

FNSB Roads Plan: Public Comment Tracker, June-July 2023 (In response to June 2023 Full Draft Plan)

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Corridor # / Section of the Plan	Date	Format	Includes Attachments	First name	Last name	Comment	Response/How Addressed in Revised Maps and Roads Plan materials
4	6/13/23	Email		Kattilo	Deeter	This corridor would crisscross a major trail, known locally as the "Waterford Trail."	Thank you for your comments. Regarding corridors 4 and 209 (realigned portion), the Roads Plan "Corridor Descriptions Document" states: "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." The recently adopted FNSB Comprehensive Trails Plan also states that a section of the Big Eldorado Creek Trail Loop (I-B1) [aka Waterford Trail] "...may also require a realignment where a road corridor is planned. In the case of a land disposal, subdivision, or road development, the trail should be realigned to a lower elevation, where a sustainable contour rail can be built, driveway crossings minimized, and saleable parcels accommodated" (pg. 58).
43	7/12/23	Web		Amanda	Parks	I am a resident of Powellite Drive and will be impacted by the road plan to extend the road past the dead end. I am against this plan as it offers limited benefit while opening up our subdivision to greater traffic flow.	Thank you for your comments. Corridor 43 is being maintained from the 1991 Roads Plan. It addresses the Powellite cul-de-sac (~4,700 ft) that is well beyond the FNSB Code maximum cul-de-sac length of 1,320 ft.
43	7/13/23	Web		Tricia	Bates	I am against the draft plan extending Powellite Drive to the Northern Lights/Trianon subdivision (#43). Its use would be minimal, if any.	Thank you for your comments. Corridor 43 is being maintained from the 1991 Roads Plan. It addresses the Powellite cul-de-sac (~4,700 ft) that is well beyond the FNSB Code maximum cul-de-sac length of 1,320 ft.
44	6/14/23	Email	X	Tom	Duncan	I would like to add to and support the comments of the previous persons who posted. This road is not on its true easement and is on a very steep hill. The proposed roads beyond section 44 are a moot point if the above issues with 44 are not addressed. Again it is very steep and very narrow and very dangerous and we has a local community do not need more traffic on it which would happen if the "Road Plans" were to proceed.	Thank you for your comments. By including Amanita Rd (Corridors 44 and 310) in the Roads Plan, there is potential for upgrading these corridors in the future after public right-of-way is obtained through the platting process (triggered if adjacent landowners decide to subdivide). Once officially "public," FNSB resources could be used to bring the road up to borough road standards to improve access and safety.
44	6/14/23	Email	X	Tom	Duncan	Also this road is maintained with private money	Thank you for your comments. By including Amanita Rd (Corridors 44 and 310) in the Roads Plan, there is potential for upgrading these corridors in the future after public right-of-way is obtained through the platting process (triggered if adjacent landowners decide to subdivide). Once officially "public," FNSB resources could be used to bring the road up to borough road standards to improve access and safety.
64	7/16/23	Email		Mary	Szatkowski	I do not support the development of corridor 64 due to the potential thru traffic it would bring to the Miller Hill and Miller Hill Extension neighborhoods, impact to wetlands, impact to trail access, and impact to pedestrian safety.	Thank you for your comments. The Roads Plan Steering Committee at its September 2023 meeting again reviewed public comments on proposed corridor 64 and discussed whether it should remain in the plan. Ultimately, they decided to keep the corridor in the plan for the following reasons. Corridor 64 connecting Miller Hill and Miller Hill Extension was included in the 1991 Roads Plan and is being maintained in this update. Like all planned corridors, Corridor 64 would only be developed if the adjacent parcels subdivide. Additionally, there is an existing section line easement already designating public access along a section of the proposed corridor. Because this corridor has been planned since 1991, direct lot access from Miller Hill and Miller Hill Extension has been limited to support the future development of this corridor. Topographical challenges can be addressed through small adjustments to alignment and design during the subdivision and platting process. Should the adjacent lands subdivide, this corridor has significant benefits for emergency service access, travel times, and overall vehicle miles travelled and connectivity in this portion of the road network.
64	7/14/23	Email		Amy	Marsh	I am strongly opposed to such a connector. This is an extremely personal issue for me because I live at the bottom of Miller Hill Road along Goldstream Creek and my driveway would be part of the ROW for this project. This project would be devastating for me; it would transform my property from being a peaceful place on a creek filled with wildlife to being immediately along a shortcut road filled with speeding cars. As much as I love my property, my best case scenario if this connector happened would be having my property bought out by the borough so that I am not stuck living in a worthless place.	Thank you for your comments. The Roads Plan Steering Committee at its September 2023 meeting again reviewed public comments on proposed corridor 64 and discussed whether it should remain in the plan. Ultimately, they decided to keep the corridor in the plan for the following reasons. Corridor 64 connecting Miller Hill and Miller Hill Extension was included in the 1991 Roads Plan and is being maintained in this update. Like all planned corridors, Corridor 64 would only be developed if the adjacent parcels subdivide. Additionally, there is an existing section line easement already designating public access along a section of the proposed corridor. Because this corridor has been planned since 1991, direct lot access from Miller Hill and Miller Hill Extension has been limited to support the future development of this corridor. Topographical challenges can be addressed through small adjustments to alignment and design during the subdivision and platting process. Should the adjacent lands subdivide, this corridor has significant benefits for emergency service access, travel times, and overall vehicle miles travelled and connectivity in this portion of the road network.
64	7/14/23	Email		Amy	Marsh	That said, I think there are more than personal reasons why this is a bad idea. Our current section of Miller Hill is not in a road service area and is privately maintained by a few residents. It swallows rock and gravel and passability is a constant concern for part of the year. We spend considerable money on the road just keeping it passable for fire trucks, and my mechanic could tell you how much I've spent on CV boots, shocks, and general suspension parts for my truck. If this road were to be connected, maintenance would have to be taken over by the borough. This road would become a shortcut route for those who do not live in the immediate area, and there is no way that even a road service could cover those costs. The road would require a major upgrade, a bridge, and then constant maintenance to keep the road going over the lowest permafrost areas of Fairbanks. These days the borough barely has money to keep up with plowing and I don't see how adding another major route would help things.	Thank you for your comments. The Roads Plan Steering Committee at its September 2023 meeting again reviewed public comments on proposed corridor 64 and discussed whether it should remain in the plan. Ultimately, they decided to keep the corridor in the plan for the following reasons. Corridor 64 connecting Miller Hill and Miller Hill Extension was included in the 1991 Roads Plan and is being maintained in this update. Like all planned corridors, Corridor 64 would only be developed if the adjacent parcels subdivide. Additionally, there is an existing section line easement already designating public access along a section of the proposed corridor. Because this corridor has been planned since 1991, direct lot access from Miller Hill and Miller Hill Extension has been limited to support the future development of this corridor. Topographical challenges can be addressed through small adjustments to alignment and design during the subdivision and platting process. Should the adjacent lands subdivide, this corridor has significant benefits for emergency service access, travel times, and overall vehicle miles travelled and connectivity in this portion of the road network.
64	7/14/23	Email		Amy	Marsh	While I understand that a shortcut would be tempting, it would be adding another route up and over a hill, and there is a similar route over Ballaine Hill not very far away on the other end of Yankovich Road. There are already two ways around the loop of the valley, and I believe this is sufficient. The property in Goldstream Valley is also largely already subdivided, and I don't see that there would be a massive population increase in the valley over the current population. This is hardly a region of traffic jams, and I don't think there is a capacity issue that requires a new road.	Thank you for your comments. The Roads Plan Steering Committee at its September 2023 meeting again reviewed public comments on proposed corridor 64 and discussed whether it should remain in the plan. Ultimately, they decided to keep the corridor in the plan for the following reasons. Corridor 64 connecting Miller Hill and Miller Hill Extension was included in the 1991 Roads Plan and is being maintained in this update. Like all planned corridors, Corridor 64 would only be developed if the adjacent parcels subdivide. Additionally, there is an existing section line easement already designating public access along a section of the proposed corridor. Because this corridor has been planned since 1991, direct lot access from Miller Hill and Miller Hill Extension has been limited to support the future development of this corridor. Topographical challenges can be addressed through small adjustments to alignment and design during the subdivision and platting process. Should the adjacent lands subdivide, this corridor has significant benefits for emergency service access, travel times, and overall vehicle miles travelled and connectivity in this portion of the road network.

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64	7/14/23	Email		Amy	Marsh	I believe the best use of this low lying valley is the current use: as a riparian corridor, as a green space for recreation, and as a bit of open land in the midst of our growing population. All winter long I see a steady trickle of trail users going down my driveway to cross Goldstream Creek and continue to trails on the other side. These are the kinds of spaces that get easily swallowed up by “progress” and are irreplaceable.	Thank you for your comments. The Roads Plan Steering Committee at its September 2023 meeting again reviewed public comments on proposed corridor 64 and discussed whether it should remain in the plan. Ultimately, they decided to keep the corridor in the plan for the following reasons. Corridor 64 connecting Miller Hill and Miller Hill Extension was included in the 1991 Roads Plan and is being maintained in this update. Like all planned corridors, Corridor 64 would only be developed if the adjacent parcels subdivide. Additionally, there is an existing section line easement already designating public access along a section of the proposed corridor. Because this corridor has been planned since 1991, direct lot access from Miller Hill and Miller Hill Extension has been limited to support the future development of this corridor. Topographical challenges can be addressed through small adjustments to alignment and design during the subdivision and platting process. Should the adjacent lands subdivide, this corridor has significant benefits for emergency service access, travel times, and overall vehicle miles travelled and connectivity in this portion of the road network.
64	6/22/23	Web		Paul	Reichardt	Generally, I support the present version of the FNSB Roads Plan. However, I am disappointed that there seems to be a reluctance to eliminate corridors that are opposed by many people. The example that comes to mind is #64–Miller Hill Extension. Maybe I don't understand all the legal arguments, but lots of people submitted comments in opposition and (I think) zero in support. I realize that keeping the corridor in the plan is not authorization to build a road, but why would the borough even want it as a corridor when it's clear that the affected people don't want it?	Thank you for your comments. The Roads Plan Steering Committee at its September 2023 meeting again reviewed public comments on proposed corridor 64 and discussed whether it should remain in the plan. Ultimately, they decided to keep the corridor in the plan for the following reasons. Corridor 64 connecting Miller Hill and Miller Hill Extension was included in the 1991 Roads Plan and is being maintained in this update. Like all planned corridors, Corridor 64 would only be developed if the adjacent parcels subdivide. Additionally, there is an existing section line easement already designating public access along a section of the proposed corridor. Because this corridor has been planned since 1991, direct lot access from Miller Hill and Miller Hill Extension has been limited to support the future development of this corridor. Topographical challenges can be addressed through small adjustments to alignment and design during the subdivision and platting process. Should the adjacent lands subdivide, this corridor has significant benefits for emergency service access, travel times, and overall vehicle miles travelled and connectivity in this portion of the road network.
64	7/11/23	Email		Melody	Sayles	Do not connect Miller Hill Extension with Miller Hill. MHE is massive permafrost and won't be able to handle the traffic. People will be taking the Miller Hill route to avoid going to Sheep Creek or Ballaine. Miller Hill is more centralized between those 2 roads. I don't want to have to pay to maintain the road for all of Goldstream to use as a shortcut. MHE is a quiet neighborhood with a number of walkers. I bought on this road because it is like a cul-de-sac and is quiet.	Thank you for your comments. The Roads Plan Steering Committee at its September 2023 meeting again reviewed public comments on proposed corridor 64 and discussed whether it should remain in the plan. Ultimately, they decided to keep the corridor in the plan for the following reasons. Corridor 64 connecting Miller Hill and Miller Hill Extension was included in the 1991 Roads Plan and is being maintained in this update. Like all planned corridors, Corridor 64 would only be developed if the adjacent parcels subdivide. Additionally, there is an existing section line easement already designating public access along a section of the proposed corridor. Because this corridor has been planned since 1991, direct lot access from Miller Hill and Miller Hill Extension has been limited to support the future development of this corridor. Topographical challenges can be addressed through small adjustments to alignment and design during the subdivision and platting process. Should the adjacent lands subdivide, this corridor has significant benefits for emergency service access, travel times, and overall vehicle miles travelled and connectivity in this portion of the road network.
73	7/16/23	Email		Mary	Guthrie	It seems to me that the road connectors proposed in the map in the region of my home and neighborhood still disregard terrain. Terrain is changing dramatically now and there is little doubt amongst permafrost researchers that here in Fairbanks we face long term rising soil temperatures/permafrost thaw. I can only surmise that the Roads Plan team is deeply engaged with maps and has not attempted to familiarize themselves with conditions on the ground.	Thank you for your comments. Corridor 73 is being maintained from the 1991 Roads Plan. Many alternatives were considered to this corridor, but each had issues due to existing illegally subdivided land, topography, and permafrost/soil conditions. The intent of the Roads Plan is to guide the future development of roads in an orderly manner that supports the health, safety, and well being of the community. Corridors in the plan will only be built if landowners decide to subdivide the land that they cross. At the time of subdivision, final corridor alignment can be adjusted through the platting process, based on detailed survey data. For corridor 73, the Roads Plan Steering Committee saw the value of keeping the corridor in the plan, despite its challenges, to show the importance of having a future connection in this area so that all landowners have legal access to their properties. The exact alignment would likely change based on detailed on-the-ground survey data, should landowners ever subdivide and the corridor be developed.
209	6/13/23	Email		Kattijo	Deeter	This corridor would crisscross a major trail, known locally as the "Waterford Trail."	Thank you for your comments. Regarding corridors 4 and 209 (realigned portion), the Roads Plan "Corridor Descriptions Document" states: "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." The recently adopted FNSB Comprehensive Trails Plan also states that a section of the Big Eldorado Creek Trail Loop (I-B1) [aka Waterford Trail] "...may also require a realignment where a road corridor is planned. In the case of a land disposal, subdivision, or road development, the trail should be realigned to a lower elevation, where a sustainable contour rail can be built, driveway crossings minimized, and saleable parcels accommodated" (pg. 58).
228	6/13/23	Web		Oralee	Nudson	I am opposed to corridor #228 because it is presented as "New Access to Desperation Subdivision". The road for Desperation Loop does not exist, therefore any new access would terminate further in the forest, gaining nothing.	Thank you for your comments. The Desperation Subdivision includes a platted but unconstructed road called Desperation Loop. Proposed Corridor 228 connects into Desperation Loop at a planned stub near the middle of the loop where it changes direction from heading north away from Old Murphy Dome Road back south towards OMD Rd. Like all proposed corridors in the plan, Corridor 228 would only be developed if the parcels it crosses were to subdivide. Its purpose would be to provide access to the newly created lots.
251	7/10/23	Email	X	Robert	Perkins	The June 2023 draft made some changes to the Corridor 251 route. Although these are good changes, they do not address the fundamental issue—the increase in hazard to current Musk Ox Subdivision residents due to increased traffic from the planned Corridor. The hazard arises from the increase in traffic that Corridor will place on Moose Trail—a substandard road. The existence of that Corridor in the plan will cut off meaningful safety review of roads servicing new subdivisions. The planning review for those subdivisions would likely be limited to the roads in the subdivisions and -perhaps—the route of Corridor 251. The road in Corridor 251 would be quite flat and not a safety problem itself. However, the use of that route will increase in traffic on Moose Trail would be a safety hazard to residents of Moose Trail and most of the Musk Ox Subdivision. All the comments on Route 251 are negative, as reported in the three documents listed in the notification email. My comments, made in April to your staff and in a letter to the mayor, which was transmitted to the Planning Department, were not in the three documents you made available to the public. My comments were likewise negative. Route 251 should be deleted from the Roads Plan. I will attach my earlier comments below, but here are five main reasons Route 251 should be deleted:	Thank you for your comments. The Roads Plan Steering Committee at its September 2023 meeting again reviewed public comments on proposed corridor 251 and discussed whether it should remain in the plan. Ultimately, they decided to keep the corridor in the plan because of the east-west connectivity benefits that it provides in an area with few existing alternatives. The steering committee also discussed the possibility of future subdividers supporting the upgrade of connecting roads in Musk Ox sub (i.e., Moose Trail) to support potential increased future traffic and improve safety for the existing neighborhood.

