

Fairbanks North Star Borough Comprehensive Roads Plan
Steering Committee Meeting #11 – FINAL MEETING
Wednesday, September 6, 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 Virtually

- Zoom (audio/visual):
 - <https://agnewbeck.zoom.us/j/88371997977?pwd=ejlyd0NXVDh0djFPZlZzOXFZWkZwUT09>
- Phone (audio only)
 - 1-877-853-5257 (Toll-free)
 - Meeting ID: 828 9065 5166#
 - Passcode: 340815#

Objectives

Share and gather Steering Committee input on:

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

Materials – emailed on August 8, 2023, and August 31, 2023

1. Agenda
2. June-July 2023 Comment Tracker & Feedback from Steering Committee Member Degerlund, 09-15-23
3. Guiding Slides

Agenda

Time	Item
4:00 – 4:15 pm	Welcome, Introductions, Refresher on Purpose, Where We’ve Been & Today’s Focus <ul style="list-style-type: none">• Reminder of Plan purpose and Steering Committee role• Overview of key activities throughout the process• Proposed schedule and Steering Committee involvement after today• Today’s meeting purpose
4:15 – 5:45 pm	Presentation & Discussion of Proposed Revisions to Develop Final 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 #11

September 6, 2023



Refresher: Project Purpose & SC Role

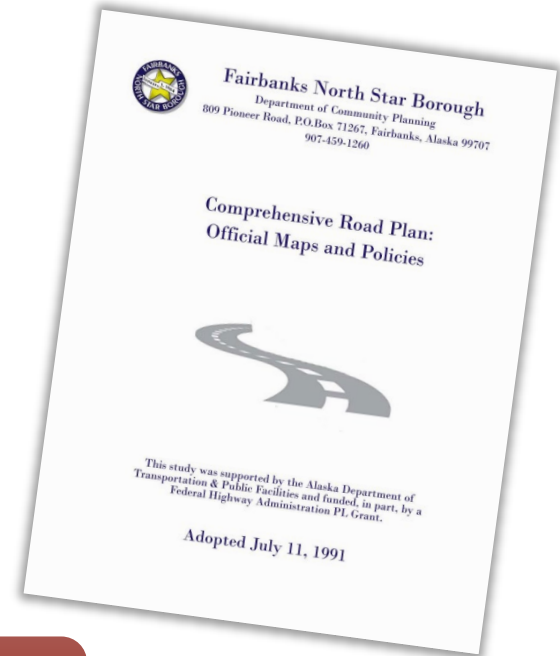
Project Purpose

Update the 1991 Comprehensive Road Plan to:

Improve the **current and future road network** by creating

Appropriate and strategic road corridors, connections and access points

For a **safer and better-connected road network** in the FNSB.



Project: Why & How

Create a **plan that aligns with present and future FNSB by:**

- **Building from the knowledge** of residents, community leaders, transportation experts, Road Service Area Commissioners, developers, surveyors, and landowners/managers.
- Assessing **how the borough has and is projected to grow and change.**
- Using **improved information** to better incorporate permafrost, wetlands, and other data into planning.
- Building from the **successes and lessons learned of the 1991 Plan.**

What Does the FNSB Roads Plan Do?

The Roads Plan Does:

- Provide **guidance and plan for future road corridors and land access** while facilitating the securing of legal right-of-way (ROW) and physical road development through the land subdivision process.
- Assign a **purpose for a future road corridor** through a functional classification that is tied to the FNSB's subdivision development process.
- Encourage and support the **FNSB and developers working together to develop a road system** that protects the **health, safety, and well-being of the community**.

What Does the FNSB Roads Plan Not Do?

The Road Plan DOES NOT:

- Allow the Borough to:
 - Acquire or “take” private property.
 - Force roads through private property.

Corridors in the plan will only be dedicated on private property at the time owners subdivide their land.

- **Draw hard, fixed, unchangeable lines on a map** – development patterns and other change may call for alternative road corridors in the future – the plan and related actions will respond and adapt to these changes.
- **Act as a barrier to development.** Instead, the plan is a tool to increase collaboration, communication and teamwork between FNSB, residents and the developer community.

Target Audiences

Community

- | | |
|---|---|
| <ul style="list-style-type: none">• FNSB residents• Fairbanks North Star Borough – Assembly Planning Commission, Road Service Area Commissioners, Platting Board, Trails Advisory Commission• City of Fairbanks | <ul style="list-style-type: none">• City of North Pole• Fairbanks Emergency Communications Center• Developers and Surveyors• Local Emergency and Fire Response |
|---|---|

Regional Businesses and Organizations

- | | |
|--|---|
| <ul style="list-style-type: none">• FAST Planning• Interior Alaska Builder's Association• Fairbanks Economic Development Corporation• Greater Fairbanks Chamber of Commerce• Interior Alaska Trails and Parks Foundation• Interior Regional Housing Authority• Tanana Chiefs Conference• Doyon, Limited | <ul style="list-style-type: none">• Eielson Air Force Base• US Army Alaska Fort Wainwright• International Right of Way Association• Fairbanks North Star Borough School District• University of Alaska Fairbanks• Utilities• Wired Telecommunications |
|--|---|

State and Federal Agencies

- | | |
|---|---|
| <ul style="list-style-type: none">• Alaska Department of Transportation & Public Facilities• Alaska Department of Public Safety• Alaska Department of Natural Resources• Alaska Department of Environmental Conservation• Alaska Railroad Corporation | <ul style="list-style-type: none">• Alaska Mental Health Trust Authority• Federal Highway Administration• U.S. Army Corps of Engineers• Interior Delegation• Congressional Delegation |
|---|---|

The Steering Committee

- Developers
- Fire/EMS
- Local Government
- Military
- Roads Service Areas
- State
- Surveyors
- Transportation
- Other (water/fuel delivery, UAF, etc.)

*Thank you to Former Planning
Commissioner Chris Guinn for his
contributions to the Roads Plan process*



Role of Steering Committee – Part 1

- Provide **relevant background materials**, including past/existing plans, studies, or reports.
- **Meet quarterly** throughout the project, either virtually or in person depending on COVID-19 guidelines, to help guide the project.
- **Participate in one-on-one interviews**, as well as interviews with other stakeholders when necessary.
- **Attend public meetings and project presentations**, when possible.

Role of Steering Committee – Part 2

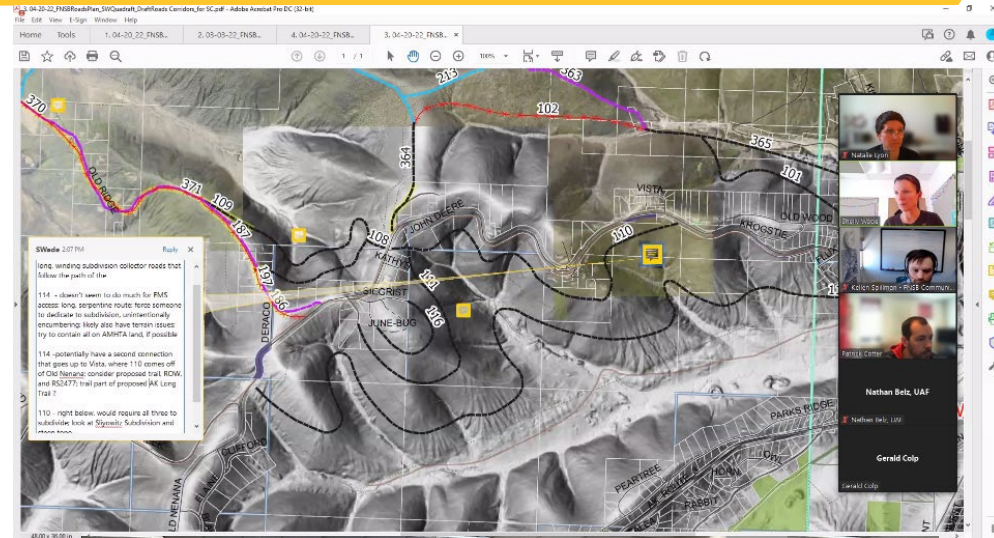
- **Provide guidance on public involvement tools** and suggest other stakeholder activities/events for garnering input on plan findings and recommendations.
- **Work productively** with other Steering Committee members, project staff and partners even when experiences and opinions may differ, recognizing consensus may not be possible on all topics.
- Help **spread the word** about outreach opportunities.
- **Review data, trends, key findings** and **recommendations**.



Where We've Been

Steering Committee Meetings

- 1-on-1 interviews with each member s
- 10 meetings and 1 to go!
 - April 8, 2021
 - September 30, 2021
 - January 19, 2022
 - March 3, 2022
 - April 6, 2022
 - April 20, 2022
 - May 11, 2022 (in-person)
 - July 27, 2022
 - October 26, 2022
 - March 7, 2023
 - **September 6, 2023 – FINAL**



www.FNSBRoadsPlan.com

SAFER. BETTER CONNECTED.

