tuesday, Jan 2 2007
- Comment No.** 2055 In the adjacent non-motorized pathway, please include a soft shoulder to the asphalt - either gravel (still soft, but more durable, esp. during breakup), dirt or grassy shoulder. While some people (wheel chairs, road bikes, roller skiers, etc) may work best on asphalt, many people (runners, walkers, mtn bikers, etc) prefer / need something softer underfoot. Good non-motorized pathway design will encourage more people to exercise (health benefits in reducing obesity and other illnesses), help conserve gas, reduce motorized traffic, and potentially provide some connectivity among other non-motorized trails.
Parent: 1822
Submitted: Tuesday, Jan 2 2007
- Comment No.** 2058 Consider where there's already non-motorized traffic that you might be crossing with the extension - and avoid those. The Matanuska River railroad trail extends from within Palmer up to Moose Creek. Putting high speed traffic past that trailhead on Eagle could be really hazardous. People run and bike from within Palmer and cross Eagle at that point, while other drive to the trailhead (no real parking at the moment).
Parent: 1822
Submitted: Tuesday, Jan 2 2007
- Comment No.** 4647 Bogard Ext. - Be sure you have bike paths and make considerations for the 4 wheelers somewhere!
Parent: 4604
Submitted: Friday, Jul 13 2007
- Comment No.** 4652 Bogard Ext. - Plan for bike routes and landscaping NOW.
Parent: 4605
Submitted: Friday, Jul 13 2007

Other

- Comment No.** 2146 As it is, I did forget to mention the wind. That northerly route which is behind us would run across the hay fields, and the wind is down right brutal back there. High winds across those open hay fields is the norm every winter. Keeping them open would be a problem. The drifting is unreal and very rapid. Scott Road runs along several hay fields and we are always drifted out here. So there you have on-going maintenance expenses all winter. We have to put snow fences along Eve's drive just to keep it down to a low roar.
Parent: 1736
Submitted: Wednesday, Jan 3 2007
- Comment No.** 2143 My backyard backs up to Seldon and my septic system is located on the Seldon Easment. I am trying to find out as much information as I can about the Expansion of Seldon in the prtion of road that is in my backyard. Common sense tells me that they will widen my section of road, but I can not find any information on any plans to do so. Any information that you could give me would be greatly appreciated.
Parent: 1738
Submitted: Wednesday, Jan 3 2007



Comment Summary

Comment No.	2062	Has any thought been given to enhancing Trunk Road (I know parts by the hospital are already planned for expansion) and Fishhook Road? These routes are already in place and could be upgraded with much less impact to quality of life in the Palmer Area.
Parent:	1822	
Submitted:	Tuesday, Jan 2 2007	
Comment No.	1982	From what we can see, concepts b and c would be very disruptive to our neighborhood and several others. Concept A is by far the least objectionable to us.
Parent:	1937	
Submitted:	Friday, Dec 29 2006	
Comment No.	3348	Just wanted to thank you all for your professionalism, and for keeping us abreast of the activity surrounding the Bogard Road extension. Our property is inside the "red" route, and we will be affected no matter how much "tweaking" you do to that route, so we really appreciate your communication with us thus far! We've never been in this type of situation before, and don't know if this is how Dowl usually goes about handling things, but we're certainly impressed by the behavior and attitude of each and every Dowl employee so far, and wanted you to know! Re: the road, we've already noted that we don't care anything about it except that we'd prefer it not to go thru our property! Thanks again for your time and effort to include us.
Parent:	3069	
Submitted:	Friday, Apr 20 2007	
Comment No.	3287	There are at least two major schools that have 4 lane roads going by with few problems.
Parent:	3084	
Submitted:	Thursday, Apr 19 2007	
Comment No.	4246	Bogard Extension-Is there some sort of frontage road planned? When will the final decision be made on the chosen route?
Parent:	4199	
Submitted:	Monday, Jun 25 2007	
Comment No.	4538	Bogard Ext. - Funding - Whenever a request is made to fix an existing road we are told there is no money. Now all of a sudden we have hundreds of millions to build an unnecessary road! Why don't we fix the Palmer/Wasilla road. That is where all the businesses are located. It is people going in and out of the businesses that creates a major safety concern. FIX THAT ROAD!!!!!!!!!!
Parent:	4535	
Submitted:	Tuesday, Jul 10 2007	
Comment No.	4544	Bogard Ext. - I think the whole idea is stupid, costly and unnecessary. Too much money, too many troubles for schools and churches, major problem for homeowners and it still doesn't fix the Palmer/Wasilla.
Parent:	4535	
Submitted:	Tuesday, Jul 10 2007	



Comment Summary

Comment No.	4620	Bogard Ext. - The 35M+ along with funds already approved for the PW Hwy goes a long way towards correcting a very serious problematic roadway instead building a poorly conceived extension. Why would a responsible department wish to introduce such additional traffic flow and negative impacts to existing residential areas?? Put the money to expanding the Palmer Wasilla Hwy which is bordered by commercial land and zoned areas instead impacting so many residential properties.
Parent:	4579	
Submitted:	Friday, Jul 13 2007	
Comment No.	4626	Bogard Ext. - Could the public still comment on the need for the project? Who would make the final decision on the need?
Parent:	4593	
Submitted:	Friday, Jul 13 2007	
Comment No.	4627	Bogard Ext. - Format of Tonights Public Meeting. Will there would be a Q&A session after the presentation or would it just be questions at the open house portion?. Also I have a conflict with another public meeting, would the presentation from tonight would be posted on the website?
Parent:	4593	
Submitted:	Friday, Jul 13 2007	
Comment No.	4628	Bogard Ext. - Lack of Notice on Project. My property and several neighbors will be impacted and we were not aware of the project until now. I am not on your distribution e-mail list, can you add my email for future updates? When would the briefing to the Assembly be?
Parent:	4593	
Submitted:	Friday, Jul 13 2007	
Comment No.	4632	Bogard Ext. - The red route is expensive due to the ROW acquisition.
Parent:	4596	
Submitted:	Friday, Jul 13 2007	
Comment No.	4651	Bogard Ext. - It also seems the right of way would be cheaper to purchase the 200 feet of right of way. Whatever route is chosen it is important to start purchasing right of way now because the costs will only rise.
Parent:	4605	
Submitted:	Friday, Jul 13 2007	
Comment No.	4678	Bogard Ext. - What are the plans for zoning along the new route?
Parent:	4668	
Submitted:	Monday, Jul 16 2007	



Comment Summary

- Comment No.** 4679 Bogard Ext. - These and many more questions are not answered in any of the published documents.
Parent: 4668
Submitted: Monday, Jul 16 2007
- Comment No.** 4693 Location,Location,Location! How sad is this. We have 9 acres of private secluded property close to schools, shopping and everything. A custom home which in today's market would take a million dollars to replace, if even that. Please don't do this.
Parent: 4688
Submitted: Wednesday, Jul 18 2007
- Comment No.** 4718 Bogard Ext. - Based on the current information and research available to me, I believe alternate route 2 would be the preferred route for the following reasons:
Parent: 4706 5)In my years here, working daily in this vicinity, the wind patterns may favor a snow removal advantage on route 2.
Submitted: Thursday, Jul 19 2007
- Comment No.** 4742 I went to the last public meeting. I am sorry to say that a lot of people did not get to have their questions answered because some lady would not let it go about the noise. You want moose? You want quiet? then move!! We may have to move because of the road. They may take our property. I know people whose homes are in the line of fire. All we can do is accomodate. We have lived here for 13 years. You have to go with the change of life!
Parent: 4741
Submitted: Friday, Jul 20 2007
- Comment No.** 4836 Bogard - It is fiscal irresponsibility to spend the projected funds on a major thoroughfare so close to the existing Palmer-Wasilla Hwy - In some cases less than 1/2 mile separation. The funds should be spent on the much needed and overdue expansion of the P/W Hwy.
Parent: 4791
Submitted: Friday, Jul 27 2007
- Comment No.** 4874 I urge you to consider a few points in opposition to route #2. 1.Dowl Engineering stated at its July 12th public Meeting No. 3 that it had already decided to recommend route #2 to the Borough Assembly without having heard our comments in opposition. Why hold a public meeting for public input if the decision has already been made.
Parent: 4867
Submitted: Thursday, Aug 2 2007
- Comment No.** 4895 On another note I have been very disappointed with the Borough's engineering firm of choice, DOWL Engineers. They have been very unprofessional in answering very legitimate questions of concerns during meetings and have been very condescending in tone when answering the questions that are of concern to the voters and taxpayers. As well I believe that proper notifications to the areas affected by this project were not handled properly. I live in Equestrian Acres and only received ONE notice a few days prior to the last informational meeting and I never did receive notice of the first two meetings. I am not the only one that has experienced this lack of notification.
Parent: 4871
Submitted: Thursday, Aug 2 2007



