

**Fairbanks North Star Borough Comprehensive Roads Plan
Steering Committee Meeting #10
Tuesday, March 7, 2023, 4:00 – 6:00 pm**



Connect Information

Join In-Person

- Salcha Conference Room, Fairbanks North Star Borough Administrative Building, 907 Terminal Street, Fairbanks, AK 99701

Join Zoom Meeting

- Zoom (audio/visual):
<https://agnewbeck.zoom.us/j/82890655166?pwd=VFNteSt5TldURVowdE5PWUdoOUtmdz09>
- Phone (audio only)
 - 1-877-853-5257 (Toll-free)
 - Meeting ID: 828 9065 5166#
 - Passcode: 348664#

Objectives

Share and gather Steering Committee input on:

- Process and progress-to-date and proposed schedule/key milestones.
- Recommended revisions to the Draft Plan – non-map and map components.
- Next steps and Steering Committee role.

Materials – emailed on March 7, 2023 w/exception of presentation slides that includes details re: proposed plan revisions

1. Agenda
2. REVISED DRAFT – Corridor Descriptions

Agenda

Time	Item
4:00 – 4:15 pm	Welcome, Introductions, Where We've Been & Today's Focus <ul style="list-style-type: none">• Overview of key activities since October 2022 Steering Committee meeting• Proposed schedule and Steering Committee involvement after today• Today's meeting purpose
4:15 – 5:45 pm	Presentation & Discussion of Proposed Revisions to Draft Plan <ul style="list-style-type: none">• Non-map components, including Goals, Strategies, Actions• Corridors
5:45 – 6:00 pm	Next Steps & Wrap Up <ul style="list-style-type: none">• Immediate actions• Closing comments and questions



Fairbanks North Star Borough Comprehensive Roads Plan

Steering Committee Meeting #10

March 7, 2023



Where We've Been

Since We Last Met in October 2022

- Revised the Corridor Maps – response to over **300 comments** received during **September/October 2022** comment period
- Held **January 21, 2023** Open House at Ken Kunkel Community Center – **over 50 participants**
- Held Additional Public Comment Period **February 2022** – received an additional **180 comments**
- **Today, March 2023** – Have developed recommended plan revisions for Steering Committee consideration – goals, strategies, actions, corridors
- Technical reviews internally
- Met with **UA Lands, U.S. Fish & Wildlife GCI**



 **WE HEARD YOU, FNSB COMMUNITY!**
We have revised the road maps and need your feedback.
COME TELL US, IN-PERSON.

COMMUNITY OPEN HOUSE
JANUARY 21, 2023, 10:00 AM – 1:00 PM
Ken Kunkel Community Center | 2645 Goldstream Rd, Fairbanks
Draft FNSB Comprehensive Roads Plan | www.FNSBRoadsPlan.com



CHECK OUT THE REVISED MAPS AND SHARE YOUR FEEDBACK

- We will have maps covering most areas of the borough with **draft future roads**.
- You can **write or share your comments** with the project team.
- The **project team will also share information, listen, and answer your questions** about how specific roads were selected, moved, or removed from the draft maps, and next steps.

CAN'T MAKE THE OPEN HOUSE?

- Email, call, or text Shelly Wade, Public Involvement Lead: shelly@agnewbeck.com | 907-242-5326
- Visit the project website: www.FNSBRoadsPlan.com





Public Comments

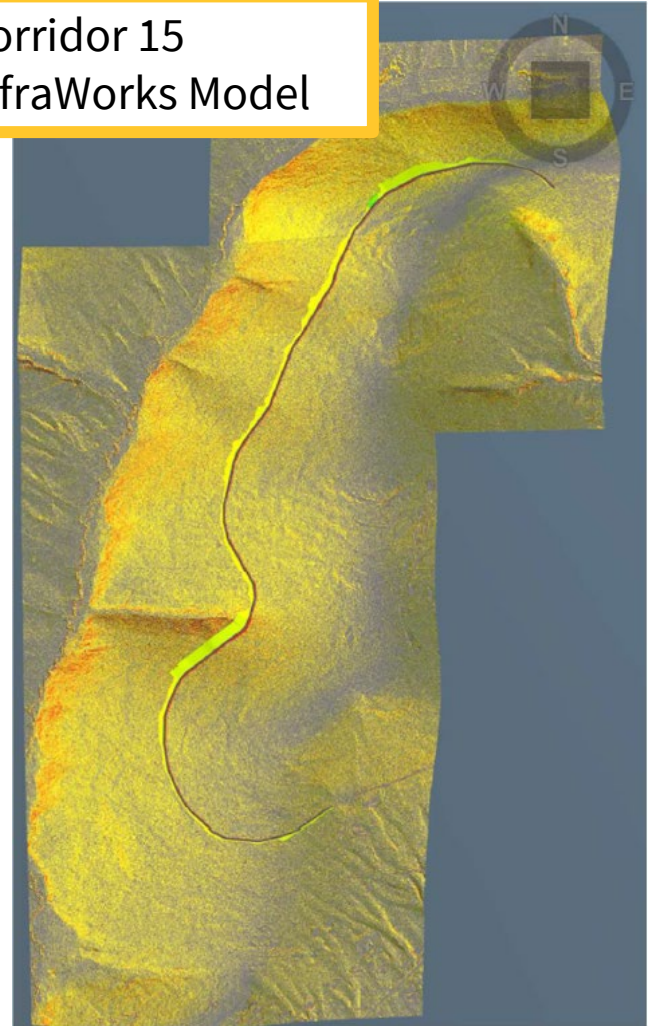
- February 2022 – Comment Summary (Full comments available in tracker)

Email	Phone	Sign up for update s?	Corridor #	Flagged	Comment	Respo
riavagabond@gmail.com			Salcha/Grieme Rd		Hi, I am not able to attend the meeting today due to illness, but wanted to voice my concern about one portion of the proposed plan. We live in Salcha on Grieme Rd and are concerned about the possible extension of the road. Though not currently on the trails plan to the best of my knowledge, sprint mushing trails have existed here for well over 30 years. It is the reason a number of us in the neighborhood moved here. We've been here about 10 years and are concerned about this road and losing trail access, as it would cross our trail. The neighborhood is already becoming immensely more developed over the last year, so those of us who have invested our lives into living in a location with excellent trails we can access are understandably worried about losing what we have invested so much into. I had been talking with the Parks & Rec department last summer about getting the trails designated and on the map and am hoping to have concrete map data to bring them this spring after gps-ing the system this winter when we can access all the muskeg. We may be just a handful of mushers, but this road would definitely threaten our competitive racing teams viability and our way of life. We train our teams out there from November through April and many traveling mushers also use the trails in race season February-April. Please consider this when making your final decision. Another thing you consider is that whole area is a total swamp and very wet for half of the year. I can't imagine it being cost effective to put a road right there. It would be constantly sinking in.	
			366		Not feasible and disruptive to existing housing	
			151		Not feasible due to terrain	
			153		Not feasible due to terrain	
baudy,bridwell@gmail.com		x	273		Opposed. This proposed connector creates access from/to Old Murphy Dome that adds significant vehicle traffic to the privately maintained Moose Mtn road service area. Additionally this creates a conflict with the quiet we have on the trail.	
baudy,bridwell@gmail.com			375		This is not preferred but does make sense to create additional second way out of the Moose Mtn residential area. Perhaps another route following the trail from Monte Verde cul-de-sac to Waldheim might make sense.	
baudy,bridwell@gmail.com			372		This is not preferred but does make sense to create additional second way out of the Moose Mtn residential area. Perhaps another route following the trail from Monte Verde cul-de-sac to Waldheim might make sense.	
baudy,bridwell@gmail.com			322		This is not preferred but does make sense to create additional second way out of the Moose Mtn residential area. Perhaps another route following the trail from Monte Verde cul-de-sac to Waldheim might make sense.	
kareycrocker@gmail.com			Miller Hill Road		My name is Karey Crocker my property address is 725 Millerhill Rd. I do not support the comprehensive road plan. This would effect my property negatively for if this was to happen not only will I be paying more property taxes but continue paying for private road repair that would double or possibly triple do to more traffic. Also i would have to pay for to subdivide my property and as for any medical vehicle using the private road in the winter there are 2 steep hills that turn to solid ice. On the first hill coming from fairbanks a man riding a 4 wheeler this summer died. Most likely from the combo of its steepness and large dirt brims and lack of proper ditches and pot holes. I can not in good conscious support adding more traffic to our private road without the road being started from Yankovich then make it's way down Millerhill rd. To the bridge. I have many other concerns aswell. This would not help my family but would add more financial burdens to us. My truck ware and tair on my truck from millerhill rd is running about \$5000.00 a year. That just shocks, transmission repairs and headlights tail lights and blinker lights going out constantly from pot holes. I've got rid of 2 vehicles do to this road messing up the transmission and oil pans.	
traciencurry@yahoo.com			273		Corridor 273 overlaps a high volume recreational trail that is used in all seasons by people throughout the borough. I strongly oppose corridor 273 due to the negative impact it would have on the character and use of the existing trail.	
			15		Shelly – I want to make sure that you have received a copy of my detailed comments I submitted to Don Galligan which especially relate to Route 15 on the Roads Plan. I also would like to request a copy of the "Folder" that relates to analysis of Route 15, if it's meant to be public information. We met with Don and Bryant and Patrick at the FNSB offices, and it was a very informative discussion. I understand that a 4-page comment isn't really what the public comment tracker has been designed to incorporate. You will use your judgement regarding how to deal with that, but I would really appreciate if the committee was given the opportunity to consider my comments.	

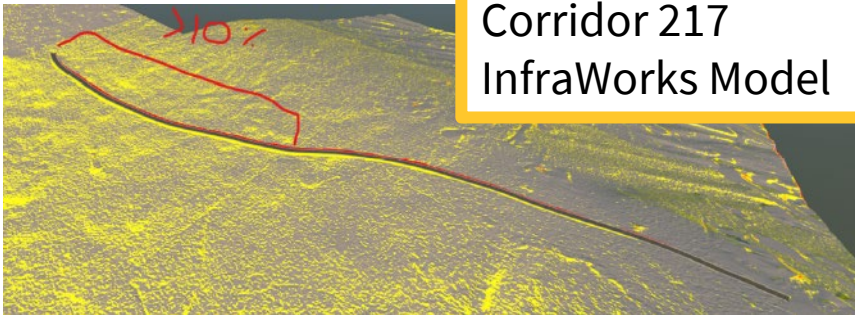
Since We Last Met in October 2022

Technical reviews internally on corridors where there were additional grade questions

Corridor 15
InfraWorks Model



Corridor 217
InfraWorks Model



What Happens After Today

- **Spring 2023** – Revise and finalize the plan and share with the public.
 - Confirm – Have we addressed their main concerns?
- **Summer 2023** – Reconvene the Steering Committee to review any additional public feedback.
 - Confirm –
 - What additional concerns/questions need to be addressed in the Final Plan?
 - Is this a Plan the Steering Committee supports?
- **Fall 2023** – Final Plan goes before the FNSB Platting Board, Planning Commission, & Assembly
 - NOTE: The Final Plan will also be widely distributed to other FNSB Committees, Boards and to key entities, including all of those represented by the Steering Committee.

Today's Objectives

- Review and come to consensus on plan revisions toward developing the Final Plan.
- Review project schedule and role of Steering Committee this summer and through Plan adoption this fall.



Goals, Strategies, Actions & Other Non-Map Elements

Recommended Revisions

- **Page 8 – Goal 1, Strategy 1**
 - Add Action 1.1.B: When plans are updated and in recognition of the plan vision, some corridors in the 1991 plan were previously dedicated. Where they are removed in this plan, FNSB Community Planning will support vacating those dedications upon request of property owners fronting those dedications.
- **Page 11 – Goal 4, Environmental Impacts**
 - Add strategy/action to ensure that road crossings of waterways allow for adequate fish passage.
 - **4.1.A** – Amend or add action to discourage roadway alignments penetrating or dividing established recreational and wildland corridors.
 - **4.1.E** – Add action to address/mitigate noise pollution (as addressed in 4.1.D for light pollution).
 - **Under 4.1** – Considering adding these actions from the 1991 Plan:
 - Internal road networks in subdivisions shall be designed to discourage through traffic on roads providing direct access to residential lots.
 - Routing of commercial and industrial traffic through residential areas shall be avoided.
 - **4.3** – Amend or add action that discourages road corridors through current and future areas that are environmentally challenging.

Recommended Revisions

- **Page 12 – Strategy 5.1 and 5.2**
 - Add action that encourages vegetative buffers between recreational trails and roads.
- **Page 13**
 - **Strategy 6.2:**
 - Currently reads: “Research and secure additional funding, including potential funds through the Federal Infrastructure Bill or the State of Alaska, for RSA road construction projects.”
 - Change to: “Secure federal, state, or other funding to assist service areas to upgrade roads to economically sustainable standards, if not the most current Title 17 Road standards.”
 - **Action 6.4.B:**
 - Currently reads: “Adopt a user-friendly road standards manual for design and construction based on state and national best practices and community priorities.”
 - Change to: “Adopt a user-friendly road standards manual with a goal of functional and economically sustainable design and construction, informed by state and national best practices and community priorities.”

Recommended Revisions

- **Page 14 , Strategy 8.2**
 - Use of “orphan roads”.
 - Replace with “non-government supported public roads”.
- **Page 17 – Table 2. Future Corridor Selection Criteria – Multiple Access Points**
 - Support multiple access for residential areas with > 100 dwelling units or potential to develop > than 100 dwelling units.
 - NOTE: Add reference to national fire protection standards that this criteria is based on.



Proposed Corridors – Context & Recommended Direction

1) Corridors 273 & 372

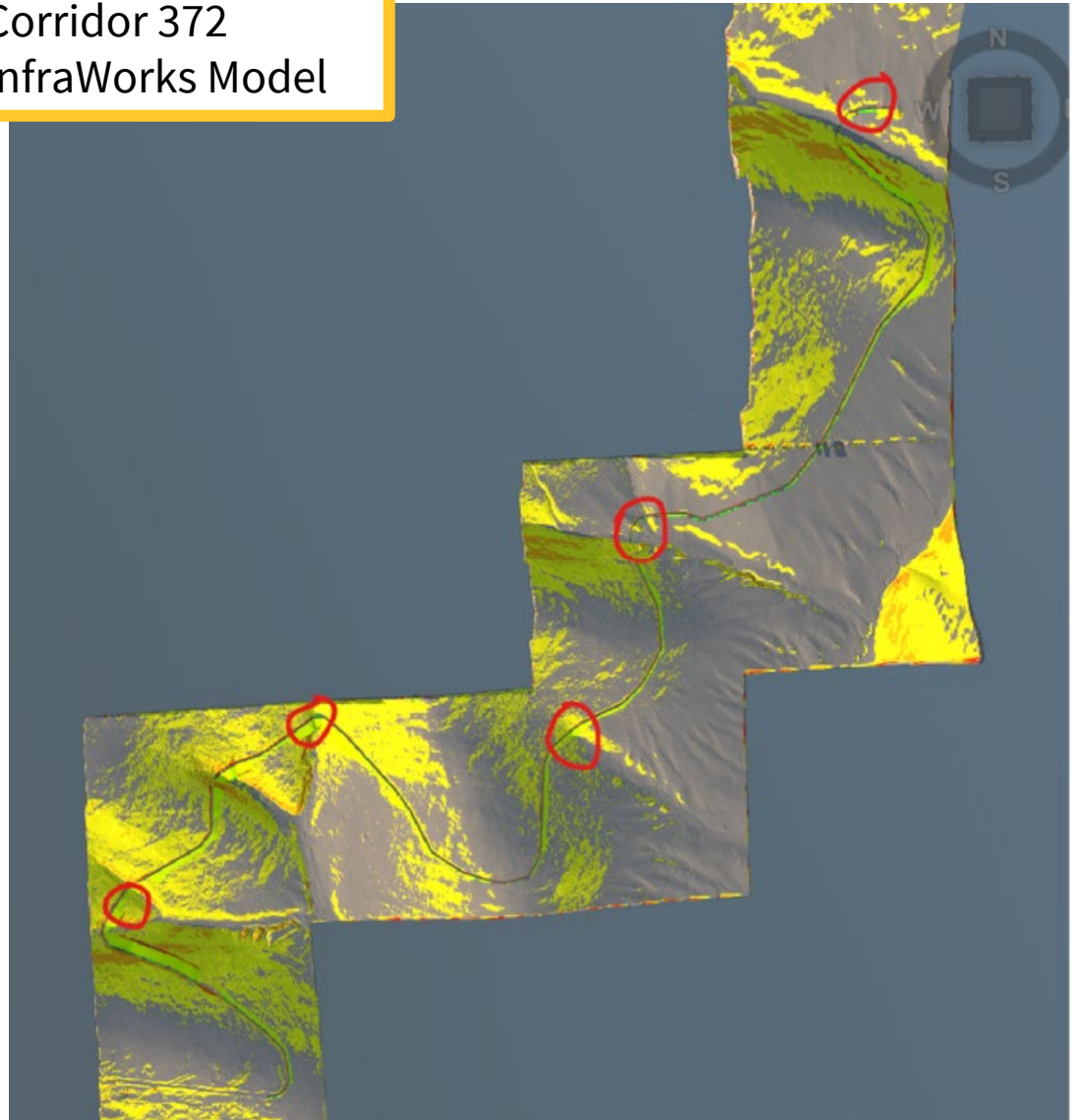
- Location: Moose Mtn
- 1991 Road Plan: same
- Public comments (11, 12):
 - Trail conflicts
 - Additional traffic, road maintenance burden for RSA
 - Against additional development in area
- **Proposed direction forward: Keep**
- Why?
 - Ability to separate trail/road through a planned shared corridor
 - Single egress for Moose Mtn
 - Access to large parcels with potential to subdivide in the future



1) Corridor 372, cont.

