



# Seldon Road Extension Phase II: Windy Bottom/Beverly Lake Rd to Pittman Rd

## Event Summary

---

<b>SUBJECT:</b>	<b>Seldon Road Extension Phase II: Windy Bottom/Beverly Lake Road to Pittman Road</b>
<b>PROJECT NUMBER:</b>	State Project Number: CFHWY00562, Federal Project #: 0001723
<b>GROUP:</b>	Meadow Lakes Community Council and members of the public
<b>DATE:</b>	October 8, 2025, 7 PM
<b>LOCATION:</b>	Meadow Lakes Senior Center, 1210 N Kim Dr, Meadow Lakes Zoom: <a href="https://bit.ly/3eUtZ92">https://bit.ly/3eUtZ92</a> Phone audio only: 253-215-8782, Meeting ID: 848 2210 2933, Passcode: 829443
<b>OUTREACH:</b>	See Table 1. Outreach Methods
<b>MATERIALS:</b>	Project overview map, fact sheet, comment sheet, online comment sheet, email list sign-up sheet
<b>STAFF PRESENT:</b>	Christ Bentz, Project Manager, DOT&PF Steve Kari, Consultant Project Manager, Stantec Camden Yehle, Public Engagement, Yehle & Associates
<b>ATTENDANCE:</b>	55 people approximately

---

## Executive Summary

The project team provided a walkthrough overview of the project and answered questions at a regularly scheduled meeting of the Meadow Lakes Community Council.

Key comment themes:

- Concerns about 50 mph traffic at Meadow Lakes Elementary.
- Proposed school parking lot likely no longer needed.
- Pittman/Seldon intersection safety and functionality concerns.



# Seldon Road Extension Phase II: Windy Bottom/Beverly Lake Rd to Pittman Rd

## Table of Contents

EXECUTIVE SUMMARY .....	1
COMMENTS .....	3
CORRESPONDENCE .....	3
OUTREACH.....	20



# Seldon Road Extension Phase II: Windy Bottom/Beverly Lake Rd to Pittman Rd

## Comments

Attendees asked the following questions about the project.

- Will there be sound barriers for the increased noise? Steve explained that a noise study was conducted, and the results indicated no warrant for the installation of sound barriers.
- There were several questions about turn lanes. The team responded that they were included in the design at Pittman, but not currently planned in other locations. They could be added in the future.
- Attendees asked if the additional school parking lot was needed and did not want to see the loss of the trees. Steve attributed the new parking lot to the school district's request previously.
- There were questions about if there would be signage to direct people to Seldon Road from side streets. Steve explained that navigational signs are included in the plan set.
- A representative of Mailboxes R Us, expressed concerns about the relocation of cluster mailboxes and requested coordination with the post office and borough. Once he saw where they were shown on the plans, he had no further concerns. Steve agreed to check on the requirements for the new mailbox location.
- The principal of Meadow Lakes Elementary and others raised concerns about the 50-mph speed limit near the school and about the parking lot design.
- Concerns raised about the proposed parking lot included negative impacts on trees, sound levels, and school security.
- Loss of trees was also a concern regarding tree removal resulting from gravel mining on a borough parcel for the project.
- Some attendees saw an increased potential for crashes due to high-speed traffic near the school.
- One person asked about driveway access requirements. Steve suggested coordinating with the borough for permitting and referring to the Corridor Access Management Plan which has further information about future driveway locations.

## Correspondence

The team documented the following correspondence surrounding the meeting. The comments were verbatim with spelling and grammar corrections for clarity.

### **9/24/2025 Online comment sheet:**

What concerns do you have with this project?

Will the new frontage road from Meadow Lakes elementary be paved and include paving Zehnder Road from where it intersects down to where Zehnder connects/makes the jog to the new Seldon Road extension at the corner of Zehnder and Monroe circle?



## Seldon Road Extension Phase II: Windy Bottom/Beverly Lake Rd to Pittman Rd

What benefits do you see with the project?

Alternate route to Pitman Road and reduced dust along Zehnder Road if it gets paved.

Other comments?

The short section of Zehnder Road from Meadow Lakes elementary frontage road to its connection to Seldon extension at Monroe Circle would be a huge upgrade to Zehnder residents

**Team response:** N/A Did not request a team response.

---

### 9/24/2025 Online comment sheet:

What concerns do you have with this project?

Is there going to be a turn lane on Sheldon to access N. Pittman Rd?

What benefits do you see with the project?

Long needed. The existing Sheldon Rd. is a great way to get to Palmer from the Meadow Lakes area, and this will make it better.

Other comments?

Looking forward to when it's finished.

**Team response:** N/A Did not request a team response.

---

### 9/29/2025 Online comment sheet:

What concerns do you have with this project?

Getting the real estate/right of ways settled as soon as possible. Can the starting points be established. That is starting at both ends, windy bottom area, pitman area and Wyoming Street intersection area. Thus getting the project finished asap, or in use. Establish the gravel pits to be used. Establishing the traffic patterns.