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251	7/10/23	Email	X	Robert	Perkins	Moose Trail is a sub-standard road. Somewhat sub-standard over all – quite substandard in places. Any increase in traffic on Moose Trail will increase hazard to the residents of Moose Ox Subdivision that use Moose Trail. While the FNSB does not have roads authority, it does have planning authority. Approving a plan that increases hazards is wrong.	Thank you for your comments. The Roads Plan Steering Committee at its September 2023 meeting again reviewed public comments on proposed corridor 251 and discussed whether it should remain in the plan. Ultimately, they decided to keep the corridor in the plan because of the east-west connectivity benefits that it provides in an area with few existing alternatives. The steering committee also discussed the possibility of future subdividers supporting the upgrade of connecting roads in Musk Ox sub (i.e., Moose Trail) to support potential increased future traffic and improve safety for the existing neighborhood.
251	7/10/23	Email	X	Robert	Perkins	The FNSB residents who live in the northern half of Musk Ox Subdivision are against that proposed corridor. Not only those who sent in comments, but all the residents. I’ve lived in Musk Ox for 42 years and I am quite sure of their sentiments.	Thank you for your comments. The Roads Plan Steering Committee at its September 2023 meeting again reviewed public comments on proposed corridor 251 and discussed whether it should remain in the plan. Ultimately, they decided to keep the corridor in the plan because of the east-west connectivity benefits that it provides in an area with few existing alternatives. The steering committee also discussed the possibility of future subdividers supporting the upgrade of connecting roads in Musk Ox sub (i.e., Moose Trail) to support potential increased future traffic and improve safety for the existing neighborhood.
251	7/10/23	Email	X	Robert	Perkins	The putative rationale for the corridor, “connect Moose Trail with Ski Boot Hill Rd” is very weak. Such a connection would benefit no one. The notion of emergency vehicles needing a route between those two roads does not compute with the locations of those roads and other practical matters. The cul-de-sacs at the end of Meadow Mouse and Pika terminate in sufficient turning circles with ample, flat right of way. I have never heard of a school bus problem at the end of either road, while in many years there has been at least one bus mishap on Moose Trail itself. In worst case, if an emergency vehicle needed to back and fill, they would do that rather than use the 8-mile detour to enter via Ski Boot Hill Rd.	Thank you for your comments. The Roads Plan Steering Committee at its September 2023 meeting again reviewed public comments on proposed corridor 251 and discussed whether it should remain in the plan. Ultimately, they decided to keep the corridor in the plan because of the east-west connectivity benefits that it provides in an area with few existing alternatives. The steering committee also discussed the possibility of future subdividers supporting the upgrade of connecting roads in Musk Ox sub (i.e., Moose Trail) to support potential increased future traffic and improve safety for the existing neighborhood.
251	7/10/23	Email	X	Robert	Perkins	The rationale for the Route 251 is stated in this description, “Provides new access via Moose Road easement across large CIRI parcels with potential to subdivide in the future...”. CIRI is Cook Inlet Region Incorporated, one the wealthiest economic entities in Alaska. CIRI does not pay taxes on those parcels. If they choose to develop those parcels, CIRI has ample resources to acquire right-of-way to build safe roads for egress from those parcels. However, if the FNSB Roads Plan shows a much cheaper route, CIRI would have no incentive to exploit those alternate egress routes.	Thank you for your comments. The Roads Plan Steering Committee at its September 2023 meeting again reviewed public comments on proposed corridor 251 and discussed whether it should remain in the plan. Ultimately, they decided to keep the corridor in the plan because of the east-west connectivity benefits that it provides in an area with few existing alternatives. The steering committee also discussed the possibility of future subdividers supporting the upgrade of connecting roads in Musk Ox sub (i.e., Moose Trail) to support potential increased future traffic and improve safety for the existing neighborhood.
251	7/10/23	Email	X	Robert	Perkins	There is indeed a short, plated easement from Moose Trail, along the corridor proposed. The plat was filed in 1963, before there was a borough. That easement will remain even if Route 251 is deleted from the Plan. An easement plated in 1963, when roads standards were lax, does not serve as a rationale for a plan that increases hazard to residents today.	Thank you for your comments. The Roads Plan Steering Committee at its September 2023 meeting again reviewed public comments on proposed corridor 251 and discussed whether it should remain in the plan. Ultimately, they decided to keep the corridor in the plan because of the east-west connectivity benefits that it provides in an area with few existing alternatives. The steering committee also discussed the possibility of future subdividers supporting the upgrade of connecting roads in Musk Ox sub (i.e., Moose Trail) to support potential increased future traffic and improve safety for the existing neighborhood.
251	7/10/23	Email	X	Robert	Perkins	This proposed corridor would effectively extend the current road, Moose Trail, in the Musk Ox subdivision. The proposed corridor will increase traffic on a substandard road and thus increase hazard to residents and others using Moose Trail. I request that Corridor 251 be removed from the Roads Plan.	Thank you for your comments. The Roads Plan Steering Committee at its September 2023 meeting again reviewed public comments on proposed corridor 251 and discussed whether it should remain in the plan. Ultimately, they decided to keep the corridor in the plan because of the east-west connectivity benefits that it provides in an area with few existing alternatives. The steering committee also discussed the possibility of future subdividers supporting the upgrade of connecting roads in Musk Ox sub (i.e., Moose Trail) to support potential increased future traffic and improve safety for the existing neighborhood.
251	7/10/23	Email	X	Robert	Perkins	Moose Trail is approximately 0.6 miles long and most of the current road has slopes that do not meet relevant safety standards. Approximately 18% of the road has slopes greater than 10%, the current FNSB subdivision standard. The west end of the road terminates in a ninety degree turn from an 11% grade. However, the subdivision standard itself does not meet the safety standards of AASHSTO, the American Association of State Highway and Transportation Officials, the professional standard for roads. The recommended maximum slope for rural collectors is 8% according to the AASHTO Policy on Geometric Design of Highways and Streets. For very low-volume roads where AADT [traffic] does not exceed 400 vehicles per day, the recommended maximum grade is 9%. Approximately 31% of Moose Trail has slopes between 9% and 10%, and a further 20% has slopes greater than 8%. A full 70% of Moose Trail does not meet current safety standards. (Two other roads in the Musk Ox Subdivision, Pika Road and Meadow Mouse, feed into Moose Trail and residents of those roads would likewise be adversely affected by an increase in traffic.)	Thank you for your comments. The Roads Plan Steering Committee at its September 2023 meeting again reviewed public comments on proposed corridor 251 and discussed whether it should remain in the plan. Ultimately, they decided to keep the corridor in the plan because of the east-west connectivity benefits that it provides in an area with few existing alternatives. The steering committee also discussed the possibility of future subdividers supporting the upgrade of connecting roads in Musk Ox sub (i.e., Moose Trail) to support potential increased future traffic and improve safety for the existing neighborhood.
251	7/10/23	Email	X	Robert	Perkins	A further hazard on Moose Trail derives from several very short driveways. Residents using those driveways enter the road by backing. The limited vision associated with backing onto the road increases the hazard for motorist and bicycle riders.	Thank you for your comments. The Roads Plan Steering Committee at its September 2023 meeting again reviewed public comments on proposed corridor 251 and discussed whether it should remain in the plan. Ultimately, they decided to keep the corridor in the plan because of the east-west connectivity benefits that it provides in an area with few existing alternatives. The steering committee also discussed the possibility of future subdividers supporting the upgrade of connecting roads in Musk Ox sub (i.e., Moose Trail) to support potential increased future traffic and improve safety for the existing neighborhood.

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251	7/10/23	Email	X	Robert	Perkins	My discussion with Mr. Galligan of the FNSB Community Planning Department indicated two rationales for Corridor 251. One is simple and the other much more complex. The simple rationale is that the connector provides a loop for emergency access in the case of a disaster that blocked one of the access roads to that area. This rationale could be applied to many roads in the FNSB and makes little sense in this context, where such loop involves 8 miles of additional driving. The complex issue involves, in Mr. Galligan's words, that one rationale for Corridor 251 was "access to the CIRI Subdivision." CIRI stands for Cook Inlet Regional Corporation. CIRI is one of the wealthiest economic entities in Alaska with assets over one billion dollars according to their 2022 financial. CIRI has a claim to some land that would be affected by the proposed road. However, the land has been in interim transfer status for about 30 years and CIRI has never paid taxes on the land. While ANCSA corporations usually don't pay taxes on unimproved land, in 1986 CIRI committed by contract to pay FNSB taxes after five years. In the late 1980's, the FNSB was in a terrible economic state, and CIRI's commitment to pay taxes was a key reason why the FNSB withdrew part of its claim to the land, thus allowing the transfer to CIRI. Holding the land in interim transfer status has thus far avoided FNSB taxes – about 25 years' worth. At this point I will stop discussing the CIRI tax and contract, although I would be happy to discuss them at the proper venue. However, it is very clear that there is no legal "CIRI Subdivision" that needs to be connected. If, at some point, CIRI does take possession of the land, pay taxes, and such, CIRI is wealthy enough to purchase right-of-way for alternate routes, or pay to improve our subdivision road. They would not be inclined to do so, if the connector roads were already in an accepted planning document. In so far as the Comprehensive Road Plan might benefit CIRI, it would disbenefit current residents of Musk Ox subdivision.	Thank you for your comments. The Roads Plan Steering Committee at its September 2023 meeting again reviewed public comments on proposed corridor 251 and discussed whether it should remain in the plan. Ultimately, they decided to keep the corridor in the plan because of the east-west connectivity benefits that it provides in an area with few existing alternatives. The steering committee also discussed the possibility of future subdividers supporting the upgrade of connecting roads in Musk Ox sub (i.e., Moose Trail) to support potential increased future traffic and improve safety for the existing neighborhood.
251	7/14/23	Email		Zav	Grabinski	As a 30 year resident of musk ox subdivision I have left my comments on the plan for corridor 251. Increased traffic congestion: The road may attract additional vehicles, leading to congestion within the residential area and potentially impeding residents' daily routines.	Thank you for your comments. The Roads Plan Steering Committee at its September 2023 meeting again reviewed public comments on proposed corridor 251 and discussed whether it should remain in the plan. Ultimately, they decided to keep the corridor in the plan because of the east-west connectivity benefits that it provides in an area with few existing alternatives. The steering committee also discussed the possibility of future subdividers supporting the upgrade of connecting roads in Musk Ox sub (i.e., Moose Trail) to support potential increased future traffic and improve safety for the existing neighborhood.
251	7/14/23	Email		Zav	Grabinski	Noise pollution: Increased traffic on the road can result in elevated noise levels, disrupting the peaceful atmosphere of the residential subdivisions.	Thank you for your comments. The Roads Plan Steering Committee at its September 2023 meeting again reviewed public comments on proposed corridor 251 and discussed whether it should remain in the plan. Ultimately, they decided to keep the corridor in the plan because of the east-west connectivity benefits that it provides in an area with few existing alternatives. The steering committee also discussed the possibility of future subdividers supporting the upgrade of connecting roads in Musk Ox sub (i.e., Moose Trail) to support potential increased future traffic and improve safety for the existing neighborhood.
251	7/14/23	Email		Zav	Grabinski	Reduced safety for pedestrians: The introduction of more vehicles on the road may make it less safe for pedestrians, including children, who may face higher risks while walking or playing near the road.	Thank you for your comments. The Roads Plan Steering Committee at its September 2023 meeting again reviewed public comments on proposed corridor 251 and discussed whether it should remain in the plan. Ultimately, they decided to keep the corridor in the plan because of the east-west connectivity benefits that it provides in an area with few existing alternatives. The steering committee also discussed the possibility of future subdividers supporting the upgrade of connecting roads in Musk Ox sub (i.e., Moose Trail) to support potential increased future traffic and improve safety for the existing neighborhood.
251	7/14/23	Email		Zav	Grabinski	Decreased property values: The presence of a road connecting the subdivisions can diminish the exclusivity and desirability of the residential areas, potentially leading to decreased property values.	Thank you for your comments. The Roads Plan Steering Committee at its September 2023 meeting again reviewed public comments on proposed corridor 251 and discussed whether it should remain in the plan. Ultimately, they decided to keep the corridor in the plan because of the east-west connectivity benefits that it provides in an area with few existing alternatives. The steering committee also discussed the possibility of future subdividers supporting the upgrade of connecting roads in Musk Ox sub (i.e., Moose Trail) to support potential increased future traffic and improve safety for the existing neighborhood.
251	7/14/23	Email		Zav	Grabinski	Environmental impact: The construction and maintenance of the road can have adverse effects on the local environment, including habitat disruption and increased pollution from vehicle emissions.	Thank you for your comments. The Roads Plan Steering Committee at its September 2023 meeting again reviewed public comments on proposed corridor 251 and discussed whether it should remain in the plan. Ultimately, they decided to keep the corridor in the plan because of the east-west connectivity benefits that it provides in an area with few existing alternatives. The steering committee also discussed the possibility of future subdividers supporting the upgrade of connecting roads in Musk Ox sub (i.e., Moose Trail) to support potential increased future traffic and improve safety for the existing neighborhood.
251	7/14/23	Email		Zav	Grabinski	Loss of community cohesion: The introduction of a road between the subdivisions may disrupt the close-knit community atmosphere, as it could encourage through-traffic and reduce the sense of privacy and security for residents.	Thank you for your comments. The Roads Plan Steering Committee at its September 2023 meeting again reviewed public comments on proposed corridor 251 and discussed whether it should remain in the plan. Ultimately, they decided to keep the corridor in the plan because of the east-west connectivity benefits that it provides in an area with few existing alternatives. The steering committee also discussed the possibility of future subdividers supporting the upgrade of connecting roads in Musk Ox sub (i.e., Moose Trail) to support potential increased future traffic and improve safety for the existing neighborhood.
251	7/14/23	Email		Zav	Grabinski	Potential strain on infrastructure: The road may place additional strain on existing infrastructure, such as utilities, drainage systems, and public services, which may not have been designed to accommodate increased traffic volumes.	Thank you for your comments. The Roads Plan Steering Committee at its September 2023 meeting again reviewed public comments on proposed corridor 251 and discussed whether it should remain in the plan. Ultimately, they decided to keep the corridor in the plan because of the east-west connectivity benefits that it provides in an area with few existing alternatives. The steering committee also discussed the possibility of future subdividers supporting the upgrade of connecting roads in Musk Ox sub (i.e., Moose Trail) to support potential increased future traffic and improve safety for the existing neighborhood.
251	7/14/23	Email		Zav	Grabinski	Encouragement of non-local traffic: The road could serve as a shortcut or alternative route for non-residents, leading to an influx of unfamiliar traffic and potential safety concerns.	Thank you for your comments. The Roads Plan Steering Committee at its September 2023 meeting again reviewed public comments on proposed corridor 251 and discussed whether it should remain in the plan. Ultimately, they decided to keep the corridor in the plan because of the east-west connectivity benefits that it provides in an area with few existing alternatives. The steering committee also discussed the possibility of future subdividers supporting the upgrade of connecting roads in Musk Ox sub (i.e., Moose Trail) to support potential increased future traffic and improve safety for the existing neighborhood.