2021 Fairbanks North Star Borough

COMPREHENSIVE ROADS PLAN



[PURPOSE](#)

[ABOUT THE PLAN](#)

[1991 PLAN REVIEW](#)

[PROJECT TEAM](#)

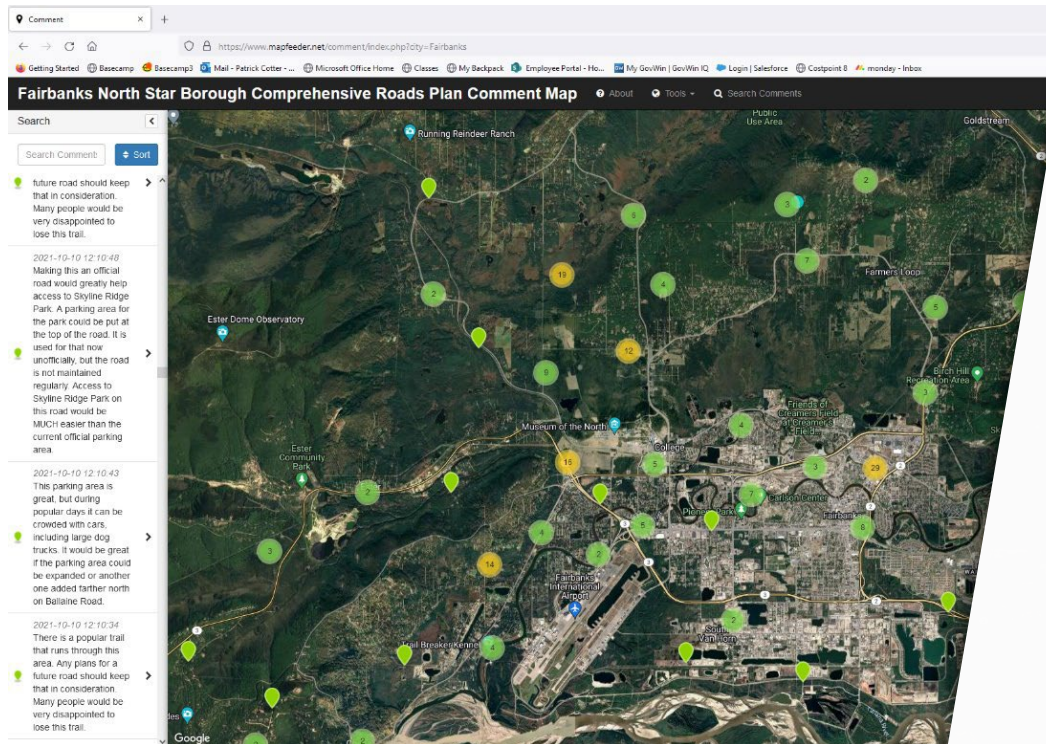
[GET INVOLVED](#)

[SCHEDULE](#)

[RESOURCES](#)

[CONTACT US](#)

Survey & Comments Map – 2021



**More than 800
comments**

FAIRBANKS NORTH STAR BOROUGH

FNSB Roads Plan Community Survey
Help Create Safer and Better-Connected Roads in the Fairbanks North Star Borough!

Take this 10-MINUTE SURVEY.

Your responses to this survey and the related interactive comment map will contribute to an update of the Fairbanks North Star Borough (FNSB) Comprehensive Roads Plan.

The survey and comment map will close on Monday, September 13th.

Visit the project website to learn more.

THANK YOU for your time and contributions to the updated FNSB Comprehensive Roads Plan!

1. Where is your primary residence?

2. In general, roads in the Fairbanks North Star Borough are safe.

☐ Strongly agree

☐ Agree

☐ Neither agree nor disagree

☐ Disagree

☐ Strongly disagree

1

Open Houses & Other Media

**Over 100
participants**



- Community **open houses** in July 2021, May 2022, and January 2023
- Project **flyers** and educational/informational materials
- Local **news coverage** in 2021, 2022, and 2023 – newspaper, radio, television
- **Social media** posts and Facebook events
- Four **e-newsletters**
- Three **postcard mailouts** to residents, including more than 3,000 property owners who are potentially impacted by draft road corridors on or adjacent to their property

Four Comment Periods

- May/June 2022 – Maps-specific
- September/October 2022 – Full Draft Plan
- January/February 2023 – Revised maps-specific
- June/July 2023 – Full Revised Draft Plan

**Over 600
comments**

Email	Phone	Sign up for updates?	Corridor #	Flagged	Comment	Response
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 berms 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 Yankivich 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.	

Other Outreach/Efforts to Develop Drafts

- Interviews with Landowners/Agencies
 - Alaska Department of Natural Resources
 - Alaska Mental Health Trust
 - CIRI
 - GCI
 - University of Alaska
 - U.S. Fish & Wildlife Service
- Special Work Session with Community Members on Corridors 69 & 295
- Project Team Technical Work Sessions (FNSB & Consultant Team) – **over 10** to conduct detailed review and evaluation of proposed corridors considering new technical data analysis and public comments



Today's Objectives

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

What Happens After Today

- ~~**Summer 2023**~~ — ~~Revise and finalize the plan and share with the public.~~
 - ~~Confirm — Have we addressed their main concerns?~~
- **Summer 2023** –
 - ~~Planning Commission Work Session — July 25th, 2023~~
 - Reconvene the Steering Committee to review any additional public feedback (**over 40 comments**).
 - 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.



Vision, Goals, Strategies, Actions & Other Non-Map Elements

Vision, Goals, Strategies & Actions

Starting Point was 1991 Plan!

Vision

We envision a road system in the Fairbanks North Star Borough that:

- Allows safe and efficient multi-modal travel in all seasons.
- Optimally connects neighborhoods, businesses, and the community while protecting neighborhood integrity.
- Provides appropriate levels of access and mobility for residents, visitors, and essential goods and services.
- Can be developed at the time of subdivision, meeting the future needs of the community while protecting private property rights.
- Appropriately considers long-term and seasonal maintenance of existing and future roads.

Vision, Goals, Strategies & Actions

Goals/Policies by Focus Area

- **GOAL 1 – Land Use & Future Growth:** Consider land use when developing the transportation network to better move people and essential goods and services safely and efficiently while minimizing adverse impacts on local neighborhoods.
- **GOAL 2 – Functional Classification:** Develop and implement the functional classification map to better manage access, reflect local land use patterns, and integrate multiple transportation modes.
- **GOAL 3 – Access Management & Safety:** Solidify connections between land use and transportation planning to effectively manage access across the road network.
- **GOAL 4 – Environmental Impacts:** Minimize and mitigate road network impacts on the natural environment and FNSB community.
- **GOAL 5 – Multi-Modal Connections:** Support multi-modal transportation linkages and encourage use of non-motorized transportation systems through corridor development.

Vision, Goals, Strategies & Actions

Goals/Policies by Focus Area

- **GOAL 6 – Road Construction:** Ensure that road design improves safety for roadway users of all transportation modes and minimizes adverse community and environmental impacts.
- **GOAL 7 – Future Road Corridors:** Implement the future road corridors map at the time of subdivision to improve and/or create connections reducing out-of-direction travel, vehicle miles traveled, air pollution, and travel time.
Note: See considerations for future corridor selection.
- **GOAL 8 – Road Maintenance:** Work to ensure consistent, affordable, and equitable road maintenance for roads, bridges, and rail crossings within the borough.
- **GOAL 9 – Economic Vitality:** Strengthen economic vitality with a transportation network that supports a diversified, sustainable, and thriving local economy in the FNSB and Interior region.
- **GOAL 10 – Emergency Access & Alternate Routes:** Implement the future road corridor map to expand community connectivity to provide safe, year-round automobile and multi-modal transportation routes within and between neighborhoods, public and recreational facilities, and commercial areas.

Proposed Revisions (*for SC discussion)

Pages 11-12 – Goal 4 Environmental Impacts – Noise.

- **Comment:** “Expand this goal to include more than just construction noise and strengthen language to support implementation.”

Pages 11-12 – Goal 4 Environmental Impacts – Invasive plants.

- **Comment:** “Add a standalone action related to stopping the spread of invasive plants (during construction, transport of materials, construction practices) and coordinating with the soil and water conservation district.”

Page 17 – Corridor Selection Criteria.

- **Comment:** “FNSB should require multiple access points for most subdivisions, not just those which already have or have the potential to develop 100 or more dwelling units.”
- **Comment:** “Delete guiding questions from chart and remove question marks from criteria.”
- **Comment:** “Corridor spacing of 0.25 miles does not seem appropriate in many situations with lots sizes of 1 acre or smaller. Some examples of infill development shown in the plan document illustrate this.”

Page 18 – Orphan Roads.

- **Comment:** “Orphan roads typically exist because historically there has been no requirement for a maintenance authority at time of platting. Thus, is much more common than exemptions to road construction. Points made regarding the service area annexation process are another significant concern.”
 - Project team idea/question: Could RSA adoption agreements be developed prior to or during the subdivision process to ensure that roads that get built receive long-term maintenance? Could a code update support this?

Page 26 – Definitions.

- **Comment:** “Local definition - Due to the minimal construction standards for local roads, in 1991, the Platting Board adopted a guideline for defining local roads. It wasn’t officially added to the ordinance, but it basically said local roads are intended to serve 10 or fewer lots. If connected at both ends to other dedicated roads, they would serve up to 20 lots. 40 lots seems too high to be accessed by a road built to local road standards, although the subsequent requirement for shoulders helped.”



Maps & Corridors

Technical Revisions the Team Will Make

Formatting

- **Comment:** "On some of the maps the adjacent map identifiers were added, but they are missing on many, On the right-hand side location maps, it would also be helpful to include labels on each sheet."
- **Comment:** "04S-03E - Northern end of the Richardson Highway, south of Eielson AFB should be shown as an arterial."
- **ADD** page numbers to final map sets.
- **ADD** index of corridors and corresponding page numbers to final plan.