What benefits do you see with the project?

Returning Beverly Lake Road to residential living.

Other comments?

In this project is it expected to use eminent domain to acquire right of ways to start this project?

**Team response:** See response to 10/8/2025 comment.



## Seldon Road Extension Phase II: Windy Bottom/Beverly Lake Rd to Pittman Rd

---

### 10/2/25 Online comment sheet:

What concerns do you have with this project?

50 speed limit east end by windy bottom and Beverly lakes dr. Many people park in the cul-de-sac and walk across the street to walk on the sidewalk. Fast cars come around the corner and I've seen people nearly hit.

What benefits do you see with the project?

I like the road that moves away from the Residential area on beverly lakes road. This will be an improvement to the quality of life for the people who live there.

Other comments?

What is the plan to maintain all of the speed bumps on beverly lakes road? Will they go away or stay. During this process, will it be possible receive Recycled asphalt product. I live in a private subdivision, Bryce and Kyle off Kalmbach lake road very close to where the work is being performed.

**Team response:** See response to 10/8/2025 comment.

---

### 10/6/2025 Online comment sheet:

What concerns do you have with this project?

I do not want this running through my neighborhood

What benefits do you see with the project?

None

**Team response:** Hi [REDACTED] – We received your comment form requesting the project team contact you, but you did not include information other than that you oppose the project. Please let us know if you would like to add specific concerns.

---

### 10/6/2025 Email comment:

This is a beautiful project!!! I will try and attend. Is this available in Facebook format? I'd like to put it on the Big Lake community page.

**Team response:** Hi [REDACTED] - Yes, the meetings are usually streamed to the Meadow Lakes Community Council Facebook page.

---



## Seldon Road Extension Phase II: Windy Bottom/Beverly Lake Rd to Pittman Rd

### 10/7/2025 Online comment sheet:

What concerns do you have with this project?

I would love to see this project done asap. I have a vested interest in this project as I am directly impacted by the traffic currently coming down Beverly Lake Rd. I would prefer to see the off shoot road done away with between Wyoming and Windy Bottom. It seems very unneeded and would save on expense.

What benefits do you see with the project?

The original design was to never have it bottle neck down to a residential road. Beverly Lake Rd is not designed to support the traffic that has been on it for the last many years. Phase II would greatly improve the flow and consistent speed of traffic. Many, many families use the walking trail on Phase I and to have it continue and near the school would benefit many in the area.

**Team response:** N/A Did not request a team response or provide contact information.

---

### 10/7/2025 Online comment sheet:

What concerns do you have with this project?

Don't think the second access onto the seldon road extension near Beverly lake drive is needed. The tie in at Wyoming is better situated and eliminates additional cost from the project. It will also eliminate the through traffic at the end of Beverly lake road where the houses are really close to the road. The speeding from through traffic at all hours has been concerning since the borough installed this road.

What benefits do you see with the project?

It will be a proper road for a bypass to the highway or through traffic. Beverly lake road was never intended to be a long term solution or traffic hub. It was just the cheapest fix at the time during highway construction.

Other comments?

Thanks for keeping this project on the drawing board. The community will really appreciate it going back to a quiet place to live and it will help with all the additional homes being built in the area.

**Team response:** Hi [REDACTED] - We received your comment form and would like to offer the following responses, shown in red text, after your questions/comments in black text.

Don't think the second access onto the Seldon road extension near Beverly Lake drive is needed. The tie in at Wyoming is better situated and eliminates additional cost from the project. It will also eliminate the through traffic at the end of Beverly Lake Road where the houses are really close to the road. The speeding from through traffic at all hours has been concerning since the borough installed this road.



## Seldon Road Extension Phase II: Windy Bottom/Beverly Lake Rd to Pittman Rd

The purpose of the new connections to Seldon Road are in line with the Seldon Corridor Access Management Plan and will reduce traffic on Beverly Lake Road and other side streets by providing access to Seldon Road approximately every half mile. There will be no incentive for traffic to use Beverly Lake Road other than to access their residence.

---

### 10/7/2025 Online comment sheet:

What concerns do you have with this project?

Inquiring and think existing roads need attention first.

What benefits do you see with the project?

None

Other comments?

Would like a link to aerial shots with post it notes on flyer.

**Team response:** Hi [REDACTED] - We received your comment form and would like to offer the following responses, shown in red text, after your questions/comments in black text.

Inquiring and think existing roads need attention first.

Various planning documents and the Statewide Transportation Improvement Program have included this project for many years. The goals are to:

1. Provide an alternate route to the Parks Highway.
2. Continue the pathway for the full length of the project ending at the school.
3. Increase connectivity and reduce travel times.

Would like a link to aerial shots with post it notes on flyer.

The fact sheet has the project overview graphics with the call outs. The preliminary plan set is also available.