FNSB Roads Plan: Public Comment Tracker, June-July 2023 (In response to June 2023 Full Draft Plan)							
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251	7/14/23	Email		Zav	Grabinski	Encouragement of non-local traffic: The road could serve as a shortcut or alternative route for non-residents, leading to an influx of unfamiliar traffic and potential safety concerns.	Thank you for your comments. The Roads Plan Steering Committee at its September 2023 meeting again reviewed public comments on proposed corridor 251 and discussed whether it should remain in the plan. Ultimately, they decided to keep the corridor in the plan because of the east-west connectivity benefits that it provides in an area with few existing alternatives. The steering committee also discussed the possibility of future subdividers supporting the upgrade of connecting roads in Musk Ox sub (i.e., Moose Trail) to support potential increased future traffic and improve safety for the existing neighborhood.
251	7/14/23	Email		Zav	Grabinski	Potential for increased accidents: With more vehicles accessing the road, there is a higher likelihood of accidents occurring, posing risks to both residents and commuters passing through.	Thank you for your comments. The Roads Plan Steering Committee at its September 2023 meeting again reviewed public comments on proposed corridor 251 and discussed whether it should remain in the plan. Ultimately, they decided to keep the corridor in the plan because of the east-west connectivity benefits that it provides in an area with few existing alternatives. The steering committee also discussed the possibility of future subdividers supporting the upgrade of connecting roads in Musk Ox sub (i.e., Moose Trail) to support potential increased future traffic and improve safety for the existing neighborhood.
251	7/14/23	Email		Kalina	Grabinska-Marusek	I am against connecting Musk Ox subdivision to Ski Boot Hill. I live in this neighborhood and do not want this road.	Thank you for your comments. The Roads Plan Steering Committee at its September 2023 meeting again reviewed public comments on proposed corridor 251 and discussed whether it should remain in the plan. Ultimately, they decided to keep the corridor in the plan because of the east-west connectivity benefits that it provides in an area with few existing alternatives. The steering committee also discussed the possibility of future subdividers supporting the upgrade of connecting roads in Musk Ox sub (i.e., Moose Trail) to support potential increased future traffic and improve safety for the existing neighborhood.
251	7/14/23	Email		Amelia	Sikes	The construction of the road will disrupt or encroach upon existing high-use public trails, limiting access or altering the natural experience for trail users. This will negatively impact recreational opportunities and the enjoyment of outdoor activities for both residents and visitors. Many pedestrians with pets and children regularly walk up moose trail road, introducing thorough traffic to this area will pose danger to them. Winter conditions on moose trail road can be terrible, and there is a very dangerous blind curve where people regularly get in serious accidents, increasing traffic on this bend is not a good idea. Both these neighborhoods are quiet and have manageable amounts of traffic on the road. creating a byway from farmers loop to ballaine rd will introduce a shortcut that's funnels a large amount of traffic into quiet neighborhoods.	Thank you for your comments. The Roads Plan Steering Committee at its September 2023 meeting again reviewed public comments on proposed corridor 251 and discussed whether it should remain in the plan. Ultimately, they decided to keep the corridor in the plan because of the east-west connectivity benefits that it provides in an area with few existing alternatives. The steering committee also discussed the possibility of future subdividers supporting the upgrade of connecting roads in Musk Ox sub (i.e., Moose Trail) to support potential increased future traffic and improve safety for the existing neighborhood. Existing trail access and condition can be preserved and potentially improved in the future through identifying both area trails and proposed future roads in the Trails Plan and Roads Plan, respectively. Planned shared easements for crossings can help to minimize conflicts and preserve trails even if adjacent lands subdivide in the future.
256	7/12/23	Web		John	Connors	Project 256 appears to propose using Winchester Drive to connect to Old Murphy Dome. Winchester Drive is not maintained and it dead ends in a steep hillside. martin Service Area is underfunded and cannot take on a questionable project such as this with little public benefit. A more useful connection to Old Murphy Dome if one is truly needed would be to connect Bristol Bay Road which would allow for a greater area to benefit from the new connection.	Thank you for your comments. The Roads planning team originally considered a connection from Bristol Bay Rd to Old Murphy Dome Rd, but removed it due to topographical challenges related to steepness/grade (too steep- above the 10% FNSB standard).
262	6/13/23	Email		Kattijo	Deeter	It looks like this road would essentially replace a pre-existing trail known as the Eldorado trail.	Thank you for your comments. There recently adopted FNSB Comprehensive Trails Plan includes details in its Trail Descriptions & Recommendations section regarding potential future realignment of the O'Connor Creek East Ridge Trail, with which proposed Corridor 262 shares some right-of-way: "Reroutes may be necessary in the future as road development may require some of the ridgeline. It is recommended that the trail retain some of the ridgeline, and where realigned, follow a contour at high elevation on the southeast aspect, far enough from the road as to avoid multiple driveway crossings. Preferred access from the south is at the constructed end of Skyflight Road where the original trail meets the road" (pg.61). The Roads Plan Corridor Descriptions Document states that Corridor 262 "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."
272	7/13/23	Web		Carol	McIntyre	Text on Page 24 Table 3 stated that corridor 272 was added to (retained in) the June 2023 version of the draft roads plan because it "Provides new access to large parcels south of Murphy Dome Rd". As shown on the map on page 32, corridor 272 traverses FNSB parcels 665294 and 665342 that are public land. According to the FNSB property database, the tax status of these parcels is listed as FNSB & PARKS. We believe that using this justification to retain corridor 272 is inconsistent with the stated goals and objectives of the road plan (see below) and we recommend that this corridor be removed from the roads plan or included under the "Future Study" designation. (Future study designation is defined in the roads plan as: The Roads Plan maps also identify several corridors as future study, meaning that they are desirable connections but will require additional research before they can be officially included as a collector road).	Thank you for your comments. The Roads Plan does not trigger, promote, or advocate for development of any public or private lands. The Roads Plan provides a long range planning framework for future road corridors within the study area. This framework is based on GIS data and analysis by community planners and engineers outside of and prior to the platting/subdivision process. While there are not current plans to develop the lands that corridor 272 crosses, the FNSB Assembly has the authority to propose land sales of FNSB-owned parcels at any time. In the absence of future planned corridors, subdividers would have sole discretion of where to site road corridors, and their process may not take the same high-level/long range approach or be based on the same level of data and analysis as that used to inform the Roads Plan. In this way, the Roads Plan guides future corridor development when it does occur, but does not trigger or promote it. If the FNSB Assembly did ever decide to dispose of the parcels that corridor 272 crosses, there would be additional opportunities for public comment during that process.
272	7/13/23	Web		Carol	McIntyre	We provided comments about this corridor that are included 09-22-22_FNSBRoadsPlanCommentTracker_May-June2022+HighAddressed.xlsx document. Your justification for retaining this corridor was "Corridor 272 has been maintained in the plan due to the potential for development of the large south-facing parcels that it crosses. This corridor would provide new direct lot access to subdivided parcels in this area. Like all corridors in the Road Plan, this corridor would only be constructed if the parcels subdivide. The corridor's inclusion in the Road Plan encourages the development of an internally circulating local road network as opposed to additional direct lot access from Murphy Dome Rd. Minimizing the number of intersections and driveways along higher volume and higher speed roads such as MDR increases safety. Analysis has shown that hillslopes along the corridor are less than or equal to 25%, which is similar to other roads that have been constructed in the borough (such as on Chena Ridge)." We think that this justification is inconsistent with the overall goals of the road plan and the FNSB Comprehensive Plan. For example, in the road plan you stated that "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 do occur. The development of these areas depends heavily on the base zoning, FNSB Comprehensive Plan, and plans/goals of the owning agencies." However, including corridor 272 to provide new access to large parcels south of Murphy Dome Road - that are currently public land and are not slated for subdivision - inadvertently (indirectly) advocates for future development via subdividing it (i.e., transfer from public to private land via subdividing). We are not aware of any efforts to change the tax status of these parcels or to change them from public lands to private lands via the subdivision process. Thus, including corridor 272 in the plan is inconsistent with the stated goals of the roads plan.	Thank you for your comments. The Roads Plan does not trigger, promote, or advocate for development of any public or private lands. The Roads Plan provides a long range planning framework for future road corridors within the study area. This framework is based on GIS data and analysis by community planners and engineers outside of and prior to the platting/subdivision process. While there are not current plans to develop the lands that corridor 272 crosses, the FNSB Assembly has the authority to propose land sales of FNSB-owned parcels at any time. In the absence of future planned corridors, subdividers would have sole discretion of where to site road corridors, and their process may not take the same high-level/long range approach or be based on the same level of data and analysis as that used to inform the Roads Plan. In this way, the Roads Plan guides future corridor development when it does occur, but does not trigger or promote it. If the FNSB Assembly did ever decide to dispose of the parcels that corridor 272 crosses, there would be additional opportunities for public comment during that process.

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272	7/13/23	Web		Carol	McIntyre	Furthermore, while the two parcels that corridor 272 traverses are large, much of the area they include are very steep and currently forested or vegetated. Removing forest and vegetative cover on steeper south-facing hillsides could lead to rapid erosion and further instability of the hillside. You stated that your analysis suggested that the hillslopes on those parcels are adequate for road building and you used an example of the Chena Ridge area in your justification. However, we are aware of many situations in the Chena Ridge area (i.e., Becker Ridge) and in many others areas in the FNSB where roads were developed in areas with similar hillslopes/topography/vegetation cover and where many of those roads have or are currently eroding and causing severe access issues for residents and emergency service vehicles (i.e., fire, ambulance). We understand that some repair work is underway, but that funding is not adequate to address similar situations for all roads in the FNSB. (i.e., Many road services areas in the FSNB lack the funding they need to maintain and repair current roads).	Thank you for your comments. Just as the Roads Plan does not promote development of lands, it also cannot stop development from occurring. The presence of a proposed corridor merely guides development, should it occur, on parcels with characteristics that have been shown to be favorable for residential development in the borough (south facing, forested, hilly, in areas where people want to live). Areas with these characteristics such as Chena Ridge and Becker Ridge are some of the most desirable and valuable residential areas in the borough. Lands with similar characteristics have a higher likelihood of similar development in the future outlook of this plan (20 years). The borough does not have current regulations or codes in place to limit development of such areas, despite some issues with erosion and access occurring. However, goals and objectives in the Roads Plan can be used in the future to support code updates in this direction. For example, Strategies and Actions under Goal 4 - Environmental Impacts support avoiding environmentally challenging areas (Strategy 4.3) and the criteria used to site proposed corridors (see Table 2 in the plan) addresses providing multiple access points to larger subdivisions. These plan policies can be brought to the Assembly to support future updates in code to support better, safer, and more resilient development of lands and roads in the FNSB in the future.
272	7/13/23	Web		Carol	McIntyre	Additionally, the two parcels are adjacent to and include portions of the headwaters of Keystone Creek and associated riparian zones. Promoting development via the designation of a road corridor (#272) in topographically challenging areas that are adjacent to and include riparian areas and waterways is not consistent with the FNSB Comprehensive Plan.	Thank you for your comments. Just as the Roads Plan does not promote development of lands, it also cannot stop development from occurring. The presence of a proposed corridor merely guides development, should it occur, on parcels with characteristics that have been shown to be favorable for residential development in the borough (south facing, forested, hilly, in areas where people want to live). Areas with these characteristics such as Chena Ridge and Becker Ridge are some of the most desirable and valuable residential areas in the borough. Lands with similar characteristics have a higher likelihood of similar development in the future outlook of this plan (20 years). The borough does not have current regulations or codes in place to limit development of such areas, despite some issues with erosion and access occurring. However, goals and objectives in the Roads Plan can be used in the future to support code updates in this direction. For example, Strategies and Actions under Goal 4 - Environmental Impacts support avoiding environmentally challenging areas (Strategy 4.3) and the criteria used to site proposed corridors (see Table 2 in the plan) addresses providing multiple access points to larger subdivisions. These plan policies can be brought to the Assembly to support future updates in code to support better, safer, and more resilient development of lands and roads in the FNSB in the future.
272	7/13/23	Web		Carol	McIntyre	Finally, the two parcels are in areas with a high risk of wildland fires. Promoting development via designation of a road corridor in an area that is at high risk of wildland fires without including concurrent efforts to implement effective mitigations measures such as firebreaks or fire-wise programs, is not consistent with the FNSB Comprehensive Plan. Thus, we recommend that corridor 272 either be deleted from the plan or that its status be changed to “future study”.	Thank you for your comments. Just as the Roads Plan does not promote development of lands, it also cannot stop development from occurring. The presence of a proposed corridor merely guides development, should it occur, on parcels with characteristics that have been shown to be favorable for residential development in the borough (south facing, forested, hilly, in areas where people want to live). Areas with these characteristics such as Chena Ridge and Becker Ridge are some of the most desirable and valuable residential areas in the borough. Lands with similar characteristics have a higher likelihood of similar development in the future outlook of this plan (20 years). The borough does not have current regulations or codes in place to limit development of such areas, despite some issues with erosion and access occurring. However, goals and objectives in the Roads Plan can be used in the future to support code updates in this direction. For example, Strategies and Actions under Goal 4 - Environmental Impacts support avoiding environmentally challenging areas (Strategy 4.3) and the criteria used to site proposed corridors (see Table 2 in the plan) addresses providing multiple access points to larger subdivisions. These plan policies can be brought to the Assembly to support future updates in code to support better, safer, and more resilient development of lands and roads in the FNSB in the future. Fire-wise is very clear that Multiple access points are preferred in the event of an emergency, thus corridor 272 is very consistent with Fire-wise principles.
273	6/13/23	Email		Kattijo	Deeter	This corridor is plotted to run from approximately Monte Verde to midway along Old Murphy Dome Road. Currently there is no road maintenance from this point on OMD to the Hattie Creek neighborhood. Additionally, this termination point is locally known as "The Missile Sites" and is a MAJOR trail network for all of the bikers, skiers and professional long distance dog mushers who live out here.	Thank you for your comments. This corridor is being maintained in the Roads Plan. It appeared in the 1991 Roads Plan and was realigned slightly to better follow ridgelines with this update. Like all corridors in the plan, corridor 273 would only be constructed if the parcels it crosses were to subdivide. It would provide access to any new lots developed. Having planned road corridors in the Roads Plan and planned trail corridors in the Trails Plan can help preserve and protect trail access if this area were to subdivide and develop in the future. If this area were to subdivide in the future, nearby road service areas (RSAs) would need to vote to annex any new roads developed to provide road maintenance.
278	7/14/23	Email		Judy	Morotti	The proposed minor collector from the end of Meyers Road to Gilmore Trail is not necessary and would ruin one of the only places to walk in our neighborhood. We have no trail system on the East side of town, so our quiet, woodsy roads are used daily for recreation. Another road would add maintenance costs with no housing to create additional income, create more traffic on a blind turn, and add more noise. The connector is unneeded. Please do not build it.	Thank you for your comments. Like all proposed roads in the plan, Corridor 278 would only be constructed if the large parcel it crosses was subdivided. The FNSB as a second-class borough does not directly build roads. Developers build roads when they subdivide, and the borough uses the Roads Plan to identify important connections, ensure that all landowners have access to their property, and promote orderly development of the road network. The purpose of Corridor 278, if ever developed, would be to provide access to new lots created if the parcel it crosses subdivides. Additionally, new residents of those lots would contribute to road maintenance funds to maintain the new road. The newly developed road would need to be adopted into an adjacent road service area (RSA) to receive road maintenance.
278	7/14/23	Web		Dana	Platta	I would like to discourage this connection for a few reasons. The first and most personal reason is that my property on Eastside Dr would be immediately south of the west end and would be negatively impacted, in loss of privacy, higher incidence of invasive species infringing in my back yard, and additional noise to name a few of the negatives. Second is that the condition of the road for the west connection of Meyeres Road would need improvement to support increased traffic load. It has a fairly blind curve in the middle. It is fairly heavily used by neighbors by pedestrians for bicycling, jogging, dog walking, and walking in general. With the current state of all of the roads leading to Meyeres Rd from Gold Mine Trail, they would all need additional improvements to support increased traffic loads. Third is that the land that would be used is BLM land and would be unlikely to provide the road service area that would be responsible for its maintenance any additional funds to perform that maintenance. Fourth is that the Wildview Acres road service area on the west end is fairly fully developed in the number of residences and would not benefit from this connector.	Thank you for your comments. Like all proposed roads in the plan, Corridor 278 would only be constructed if the large parcel it crosses was subdivided. The FNSB as a second-class borough does not directly build roads. Developers build roads when they subdivide, and the borough uses the Roads Plan to identify important connections, ensure that all landowners have access to their property, and promote orderly development of the road network. The purpose of Corridor 278, if ever developed, would be to provide access to new lots created if the parcel it crosses subdivides. Additionally, new residents of those lots would contribute to road maintenance funds to maintain the new road. The newly developed road would need to be adopted into an adjacent road service area (RSA) to receive road maintenance. The road would only be constructed if the BLM parcel was sold into private hands and the new owner decided to subdivide the lot. Improvements to existing roads it connects into may be provided by the developer at the time of subdivision if required by FNSB Code.