Comment Summary

Comment No.	4928	C. I'd like to know who gave you permission to use my money (I pay taxes) to take away others land. I sure didn't. I believe that a persons right to own the land that they are paying on, or have paid for is undeniable. Therefore you are using my money against my will.
Parent:	4898	
Submitted:	Monday, Aug 6 2007	
Comment No.	4938	WHERE do you plan to get the money? The state doesn't have it.
Parent:	4898	
Submitted:	Monday, Aug 6 2007	
Comment No.	4939	We don't want Palmer to be the next Wasilla or Anchorage. The Borough already makes more than enough money with the surplus might I add you don't need the growth. I think it is truly sad that anyone that works for the Borough doesn't have any better ideas than to destroy peoples homes, and farms all for the sake for the betterment of the people, the valley is growing. Hogwash.
Parent:	4898	
Submitted:	Monday, Aug 6 2007	
Comment No.	5791	Kristi, thanks for letting us know. I'd like to know why the hearing was postponed. The alternative 2 route that was unanimously rejected by the planning commission needs to die quickly and painlessly so that we all can get on with choosing a route that isn't completely stupid. I smell a rat and am very suspicious. Nobody from your group has ever explained to my satisfaction the problems with the northern routes and why you are so hung up on alt. 2 which is SO disruptive to so many neighborhoods, including mine. Don't mean to have an antagonistic tone, but I am very anxious about this, and very frustrated.
Parent:	5175	
Submitted:	Friday, Oct 26 2007	
Comment No.	5763	ARE YOU GUYS INSANE OR JUST IN THE DARK??? HAVE YOU EVER TRAVELED THE BOGARD ROAD BETWEEN MAIN STREET IN WASILLA AND 49TH STREET IN PALMER DURING ANY HOURS THAT THE SCHOOLS ARE OPENING AND CLOSING...OR WHENEVER THERE ANY ACTIVITIES AT ANY OF THE EIGHT SCHOOLS THAT ARE ACCESSED FROM THIS ROAD EVERY DAY??
Parent:	5514	
Submitted:	Friday, Oct 26 2007	
Comment No.	6494	We would certainly like to know why you keep postponing the Borough Meeting about the Bogard Road Extension. We are property owners who have an interest in what is going to be decided. I feel like we should be kept up to date. We have plans to build a house there next summer depending on what route you decide upon. This is the 3rd time the meetings have been postponed and this time you didn't even give a date when they would happen. We would appreciate better communication about this issue, not just that it's been postponed but the why and when also.
Parent:	6450	
Submitted:	Tuesday, Nov 27 2007	
Comment No.	6494	We would certainly like to know why you keep postponing the Borough Meeting about the Bogard Road Extension. We are property owners who have an interest in what is going to be decided. I feel like we should be kept up to date. We have plans to build a house there next summer depending on what route you decide upon. This is the 3rd time the meetings have been postponed and this time you didn't even give a date when they would happen. We would appreciate better communication about this issue, not just that it's been postponed but the why and when also.
Parent:	6450	
Submitted:	Tuesday, Nov 27 2007	



Comment Summary

Comment No. 6618 I hope you will get this project going soon. The PW Hwy is getting really busy and we desperately need a second main East West road across the Valley. Please pick a route and get building.
Parent: 6575
Submitted: Tuesday, Jan 29 2008

Comment No. 6618 I hope you will get this project going soon. The PW Hwy is getting really busy and we desperately need a second main East West road across the Valley. Please pick a route and get building.
Parent: 6575
Submitted: Tuesday, Jan 29 2008

Comment No. 7152 Additionally, I realize there are many people to be affected by the new road any way it goes, but most important - people have put their lives on hold not knowing if they should add on to a home, remodel, build new and we have a friend who has had their house up for sale for months and the people coming to view it are concerned with the "possibility" that the house could be gone or property reduced. I think a decision needs to be reached asap and let people get on with their lives.
Parent: 6688
Submitted: Wednesday, Mar 5 2008

Comment No. 7149 Neighbors are turning against each other. This decision needs to be made so people can move on. Tired of hearing the same people say the same thing about the impacts of the project. The reason the road extension is needed is because of the new subdivisions that have been built. In favor of approving the red route. Decision needs to be made or a law suit will be filed.
Parent: 6699
Submitted: Monday, Mar 10 2008

Comment No. 7150 There is not enough funding currently available for ROW acquisition. Crews are waiting to build a senior center on the corner of Arctic and Glenn. Need to know where the route will be.
Parent: 6699
Submitted: Monday, Mar 10 2008

Planning & Design Issue

Comment No. 2174 I believe the state is in the process of upgrading Trunk road; let's ensure that the Bogard road extension dovetails into the states' Trunk road upgrade plan.
Parent: 1689
Submitted: Thursday, Jan 4 2007

Comment No. 2163 Pay courtesy to the noise and light pollution you are adding to our community and work very hard to keep it minimal. Whatever lighting is used, make sure it is covered above and points down, so that we may be able to enjoy the beauty of the night sky and see the aurora.
Parent: 1709
Submitted: Thursday, Jan 4 2007



Comment Summary

- Comment No.** 2152 I hope that any route chosen would have several access roads to the Palmer Wasilla Hwy and Trunk road, especially ones that would benefit access to PHS.
Parent: 1723
Submitted: Thursday, Jan 4 2007
- Comment No.** 2141 I have one more comment on the road project, of course. Why a 4-lane??? The Glenn and the Palmer-Wasilla aren't even 4-lane. It makes more sense to me for a 2-lane Bogard road connecting all the schools. That might keep the speed limit down a bit more. And then make the other 2 major highways into 4-lanes. They have the most traffic congestion.
Parent: 1739
Submitted: Wednesday, Jan 3 2007
- Comment No.** 2138 Like the median separation.
Parent: 1743
Submitted: Wednesday, Jan 3 2007
- Comment No.** 2102 There are many homes along the east end of the Marsh Road route which would require the project to purchase right-of-way to obtain the 200-foot needed for immediate and future project along Marsh Rd. This would drive up the costs of the project; As the width of the project increases at the intersection of Marsh Rd. and the Glenn hwy, it will exacerbate the grade conflict with the Glenn Hwy and Arctic Blvd Intersection.
Parent: 1759
Submitted: Tuesday, Jan 2 2007
- Comment No.** 2063 Plan for commercial development in nodes or pods; avoiding the possibility of strip commercial development.
Parent: 1819
Submitted: Tuesday, Jan 2 2007
- Comment No.** 2069 We like the boulevard with bike paths and are pleased with landscaping ideas, like trees and shrubs. Wildflowers would also be a nice and relatively inexpensive addition to the project.
Parent: 1819
Submitted: Tuesday, Jan 2 2007
- Comment No.** 1995 Please do not include any roundabouts in the design for this project. They are very confusing to navigate and dangerous on icy roads.
Parent: 1925
Submitted: Friday, Dec 29 2006



Comment Summary

- Comment No.** 1991 The Colony schools set on 160 acres, you must be able swing around behind it with minimal impact on the schools
Parent: 1934
Submitted: Friday, Dec 29 2006
- Comment No.** 1992 I would not allow access from the school to Bogard.
Parent: 1934
Submitted: Friday, Dec 29 2006
- Comment No.** 1985 An additional concern is the P-W highway. It seems to me that there is far too much access to the road. There are also not enough lights to break up the flow of traffic into boluses so there are opening for people to turn on to it from sidestreets. It is frustrating to sit for sometimes more than a minute and it leads to frustration and risky/aggressive driving.
Parent: 1937
Submitted: Friday, Dec 29 2006
- Comment No.** 2990 Improving or modifying existing routes would accomplish much needed upgrades and would allow Palmer to retain it's rural atmosphere while easing traffic congestion and flow.
Parent: 2894
Submitted: Monday, Mar 26 2007
- Comment No.** 3285 A new road should be one that is a pleasure to drive on as well as easy on the eyes. Trees, views, and safety should all be a concern. Bike paths - a must for a modern roadway.
Parent: 3084
Submitted: Thursday, Apr 19 2007
- Comment No.** 3251 PLEASE consider a curve into the field if you must use the southern route.
Parent: 3104
Submitted: Thursday, Apr 19 2007
- Comment No.** 3213 Needed-turn lanes in front of each school. Consider turn-arounds.
Parent: 3148
Submitted: Thursday, Apr 19 2007