Link to fact sheet: [https://www.seldon-phase2.com/documents/20251003%20Seldon\\_Fact%20sheet.pdf](https://www.seldon-phase2.com/documents/20251003%20Seldon_Fact%20sheet.pdf)

Link to preliminary plan set: [https://www.seldon-phase2.com/documents/2025%20Seldon%20Rd%20Phase%20II\\_Preliminary%20Plans.pdf](https://www.seldon-phase2.com/documents/2025%20Seldon%20Rd%20Phase%20II_Preliminary%20Plans.pdf)

---

### 10/7/2025 Online comment sheet:

What concerns do you have with this project?

I would like to see the New Road on the EAST END of the Seldon Road Extension eliminated. With this "New Road" we will still have a significant amount of traffic speeding through our neighborhood.



## Seldon Road Extension Phase II: Windy Bottom/Beverly Lake Rd to Pittman Rd

What benefits do you see with the project?

Cost savings by NOT constructing a New Road, eliminating the need for maintenance of the road. Drastically reducing traffic on the existing road. Also eliminating the ability of large construction type transport vehicles and equipment to operate on A large portion of Beverly Lake Road that isn't constructed to support the heavy construction equipment that uses the road daily. There's NO ENFORCEMENT to stop these heavy commercial construction transport vehicles from taking "short cuts".

Other comments?

Don't take this personal, but "you" generally speaking always run over budget, always need more money and never complete a project on time. So here is a BIG opportunity to help you. In most projects at some point there's always something that has to be "cut" or doesn't get finished. Well, I'm just trying to give you a head start.

**Team response:** N/A Did not request a team response.

---

### 10/8/2025 Paper comment sheet:

When will easements and right of ways be finalized and defined so land owners can plan for driveways and approaches, utility relocations, etc, especially with the proposed bike path? And... What is the highway/thoroughfare clearing limits?

**Team response:** N/A Did not request a team response or provide contact information.

---

### 10/8/2025 Paper comment sheet:

What concerns do you have with this project?

Intersections should be roundabouts. I don't like the intersection of the new road with Pittman. I don't think it needs to turn south so much. I don't like the new road as it appears to only be of value for future development. – Let future developers build their own road.

What benefits do you see with the project?

None, it is just increasing development in the area. I hate seeing loss of wetlands and forest and wildlife.

Other comments?

I hope the land can be set aside for conservation – for the moose, fox, trees, nature.

**Team response:** N/A Did not request a team response or provide contact information.



## Seldon Road Extension Phase II: Windy Bottom/Beverly Lake Rd to Pittman Rd

---

### 10/8/2025 Paper comment sheet:

What concerns do you have with this project?

No turn lanes for leaving Seldon to turn right or left. No roundabout at school area. No signal light. No center turn lane by the school. No speed reduction by school.

What benefits do you see with the project?

Much needed road to people in that area. Alternative to Wasilla/Palmer.

**Team response:** N/A Did not request a team response or provide contact information.

---

### 10/8/2025 Paper comment sheet:

What concerns do you have with this project?

With increased traffic Seldon Extension, Church Rd and Seldon should have 4 stop signs, traffic lights, or a roundabout.

What benefits do you see with the project?

Easier access to Pittman Rd

**Team response:** N/A Did not request a team response or provide contact information.

---

### 10/8/2025 Paper comment sheet:

What concerns do you have with this project?

Need roundabout rather than stop signs. Speed limits too high. School traffic should be a high consideration. Bike path? Continue from existing Seldon. Leave trees whenever and wherever possible. Is second parking lot at school still a need or was it a previous school official request. We went through this previously.

**Team response:** N/A Did not request a team response or provide contact information.

---

### 10/8/2025 Paper comment sheet:

What concerns do you have with this project?

It sounds like you're encouraging confusion for motorists. Roundabouts? Further up Zehnder. Too noisy and they'll ignore the speed limits. Make the road further away from the residential.



## Seldon Road Extension Phase II: Windy Bottom/Beverly Lake Rd to Pittman Rd

What benefits do you see with the project?

Not much. Plan on Phase III.

**Team response:** I called [REDACTED], as she requested in her comment sheet. She lives on [REDACTED]. [REDACTED] explained that at the nearest point, the frontage road would be approximately 25 feet from her northwest property corner. Because the slope angle must fall back and tie into the existing terrain, trees will have to be cleared up to the property corner. Luckily, it appears she has maintained her own tree buffer on her property. She has the following ongoing concerns:

- Speeding and sight distances on Pittman making it difficult to turn onto Pittman from Zehnder.
- Speeding in front of the school.
- Doesn't think the two-way stop configuration at Pittman and Seldon is going to be safe or effective.
- Traffic noise.
- Need trees more than a parking lot.
- Feels there is still going to be a cut through traffic issue.

She appreciated the phone call.

Reference from the preliminary plan set: [Figure]

---

### 10/8/2025 Online comment sheet and phone call:

What concerns do you have with this project?

Called in this evening for the meeting, was not given a chance to ask any thing. So here is my question, concerning next summer. Is the start time for construction Based on state budget beginning July 1 or 31st. Of 2026?