FNSB Roads Plan: Public Comment Tracker, June-July 2023 (In response to June 2023 Full Draft Plan)							
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331	6/14/23	Email	X	Tom	Duncan	[Not in favor.] I would like to know if the FNSB is aware that this proposed road improvement is adjacent to the boundary of the “Amanita Project” for mining prospecting.	Thank you for your comments. The Roads Plan does not promote the development of private or public lands. It provides a high-level long-range framework for future road siting, should subdivisions occur. The Roads Plan also does not have the ability to stop development of lands. In the absence of Corridor 404, landowners can still purchase and subdivide properties for uses based on the zoning in the area, and build roads through the subdivision/platting process. Their analysis for road siting would likely not have the same high level of data and analysis behind it as does the Roads Plan, which has an outlook of 20 years. If neighborhood residents are concerned about industrial/mining activity in their vicinity, considering/advocating for a zoning change may be the best option for limiting unwanted uses and/or development.
331	6/14/23	Email	X	Tom	Duncan	Responses to public comment for this item include “future access to the parcels that they cross, should they ever subdivide”. There could be a conflict with the intent of the use of this proposed road and the existing local residence or potentially future buyers of property along its route. It should be more public and also more careful consideration should be made by the FNSB with regard to proposing road improvements to potentially nearby mining. These proposed roads and those connecting to could potentially be used by prospecting companies or mining companies for commercial use and this would obviously be undesirable by current local residence or someone unknowingly purchasing property near the boundary because the FNSB has made this property appear buildable for a house.	Thank you for your comments. The Roads Plan does not promote the development of private or public lands. It provides a high-level long-range framework for future road siting, should subdivisions occur. The Roads Plan also does not have the ability to stop development of lands. In the absence of Corridor 404, landowners can still purchase and subdivide properties for uses based on the zoning in the area, and build roads through the subdivision/platting process. Their analysis for road siting would likely not have the same high level of data and analysis behind it as does the Roads Plan, which has an outlook of 20 years. If neighborhood residents are concerned about industrial/mining activity in their vicinity, considering/advocating for a zoning change may be the best option for limiting unwanted uses and/or development.
366	7/14/23	Web		William & Sharon	Young	We oppose proposed corridor 366 for all the reasons detailed by Mark Betram in his letter to you opposing the corridor.	Thank you for your comments. Corridor 366 has been removed from the plan based on public feedback. A Future Study corridor has been added to the unconstructed portion of nearby Becker Ridge to allow for further study of Becker Ridge as an alternative connection to Chena Ridge for this area.
366	7/14/23	Email		Gina & Art	Strauss	We endorse Mark Bertram of Ida Lane’s comments on the removal of this corridor. As he noted, there have been numerous public comments from both Ida Lane and Taroka residents supporting the removal of this corridor. As current owner’s of property on Ida Lane and former owner’s of property on Becker Ridge, we have lived on both road’s that are the focal point of this corridor, and can vouch that there is no benefit to either location with the implementation of this corridor.	Thank you for your comments. Corridor 366 has been removed from the plan based on public feedback. A Future Study corridor has been added to the unconstructed portion of nearby Becker Ridge to allow for further study of Becker Ridge as an alternative connection to Chena Ridge for this area.
366	7/14/23	Email		Gina & Art	Strauss	Having traveled both roads, the location of this corridor is not feasible and would not provide reasonable access for safe construction. As stated by Mr. Bertram, we the residents who would travel this corridor and be subject to the construction, do not believe that it falls in accordance to Title 17.56.065A in which proposed roads must be constructed practically and economically.	Thank you for your comments. Corridor 366 has been removed from the plan based on public feedback. A Future Study corridor has been added to the unconstructed portion of nearby Becker Ridge to allow for further study of Becker Ridge as an alternative connection to Chena Ridge for this area.
366	7/16/23	Email	X	Mark & Kathy	Bertram	Note I have also attached a figure to these comments. The borough recently constructed an Infracworks Model to analyze the feasibility of conducting proposed corridor 366. Based on their analysis, the borough recommended retaining corridor 366 in the road plan. We disagree with the conclusion that corridor 366 shows good feasibility and reasonable access for construction. Title 17.56.065A states that proposed roads in the borough must be constructed practically and economically. We contend that proposed corridor 366 includes several barriers for practical, economical, and safe construction based on the following reasons:	Thank you for your comments. Corridor 366 has been removed from the plan based on public feedback. A Future Study corridor has been added to the unconstructed portion of nearby Becker Ridge to allow for further study of Becker Ridge as an alternative connection to Chena Ridge for this area.
366	7/16/23	Email	X	Mark & Kathy	Bertram	The proposed corridor 366 has a cross slope natural contour ranging from 14-23% according to the boroughs Infracworks Model. All state road commission plans that I reviewed classify cross slopes from 14-23% as “very strong slopes” and stated that cross slopes beyond 15% incur significant construction costs. The attached figure displays a reasonable schematic using standard road construction specifications of how a 25-foot 2 lane road with minimal ditching would need to be constructed based on a 23% natural cross slope. The schematic assumes that 40% of the roadbed would be constructed with fill slope (1.5:1 ratio) material and 60% of the roadbed constructed from cut slope materials (2:1 ratio). At cross slopes of 23% the proposed corridor would require a footprint construction width of approximately 65 feet to construct a 20-foot roadbed presumably with uphill and downhill drainage. Note that the uphill cut requirement would be 20 ft above the road level. This construction cannot be accomplished in an economical or safe manner. Extraordinary amounts of fill would need to be removed from the cut slope and the remaining 20-foot-high elevated cut slope would pose a safety concern for traverses on foot above the cut. A safety fence would be required to mitigate this hazard.	Thank you for your comments. Corridor 366 has been removed from the plan based on public feedback. A Future Study corridor has been added to the unconstructed portion of nearby Becker Ridge to allow for further study of Becker Ridge as an alternative connection to Chena Ridge for this area.
366	7/16/23	Email	X	Mark & Kathy	Bertram	The proposed corridor intersects an existing 30ft powerline; the lines would need to be rerouted and its poles elevated above the proposed corridor on the downhill slope.	Thank you for your comments. Corridor 366 has been removed from the plan based on public feedback. A Future Study corridor has been added to the unconstructed portion of nearby Becker Ridge to allow for further study of Becker Ridge as an alternative connection to Chena Ridge for this area.
366	7/16/23	Email	X	Mark & Kathy	Bertram	Proposed corridor 366 is also situated in late successional mixed forest with high tree density including large mature spruce with 20 inch diameters at breast height. Costs for tree felling, bucking, skidding, and chipping or removal would be significant.	Thank you for your comments. Corridor 366 has been removed from the plan based on public feedback. A Future Study corridor has been added to the unconstructed portion of nearby Becker Ridge to allow for further study of Becker Ridge as an alternative connection to Chena Ridge for this area.
366	7/16/23	Email	X	Mark & Kathy	Bertram	We believe the borough's initial assessment of proposed corridor 366 is not thorough, does not include the factors identified above and underestimates the impact of a 14-23% cross slope making proposed corridor 366 non-economical, impractical, and unsafe. During the comment period 20 public comments were received from residents of the Ida Lane and Taroka areas to remove proposed corridor 366 from the borough plan. No other proposed corridor in the plan received this number of comments. There is unquestionably strong local public support to remove proposed corridor 366 from the borough plan. We request removal of corridor 366 from the plan which will result in a cost savings to borough taxpayers by refocusing future borough road planning efforts to areas that are practical and of benefit to the majority of affected parties.	Thank you for your comments. Corridor 366 has been removed from the plan based on public feedback. A Future Study corridor has been added to the unconstructed portion of nearby Becker Ridge to allow for further study of Becker Ridge as an alternative connection to Chena Ridge for this area.

FNSB Roads Plan: Public Comment Tracker, June-July 2023 (In response to June 2023 Full Draft Plan)							
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366	7/27/23	Email		Mark	Bertram	<i>Re Spillman Email 7/21/2023:</i> I appreciate you sending the background on the model and pictures that the borough used to assess the feasibility of proposed corridor 366. We are not surprised at the lack of documentation since the visit appears to have been casual with little or no ground data collected to test the accuracy of the model, not well documented (no field notes) and no feasibility analysis conducted. The pictures that you provided in the link provide a 3D visual, reaffirms the steepness of the terrain described in the model (cross slopes ranging from 14-23%). This visual also makes it very clear that cross slope steepness in this general region is significant.	Thank you for your comments. Corridor 366 has been removed from the plan based on public feedback. A Future Study corridor has been added to the unconstructed portion of nearby Becker Ridge to allow for further study of Becker Ridge as an alternative connection to Chena Ridge for this area.
372	6/14/23	Email		Hawley Roger	Evans	We contend that proposed corridor 366 includes several barriers for practical, economical, and safe construction as I am disappointed to have spent time on the phone with you and your planners to see the proposed alignment from the end of Monteverde Rd. unchanged, across what I know to be severe north facing permafrost/black spruce, that will surely slump and run mud down to Windy Creek when exposed to thawing. It would be safer and easier to continue Monteverde on its existing alignment farther down the ridge before turning north onto less severe frozen ground. It feels as if you are just another government agency only pretending to ask for feedback.	Thank you for your comments. The southern portion of corridor 372 has been realigned based on public comments to follow the existing Monteverde alignment as far down the slope as possible before heading northward onto ground less likely to have a high percentage of permafrost.
404	6/17/23	Email	X	Juan P.	Grimaldos	We appreciate the opportunity to comment on the road plans. First we would like to support the comments from Mr. Tom Duncan more specifically about plans for roads 404. This proposed road that it is showing connecting Boreal Heights to Hopper Creek Drive will not be approved by us since it was proposed going though private property. Boreal Heights ends at the entrance of our property (As seen in the enclosed map in blue) and we have no direct connection from our property to that area of Hopper Creek. Second We are the owners of Lots 1 & 2 of BLOCK 1 (as well as Lot 1 of BLOCK 3 where Boreal Heights ends) and the ROW to access these areas should be per corridor 348 as the true access between TL 1808 and 1812. These Road Plans are not approve by us since this is a road only accessed and maintain by current owners or tenants of the houses and properties along the way. This is not a public road.	Thank you for your comments. Based on public feedback, the Roads Plan Steering Committee and planning team decided to move proposed corridor 404 back to it's (Corridor 38's) prior location from the 1991 Roads Plan. The corridor will be moved further north to connect the Hopper Creek right-of-way stub with Amanita. With this move, the corridor makes a more logical connection with platted Hopper Creek, avoids existing access easements intended for limited use, and addresses public and landowner concerns.
404	6/14/23	Email	X	Tom	Duncan	[Not in favor.] Most importantly I have comments on 404 as this proposed ROW directly affects me as there is an easement on my property and a portion the road is off of its easement and on my personal property. Furthermore this access is not intended for “public” or for future expansion as it is allowed only for official heirs and assigns. I have attached and numbered the attachments: 1. TWO SHEETS - Your FNSB map showing 404 where I highlighted my property 2035 Boreal hts and my neighbors (LOT 1 BLOCK 3 HOPPER CREEK OUT OF TL-1800 SEC 18 T1N-R2E) 2. Aerial photo of easement received from Don Galligan of FNSB in 2020. This shows the easement you have on record. 3. Aerial photo of my property – showing easement and how currently the road is off of its easement	Thank you for your comments. Based on public feedback, the Roads Plan Steering Committee and planning team decided to move proposed corridor 404 back to it's (Corridor 38's) prior location from the 1991 Roads Plan. The corridor will be moved further north to connect the Hopper Creek right-of-way stub with Amanita. With this move, the corridor makes a more logical connection with platted Hopper Creek, avoids existing access easements intended for limited use, and addresses public and landowner concerns.
404	6/14/23	Email	X	Tom	Duncan	First we do not approve this “Road Plan” in consideration of the amount of traffic it will potentially bring via highway vehicles and ORVs. This road is currently maintained with private money. Please consider Smallwood trail and its connecting roads for access to Hopper Creek drive	Thank you for your comments. Based on public feedback, the Roads Plan Steering Committee and planning team decided to move proposed corridor 404 back to it's (Corridor 38's) prior location from the 1991 Roads Plan. The corridor will be moved further north to connect the Hopper Creek right-of-way stub with Amanita. With this move, the corridor makes a more logical connection with platted Hopper Creek, avoids existing access easements intended for limited use, and addresses public and landowner concerns.
404	6/14/23	Email	X	Tom	Duncan	Before 404 or Boreal heights is considered for ROW to Hopper Creek I would suggest that the ROW be per the previous #38 (corridor 348) as that is the true access to Hopper Creek (between TL 1808 and 1812). Boreal hts ends at 343943 Block 3 lot 1 and there is no direct connection or easements to Hopper creek from the end of boreal hts without going across private property. As you can see from the attachment the proposed ROW goes through the middle of my neighbor’s property.	Thank you for your comments. Based on public feedback, the Roads Plan Steering Committee and planning team decided to move proposed corridor 404 back to it's (Corridor 38's) prior location from the 1991 Roads Plan. The corridor will be moved further north to connect the Hopper Creek right-of-way stub with Amanita. With this move, the corridor makes a more logical connection with platted Hopper Creek, avoids existing access easements intended for limited use, and addresses public and landowner concerns.
404	6/14/23	Email	X	Tom	Duncan	This suggested ROW 404 has an easement that is on my property 2035 boreal hts. See attached 1,2 and 3 mentioned above. As you can see this proposed ROW affect my property as there is an easement on my property, and the current road is not on its correct easement – See attachment 3. It currently crosses a portion of my private property. I would also ask that if this “Road Plan” is to be considered in the future that the road be put back on its true easement and moved further north at the expense of FNSB.	Thank you for your comments. Based on public feedback, the Roads Plan Steering Committee and planning team decided to move proposed corridor 404 back to it's (Corridor 38's) prior location from the 1991 Roads Plan. The corridor will be moved further north to connect the Hopper Creek right-of-way stub with Amanita. With this move, the corridor makes a more logical connection with platted Hopper Creek, avoids existing access easements intended for limited use, and addresses public and landowner concerns.
404	6/14/23	Email	X	Tom	Duncan	As a property owner I would like to have a discussion with FNSB as I reserve the right to approve making this an official ROW, as access is only for official heirs and assigns for use of this easement and the road currently goes across my private property.	Thank you for your comments. Based on public feedback, the Roads Plan Steering Committee and planning team decided to move proposed corridor 404 back to it's (Corridor 38's) prior location from the 1991 Roads Plan. The corridor will be moved further north to connect the Hopper Creek right-of-way stub with Amanita. With this move, the corridor makes a more logical connection with platted Hopper Creek, avoids existing access easements intended for limited use, and addresses public and landowner concerns.
404	6/14/23	Email	X	Tom	Duncan	We do not approve this suggested “Road Plan” as this road is only to be used for those who are currently allowed to use it OR who currently have houses or property directly accessed using Boreal hts and can currently access them using highway vehicle only. We do not approve of this suggested ROW to be used for further expansion to access any other properties beyond Boreal Hts, nor to access Hopper Creek or Smallwood, nor be accessed using recreational vehicles nor for recreational purposes (This is currently not a public road ROW)	Thank you for your comments. Based on public feedback, the Roads Plan Steering Committee and planning team decided to move proposed corridor 404 back to it's (Corridor 38's) prior location from the 1991 Roads Plan. The corridor will be moved further north to connect the Hopper Creek right-of-way stub with Amanita. With this move, the corridor makes a more logical connection with platted Hopper Creek, avoids existing access easements intended for limited use, and addresses public and landowner concerns.
137, 148	7/9/23	Email		Todd	Boyce	Consider extending road corridors 137 and 148 south to the Richardson frontage road. They appear to be section line easements. Rental Street even provides a direct connection to the Richardson.	Thank you for your comments. Corridors 137 and 148 were not extended to avoid adding additional access points to the Richardson Highway, which is a limited access, high-speed road. Extending these corridors would have also added two additional at-grade rail road crossings, something that local governmental entities including the FAST Planning MPO, are trying to reduce due to safety concerns. See: https://fastplanning.us/wp-content/uploads/2021/09/1-FRRX-Final-Plan_20210812.pdf