Comment Summary

- Comment No.** 3196 I am concerned about the traffic and parking in front of PHS, especially on/at special events. Their parking lot is grossly inadequate for their needs with no space for expansion. At graduation and sporting events, people park out on Artic all the way to Hemmer sometimes!
- Parent:** 3157
- Submitted:** Thursday, Apr 19 2007
-
- Comment No.** 3413 Build for the future. Use elevated roads (like in California that are earth quake proof) and go over the wetlands as much as possible.
- Parent:** 3361
- Submitted:** Friday, Apr 27 2007
-
- Comment No.** 4879 I urge you to consider a few points in opposition to route #2. 5. Alternative #2 creates a north exit out of Equestrian acres onto Bogard. This will turn Monte Vista and East Equestrian Streets into major unsafe thoroughfares for residents trying to leave the subdivision and non residents cutting through the subdivision. Currently these are quiet infrequently traveled residential streets. Residents should be exiting the subdivision at the two current exits onto the PW Hwy. What happened to the traffic light that will allow us to make left hand turns onto the busy highway?
- Parent:** 4867
- Submitted:** Thursday, Aug 2 2007
-
- Comment No.** 4896 In summary, the Bogard Road Extension is very poorly planned, it is not a NIMBY issue, the Extension is the result of poor planning and the efforts to force a solution.
- Parent:** 4871
- Submitted:** Thursday, Aug 2 2007
-
- Comment No.** 4929 There is already a lack of road maintenance in the Borough, how are you going to fund or even maintain this new highway? The roads in the valley are over 20 years behind design structure and most are not geared for the Great State of Alaska with our unusual weather.
- Parent:** 4898
- Submitted:** Monday, Aug 6 2007
-
- Comment No.** 4935 The Borough planners don't care that this new road will destroy a moose birthing area on the Wiedekher farm that DOWL Engineers are planning to suggest. This same area that you all plan to destroy is also where the moose go to die when they get hit.
- Parent:** 4898
- Submitted:** Monday, Aug 6 2007
-
- Comment No.** 4923 Please no stop light at 49th state street as this leads into our subdivision and we already are bothered by people using our country lane as a thru street, not stopping at sign, speeding and cutting corners.
- Parent:** 4902
- Submitted:** Monday, Aug 6 2007



Comment Summary

- Comment No.** 5777
Parent: 5427
Submitted: Friday, Oct 26 2007
- Having just reviewed the Bogard Road Extension Preliminary Engineering Report, we are providing this comment: Lot 4, Homesite Tract No. 100 is listed in Appendix D, Potential Right-of-Way Acquisition Costs, as containing a single family residence. This is not correct. Lot 4 is commercial and has been the location of an engineering firm (currently RECON, LLC) and an Attorney's office for approximately 11 yrs. There has not been a residential use of the subject property since 1995. We take exception to estimated ROW acquisition cost for Lots 3 & 4, Homesite Tract No. 100 Subdivision.
- Comment No.** 7146
Parent: 6708
Submitted: Monday, Mar 17 2008
- Why does Equestrian Acres get a 100 foot barrier? Valley trails will have the road right in our back yards.
- Comment No.** 7147
Parent: 6708
Submitted: Monday, Mar 17 2008
- Again, are they purchasing enough land now so when they have to expand in 20 years, they don't run into another Palmer/Wasilla road? I call it that because with all the stop lights being put in it will no longer be a highway!!!
- Comment No.** 7144
Parent: 6713
Submitted: Friday, Mar 21 2008
- I am proposing that our house be bought and the land could be used for an access for the neighborhood kids to use as a walk way to and from school. Possibly be re-landscaped after demo of the house with maybe a bike trail in the center. This would put the neighborhood access directly in the center of the neighborhood which would be used by the kids. The kids already choose to use this as a trail even though they have to squeeze inbetween our cedar fence and the neighbors chain link which is only about an 10 inch gap. This is and always has been the kids natural walking trail since it leads directly to the high school sidewalk. Especially in the cold winter months. It is the fastest way for them all to get home when walking.
- Comment No.** 7142
Parent: 6730
Submitted: Thursday, Apr 3 2008
- I understand Wal-Mart is also in the plans, How and when did this come about?
- Comment No.** 7158
Parent: 7154
Submitted: Thursday, Nov 6 2008
- 1.) What about arterial design? None of the feeder roads are designed for increased traffic.
- Comment No.** 7159
Parent: 7154
Submitted: Thursday, Nov 6 2008
- 2.) How to provide access to homes that will be isolated? Access for ambulance/fire trucks?



Comment Summary

Purpose & Need

- Comment No.** 2171 I would also like to know why the Borough is not just widening the PW Hwy to accomodate the traffic and make that road safer with turning lanes!
Parent: 1691
Submitted: Thursday, Jan 4 2007
- Comment No.** 2172 I would like to see what traffic problems will be corrected. The only traffic I see during the day is for the two schools; students, teacher/staff and parents dropping off children, so how is a new road going through one of the most beautiful parts of Palmer and Wasilla going to help?
Parent: 1691
Submitted: Thursday, Jan 4 2007
- Comment No.** 2167 Why not use the Trunk/Fishhook artery that is already in place? Wouldn't it be MUCH cheaper to improve the road already in place?
Parent: 1699
Submitted: Thursday, Jan 4 2007
- Comment No.** 2155 We reluctantly agree that due to forecasted growth in our beautiful community, new roads to handle the inevitable traffic increases in the future will soon be necessary.
Parent: 1712
Submitted: Thursday, Jan 4 2007
- Comment No.** 2149 We are extremely pleased that there will be another east-west road in and out of Palmer. We definitely support this project.
Parent: 1733
Submitted: Thursday, Jan 4 2007
- Comment No.** 2114 The Bogard Extension is long overdue. I support it 100%.
Parent: 1754
Submitted: Tuesday, Jan 2 2007
- Comment No.** 2093 I suggest that north-south connections are more important than another east-west corridor. Trunk Rd, especially, needs to be improved from Bogard to Fishhook.
Parent: 1763
Submitted: Tuesday, Jan 2 2007



Comment Summary

- Comment No.** 2005 If any road needs to be widened, it's the P-W highway. Its course runs through a commercial area, an area where business owners would welcome more traffic.
Parent: 1875
Submitted: Friday, Dec 29 2006
- Comment No.** 2001 Doesn't it make more sense to use Palmer-Fishhook and make a better connection with Trunk? Do we really need 2 major East-West roads as close as any of the 3 concepts place them to Palmer-Wasilla?
Parent: 1916
Submitted: Friday, Dec 29 2006
- Comment No.** 1989 The Bogard extension is well overdue. It is too bad more areas in the Borough do not have a high speed road grid like the Springer System.
Parent: 1934
Submitted: Friday, Dec 29 2006
- Comment No.** 2364 With the burden on funding that area growth continues to inflict, I would think that prudent spending would be paramount. The prudent thing to do is utilize current right-of-ways and existing roads to complete any additional east-west corridor. New roads that divide communities from schools and duplicate existing roads within a few hundred yards are not only unwise but are also fiscally irresponsible.
Parent: 2338
Submitted: Friday, Jan 19 2007
- Comment No.** 2554 Extending Bogard road will not make it a more user-friendly road. It is not really a great east-west road. I believe that most people--like myself--who use Palmer-Wasilla Highway to go to either town will continue to do so and that means that the \$13 million should be used where it is most needed--on improvements to the P/W highway, NOT on an extension that will not make that much difference in how people travel from Palmer to Wasilla and back and vice versa.
Parent: 2522
Submitted: Thursday, Feb 8 2007
- Comment No.** 3025 Do not establish a new East-West Corridor for which any route would be destructive to wildlife & wetlands (route A), established subdivisions (route B) and schools (route c). Instead, further develop existing roadways such as the P/W and Palmer Fishhook.
Parent: 2687
Submitted: Tuesday, Mar 27 2007
- Comment No.** 3005 Borough is rushing to expedite the Bogard Extension
Parent: 2849
Submitted: Tuesday, Mar 27 2007