**Team response:** I returned a call from [REDACTED]. He lives near the east end of the project. He called into the Community Council but wasn't able to ask his question. He wanted to know if the project could be built from Windy Bottom Road to Wyoming Drive if eminent domain is going to take a long time. He said he knew people who lived on Beverly Lake Road who had passed away while waiting for construction of phase 2. My response was that the eminent domain process may have begun already or will soon and that the construction contractor usually decides where to start on the project. He asked if the schedule is affected by the State fiscal year. I responded that the funding is scheduled and secured, but we don't know exactly when construction would start in 2026.

---

### 10/8/2025 Online comment sheet:

What concerns do you have with this project?



## Seldon Road Extension Phase II: Windy Bottom/Beverly Lake Rd to Pittman Rd

My concerns are the STOP SIGN on Pittman, doesn't show exactly where it's going to be, and why does Pittman need a stop sign? Does that mean that Seldon traffic is going to shoot right on to Pittman without a stop sign at the speed limit of 50 mph. Why should the residents off Pittman have to stop on Pittman Rd when it's dangerous. Is Pittman going to be redirected where it shows near the school? The amount of traffic that will come from Seldon will have a tremendous impact on the back up at the light at Pittman and the Parks Highway! Parks and Pittman now isn't designed for the traffic. There have been several t-bones and fatalities at the intersection, and there are continuously close calls there because people don't pay attention or use their blinkers. Is the State DOT even working with the railroad, ON EXPANDING THAT INTERSECTION? Pittman also is a community of ATV's that travel on the side of Pittman on trails, more traffic more concern ATV/vehicle accidents. And when is Pittman going to get upgraded? What is going to happen to the Seldon/Church intersection? It needs a roundabout. With the new school being built on Church, there will be a lot more traffic. I read a survey showed this intersection did have enough traffic for a roundabout, when was that taken?

What benefits do you see with the project?

One benefit I see is getting a lot of the traffic off Beverly Lakes in a residential neighborhood. I don't live on Beverly Lakes road. Seldon makes better access for those that like travel the back roads instead of using the Parks. Back roads and Parks are congested especially prime hours. Mat Su Borough and Wasilla let all this building happen without regards for road infrastructure. Do the agencies sit at the table and discuss the building, traffic issues, etc.?

**Team response:** See 10/8/2025 phone call.

---

### 10/8/2025 Online comment sheet:

What concerns do you have with this project?

Please add to my previous comments. As I failed to make another point.

What benefits do you see with the project?

By eliminating the "New Road" on the East end it will make our neighborhood safer reducing traffic. It will help neighbors identify neighbors more easily and help identify who's coming and going, by knowing who belongs in our neighborhood. Reducing crime by eliminating a drive through route. Making the back track to the Wyoming intersection is perfectly acceptable considering the overall benefits.

Other comments?

Please add this to my previous comments. Unfortunately I have another commitment October 8, and I'm not able to attend the meeting as much as I would like to.

**Team response:** N/A Did not request a team response.



# Seldon Road Extension Phase II: Windy Bottom/Beverly Lake Rd to Pittman Rd

## 10/8/2025 Paper comment sheet:

Question – what is current traffic count on Church/Seldon and Beverly Lake/Pittman? 1) Speed limit – reduce from 50 to 35 new road to existing. 2) Roundabout vs 2-way stop. Look at wreck log on Seldon/Church. Opportunity for RAP.

**Team response:** Hi [REDACTED] - We received your comment form and would like to offer the following responses, shown in red text, after your questions/comments in black text.

Question – what is current traffic count on Church/Seldon and Beverly Lake/Pittman?