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151, 366	6/13/23	Email		Mark	Bertram	<p>I was happy to see proposed corridor 151 removed from the draft plan but am puzzled that corridor 366 was not removed. Borough comment responses indicate that recent engineering assessments and site visits have been conducted on both proposed corridors 151 and 366.</p> <p>To assist me in understanding the borough's logic in retaining 366 in the plan I will need more detailed information so I can comment on the latest borough draft. I would like to request all field notes, pictures, and reports that have been generated with regards to the engineering analysis and site visits for both proposed corridors 151 and 366.</p>	Thank you for your comments. Corridor 366 has been removed from the plan based on public feedback. A Future Study corridor has been added to the unconstructed portion of nearby Becker Ridge to allow for further study of Becker Ridge as an alternative connection to Chena Ridge for this area.
151, 366	7/6/23	Email		Mark	Bertram	<p>Thanks for the response Shelly,</p> <p>I appreciate you sending the meeting notes that summarize the findings of the March 7 Steering Committee meeting. It is good to see an Infracworks model was put together to begin to identify and analyze the geography constraints posed by corridor 366. I wish to learn more about the inputs into the model and particularly the data that was gathered during the site visit inspection for corridor 366. I wish to request the field notes from the site visit and any associated reports that were used to summarize the statistics presented on page 20 of the pdf (the ppt slide of the infracworks model for corridor 366). Since I will be out of town much of next week it will be difficult for me to come down and discuss this with engineers before the comment deadline. So if you could locate the data requested above that would be a great help to me.</p>	Thank you for your comments. Corridor 366 has been removed from the plan based on public feedback. A Future Study corridor has been added to the unconstructed portion of nearby Becker Ridge to allow for further study of Becker Ridge as an alternative connection to Chena Ridge for this area.
151, 366	7/12/23	Email		Hawley Roger	Evans	<p><i>Re Wade 6/29 Email:</i> Sorry I missed the chance to meet. I'm also busy in summer, preparing for the next ski season. I would like to see the "realigned" version, and perhaps give feedback based on my familiarity with the terrain.</p>	Thank you for your comments. Corridor 366 has been removed from the plan based on public feedback. A Future Study corridor has been added to the unconstructed portion of nearby Becker Ridge to allow for further study of Becker Ridge as an alternative connection to Chena Ridge for this area.
273, 372	6/14/23	Web		Hawley Roger	Evans	<p>As designer/builder of all the roads in the Moose Mountain ski area and subdivisions, I am disappointed to have spent time on the phone with you and your planners to see the proposed alignment from the end of Monteverde Rd. unchanged, across what I know to be severe north facing permafrost/black spruce, that will surely slump and run mud down to Windy Creek when exposed to thawing. It would be safer and easier to continue Monteverde on its existing alignment farther down the ridge before turning north onto less severe frozen ground. It feels as if you are just a typical government agency pretending to ask for feedback and not willing to change in response.</p> <p>In reviewing the comments section of the proposed plan I see 100% opposition to connectors 273 and 372 between residents, engineers, and road service commissioners. "In regards to the Draft FNSB Comprehensive Roads Plan connectors 273 and 372 all Road Commissioners contacted from the Goldstream Moose Creek Service Area are strongly apposed to the two minor connectors #'s 273 and 372 within our service area"</p>	Thank you for your comments. The southern portion of corridor 372 has been realigned based on public comments to follow the existing Monteverde alignment as far down the slope as possible before heading northward onto ground less likely to have a high percentage of permafrost.
310, 331, 404	7/14/23	Email		David & Donna	Wolfe	<p>I will never consider allowing the borough to develop my land as access to Boreal Heights Lane, Esro Road, Hopper Creek Road, or Smallwood Trail (#s 310, 331, 404, and or any access I may have missed). How many times do the residents of this area on Amanita and Boreal Heights have to say NO, we don't want this! We have a small neighborhood here, and that's the way we want to keep it - no traffic to speak of, clean, fresh air, peace and quiet, and wildlife to enjoy in the wild.This area is threatened by mining which would be in sight of my kitchen window! Why would the borough be trying to encourage development in an area that could be mined? I think that is irresponsible on the borough's part and a bit suspicious.</p> <p>Amanita has been impacted by the borough establishing a Trails Plan with non-residents with off-road vehicles using our privately maintained roads without a care at all as to how they impact our wallets with the damage they do to our roads. Please, please just leave this little slice of heaven alone. There needs to be someplace in the borough where wildlife can flourish. I've been living in Fairbanks since 1949, and I have seen many changes on Chena Hot Springs Road through the years. I can tell you through the years, there is less and less wildlife to be seen. Leave Amanita and Boreal Heights Lane alone and let The Riedel Nature Reserve have the clean air and environment it needs to flourish. Thank you, and please let this be the last time the residents of this area have to comment yet again on this unwanted road plan. I forgot to add my husband's name to my letter, we both feel the same way - we are against the road plan/s.</p>	Thank you for your comments. The Roads Plan does not trigger, promote, or advocate for development of any public or private lands. It provides a long range planning framework for future road corridors within the study area. Corridor 310 (Amanita Rd) is being maintained from the 1991 Roads Plan and extended north due to documented access issues for emergency and essential services and resident access due to the lack of publicly-dedicated right-of-way and non-adherence to FNSB road standards. Corridor 331 provides alternate access to both Amanita and Esro Rds, which are cul-de-sacs longer than FNSB road standards allow. Corridor 404 is being maintained from the 1991 Roads Plan, and with this revision of the plan, is being moved back to its 1991 Roads Plan location connecting Amanita to platted unconstructed Hopper Creek for a valuable future east-west connection, should Hopper Creek ever be constructed.
51, 349	7/11/23	Email via Bill McKee		Olaf	Trauth	<p>I lived in this neighborhood for 30 years. I chose it because it was an area where I could have a dog kennel and access to good trails. Over the years parts of the trail have changed significantly with sink holes, cave ins, and deep ruts. There has also been some push back against dog kennels in the area. We are running out of areas where dog kennels are welcomed. The trail is heavily used not only by dog mushers, but also hikers, skiers, horseback riders, four-wheelers, hunters, snow machines, etc. Many of my neighbors have moved and live here specifically because of the beautiful boreal forest and the trail system. We are concerned that these trails and the surrounding environment will be greatly altered if a road system is built. Because of the above reasons I'm against the creation of this road system and would like to see corridor 349/51 eliminated. Please contact me by phone or text at 907-888-8582 since I do not have email.</p>	Thank you for your comments. Proposed corridor 349/51 is being maintained from the 1991 Roads Plan. It was slightly realigned to better follow the ridgeline that it runs along. As with all proposed corridors in the plan, 349/51 would only be constructed if the property owner of the parcels it crosses decided to subdivide the land. According to the best data available, from the USDA NRCS National Cooperative Soil Survey, proposed corridor 349/51 likely does not cross poor soils or permafrost areas due to its location on the ridge. If developed, it would provide future access to subdivided properties in the area and eventually connect with subdivisions to the east. Through a planned shared road and trail easement, the existing trail can be protected and preserved, as noted in the FNSB Trails Plan and in the Roads Plan Corridor Descriptions Document, available on the project website, here: https://fnsbroadsplan.com/wp-content/uploads/2023/01/23y01m16d-FNSB-Roads-Plan-Corridor-Descriptions_DRAFT.pdf From that document, pg. 4: "[Corridor 51] 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 Selection Criteria, Page 17	7/9/23	Email		Todd	Boyce	<p>We should be supporting multiple access points in most subdivisions, not just those which have or potential to have more than 100 dwelling units. There are many reasons: emergency vehicle access, fire egress, efficiency of travel, etc. Consider deleting "/Guiding Questions" from the Category column of this chart, and removing the question marks on items below. This seems unnecessary and confusing. Under Criteria - Corridor spacing Corridor spacing of 0.25 mile does not seem appropriate in many situations with lot sizes of 1 acre or smaller. Some of the examples of infill development shown in this document illustrate this.</p>	Thank you for your comments. The criteria used to site new corridors in the plan update included considering multiple access points for subdivisions with more than 100 dwelling units or the potential to develop more than 100 units. Other areas with known safety and access issues were also considered for multiple access points. Guiding questions and question marks were removed from the criteria table.