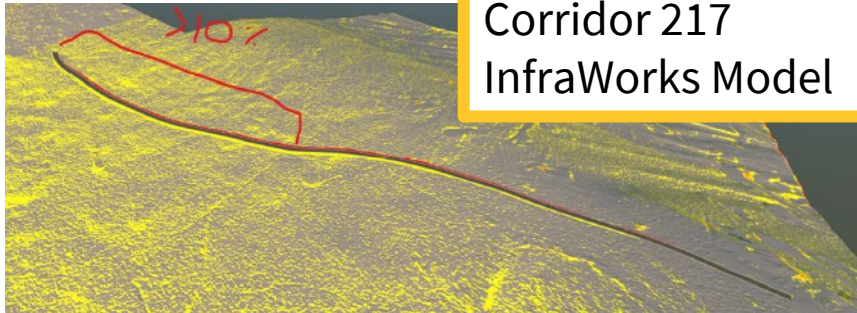
- Feasible to construct with small alignment adjustments during the subdivision process based on survey data
- Direct lot access (via driveways) feasible along 70% of corridor (30% has cross slopes >25% grade)
- Some areas above 10% grade at drainage crossings would need slight adjustment during platting process

Corridor 372
InfraWorks Model



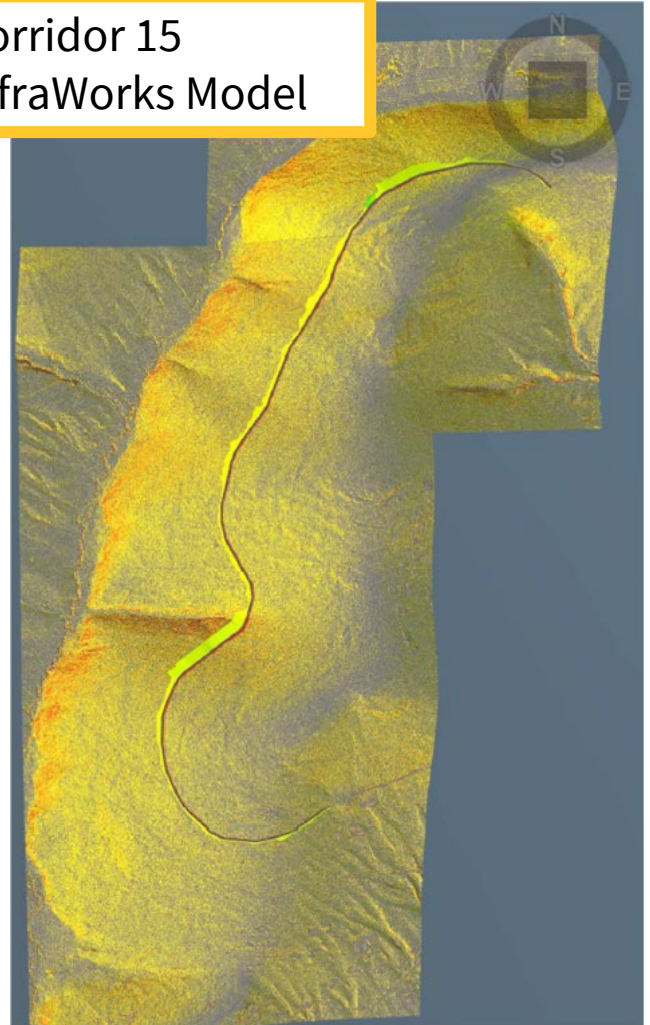
2) Corridors 15 & 217

- Location: North of Goldstream Rd.
- 1991 Road Plan: 15 included, 217 not included
- Public comments (4, N/A):
 - Trail conflicts with O'Connor Creek, Cranberry trails
 - Road alignment impact on subdivision development
 - Neighborhood character, increased traffic, safety
- **Proposed direction: Realign both**
 - Avoid existing trails
 - Potential FNSB land purchase to support road connection & trailhead near Skyflight
- **Why:**
 - Move planned road corridors away from existing trails
 - Provide vegetative buffer
 - Trails further west are planned, not existing; conflicts could be mitigated



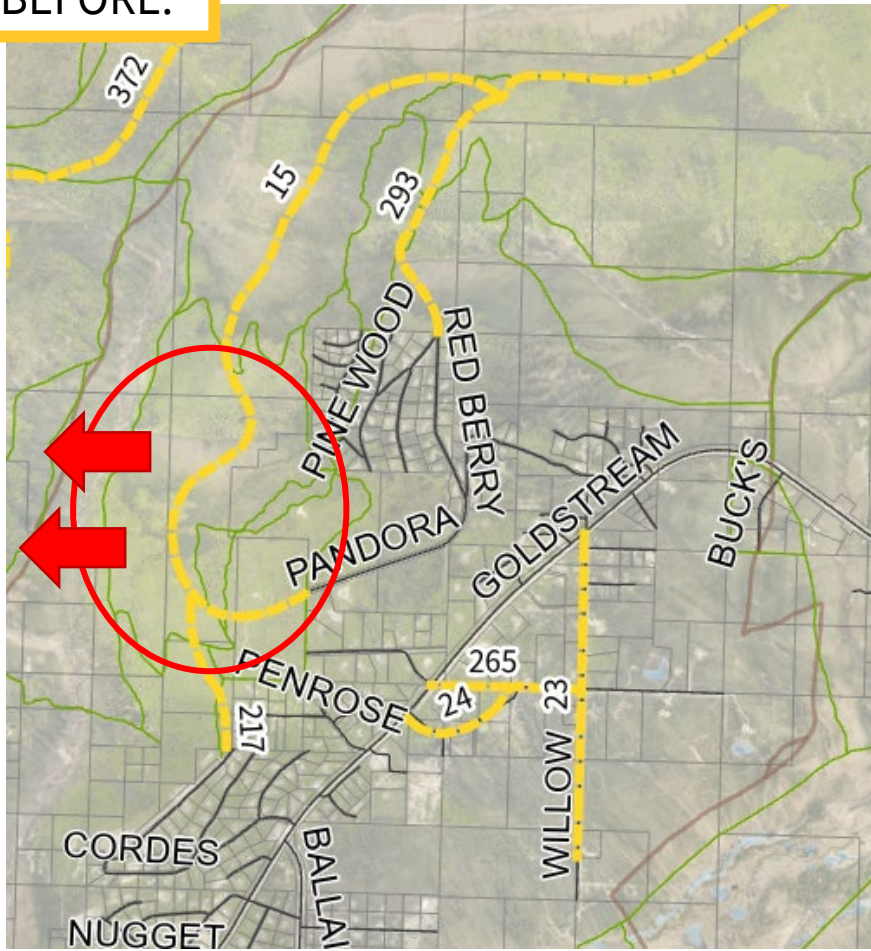
Corridor 217
InfraWorks Model

Corridor 15
InfraWorks Model

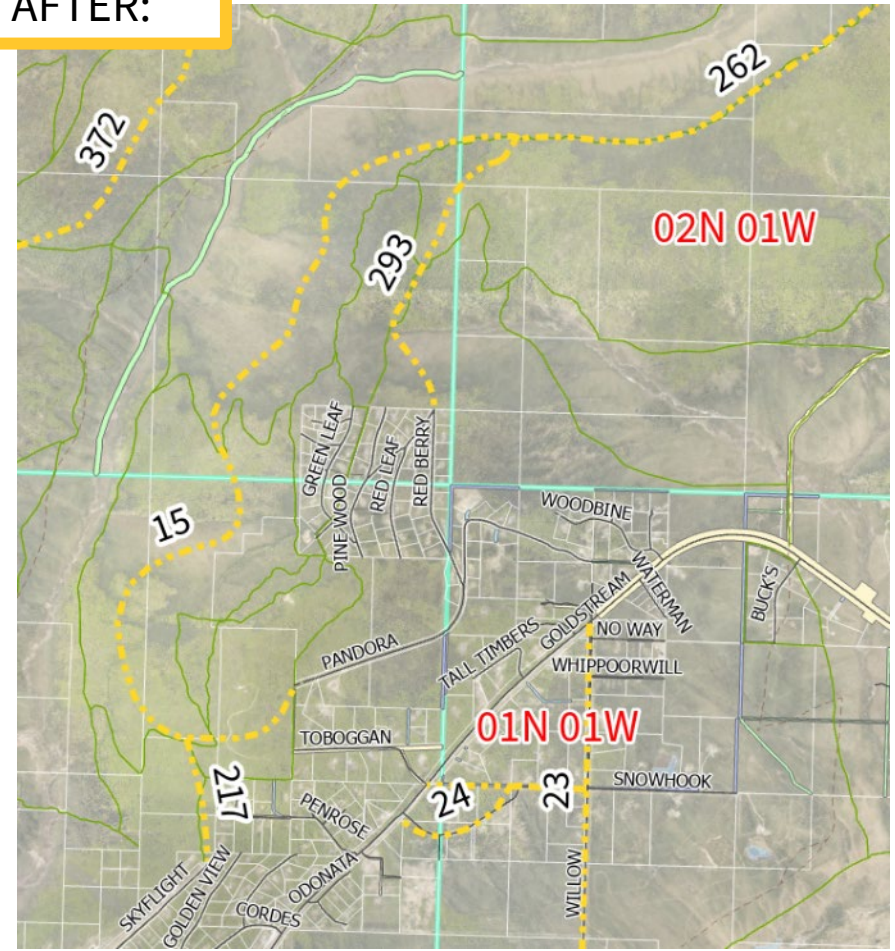


2) Corridors 15 & 217, cont.

BEFORE:

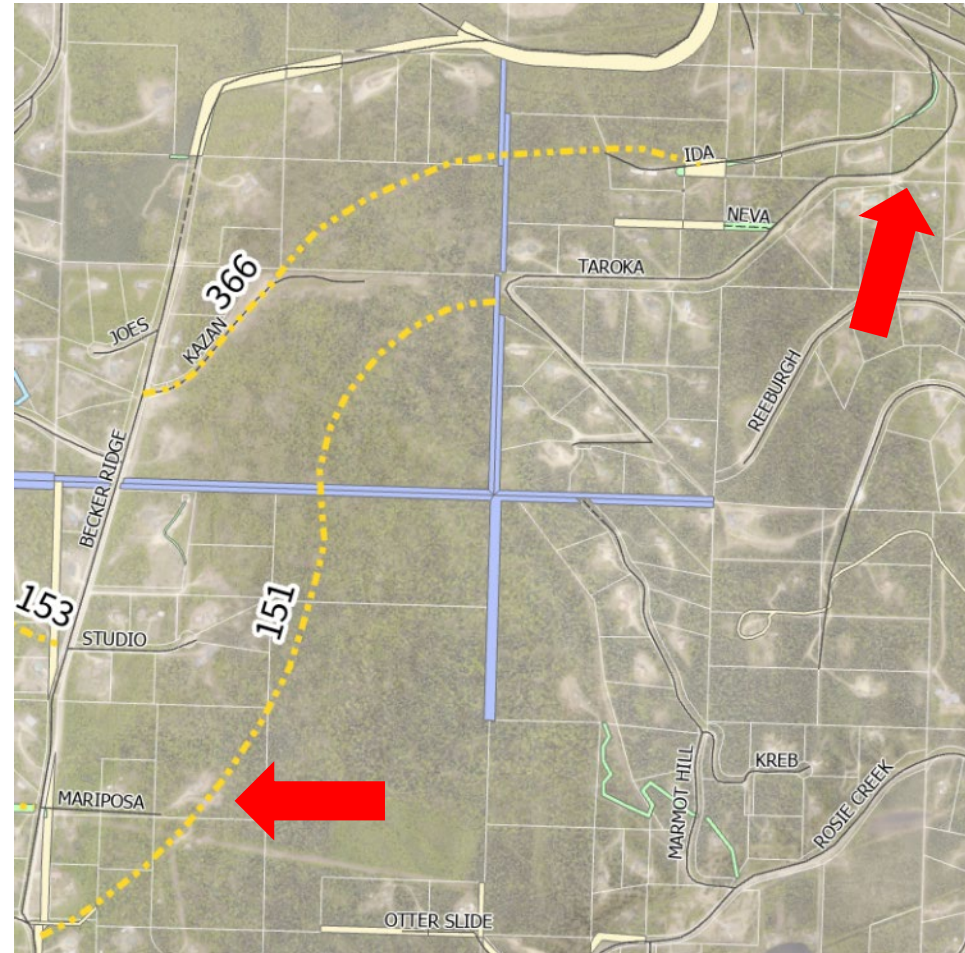


AFTER:



3) Corridor 151 (Taroka – Becker Ridge)

- Location: Becker Ridge/Chena Ridge
- 1991 Road Plan: included
- Public comments (16):
 - Reported steep existing road
 - Reported insufficient road widths
 - Safety and maintenance problems
 - Increased traffic with existing issues
- **Proposed direction: Remove**
- Why:
 - Neighborhood comments and documentation of feasibility issues
 - Uncertain public access for Chena Ridge connection
 - Crosses illegally subdivided lots for Becker Ridge connection = no clear path to corridor construction via subdivision process
 - Cross slopes >25% along entire corridor = direct lot access (via driveways) challenging
 - Large lots have feasible alternate access from Becker Ridge Road



4) Corridor 366 (Ida-Kazan)



- Location: Becker Ridge/Chena Ridge
- 1991 Road Plan: realigned
- Public comments (20):
 - Steep grades
 - Insufficient road widths
 - Safety and maintenance problems
 - Increased traffic with existing issues
- Proposed direction: Keep
- Why:
 - InfraWorks analysis shows good feasibility for construction
 - Small gap closure, logical/valuable connection
 - Corridor provides access to large land-locked parcels with potential for development
 - Positive Steering Committee feedback that a Chena Ridge-Becker Ridge connection would be beneficial

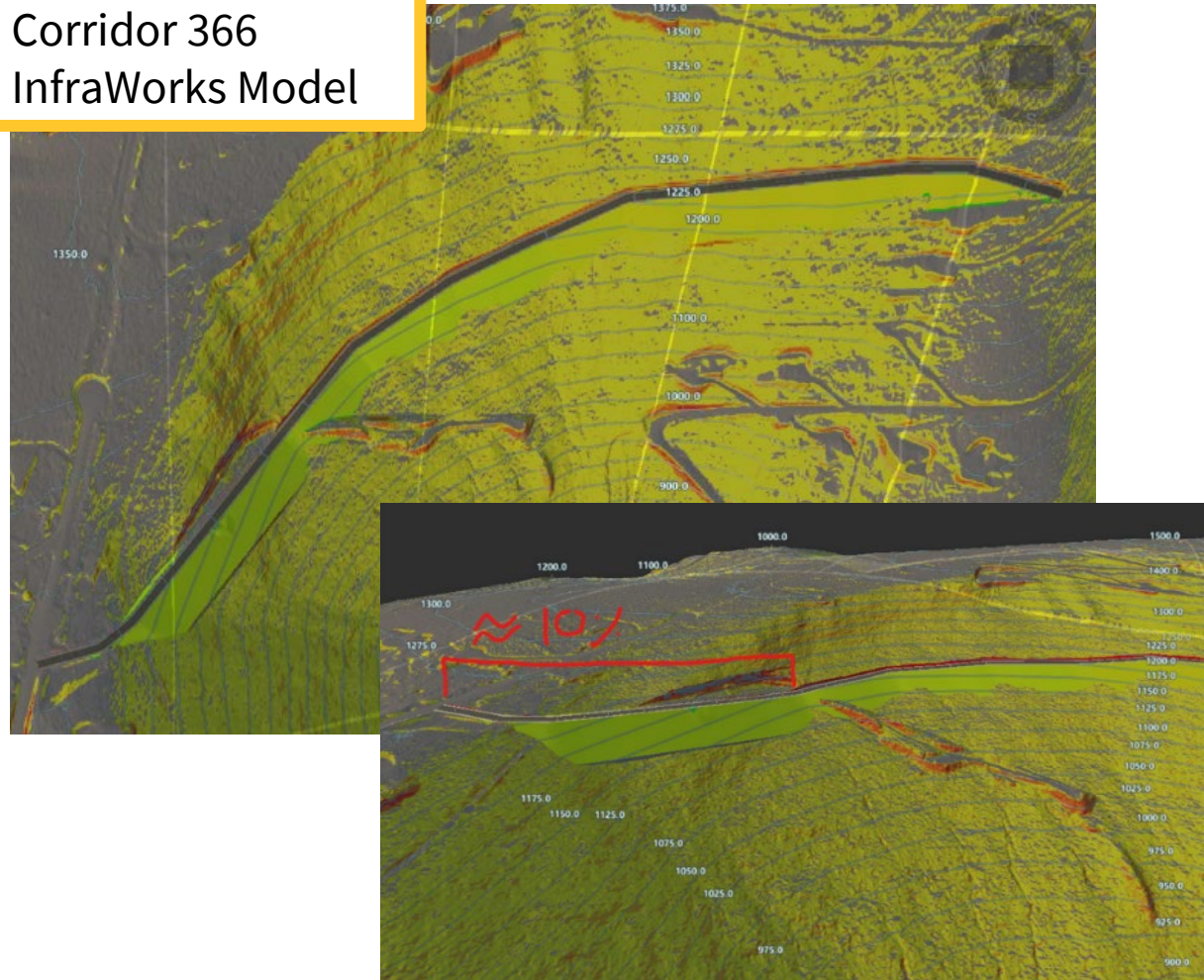


4) Corridor 366, cont.