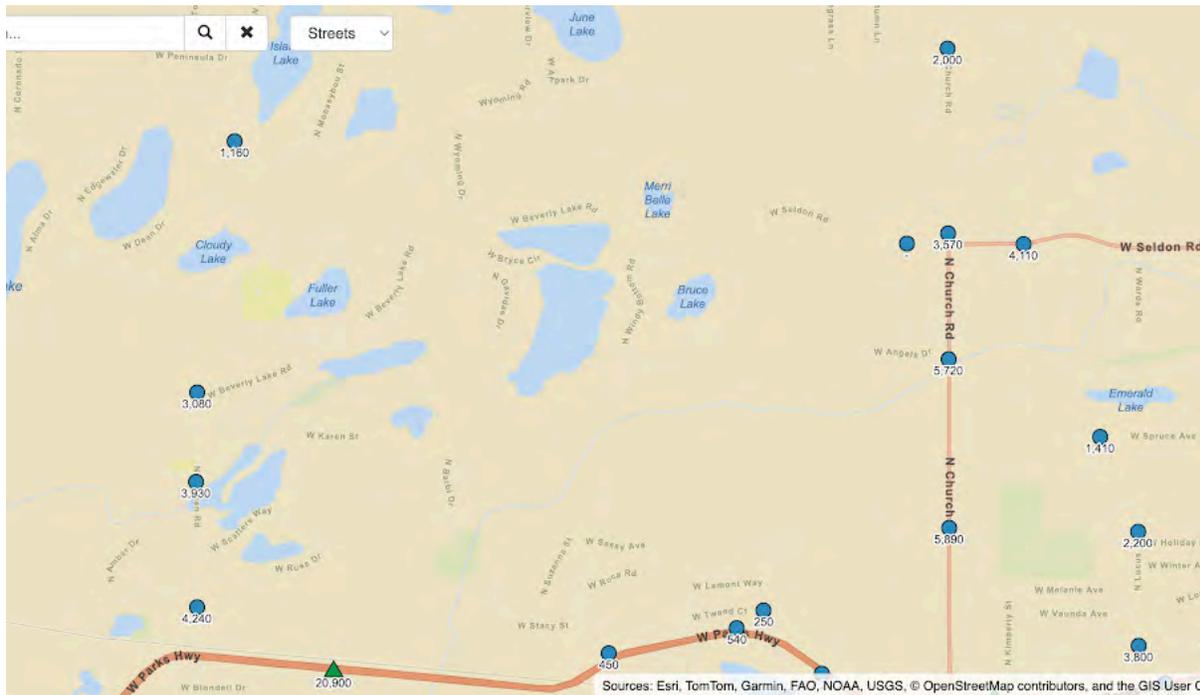
In 2024, traffic counters provided the following numbers.

On Church Road south of Seldon → 5720 annual average daily traffic

On Seldon east of Church Road → 4110 annual average daily traffic

On Pittman at Beverly Lake Road → 3080 annual average daily traffic

Source: DOT&PF [traffic data website](#), screenshot below.



1) Speed limit – reduce from 50 to 35 new road to existing.

Seldon Road is classified as a “minor arterial” meaning the speed limit is higher than other functional classifications. Seldon Road transitions to Pittman Road where the posted speed is 45 mph. There are statutes, policy, and other doctrine that dictate how speed limits are set.

2) Roundabout vs 2-way stop. Look at wreck log on Seldon/Church. Opportunity for RAP.

Traffic volume projections do not warrant a roundabout for the Seldon/Pittman intersection in the near term. Changing traffic patterns can be evaluated (post-construction) to guide possible intersection configuration changes in a separate project. The DOT&PF crash map data available for the Seldon/Church intersection is available from 2022 back to 2013. There are two crashes listed at this location in 2022. Both were t-bone crashes with deployed airbags and unknown



## Seldon Road Extension Phase II: Windy Bottom/Beverly Lake Rd to Pittman Rd

injuries. The most recent DOT&PF reviews of the intersection for crash rates sufficient to trigger a safety project were not met. In addition, this project is a Community Transportation Program (CTP) nominated project. It is a competitively ranked program that in large part is selected based on cost and scope provided at time of nomination. As a controlled intersection, such as a roundabout, it was not included in the nomination and is a significant cost component. It is not eligible within this particular project in any case and would require a separate project. Given that Seldon Road is a borough owned and maintained facility, it is worth reaching out to the borough to propose a project at this location. The new Matanuska Valley Planning (MVP) organization is another body to contact with a project recommendation.

50 speed limit east end by windy bottom and Beverly lake dr. Many people park in the cul-de-sac and walk across the street to walk on the sidewalk. Fast cars come around the corner and I've seen people nearly hit. Sight distance can be improved if vegetation is removed from the right-of-way east of the cul-de-sac.

What is the plan to maintain all of the speed bumps on Beverly Lake Road? Will they go away or stay.

Beverly Lake Road is borough owned and maintained and ultimately it would be their decision on what will happen to the speed bumps. They are outside the limits of this project.

During this process, will it be possible receive recycled asphalt product. I live in a private subdivision, Bryce and Kyle off Kalmbach lake road very close to where the work is being performed.

Once the project goes out to bid and the construction contractor is onboard, you can reach out to them directly to inquire about purchasing recycled asphalt.

---

### 10/8/2025 Phone comment:

I received a phone call from [REDACTED] on October 8, 2025. She lives on Pittman Road. Her main concerns were: 1. No one is going to slow down at the stop sign for Pittman at the new Seldon Road intersection. 2. The stop sign should be on Seldon Road, not Pittman Road. 3. She wanted there to be more coordination between the design team and borough maintenance and other borough departments. In addition, she would like to see a roundabout at Church and Seldon.

---

### 10/9/2025 Online comment sheet:

What is the timeline for completion? Will this project be done during 2026?

**Team response:** Hi [REDACTED] – We received your comment form and would like to offer the following responses, shown in red text, after your questions in black text.

What is the timeline for completion? Will this project be done during 2026?



## Seldon Road Extension Phase II: Windy Bottom/Beverly Lake Rd to Pittman Rd

We anticipate one season of construction with mop up in a second season. However, this schedule is contingent upon elements that are not fully within the control of the project team such as acquisition of remaining right-of-way and agreements with utility companies.