FNSB Roads Plan: Public Comment Tracker, June-July 2023 (In response to June 2023 Full Draft Plan)							
Corridor # / Section of the Plan	Date	Format	Includes Attachments	First name	Last name	Comment	Response/How Addressed in Revised Maps and Roads Plan materials
Definitions, Page 26	7/9/23	Email		Todd	Boyce	Major Collector Definition - add “minor collectors” after local streets. Local definition - Due to the minimal construction standards for local roads, in 1991 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.	Thank you for your comments. The major collector definition has been corrected. Regarding the local road definition, this is already adequately addressed by our current FNSB code.
General	6/13/23	Web		Karen	Jensen	The roads plan is definitely TLDR for most of us, but I did quickly scan it for bicycles (0) bikes (2) and walk (8). I hope that any and all roads we put in or rebuild incorporate shoulders or paths wide enough to walk and cycle. Every modern community does this and it keeps both car drivers and non-motorized users much safer. As a regular cycle commuter, and sometimes walking commuter, I appreciate when I'm not stuck on a busy highway with high speed traffic one foot away.	Thank you for your comments. The Roads Plan includes a number of goals, strategies, and actions that address multi-modal transportation, including active transportation like biking and walking: GOAL 2 - Functional Classification, ACTION 4.1.A, ACTION 4.1.B, GOAL 5 – Multi-Modal Connections, STRATEGY 5.1, ACTION 5.1.A, ACTION 5.1.B, ACTION 5.1.C, ACTION 5.1.D, STRATEGY 5.2, ACTION 5.2.A, ACTION 5.2.B, ACTION 5.2.C, ACTION 5.2.D, GOAL 6 – Road Construction, ACTION 7.1.A, ACTION 8.6.B, STRATEGY 9.2. In total, 3/10 Goals, 3/26 Strategies, and 12/57 Actions in the Roads Plan mention non-motorized users in some way.
General	6/13/23	Email		Kattijo	Deeter	I am assuming these new roads will exist to serve new plots of development. The roads plan should also show where those new houses might go. Right now, it looks like these roads will exist to serve no one, on vacant tracts of land, but we all know that's not true. So let's see some honest projections about new housing developments, and how that's going to affect our current use of this land.	Thank you for your comments. The Roads Plan looks out as far as 20 years to plan for new road connections that only get built when parcels subdivide. It is correct that the future roads proposed in the plan will provide access to newly developed lots. Lot size and configuration is determined by a number of factors including proposed road alignments in the Roads Plan, detailed topographical data collected by a surveyor at the time of land subdivision, the area's zoning, and other factors such as neighborhood design and aesthetics. This analysis is completed during the platting process through coordination between the landowner/developer and the FNSB Platting division, and then goes to the Platting Board for review. The Roads Plan, while comprehensive, does not include specific housing projections for each proposed corridor or area of the borough in its scope. Determining the details of subdivision design during the platting process allows the borough and developer to work together to determine the best configuration to meet code requirements and community needs. For more detailed information about FNSB community growth over time including housing, see the Community Research Quarterly: https://fnsb.gov/179/Community-Research-Quarterly-CRQ
General	7/13/23	Web		David	Denton	Please do not allow the oversized trailers to be run from Man Cho to Fort Knox. While I am not opposed to mining, I am opposed to the effects on safety, and road wear that running oversized trucks with that frequency will bring. Let the mining company refine it on site!	Thank you for your comments. The FNSB Roads Plan is focused on the placement of new subdivision roads and streets in the borough, and does not address the use of roads owned and managed by the state such as the Richardson Hwy, Parks Hwy, Peger Rd, Johansen Expy, or Steese Hwy. To submit comments about the Manh Choh to Fort Knox trucking plan, please visit the DOT&PF Alaska Richardson Steese Highways Corridor Action Plan project website at: https://arcg.is/DTH94
General	6/14/23	Web		Kevin	Bow	Could you tell me if a permit is required to construct a road within a dedicated right of way? The road name is MHT Road- a 60' wide ROW dedicated on plat 2020-85 FRD.	A permit may be required. Please reach out to FNSB Rural Services to learn more: https://www.fnsb.gov/228/Rural-Services . (907) 459-1223 or rural_services@fnsb.gov .
General	6/16/23	Web		Paul	Smith	Your comprehensive road plan maps nor any plans still do not cover the roads for the Haystack community. We pay a lot of taxes out here and seem to get very little for it. I have asked about this on numerous occasions and had no response. Over the years these roads are getting worse and worse.	Thank you for your comments. The FNSB Roads Plan is focused primarily on the placement of new subdivision roads and streets platted and developed during the subdivision process. The Roads Plan study area focused on areas that experienced significant growth since the last plan and mapping update in 2006, are experiencing growth now (subdivisions), or are expected to grow over the next 20 yrs. With the 2023 Roads Plan update, the original plan study area was expanded to include new townships within the borough. The Haystack area was not identified as falling into one of the above growth categories, and was thus not included in the Roads Plan study area for this update. However, it could be included in a future update of the Roads Plan. While the Roads Plan does not focus solely on road maintenance, it does have several goals, strategies and actions that address it: STRATEGY 6.2, ACTION 6.2.A, GOAL 8 – Road Maintenance, STRATEGY 8.1, STRATEGY 8.2, STRATEGY 8.3, and ACTION 9.2.B. The intent of the above goals, strategies, and actions is to address issues with road maintenance across the borough.
General	7/10/23	Email	X	Robert	Perkins	I will make a further comment on ethical responsibility. There are many substandard roads in the FNSB. Many of these were developed before there was a subdivision ordinance and some before there was a borough. The FNSB has, in my opinion, no culpability for those substandard roads. However, the current issue is that the FNSB is at this time proposing a plan that would serve to increase the hazard of FNSB residents – for that the FNSB is responsible.	Thank you for your comments. The 3-year long Roads Plan update process is primarily focused on siting new subdivision road connections throughout the borough to guide the development of an orderly road network as parcels subdivide and the borough grows. The corridor evaluation process has used tools such as a LiDAR elevation model in GIS, corridor evaluation criteria, and public input to guide which connections are proposed and remain in the final plan. The process has involved extensive public input and many proposed roads have been removed due to issues identified by community members. The project team aims to respond to and evaluate all concerns brought up through the public involvement process, and consider the full breadth of data and information available for each proposed corridor. Additionally, the Roads Plan is a high-level planning document that identifies future road connections but allows flexibility in road alignment and design during the platting process based on detailed survey data.
General	7/13/23	Email		Tara	Hutchison	Another comment is that I don’t see anywhere where invasive plants are addressed. I also believe this would be well suited under Goal 4, possible as a standalone action. The spreading of invasive plants throughout the borough is of concern as they increasingly choke out our native species and deter pollinators from pollinating our prized harvestable plants (i.e. blueberries, cranberries, and growing number of small scale orchards). I think language should be added that promotes the use of certified weed free mineral material pits for construction in the borough. Another addition that would benefit the road plan would be baseline surveys for invasive species so that avoidance or mitigations could be implemented prior to the start of construction. Partnering or coordinating with our soil and water conservation districts would be a welcomed addition to the plan as well. I appreciate the continued opportunities to comment on this draft plan and look forward to changes to the plan or a response on my comments regarding noise and invasive species.	Thank you for your comments. Action 4.2.C: "Coordinate with DOT&PF, the cities, and the Fairbanks Soil and Water Conservation District to identify and implement strategies that minimize the spread of invasive plant and animal species during road construction projects," has been added based on public comments.
General	7/12/23	Web		Shane	Ransbury	The plan looks good to me as someone who lives on the Old Nenana Hwy.	Thank you for your comments.

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Maps	7/9/23	Email		Todd	Boyce	<p>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.</p> <p>04S-03E - Northern end of the Richardson Highway, south of Eielson AFB should be shown as an arterial.</p>	Thank you for your comments. These changes have been made in the maps.
Mine	7/12/23	Web		Tom & Diane	Hansen	<p>I get it. The big new gold mine over at Tetlin will create a good many jobs with significant positive economic impact for the interior of Alaska.</p> <p>But does that really have come at the cost of jeopardizing my grandchildren's lives on interior highways? Seriously — the plan is to run 24-7 two to four heavily laden double trailer ore trucks per hour in each direction along the 240 mile Alcan, Richardson & Steese Highway route between the Tetlin mine and the Ft. Knox mill? Seriously??? Has whoever come up with that brilliant plan ever heard of something called a train?</p> <p>Have the planners ever driven the portion of the Steese Hwy. that my grandchildren travel back and forth to school on? It already looks to be a road likely seen in Little Appalachia - frost heaves, potholes, intermittently patched asphalt - basically beat to hell - and that's with Toyotas, Subarus, Dodge Rams and Ford F150s driving it.</p> <p>What's it going to cost for the upgrades to the roads and bridges to make them accessible to these huge ore trucks? More importantly - what's it going to cost for the constant freakin' repairs that will be needed because of the constant behemoth truck travel? And still more importantly, who can tell me that my grandkids' lives are NOT going to be put at risk with the greatly increased heavy truck traffic in all kinds of winter time driving conditions??</p>	Thank you for your comments. The FNSB Roads Plan is focused on the placement of new subdivision roads and streets in the borough, and does not address the use of roads owned and managed by the state such as the Richardson Hwy, Parks Hwy, Peger Rd, Johansen Expy, or Steese Hwy. To submit comments about the Manh Choh to Fort Knox trucking plan, please visit the DOT&PF Alaska Richardson Steese Highways Corridor Action Plan project website at: https://arcg.is/DTH94
Mine	7/12/23	Web		Tom & Diane	Hansen	<p>Get a brain - build a train!! Seems like we've built railroads in our nation and state before. Seems like we even seriously considered building a train to the Canadian border once. If Kinross and whoever else wants to do this is going to make the big money doing this, then they need to split the cost of a railroad with the state. It's a well known business and investment concept, "you gotta spend some money to make some money"! And doesn't the state have some big stimulus money coming for infrastructure development from the feds - how about we invest some of those funds in building that railroad to the Canadian border? It's called investing in the future (while saving my grandchildren from getting killed on the Steese Hwy by an ore truck that doesn't need to be there)!</p> <p>Or consider this bit of research done by Dermot Cole - someone I trust a lot more than Dunleavy or the corporate gold mine executives. Bottom line; the Tetlin mine would still be very profitable if they simply built their own mill there. True - maybe the gold mine executives are going to take slightly less profit that way, but aren't kids' lives worth quite a bit in their own right?</p> <p>https://safealaskahighways.org/tetlin-mine-processing-plant-would-be-profitable-economical-2018-study-found/</p> <p>It's not too late. No one has died - yet - not because of these new huge trucks traveling on already poorly maintained roads in icy or blowing snow conditions.</p> <p>Personally, I like the idea of investing in another railroad - take it all the way from Ft. Knox through Fairbanks to the Canadian border. I'd be willing to pay a one time dedicated income or sales tax for some specified years to help the state and business pay for it. And then we'd have all that potential trade open up with Canada and the lower 48 via train. Hell, it could even be a great boost to tourism travel! Think about it.</p>	Thank you for your comments. The FNSB Roads Plan is focused on the placement of new subdivision roads and streets in the borough, and does not address the use of roads owned and managed by the state such as the Richardson Hwy, Parks Hwy, Peger Rd, Johansen Expy, or Steese Hwy. To submit comments about the Manh Choh to Fort Knox trucking plan, please visit the DOT&PF Alaska Richardson Steese Highways Corridor Action Plan project website at: https://arcg.is/DTH94
None (Haystack Community)	6/16/23	Web		Paul	Smith	<p>Your comprehensive road plan maps nor any plans still do not cover the roads for the Haystack community. We pay a lot of taxes out here and seem to get very little for it. I have asked about this on numerous occasions and had no response. Over the years these roads are getting worse and worse.</p>	Thank you for your comments. The FNSB Roads Plan is focused primarily on the placement of new subdivision roads and streets platted and developed during the subdivision process. The Roads Plan study area focused on areas that experienced significant growth since the last plan and mapping update in 2006, are experiencing growth now (subdivisions), or are expected to grow over the next 20 yrs. With the 2023 Roads Plan update, the original plan study area was expanded to include new townships within the borough. The Haystack area was not identified as falling into one of the above growth categories, and was thus not included in the Roads Plan study area for this update. However, it could be included in a future update of the Roads Plan. While the Roads Plan does not focus solely on road maintenance, it does have several goals, strategies and actions that address it: STRATEGY 6.2, ACTION 6.2.A, GOAL 8 – Road Maintenance, STRATEGY 8.1, STRATEGY 8.2, STRATEGY 8.3, and ACTION 9.2.B. The intent of the above goals, strategies, and actions is to address issues with road maintenance across the borough.
Process	6/13/23	Email		KattiJo	Deeter	<p>I'm sorry I have to send my comments through conventional email. I'm having problems with the form. I can only fill out one comment box, and then that corridor number and comment is auto-filled throughout the rest of the form. I am using Chrome browser, on a PC, so it seems weird that I'd be having this problem. It's a frustrating issue, and I worry that if other people run into this, they will be dissuaded from commenting altogether.</p>	Thank you for sending your comments via email. For future reference, when having challenges with fillable PDF comment forms - comments are always welcome via email, phone, snail mail, or whatever tool is most convenient for commenters.
Process	7/10/23	Email	X	Robert	Perkins	<p>The following is my letter of this April that was intended to be a comment with details on the preceding plan draft but was not included in the most recent summary of comments. [Which may be due to my late filing. This may be a good time to thank the Planning Department and the mayor's office for their prompt and courteous attention to my comments.]</p>	Thank you for your comments and letter. These comments have been included and responded to in the summer edition of the comments and response tracker.

FNSB Roads Plan: Public Comment Tracker, June-July 2023 (In response to June 2023 Full Draft Plan)							
Corridor # / Section of the Plan	Date	Format	Includes Attachments	First name	Last name	Comment	Response/How Addressed in Revised Maps and Roads Plan materials
Process	6/14/23	Email	X	Tom	Duncan	First I would like to point out that there is no record of my comments being addressed for item 404 below. 404 is not included in the file "May 2022 Public review draft comments & how they were addressed" Can you please explain why 404 was not addressed.	Thank you for your comments. Your comments on Corridor 404 were included and responded to in the September-October 2022 public comment tracker, accessible on the project website: https://fnsbroadsplan.com/wp-content/uploads/2023/06/FNSBRoadsPlan_CommentTracker_Sept-Oct2022HowAddressed.pdf
Road Maintenance and Orphan Roads, Page 18	7/9/23	Email		Todd	Boyce	Orphan roads typically exist because historically there has been no requirement for a maintenance authority at time of plating. Thus is much more common than exemptions to road construction. Points made regarding the service area annexation process are another significant concern.	Thank you for your comments. A sentence was added to the plan to clarify the role that the lack of a maintenance authority requirement at platting has had on the unmaintained road issue in the borough.
Section 2	7/13/23	Email		Tara	Hutchison	<p>I have two comments for the FNSB Roads Plan. The first is regarding Section 2, Plan Policies and Corridor Selection Criteria under Goal 4 – Environmental Impacts. I live off the Old Steese Hwy just south of Hagelbarger Rd. and adjacent to, but out of view of, the Steese Hwy. The noise from semi-trucks and dump trucks is alarming. I’ve upgraded windows in my house to help reduce the noise from the unnecessary use of jake brakes, but to no avail and when outside in the yard, the noise from these industrial vehicles regularly registers on the decibel meter as 85-100 (hairdryer to helicopter). In winter I can give truck drivers that are jake braking (usually with no load) the bird from my front deck and when they see me, they typically stop jake braking for the moment. This makes me believe that they wouldn’t Jake brake if prompted. In the summer, dump truck activity increases from hauling from out of the pits in Fox and there is no way for me to visibly communicate with the drivers to stop the unnecessary noise.</p> <p>While action 4.1.E touches on the issue of noise pollution on neighborhoods, it seems to only address the issue related to the construction and I don’t think accounts for areas that are adjacent but not as obvious (driving the section of the Steese above my house, you wouldn’t necessarily realize that there are large residential areas on both sides of the Hwy due to trees in the summer.</p> <p>I believe that the language in Action 4.1.E could be more specific to address noise concerns. I have spoken to FNSB planning division, DOT, and have even tried to contact the mayor to work on a solution. I was told by DOT that they have no authority to place no jake braking signs. I was met with no interest or possible solutions by FNSB planners other than “they hadn’t thought of that” and “think that would require rezoning” but were not clear and something that is not a job for a single resident to try to navigate a solution for. I received no response by Mayor Ward. The drafters of this road plan should work to see what options are available to discourage and restrict jake braking though areas like my neighborhood on arterial roads and then change the language under 4.1.E to “Implement” those options rather than the current soft language of “coordinate with DOT and the cities”. Otherwise, it’s too vague of an action and as a community member, I would still not know where to start to remedy the issue. It’s also not just a city issue, it effects residents borough wide.</p>	Thank you for your comments. Action 4.1.E in the plan "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," does specify mitigating noise pollution during and after road construction. The goals, strategies, and actions in the Roads Plan can be used to inform and develop potential borough code changes to implement better noise pollution protection standards. The current language "coordinate with DOT&PF and the cities to mitigate the noise impacts" does focus on implementation efforts. Coordination with DOT&PF and the cities is important because the Steese Hwy is a state-managed road the FNSB has no authority over. Reaching out to an FNSB Assemblymember and discussing this issue with them may be a potential mechanism for better addressing road noise pollution in the borough. Point them towards the goals in the Roads Plan that address this as a starting point for potential action.
Trails	6/13/23	Email		Kattijo	Deeter	<p>Upsetting major trail intersections and systems is not acceptable. Not only for recreation purposes, but some of us actually make a living by doing our sports - mushing, biking, or skiing. Remember Lance Mackey? These proposed changes would have completely wrecked some of his most important training areas.</p> <p>If there is a plan to mitigate the conflict between trails and new roads, such as rerouting the trails, I would like to see that drawn out on future maps.</p>	Thank you for your comments. The recently adopted FNSB Comprehensive Trails Plan includes details in its Trail Descriptions & Recommendations section (starting on pg. 50) on if, when, and how a trail would be realigned in the case of a conflicting subdivision and/or road development. The Roads Plan Corridor Descriptions Document also calls out where some proposed roads may conflict with trails, and notes that a shared corridor or planned crossing should be considered to minimize trail impacts. Additionally, the following Goals, Strategies, and Actions in the Roads Plan directly address road and trail conflicts, and mitigative measures: STRATEGY 5.2, ACTION 5.2.A, ACTION 5.2.B, ACTION 5.2.C, ACTION 5.2.D.