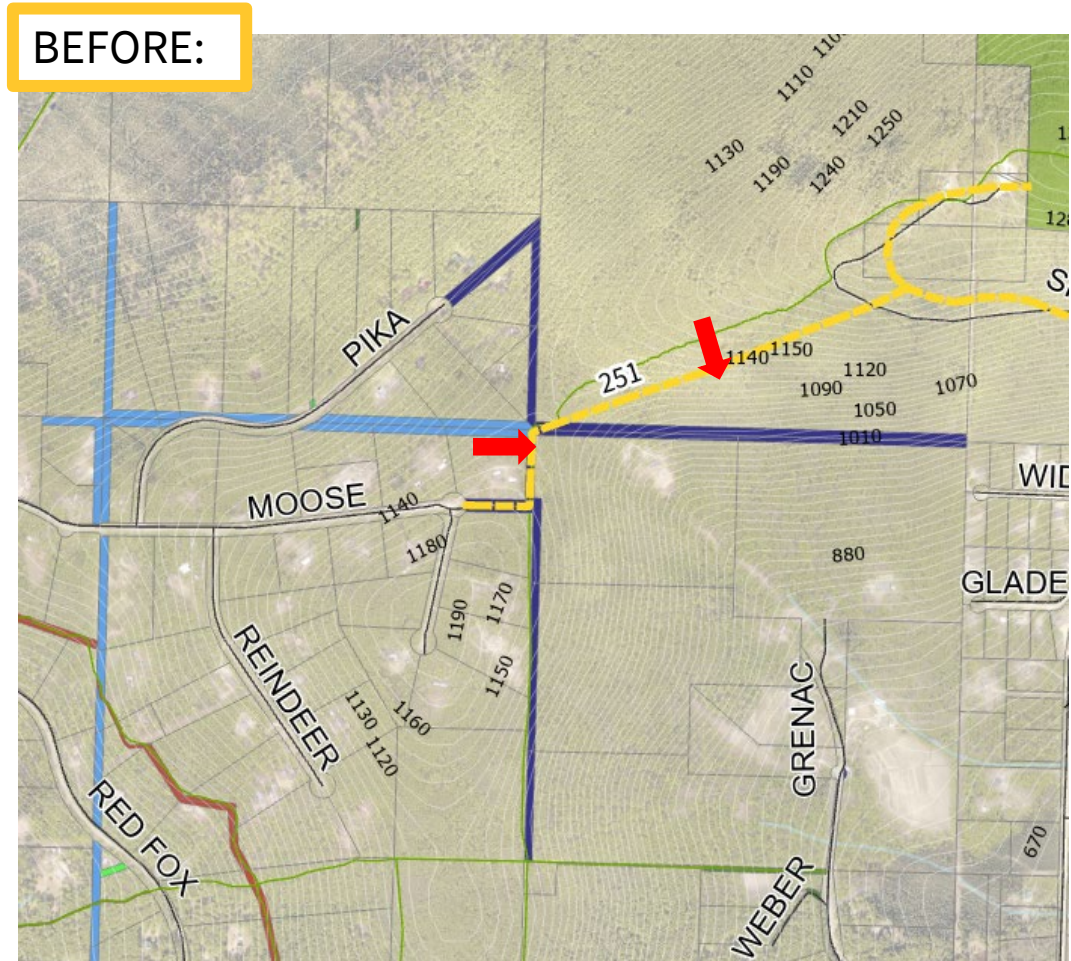
- Initial decent of 0.2 miles is at about the 10% grade limit per Title 17
- Remaining 0.53 miles of the corridor are less than 10% grade
- Cross slopes 14-23% along most of the corridor, with north and south end cross slopes <14%
- Reasonable access to parcels is attainable over the length of the corridor
- Current alignment would require significant fill, but fill could be reduced with adjustments based on survey data during the platting process; pushing the alignment more into the hillside (cut)

Corridor 366
InfraWorks Model



5) Corridor 251 (Musk Ox sub – Ski Boot Hill)

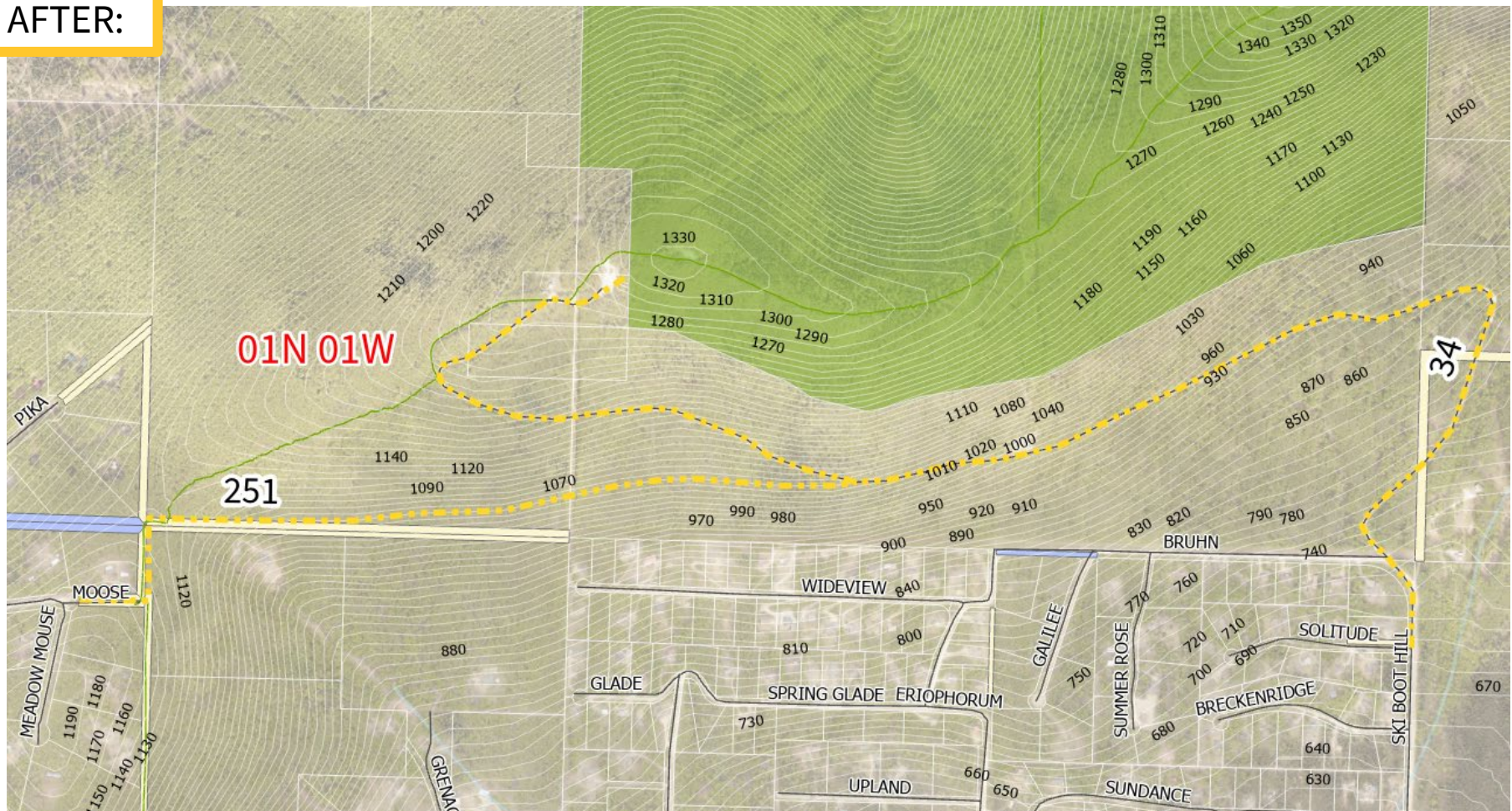
- Location: Ski Boot Hill/Musk Ox Subdivision
- 1991 Road Plan: not included
- Public comments (2):
 - Skyline Ridge Trail conflicts
 - Increased traffic, road maintenance (Moose), safety concerns
 - Recreational impacts
- Proposed direction: Realign
 - Shift north-south portion onto SLE
 - Shift east-west portion to lower contour; further east connection w/ Ski Boot to provide buffer between road and trail
- Why:
 - Large CIRI parcels likely to develop in the future, regardless of what the Roads Plan says
 - Planned corridor in the Roads Plan can help create a logical connection when land is developed, and plan ahead to preserve and accommodate existing trails



5) Corridor 251, cont.

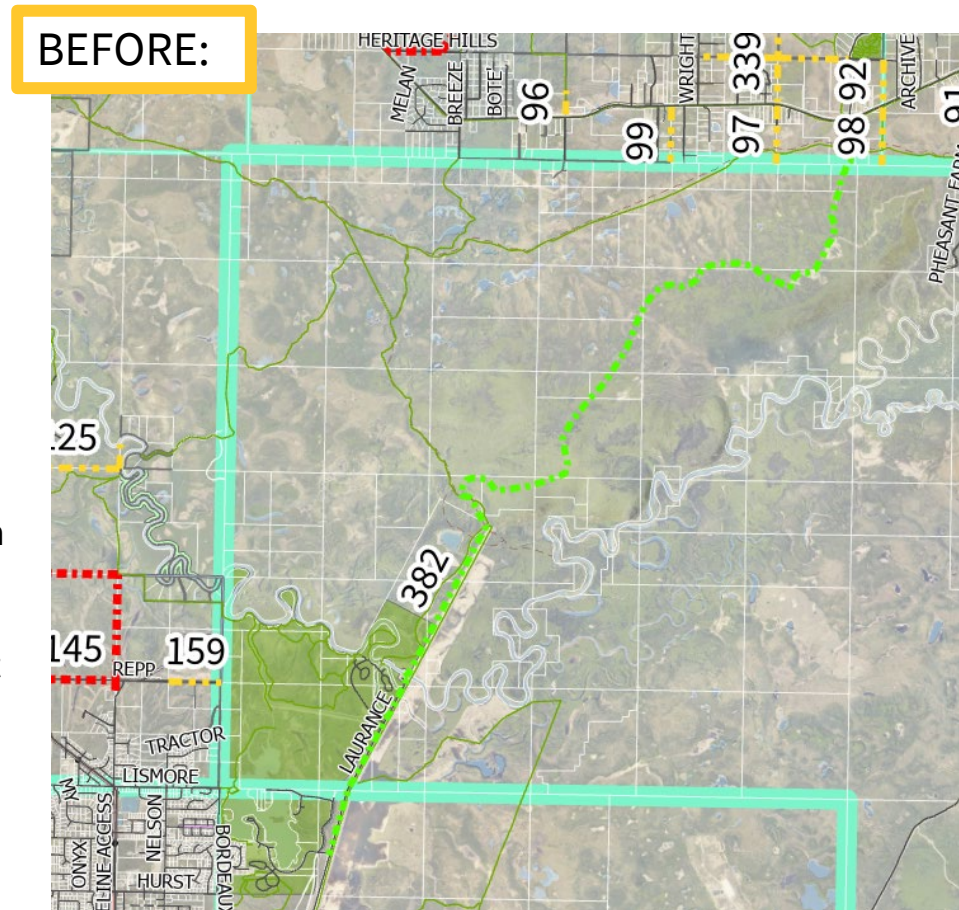
(Musk Ox sub – Ski Boot Hill)

AFTER:



6) Corridor 382 (Two Rivers-North Pole, Future Study)

- Location: Connects Two Rivers Road to Laurance at flood control project
- 1991 Road Plan: not included, proposed by Mayor Ward in 2022
- Public comments (1):
 - Opposition from private property owner
 - Concerns about survey, trespass
- **Proposed direction: Realign as a straight line to show general connection, not a detailed alignment; avoid private parcels.**
- Why:
 - Since this is a “future study” corridor, it should not indicate a detailed alignment in the road plan at this time, but instead show a general desirable connection for future consideration.
 - Additional study will be needed at the plan’s next update before this corridor is officially included as a Minor or Major Collector in the plan.

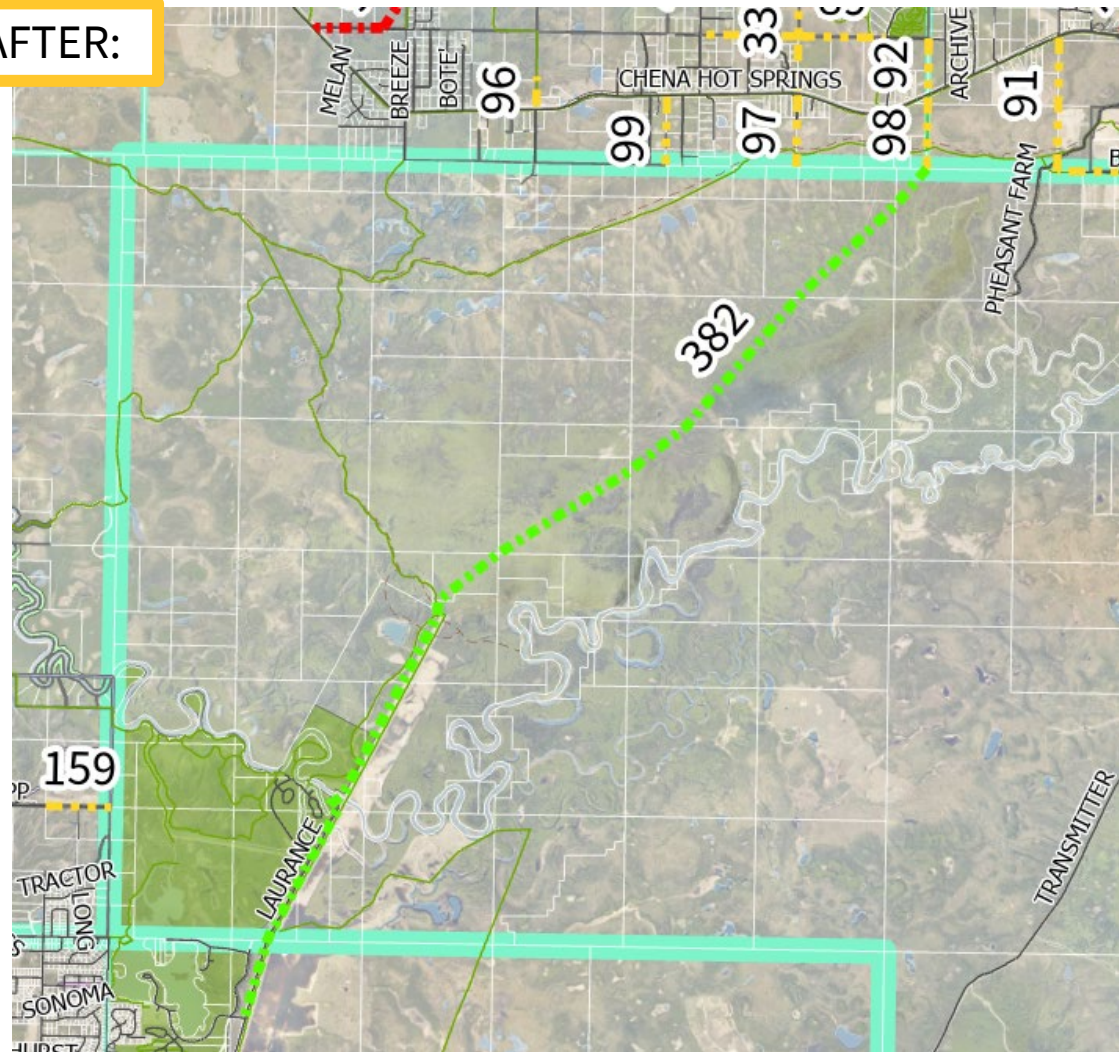


6) Corridor 382, cont.

(Two Rivers-North Pole, Future Study)

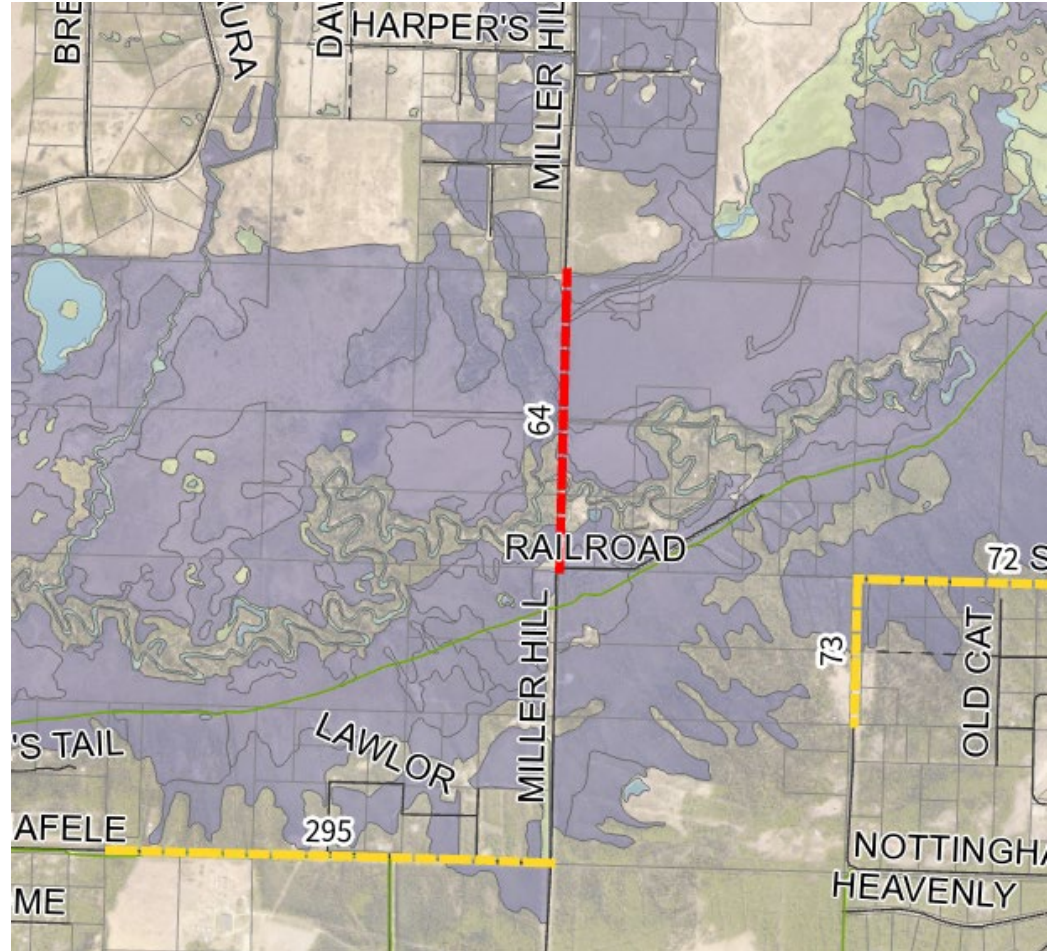
- Avoids private parcels
- Shows intent for future connection, NOT a detailed alignment
- Crosses FNSB, BLM, Alaska MHTA, DNR public lands
- Could connect into planned Corridor 98 or Two Rivers Road at northeast end

AFTER:



7) Corridor 64 (Miller Hill – Miller Hill Ext)

- Location: Goldstream Valley, Miller Hill/Miller Hill Ext.
- 1991 Road Plan: included
- Public comments (5):
 - Lots on east side in Interior Land Trust conservation
 - Trail/recreation conflicts
 - Loss of wildlife habitat
 - Permafrost, wetlands, poor soils – maintenance concerns
 - Traffic, neighborhood character
- **Proposed direction: Keep**
 - Maintain Corridor 64 and shift away from trust land



FNSB Comprehensive Roads Plan: Corridor Descriptions

This document provides a brief description of each road corridor included in the 2022 FNSB Comprehensive Roads Plan update. Definitions are provided below for each type of corridor in the plan: New, Realigned, Existing, and Future Study. There are a total of 191 corridors in the final 2022 Comprehensive Roads Plan update, including New, Realigned, Existing, and Future Study corridors. A list of corridors removed during the 2022 update is also included at the end of this document and Removed corridors are defined below.

Definitions & Totals:

New: This corridor was added during the 2022 Comprehensive Roads Plan update. Thirty-three (33) new road corridors were added during the 2022 Roads Plan update.

Realigned: This corridor appeared in the 1991 Roads Plan but was realigned during the 2022 update. Forty-three (43) corridors that appeared in the 1991 Roads Plan were realigned in the 2022 update.

Existing: This corridor appeared in the 1991 Roads Plan and is being maintained in the 2022 update. There are 112 corridors from the 1991 Roads Plan being maintained in the 2022 update.

Future Study: These corridors are included in the 2022 Roads Plan as aspirational connections for future study and analysis. There are three (3) Future Study corridors in the 2022 Roads Plan.