---

### 10/9/2025 Email follow up:

Hi [REDACTED] - Thank you for joining our meeting yesterday. Steve Kari, project manager with Stantec, asked me to send you the attached record of a meeting in 2019 with Meadow Lakes Elementary representatives. Their names were Antonio Weese, Alan Morgan, and Felica Pridgen. Can you please confirm receipt?

---

### 10/14/25 Email comment:

Camden, Hey, its [REDACTED] again.....

I missed the meeting last week but wanted to reach out to make sure I voice my opinion again. We own the 13 acres on the North side of the [REDACTED]. Right now there is no access. When we bought the property from Leland Fishback, there was a verbal agreement (and I thought he had something in writing) that we would get access on that North side when the road went in and I'm worried that this isn't going to happen. Especially when I look at the proposed map. Can you please assure me that we are going to get access to the 13 acres? We sold the house and the 20 acres a few years ago with the hopes that we would be able to develop the other piece once the new road went in. The longer this goes, the more I worry that it is going to get lost in the shuffle. Thank you for assistance....

**Team response:** Hi [REDACTED] - The Corridor Access Management Plan is still in play and includes the following figure (Figure 6). Access to your parcel would not be directly from Seldon Road; it would be from a future collector road connection on or near a section line easement on the east end of your property. The location is approximated by the light blue dashed line shown below. The plan provides that the collector connection to your parcel should be directly across Seldon Road from a collector road connection providing access to the south side of Seldon Road. Access from W Starr Road may also be an option for you. From Figure 6:





## Seldon Road Extension Phase II: Windy Bottom/Beverly Lake Rd to Pittman Rd

---

### 10/16/2025 Email comment:

I am deeply concerned with the impacts on the Meadow Lakes community of this road extension plan and am NOT at all supportive of the project. I feel the project should be scrapped. Please spend the money on the coastal communities that were devastated recently by typhoon flooding. They need new roads so much more.

First, the listed 'benefit' of providing an alternate route to the Parks Highway and increasing connectivity and reducing travel time are not valid reasons for this second extension. The previous extension of Seldon from Church to Beverly Lakes road accomplished that.

Second, any road of this size planned to run through a residential area and terminate at an elementary school must have better traffic control. It absolutely requires 4-way stop lights or turning circles. The current road design is dangerous for the community. Entering this Seldon II extension with 66mph+ traffic from a stop sign is dangerous. This is the case at Church and Seldon with accidents regularly occurring. This is especially true for those on ATV, dirt bikes, horses, and with mushing dogs. Meadow Lakes residents enjoy these activities.

Meadow Lakes also allows target practice and shooting at private residences.

Next, the road will decrease property values for too many residents. The homes along the northside of Beverly Lakes Road and homes on the north and east side of Fuller Lake will be negatively impacted. Many have views of woods and mountains, these would be replaced by a highway and highway noise.

Lastly, and most important to me, I don't want to lose the wildlife habitat. I love moose, fox, porcupines, and all the birds including Great grey owls, sandhill cranes, sparrows, jays, and the ravens that visit my yard.

The only benefit that this road would provide is for developers to build subdivisions. This is not what the Meadow Lakes community plan supports. Please use the \$22 million dollars elsewhere. A turning circle at Church and Seldon would be money better spent.

**Team response:** Hi [REDACTED] - We received your comments and added them to the records.

---

### 10/23/25 Online comment sheet:

What concerns do you have with this project?

At the presentation, we were not given traffic counts for Pittman Rd only projection counts for Seldon. How do we know the proposed stop sign should be on Seldon not Pittman. Rather than a stop sign, install a round-a-bout. Figure out a way for that roundabout to accommodate walking and bike riding individuals. The would be a forward planning action. Reduce the speed limit from 50 to 45 allowing the use of ATV and Side by-Sides. Next totally reconsider the school parking lot. The principal was not aware of



# Seldon Road Extension Phase II: Windy Bottom/Beverly Lake Rd to Pittman Rd

this choice. Who suggested this in the beginning. Consider reconfiguring the existing public and bus parking areas.

What benefits do you see with the project?

Creates another route to travel north. Should ease traffic at the school.

**Team response:** Hi [REDACTED] - We received your comment form and would like to offer the following responses, shown in red text, after your questions in black text.

At the presentation, we were not given traffic counts for Pittman Rd only projection counts for Seldon. How do we know the proposed stop sign should be on Seldon not Pittman.

