Abby Boulevard Extension			
This alternative	☐ will	☐ will not ✓✓✓✓✓✓✓	solve the connectivity for the community. Why or why not?

No. Get the traffic out of the neighborhood – please! (Reference comment 3)

Bike/pedestrian trails need to be considered on all new roadways. (Reference comment 7)

Yuk! (Reference comment 9)

No. In a neighborhood. (Reference comment 10)

Not a good solution. As it was stated at the meeting, it would be trying to make a subdivision street into a main access road to a school and much larger subdivision. (Reference comment 12)

Too much impact to existing homeowners. (Reference comment 13)

Would carry off the traffic through Garden Terrace, which is not at all feasible. (Reference comment 14)

It fails to meet purpose and need and is not fit for that much traffic and not safe for bus travel. Does not meet today's standards. Should be kept open as is, with some improvements for local traffic only and a second means of emergency use/escape for the present subdivisions now in. This is not a safe operation. (Reference comment 15)

Don't know. (Reference comment 22)

The Abby Boulevard Extension or the Nelson Rd East Grade-separated RR Crossing are the best options. Directing any traffic onto Creekside will cause problems, there has already been enough problems due to increase traffic there. I don't think residents or school traffic would use the Trunk Road options. I am a resident on Sweetie Pie St and I work and an engineering firm in Wasilla, my office is very close to the project. I would be happy to discuss in more detail if it would be helpful. (Reference comment 25)

This will not solve the problem because it adds to the already overloaded congestion problem that Fairview Loop is now experiencing. (Reference comment 31)

Abby Boulevard Upgrades. Our Department would have no objection to the use of Abby Boulevard railroad crossing. We understand this access is of concern to neighbors, and that other routes are available. Along with the Railroad, we would recommended added turning lanes, widening, and shoulder upgrades for increased use as outlined in our draft Railroad Diagnostic Team Report.