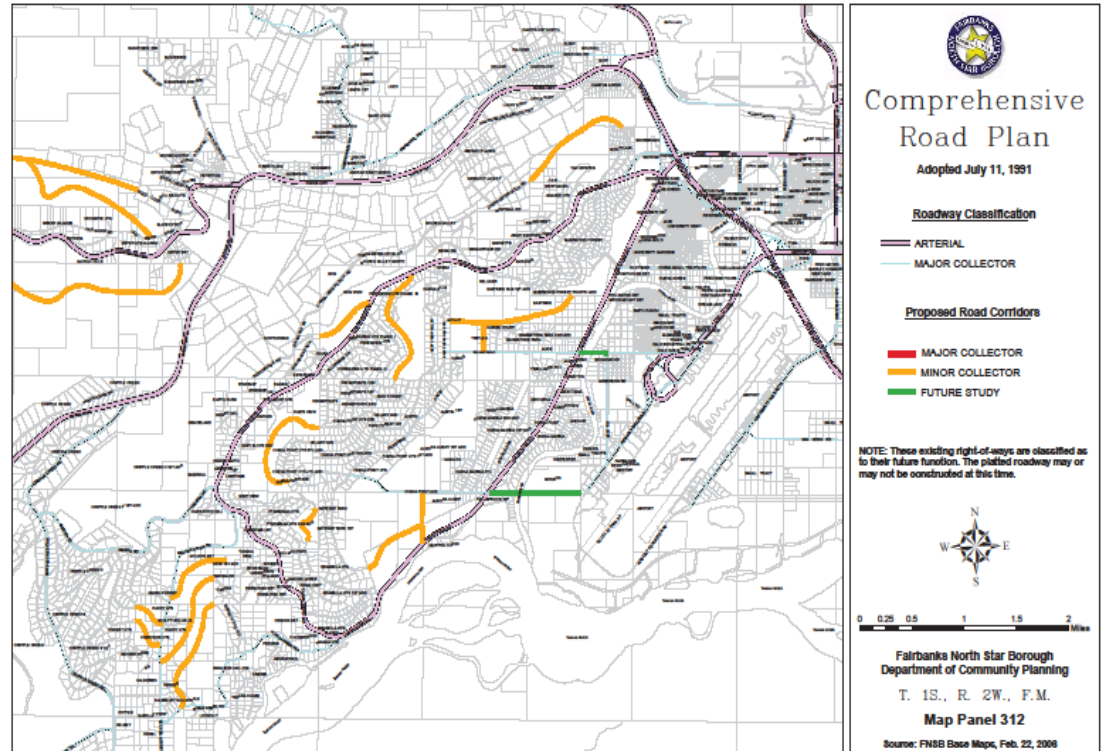
Criteria
used to
guide
evaluation
of and
decision-
making for
proposed
corridors

FNSB Future Road Corridor Selection Criteria		
Category	Criterion	Considerations/Guiding Questions – will, or does, the future road corridor...
Access	Alternative routes	Provide alternate routes to existing residential areas?
	Emergency and essential services	Address a gap and/or provide emergency access and essential services?
	Multiple access points	Support multiple access for residential areas that currently have > 100 dwelling units or have the potential to develop > 100 dwelling units ¹²
	New access	Provide new access into an area expected to be developed?
	Bridges	Provide alternate routes to areas currently accessed solely via bridge?
Connectivity	Vehicle Miles Traveled (VMT)/out-of-direction travel	Decrease overall VMT and/or out-of-direction travel?
	Small gap closures	Close an existing small gap in the road network?
Social	Public input	Address community feedback? Do public comments support or oppose the corridor?
	Encroachment	Avoid encroachment on military or other existing uses?
	Compatibility	Be compatible with existing uses and FNSB plans?
Environment	Wetlands, flood zones, permafrost, soils	Traverse wetlands, flood zones, permafrost, and/or poor soils? Can impacts be mitigated?
	Recreation/habitat	Conflict with trails, wildlife habitat, or recreational lands? Can conflicts be mitigated?
Economic	Property rights/ROWs dedication	Follow existing ROWs/easements? Is additional ROW required?
	Feasibility	Be reasonable/feasible to construct?
Geometry	Road grade	Have a grade < 10%?
	Intersection grade	Have an intersection grade <4% or 6% for through-road?
	Approach angle	Approach angle as close to 90° as possible and no less than 75°?
	Corridor spacing	Have corridor spacing 0.25 mile or greater?

¹² See NFPA 1141, section 11.1.4 *Number of Means of Access* and Tables 11.1.4.1(a) and 11.1.4.1(b).

Roads Plan Considerations

- Topography
 - Less than 10% grade
- Soils/water features
- Public/private landownership
- Section line easements/existing right-of-way
- Public process
- Zoning/comprehensive plan “preferred residential areas”



Use of InfraWorks modeling for corridors with more complex environmental constraints.

Summary of Corridors & Status

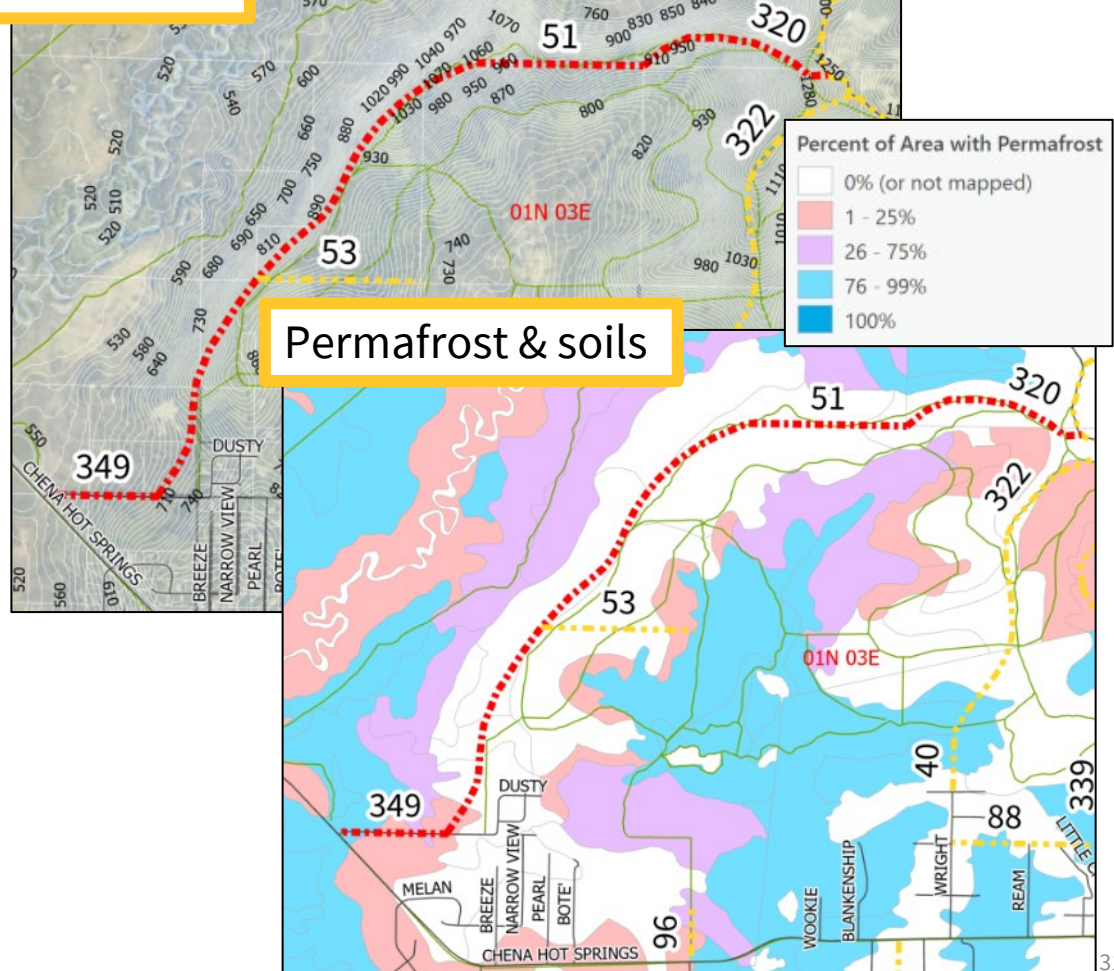
Corridor Number	General Location	Proposed Direction
1. Corridor 349/51	Chena Hot Springs Road - Heritage Hills	Keep as is
2. Corridor 73	North of UAF - Dalton Trail/Nottingham area	SC discuss & decide
3. Corridors 273 & 372	Moose Mountain area	Keep possible, realignment
4. Corridor 251	Ski Boot Hill – Musk Ox Sub area	Keep as is
5. Corridor 404	Chena Hot Springs Road - Amanita/Hopper Creek area	Keep, realign
6. Corridor 366	Chena Ridge/Becker Ridge area	SC discuss & decide
7. Corridor 64	Goldstream Valley - Miller Hill/Miller Hill Extension	Keep as is

- On the following corridor slides, “Winter” refers to the January-February 2023 comment period, and “Summer” refers to the June-July 2023 comment period.
- Permafrost data source: U.S. Fish and Wildlife Service, based on USDA Natural Resources Conservation Service (NRCS) [National Cooperative Soil Survey](#) data.
 - **NOTE:** The % shown on the following maps is **representative of the soil type as a whole** and **does not determine conditions for any specific area or parcel.**

1) Corridor 349/51 (Heritage Hills)

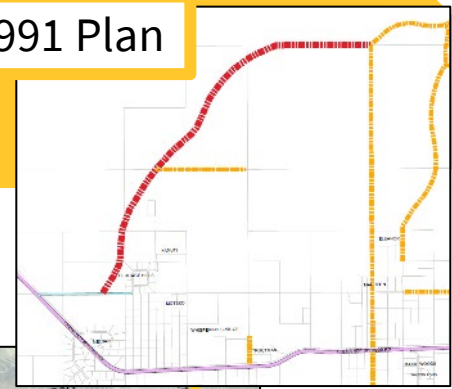
- Location: Chena Hot Springs Rd
- 1991 Road Plan: included
- Public comments (Winter: 5, Summer: 1)
 - Corridor & trail conflicts
 - Mushers, hikers, horseback riders, skiers, ATVs, hunters, snow machines
 - Few areas left for mushing
 - Permafrost impacting area trails
- **Proposed direction: Keep**
- Considerations:
 - Every owner has the right to access and develop their land
 - Roads Plan identifies the most ideal ('least bad') location for future roads
 - Corridor 349/51 provides future access along uplands (ridge) and avoids permafrost areas