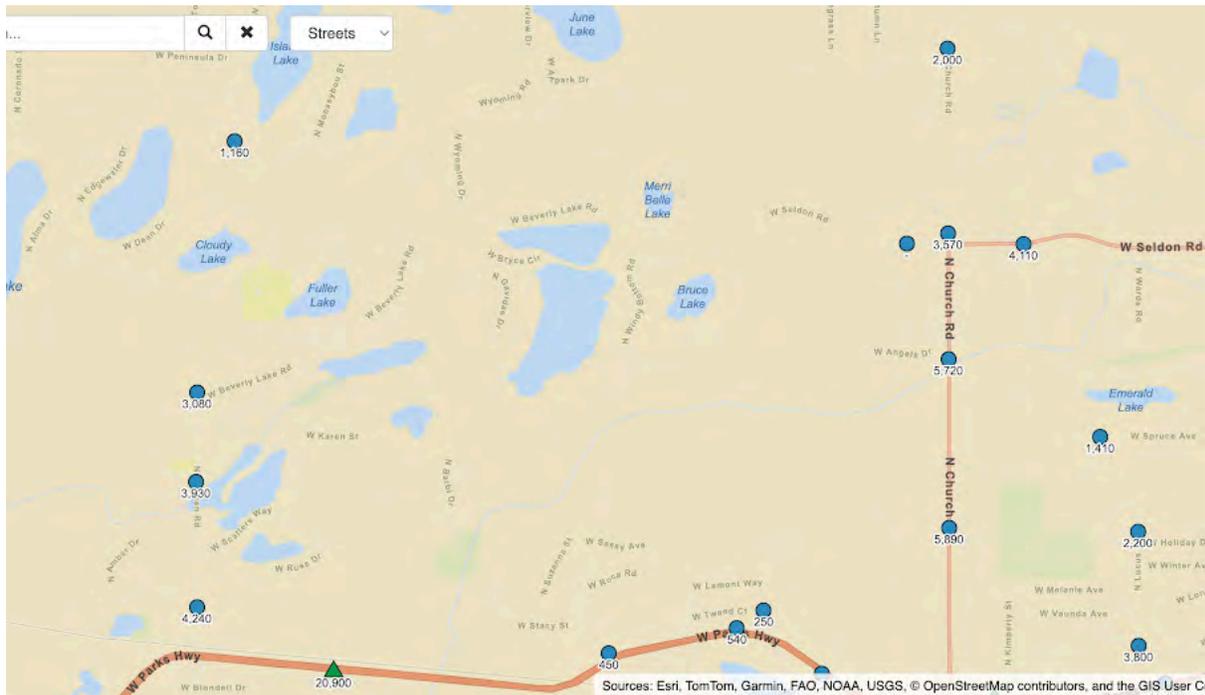
In 2024, traffic counters provided the following numbers.

On Pittman at Beverly Lake Road → 3080 annual average daily traffic.

On Pittman north of Zehnder → 1160 annual average daily traffic

On Seldon east of Church Road → 4110 annual average daily traffic

Source: DOT&PF [traffic data website](#), screenshot below.



Rather than a stop sign, install a round-a-bout. Figure out a way for that round-a-bout to accommodate walking and bike riding individuals. This would be a forward planning action.

Traffic volume projections do not warrant a roundabout for this intersection in the near term. Changing traffic patterns can be evaluated (post-construction) to guide possible intersection configuration changes, such as a roundabout, in a separate project. This project is a Community Transportation Program (CTP) nominated project. It is a competitively ranked program that in large part is selected based on cost and scope provided at time of nomination. As a controlled intersection, such as a roundabout, it was not included in the nomination and is a significant cost component. It is not eligible within this particular project in any case and would require a



## Seldon Road Extension Phase II: Windy Bottom/Beverly Lake Rd to Pittman Rd

separate project. Sufficient right-of-way exists to construct a roundabout in the future. The proposed pathway should be an improvement for people walking and biking.

Reduce the speed limit from 50 to 45 allowing the use of ATV and Side- by-Sides.

The transition from 50 mph to 45 mph is currently proposed to the east of the school and east of the Pittman intersection.

Next totally reconsider the school parking lot. The principal was not aware of this choice. Who suggested this in the beginning. Consider reconfiguring the existing public and bus parking areas.

The team is discussing the need for the parking area with the borough.

---

### 10/28/2025 Letter comment:

Dear Chris Bentz: The Meadow Lakes Community Council appreciated the presentation at the meeting on October 8, 2025. The membership would like to submit the following comments regarding the proposed Seldon Road Extension Phase II project.

The top three comments the membership felt the most strongly about were the following.

1. We would like to see reduced speed between the fire station and "new road" where there is increased density, use, and driveways.  
Preferred solution ideas were:
  - a. Reduce speed to 45 mph from fire station to "new road," shown in graphic below.
  - b. Roundabout or neighborhood traffic circle at Pittman/Seldon.
  - c. Real school zone with reduced speed and rapid flashing beacon for school.
2. Removal of the proposed parking area at Meadow Lakes Elementary and increased coordination with school staff.
  - a. They have enough parking already, as mentioned at the meeting by the principal and others.
  - b. Would avoid safety/security issues, a concern mentioned at the meeting by the principal.
  - c. Would limit additional maintenance for the school.
3. The two-way stop configuration at Seldon and Pittman concerned many. Most people preferred a roundabout or other traffic slowing transition in the more residential area between the fire station and "new road".
  - a. As shown in the design, it would be similar to the Church/Seldon intersection, which was almost universally considered unsafe and difficult to navigate.