Comment Summary

- Comment No.** 3007 The Bogard Extension will only provide temporary relief for the Palmer Wasilla Highway
Parent: 2849
Submitted: Tuesday, Mar 27 2007
- Comment No.** 3341 There is no need for another major highway within one mile of an existing major highway which has suitable routing. It makes perfect sense to upgrade Palmer Wasilla Hwy to 4 lane and limit the number of major highways in the valley. I have been told it was cost prohibitive to widen The Palmer-Wasilla. In no way would building a whole new road cost less and be less disruptive than widening an existing major highway. We need to be thinking at least 25-50 years out and if we can't afford to build it right the first time we can't afford to build it at all.
Parent: 3054
Submitted: Friday, Apr 20 2007
- Comment No.** 3343 The valley is full of poorly planned roads and subdivisions most likely the cause of insufficient funding at the time. We should wait until we have the funds to build this the right way and not just punch a road thru neighborhoods and schoolyards because we need to spend a bit of money right now.
Parent: 3054
Submitted: Friday, Apr 20 2007
- Comment No.** 3337 Money spent on widening and improving the Palmer-Wasilla Highway would not cut up existing neighborhoods or destroy natural areas or green space. Please consider diverting the funds set aside for the Bogard Road extension to the widening and improvement of the Palmer-Wasilla Highway.
Parent: 3059
Submitted: Friday, Apr 20 2007
- Comment No.** 3310 To say the extension of Bogard Road to Palmer is needed is a gross understatement.
Parent: 3066
Submitted: Friday, Apr 20 2007
- Comment No.** 3307 Not that anyone will even consider the "no action" option, but it makes a lot more sense (and dollars and cents) to make the Palmer-Wasilla Highway a four lane road than it does to spend multi-millions of dollars to create another "major thoroughfare" that very few people can effectively make use of because it does NOTHING to tie Palmer and Wasilla together given the routing of the various proposals - and that is actually the bulk of the traffic use that needs to be provided for.
Parent: 3070
Submitted: Friday, Apr 20 2007
- Comment No.** 3298 This road isn't needed and the projected growth is not realistic. The growth in the valley has reached its peak and will not continue on this pattern.
Parent: 3074
Submitted: Friday, Apr 20 2007



Comment Summary

- Comment No.** 3272 My husband and I do recognize the need for more road development and with this you are not going to make everyone happy.
Parent: 3088
Submitted: Thursday, Apr 19 2007
- Comment No.** 3265 I'm convinced. Please start building all three routes this year.
Parent: 3095
Submitted: Thursday, Apr 19 2007
- Comment No.** 3252 Even though the people of Palmer keep voting down all potential growth (new prison, Walmart, new Courthouse Expansion) I feel the Bogard extension is needed. East/West transit alternative to the Palmer-Wasilla is a must, but North/South attachment is also needed.
Parent: 3103
Submitted: Thursday, Apr 19 2007
- Comment No.** 3244 We need north/south routes, we do not need another Palmer-Wasilla Highway. Fix what we have- do not subdivide our environment. NO EXTENSION.
Parent: 3108
Submitted: Thursday, Apr 19 2007
- Comment No.** 3242 Recommend NO new route. Palmer-Wasilla Highway and Trunk/Fishhook provide adequate access!
Parent: 3111
Submitted: Thursday, Apr 19 2007
- Comment No.** 3240 How will the proposed Bogard extension decrease PW traffic when an alternative already exists (Trunk to Fishhook to Glen) this is only 1.5 miles north of where the new road will run.
Parent: 3112
Submitted: Thursday, Apr 19 2007
- Comment No.** 3233 No matter what is done to Bogard there will continue to be a need to upgrade the Palmer-Wasilla Highway. It is wrong to spend so much money on the changes you propose to Bogard first.
Parent: 3119
Submitted: Thursday, Apr 19 2007



Comment Summary

- Comment No.** 3232 The other routes don't make sense. The Palmer-Wasilla Highway needs to be improved first. It is very dangerous and people will always use it.
Parent: 3120
Submitted: Thursday, Apr 19 2007
- Comment No.** 3204 A southern would also draw more traffice off the P-W, from established and soon to be constructed neighborhoods.
Parent: 3153
Submitted: Thursday, Apr 19 2007
- Comment No.** 3200 Pal-Was Hwy benefits to business. I'm sure they would like free flowing traffic. Safety because pal-was is 2 lane people try to pass on the shoulders.
Parent: 3154
Submitted: Thursday, Apr 19 2007
- Comment No.** 3191 Justification for project weak given growth potentials in outlying areas.
Parent: 3158
Submitted: Thursday, Apr 19 2007
- Comment No.** 3190 Does placing road close to palmer-wasilla highway make sense?
Parent: 3159
Submitted: Thursday, Apr 19 2007
- Comment No.** 3182 Much of the population in the study moved here because of it's semi-rural character. I feel that construction of a major artery through the area will ineveitably lead to it's urbanization. Why not survey all the residents of the impacted area. You may find that nobody wants another artery here.
Parent: 3163
Submitted: Wednesday, Apr 18 2007
- Comment No.** 4612 Bogard Ext. - It is short sited to route a new street less than a half mile from Palmer-Wasilla Highway. That is too much to ask of one group of citizens to bare.
Parent: 4558
Submitted: Friday, Jul 13 2007



Comment Summary

- Comment No.** 4625 Bogard Ext. - Need for the Road. There was a question whether the road was needed since the Palmer-Wasilla Highway was going to be widened and it was also questioned when the need was determined. The transportation planning process and how the Boroughs LRTP looks at the Borough road system and identifies the overall needs and what projects are needed were also questioned.
- Parent:** 4593
- Submitted:** Friday, Jul 13 2007
-
- Comment No.** 4637 Leave the farm land alone. Maintain farm community PLEASE
- Parent:** 4600
- Submitted:** Friday, Jul 13 2007
-
- Comment No.** 4717 Bogard Ext. - Based on the current information and research available to me, I believe alternate route 2 would be the preferred route for the following reasons:
3)Closer to the established population base; will serve the greater number of commuters most efficiently.
- Parent:** 4706
- Submitted:** Thursday, Jul 19 2007
-
- Comment No.** 4883 We are very happy to know that something is in process for enhancing the traffic flow between the Parks and Glenn highways between Palmer and Wasilla. The current route being the Palmer-Wasilla highway is desperately inadequate. Expanding it to four lanes would certainly be an improvement and perhaps might be a consideration. The potential routes considered and presented as Alternative 2(Southern Route) and Alternative 3 (Middle Route) do offer relief for the high volume of traffic between the two cities.
- Parent:** 4870
- Submitted:** Thursday, Aug 2 2007
-
- Comment No.** 4893 The projected cost of the extension is in the range of \$35M - \$40M and that does not include the improvements necessary and needed for the road West of Colony High. It is highly likely that significant additional funds will be required in order to fully and adequately construct the third East-West corridor. If the Borough moves forward with the Bogard Road Extension the end, overall result will still be an inadequate, patchwork corridor that was forced through residential areas, developments and school zones.
- Parent:** 4871
- Submitted:** Thursday, Aug 2 2007
-
- Comment No.** 4894 The Bogard Road Extension is truly the definition of poorly inadequate planning, both physically and fiscally. Proper planning would have the major road systems identified long ago and the residential developments and schools planned to fit in with the main transportation infrastructure. Expanding the existing road system North of the Palmer-Wasilla Hwy seems the more fiscally responsible choice in order to develop a third East-West Corridor. The common sense and fiscally responsible choice would be to take the funds for the Bogard Road Extension and to apply those dollars to the desperately needed expansion of the Palmer-Wasilla Highway. The Palmer-Wasilla Highway is bordered predominately by commercially zoned property. Expanding the Palmer-Wasilla Highway will have very little negative impact to residential developments or school zones.
- Parent:** 4871
- Submitted:** Thursday, Aug 2 2007



Comment Summary

Comment No. 4934 East Bogard Extension will create more traffic issues and will not lessen traffic on Palmer Wasilla Highway i.e: Lake Otis vs. New Seward in Anchorage. Mat-Su Borough does not have the money to settle lawsuits for a 4 lane going through two high schools where children will get killed and the Borough will be LIABLE.
Parent: 4898
Submitted: Monday, Aug 6 2007

Comment No. 4937 Why is the Borough trying to make Palmer the new Anchorage? Isn't Wasilla enough of a mess for you all? FIX THE CURRENT ROADS..THEY ARE IN TERRIBLE SHAPE. You have 3 roads already to Wasilla and they all were engineered poorly. Why did you put in a bike lane on the PWH when you don't enforce the 4-wheelers to tear through them and gravel litters them now. You don't even maintain the bike trails, roads, winter or summer so what makes you think you can pull this off.
Parent: 4898
Submitted: Monday, Aug 6 2007

Comment No. 4940 Most people weren't informed of this but they are now, and the vote is NO MORE ROADS, FIX THE ONES WE HAVE.
Parent: 4898
Submitted: Monday, Aug 6 2007

Comment No. 4922 We have watched and heard your public information about this project. I hate to see the area forced into an urban grid by roads crisscrossing the area. I would much rather develop better existing Palmer Wasilla Highway, dedicated turning lanes, limiting speed to 45 mph.
Parent: 4902
Submitted: Monday, Aug 6 2007