From: Tom Duncan <tomd@holadayparks.com>
Sent: Wednesday, June 14, 2023 1:59 PM
To: kellen.spillman@fnsb.gov; Shelly Wade
Subject: RE: comments on comprehensive road plan
Attachments: 1 - 01-16-23_FNSBRoadsPlan_FullDraftwithRevisedCorridors.pdf; 2.pdf; 3 - plot plan.pdf

Kellen and Shelly,

Thank you again for giving us the opportunity to comment on these proposed road changes and plans.

With good record keeping in mind I am going to add to my comments below from the previous comment period.

First I would like to point out that there is no record of my comments being addressed for item 404 below. 404 is not included in the file "May 2022 Public review draft comments & how they were addressed"

QUESTION:

Can you please explain why 404 was not addressed.

I will again address the items below –

I AM NOT IN FAVOR OF EITHER OF THE ROAD ITEMS MENTIONED DIRECTLY BELOW

- 404
- 331

404:

Most importantly I have comments on 404 as this proposed ROW directly affects me as there is an easement on my property and a portion the road is off of its easement and on my personal property. Furthermore this access is not intended for "public" or for future expansion as it is allowed only for official heirs and assigns.

I have attached and numbered the attachments:

1. TWO SHEETS - Your FNSB map showing 404 where I highlighted my property 2035 Boreal hts and my neighbors (LOT 1 BLOCK 3 HOPPER CREEK OUT OF TL-1800 SEC 18 T1N-R2E)
2. Aerial photo of easement received from Don Galligan of FNSB in 2020. This shows the easement you have on record.
3. Plat of my property – showing easement and how currently the road is off of its easement

- First we do not approve this "Road Plan" in consideration of the amount of traffic it will potentially bring via highway vehicles and ORVs. This road is currently maintained with private money. Please consider Smallwood trail and its connecting roads for access to Hopper Creek drive
- Before 404 or Boreal heights is considered for ROW to Hopper Creek I would suggest that the ROW be per the previous #38 (corridor 348) as that is the true access to Hopper Creek (between TL 1808 and 1812). Boreal hts ends at 343943 Block 3 lot 1 and there is no direct connection or easements to Hopper creek from the end of boreal hts without going across private property. As you can see from the attachment the proposed ROW goes through the middle of my neighbor's property.

- This suggested ROW 404 has an easement that is on my property 2035 boreal hts. See attached 1,2 and 3 mentioned above. As you can see this proposed ROW affect my property as there is an easement on my property, **and the current road is not on its correct easement – See attachment 3.** It currently crosses a portion of my private property. I would also ask that if this “Road Plan” is to be considered in the future that the road be put back on its true easement and moved further north at the expense of FNSB
- As a property owner I would like to have a discussion with FNSB as I reserve the right to approve making this an official ROW, as access is only for official heirs and assigns for use of this easement and the road currently goes across my private property.
- We do not approve this suggested “Road Plan” as this road is **only** to be used for those who are currently allowed to use it OR who currently have houses or property **directly** accessed using Boreal hts and can currently access them using highway vehicle only. We do not approve of this suggested ROW to be used for further expansion to access any other properties beyond Boreal Hts, nor to access Hopper Creek or Smallwood, nor be accessed using recreational vehicles nor for recreational purposes (This is currently not a public road ROW)

331:

- I would like to know if the FNSB is aware that this proposed road improvement is adjacent to the boundary of the “Amanita Project” for mining prospecting.
- Responses to public comment for this item include “future access to the parcels that they cross, should they ever subdivide”. There could be a conflict with the intent of the use of this proposed road and the existing local residence or potentially future buyers of property along its route. It should be more public and also more careful consideration should be made by the FNSB with regard to proposing road improvements to potentially nearby mining. These proposed roads and those connecting to could potentially be used by prospecting companies or mining companies for commercial use and this would obviously be undesirable by current local residence or someone unknowingly purchasing property near the boundary because the FNSB has made this property appear buildable for a house.

44:

- I would like to add to and support the comments of the previous persons who posted
- This road is not on its true easement and is on a very steep hill.
- The proposed roads beyond section 44 are a moot point if the above issues with 44 are not addressed. Again it is very steep and very narrow and very dangerous and we has a local community do not need more traffic on it which would happen if the “Road Plans” were to proceed.
- Also this road is maintained with private money

Tom Duncan, Mechanical Engineer, P.E.

Holaday-Parks, Inc.
SMART Mechanical Solutions®

P: 907.452.7151

tomd@holadayparks.com
holadayparks.com

From: Tom Duncan

Sent: Friday, February 3, 2023 10:25 AM

To: 'kellen.spillman@fnsb.gov' <kellen.spillman@fnsb.gov>; 'shelly@agnewbeck.com' <shelly@agnewbeck.com>

Subject: RE: comments on comprehensive road plan

Kellen and Shelly,

Thank you for giving us the opportunity to comment on these proposed road plans.

I have commented on these proposed road changes back in 10/21/20 as per below.

Please understand it takes a lot of our personal time to reflect on your information and then respond.

If you do not receive any attachments please let me know.

I have comments on the following areas and have highlighted those on **attachment 1 – FNSB MAP**

I AM NOT IN FAVOR OF EITHER OF THE ROAD ITEMS MENTIONED DIRECTLY BELOW

- 404 - Most importantly I have comments on 404 as this proposed ROW directly affects me as there is an easement on my property and a portion the road is off of its easement and on my personal property. Furthermore this access is not intended for “public” or for future expansion as it is allowed only for official heirs and assigns
- 331

404:

First I'd like to comment on 404 - **I have attached and numbered the attachments:**

1. TWO SHEETS - Your FNSB map showing 404 where I highlighted my property 2035 Boreal hts and my neighbors (LOT 1 BLOCK 3 HOPPER CREEK OUT OF TL-1800 SEC 18 T1N-R2E)
 2. Aerial photo of easement received from Don Galligan of FNSB in 2020. This shows the easement you have on record.
 3. Plat of my property – showing easement and how currently the road is off of its easement
 4. Table 3 from FNSB – highlighted items
- First we would like to know the intentions of the FNSB for this suggested ROW or the purpose of it.
 - Before 404 or Boreal heights is considered for ROW to Hopper Creek we would suggest that the ROW be per the previous #38 (corridor 348) as that is the true access to Hopper Creek (between TL 1808 and 1812). Boreal hts ends at 343943 Block 3 lot 1 and there is no direct connection or easements to Hopper creek from the end of boreal hts without going across private property. As you can see from the attachment the proposed ROW goes through the middle of my neighbor's property.
 - This suggested ROW 404 has an easement that is on my property 2035 boreal hts. See attached 1,2 and 3 mentioned above. As you can see this proposed ROW affect my property as there is an easement on my property, **and the current road is not on its correct easement – See attachment 3.** It currently crosses a portion of my private property. I would also ask that if this is made an official ROW that the road be put back on its true easement and moved further north at the expense of FNSB
 - As a property owner I would like to have a discussion with FNSB as I reserve the right to approve making this an official ROW, before it is made a ROW, as access is only for official heirs and assigns for use of this easement and the road currently goes across my private property.

- We do not approve this suggested ROW as it is only be used for those who are currently allowed to use it OR who currently have houses or property directly accessed using Boreal hts and can currently access them using highway vehicle only. We do not approve of this suggested ROW to be used for further expansion to access any other properties beyond Boreal Hts, nor to access Hopper Creek or Smallwood, nor be accessed using recreational vehicles nor for recreational purposes (This is currently not a public road ROW)

331:

First 331 as shown on the map does not appear to match the description on page 24. This route per the map appears to connect amanita and ESRO, not amanita and Boreal hts as indicated on 24.

Second – can you please provide the purpose or reasons for extending this road from amanita to ESRO?

Tom Duncan, Mechanical Engineer, P.E.

Holaday-Parks, Inc.
SMART Mechanical Solutions®

P: 907.452.7151
tomd@holadayparks.com
holadayparks.com

From: Tom Duncan
Sent: Friday, October 21, 2022 12:55 PM
To: 'kellen.spillman@fnsb.gov' <kellen.spillman@fnsb.gov>
Cc: 'shelly@agnewbeck.com' <shelly@agnewbeck.com>
Subject: comments on comprehensive road plan

Kellen,
 Thank you for giving us the opportunity to comment on these proposed road plans.

I have comments on the following areas and have highlighted those on sheet 24 and on the map, see attached.

- Most importantly 404 as this proposed ROW directly affects me as there is an easement on my property
- 331
- 348

404:

First ide like to comment on 404 - I have attached:

1. Your FNSB map showing 404 where I highlighted my property 2035 Boreal hts.
2. Aerial photo of easement received from Don Galligan of FNSB in 2020. This shows the easement you have on record.
3. Plat of my property – showing easement and how currently the road is off of its easement

First we would like to know the intentions of the FNSB for this suggested ROW or the purpose of it.

Before 404 or Boreal heights is considered for ROW to Hopper Creek we would suggest that the ROW be per the previous #38 as that is the true access to Hopper Creek (between TL 1808 and 1812). Boreal hts ends at 343943

Block 3 lot 1 and there is no direct connection or easements to Hopper creek from the end of boreal hts without going on private property.

This suggested ROW 404 has an easement that is on my property 2035 boreal hts. See attached 1,2 and 3 mentioned above. As you can see this proposed ROW affect my property as there is an easement on my property, **and the current road is not on its correct easement – See attachment 3.** I would also ask that if this is made an official ROW that the road be put back on its true easement and moved further north.

As a property owner I would like to have a discussion with FNSB to reserve the right to approve making this an official ROW, before it is made a ROW, as there are official heirs and assigns for use of this easement.

Finally, we would like this proposed or suggested ROW to **only** be used for those who are currently allowed to use it OR who currently have houses or property **directly** accessed using Boreal hts and can currently access them using highway vehicle only. We request this suggested ROW **not be allowed to be used for further expansion to access any other properties nor be accessed using recreational vehicles nor for recreational purposes (This is currently not a public road ROW)**

348:

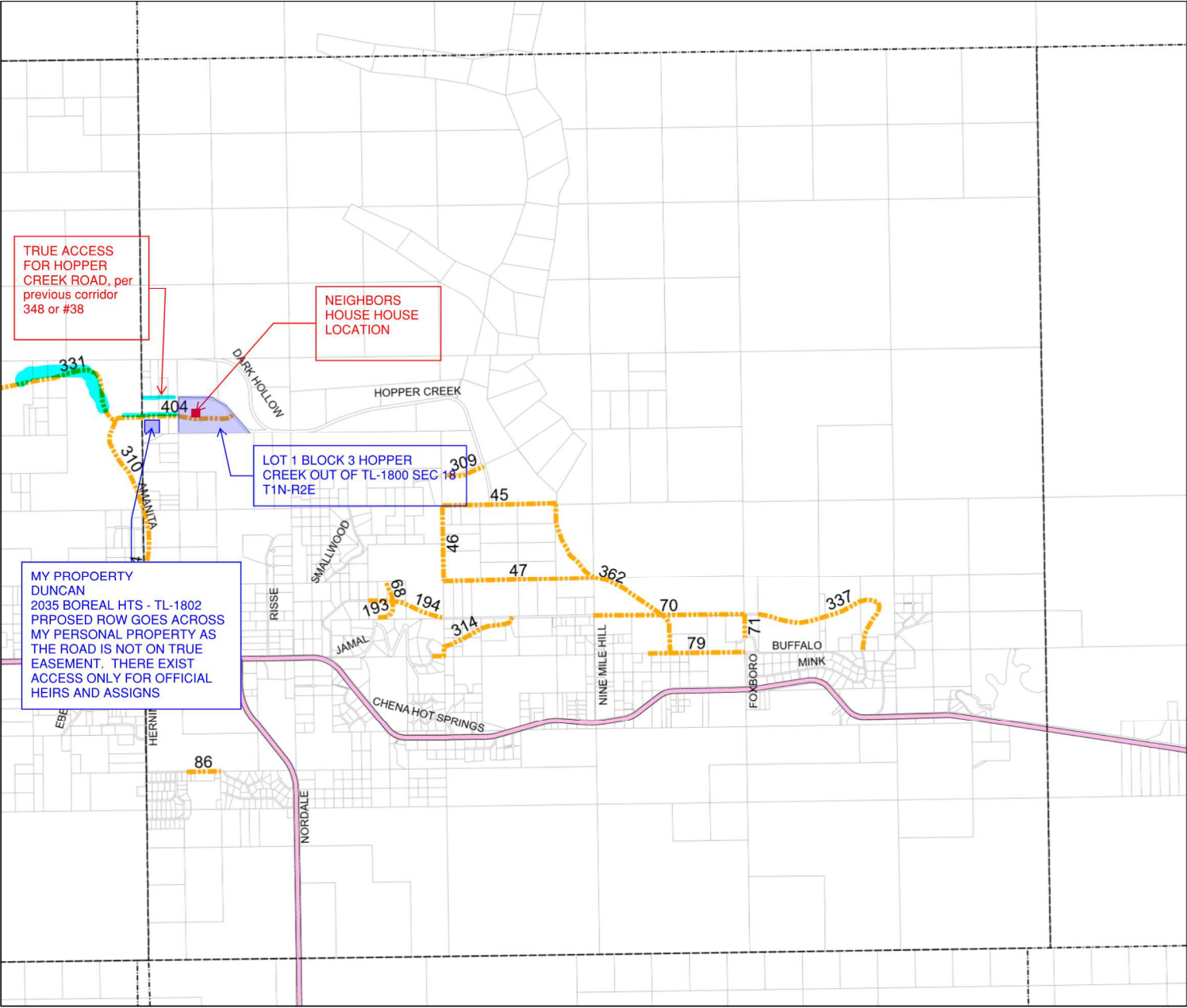
We would like to know the reason why corridor #38 was suggested or what its purpose is.


331:

First 331 as shown on the map does not appear to match the description on page 24. This route per the map appears to connect amanita and ESRO, not amanita and Boreal hts as indicated on 24.

Second – can you please provide the purpose or reasons for extending this road from amanita to ESRO?