Removed: This corridor either appeared in the 1991 Roads Plan and was removed in the 2022 update or was added during an earlier stage of the 2022 update and was then subsequently removed. A list of the 134 corridors removed during the 2022 update is included at the end of this document.

Road Corridors included the 2022 Comprehensive Road Plan:

Corridor 4 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. The northeastern portion is realigned in the 2022 Roads Plan update by Corridor 209. See Corridor 209 for more information. Provides connection between Goldstream Alaska subdivision and Old Murphy Dome Road via Corridor 209.

Corridor 12 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access across large private and University of Alaska undivided parcels.

Corridor 13 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access across large southeast-facing undivided FNSB parcels with potential to subdivide in the future. Completes the connection between Murphy Dome Road-adjacent Skylight Height subdivision and Old Murphy Dome Road via Corridor 21 and Richard Berry stub.

Corridor 15 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Creates a loop between Pandora stub and Corridor 293/Red Berry extension. Provides connectivity to Skyflight area via Corridor 217. The route accesses large tracts of FNSB land.

FNSB Roads Plan – DRAFT Corridor Descriptions Document

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Corridor 18 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access across large south-facing FNSB parcels with potential to develop in the future. Provides additional ingress/egress access point for Martin subdivision to Old Murphy Dome Road via unconstructed Rocky Mountain stub.

Corridor 20 (NW) – Existing – This corridor is from the 1991 Roads Plan. Provides new access to large parcels likely to subdivide. Provides additional ingress/egress and connectivity between Martin and Skyflight Heights subdivisions. Engineering analysis of the topographical conditions showed this corridor being feasible to construct given alignment adjustments based on a full survey during the platting and subdivision process.

Corridor 21 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access across large FNSB and University of Alaska parcels with potential for future development. This corridor is part of a connection from Murphy Dome Road to Spinach Creek and Old Murphy Dome Road via the Richard Berry stub and Corridor 13.

Corridor 22 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Jones Road to connect with Corridors 375 and 372 for connectivity up to Old Murphy Dome Road and to adjacent Moose Mountain 4 subdivision via Corridor 176. Provides a secondary ingress/egress access point to the Jones Road vicinity neighborhoods for residents and emergency and essential services access. Removes Jones Road's violation of FNSB code for cul-de-sac length.

Corridor 23 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. It is maintained in the 2022 Roads Plan because the corridor or portions of the corridor do not yet have public right-of-way access. Follows constructed Willow Road.

Corridor 24 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. It is maintained in the 2022 Roads Plan because the corridor or portions of the corridor do not yet have public right-of-way access. Follows partially constructed Twin Flower Road.

Corridor 28 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. It is maintained in the 2022 Roads Plan because portions of Esro Road do not yet have public right-of-way access. Connection to Tungsten subdivision to west adds alternate ingress/egress to both subdivisions and eliminates ESRO cul-de-sac.

Corridor 31 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. The eastern end of the original corridor (now Corridor 279) is realigned to connect to Whistling Swan instead of Hawk-Eye Downs due to emergency services access concerns. See Corridor 279 for more information.

Corridor 32 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. It connects Gilmore Estates and Tungsten subdivisions via Hubernite and North Hubernite stubs for new access

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across a large private parcel with potential to subdivide in the future. Closes an existing small gap in the road network.

Corridor 34 (NW) – Realigned – This corridor is being maintained from the 1991 Roads Plan. It is maintained in the 2022 Roads Plan because the corridor or portions of the corridor do not yet have public right-of-way access. Generally, follows constructed Ski Boot Hill Road across large undivided CIRI parcels.

Corridor 35 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects Tammy and Golden Heart stubs to close a small gap in the road network across one large private parcel with potential to subdivide.

Corridor 36 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects Donna and Cranberry Ridge stubs to close a small gap in the road network across one large private parcel with potential to subdivide.

Corridor 39 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects Arctic Tern and Eagle Ridge stubs to close a small gap in the road network across one private parcel with potential to subdivide.

Corridor 40 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access across large FNSB parcels to the north. Joins planned corridor network along ridgelines to the north to create a loop back down to the Telemark area, and alternate ingress/egress for Eleanor and Skarland Heights/Two Rivers subdivisions.

Corridor 42 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects Hawk and Taurus to close a small gap in the road network across one private parcel with potential to subdivide.

Corridor 43 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides additional ingress/egress to South Slope/Brice and Tungsten subdivisions via Steele Creek and Powellite stubs. Crosses several larger private parcels with potential to subdivide further in the future. Closes an existing small gap in the road network. Addresses Powellite cul-de-sac (~4,700 ft) that is well beyond the FNSB Code maximum cul-de-sac length of 1,320 ft.

Corridor 44 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. It is maintained in the 2022 Roads Plan because portions of Amanita Road do not yet have public right-of-way access.

Corridor 45 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access across large private parcels with potential to subdivide in the future. Follows platted, unconstructed east-west roadway and connects into Hopper Creek subdivision future road network. Creates a loop with connectivity down into Chena Hot Springs Road via Corridors 46, 47, and 362.

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Corridor 46 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access across large private parcels with potential to subdivide in the future. Connects into Hopper Creek subdivision future road network and creates a loop with connectivity down into Chena Hot Springs Road via Corridors 45, 47, and 362.

Corridor 47 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access across large private parcels with potential to subdivide in the future. Follows platted, unconstructed east-west roadway, connects into Hopper Creek subdivision future road network and creates a loop with connectivity down into Chena Hot Springs Road via Corridors 45, 46, and 362.

Corridor 48 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects Silver Birch and Steele Creek East subdivisions via Mountvista and Steele Creek stubs to provide new access across large private parcels with potential to subdivide in the future. Provides alternate ingress/egress point for residents and emergency and essential services access to both neighborhoods. Closes an existing small gap in the road network.

Corridor 51 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access across several large FNSB parcels with potential for subdivision in the future. Runs parallel to Little Chena River/Potlatch Creek trail, so a planned shared trail and road corridor design should be considered to mitigate conflicts and preserve trail quality.

Corridor 53 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access to and across large FNSB parcels with potential to subdivide in the future.

Corridor 56 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects Silver Birch subdivision to Bennett Road area via Suncrest stub. Provides new access across several private parcels with potential to subdivide in the future. Addresses known access concern regarding unstable Suncrest road cut by providing an alternative ingress/egress point to the neighborhood for residents and emergency and essential services access.

Corridor 57 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access along ridgeline across a large FNSB parcel and to a DNR tract both with potential to subdivide in the future.

Corridor 62 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access across several large FNSB parcels with potential to subdivide in the future.

Corridor 64 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. The Miller Hill-Miller Hill Extension connection provides an additional north-south connection across Gold Stream Valley, where there are few existing north-south connections. This connection reduces vehicle miles travelled by about 3 miles per trip for those travelling from Gold Stream Rd to Sheep Creek Rd.

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Provides improved emergency and essential services access and travel times across the Gold Stream Valley and to nearby neighborhoods.

Corridor 65 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access along a partial section line easement (SLE) across several large private parcels with potential to subdivide in the future. Connects Steele Creek subdivisions to Chena Hot Springs Road for an alternate ingress/egress point for residents and emergency and essential services delivery to the neighborhood.

Corridor 66 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. It is maintained in the 2022 Roads Plan because the corridor or portions of the corridor do not yet have public right-of-way access.

Corridor 68 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. It is maintained in the 2022 Roads Plan because the corridor or portions of the corridor do not yet have public right-of-way access. Provides access to several existing residential lots and to one large private parcel with potential to subdivide in the future.

Corridor 70 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides access to several large private parcels with potential to subdivide in the future, as well as one large DNR parcel. Connects east-west running platted, unconstructed road with Nine Mile Hill Road and Robertson Ridge platted, unconstructed road to the east.

Corridor 71 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects Sunstead to Robertson Ridge via a section line easement (SLE). Provides an additional ingress/egress point to B & A subdivision with future connectivity to the Nine Mile Hill area and alternate routes back to Chena Hot Springs Road.

Corridor 72 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Runs along platted unconstructed Shadow Road for connection to Corridor 73 to complete a loop with Nottingham and Dalton.

Corridor 73 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects Corridor 72/Shadow Road with Nottingham to create a loop with Dalton.

Corridor 75 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects McGrath area with Kasalek 4 subdivision via Davenny stub. Provides an east-west connection between Farmers Loop area and Steese Highway/Chena Hot Springs Road area to the east where few other east-west connections exist.

Corridor 76 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access across large FNSB parcels with potential to subdivide in the future.

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Corridor 79 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Buffalo Road west for connection to John Cole and access to nearby large private parcels. Follows several discontinuous existing partial section line easements (SLE).

Corridor 81 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides alternate ingress/egress from University Heights and Husky Gardens subdivisions to Farmers Loop Road.

Corridor 85 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. It is maintained in the 2022 Roads Plan because the corridor or portions of the corridor do not yet have public right-of-way access. Follows Rainbow Ridge constructed road for connection into platted, unconstructed Kelsey Park Road.

Corridor 86 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. It is maintained in the 2022 Roads Plan because the corridor or portions of the corridor do not yet have public right-of-way access. Follows George Road to close an existing small gap without public right-of-way access across one large private lot that could subdivide in the future.

Corridor 88 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Follows a section line easement (SLE) for connection to Kanuti to the west and Two Rivers Road to the east via Corridor 89. Provides an alternate point of ingress/egress for residents and emergency and essential services access to surrounding neighborhoods near Wright, Ream, and Little Chena Roads.

Corridor 89 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Follows a section line easement (SLE) east for connection into Two Rivers Road. Provides new access to large private and FNSB parcels with potential to subdivide in the future.

Corridor 90 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. It is maintained in the 2022 Roads Plan because the corridor or portions of the corridor do not yet have public right-of-way access. Creates an east-west connection along several discontinuous SLEs from Pheasant Farm area to Kaufman Road area. Follows partially constructed Baseline Road. Provides access to many large private parcels to the north and south with potential to subdivide in the future.

Corridor 91 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Creates a north-south connection between Baseline, Pheasant Farm, and Chena Hot Springs Road for new access to several large private, DNR, and Alaska Mental Health Trust parcels with potential to subdivide in the future.

Corridor 92 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Creates new north-south connection between Chena Hot Springs Road and SLE fronting Two Rivers Elementary School. Provides alternate point of ingress/egress for residents and emergency and essential services access to Hirn neighborhood and Two Rivers School.

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Corridor 93 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. It is maintained in the 2022 Roads Plan because the corridor or portions of the corridor do not yet have public right-of-way access. Follows partially constructed Trickey Road for connection between Pheasant Farm and Grange Hall Road.

Corridor 94 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Creates a north-south connection between Baseline (Corridor 90) and Trickey Road (Corridor 93). Provides new access to several large private lots with potential to subdivide in the future.

Corridor 96 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access from Chena Hot Springs Road to several large parcels to the north.

Corridor 97 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Dynes Road south to provide access to several large parcels.

Corridor 98 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends south from Chena Hot Springs Road to provide new access to several large DNR and Alaska Mental Health Trust parcels.

Corridor 99 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan.

Corridor 100 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. It is maintained in the 2022 Roads Plan because the corridor or portions of the corridor do not yet have public right-of-way access. Extends Pleasant Valley Road south for access to private parcels.

Corridor 101 (SW) – Existing – This corridor is being maintained from the 1991 Roads Plan. The southern portion is realigned further north by Corridor 377 (see Corridor 377 for more information). Provides new access across south-facing FNSB and DNR parcels to connect with Gold Lode extension, Corridor 365. Engineering analysis showed this corridor to be feasible to construct with small adjustments to alignment made based on full survey data during the platting/subdivision process.

Corridor 102 (SW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects Corridor 365 (Gold Lode extension) to Corridors 214 and 397 for new access across large FNSB and DNR parcels. Connects into planned road network to the north and west linking Old Nenana Highway and Ester Dome areas.

Corridor 113 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. It is maintained in the 2022 Roads Plan because the corridor or portions of the corridor do not yet have public right-of-way access.

Corridor 115 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. It is maintained in the 2022 Roads Plan because the corridor or portions of the corridor do not yet have public right-of-way access. Runs along Blalock Road.

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Corridor 118 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access to large undivided CIRI, FNSB, and DNR parcels.

Corridor 119 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Porter east for new access to private and FNSB parcels.

Corridor 120 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends south to provide new access to large undivided parcels.

Corridor 121 (SW) – Future Study – This Future Study corridor is being maintained from the 1991 Roads Plan. It makes a connection across the Chena River via a bridge at Roland/Chena Pump and McCabe.

Corridor 122 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends north from planned corridor 125 to provide new access to river-adjacent FNSB parcel and large DNR parcel.

Corridor 124 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects Bradway to Holmes for new access across large private and BLM parcels. Follows a portion of Green Road that does not yet have public right-of-way access.

Corridor 125 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Peede beyond its platted unconstructed right-of-way east. Provides new access across large DNR parcels.

Corridor 129 (SW) – Existing – This corridor is being maintained from the 1991 Roads Plan. It is maintained in the 2022 Roads Plan because the corridor or portions of the corridor do not yet have public right-of-way access. Runs along a constructed portion of Raven Lake Road from Chena Pump that only has half of the right-of-way dedicated, for a connection to Chena Point Ave to the north.

Corridor 133 (NE) – Future Study – This corridor is being maintained from the 1991 Roads Plan as “Future Study.” Extends Bradway west to cross rail line and connect with the Old Richardson Highway. Additional study needed to determine feasibility and coordination with DOT&PF should this connection be pursued in the future.

Corridor 134 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects Old Richardson Highway north to Bradway at Lakloey for new access across large private parcels.

Corridor 136 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Creates east-west connector extending Durango east for connection to Luckies Road extension (Corridor 137). Provides new access across large private parcels with potential to subdivide in the future.

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Corridor 137 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends platted unconstructed Rentals Street north for connection into Luckies Lane. Provides new access across large private parcels with potential to subdivide in the future.

Corridor 138 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends platted unconstructed Ownby Road west for connection into planned major collector network. Provides new access across large FNSB and private parcels with potential to subdivide in the future.

Corridor 139 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Bradway further east across Pipeline Access Road, providing new access to large CIRI and DNR parcels with potential to subdivide in the future.

Corridor 140 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Hollowell north for new access to large FNSB, DNR, and CIRI parcels with potential to subdivide in the future.

Corridor 141 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Bradway east for new access across large CIRI and FNSB parcels with potential to subdivide in the future.

Corridor 143 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Parham-McCormick Road north of Repp Road to provide new access across large CIRI and private parcels.

Corridor 144 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Dawson north for new access to large CIRI and DNR parcels.

Corridor 145 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Repp Road east of Dawson Road to Parham McCormick. Included in the plan since portions of this section of Repp still require public right-of-way dedication.

Corridor 148 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Benn Road south for new access to large FNSB and private parcels.

Corridor 153 (SW) – Existing – Connects Flat Pick stub to Becker Ridge Road across several large private parcels with potential to subdivide. Provides additional point of ingress/egress to Cripple Creek subdivision for residents and emergency and essential services access. Closes an existing small gap in the road network.

Corridor 154 (SW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects Dobro with Mariposa across several private lots with potential to subdivide. Provides connectivity between Fiddle Road and Becker Ridge subdivisions. Closes an existing small gap in the road network.

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Corridor 156 (NE) – Realigned – The portion of this corridor west of El Paso is being maintained from the 1991 Roads Plan. The portion east of El Paso is being removed due to conflicts with existing industrial development. Extends Dougherty Avenue to El Paso. Provides alternate ingress/egress to parcels along Bethany, Midland, and El Paso roads.

Corridor 158 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends platted unconstructed Parham-McCormick Road to Repp Road to address existing trespass road connection.

Corridor 159 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends platted unconstructed Repp Road Chena Lake Recreation Area boundary. Future potential to park entry/access from Repp Road.

Corridor 161 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends north across flood control project drainage channel for connection to Woll. Future study and analysis needed to determine feasibility of building across the drainage channel. Provides new access to adjacent large FNSB parcels.

Corridor 162 (SE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Willeda south for new access to large private parcels.

Corridor 163 (SE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends north from Richardson Highway for eventual connection to Woll and new access to large surrounding private parcels.

Corridor 164 (SE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides an east-west connection along large private parcels from Peridot to Corridor 163 (Woll Road extension). Follows existing low standard road/trail/powerline easement.

Corridor 165 (SE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access across large private farm parcels with potential to subdivide. Closes an existing small gap in the road network. Connects Dawson stubs at north and south for through-road. Potential for improved emergency and essential services access and decreased vehicle miles travelled between Plack Road and subdivisions south of Yellowstone Road.

Corridor 167 (SE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Corridor 162 (Willeda extension) to the Richardson Highway. Provides new access to adjacent private parcels. Dependent upon DOT&PF decisions about the siting of a new Richardson Highway connection in this area.

Corridor 171 (SE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Follows constructed Keeney Road for north-south connection. Included in the plan because Keeney Road does not yet have publicly dedicated right-of-way access.

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Corridor 172 (SE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Follows constructed Keeney Road for east-west connection between Champion and Corridor 171. Included in the plan because Keeney Road does not yet have publicly dedicated right-of-way access.

Corridor 173 (SE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Included in the plan because Holiday is partially constructed but still needs publicly dedicated right-of-way access.

Corridor 174 (SE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Closes a ~100 foot gap in the public right-of-way of Conifer Road near the Pipeline Access Road and Lyle intersection, adjacent to a DNR parcel. Follows existing SLE and roadway easements.

Corridor 180 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access across large University of Alaska parcels. Connects into Corridors 181 and 209 for connectivity up to Old Murphy Dome Road.

Corridor 181 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access across large University of Alaska parcels. Connects into Corridor 209 for connectivity up to Old Murphy Dome Road.

Corridor 183 (NE) – Realigned – Realigned northern end to better follow topography and connect into existing mining road (Corridor 301) for new access across DNR, BLM, and Alaska Mental Health Trust parcels.

Corridor 190 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Andromeda west for new access to large University of Alaska, Alaska Mental Health Trust, and private parcels. Road already constructed but needs public right-of-way dedication.

Corridor 191 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. The northernmost end of the original corridor (now Corridor 255) was realigned to connect with the Perfect Perch stub. Provides new access to large University of Alaska and FNSB parcels with potential to subdivide in the future. See Corridor 255 for more information.

Corridor 193 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects constructed Seldom Seen to Jamal. This corridor is included in the plan because it does not yet have publicly dedicated right-of-way access.

Corridor 194 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects Bohnet to platted unconstructed roadway to the east across large private parcel with potential to subdivide in the future.

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Corridor 195 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. It is included in the plan because it does not yet have publicly-dedicated right-of-way access. Follows constructed Benn Road for north-south connection between Tracy and Tunnels roads.