Comment No. 5732 I'm frustrated with the delay in starting the Bogard Extension. It has been on the books for years, money has been received for this needed construction and it is halted for some complainers about it going near homes or schools. I'd appreciate the "powers that be" just make a decision and start this road next year.
Parent: 5716
Submitted: Friday, Oct 26 2007

Recreation

Comment No. 2623 If concept C is chosen the athletic fields at the Colony Schools would be destroyed.
Parent: 2611
Submitted: Tuesday, Feb 13 2007

Comment No. 3014 If plan C is adopted how would students and the public access the playing fields and trails behind CHS and CMS? Cross a four-lane road? over pedestrian bridges above the road? not have football/soccer/baseball/track fields, trails and tracks?/other?
Parent: 2846
Submitted: Tuesday, Mar 27 2007



Comment Summary

- Comment No.** 2974 As a former student of Colony High School, I believe that the Bogard Extension option behind Colony is not the best option. It would go through the track, the softball field, and the cross country trails of colony high and colony middle school.
- Parent:** 2907
- Submitted:** Monday, Mar 26 2007
-
- Comment No.** 2948 Project C is a bad idea because it cuts right through the Colony High campus between the football field and the cross country trails. Many people use this area as PE, science, and ROTC classes are outdoors. In addition, the ski and cross country teams use the hills.
- Parent:** 2920
- Submitted:** Monday, Mar 26 2007
-
- Comment No.** 3260 Provide trail along all alternatives.
- Parent:** 3101
- Submitted:** Thursday, Apr 19 2007
-
- Comment No.** 3407 The yellow alignment would allow most of present pedestrian traffic to continue once we get past the light on Arctic and Glenn.
- Parent:** 3391
- Submitted:** Friday, Apr 27 2007
-
- Comment No.** 3408 My main concerns are for the pedestrian pathways along one or both sides. Some of it needs to be asphalt for accessibility, but please consider an adjacent non-paved strip for runners and walkers. Asphalt is hard on people's feet. It would be great if some sort of "firm" strip could be used - something like gravel that isn't as hard as asphalt, but is still usable during breakup. Consider the distance from not just the proposed 2-lane road, but also the distance should the road be expanded to 4 lanes. Some separation is needed to deal with cars sliding on ice, but also cars "splash" snow on walkways that are too close. Snow blowers may blow snow quite a distance. IF some thought is given to adequate spacing, more people may use the pedestrian path.
- Parent:** 3391
- Submitted:** Friday, Apr 27 2007
-
- Comment No.** 3409 I think I prefer overpasses or traffic lights rather than tunnels for pedestrian crossings for safety reasons. That keeps the pathway visible to avoid undesirable activities. Ramps would be needed for wheel chairs and bikes. Some covering would reduce probability of ice in winter. With the increased concern for health, providing some place safe people can walk / run / bike for exercise or travel year round (winter and breakup) would help immensely.
- Parent:** 3391
- Submitted:** Friday, Apr 27 2007

Safety Issue



Comment Summary

- Comment No.*** 2173 It is my hope that the safety of our children and others is kept paramount during the design of this project.
Parent: 1689
Submitted: Thursday, Jan 4 2007
- Comment No.*** 2122 Due to the current high volume of traffic in front of both schools, I feel adding more traffic would endanger students. Currently traffic is backed up at times to the stop signs with kids trying to cross in front or in between cars.
Parent: 1751
Submitted: Wednesday, Jan 3 2007
- Comment No.*** 2118 This is a quiet family neighborhood and it's easy to tell who doesn't belong there for safety reasons. If there is a major road, not only will it be easier for non-community members to enter un-noticed, it puts our children in harms way.
Parent: 1753
Submitted: Wednesday, Jan 3 2007
- Comment No.*** 2113 With teenage drivers driving wrecklessly on and off the high school campus, darkness all winter, and slippery road conditions, this area is already perilous enough for children that live in the surrounding neighborhoods.
Parent: 1755
Submitted: Tuesday, Jan 2 2007
- Comment No.*** 2091 Do not use Arctic as the route for the extension for Bogard. Palmer High School does not need more traffic on any side of it. With new teen drivers pulling out of Palmer High, it is already dangerous.
Parent: 1771
Submitted: Tuesday, Jan 2 2007
- Comment No.*** 2059 A drawback to the Arctic route is the traffic past the Palmer High School, which would be more significant than that by Colony Schools. PHS may also have to deal with the Walmart issue.
Parent: 1822
Submitted: Tuesday, Jan 2 2007
- Comment No.*** 2006 It seems foolish to widen Arctic road in front of Palmer High School, endangering student drivers entering or leaving the school parking lot.
Parent: 1875
Submitted: Friday, Dec 29 2006



Comment Summary

- Comment No.** 1981 We have a couple of young kids who like to ride bikes and there are other younger kids in the neighborhood. We already have had a tremendous increase in traffic on our street and many of the drivers think this is the Alaskan Autobahn.
- Parent:** 1937
- Submitted:** Friday, Dec 29 2006
-
- Comment No.** 2546 In my opinion Concept C is not an appropriate route to choose. It will travel through Colony Middle and High School facilities, taking away badly needed recreational facilities and creating dangerous conditions for children.
- Parent:** 2489
- Submitted:** Thursday, Feb 8 2007
-
- Comment No.** 2555 We believe that the Bogard Extension would serve the needs of the community now and in the future best by extending directly eastward along the section line. We realize that there would be increased costs crossing the wetlands near 49th State Street but the safety of our children should be paramount.
- Parent:** 2531
- Submitted:** Thursday, Feb 8 2007
-
- Comment No.** 2624 If concept C is chosen, the road system would have enormous safety concerns with high school age drivers, parents gaining access to these schools during busy times and cutting off neighborhoods which are currently adjacent to the schools.
- Parent:** 2611
- Submitted:** Tuesday, Feb 13 2007
-
- Comment No.** 3028 Are other alternatives being considered? High winds at all the proposed routes.
- Parent:** 2668
- Submitted:** Tuesday, Mar 27 2007
-
- Comment No.** 3011 Placing the roads close to the schools increases the risk of children being injured.
- Parent:** 2847
- Submitted:** Tuesday, Mar 27 2007
-
- Comment No.** 2949 It is ludicrous to think a 200 foot easement will separate the sports fields. This is unsafe for kids and unsafe for the neighborhoods who use this property as a park.
- Parent:** 2920
- Submitted:** Monday, Mar 26 2007



Comment Summary

- Comment No.** 2950 If a 200 foot easement is cut between North Star and Colony and Ortrner Loop, 10,000 cars could travel and isolate the CHS campus even more. Right now it is very difficult to make a left turn off of 49th. With a 4 lane highway it will be impossible. How will students cross that highway safely?
- Parent:** 2920
- Submitted:** Monday, Mar 26 2007
-
- Comment No.** 3342 Both of Palmer highschools are in the path and provide serious safety concerns for our students.
- Parent:** 3054
- Submitted:** Friday, Apr 20 2007
-
- Comment No.** 3339 The road should not be put in front of Palmer High School because the school is already very close to the road and it will create a safety hazard having more traffic in front of the school.
- Parent:** 3056
- Submitted:** Friday, Apr 20 2007
-
- Comment No.** 3332 The hill on Arctic and the raise at the stop light, have always lead to many accidents at the Arctic Glenn intersection. It doesn't make sense to make that intersection, in the middle of Palmer's downtown area the ending point of a major 4 lane highway one day without over passes begin considered.
- Parent:** 3060
- Submitted:** Friday, Apr 20 2007
-
- Comment No.** 3322 The northern route being considered would be dramatically safer since it avoid all of the schools in the area.
- Parent:** 3065
- Submitted:** Friday, Apr 20 2007
-
- Comment No.** 3279 To put the exit of this road at the intersection of the Glen Highway and Arctic shows how little thought have been placed upon safety. This intersection is a dangerous one already because of the heavy traffic use and now it will be even worse with more.
- Parent:** 3085
- Submitted:** Thursday, Apr 19 2007
-
- Comment No.** 3277 Running a busy road along front of two schools is totally unsafe.
- Parent:** 3086
- Submitted:** Thursday, Apr 19 2007



Comment Summary

Comment No. 3278 Bottlenecking traffic at Arctic is going to create an even more unsafe intersection. No matter the upgrade, Arctic and Glen will never be a safer way to go.
Parent: 3086
Submitted: Thursday, Apr 19 2007

Comment No. 3268 An intersection at Marsh puts stopping traffic on a steep grade.
Parent: 3090
Submitted: Thursday, Apr 19 2007

Comment No. 3259 Provide elevated walkways/lighted crosswalks if red route is selected.
Parent: 3101
Submitted: Thursday, Apr 19 2007