Other comments included:



## Seldon Road Extension Phase II: Windy Bottom/Beverly Lake Rd to Pittman Rd

4. Preserve existing trees as much as possible, especially on the school property and the borough owned parcel at Zehnder and Pittman (instead of using it for a gravel pit as proposed).
5. Pedestrian safety around the school.
6. Noise at nearby houses, especially Fullers Place. Keeping tree buffers or adding berms were preferred solutions.
7. Light pollution from increased traffic. Maintaining a tree buffer as much as possible was the preferred solution.
8. Members preferred additional turn lanes on Seldon for Pittman and for Wyoming.
9. Clear signage for Seldon from Beverly Lake Road, as well as for dead ends, school access, speed limits, etc.
10. Make sure closed roads are really dosed with boulders or similar.

The Meadow Lakes Community Council membership voted to submit these comments at the October 8, 2025, meeting.

---

### 10/29/2025 Online comment sheet:

What concerns do you have with this project?

- 1) I am very concerned about the Seldon-Pittman intersection. This is very close to the school. There will be a great deal of auto and pedestrian traffic. The speed past the school should be lowered and a flashing sign installed to slow traffic. There should be a round-about at Pittman.
- 2) The plan is for an extension of the School parking lot. It is my understanding that the School does not want this extension. This should be revisited.
- 3) Do not remove the trees along the school boundary.

What benefits do you see with the project?

Overall the extension of Seldon from Windy Bottom is critical. However, the intersection with Pittman needs some rethinking. Please consider my comments above.

**Team response:** N/A Did not request a team response.

---

### 11/6/2025 Email follow up:

Hi [REDACTED] - We would like to follow up on your comments at the Meadow Lakes Community Council meeting.



## Seldon Road Extension Phase II: Windy Bottom/Beverly Lake Rd to Pittman Rd

Regarding the speed limit past the school, the transition from 50 mph to 45 mph is currently proposed to the east of the school and east of the Pittman intersection, therefore 45 mph with a school zone in front of the school. Currently, Pittman Road speed is posted at 45 mph in front of the school. The Seldon Road westbound approach provides much better sight distance when compared with the Pittman Road southbound curve approaching the school.

Here is the sign plan for near the school from the preliminary plan set, also attached.

Regarding the extra parking area, based on your and others' comments, the team is discussing the need for the parking area with the borough.

Original comments: So 50 mph right by the school? Safety concerns? Can you explain that parking area by the school? I am the principal of the school and just looking for clarity. You stated that the school wanted the extra parking and that is why we are removing the trees, I have only been at this school for 3 years so I am just curious as to what the original thoughts were.

---

### **11/10/2025 Email comment:**

As someone who lives north of Zehnder on Pittman, I have been looking forward to Seldon connecting through.

After seeing the proposed work, I'm disappointed to learn that the tree buffer between Pittman and Meadow Lakes Elementary is set to be replaced with more parking spaces. When I bring my son to school the difference in noise level between inside the parking lot and out on Pittman is drastic. Inside the buffer it's the sound of kids and teachers chattering, outside it's all the noise of a busy road.

Prior to having kids I used to wonder what Meadow Lakes Elementary did right compared to some other schools, because I encountered traffic going past other schools, but rarely saw anything going past Meadow Lakes Elementary including the school itself. I now go to Meadow Lakes Elementary twice a day 5 days a week, and regularly attend events there. It's clear Meadow Lakes Elementary has a great buffer from Pittman, and plenty of parking for buses and cars. In the suggested plan, kids will have to load up in cars and buses closer to a busier, faster road with no buffer.

While I have seen the bus portion used for parking during events, I have yet to see a lack of parking. Perhaps someday the school will be built larger and increasing capacity will necessitate more parking, but even then, other areas could be used for overflow parking.

Please consider not taking the quite safe space from our kids.

Increasing the speed limit to 50mph makes an already too fast section worse. There are going to be at least 14 access points in less than half a mile of road including 4 collector roads, an elementary school, a fire station, and a pathway. Connectivity is good, but speed is still the determining factor in crash severity, and this project is set to make a busy area more dangerous.

Thank you for working on making our communities safer and better connected.



## Seldon Road Extension Phase II: Windy Bottom/Beverly Lake Rd to Pittman Rd

---

### Outreach

The following outreach advertised the meeting.

Table 1. Outreach Methods

Date	Outreach Method	Description
Various	Meadow Lakes Community Council	Customary outreach performed by the community council for all monthly meetings
9/18/2025	Project website	Event notice posted on the project website
9/18/2025	DOT&PF online calendar	Event posted to <a href="https://dot.alaska.gov/creg/calendar.shtml">https://dot.alaska.gov/creg/calendar.shtml</a>
9/24/2025	Email notice	Email notice sent to subscribers
9/25/2025	Mailer	Mailed to about 1500 area residents, property owners, and elected officials within one mile of the project area
10/6/2025	Email notice	Email reminder notice sent to subscribers