Corridor 196 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Follows a constructed portion of Benn Road that does not yet have publicly dedicated right-of-way access. Connects Aaron and Tunnels roads.

Corridor 204 (NW) – New – Provides new access to existing Spinach Creek subdivision via Frenchman stub to Murphy Dome Road. Provides new access for large undivided UAF parcels likely to be sold and developed for residential.

Corridor 205 (NW) – New – This short corridor is included in the 2022 Roads Plan because there is currently no public right-of-way access on this segment of Old Murphy Dome Road.

Corridor 207 (NW) – Realigned – This corridor appeared in the 1991 Roads Plan but was realigned in the 2022 Roads Plan update.

Corridor 208 (NW) – Realigned – This corridor appeared in the 1991 Roads Plan but was realigned in the 2022 Roads Plan update to follow a constructed road. Provides new access across large private parcel with potential to be subdivided in the future.

Corridor 209 (NW) – Realigned – This corridor appeared in the 1991 Roads Plan (see Corridor 4) but was realigned in the 2022 Roads Plan update to be further up the Big Eldorado Creek drainage and better follow topography. A portion of this road coincides with the Big Eldorado Creek trail easement, so a planned shared road and trail corridor should be considered to minimize conflicts and preserve trail quality.

Corridor 213 (SW) – New – Connects Ester Dome area with Old Nenana Highway area along ridgelines for new access across large DNR and FNSB parcels with potential to subdivide in the future.

Corridor 214 (SW) – New – Provides new access along ridgelines across large FNSB parcels with potential to subdivide in the future. Creates loop with Old Ridge for alternate ingress/egress for residents and emergency and essential services access to adjacent subdivisions.

Corridor 217 (NW) – New – Provides new access to large unsubdivided public lands (DNR and FNSB) to the north, likely to be developed in the future. Provides additional ingress/egress to improve resident and emergency and essential services access to three existing subdivisions in the area: Skyflight/Goldpointe, Buffalo Acres, and Vista Gold via Corridors 15 and 293. Engineering analysis shows this corridor is feasible to construct with small adjustments to the alignment based on full survey data during the platting process. Avoids conflict with Skyflight air strip. Removes Cordes/Skyflight violation of FNSB code for cul-de-sac length. Potential for FNSB Parks and

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Recreation purchase of small vacant parcel (TL 1217 PAN#201839) to support Corridor 217 connection and trailhead development for the O'Connor Creek and Cranberry Trail systems.

Corridor 228 (NW) – New – Provides new access to large DNR parcels with potential to subdivide in the future. Provides additional ingress/egress access point to Desperation subdivision.

Corridor 232 (NW) – New – This corridor consolidates and replaces corridors 29, 30, and 25 from the 1991 Roads Plan. Corridors 29, 30, and 15 were parallel and redundant connections from the Murphy subdivision to Murphy Dome Road. Corridor 232 makes this connection while minimizing additional intersections with Murphy Dome Road. The connection is aligned with Cache Creek on the south for a 4-way intersection. Corridor 25 provides new access to two large southeast-facing parcels, including one owned by University of Alaska with potential to subdivide in the future. Provides an additional ingress/egress access point to the Murphy subdivision for residents and emergency and essential services delivery. Closes a small gap between Williston and Murphy Dome Road.

Corridor 234 (NW) – New – Provides new access across large undivided University of Alaska south-facing parcels with potential to develop in the future. Provides additional ingress/egress access point to the O'Connor Creek subdivision for residents and emergency and essential services delivery.

Corridor 243 (NW) – New – Closes a small gap in the road network by connecting Chad and Ridgemont stubs and provides alternative ingress/egress point to both Wigwam and Crestline subdivisions for resident and emergency and essential services access.

Corridor 250 (SW) – Realigned – Realigns 1991 Road Plan Corridor 103 to connect into Crestmont instead of Morningside to address topography and conflict with the Chena Ridge FE Ditch Trail. Connects Golden Valley Homesteads subdivision with Montclair subdivision via Chena-Ester Ditch and Crestmont stubs to provide additional ingress/egress access point for residents and emergency and essential services delivery. Provides new access across several large south-facing University of Alaska and private parcels with potential to subdivide in the future.

Corridor 251 (NW) – New – Provides new access via Moose Road easement across large CIRI parcels with potential to subdivide in the future for Ski Boot Hill Road connection. Follows lower contours to provide a vegetated buffer to the Skyline Ridge Trail. Connects Musk Ox subdivisions with subdivisions in the Ski Boot Hill area for alternate ingress/egress to both areas for residents and emergency and essential services access.

Corridor 254 (NW) – New – Connects Old John to Spinach Creek and provides new access to large south-facing undivided University of Alaska parcels with potential to develop. Provides a second access point to Drouin Spring/Silver Fox subdivision.

Corridor 255 (NW) – Realigned – This corridor is a realignment of a portion of a corridor that appeared in the 1991 Roads Plan (see Corridor 191). Corridor 255 realigns and connects the northern

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portion of 191 to the Perfect Pitch stub. Provides new access to large University of Alaska and FNSB parcels with potential to develop in the future.

Corridor 256 (NW) – New – Provides additional point of ingress/egress from Martin subdivision to Old Murphy Dome Road via Winchester stub for resident and emergency and essential services access. Provides new access across large FNSB southeast-facing parcel with potential to subdivide in the future.

Corridor 262 (NW) – Realigned – Realigns Old Murphy Dome to Red Berry connection (Corridors 5 and 6 in the 1991 Roads Plan) along ridgeline. Provides new access to a number of large south-facing public lands parcels including those owned by DNR, University of Alaska, BLM, and FNSB with potential to subdivide in the future. Runs along a shared corridor with the O'Connor Creek East Ridge Trail. A planned shared trail and road corridor design should be considered to minimize conflicts and ensure that trail quality is maintained.

Corridor 263 (NW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects platted Silver Creek Road and Silver Creek subdivision with Goldstream Alaska subdivision via Corridors 207 and 4. Provides new access to large University of Alaska parcels with potential to subdivide in the future.

Corridor 265 (NW) – Realigned – Potential realignment of Twin Flower (Corridor 24) to existing section line easement (SLE) to the north. This realignment could minimize access points along Gold Stream Road by aligning to the existing Toboggan intersection to create a 4-way intersection. Provides additional access to surrounding subdivisions for residents and essential and emergency services delivery.

Corridor 272 (NW) – New – Provides new access to large FNSB parcels with potential to subdivide in the future. Eastern end connects with existing Old Murphy Dome intersection to minimize access points along Murphy Dome Road. Engineering analysis shows the corridor is feasible to construct to FNSB standards.

Corridor 273 (NW) – Realigned – Realigns 1991 Roads Plan Corridor 14 to follow a constructed portion of Moose Mountain Road that does not yet have public right-of-way. Corridor 273 then follows the ridgeline north for an Old Murphy Dome Road connection. Potential for significant vehicle miles travelled reductions from Old Murphy Dome south to Moose Mountain vicinity. Shares an alignment with the Moose Ridge Trail, so a planned shared road and trail corridor should be considered to minimize conflicts and ensure that trail quality is maintained.

Corridor 274 (NW) – New – Provides new access across two large parcels and additional ingress/egress access points to Big Q and Berry Hill subdivisions for residents and emergency and essential services delivery. Closes an existing small gap in the road network.

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Corridor 275 (NW) – New – Connects Charlene cul-du-sac to Birch Hollow stub to provide additional ingress/egress to Colleen and Birch Hollow subdivisions for residents and emergency and essential services access. Closes a small gap in the road network.

Corridor 278 (NE) – Realigned – Realigns Corridor 26 from the 1991 Roads Plan to follow existing roadway easements for connection to Flat Rabbit. Provides new access to 300-acre parcel owned by the Alaska Mental Health Trust.

Corridor 279 (NW) – Realigned – Realigns eastern end of 1991 Roads Plan Corridor 31 to connect with Whistling Swan instead of Hawk-Eye Downs due to existing development. Provides new access across large south-facing parcel with potential to subdivide in the future. Provides additional ingress/egress access point for Hawk Eye subdivision to address known emergency and essential services delivery and access concerns.

Corridor 281 (NW) – New – Connects Hawk Eye and Calder Creek subdivisions via Hawk-Eye Downs and Calder Creek stubs. Provides new access across large tax lots with potential to subdivide in the future. Provides additional ingress/egress access point for Hawk Eye subdivision to address known emergency and essential services delivery and access concerns.

Corridor 282 (NW) – New – Connects Calder Creek to Corridors 31 and 279 to connect three subdivisions: Calder Creek, Hawk Eye, and Crestline across large private undivided parcel.

Corridor 287 (NW) – Realigned – Realigns 1991 Roads Plan Corridor 19 for connection from Goldstream Road to Molly Road stub. Corridor was realigned to better match topography and follow ridgeline to reach Molly Road stub. Provides new access across two large University of Alaska parcels with potential to subdivide in the future.

Corridor 293 (NW) – Existing – Provides new access across large undivided FNSB parcel to connect Vista Gold subdivision to Old Murphy Dome Road via Red Berry stub and Corridor 262. Two other north-south corridors from the 1991 Roads Plan were removed (Corridors 16 and 17) immediately to the west of Corridor 293 due to redundancy; those connections can be made via the local road network as it develops. Potential to reduce vehicle miles travelled between Old Murphy Dome and Goldstream.

Corridor 301 (NE) – Realigned – Realigns Corridor 300 from the 1991 Roads Plan so that the southern portion of the road follows a section of already constructed roadway off the Steese Highway. Provides new access to large DNR and Alaska Mental Health Trust parcels, and access to planned loop across large BLM and DNR parcels on adjacent dome.

Corridor 305 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Springbett Road north to provide legal access to private parcels. Lower portion is platted and

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constructed but may not be up to FNSB road standards. Upper portion is not platted or constructed but adjacent to large private parcels with potential to subdivide in the future.

Corridor 309 (NE) – New – This corridor will provide a logical connection between Smallwood Trail and platted but unconstructed Hopper Creek, closing a small gap in the road network. Provides alternate point of ingress/egress to Smallwood, which is a cul-de-sac beyond the maximum length as required in FNSB code. Max allowable is 1,320 feet; Smallwood cul-de-sac is currently more than 10,000 feet.

Corridor 310 (NE) – New – This portion of Amanita is already constructed but needs public right-of-way access. Adding this connection will provide legal connection to Boreal Heights, which is also constructed but needs publicly-dedicated right-of-way access.

Corridor 314 (NE) – New – Provides a connection between Misty Fjords and Chena Valley View Road. Would close a small gap in road connectivity and provide new access to adjacent large private parcels. Also included in the plan because the southern portion of Chena Valley View Lane, which the corridor follows, does not yet have public right-of-way access. Western section follows SLE east and north.

Corridor 317 (NE) – Realigned – Realigns Corridor 59 from the 1991 Roads Plan to follow the alignment of an existing constructed road. Provides a connection from Two Rivers Road to Corridors 318 and 319 for new access across large FNSB parcels to the north.

Corridor 318 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access across large FNSB parcels.

Corridor 319 (NE) – Realigned – Realigns Corridor 49 from the 1991 Roads Plan to follow the alignment of an existing road and to better match the topography of the area, following the ridgeline. Provides new access across large DNR and FNSB parcels.

Corridor 320 (NE) – Realigned – Realigns Corridors 321 and 41 from the 1991 Roads Plan to better match the topography of the area and follow ridgelines. Will connect Corridor 319 to Corridor 51 for new access across large FNSB and DNR parcels.

Corridor 322 (NE) – Realigned – Realigns Corridors 321 and 49 from the 1991 Roads Plan to better match topography. Will provide a connection between Corridors 319 and 40. Provides new access across large FNSB parcels.

Corridor 323 (NE) – Realigned – Realigns Corridor 61 from the 1991 Roads Plan to better match topography and follow the ridgeline. Provides a connection between Corridors 62 and 324 for new access across large FNSB parcels.

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Corridor 324 (NE) – Realigned – Realigns Corridor 60 from the 1991 Roads Plan to better match topography and follow the ridgeline to where it connects to Corridor 76. Provides new access across large FNSB parcels.

Corridor 325 – Realigned – Realigns Corridor 63 from the 1991 Roads Plan to follow the ridgeline and connect with Corridor 324. Provides new access across large FNSB parcel and to a large DNR parcel to the north.

Corridor 327 (NE) – Realigned – Realigns Corridor 326 from the 1991 Roads Plan to follow the ridgeline and connect with Corridor 76 for new access across large FNSB parcels. Avoids crossing the Chena Hot Springs Road Trail by shifting slightly north to provide a vegetated buffer between the trail and road.

Corridor 328 (NE) – Realigned – Realigns Corridor 329 from the 1991 Roads Plan to follow a recently platted road through the Two Ponds subdivision. Connects to Bate Street to create a loop with Corridor 357 back to Andromeda Drive for alternate ingress/egress to Chena Reserve subdivision. Avoids encroachment onto Fort Wainwright by creating a loop.

Corridor 331 (NE) – New – Will connect Amanita and Esro roads. The western portion of the corridor is already platted but unconstructed, and an engineering analysis indicated that road construction is feasible given small adjustments to alignment based on full survey data during the platting/subdivision process. Provides alternate point of ingress/egress to both Esro Road and Amanita neighborhoods and addresses existing resident and emergency and essential services access concerns by creating multiple access points to both existing cul-de-sacs.

Corridor 334 (NE) – Realigned – Realigns Corridors 1, 2, 3 and 182 from the 1991 Roads Plan to create a loop with multiple ingress/egress access points for future development. Provides new access to large DNR, Alaska Mental Health Trust, and BLM parcels. Runs above the Davidson Ditch to avoid conflicts with the historical site. Engineering analysis shows this corridor feasible to construct based given small adjustments to alignment based on full survey data during the platting/subdivision process.

Corridor 335 (NE) – Realigned – Realigns Corridor 32 from the 1991 Roads Plan to avoid a gully and follow the alignment of an existing trail or low-standard road. Closes an existing small gap in the road network between Geranium and Erimar stubs. Provides new access across several private lots with potential to subdivide. Provides additional ingress/egress point to Woodland Heights and Rangeview subdivisions for residents and emergency and essential services access.

Corridor 336 (NE) – Realigned – Realigns Corridor 67 from the 1991 Roads Plan into the Steese ROW, to avoid existing private residential development. Could be developed by DOT&PF in the future. Closes a small gap in the road network via Rainbow and Steele Creek stubs. Provides alternate

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ingress/egress to Silver Birch and Birchwood Acres subdivisions for residents and emergency and essential services access.

Corridor 337 (NE) – Realigned – Realigns Corridor 74 from the 1991 Roads Plan to better follow topography and connect with platted, unconstructed Robertson Ridge (Corridor 70). Provides new access across large private parcels with potential to subdivide in the future.

Corridor 338 (NE) – Realigned – Realigns Corridor 175 from the 1991 Roads Plan to avoid trails in the area, and better match the topography. Provides new access across large FNSB parcels. Follows existing SLEs as it travels north and then west from its eastern end. Coincident with the Little Chena River Potlatch Creek Trail for about a quarter mile within Two Rivers Recreation Area, so a planned shared road and trail corridor could be considered for this extent to mitigate conflicts and preserve trail quality.

Corridor 339 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Follows utility corridor and discontinuous section line easement north for new access to and across large FNSB parcels.

Corridor 342 (NE) – Realigned – Realigns 1991 Road Plan Corridor 340 to address existing residential development. Connects Boulder stub with Corridor 390 to provide access across large private parcels to the west.

Corridor 343 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Woll Road south for connection into Corridors 161 and 163. Provides new access to large FNSB and private parcels. Follows existing section line and access easements.

Corridor 349 (NE) – New – Will provide a connection between Corridor 51 and Chena Hot Springs Road along constructed Heritage Hills Road. Included in the plan because it still needs public right-of-way access.

Corridor 350 (NE) – Realigned – Realigns Corridor 127 from the 1991 Roads Plan to follow the alignment of already constructed Burgess Airstrip Road. Follows discontinuous existing roadway easements for connection into Baguette stub. Connects Badger Road with Diamond Estates and Howell Estates for additional ingress/egress point for residents and emergency and essential services access (connection to Howell Estates is currently platted but unconstructed via Setting Ave).

Corridor 352 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Follows Love Road south of Westmoreland. Included in the plan because this portion of Love does not yet have publicly-dedicated right-of-way access.

Corridor 355 (NE) – Realigned – Realigns Corridors 354 and 356 from the 1991 Roads Plan so the corridor connects with the Old Richardson Highway via a constructed unnamed road. Included in the plan because this road still requires publicly dedicated right-of-way access.

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Corridor 357 (NE) – New – This corridor will create a loop with Andromeda and Bates. Loop will allow for circulation and multiple access points for Two Ponds and nearby subdivisions while avoiding additional encroachment on Fort Wainwright.

Corridor 358 (NE) – New – This corridor will provide a connection between Corridor 301 and Silver Fox Road, making a through connection between the Steese Highway and Elliott Highway. The connection will provide new access to an area expected to be adjacent large University of Alaska and DNR parcels and will reduce vehicle miles traveled between the Steese and Elliott.

Corridor 359 (NE) – Realigned – Realigns 1991 Road Plan Corridor 54 to connect Eastview and Golden Morn stubs. Provides alternate ingress/egress access to Ruth Estates and Silver Birch subdivisions for residents and emergency and essential services access. Closes a small gap in the existing road network. Addresses public comments about alternative access to the McClaren Road area.

Corridor 360 (SW) – Realigned – Realigns 1991 Plan Corridor 123 to connect Chena Point Heights and Ruiz’s View subdivisions via Chena Point Ave and Ermosa Vista stubs. Closes an existing small gap in the road network. Provides additional ingress/egress point for residents and emergency and essential services access to both neighborhoods.

Corridor 361 (NE) – New – Will create a loop starting from Corridor 57, allowing new access to a large DNR tract to the north and circulation/multiple ingress/egress points for future development.

Corridor 362 (NE) – New – Will create a loop with 1991 Plan Corridors 45, 46, and 47, which will be mitigating a large cul-de-sac. Provides new access to adjacent DNR and large private parcels. Connects into John Cole and Corridors 79 and 70 for alternate ingress/egress to adjacent subdivisions.

Corridor 365 (SW) – Existing – This corridor is being maintained from the 1991 Roads Plan. Provides new access to a number of DNR and FNSB parcels with potential to subdivide in the future. Extends Gold Lode up to planned corridors connecting into Old Nenana Highway area further west to create a loop. Also connects Gold Lode with planned corridor network connecting into the Ester Dome area to the north.