Contours



Permafrost & soils

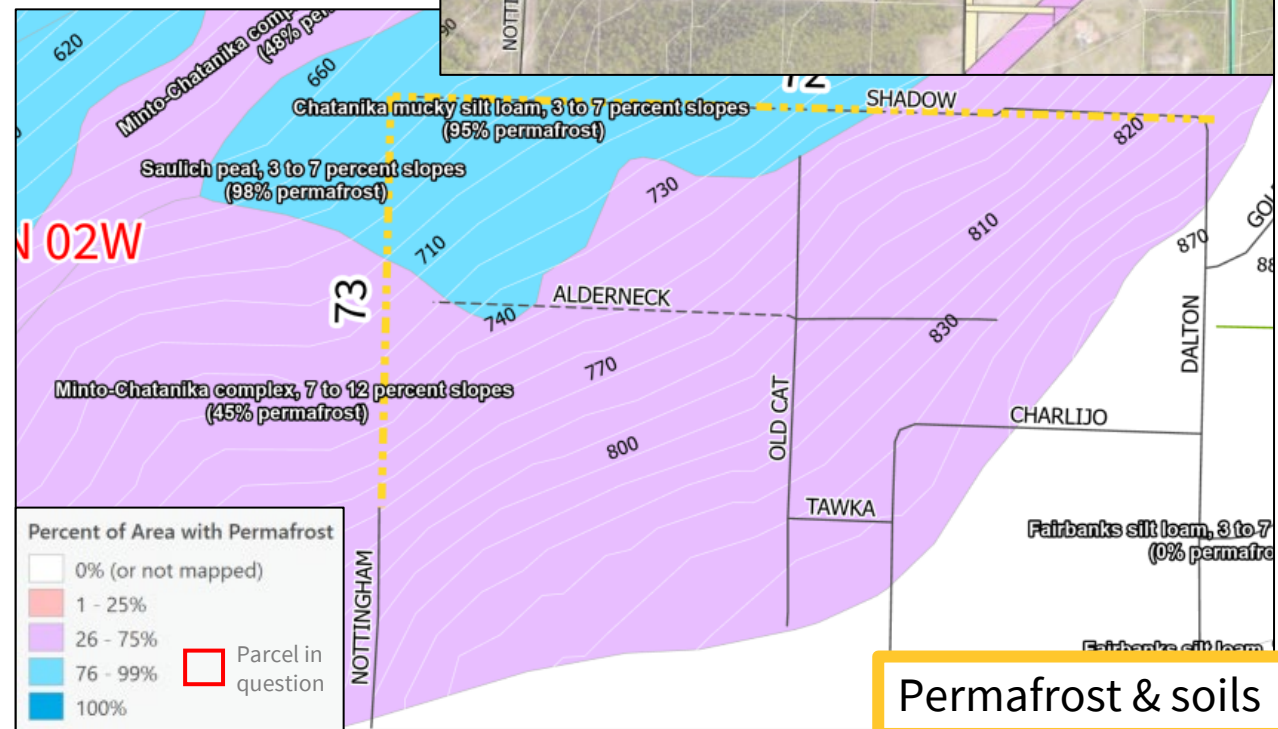
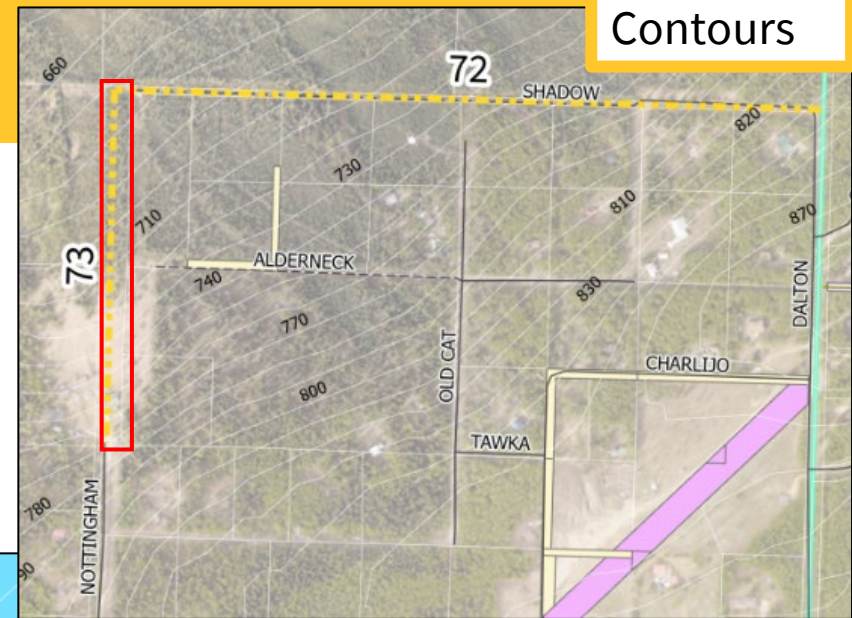
1991 Plan



2) Corridor 73

Contours

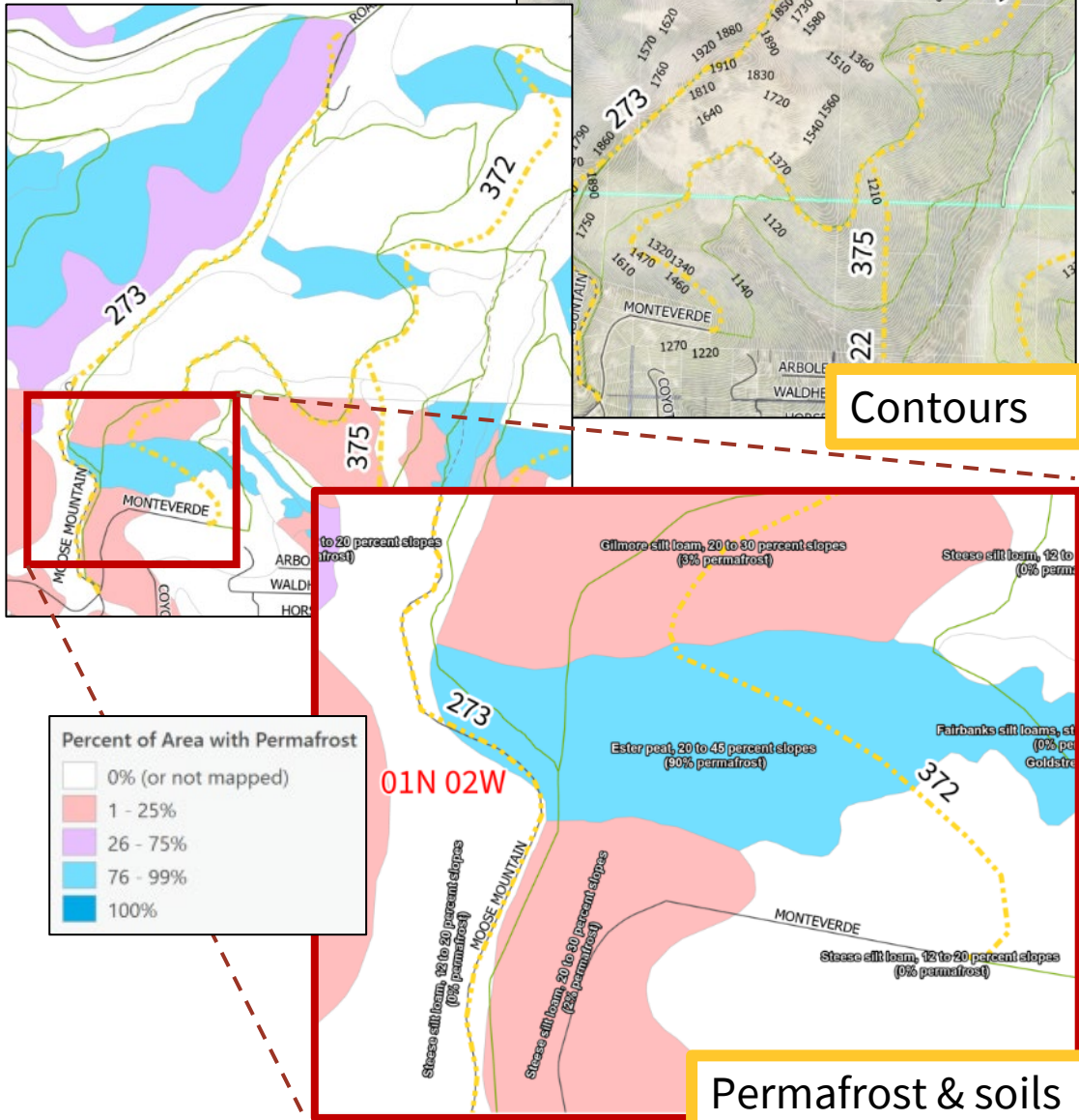
- Location: Dalton Trail/Nottingham Rd area
- 1991 Road Plan: included
- Public comments (Winter: 0, Summer: 1)
 - Challenging & changing terrain
 - High permafrost area
 - Rising soil temperatures and permafrost thaw
- **Proposed direction:**
 - **SC discuss & decide**
- Considerations:
 - Due to parcel shape, landowner would likely need to dedicate entire parcel for road
 - Shadow Lane has already been dedicated but not constructed



Permafrost & soils

3) Corridors 273 & 372

- Location: Moose Mtn
- 1991 Road Plan: realigned
- Public comments (Winter: 14, Summer: 2):
 - Trail conflicts
 - Additional traffic, road maintenance burden for RSA
 - Against additional development in area
 - Crossing permafrost areas
- **Proposed direction:**
 - **Keep, possible realignment**
- Considerations:
 - Can separate trail and road through a planned shared corridor (Trails Plan)
 - Currently single egress for Moose Mtn
 - Access to large parcels with potential to subdivide in the future
 - Without the corridors in the plan, developers have little incentive to provide connections/plan for long-term