Comment No. 3245 Please Please - Do the northern route. Our school kids will be safer! Did you hear that- our children will be safer! I care far more about my childrens safety than I do wetlands. We can mitigate the wetlands impact.
Parent: 3107
Submitted: Thursday, Apr 19 2007

Comment No. 3239 A 4 lane highway in front of 2 schools seems to be a lack of concern for the safety of attending students.
Parent: 3116
Submitted: Thursday, Apr 19 2007

Comment No. 3226 Concerned about wind and high wind areas.
Parent: 3144
Submitted: Thursday, Apr 19 2007

Comment No. 3217 I understand the need for another direct route to Palmer. My main concern is for the students at Colony Schools and Palmer High.
Parent: 3146
Submitted: Thursday, Apr 19 2007



Comment Summary

- Comment No.** 3220 Hundreds of high schoolers drive and the borough needs to provide safe roads for them.
Parent: 3146
Submitted: Thursday, Apr 19 2007
- Comment No.** 3215 Laurel already has a dangerous entrance exit to Palmer-Wasilla going the red route could further increase this danger.
Parent: 3147
Submitted: Thursday, Apr 19 2007
- Comment No.** 3206 Please consider the lives of our high school students. No road/highway should be built in front of colony high and/or palmer high. Wetlands and expenses are part of the Alaskan scene. We need to condiser safety before money. Keep roads away from our schools.
Parent: 3152
Submitted: Thursday, Apr 19 2007
- Comment No.** 3195 Have schools build outdoor structure to deal with youth who are always a hazard on the roads to varying degrees.
Parent: 3158
Submitted: Thursday, Apr 19 2007
- Comment No.** 3414 Keep high speed venues away from our children and grandchildren.
Parent: 3361
Submitted: Friday, Apr 27 2007
- Comment No.** 4487 Bpgard Road - The 18 wheelers are unable to stop anywhere closer to FishHook road than Arctic Avenue. The icy conditions on the Glenn need to be considered when placing stop lights.
Parent: 4469
Submitted: Monday, Jul 9 2007
- Comment No.** 4485 I am very concerned about the traffic congestion on Colony Schools Drive and Arctic Blvd. in front of Palmer High. Already there have been accidents with people trying to make left turns. Please make sure there is a safe entry/exit for the schools. With a proposed 10,000 vehicles, this could turn into a tragic situation with our students. I would strongly suggest a turn lane. I like the idea of limited entry and exit and hope this will continue for the future.
Parent: 4474
Submitted: Monday, Jul 9 2007



Comment Summary

Comment No. 4542 Bogard Ext. - It will affect at least 2 churches. What about the children before and after church?
Parent: 4535
Submitted: Tuesday, Jul 10 2007

Comment No. 4631 Bogard Ext. - There are safety concerns for the school.
Parent: 4596
Submitted: Friday, Jul 13 2007

Comment No. 4639 Bogard Ext. - There is no street lights or cross walks for the children going to the high school to use. At least with improvements they would be added.
Parent: 4601
Submitted: Friday, Jul 13 2007

Comment No. 4645 Bogard Ext. - What kind of lighting or walkway will there be for the kids walking to and from school?
Parent: 4603
Submitted: Friday, Jul 13 2007

Comment No. 4649 Bogard Ext. - Unfortunately, both road proposals pass by the Colony Schools. However, it was reassuring to hear there would be a turn lane. This is greatly needed even NOW.
Parent: 4605
Submitted: Friday, Jul 13 2007

Comment No. 4656 Bogard Ext. - There MUST be a turn lane or 3 lanes on Colony Way by the schools. It is very unsafe now.
Parent: 4608
Submitted: Friday, Jul 13 2007

Comment No. 4838 Bogard - It is also simply irresponsible and poor planning for a major thoroughfare to pass front of 3 schools - It will only be a matter of time before the combination of busy road, inexperienced high school driver and pedestrian traffic trying to cross such a road results in tragedy.
Parent: 4791
Submitted: Friday, Jul 27 2007



Comment Summary

- Comment No.** 4873
Parent: 4867
Submitted: Thursday, Aug 2 2007
- My family incurred considerable time and expense to travel here from King Salmon and choose the right property. With two small children, age 5 and 2, we carefully chose a quiet and safe street with no traffic other than its own 20 residents. The property is located far from any major street both for our children's safety and our desire for peace and tranquility. These qualities of life would be shattered by Bogard Road Extension #2.
- Comment No.** 4876
Parent: 4867
Submitted: Thursday, Aug 2 2007
- I urge you to consider a few points in opposition to route #2. 2. Alternative #2 passes within a few feet of 3 long established subdivisions in Palmer which are full of small children. How Dowl could choose this route from a safety standpoint escapes logic.
- Comment No.** 4880
Parent: 4867
Submitted: Thursday, Aug 2 2007
- I urge you to consider a few points in opposition to route #2. 6. The steep grade of Arctic road and the Glenn Highway at their intersection is already a dangerous collision zone on icy streets. It would greatly increase this safety hazard if more east-west traffic is funneled into this intersection rather than to a more flat area to the north such as Scott Road. Scott Road is a more direct route for the Bogard extension also.
- Comment No.** 4890
Parent: 4871
Submitted: Thursday, Aug 2 2007
- One of the biggest concerns, which has been poorly and inadequately addressed by DOWL Engineers, is that this main arterial extension will pass directly in front of three schools. The little girl that was killed crossing Lake Otis Parkway, a 5 lane road very similar to the planned Bogard Extension but with a lower speed limit, is still fresh in memory. Many other fatal incidents have occurred across the country with similar circumstances of major arterials in front of schools. A busy road + school children/young inexperienced drivers, is a proven, deadly combination. Why would the Borough knowingly plan and/or approve such a combination??? It would only be a matter of time before we have a fatality caused by the combination of a major arterial so close to our schools. That in my mind is poor planning without learning from lessons learned around the country, actually putting a busy arterial directly in front of our schools, irresponsible.
- Comment No.** 4920
Parent: 4904
Submitted: Monday, Aug 6 2007
- I am concerned over wisdom of having major traffic corridor in front of several schools. NTSB cites high traffic volume and speed as risk factors for pedestrian injury. As demonstrated at Henshaw in Anchorage, tunnels, lights and crosswalks are not always used and the proximity of the road creates a potential for injury to pedestrians.
- Comment No.** 4921
Parent: 4904
Submitted: Monday, Aug 6 2007
- Another issue is the fact that cross roads will pass through established neighborhoods and again increase the potential for pedestrian injury. I believe as a community we can and should do a better job of route placement. How much is the life of one child worth?



Comment Summary

Comment No. 5739
Parent: 5636
Submitted: Friday, Oct 26 2007

While community members may be concerned about students along the proposed route, remember that you rarely hear of fatalities at West High, Romig, East, Clark, etc. Responsible drivers understand school zones. However, fatal accidents occur regularly on the Palmer-Wasilla Highway. We support this project and improved safety it will bring.

Comment No. 5858
Parent: 5793
Submitted: Monday, Oct 29 2007

It should be noted that the plan to extend Bogard Road directly in front of Colony Middle school, Colony High school and Palmer High school is not supported by the school district transportation department. In addition many of the high school students drive to and from school. These are the most inexperienced and impatient driver on the road today. By placing a major road in front of these high schools will likely lead to numerous accidents in the areas around these schools.

Comment No. 6674
Parent: 6662
Submitted: Tuesday, Feb 19 2008

My backyard backs up to Arctic Blvd across from PHS. My children as well as others along this street, play in our backyards and I feel this would be a very dangerous area to bring a major highway and more cars into. When looking at houses along Palmer/Wasilla Hwy, the houses are all set back from the road and they are usually the front yards that face the highway. This "red" alignment will NOT be a safe place to let children play in my opinion.

Comment No. 6674
Parent: 6662
Submitted: Tuesday, Feb 19 2008

My backyard backs up to Arctic Blvd across from PHS. My children as well as others along this street, play in our backyards and I feel this would be a very dangerous area to bring a major highway and more cars into. When looking at houses along Palmer/Wasilla Hwy, the houses are all set back from the road and they are usually the front yards that face the highway. This "red" alignment will NOT be a safe place to let children play in my opinion.

Speed Concerns

Comment No. 2067
Parent: 1819
Submitted: Tuesday, Jan 2 2007

We also suggest providing methods to slow traffic at the schools, such as roundabouts or flashing lights.

Comment No. 1988
Parent: 1936
Submitted: Friday, Dec 29 2006

No body adheres to the posted speed limit in our subdivision and without MSB and Trooper enforcement we are left to fend for ourselves.