Corridor 366 (SW) – Realigned – Realigns 1991 Road Plan Corridor 146 to connect Kazan stub with Ida across two large private lots and one large BLM parcel with potential to subdivide in the future. Realigns corridor away from small private parcels unlikely to subdivide further. Closes an existing small gap in the road network. Provides an additional ingress/egress point for residents and emergency and essential services access from Taroka/Neva subdivisions to Becker Ridge Road. Due to the steepness of surrounding topography and cross-slopes, this corridor alignment may need small adjustments based on survey data during the subdivision process.

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Corridor 369 (SW) – New – Connects Chief John and Reschaven stubs to provide new access across large private parcel with potential to subdivide in the future. Provides an additional ingress/egress point for residents and emergency and essential services access to Chief John Heights and Reschaven Woods subdivisions. Closes an existing small gap in the road network.

Corridor 370 (SW) – Realigned – This corridor realigns 1991 Plan Corridors 186, 187, and 197 to follow the Old Ridge Road right-of-way and roadway easements. It is maintained in the 2022 Roads Plan because the corridor or portions of the corridor do not yet have public right-of-way access. Provides new access across large FNSB parcel with potential to subdivide in the future. Creates loop with Corridors 214, 397, and 397 to provide an additional ingress/egress point for residents and emergency and essential services access to Old Ridge subdivisions.

Corridor 372 (NW) – Realigned – Realigns 1991 Roads Plan Corridors 176 and 177 higher up the hillside to better follow topography and avoid gullies. Connects Moose Mountain 4 subdivision to O’Connor Creek subdivision via Monteverde and Hattie Creek stubs for an additional ingress/egress access point for both neighborhoods. Has the potential to decrease vehicle miles travelled between Old Murphy Dome Road and Moose Mountain area. Engineering analysis shows this corridor feasible to construct to FNSB standards with small adjustments to alignment based on full survey data during the subdivision/platting process. Provides new access across large FNSB parcels with potential to subdivide in the future. Removes Moose Mountain Road’s violation of FNSB code on cul-de-sac length.

Corridor 373 (NW) – Realigned – Realigns 1991 Roads Plan Corridor 9 to better follow topography. Provides new access across large DNR parcels.

Corridor 374 (NW) – Existing – This is a portion of 1991 Roads Plan Corridor 9 maintained by the 2022 update. Provides new access across large DNR parcels.

Corridor 375 (NW) – Realigned – Extends Jones Road extension (Corridor 22) to connect with Corridor 372 for connection up to Old Murphy Dome Road. Provides new access across south and southeast-facing Alaska Mental Health Trust and FNSB parcels that have potential to subdivide in the future. Provides additional ingress/egress point to the Jones Road vicinity subdivisions for residents and emergency and essential services delivery access.

Corridor 377 (SW) – Realigned – This corridor realigns the lower portion of 1991 Road Plan Corridor 101 (now 378) away from a private parcel unlikely to subdivide further and to better align to topography. Provides legal access and alternate ingress/egress to two existing private parcels with existing residential development. Provides new access across two large private parcels with potential to subdivide in the future. Engineering analysis shows this corridor is feasible to construct given small adjustments to alignment based on full survey data during the platting/subdivision process.

Corridor 379 (SW) – New – Provides new access across private parcels with potential to subdivide in the future for connection from Fiddle stub to Becker Ridge. Provides alternate ingress/egress point for

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residents and emergency and essential services access for Cripple Creek subdivisions to Becker Ridge. Partially follows an existing access easement.

Corridor 382 (NE & SE) – Future Study – This future study corridor concept connects the Two Rivers and City of North Pole areas. Extends south of Chena Hot Springs Road to connect with Laurance adjacent to Chena Lake Recreation Area near the flood control project. The northeast end of Corridor 382 could potentially connect to Two Rivers Road or to planned Corridor 98. It primarily runs outside of the 2022 Comprehensive Roads Plan study area, but links Townships 01N 03E and 02S 03E, which are included in the current study area. This corridor will require future study and analysis to determine its feasibility and eventual routing, should it be pursued. Provides new access across a large number of parcels in Township 01S 03E and has the potential to greatly reduce vehicle miles travelled for those moving between Two Rivers/Chena Hot Springs Road and City of North Pole areas. As a future study corridor concept, Corridor 382 indicates a general connection traversing primarily public lands between the Two Rivers and North Pole areas. A more detailed corridor alignment will require additional analysis during a future Roads Plan update before it can be officially included as a Minor or Major Collector in the Roads Plan.

Corridor 383 (NE) – Realigned – Realigns Corridor 50 from the 1991 Roads Plan to connect several subdivisions via Spudwood and Tikchik stubs. Realigns the corridor away from existing residential development and into a large private parcel with potential to subdivide in the future. Provides alternate ingress/egress point to Twin Springs, Taylor, Fraser, and Birch Knoll Estates subdivisions for residents and emergency and essential services access. Closes an existing small gap in the road network. Partially follows an existing aboveground utility line. Addresses existing Spudwood cul-de-sac which is longer than FNSB road standards allow (longest allowable is 1,320 ft; Spudwood is about 4,000 ft).

Corridor 384 (NE) – New – Connects Birch Knoll Estates and Northwood Estates subdivisions via Moosewood and Birch Knoll stubs, closing a small gap in road network and providing alternative access to both neighborhoods. Crosses one large private parcel with potential to subdivide in the future.

Corridor 386 (NE) – New – Extends Peede Road east to connect with Corridors 122 and 125. There is already a low functioning road constructed along the alignment of Corridor 386. The connection will provide new access to an area expected to develop in the future, including large FNSB and DNR parcels.

Corridor 387 (SE) – New – Will connect Sebaugh Road to platted, unconstructed Joline Avenue following an east-west running SLE. Runs near an existing trail/low standard road. Provides access to large adjacent private parcels with potential to subdivide in the future.

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Corridor 388 (SE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects Corridors 148 and 389 for new access to adjacent large private parcels.

Corridor 389 (SE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects Corridors 388, 390, 161, and 163 for new access across large adjacent private parcels. Additional future study and analysis may be needed to determine feasibility of building across the flood control project drainage channel.

Corridor 390 (SE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Connects Corridors 342, 389, 161 and 163. Provides new access along large adjacent FNSB and private parcels.

Corridor 397 (SW) – Realigned – Realigns 1991 Road Plan Corridor 364 away from already subdivided private parcels for access into planned road network connecting Old Nenana Highway into the Ester Dome area. Provides new access for large FNSB tract with potential to subdivide in the future.

Corridor 399 (SW) – Realigned – Realigns 1991 Road Plan Corridor 117 to connect Northridge and Peregrine Heights subdivisions via Moonshine/Northridge and Ridgepointe stubs. Provides new access across large University of Alaska south-facing parcel with potential to subdivide in the future. Provides an additional ingress/egress point to both neighborhoods for residents and emergency and essential services access. Closes an existing small gap in the road network.

Corridor 402 (SW) – Realigned – Realigns and consolidates 1991 Road Plan Corridors 116 and 111 into a single loop using June Bug and Siegrist stubs. Provides new access across large private, University of Alaska, and Alaska Mental Health Trust parcels with potential to subdivide in the future.

Corridor 404 (NE) – New – Provides connection between Amanita and Hopper Creek, replacing 1991 Plan Corridor 38. The western portion of the corridor is already constructed via Boreal Heights, but still needs public right-of-way. Provides multiple access points to Amanita-area neighborhoods once Hopper Creek is constructed.

Corridor 405 (SE) – New – Will create a loop between Grieme and Johnson roads via an existing SLE. Provides new access to adjacent private and DNR parcels. Partially constructed but lacking right-of-way from Grieme to Equinox. Provides alternate ingress/egress point for Fox Property subdivision, which currently sits on a cul-de-sac beyond the FNSB road standards maximum allowable length of 1,320 ft.

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Road Corridors removed through the 2022 Comprehensive Road Plan update:

Corridor 1	Corridor 55	Corridor 114	Corridor 178	Corridor 306
Corridor 2	Corridor 58	Corridor 116	Corridor 179	Corridor 321
Corridor 3	Corridor 59	Corridor 117	Corridor 182	Corridor 326
Corridor 5	Corridor 60	Corridor 123	Corridor 184	Corridor 329
Corridor 6	Corridor 61	Corridor 126	Corridor 185	Corridor 333
Corridor 7	Corridor 63	Corridor 127	Corridor 186	Corridor 340
Corridor 8	Corridor 67	Corridor 128	Corridor 187	Corridor 348
Corridor 9	Corridor 69	Corridor 130	Corridor 188	Corridor 351
Corridor 10	Corridor 74	Corridor 131	Corridor 189	Corridor 354
Corridor 11	Corridor 77	Corridor 132	Corridor 192	Corridor 356
Corridor 14	Corridor 78	Corridor 135	Corridor 197	Corridor 363
Corridor 16	Corridor 80	Corridor 142	Corridor 203	Corridor 364
Corridor 17	Corridor 82	Corridor 146	Corridor 218	Corridor 367
Corridor 19	Corridor 83	Corridor 147	Corridor 224	Corridor 371
Corridor 25	Corridor 84	Corridor 149	Corridor 233	Corridor 376
Corridor 26	Corridor 87	Corridor 151	Corridor 259	Corridor 378
Corridor 27	Corridor 95	Corridor 152	Corridor 264	Corridor 385
Corridor 29	Corridor 103	Corridor 155	Corridor 270	Corridor 391
Corridor 30	Corridor 104	Corridor 157	Corridor 280	Corridor 392
Corridor 33	Corridor 105	Corridor 160	Corridor 288	Corridor 394
Corridor 37	Corridor 106	Corridor 166	Corridor 289	Corridor 395
Corridor 38	Corridor 107	Corridor 168	Corridor 291	Corridor 396
Corridor 41	Corridor 108	Corridor 169	Corridor 292	Corridor 400
Corridor 49	Corridor 109	Corridor 170	Corridor 295	Corridor 401
Corridor 50	Corridor 110	Corridor 175	Corridor 298	Corridor 403
Corridor 52	Corridor 111	Corridor 176	Corridor 299	Corridor 406
Corridor 54	Corridor 112	Corridor 177	Corridor 300	



Fairbanks North Star Borough Comprehensive Roads Plan

Hybrid Steering Committee (SC) Meeting #10 – NOTES

FNSB Salcha Conference Room & Zoom

March 7, 2023, 4:00 – 6:00 pm

Steering Committee Members:

Transportation

- Jackson Fox, FAST Planning (*present, online*)
- Randi Bailey, DOT&PF (*absent*)
- Judy Chapman, DOT&PF (*absent*)
- Ryan Hilton, FNSBSD Transportation (*absent*)

Local Government

- Savannah Fletcher, FNSB Assembly (*present, in-person*)
- Chris Guinn, FNSB Planning Commission (*present, in-person*)
- Randy Pitney, FNSB Platting Board (*present, in-person*)
- Danny Wallace, City of North Pole (*present, in-person*)
- Robert Pristash, Fairbanks City Engineer (*absent*)
- Jerry Colp, City of Fairbanks (*present, in-person*)

Road Service Area

- Erin Anderson, Murphy RSA (*present, online*)
- Alan Skinner, Vue Crest RSA (*absent*)

Surveyor

- Steve Lowry, 3 Tier Alaska (*present, in-person*)
- Nils Degerlund, Degerlund Engineering (*present, in-person*)

Fire/EMS

- Chief Scott Learned, Steese Fire Department (*present, in-person*)

State

- Colin Craven, Department of Natural Resources (*absent*)
- Bruce Sackinger, Department of Natural Resources (*absent*)
- Nathan Belz, University of Alaska Fairbanks (*absent*)

Developer

- Gary Newman, Northwest Public Power Association (*present, in-person*)

Business

- Aaron Welterlen (*absent*)

Military

- Alexa Greene, Eielson Air Force Base (*present, in-person*)
- John Weinberger, Ft. Wainwright (*absent*)

FNSB Technical Staff:

- Kellen Spillman, Community Planning Department, FNSB Project Manager (*present, in-person*)
- Don Galligan, Community Planning Department (*present, in-person*)
- George Stefan, Platting Division (*absent*)

Project Consultants:

- Respec: Patrick Cotter, Contractor Project Manager (*present, in-person*), Natalie Lyon (*present, online*)
- Agnew::Beck Consulting: Shelly Wade, Public Involvement Lead/Planner/Facilitator (*present, online*)

Meeting Summary

Objectives

Share and gather Steering Committee input on:

- Process and progress-to-date and proposed schedule/key milestones.
- Recommended revisions to the Draft Plan – non-map and map components.
- Next steps and Steering Committee role.

Welcome & Introductions

- Don Galligan – FNSB Transportation Planner. Been with this project since the beginning.
- Steve Lowry – Land surveyor for 3-Tier Alaska. Will give kudos/thanks to boss who paid this admin time throughout all these meetings.
- Patrick Cotter – Project manager on the consulting side for Respec.
- Scott Learned – Fire Chief at the Steese Fire Department. Representing fire and rescue services.
- Savannah Fletcher – New assembly member representative on the steering committee. Happy to join you all.
- Gary Newman and longtime citizen of the borough, happily retired, but busier than ever. Representing developer community.
- Todd Boyce – Was asked by Kellen to be on the steering committee. Was a rural transportation planner for many years. Was the primary author of the original/1991 Road Plan.
- Randy Pitney – Chair of Platting Board.
- Chris Guinn – Real estate appraiser and on FNSB Planning Commission.
- Erin Anderson – Representing Murphy Dome Service Area.
- Jackson Fox – Director of FAST Planning
- Danny Wallace – City of North Pole. Replaced Bill Butler, as of February 2022.
- Natalie Lyon with Respec – Keeper and caretaker of GIS on this project.
- Shelly Wade with Agnew::Beck – Public Involvement Lead, Steering Committee Facilitator and Planner

Process and Progress-to-Date & Proposed Schedule/Key Milestones

From Kellen

- October 2022 – We thought we we're going to be done with this project in October 2022 – we had an 8th Steering Committee meeting and felt pretty good about the draft. We unanimously thought we were ready to go out for public comment on the final draft. And the public responded, we got a lot of public comments back, we got over 300 specific comments back and actually broke those into close to 1,000

different comments when you add up every corridor. The public was very engaged in that last effort. We sent out a couple thousand postcards to anyone with property within 100 feet of a proposed road corridor. We paid for some Facebook boosts and things like that, and obviously updated our website and did e-blasts. That results in a lot more input, including input from residents we'd not heard from. Community/neighborhood groups did Facebook pushed and used other means to get their neighbors out to respond to the draft. There were also some articles in the newspaper about it. So, we got a lot of comments. We then made the call that we can't call this a final with so many comments out there, we need to specifically address these.

- FNSB had to work with our grantor to extend the grant for the project, extend some of the deliverables, and extend the whole project out a couple of months so we could go back out to the public. Prior to publishing anything new, of the 300 or so different folks that commented in September/October 2022, we identified about 10 or so and brought them in for specific meetings, sat down, looked at maps and talked about their concerns. There were a lot of folks that submitted comments there at the end of the comment period that just didn't necessarily have a good background on how the road plan was implemented, that it's really only implemented at the time of subdivision. So, we really talked to a lot of folks, there was a lot of concern that the borough was going to immediately come in and start putting roads in and that's not what we do. We're a second-class borough.
- The bulk of the comments were in the Goldstream Valley. As such, we decided to have an open house in January. About 60 folks came out to that. There were a lot of extremely engaged folks. There were very thoughtful engage folks out there, including representatives from several of the road service areas to talk through a lot of the concerns over half of the comments received on that final map were from the Goldstream Valley.
- Since we were with the Working Group in October, we also engaged with University of Alaska Lands. They have a lot of road corridors shown across their lands. We had some good meetings with them. We also engaged with DNR and Shelly met with GCI specifically.
- For today – We have had some good meetings since we met with you in October. One of the main purposes of this meeting is to report back to you but also to share that we are proposing several more changes to the roads plan based on additional comments and information. We looked at some of the corridors that received a lot of comments through a more detailed civil engineering lens (Infraworks). That was a very detailed set of analyses, not just the grade of the road, but with the cross slopes and other conditions.

From Scott on January 2023 Open House

- It was good meeting.
- We did have a lot of people that had voiced a lot of concerns about some of the roads. The biggest misconception was that the Borough was going to come out and start bulldozing the roads so I was clear/tried to communicate this critical educational point that it's only applicable if it's subdivided and in the purpose. The meeting was time well spent.
- People were pretty engaged in pointing at the maps just kind of like the North Pole. One, the acoustics in there were not conducive.

From Gary on January 2023 Open House

- Folks appreciated the meeting and the location of the meeting with a focus on the Goldstream Valley. And I think the folks were appreciated that and the opportunity to comment.

From Shelly on Work-to-Date

- Thank you, again, Gary, and Scott for sticking it out and for participating and for your contributions and interfacing with residents. And for also just hanging out through the entire thing and helping us clean up afterwards. Really appreciate both of you for that and your continuous contributions.
- It was really great and enlightening and very important that we did that meeting, because again, the bulk of the comments that came through the January/February timeframe were from that area of the borough. So very important folks felt heard, may have not changed their mind or provided the education necessarily that shifts gears for some, but start to move the needle in some ways.
- Also want to reiterate that for both the May/June and September/October public comment period we sent postcards to residents that lived within 100 feet of the proposed corridors. For the January/February open house we did a more focused mailout to residents within 200 feet of proposed corridors within the Goldstream Valley. That was really strategic and helpful and getting some additional folks that may have felt left out of that first round and felt like we were getting folks that potentially would be impacted by future corridors. Adding to the robustness of the public engagement, public involvement that's happened. And then the one thing to add to public involvement since October 2022, we met with Fish and Wildlife Service independently. They reached out to the project team and requested a meeting to share data and discuss any of their potential concerns. That was also really valuable time. We've met with all of the key parties and stakeholders that may have vested interest in these future corridors in the plan.
- Also wanted add it's kind of an overwhelming the amount of comments. For transparency sake, we're still working on getting them on the website. We've put all the comments into a spreadsheet. So this wasn't just from the meeting. Any comment we received, we received hardcopy written comments, email comments, to the official tracker through the website. If someone commented on a specific corridor, it's noted on its very own column there on the spreadsheet. So you can filter things out by the specific corridor, it's very helpful when you're trying to review kind of what's going on.
- We intend to do a response column and post all comments just like we did for May/June 2022. Additionally, there have definitely been some corridors that have carried through in terms of getting continued public comments or public feedback on them. And so, we'll highlight those a little bit later. This is so you have a sense of corridors that have received comments through all rounds of public comment. That raises a flag for us to take a closer look.
- **ACTION: We'll send an Excel version of the public comment tracker to all Steering Committee Members.**

More from Kellen on Technical Components

- Since our October meeting, we've done more technical analysis and several technical team meetings to look more closely at the topography for some of the corridors. We have more accurate information now that we've used to base our recommendations to you. For example, in steep areas, we are recommending removing corridors that would make challenging situations more challenging. Today, we'll have the ability to zero in on areas to see some of those technical details. And obviously, when these parcels are going through the subdivision process, they'll get even more accurate information through the surveyors/technical process, and we can make other tweaks to proposed corridors as necessary.