3) 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) [*yellow highlighted areas = driveways challenging*]
- Some areas above 10% grade at drainage crossings would need slight adjustment during platting process
- Realignment on southern portion may be possible to reduce required fill and avoid some permafrost

Corridor 372
InfraWorks Model



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

- Location: Ski Boot Hill/Musk Ox Subdivision
- 1991 Road Plan: not included
- Public comments (Winter: 1, Summer: 4)
 - Increased traffic
 - Safety concerns
 - Existing steep, substandard roads (Moose Trail)
 - Trail impacts
 - Anti-development sentiment
- **Proposed direction:**
 - **Keep**
- **Considerations:**
 - Building a new road from a substandard road; borough can work with new developer to upgrade existing road to standard
 - Can separate trail and road through a planned shared corridor (Trails Plan)
 - Without the corridors in the plan, developers have little incentive to provide connections/plan for long-term

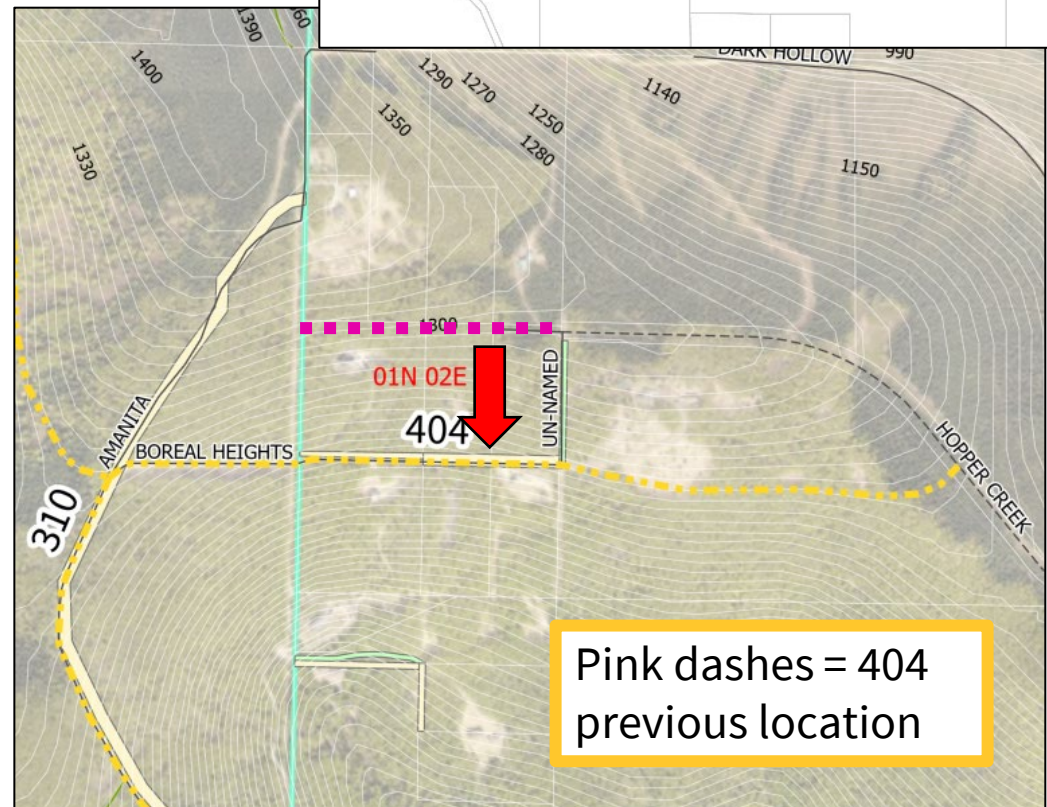


- Moose Trail is a cul-de-sac longer (3,000+ ft.) than FNSB standards allow (1,320 ft.)
- SC previously identified this as a beneficial east-west connection where few others exist
- Voted to keep realigned version in the plan at last SC meeting

5) Corridor 404

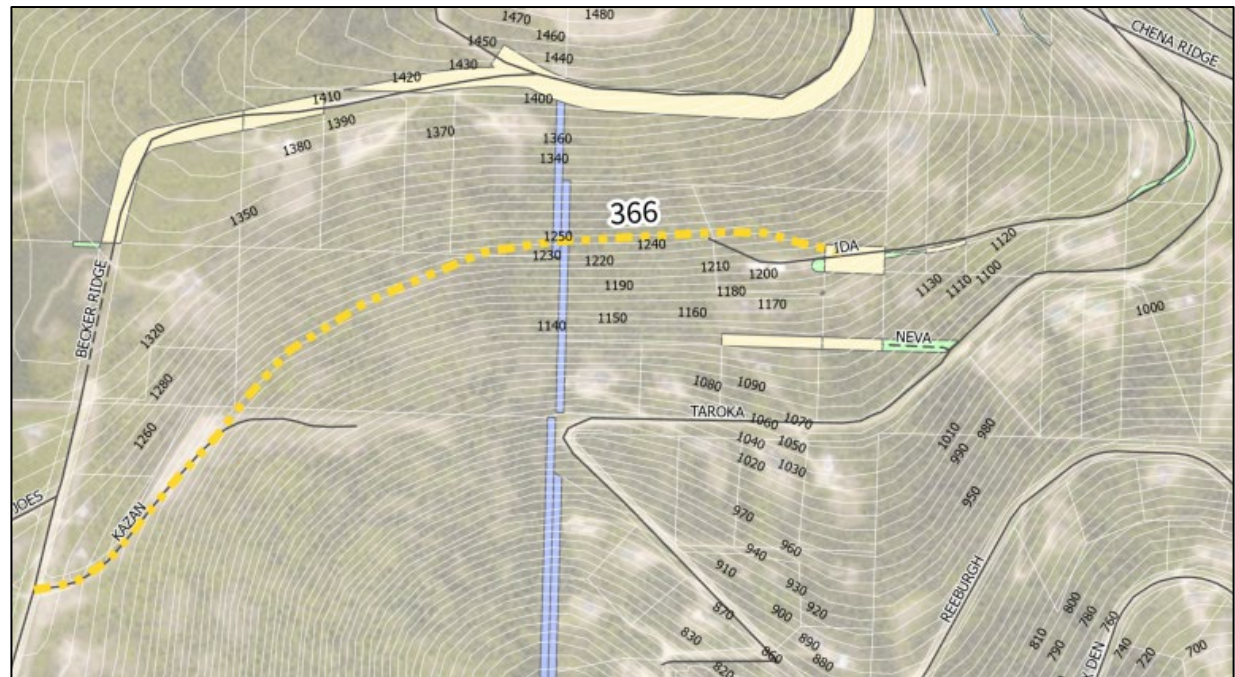
1991 Plan

- Location: Amanita/Hopper Creek area
- 1991 Road Plan: realigned
- Public comments (Winter: 7, Summer: 2)
 - Request from neighboring landowners to move corridor back to 1991 Plan location
 - Increased vehicle and off-road traffic
 - Concerns about mining access
 - Anti-development sentiment
- **Proposed direction: realign**
 - **Move north back to 1991 Plan location (connect with Hopper Creek ROW)**
 - **Extend to Amanita**
- Why:
 - Neighbors not in support of aligning corridor with Boreal Heights
 - Still achieves desirable future connection to Hopper Creek from Amanita



6) Corridor 366 (Ida-Kazan/Becker Ridge)

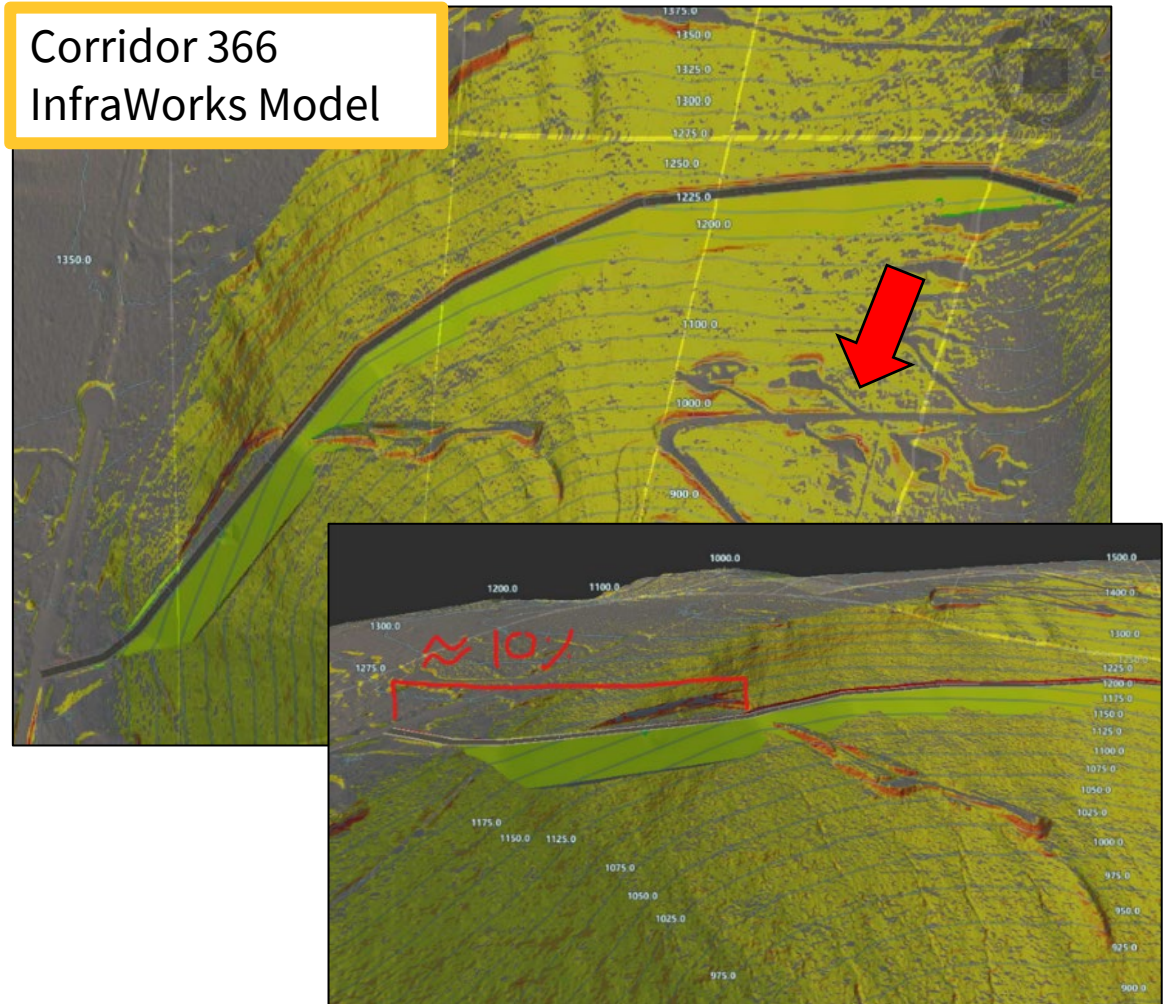
- Location: Becker Ridge/Chena Ridge
- 1991 Road Plan: realigned
- Public comments (Winter:23, Summer: 6):
 - Steep grades & cross slopes
 - Insufficient road widths of existing roads
 - Concerns about safety and maintenance problems
 - Increased traffic
- **Proposed direction:**
 - **SC discuss and decide**
- Considerations:
 - Ida Lane is a cul-de-sac longer (~2,000 ft.) than FNSB standards allow (1,320 ft.)
 - InfraWorks analysis shows 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
 - Cross slopes 14-23% along entire corridor = significant cut/fill needed