Comment No. 1984
Parent: 1937
Submitted: Friday, Dec 29 2006

We are also very interested in any ideas you have to slow traffic down and discourage the use of Arabian Lane as a short-cut to Palmer Fishhook.



Comment Summary

- Comment No.** 4488 Bogard Road - The traffic on the Glenn speeds down Bailey hill towards Scott Road.
Parent: 4469
Submitted: Monday, Jul 9 2007
- Comment No.** 4539 Bogard Ext. - Either of the proposals to build will increase traffic in front of large schools. We will have kids coming and going in a hurry. I see this causing frequent and deadly accidents.
Parent: 4535
Submitted: Tuesday, Jul 10 2007
- Comment No.** 4878 I urge you to consider a few points in opposition to route #2. 4. Alternative #2 creates a speedway past several of our schools and between several of our schools. This is a safety hazard for students attending school. Schools are located off of major roads on purpose to be close to quiet neighborhoods where the children live and to be a safer road from which to arrive and depart from the school. This situation will not be fixed with reduced speed zones. Many people, especially teenagers excitedly leaving high school, do not obey posted speed limits. It will only be a matter of time before someone is killed because of the placement of this road past our schools.
Parent: 4867
Submitted: Thursday, Aug 2 2007
- Comment No.** 4924 The speed decrease in the urban areas along the proposed road is a good idea.
Parent: 4897
Submitted: Monday, Aug 6 2007
- Comment No.** 4933 Extreme traffic in front of schools and churches. SPEED LIMIT ISSUES.
Parent: 4898
Submitted: Monday, Aug 6 2007
- Comment No.** 7145 At the recent meeting (March 6) I heard people say that putting the red route in would cause a drag strip between Palmer and Colony. Colony and Wasilla have been on the same road for many years. Is that part of Bogard a drag strip? Also, If we parents teach our children right from wrong, we should have no worries. I think the assembly and the mayor need a back bone. The red route is the best bet...Also, stop lights and cross walks do slow people down.
Parent: 6708
Submitted: Monday, Mar 17 2008

Traffic Circulation



Comment Summary

- Comment No.** 2168 I like the idea to improve traffic flow, not sure this is the solution however.
Parent: 1699
Submitted: Thursday, Jan 4 2007
- Comment No.** 2164 The current entrance and exit from the Equestrain Acres subdivision on to the Palmer/Wasilla Highway is dangerous without light controls at the intersections. Please put those controls with your proposed extention into this subdivision.
Parent: 1705
Submitted: Thursday, Jan 4 2007
- Comment No.** 2153 If you choose the existing Colony Way as part of your route then much attention will need to be directed toward traffic flow in front of the schools. It's already zoo-like in the mornings.
Parent: 1723
Submitted: Thursday, Jan 4 2007
- Comment No.** 2145 Adding another outlet onto the Glenn Highway at Bailey Hill will increase the risks of turning onto the side roads and pulling out of them due to increased traffic; Palmer doesn't need another traffic light on Bailey Hill.
Parent: 1737
Submitted: Wednesday, Jan 3 2007
- Comment No.** 2130 Keep traffic away from schools, this will enable better flow and prevent accidents at the schools.
Parent: 1748
Submitted: Wednesday, Jan 3 2007
- Comment No.** 2109 Concept C needs to have access for Equestrian Acres so they can turn right to Palmer.
Parent: 1756
Submitted: Tuesday, Jan 2 2007
- Comment No.** 2110 Concept B makes it difficult for Eve's Eye Subdivision to turn left to get to Palmer.
Parent: 1756
Submitted: Tuesday, Jan 2 2007



Comment Summary

- Comment No.** 2104 A 55 mph in some areas would be more appropriate. The palmer/wasilla hwy arterial road is 55 mph and works well. If it were reduced to 40 mph it would be a disaster creating more accidents from impatient and frustrated drivers.
- Parent:** 1759
- Submitted:** Tuesday, Jan 2 2007
-
- Comment No.** 1996 Near the intersection at Bogard and Trunk. Ingress and egress from Colony schools may need traffic lights.
- Parent:** 1923
- Submitted:** Friday, Dec 29 2006
-
- Comment No.** 1993 As for the traffic on Arctic, at PHS, I believe you should extend Felton and install a light. Then block access directly to Arctic. You could come and go from the school from either Felton or Hemmer and have easy access to Bogard, Glenn and the PWHwy. The light would enhance the safety for both drivers and pedestrians. The light would also calm the traffic as it comes into the residential areas.
- Parent:** 1934
- Submitted:** Friday, Dec 29 2006
-
- Comment No.** 1987 Take into consideration the additional traffic volume that you will place on secondary roads.
- Parent:** 1936
- Submitted:** Friday, Dec 29 2006
-
- Comment No.** 2557 Options joining the extension to the Glen Highway at Arctic seem short-sided: it's already congested and will only worsen as our population grows. Spread the traffic flow northward using Scott, Marsh or a straight punch-through. A traffic circle there would keep traffic flowing.
- Parent:** 2531
- Submitted:** Thursday, Feb 8 2007
-
- Comment No.** 2625 Concept C would also impact Palmer High with safety issues, similar to the access issues that the Colony Schools would face.
- Parent:** 2611
- Submitted:** Tuesday, Feb 13 2007
-
- Comment No.** 2966 Would prefer option A as would not front the Colony Schools and cause increased congestion in that immediate area.
- Parent:** 2911
- Submitted:** Monday, Mar 26 2007



Comment Summary

- Comment No.** 3336
Parent: 3060
Submitted: Friday, Apr 20 2007
- It also seems that the Marsh Road route allows for better connection into the Glen Highway without bringing the end of the extension right into the already backed up Arctic intersection. I find it impossible to make turns onto the Glen when traffic is heavy on Arctic as buses and students are coming and going to school. Moving the main intersection to the Marsh Road area makes more sense.
- Comment No.** 3320
Parent: 3065
Submitted: Friday, Apr 20 2007
- The Northern route would provide easy access to the Glenn Highway while avoiding problems associated with increasing traffic congestion in the area surrounding the Colony Schools.
- Comment No.** 3311
Parent: 3066
Submitted: Friday, Apr 20 2007
- In my opinion the Southern route is the least desirable since it will only serve to exacerbate the traffic problems at Colony Middle and Colony and Palmer High Schools.
- Comment No.** 3302
Parent: 3073
Submitted: Friday, Apr 20 2007
- If the Proposed Southern Route is developed are there any plans to improve and upgrade Scott Road? If so, the northern half of Harvest Acre subdivision where our home is located, and approximately 7 other lots, would be bound in on the north side by an improved and upgraded Scott Road and the Proposed Southern Route. The distance between the Scott Road intersection and the Southern Route intersection along North Arabian Lane would be about 2600 feet. Population increases and development over time would effectively turn our North Arabian Lane into a congested road way.
- Comment No.** 3294
Parent: 3080
Submitted: Friday, Apr 20 2007
- I think you can manage access to the schools with careful planning of lights and turn lanes.
- Comment No.** 3276
Parent: 3086
Submitted: Thursday, Apr 19 2007
- The green route is the best since it moves traffic north away from the congestion that already exists and will lighten traffic where future growth along fishhook and farm loop.
- Comment No.** 3255
Parent: 3102
Submitted: Thursday, Apr 19 2007
- We believe it is poor policy to put a major road in front of Palmer High School and the Colony Schools for safety reasons as well as traffic congestion - already an issue at certain times of the day at at Colony High and Middle Schools.



Comment Summary

- Comment No.** 3248 Please do the RED route. It will put all the high schools on the same road, the buses to the high schools will be more direct.
Parent: 3105
Submitted: Thursday, Apr 19 2007
- Comment No.** 3241 Traffic to/from Wasilla/Palmer now will grow as box stores increase in Wasilla. (Target, Wal-Mart, Fred Meyer, Home Depot etc). How does a Bogard Extension relieve that flow if they all are on the Palmer-Wasilla Highway?
Parent: 3112
Submitted: Thursday, Apr 19 2007
- Comment No.** 3224 People who live in the Valley come here to get away from the congestion of a large city like Anchorage. Please keep this concern in mind before you create another Wasilla or Anchorage nightmare.
Parent: 3145
Submitted: Thursday, Apr 19 2007
- Comment No.** 3218 From 49th, Colony Schools drive is not wide enough to accommodate the thousands of cars and buses at 7:00 and 2:00. The left-turns into the school are nearly impossible to make. Cars will go through the stop sign at 49th and make a u-turn because they can't turn left. A TURN LANE IS ESSENTIAL or traffic will not flow.
Parent: 3146
Submitted: Thursday, Apr 19 2007
- Comment No.** 3210 Traffic problems at CHS/CMS not addressed.
Parent: 3151
Submitted: Thursday, Apr 19 2007
- Comment No.** 3197 I think that it would cause major back-up and congestion in front of the high school if Felton is punched through to meet the needs of the proposed Wal-Mart if that ever gets to be.
Parent: 3157
Submitted: Thursday, Apr 19 2007
- Comment No.** 4646 Bogard Ext. - What will be done on W. Auklet street to keep people from using it to get around High School traffic like they do now?
Parent: 4603
Submitted: Friday, Jul 13 2007



Comment Summary

Comment No. 4657
Parent: 4608
Submitted: Friday, Jul 13 2007

Bogard Ext. - Shifting traffic onto 49th by the service road will only create the same problems we have on Colony Way.