From Shelly on Schedule and Purpose of Today's Meeting

- This spring, after today's conversation, we'll spend our time using the great feedback that you give us to revise and finalize the plan and share that with the public. The messaging about that would be confirming that have we addressed the main concerns that came out in this latest round of feedback and the overall cumulative round of public comments that we've received dating all the way back to May of last year. So that's the primary purpose there.
- Later this summer, we are aiming to bring the Steering Committee back together to review any additional public feedback that we receive. The questions to the Steering Committee at that time will be: are there any additional shifts that we need to make before we call this the final plan? And is this a plan that you as steering committee members feel like you can get behind you've contributed to us support? And you're seeing that the input that's been shared is reflected in this final plan. So that happens sometime this summer, we need to think about that schedule. And then in the fall, sometime, the plan will go before the Platting Board, the Planning Commission and the Assembly. So of course, during that time, the plan would be widely distributed to committees, boards, and any other key entities, including all the groups that each of you represent. And this is also, of course, would be the time when the public has multiple other opportunities to share their comments during the adoption/public hearing process. So again, no set dates on any of these currently. And that is something that we'll continue to work on internally and share that back with you. But happy to take any thoughts or comments or questions that you have about this proposed sort of high-level schedule right now. Because some of you may be wondering, Where are we going after today? And what role does the steering committee have? And hopefully, that's somewhat highlighted here, and these few bullets.
- **ACTION:** Shelly will send Doodle poll to the Steering Committee with some potential dates for coming back together in the summer.
- **ACTION:** The project team still plans to have conversations with specific individuals and neighborhood groups about corridors to gain a better understanding of their concerns and to continue to educate about the roads plan/subdivision process.

Process and Progress-to-Date & Proposed Schedule/Key Milestones

- Approximately 30 non-map comments were received – that includes feedback on draft plan goals, strategies, and actions.
- Most comments are on technical edits, grammar, etc. We will focus today’s conversation on the more substantive. And so we have some of those for your consideration today. In some cases, we have not tried to reword/wordsmith proposed changes, but instead are communicating the concept that's been shared and our recommended approach, most of which are to adopt the proposed changes.
- **Page 8 – Goal 1, Strategy 1**
 - **Proposed change:** Add Action 1.1.B: When plans are updated and in recognition of the plan vision, some corridors in the 1991 plan were previously dedicated. Where they are removed in this plan, FNSB Community Planning will support vacating those dedications upon request of property owners fronting those dedications.
 - **Discussion:**
 - SC Comment: When I look at plans, I usually go back to the guiding documents that guide us. we have your mission statement, and then your vision and such like that. And when I look at the comprehensive land use plan, goal, one was to recognize the foremost aspect of land use involves private property as a retention and maintenance of private property rights. And so one of the strategies was working for decisions by commissioners that protect individual property rights to the maximum extent possible for community end goals, or the minimum impact that destruction of private property rights, and to reduce the work to reduce the fullest extent the natural conflict between private property rights and community needs and interests. And so I started to look at this and we had a couple of examples, you know, one I'm pretty familiar with and then Nils had another one, where particular corridors in the 91 plan were removed from this current plan for valid reasons. And they'd already been dedicated. And so it seems logical to me if that if they're not needed anymore, let's find a mechanism to vacate them. And I've been through a couple of vacation opportunities, if you will, and they're challenging. And so to have the borough be a partner in kind of bringing back the private property rights that the comprehensive plan talks about, where there's not a public need for, as demonstrated by our new plan.
 - SC Comment: So you're talking about basically going through a vacation process through the platting board, if something's already been dedicated, and it's no longer needed? Is this part of the roads plan? And you're saying that that should be instituted by the borough? How would the borough be a partner, what is the right role for the borough? Should the plan state something like this? I can think of a couple of examples if we could have some kind of guiding language in the plan. I have a couple of examples. This actually worked with some landowners a couple of years ago, they had a huge swath of right-of-way originally reserved for a rest area. And four years later, they made the call, we don't need this right-of-way anymore, and actually worked proactively with those

adjacent property owners to vacate that public right-of-way and gave it back to those property owners.

- Kellen Comment: Some broad language would either help us, help us guide it, whether it's code revisions, future actions by the borough could be beneficial, recognizing we need to understand the circumstances/fact of each case.
- SC Comment: Do we want to be clear than support? People have different ideas of what support means – do we want a more specific language? Or are we just hoping to keep it broad guidance in the future that we want to support this process, but not say how?
- Kellen Comment: We typically wouldn't drill down to that level of detail in a comprehensive/roads plan. With that, I can think of a couple of instances where we have drilled down pretty deep when we recognize there's a problem with code. For this specific example, the higher-level language can be in the plan and the detail can get fleshed out in the ordinance. This specific example, including the higher-level language would speak to the point Steve had brought up before re: the cost of putting in roads and where there could be a benefit to a public-private partnership.
- SC Comment: If we are vacating multiple places, rather than each landowner ending up having to pay for it potentially and bring it to the platting board when they decide to subdivide. I would like to see a blanket cast in the roads plan over everything that the borough's decided to vacate and just have that vacated rather than the platting board ended up dealing with each one of them. Because if it's vacated overall, then a lot of those subdivisions would be quick. It could be quick reclassification. But if it's it, but if they have to go in and get a variance to do away with that vacation, then we're going to have to end up seeing them and that's going to cost potentially cost them the \$1,300. But they may subdivide this land. But the lands already been subdivided. And that's what that's why provided, again, everything we've subdivided anymore has been subdivided once, right. And the idea is that you're allowing the local, the individual property owners to make that decision as to whether they want to vacate it or not. So it's upon their request, and then then the borough would find some way to assist. But every property owner that's going to want to subdivide in one set vacation is going to want that vacation, so we just cast a blanket over the whole thing and say everything that we don't, that we want to vacate now from the borough's side of potential roads. They all go away and then XYZ comes in and says I want this five acres divided into two and a half acres. And it wouldn't even need to come to the planning board if there wasn't a variance for a vacation. potentially could be a quick plat less, there's a corner around it. So I think for the purpose of this plan, I kind of support keeping the language a little more broad.
- Kellen Comment: There are some other considerations, there's some state statute considerations that any vacation has to go to the assembly for a 30 day essentially no veto. So it does get a little complicated there. But if we recognize the desire to make the process easier in some of those instances, I think we could, whether us internally, from the policy standpoint, or potential tweaks to our subdivision code, I think, if we have the

direction in the plan to look at that, we can have the ability to implement some of those. And I definitely have a conflict in that I want it easy for planning or less time consuming, but I also want it easier for the residents of the borough.

- **Page 11 – Goal 4, Environmental Impacts**

- **Proposed changes:**

- Add strategy/action to ensure that road crossings of waterways allow for adequate fish passage.
- **4.1.A** – Amend or add action to discourage roadway alignments penetrating or dividing established recreational and wildland corridors.
- **Add a “4.1.E”** – Add action to address/mitigate noise pollution (as addressed in 4.1.D for light pollution).
- **Under 4.1** – Considering adding these actions from the 1991 Plan:
 - Internal road networks in subdivisions shall be designed to discourage through traffic on roads providing direct access to residential lots.
 - Routing of commercial and industrial traffic through residential areas shall be avoided.
- **4.3** – Amend or add action that discourages road corridors through current and future areas that are environmentally challenging.

- **Discussion:**

- Kellen Comment: Regarding the addition of 4.1.E – We have utilized the parallel action, 4.1.D, regarding light pollution a fair amount of times, particularly working with DOT&PF, that any DOT&PF projects have to be consistent with our local plans. And we have several areas that the communities have identified them as sensitive to light pollution. So DOT&PF has been asked in certain instances, coincidentally some in the Goldstream Valley, when they are installing light fixtures, that they're really limiting light pollution. So a potential similar action can be looked at with regard to noise pollution, or an additional 4.1.E.
- SC Comment: DOT&PF does have some noise guidelines/restrictions, particularly on highways for when they have to put up sound fences. So I think even generally, it would be good to recognize that need. I am supportive of adding that into the plan.
- SC Comment: If you're going to address them, you have to address cost. For a noise barrier, it's probably a pretty darn expensive piece of infrastructure to put up. So are you going to force the developer to cover the cost of that? That's a big expense right there. He tells somebody they got to put 500 feet of, of noise barrier.

- Kellen Comment: As part of the current plan, the 91 Plan has been a significant impact one way or the other. I'm trying to think of examples like DOT&PF projects on Peger Road or something.
- SC Comment: Has anyone ever been required to build any kind of a knowledge structure, not a private developer? So where this has come it's usually kind of come front and center to the Planning Commission and DOT&PF proposes. The ones I can think of mostly were expansions, widening of the Richardson Highway for their new frontage road system. Certain residents request specific types of sound barriers, and it would come back that it didn't meet the quote/DOT. So it kind of plays itself out in front of the Planning Commission debating potential conditions, what would usually come is DOT&PF would be willing to put up a site obscuring fence, but not the fully rated sound barrier, like you see along Peger Road is a good example.
- SC Comment: So does the Borough have any enforcement like if push comes to shove and you really thought that DOT&PF needed to have one? Is that really, do you have any chance to make them put one in? The Planning Commission or the assembly.
- Kellen Comment: Yes.
- SC Comment: That's good. It's good. It's good that there's we're not just making policy that doesn't have something to back it up. That's my concern.
- Kellen Comment: So there is state statute about all DOT&PF projects have to be reviewed by the Planning Commission and be deemed consistent with local plans. So I do think Steve makes a good point, Shelly, just maybe adding a little more specificity to that. I don't want to wordsmith it today. We're not trying to say the Borough is trying to force private developers to meet the same standards as DOT&PF.

- **Page 12 – Strategy 5.1 and 5.2**

- **Proposed changes:**

- Add action that encourages vegetative buffers between recreational trails and roads.
 - Page 13
 - Strategy 6.2:
 - Currently reads: “Research and secure additional funding, including potential funds through the Federal Infrastructure Bill or the State of Alaska, for RSA road construction projects.”
 - Change to: “Secure federal, state, or other funding to assist service areas to upgrade roads to economically sustainable standards, if not the most current Title 17 Road standards.”

- Action 6.4.B:
 - Currently reads: “Adopt a user-friendly road standards manual for design and construction based on state and national best practices and community priorities.”
 - Change to: “Adopt a user-friendly road standards manual with a goal of functional and economically sustainable design and construction, informed by state and national best practices and community priorities.”
- **Discussion:**
 - We need to be sure to define acronyms and add a glossary of terms.
 - Strategy 6.2
 - SC Comment: Question re: proposed change: Is that referring just to the funding, or is that referring to how to build?
 - SC Comment: Intent was the funding source. However, good to keep broad and not identify specific funding source given this a long-range plan. Something in there that would somehow call out that opportunity, but also more generically, future opportunities. Should there be transportation though we'll probably cover that proceeding.
 - SC Comment: We are kind of continuing to do this. We just got over a million dollars of federal funding to fund a pretty major project in one of our service areas. The challenge though are I think we're all aware of these challenges are many roads aren't currently in service areas. You can't put federal funding on roads that when there's no one to know how to maintain the roads.
 - Kellen Comment: It's a challenge we're still working through. Recognized in several plans and FAST Planning has been a good partner in this about if we can bring certain areas into service areas, potentially make money federal money available for them to upgrade their roads, but that's kind of the big crux is getting them into a service area or under some maintenance of the warranty.
- **Page 14, Strategy 8.2**
 - **Proposed changes:**
 - Use of “orphan roads”.
 - Replace with “non-government supported public roads”.

- **Discussion:**
 - SC Comment: Is the term “orphan roads” is that commonly used outside of Fairbanks, North Star borough?
 - Kellen Comment: Believe it's a term FNSB coined. Did edit Gary's language slightly, changed it from “non-government-supported roads” to “non-government-supported public roads”.
 - SC Comment: Right now, the borough doesn't have a mechanism to get them/force them into a service area. Is that correct?
 - Kellen Comment: No, not without changing statutes. There's a lot of state statute requirements with what it takes to be annexed into a service area. Or one way or another. Believe it was the 80s that states that statute changed pretty significantly, to add those benchmarks of what it takes to be annexed into a service area. The borough didn't make any major changes, but actually the Mat-Su Borough right before those changes went into effect, they essentially brought their whole borough into one of seven service areas. So they do not have the issue we have now with over 100 RSAs.
- **Page 17 – Table 2. Future Corridor Selection Criteria – Multiple Access Points**
 - **Proposed changes:**
 - Support multiple access for residential areas with > 100 dwelling units or potential to develop > than 100 dwelling units.
 - NOTE: Add reference to national fire protection standards that this criteria is based on.
 - **Discussion:**
 - SC Comment: Also, as part of my comment, I thought 100 was way too high a number.
 - SC Comment: Codes are primarily written around urban type settings. And so when you start applying them to our area, it’s a challenge. We have this all the time in the fire service, some of these fields, there's no way we could read them because we don't have the population density; the codes don’t doesn't make sense for us. So that could very well be that that could be something that's more written around a large city.
 - SC Comment: The current language also seems in conflict with our subdivision ordinance. With our lengths of cul de sacs and number of units they can serve.
 - SC Comment: I'm just curious what code number this is coming from, because in 40 years of fire service, I've never heard of this in a code. But again, operating in Alaska, the density is not something that really comes up for us. Maybe in Anchorage, but not Fairbanks. Looks like chapter 11 means of access NFPA 1141. Table A required number of access routes from elemental areas.

- **ACTION:** The project team will work with Chief Learned offline to address the potential code/language and this portion of the table and also address Todd's questions.
- SC Comment: Again, this is something that was probably written by the metro fire departments as far as something they needed for runway planning, when they put 1,000 lot subdivision in Phoenix, and they want to have access to stuff. I support looking at that language, maybe lowering it for a standard that meets FNSB needs.
- SC Comment re: trying to achieve/require access/ingress/egress as criteria for proposed corridors. This could potentially be used as an argument against many of the connections in the plan. How do you retrofit that to existing areas because you would have to build some kind of loop road?
 - Project Team Comment: The criteria are not strict. Have to be clear and transparent about the considerations we took into account when planning the proposed corridor. The criteria was the framework that was ultimately implemented through the specific lines that you see here in the draft plan. Assembly, Planning Commission, and Platting Board have to factor/consider and make the ultimate decision re: how important it is to get another connection here that will reduce vehicle miles traveled, which is one of the criteria, as is providing more than one access point, but some may be through wetland.
- SC Comment: So many of those criteria can be conflicting. But they're ultimately what we did consider and try to give ourselves this framework for decision making. This is why these are not permanent lines on a map.

Corridors

273 and 372

- Pat intro/context:
 - 273 comes right off the top there right next to the ski area was in the previous plan.
 - Kind of on the ridge top, there's a good trail there as well. But we got a lot of comments related to trail conflicts. And we did talk to Roger Evans, from Moose Mountain.
 - We've had a lot of comments from particularly at the January meeting from folks stating we are going to increase all this traffic and how would that get handled maintenance, and everything like that.
 - But that being said, our proposed direction is to keep all these corridors because we think separating the trail conflicts can be mitigated.
 - Trails plan acknowledges that right now, which mountain does have that single point of egress, finish creek road there.
 - Also, a bunch of these roads, that Moose Mountain came from the 91 plan. So this is just sort of continuation of them.

- Point out that we tweaked them to better match the topography, I believe 272 even had a bit of an engineering analysis there. And then the final point, there is just that there's a lot of large parcels out there that have lots of potential for subdivisions. So I could talk a little bit to this as well.
- Kellen Comment:
 - Monteverde has a whole system that was planned in the 91 Road plan. And the borough actually conveyed all of these parcels and sold them off to the developer. His name was Roger and he developed Moose Mountain and dedicated and built Monteverde and several other roads just as the route plan called for. So both of these corridors are very similar, very minor tweaks for topography.
 - From the 1991 Road plan, trying to mitigate some of the trail conflicts that could exist particularly with 273. It's our recommendation to keep both of these in. I think they're very valuable connections, particularly in this area. Really, Murphy Dome is the only way out of this area right now.
 - This road system ultimately would provide another connection up the Old Murphy dome. And you'll see over when we get to the other ones over into the Gold Stream Valley. If all of those parcels are developed. Most of these large parcels are owned either by the borough or state DNR.
 - So most of the folks I've talked to in the service area, most of the concern wasn't how the roads were there, but that they didn't want to see any additional development in that area.
 - So by no means are we advocating for publicly owned parcels to get developed, but want a plan in place, if they ever do get developed.
 - Depending on the direction of the administration in the assembly, it could be developed, or potentially even set aside for arks purposes. But again, it's really important for us to have a plan in place just like the parcels that went into Moose Mountain area that were ultimately subdivided. If that subdivision happen then a more logical road network would come forward.
 - The project team would like to see these corridors continue with the plan.
- SC Comment: The very bottom part of 273, where it kind of goes on? It kind of goes on the other side of people's property. So they basically have roads on both sides of their property. If I was a property owner, I probably wouldn't think highly of that. Is there some way of working around that one?
 - Project Team Comment:
 - That's the private road on moose mountain that the buses go to the top of to drop the skiers and snowboarders.
 - His traffic is pretty much just for buses. And, yeah, the last couple of years, they were allowing private vehicles to go up there as part if you bought the ticket.