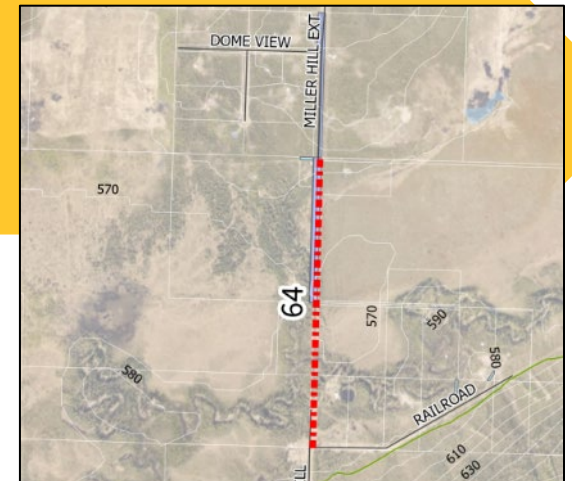
6) Corridor 366, cont.

- 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% [*yellow highlighted areas = driveways challenging*]
- 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)
- Required fill amount is significant for length of corridor due to cross-slope steepness

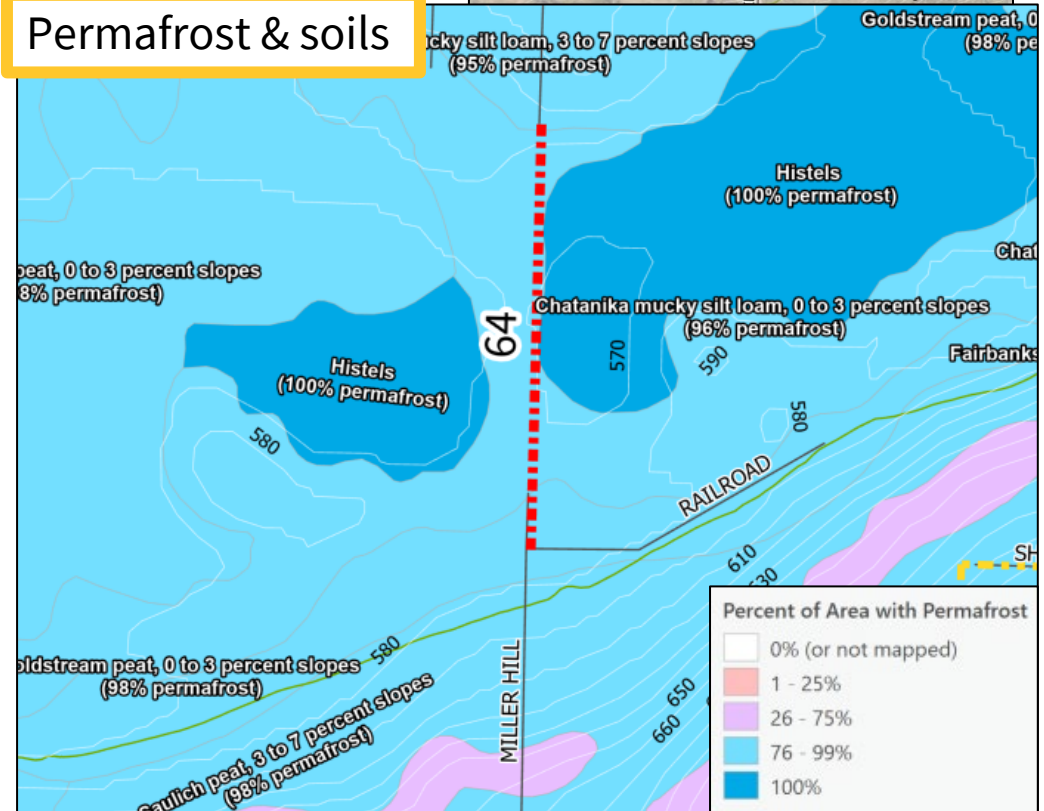
Corridor 366
InfraWorks Model



7) Corridor 64 (Miller Hill)



Permafrost & soils



- Location: Goldstream Valley
- 1991 Road Plan: included
- Public comments (Winter: 5, Summer: 4)
 - Permafrost, wetlands, poor soils – feasibility, cost & maintenance concerns
 - Trail/recreation conflicts
 - Wildlife habitat conflicts
 - Increased & cut-through traffic
 - Changes to neighborhood character
- **Proposed direction:**
 - **Keep**
- Considerations:
 - Connection has been planned for since 1991
 - As a future major collector, direct driveway access to Miller Hill/Miller Hill Ext has been disallowed since 1991 to support a potential future connection
 - In the future, investment could come from DOT&PF to upgrade the road/bridge like Ballaine/Sheep Creek
 - Benefits emergency services access/response times and reduces total vehicle miles travelled (less air pollution)

What Happens After Today

- **Summer 2023** – Revise and finalize the plan and share with the public.
 - Confirm – Have we addressed their main concerns?
- **Summer 2023** –
 - Planning Commission Work Session – July 25th, 2023
 - Reconvene the Steering Committee to review any additional public feedback (**over 40 comments**).
 - 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.



Fairbanks North Star Borough Comprehensive Roads Plan

Hybrid Steering Committee (SC) Meeting #11 – NOTES

FNSB Salcha Conference Room & Zoom

September 6, 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, online*)
- Kerynn Fisher, FNSB Planning Commission (*present, online*) – *in place of Former Commissioner Chris Guinn*
- Randy Pitney, FNSB Platting Board (*present, in-person*)
- Danny Wallace, City of North Pole (*present, online*)
- Robert Pristash, Fairbanks City Engineer (*absent*)
- Jerry Colp, City of Fairbanks (*present, online*)

Road Service Area

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

Surveyor

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

Fire/EMS

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

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, online*)
- 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 (*present, online*)
- Todd Boyce (*present, in-person*)

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.

Purpose and Refresher

From Kellen

- This is likely the last steering committee meeting. For those in the room I do have copies of the printed plan from our summer outreach effort. We haven't met since March, but we've been very busy. We developed a whole other public draft and we did a big media push. We did get a lot of [public] engagement, but it was a lot less than previous efforts. We have had four public involvement periods for this plan and this last effort, only 40 folks submitted comments. For the folks who have been pretty involved in this planning process, we had conversations with those folks and their concerns were taken care of. We have had a lot of concerns about how this plan would be implemented, a lot of misinformation around implementation and folks reacted to that. Most of the road corridors shown in this plan are on publicly owned property, they are landowners and they do have a right to develop their land and we wanted a system to get in place that they have a safe way to develop their land.
- Hopefully, this is the last meeting, but all the changes we're going to make as a steering committee aren't the last changes, the Planning Commission and the Borough Assembly may also recommend changes. We have lost our Planning Commissioner Representative, and hopefully Chairperson Kerynn Fisher will be joining later.
- We want official recommendations before we roll this out. I do want to spend most of the time today with these final decisions and lining up a product we feel good about for that final public process, the Planning Commission, and the Assembly.

From Shelly

- Instead of trying to recap again and again, what you all have been carrying very clearly in this process is your role as steering committee members. These slides were presented to the Planning Commission at a Planning Commission work session earlier this month. We thought it would be valuable for you all to just confirm what we've been stating to the community as your role with the project. The why and the how the process for the plan has unfolded.
- To bring home two clear points about what the plan does and does not do, there's still varying degrees of misunderstanding on what the plan does and does not do, but we have been consistently communicating that in our materials that corridors in the plan will only be dedicated on private property at the time owners subdivide their land.

- Today's objectives are to review and come to consensus on plan revisions toward developing the final plan.