Comment No. 4881
Parent: 4867
Submitted: Thursday, Aug 2 2007

I urge you to consider a few points in opposition to route #2. 7. Finally Alternative #2 creates a bottleneck of traffic in front of Palmer High where cars and buses are trying to make turns into the schools while hundreds of other cars are trying to continue past in both directions. I don't see how a rush hour bottleneck achieves the goal of alleviating east-west traffic. Unless there are substantial turning lanes involved in this design, this road will not serve its purpose. If turning lanes are built, more property will have to be taken than is currently planned.

Comment No. 5764
Parent: 5514
Submitted: Friday, Oct 26 2007

THIS EXTENSION PROJECT IS BEING DONE BECAUSE THERE ARE TOO MANY CARS TRAVELING ON THE PALMER WASILLA HIGHWAY. HAVE YOU EVER NOTICED THE SEVERAL MILE TRAFFIC CONGESTION IN THE AREA OF THE COLONY SCHOOLS ALONE? NEVER MIND THE PILE-UP IN FRONT OF THE WASILLA HIGH & MIDDLE SCHOOLS. IT IS HORRENDOUS AND NOW YOU GUYS PLAN TO ADD MORE VEHICLES TO THE MIX!!

Comment No. 5730
Parent: 5716
Submitted: Friday, Oct 26 2007

I live in Equestrian Acres and traffic has never been so bad to go from here to Palmer. By 2009 the traffic will have grown even more and it is taking life in hand to pull out across the road. The new traffic lights are just a stop gap.

Comment No. 5857
Parent: 5793
Submitted: Monday, Oct 29 2007

It should be noted that the plan to extend Bogard Road directly in front of Colony Middle school, Colony High school and Palmer High school is not supported by the school district transportation department. In the Colony schools approximately 42% of the students ride the school buses to and from school. This leaves approximately 1000 students that are transported in privately owned vehicles (POV). This already creates a major traffic problem in the area. By increasing the traffic flow with the Bogard extension and reducing the driveway access to the schools will only add to the congestion. Palmer High approximately 35% ride the school buses. This leaves 500 students transported by POV.

Wetlands

Comment No. 2157
Parent: 1712
Submitted: Thursday, Jan 4 2007

It is no secret that the Northern route would cut right through (or over) wetlands. Miles of red tape and approvals could result in expensive delays, and building over the wetlands (bridging) seems like an expensive and unnecessary answer when there are other more reasonable routes under consideration.



Comment Summary

Comment No.	2087	Please do not put the road through the wetlands, this is enviromentally unsound.
Parent:	1775	
Submitted:	Tuesday, Jan 2 2007	
Comment No.	2064	Avoid impact to wetlands.
Parent:	1819	
Submitted:	Tuesday, Jan 2 2007	
Comment No.	2061	Keep the road in developed areas as much as possible so agricultural lands, wetlands, and historical sites are not impacted or have minimal impacts.
Parent:	1822	
Submitted:	Tuesday, Jan 2 2007	
Comment No.	2000	I'm concerned that concept A will adversely affect wildlife that frequent the wetlands. Numerous moose, ducks, and other animals congregate in this area. Plus the expense of bridging or filling in the area seems excessive.
Parent:	1916	
Submitted:	Friday, Dec 29 2006	
Comment No.	2541	Specific concerns relate primarily to the northerly most route through the bog areas along the north side of the route study area. These concerns are as follows; Drainage and water level concerns: Walby Lake appears to be fed only by springs and area wide groundwater levels, with outflow through the ponds, bogs or musked wetlands located to the west and south of the lake. It is critical that the drainage out of our lake and over into Wasilla Creek near the junction of Trunk and Bogard not be restricted. Drainage restrictions would raise the lake level and kill many of the lakeside and wetlands area trees. Drainage can be restricted by simply constructing road embakments over wetland soils and compressing the underlying peats and organic soils.
Parent:	2482	
Submitted:	Thursday, Feb 8 2007	
Comment No.	2543	Specific concerns of mine relate primarily to the northerly most route through the bog areas along the north side of the route study area. Wetland Construction Issues: If any portion of any new route crosses wetlands, extensive subsurface deposits of peat may be encountered. We are all aware of the national push to preserve wetlands, and alternative routes for Bogard which do not traverse wetlands obviously exist. Construction would require either the extensive removal of displacement and wasting of peat depostis or some type of "staged construction" to surcharge and consolidate these deposits. Both methods are costly, and would also act to restruct drainage through and beneath the roadway; probably raising area water tables as an end result.
Parent:	2482	
Submitted:	Thursday, Feb 8 2007	



Comment Summary

- Comment No.** 3039 How will you protect our watershed, streams and ponds that surround Walby Lake?
Parent: 2532
Submitted: Tuesday, Mar 27 2007
- Comment No.** 3034 I am opposed to Bogard extension Concept A because it is a waste of taxpayer monies to go through a natural drainage/wetlands with anadromous fish when an existing road "Concept B" is currently in use. We need to keep open the green infrastructure that is still available in our valley, for people and animals.
Parent: 2631
Submitted: Tuesday, Mar 27 2007
- Comment No.** 3012 The need to bridge a section of wetlands and its associated cost and the steepness of the grade where the extension would intersect the Glenn Highway were highlighted. One plausible solution would be to use culverts to transgress the wetland areas as has been done successfully in the state and Mat-Su borough.
Parent: 2847
Submitted: Tuesday, Mar 27 2007
- Comment No.** 3006 Concerned that wetlands pose the path of least resistance relative to the opposition of those who will lose their homes.
Parent: 2849
Submitted: Tuesday, Mar 27 2007
- Comment No.** 2993 We all harbor a desire to retain a rural environment and are greatly concerned that the gridding of existing and future roads will generate an urbanization that will marginalize the quality and environment of our lakes and wetlands
Parent: 2867
Submitted: Monday, Mar 26 2007
- Comment No.** 2994 We all harbor a desire to retain a rural environment and are greatly concerned that the gridding of existing and future roads will generate an urbanization that will marginalize the quality and environment of our lakes and wetlands
Parent: 2867
Submitted: Monday, Mar 26 2007
- Comment No.** 2987 I am particularly concerned by and opposed to the northern most proposed route. The route that is proposed north of the current location of Colony Road will be extremely detrimental to the neighborhood and to the environment. This route would destroy the nature of the neighborhoods and eliminate high value and functional wetlands. The wetland areas serve as green spaces for the enjoyment of the citizens and habitat for birds, ducks, geese, swans, marten, and moose.
Parent: 2896
Submitted: Monday, Mar 26 2007



Comment Summary

Comment No. 2941 The northern route was an appropriate route due to the possible wetlands impact.
Parent: 2932
Submitted: Monday, Mar 26 2007

Comment No. 3296 Do not go through the wetlands.
Parent: 3074
Submitted: Friday, Apr 20 2007

Comment No. 3293 Please work at avoiding disruption to salmon spawning streams and wetlands.
Parent: 3080
Submitted: Friday, Apr 20 2007

Wildlife Concern

Comment No. 2060 If much of the route will go through green space, consider the wildlife habitat and connectivity across the road as well as the along the road.
Parent: 1822
Submitted: Tuesday, Jan 2 2007

Comment No. 2551 Along corridor A, I find it impossible to visualize bridges, culverts or other mitigation measures that would protect the habitat of the broad range of creatures that coexist within this urban refuge.
Parent: 2498
Submitted: Thursday, Feb 8 2007

Comment No. 2992 We all harbor a desire to retain a rural environment and are greatly concerned that the gridding of existing and future roads will generate an urbanization that will destroy fish, fowl and game habitat and migration routes
Parent: 2867
Submitted: Monday, Mar 26 2007

Comment No. 3305 Our concern is that the northern proposed route would apparently pass right thru the low, wet area that is (was) home to many birds and other wildlife.
Parent: 3072
Submitted: Friday, Apr 20 2007