- But again, we're not proposing that it would be public in unless there's additional subdivision of that that large Moose Mountain parcel.
- SC Comment: I think they should stay in the we're talking big picture long term. From a service point of view, it's terrible. When you have to tell a developer, they're gonna have to build a big expensive road. But I mean, ultimately, if you're looking at connecting all these corridors, to me, it's important that they remain. I think it's good. They stay in just my take.
- SC Comment: I feel along those lines, but you talked about the conflict between 273, 372 and trails and trail users. And obviously, trails right now along with these roads, it appears to me they could be compatible, especially if the trail is years down the road. There's a question about coordination between the trails that we have going on right now. And it's coming back to the platting board?
 - Kellen Comment:
 - So the goals and strategies, so we're actually proposing adding one, in this last one that Shelly just went through, keeping a vegetative buffer between the road and the trail. And the second we recognized early on, and this will be a good example. And a good opportunity, I think, to work with the borough and the state DNR, since these are public parcels to get a much larger right-of-way dedicated, that could accommodate the road and the trail a far distance away from the road. But oftentimes, these ridgetops are challenging as they happen to be in the best place for the trail and for the road. And trying to accommodate one off is a little trickier, can lead to things like wash outs and that type of thing I taught I know was addressed in the 1991 Plan.
 - SC Comment: I think you make a good point with either. But you know, since at least in this case, it sounds like most of it is publicly owned. And that makes it a little easier to secure right-of-way.
- SC Comment: I, too, was just gonna say I also support keeping it because like you said a bit opens up the development. People will need roads going through there to get to those one way or another. And this accommodates the topography and the trails. This is the best way to protect what people care about, I think in this area, if we were to not have it there. People are just building a road where they are actually working trails. So I support the keeping.
- SC Comment: All land in this borough shouldn't be subdivided for houses my opinion. And we get people subdivided things in swamps, trying to put residential things down there where if we can start opening up some of these hillsides even then they may have a little further to drive. It's just gonna be advantageous to the long-term ramifications.
- Project Team Comment: But yeah, address direct block access to be viable or feasible. While most of the corridor is we're looking at sort of those cross slopes to make sure it wasn't too steep that it really couldn't actually develop the adjacent land. So that compared to some of Chena Ridge, were very steep, very steep driveways and such. I don't know that we looked at previously built stuff too much. Our engineers came up with that number of crossovers greater than 25% based on some. So I don't know how it compares. This is not as steep as some of the skyline would be, don't meet our subdivision standards.

- **No SC opposition to project team recommendation on 273 and 372.**

15 and 217

- Pat intro/context:
 - These are north Gold Stream Valley. We got a lot of feedback on these. DNR has some land back there. In general, public comments were about conflicts with trail system that's at the top of the hill. And also lot of the same that we've heard with other subdivisions, increased traffic safety, those kinds of concerns.
 - What we did here is we proposed realigning them. So we've looked at these in Infracore. Again, so the feasible minor movements, and by adjusting their location, we can also mitigate or reduce some of the trail conflicts that could potentially be there, moves a little bit farther away from kind of a current subdivision as well. And in general, this area in the 91 Plan had several sort of smaller loop roads included, and we've removed those from the plan so we feel like they need to be kept in air, because otherwise you're gonna have a big swath of potentially developable land that has no corridors identified.
- Kellen Comment on 15:
 - I was actually going to ask Natalie to pull up the GIS system on this one. I do think this is a good one to talk about. We had a lot of interest in this and there's some unique things going on that I want to want to point out.
 - On 15, I see some people responded and they lived in a house for 23 years and the proposed road would go right through their house. Yes. So right there at the end of Pandora there's a very large lot and we've got this really long driveway. Yes, there is a house there.
 - Pat Comment: The realignment addresses these conflicts. We're moving the 15 downhill away from the house.
 - This was also one we worked with FNSB Trails Coordinator, Bryant, on to address any potential trails conflicts.
 - Let's take a look at the GIS. This is the area we probably received the second most comments about for the full plan. This is a very well utilized trail system in the borough and very popular trail system. Most of its on state land right now. I do know, through some meetings, some pre application meetings I've been having with the state, they are getting ready to subdivide some property out there.
 - So 15 is it's basically a revision of the road corridor that was originally planned at 91. The new addition is 217. And that Sky Flight area, we were talking about earlier, there are about 60 or 70 homes in that area that only up one way in and one way out right now. And we really, this one probably looks familiar, because we've talked about it a couple of times, it was really difficult to try to make another connection off of that neighborhood, we've done a lot of input on that as well. But also know there's additional subdivision activity coming in that area.

- So if you remember back to that slide that that Natalie and Shelly just showed, at least our proposal would be to make some minor shifts to 217, to avoid that conflict more with the house to avoid more of the system. So this would actually separate the ROW, rather than really one crossing location with the vast majority of the trail system. But I think there's a lot of value in keeping this in. And if all of those parcels don't subdivide, there wouldn't be a road system there. Some of them do subdivide, it would at least set it up for the future subdivision if they were to ever occur.
- Project Team Comment: This was another one where we had a lot of discussions with residents in the area and can have more with the revised draft out. We hope these alignments address their concerns but still highly recommend they remain in the plan.
- **No SC opposition to project team recommendation on 15 and 217.**

151 & 366

151

- Project Team Comment: We recommend the removal of 151 for multiple reasons. This neighborhood showed up in full force at the January Open House meeting. They have lots of good documentation that we hadn't uncovered when it came to legality of the road and issues and some prior subdivision stuff that kind of been attempted.
- SC Comment: I recall a little bit more of the history on some of those issues with 151. I believe where that red arrow is up to the right is a spot where there's not right-of-away. One big concern, if you see all those little squares down at the lower left, all of those little privately owned parcels. It is a big challenge. The history with those parcels is kind of unique; many of them were granted waivers early on by the platting board. I believe there's even some parcels that were subdivided outside of the planning process. So, make sense to remove given the history and what we now know about the topography. It would be really difficult to ever see all of those parcels subdivide and get that that dedication in there. In simple terms without the borough being very aggressive outside of this plan and using something like eminent domain, it really wouldn't be possible to get those connections through those little parcels at the bottom left.
- Project Team Comment: Moral of the story – it's just too steep. It's too steep everywhere. I think the steepest part is up near the top end of it. There was a person that tried to build a road down there several years ago and spent \$100,000, apparently in field trying to get around a boulder that didn't see it that center road. And now there's a second road that somebody else has built above them to connect into Taroka. And that's highly possible, my opinion. But it's not on those maps.

366

- Project Team Intro/Context:
 - We're recommending keeping it. We will have the Infracore analysis to share with the SC this week. That analysis tells us the proposed corridor is pretty feasible/doable.

- In general, there is a big gap in our current system with no east-west connection. So this would be one, although we're a bit close to the north end there. But it would make a pretty important connection.
- Kellen Comment – a little more on this one – right at the end of it, you see the black line is right through the middle of a house. That individual did come to our open house, I spent about a half hour with her. I assured her how the plan is implemented, that it would not either Borough taking your house or putting a road through there. But if for when those properties are ever subdivided. She indicated that they have no interest at this time in ever subdividing. And I showed her the plan text, talked through that. But I did also want to point out this lower lot did go through the subdivision process. And the preliminary plat was to bring that road up to the Taroka switchback. The developers spent a lot of money putting that road and you can see the cleared area. And the grades got just completely untenable, climbing up this hill to meet that drop area. Based on the Infracore analysis, 366 works.
- **ACTION:** The project team will share a summary of Infracore analysis on 366 with the Steering Committee later this week.
- **No SC opposition to project team recommendation on 151 and 366.**

251

- Kellen intro/context: A little bit of context is this is the Ski Boot Hill area off Farmers Loop. In the 91 Road Plan, there was a propose routing of Ski Boot Hill, basically up to the cCranberry Ridge area. And since then, there's been a lot of changes, the biggest change is, there was a very large parcel that was owned by the State. The title was given to the borough. So it's borough property, it has now been protected for parks purposes, it's been zoned outdoor recreation, and it's the Skyline Ridge Recreation Area, there's an extremely remote chance that that area would ever be developed with kind of those different layers of protections on it. So there essentially would never be a corridor through that area. That's what you're seeing with this top switchback, that green area right there. So we were really stuck with a tough situation, Ski Boot Hill is going to be two to three miles long. And really, the only option was going down through the subdivision there is a right-of-way, dedicated at the end of the cul de sac to the boundary of the subdivision, and then section line easements to get to that parcel. But what we're showing you today is there was a lot of concern about the separation of the road corridor and the trail. And what our proposed alignment would be, would still need to grades and better separate where the very popular trail system is on the ridge to add an additional ingress egress to that point. The very large parcel that most of that quarter goes through is owned by a Native corporation. And there have at least been preliminary meetings on subdivision of that parcel. The crux of our recommendation is, we still think 251 is a very valuable connection. But I think a lot of the concerns with trail conflicts could be mitigated by the proposed shift.
- SC Comment: Now the when we show on these maps that we can connect one corridor to another, and the developer comes up with a slightly different, or maybe even a completely different alignment than what it's been shown on his maps, isn't that possible through the planning process to just say we are meeting the intent, the comprehensive plan, but alignment that we've chosen, or the development of the subdivision varies? It's good that we put all the efforts that we can to show them feasible, but the

developer will have more information and potential input the actual development of that property. Is that accurate?

- Kellen Comment: That was really our intent strategy action 9.2.A to build in that flexibility:

Through the platting process, allow for alternatives to the future road corridor map when: topographical or environmental features make corridor development as shown in the future corridor map infeasible or cost prohibitive, and provided the alternative corridor meets the same health, safety, and welfare requirements as the original planned corridor.

So that was really the intention on that giving us the direction to potentially look at whether it's the variance process, or more likely, slight amendment to our existing subdivision code.

- **No SC opposition to project team recommendation on 251.**

382

- Project Team intro/context: That was a future study. This is connecting from Chena Lakes Flood Control over towards Two Rivers. In this case, we had an overly specific line drawn originally, and what we're proposing is to just realign this as a straight line. So make this a more general connection. It's not a detailed alignment. It's a future study. If we do that straightening of the line and ignore the topography, we can avoid we can avoid any private parcels. It will instead go across various public ownership tracts there. So really this is just kind of a simplification of a corridor that's not at the level of detail we have for other corridors because it's a future study. We also need to make sure we clearly define what we mean by future study. We need to make sure we point folks about to the definition. These corridors include aspirational connections for future study the analysis. There are three of them in the current roads plan. Essentially, what we're recommending for the change on this one is making it more general; this is a future study. We're not proposing any specific alignment through this plan. This is a much bigger project than the borough could ever handle or any subdivisions that if this ever happened, it would be a state project.
- **No SC comments on proposed change/recommendation.**

64

- Project Team intro/context: So way back in the beginning, this one got the most comments in our interactive map. Since then, we've gotten a little more info on that land trust conservation easement. It's on the parcels to the east of this. A lot of comments about trail and recreational and wildlife habitat concerns. It's in the Goldstream Valley, so it's got bad soils. And then of course, some neighborhood folks are concerned about maintenance and traffic and potential impact to the general character of the neighborhood. We're recommending we keep it because it is such a major connection and its in the 1991 Plan. However, it would shift a bit away from the Trust land. That would be to the west side of one important point, there's an existing section line. The right-of-way technically already exists between there. We've had quite a few subdivisions up from local extension, all of which have been designed. There are no driveways through subdivisions off the extension, but a secondary access. This is probably the trickiest one, when it comes to differences of our criteria. This does cut off a lot of vehicle miles

traveled. And, and essentially count it does add additional means of access into multiple neighborhoods. But it's a very poor soil location.

- SC Comment: This is one I commented on initially and didn't like this one and primarily for the fact that it'd be high maintenance that it goes through an environmentally sensitive area, I think. And I think one of the reasons I gave it a favorable comment last time was for fire and rescue reasons, providing that access. Community safety vehicles need to get quickly from one area to the next. And this certainly does that. But I am still opposed to it. I think it divides up an environmentally sensitive area in the Gold Stream Valley. honoring even though you know, knows when it will be constructed or how it be constructed, because it is such a bad soil type that it's already a corridor. Because this has already been brushed out.
- SC Comment: From a public safety standpoint that is probably one of the most critical, if we ever got built would make a huge impact on public safety. You know, I understand soil and everything else. But since it's already on a section line easement, we should keep it in there for future. I've had fires on both ends of that road, in my career, and I know that if we could have got through there, it made a huge difference in lots of different things.
- SC Comment: As we know, the soils are terrible, you might not get through with your fire engine. But as I've shared before, we need to be able to maintain the that we have, this is not one that's going to be easily maintained, I would point out just because it's not in the road plan doesn't mean that there's some compelling need for that it can't be advocated for in the platting process with a section Line easement. By putting it in the plan, we're kind of putting a stake in the ground or intending to say this is important as a future connection even though it horrible ground. So I'd be in favor of removing.
- SC Comment: Why are we saying it's poor group. I used to own a big chunk of land down there at the end and it's good solid ground down to the Goldstream. I would just like voice in favor with Chris and Gary i in terms of like roads meeting kind of our criteria that we want to require. I don't know if you want another road there because it's not necessarily going to be maintained and kept up when it's built. And because it is a faster way it might get a lot of traffic that just further damages it. And it would impede a lot of areas currently used for recreation. So I don't know. I don't know. I'm not persuaded yet that we should require it.
- SC Comment: The section line easement is there. When it's subdivided, it's going to get dedicated anyway. Therefore, it has to be constructed anyways. And if we leave it on the plan that identifies it as something that the community wants, and that was potentially open it up to or make it easier to get federal funding or state funding or something like that.
- SC Comment: My only comment is it's important to either keep it or remove it very purposely in this planning process and not remove it with maybe a being developed later down the road. Because we have had a lot of subdivision activity on the top of Miller Hill Extension and all of those subdivisions we're required to have basically a local road network. If it's removed, their requirement would change. And we'd run into some issues we're having and why we decided it was a good/needed connection. And you know, the first couple of miles, that Chena Hot Springs Road, there's a lot of driveways right off of that. So I think we have to be purposeful about what we want, whether they keep it or remove it. I don't think a good path forward would be to remove it. And then maybe it gets developed later because it's

already in a sectional it used but I think we just keep it; just my opinion. It's been there since 91. And no one's built it.

- SC Comment: I agree. I mean, the other thing is we have a set of technologies that we know about road building and things like that. But I mean, there could be some kind of material science or something that comes along and 30 or 40 years that that might make it feasible to build that road. We don't know what that would be, you know, on the web, no technology or all kinds of things that are happening.
- Project Team Comment: Okay, so what I'm hearing is we don't have total SC agreement on this one. Whether it's kept or removed it will be flagged specifically when we're going through the public hearing process to let policymakers know that **there was not unanimous agreement on this one by the steering committee.**
- **Some SC opposition to project team recommendation on 64.**

28

- Project Team Context: This is in the 91 Plan. We're proposing to keep it have a tie in to the Thompson subdivision there at the north end. Reasons that we've discussed before, but mainly to eliminate vehicle miles traveled and very long cul-de-sac.
- SC Comment: Regarding the very long cul-de-sac. We've got 331, which addresses the cul-de-sac comment so that doesn't strike me as being a valid concern. You know, we talked about soil conditions and you know, I've lived out there since 7074. I've watched what's happened to the road that goes beyond the cul-de-sac. I think just probably one property after it makes that little bend to the left. That area has settled enormously there you know, it's up and down up and down it's been hard to maintain. If you want an example of poor ground, that's it with overflow all winter long. This corridor is conducive to what our policies are here in the plan, so I don't see a compelling need for it. Scott and I talked about this earlier. You want your vehicles to be able to get there.
- SC Comment: Yeah. For fire and rescue, it's a significant challenge. As you go further up the hill, I know you start getting really nasty and I don't know how much more development would actually take place that far up.
- Project Team Comment: This corridor was it was originally planned in the 1991 Plan. And that Tungsten subdivision at the top is kind of an interesting one, that was a state subdivision where they subdivided was over 100 acres but didn't build roads. So there's still a lot of publicly owned land, that could subdivide. Most of Tungsten is in a service area. But again, there's still a public right-of-way that's planned to the boundary, even though it's a pretty rough four-wheeler trail. But that right-of-way does exist. I think it's a relatively wide record if I remember correctly. So I personally think there's still some public benefit in that original plan connection.
- SC Comment: So the point being is for what purpose since we already have an alternate answers already planned? Yeah. And you call it on both sides.
- SC Comment: I agree with Gary. And at the same time, I have very mixed emotions, because we're supposed to be looking at long term ramifications and 50, 60, 100 years down the road. So I can see

keeping it. But whether anything's really going to happen, we don't know. It certainly gives us a talking point on the platting board when you're talking about lots in this road.

- SC Comment: I did the subdivisions around 331. The last one in that area before the code changed. The only way I was able to get through the subdivision process was I proved that there was an alternative access. And right where the word says Tungsten on the map, there is a section line that runs right before Esro takes the dog to the left, there's a section line that runs less from that job and connects into that lower right of way. That's another situation where there might be an alternative route. That would make a connection and it's also a lot shorter than looping, running all the way up there. And connecting further up further north.
- SC Comment: I think I kind of have to agree to keep it in. We're not looking at in 10 years, we're looking at 40-50 years. However many decades down the line. And these conditions might be certainly way less than ideal. But I just think that if we're thinking really long term planning, that it that it could connect, and it could make a connection to there. And so I mixed feelings again, but I'm for keeping it.
- SC Comment: Agree. Same as the last one. It's been in there since the 91 Plan. Probably will never get built, but if it's needed it's in the plan.
- SC Comment: I recommend keeping it, as proposed.
- SC Comment: I agree, to be consistent with what we're proposing for Miller Hill Extension, I think we need to keep it.
- Project Team Comment: Ultimately this will be the mayor's call, and again, like 64, we will share in the meeting notes and what shared with policymaker that were was not unanimous agreement on this one.
- SC Comment: An idea in terms of presentation – where 331 meets 28. If that northern section is separated as another line/corridor. Maybe there is less controversy about keeping 331 to the point where it connects at the intersection with 28. Give the northern section a different corridor number. But I still say keep it.
- **Some SC opposition to project team recommendation on 28 and one SC member recommends splitting top portion of 28, where 28 and 331 meet to create a separate corridor.**

Closing Comments

- SC Comment: Where do we go from here? When do you expect to finish this thing?
- Shelly Comment:
 - We're aiming to share all of these detailed notes with you, which includes the summary of key discussion points for today and decisions, which also includes the slides includes the public comment tracker.
 - And then I know that we had also talked about getting the technical analysis for 366, so you can see the inputs for that, sharing all that back with you within a week's time.
 - Next is coming back to you with some proposed times for coming back together in the summer.

- So as a team, we'll be reviewing everything and thinking about how to best address your comments in the final draft.
- And then that goes out to public comment again.
- And then we get back together this summer to talk about what we may have heard from folks, when they saw the revised plan.
- Kellen Comment:
 - My biggest thing is just thanks for everything I know that you've put in probably close to 100 hours between all these steering committee meetings and prep. We again thought we'd be done with this process by now. But I think it's more important to get it right. We're trying to get it right here and show that we're in response to the public. Just the next thing to keep an eye out for was we'll update the website with all the comments that came from this last round and our responses as a project team to those comments. That's it.
 - We'll come back to the committee again, and then we're looking at the hearing process in this fall. Go into the platting board going to the planning commission into the end of the year.
- Shelly Comment: Thank you all again for spending some extra time with us. And thanks for all your contributions and we'll look forward to sharing all of the good results of today's discussion. Thanks, everyone.