

# FNSB Roads Comprehensive Roads Plan: Official Maps & Policies

## June 2023 Public Review Draft

### Summary of Changes Since Winter, January 2023 Public Review Draft

#### Goals, Strategies, Actions & Other Non-Map Elements:

- **Page 4: Added additional language to the “Roads Plan Does Not...” and “Important Points” textboxes:**
  - “Certain areas of public land have been used as open space but could be subdivided and developed in the future depending on the owner. The intention of this plan is not to advocate for the subdivision and sale of large publicly owned tracts, but to plan a logical, well-connected road network in the event that future subdivision and development of such areas does occur. The development of these areas depends heavily on the base zoning, FNSB Comprehensive Plan, and plans/goals of the owning agencies.”
- **Pages 5 – 8: Updated Plan Development Process section** to include all public involvement activities, technical analysis, and steering committee meetings to date.
- **Page 9: Goal 1, Land Use & Future Growth**
  - **Added Action 1.1.B:** “In recognition of the Roads Plan vision, where a previously dedicated corridor is removed in a plan update, FNSB Community Planning will support vacating those dedications upon request of property owners fronting the dedication.”
- **Page 12: Goal 4, Environmental Impacts**
  - **Added Action 4.1.E:** “Minimize the impacts of road noise pollution on neighborhoods and in other sensitive areas. Coordinate with DOT&PF and the cities to mitigate the noise impacts of roads during and after construction.”
  - **Added Action 4.1.F:** “Discourage the routing of commercial and industrial traffic through residential areas.”
  - **Added Action 4.2.A:** “Implement the future corridors map in a way that discourages roadway alignments penetrating or dividing established recreational and wildland corridors.”
  - **Added Action 4.2.B:** “Ensure that road crossings of waterways allow for adequate fish passage.”
- **Page 13: Goal 5, Multi-Modal Connections**
  - **Added Action 5.2.D:** “Encourage vegetative buffers between recreational trails and roads to preserve trail quality and minimize impacts.”
- **Page 14: Goal 6, Road Construction**
  - **Amended Strategy 6.2**
    - **From:** “Research and secure additional funding, including potential funds through the Federal Infrastructure Bill or the State of Alaska, for RSA road construction projects.”
    - **To:** “Secure federal, state, or other funding to assist RSAs with upgrading roads to economically sustainable standards or the most current Title 17 road standards.”
  - **Amended Action 6.4.B:**
    - **From:** “Adopt a user-friendly road standards manual for design and construction based on state and national best practices and community priorities.”

- **To:** “Adopt a user-friendly road standards manual with the goal of functional and economically sustainable road design and construction, informed by state and national best practices and community priorities.”
- **Page 15: Goal 8, Road Maintenance**
  - **Amended Strategy 8.2** to refer to “non-government supported roads” instead of “orphan roads.”
- **Page 17: Table 2, FNSB Future Road Corridor Selection Criteria**
  - **Clarified Future Corridor Selection Criteria – Multiple Access Points:** “Support multiple access for residential areas that currently have > 100 dwelling units or have the potential to develop > 100 dwelling units”
    - **Added footnote reference** to national fire protection standards that this criterion is based on.

### Maps:

- **Pages 27 – 53: Updated all maps** in plan map set to include adjacent township labels at edges to improve readability and navigation.
- **Pages 29 – 30, 34-35: Realigned Corridors 15 and 217** (Pandora Area) to provide a larger vegetated buffer between the future corridor and existing trails.
- **Page 35: Realigned Corridor 251** (Musk Ox Sub – Ski Boot Hill connection) to provide a larger vegetated buffer between the future corridor and existing trails.
- **Page 42: Removed Corridor 151** (Taroka-Becker Ridge connection) due to feasibility challenges related to topography, public input. Was previously just south of Corridor 366.
- **Pages 38 – 39, 46, 50: Realigned Future Study Corridor 382** (Two Rivers – North Pole) as a straightened line crossing public lands to show a high-level concept for a future study connection.