Vision, Goals, Strategies, Actions & Other Non-Map Elements – Discussion of Proposed Revisions

- Starting Point was the 1991 Plan!
- Vision – No revision from May/June 2023 version
- Goals/Policies by Focus Area – No revision from May/June 2023 version
 - Page 17, 18, and 26 items for Steering Committee Discussion:
 - Kellen: Many of these comments came from a member of the project team. We have intersection spacing standards. We've talked about orphan road status in this project, right now I feel like the comment on 18 and 26 are both addressed in our current processes, right now if you are an orphan road or subdividing, you do have to build to Borough standards, and that would be subject to annexing, and the last comment on local road definition, those have been amended as well in our subdivision code. The commenter was referencing some language that was very early platting board language, those are now codified. I do feel like these comments are now appropriately addressed. I did want to at least point out **these comments came in but are addressed in our current code.**
 - Gary: You talk about orphan roads, but we changed the verbiage to "non-governmentally supported public roads". We do have that in strategy two.
 - Shelly: We will revise that for consistency.
 - Gary: We're talking about the impact of not running traffic through residential/commercial areas, we're not talking about the impact of this trucking, there's some obvious impacts on everybody that uses the roads. I just wanted to open that up for discussion, we had some sections there talking about it, it is a conundrum. Under environmental impacts in general, on Action 4.1.c, we talk about safety, road noise pollution, glad I don't live along Peger road, this project is particularly impactful.
 - Kellen: I'll start the conversation, that's a tough one, Don's a member and Shelly's running the committee that's looking more in depth on that with DOT&PF. There are pretty limited powers with the Borough when it comes to that kind of thing, as a road plan, it is appropriate to have those higher levels goals and strategies in terms of implementation there's not a lot of what we can do other than supporting DOT&PF and FAST Planning on the improvement of their roads.
 - Gary: Maybe some higher-level verbiage we can use that recognizes that there's going to be some serious issues.
 - Shelly: Are you suggesting Gary that we put something in there that is different than what we have now?
 - Gary: I know it is a Borough plan, but there are some state roads within the Borough, and some of these state roads do access residential areas.

- Shelly: After 4.1.C, directly following that are minimizing the impacts of light pollution and road noise pollution and 4.1.F, discouraging the routing of commercial and industrial traffic through residential areas and my feeling is like Kellen said we've addressed this broadly and appropriately in the scope of this plan.
- Gary: I like the invasive plants part of this plan.
- Shelly: Do other folks have any questions or comments about Gary's comments?
- Kellen: Does Jackson have any comments?
- Jackson: In general I agree with Kellen's initial responses, I feel like the Kinross trucking issue, and I have a full day devoted to looking at recommended strategies we're going to be addressing that and developing strategies in other documents we don't necessarily need to address it here in the Roads Plan, but also identify the authorities, DOT&PF and FAST that will take a deeper dive into that, we also have a freight mobility plan that was completed in 2019 and in the next year or two we'll probably take a look into that, into updating that, just rest assured we are tackling those issues in other planning efforts.

Maps & Corridors – Revisions

- Slides 27 & 28 – Shelly: These are the few technical comments that we had, but it is important to share with you all the feedback we have received. We've also noticed a few things as we've reconnected with the full document, we're transitioning the criteria to be clear guided statements, not question format.
- Slide 29 – Added callout "Use of Infracore modeling for corridors with more complex environmental constraints."
- Slide 30 –
 - Kellen: Throughout this process we got so many comments about permafrost, we had internally a State of Alaska soil survey and it won't tell you there's absolutely permafrost here and none there, but it will tell you "This soil type is more likely to have permafrost". We reached out to the University and Fish and Wildlife and got a data layer they've been using for permafrost and those maps will show us areas that are more likely to have permafrost.
 - Natalie: There are seven different corridors or pairings of corridors. Everyone should be familiar with these corridors. In the forthcoming slides, we have the corridors and our proposed directions. We have some that are tough that have come up during every comment period and we're going to ask for Steering Committee direction on those today.

1. Slide 31 – Corridor 349/51 (Heritage Hills)

Location: Chena Hot Springs Road (roughly mile 16)

Public Comments: approximately 6

Proposed Direction from Project Team: Keep in the Plan

- Nils: This is just past the flats as you head up the hill across Little Chena Valley.
- Natalie: This one was included in the 1991 Road Plan. We slightly realigned just one end of it to follow the ridge. We received 6 comments total, most of them were about corridor and trail conflicts, mushing

in the area, horseback riders, just concern about the loss of trail, permafrost also came up we checked out that data from USFWS and it checked out it is on that ridgeline, and it was aligned pretty good, avoiding the surrounding areas with potentially higher amount of permafrost.

- Gary: Would it just parallel the trail?
- Kellen: There'd be one crossing point, often the top of a ridge is the best spot for a trail and best spot for a subdivision, the privately owned corridors are a little more down there on Chena Hot Springs Road. If the State ever developed this ridge, it is kind of the only way out there, there would be some trail conflict if this was ever subdivided.
- Gary: We have some high-level aspects in the plan to address those, do we not?
- Natalie: We have been including those in the project description in the plan and I was cross referencing with the Trails Plan and the Trails Plan calls those out as well.
- Kellen: This is a good example of why this plan is important, if we just removed this corridor it would be up to one subdivider to decide where it went as opposed to this process.
- Natalie: All that being said, our proposed direction is to keep this one as is.
- Savannah: I support it too, it makes sense to keep as is
- Nils: I support it too, if one of our goals to is coordinate multi modal means of transportation, is there another category of "trail/road combination" or should we just rely on the platting process.
- Kellen: We included the action; this is a suggested action from the plan "work with developers to acquire additional right to way for shared trail and road corridors and crossings through the subdivision platting process", but this isn't in the subdivision code yet. We've had pretty good luck working with the state in some instances in the past.
- **FINAL ACTION: Keep in plan as is.**

2. Slide 32 – Corridor 73

Location: Dalton Trail/Nottingham Rd area; 73 runs along a long parcel, GIS imagery is 2021 so it doesn't show the structure that is in line with the long parcel on 73, it stayed in part due to it being in the 1991 plan

Included in the 1991 plan

Public comments: centered on being challenging and changing terrain

Proposed Direction from Project Team: Requires SC Discussion

- Nils: If we didn't have to, if it wasn't feasible to match the exact alignment in the plan, we had leeway to provide an alternate route, if we show the intent to be connectivity from Nottingham to Dalton, the property owners still have some leeway, it looks like there's several property owners in this area, but they could reroute to more suitable soils, providing connectivity through some other means, I'm in favor of leaving it in.
- Randy: According to community member that spoke to me about this, 73 isn't even in the right of way. Is Nottingham an easement?
- Kellen: A portion of Nottingham is in a public right of way.

- Randy: Just so you know what I heard, they seemed pretty adamant that Nottingham is not in the right away.
- Kellen: On a lower portion.
- Gary: Would you say the road is not established, this part in red?
- Kellen: Yes. This is a good example of an instance in which our job is hard a number of these parcels didn't go through a platting process, someone just ceded someone else a portion of their property, a number of those little white squares you see up there you can't get to them, this was the planners in 91 trying to think of a road system to access some of those parcels.
- Gary: With the comments we received it is heading downhill into challenging ground and we're supposed to be staying away from challenging ground, I'm 70% take it out in my mind.
- Gary: If we take out 73 72 becomes a very long cul de sac.
- Nils: Who owns the property, is it private or public between Old Cat and Nottingham? If we wanted to say that the plan needs to provide for connectivity, instead of making it a right angle why not make it follow the contours of the permafrost?
- Natalie: It is private and to do that would run into some structures.
- Nils: It would be possible to run diagonal across the 77 line and continue straight north on Shadow. It provides connectivity but does not meet all the intended needs.
- Randy: That is a pretty drastic change and if we make a change like that we're going to get a whole lot of input.
- Kellen: Trying to verify while we're talking I believe there is some kind of easement along the Alderneck, I can't say without a little more research if it is a public or private easement.
- Nils: I agree with that, it would be fine to leave the way it is in the plan, shows the intent, and can be addressed later on.
- Kellen: If we leave it as is we can modify it when a situation develops.
- Jerry: I'd say we haven't identified a solid alternative, I'm in favor of keeping it as is.
- Steve: I'm on the side of removing it, I'm with Gary on this one.
- Jackson: I'm going to agree with Jerry, we don't have a better alternative.
- Danny: It is a long way from us here, we concur with Kellen and keeping it in
- Shelly: I have two folks saying removed and the rest of the committee members saying leave it as is.
- **FINAL ACTION: Keep in plan as is.**

3. Slides 33 and 34 – Corridors 273 & 372

Location: Moose Mountain

In 1991 plan, realigned both

Public comments: approximately 16

Proposed Direction from Project Team: Keep in plan; possibly realign

- Kellen: The whole moose mountain subdivision is an interesting case study because the subdivision wasn't in place during the 1991 Roads Plan. We did meet with the developer one time, a good case study of the portion of the road plan being implemented. Our purpose would be if it was every developed would be to have a plan in place.
- Nils: I am not opposed to keeping the corridors here, the realignment can be taken care of during the platting process.
- Gary: If I'm hearing this correctly the areas above 10% grade, are we going to address that?
- Natalie: The circles on the Infracore – they were identified as tricky and over 10% but could be better addressed during the platting process.
- Gary: Concerned because some of those roads go down and up.
- Shelly: An opposition to keeping in the plan? Hearing none:
- **FINAL ACTION: Keep in plan as is.**

4. Slide 35 – Corridor 251

Location: Ski Boot Hill Area, extension off of Moose Ln in the Musk Ox Subdivision

Public Comments: Approximately 4

Proposed Direction from Project Team: Keep in the plan as is

- Kellen: It was one of the first subdivisions in the borough after the borough took over platting powers.
- Gary: The idea that is someone would want to further subdivide they'd have to upgrade the existing road.
- Kellen: I've only seen the platting board do it twice.
- Shelly: Hearing no objections to keeping, consensus is to keep corridor 251 in the plan.
- **FINAL ACTION: Keep in plan as is.**

5. Slide 36 – Corridor 404

Location: in the Amanita/Hopper Creek area

In 1991 road plan, re-aligned in this effort

Proposed Direction from Project Team: realign, move north back to 1991 location, extend to Amanita

- Concerns about mining access in this area as well, not wanting development up in that area
- Nils: I'm in favor of moving it back to the 1991 plan location.
- Scott: That whole access to us (fire dept) in that area is tricky, that is one of those areas we only have one way in and one way out, we're a victim of terrain, not a lot we can do about it.
- Steve: Moving it back is that it follows the terrain a whole lot better.

- Kellen: One benefit, it does connect to an existing right of way, Hopper Creek, right of way that is dedicated but there is no road there is a right of way, it would limit the right of way needed.
- Shelly: Thanks Kellen, we've heard from Scott, Nils Gary and Steve, Jerry or Randy do you have any comments/thoughts? Sounds like there's support to move it back to the 1991 location.
- Jerry: Yes, let's move it back to 1991 and extend it to Amanita.
- Danny: I live 3 miles south but nothing for the group that I could add.
- Shelly: I'm hearing consensus for moving with the proposed outline:
- **FINAL ACTION: Keep in plan with move back to 1991 location and extension to Amanita.**

6. Slides 37 and 38 – Corridor 366

Location: Becker Ridge/Chena Ridge

1991 Road Plan: realigned

Proposed Direction from Project Team: Requires Steering Committee Discussion

- Randy: Ida is John Reeve's aunt, apparently that goat trail was built just to go up to Jim and Ida Grineer's house. The road is probably still a goat trail, the question they had of me, is most of all these other yellow lines, 366 stops out there, what they maintain is actually it is federal land, I don't know about that, it ends up just short of Jim and Ida Grineer's old place, I'm not opposed to it, but does it not connect to an existing road.
- Kellen: This whole corridor was in the 1991 Plan; Ida is tricky up in the top section.
- Randy: But it ends at a guy's house.
- Kellen: This map that they were going off of, it ends a couple lots over, to the west.
- Gary: On the east end of Ida, there is actually a right of way.
- Natalie: There are access easements, at least in the GIS that get you right up to that driveway, at least three of them across two lots.
- Randy: June map also shows Becker Ridge going to Chena Ridge.
- Gary: In 1969 they shut that down.
- George: A 20-acre federal parcel is crossed with that corridor.
- Kellen: That end, the right side of the screen, the east end of Ida is extremely challenging, some of those lots that didn't go through a legal subdivision process, if any of these parcels legally subdivided access would have to be established. What does appear right now is a number of those parcels don't have access right now.
- Jerry: Can I get a clarification why 366 can't connect to Neva, that might have less complications.
- Kellen: We have even worse legal access issues, no road in there right now.
- Nils: It seems like there's no roads out there.

- Steve: How many people really objected to it?
- Shelly: We had a lot of negative feedback on this one.
- Steve: That's the only thing that could sway me against, it is tough when you force these corridors, you limit their plausibility a lot of times.
- Shelly: Jerry, did your question get answered?
- Jerry: I'm struggling with this, too – in 40-50 years I would expect the plan would be updated between now and then, the crossroads bother me too, and in terms of constructability and the ability to maintain.
- Natalie: We got the Infraworks here summarizing some of that.
- Jerry: I'm not sure how many different parcels we're actually going to get benefits.
- Gary: I am against it.
- Jerry: I'm fine keeping it as is.
- Scott: I don't have a strong opinion one way or another.
- Danny: Same for North Pole.
- Kellen: I did have one thought, Shelly. Natalie – can you pull up the GIS for this area? I may offer a compromise, an idea to throw around. We've heard a lot from the Ida neighborhood, one area of Chena and Becker Ridge that aren't well connected at all; there's existing right of way on what Gary and Randy mentioned, there's only one small section of Becker ridge that's unconstructed. That's a dedicated right of way there, is that the compromise in this plan, to maybe say it might make sense to make this connection through.
- Randy: That sounds good, I've been here for over 55 years, I don't see a problem with 366 staying there, but the advantage is to all those folks on Becker Ridge Road that can't get through on North Becker Ridge, Festival, Fairview etc., wouldn't have to go down Rosie Creek or Cripple Creek and up on Iceberg, I'd like to be around with a golden shovel when they break ground on that one.
- Steve: This is why I'd go for taking it out, do you really want to burden all those lots with that if it seems like a slight chance of ever happening is it right to burden these folks with this corridor.
- Jerry: I want to change my vote to eliminate 366 with the intent the Becker Ridge connection would be better.
- Nils: I'm with Jerry.
- Kellen: George, do you have any gleaning in the right of way situation?
- George: Sure, if I may share the screen, involves a subdivision coming from that west end of Becker Ridge. This plat is just to the south of it, one plat note, says access crosses federal lands.
- Kellen: It seems like a majority leaning towards removing 366 and researching Becker, someone correct me, Randy are you in favor?
- Randy: I'd leave it in and investigate Becker.

- **FINAL ACTION:** Most SC favor removing and investigating Becker as an alternative route.

7. Slide 39 – Corridor 64 Miller Hill

Location: Goldstream Valley

Included in 1991 Road Plan

Proposed Direction from Project Team: Keep in plan as is

- Nils: I have no opposition to keeping this in the plan.
- Gary: I do say remove it, for a number of reasons, I'm driving up and down a very expensive build and two years later it is already starting to buckle, we're trying to build roads that aren't a bear to maintain, this is not one that will be easy to maintain, take it out.
- Randy: I'm in favor of leaving it in, I had a large track of land down there, that used to be the only road into Goldstream Valley, it is going to take a bridge to get built, but I can see where it would eliminate the commute time it would be advantageous to have that road back again. I'm in favor.
- Steve: I am in favor, leave it in.
- Scott Learned: From a public safety standpoint, I am all for it.
- Jerry: Let's leave it.
- Shelly: That shows me most of us are in favor of keeping it in:
- **FINAL ACTION:** Keep in the plan as is.

Compensating Subdividers (see comment at end of this section for reference)

- Kellen: Is Steve still on? Nils, I'm going to try to paraphrase your comment if I don't encompass it appropriately, let me know. Nils sent out a comment to the whole committee in regard to the Borough compensating subdividers.
- Nils: That summarizes it pretty well, it appears to me what we're doing is a declaration of intent to take, it seems reasonable that the Borough will provide for those whose property will be utilized in the public interest, it doesn't address other considerations, but at least for the taking of the land would put the borough in alignment with what the state has to do.
- Kellen: Action 9.2. D is not as specific as a code section that would be created but it is kind of the aim.
- Randy: The platting board was strong in that the property owner shouldn't be having to encumber something they didn't have to start with.
- Nils: Just by leaving the comment in the document, we have explored that, we have met that goal in exploring, obviously the exploration is going to have to be further developed somewhere down the line.
- Kellen: I'd like to give Steve a chance to speak, what are your thoughts on Nils specific suggestion?
- Steve: I'm thinking about major collectors or arterials, where instead of building a local one or local two with a turn lane in the middle, putting that cost on a developer seems unreasonable, roads are costing 120-40\$ a linear foot.

- Nils: Way back in the 1970s I worked on a midnight shift in a factory in Boulder, Co with a guy whose family used to own the flat irons, I don't know what kind of compensation they got but he was bitter about it, if this sort of thing doesn't go unchecked we end up with all kinds of things.
- Kellen: I really do appreciate that comment Nils, and it is something I've been sensitive to in this process. Second line on page four says "what does this plan not do" and it does not allow the Borough to take private land.

Comment Submitted by Nils Degerlund, August 15, 2023

I would like to add one comment officially to the record, if I might. I must admit that it only came to me recently, but I think implementation of this comment/suggestion might help the borough through some problems that they are currently considering. I suggest that once the Comprehensive Road Plan is adopted, any dedication of rights of way across private properties required by the CRP be compensated at fair market value. Any other dedications of rights of way within subdivisions would proceed as required by FNSBC 17 without compensation. The reasoning being that once a government decides that property should be "taken" for the public good, then the law requires that there be fair compensation for such taking. By virtue of the CRP, the borough is making a declaration of intent to take but waiting on the property owner to initiate the formal taking through the subdivision process. The way this has been handled by the borough in the past is shady, at best and opens a pandora's box. For example, in accordance with current practice, what is to keep the borough from developing a regional parks and recreation plan in which whole tracts of land are identified as prime park land and requiring the property owners to dedicate parks to the public without compensation at the time of subdivision?

Property owners whose lands are not affected by the CRP would still be required to meet borough code in dedicating right of way without compensation on the grounds that: 1) the borough has not specifically identified their property as a potential corridor for roadways, and 2) property developers are required to provide safe and legal constructed access within their developments regardless of any plans for regional road corridor connectivity.

I believe that implementing this suggestion, or some form of it, would put the borough in line with other governments such as the State and cities who currently must compensate for lands acquired for rights of way. Also, this same practice should be applied to the Comprehensive Trails Plan.

Whether or not any action comes of this suggestion, I am hoping that the comment could at least appear in the record.

Thanks,

Nils Degerlund

Closing & Next Steps

Shelly

- Corridor 366 remains complex. Kellen is going to do additional research with the project team and get back to the Steering Committee about that option.
- Next steps: We will share with you all the notes and the detailed conversation that happened related to the corridors today.
- Fall 2023, TBD moving the final plan to the platting board and the assembly.

Kellen

- Thank you for 11 meetings! My final comment: the Planning Commission, the Platting Board and the Assembly have not seen all this work, but they will be getting public testimony. If you can share this process with these policy makers during the public involvement process.

Randy

- Synopsis of this, this is going to go to the platting board and they're not going to be in agreement, and it is going to go back and forth between the Assembly and the Platting Board. I don't think we've seen the last of this animal.