Tom Duncan
Property owner TL-1802





Comprehensive Roads Plan

1/21/23 Public Open House

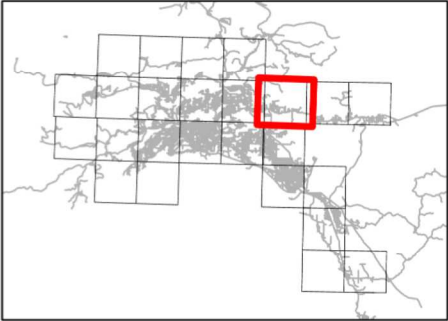
Roadway Classification



- ARTERIAL
- MAJOR COLLECTOR

Future Road Corridors

- MAJOR COLLECTOR
- MINOR COLLECTOR
- FUTURE STUDY

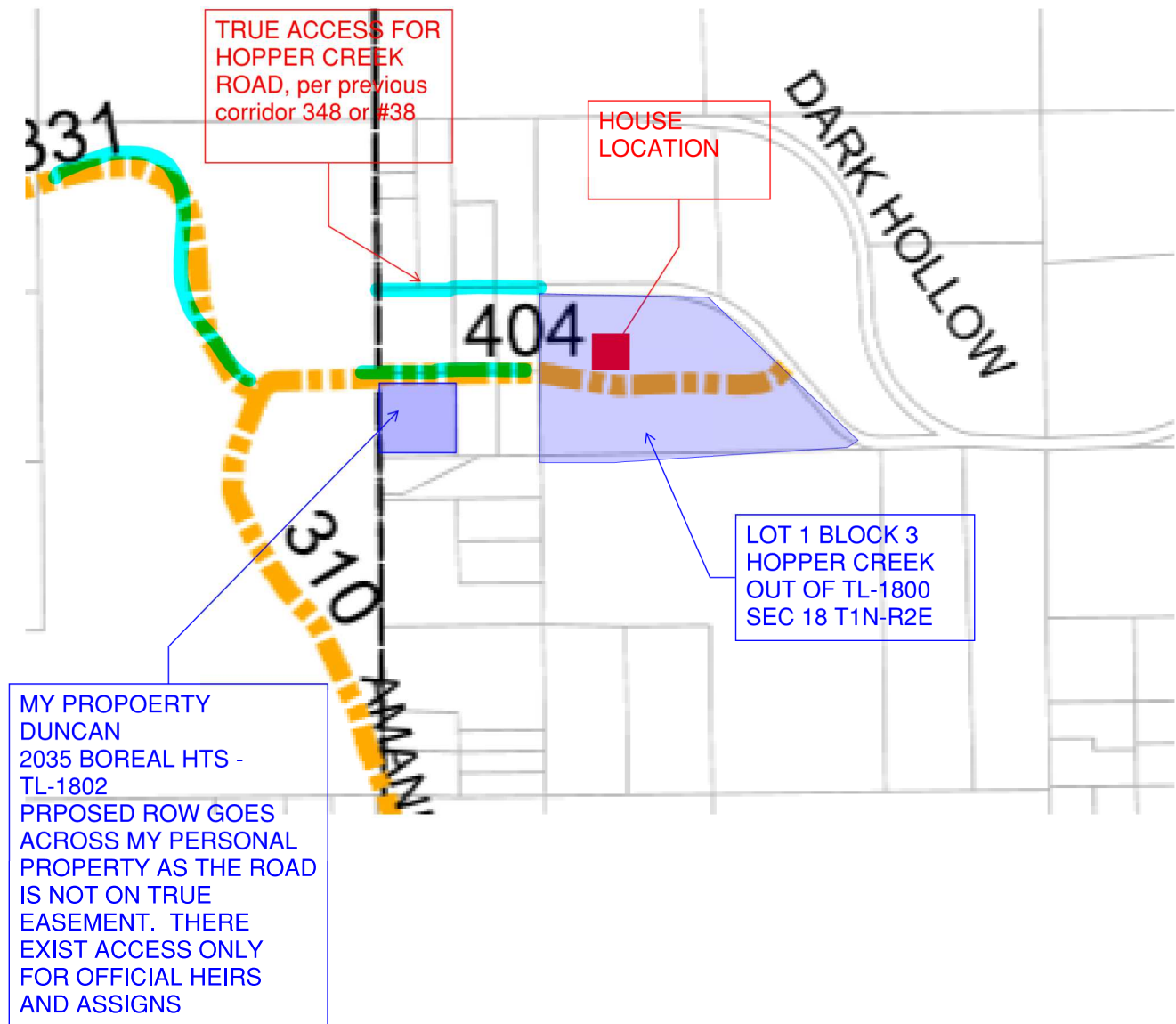
New corridors are classified as to their future function. The platted roadway may or may not be constructed at this time. Areas with a new corridor overlapping a constructed roadway indicate where public right-of-way still needs to be obtained

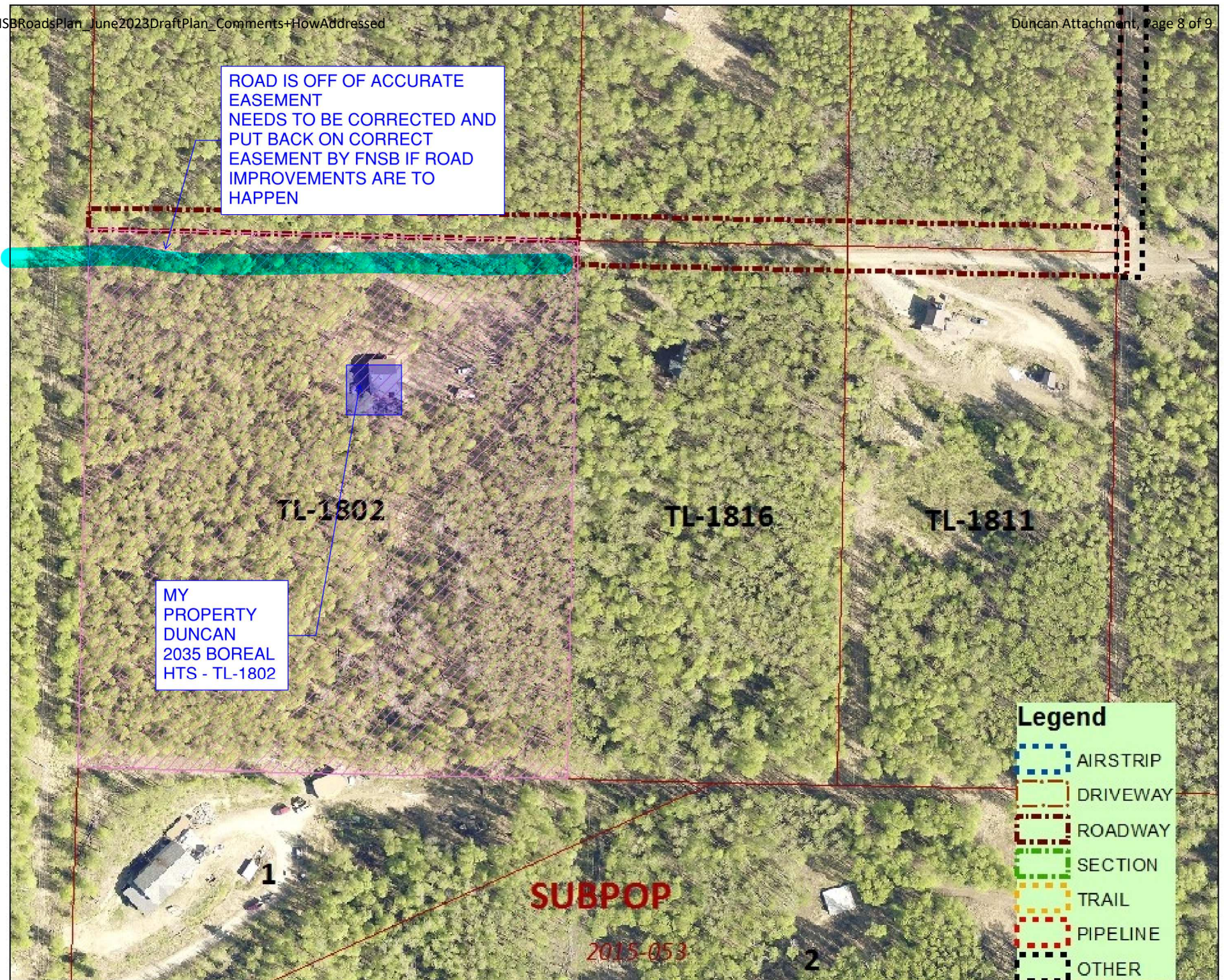


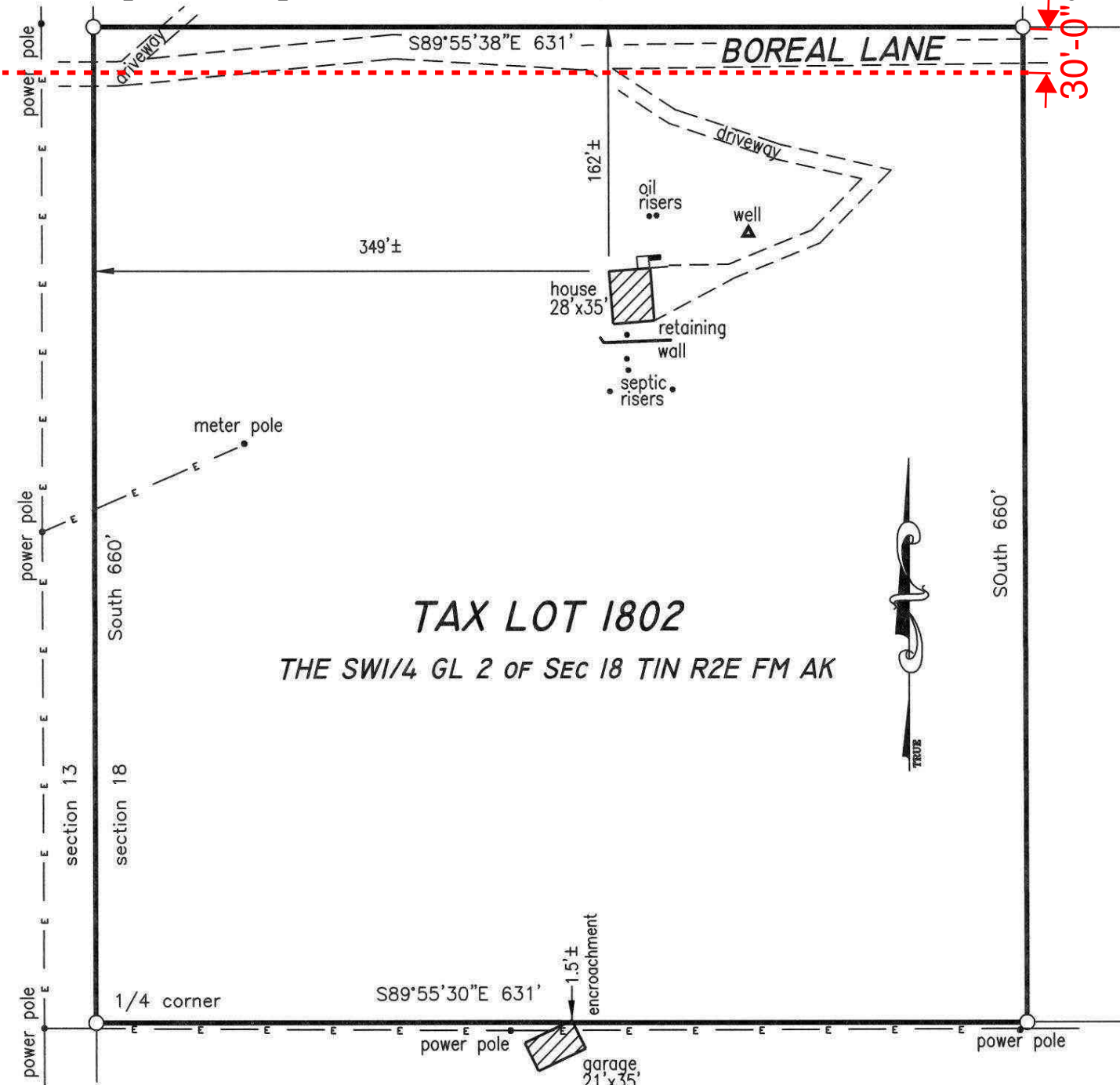


0 0.25 0.5 1 1.5 2 Miles

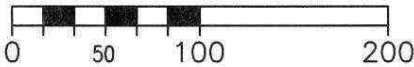
01N 02E







SCALE: 1"=100'



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THIS IS NOT A PROPERTY SURVEY
ppt11802.dwg

DATE OF INSPECTION: 9-24-07 ADDRESS: 2035 Boreal Heights Lane SCALE: 1" = 100'

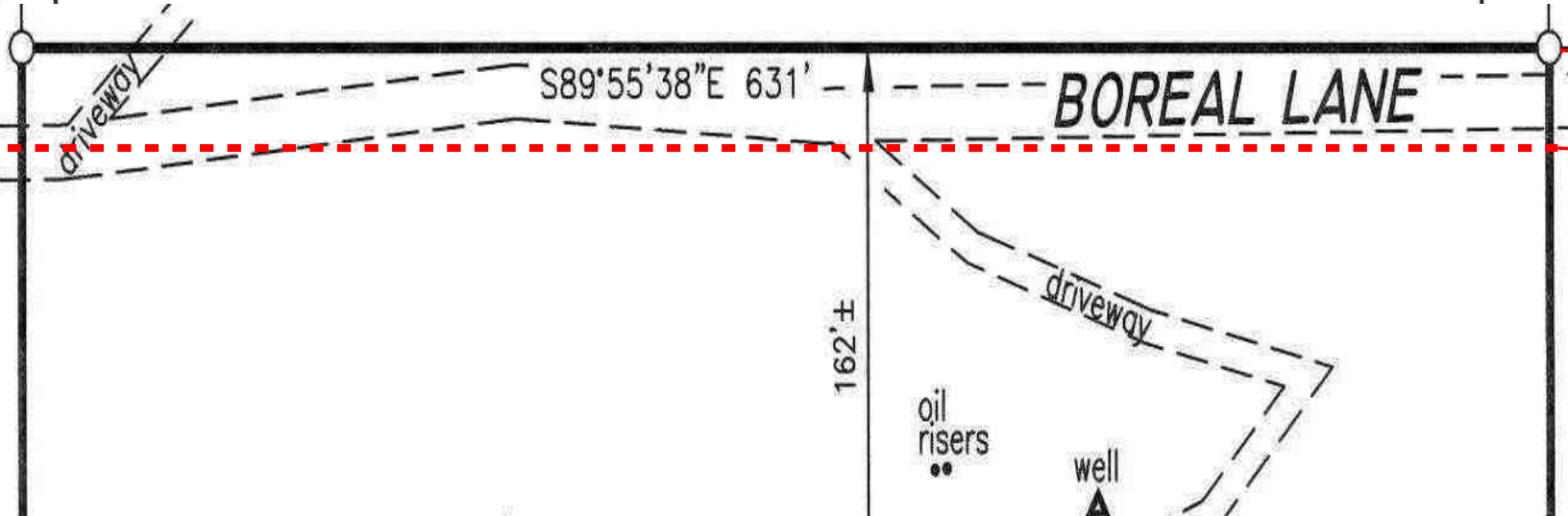
1. O =SYMBOL FOR FOUND SURVEY MONUMENTATION
2. BEARINGS, DISTANCES AND EASEMENTS SHOWN ARE FROM THE PLAT OF RECORD AND NO OTHER SOURCE WAS RESEARCHED.

PREPARED FOR: Denali State Bank

PREPARED BY: RCH SURVEYS Ltd. 326 DRIVEWAY ST. STE 102 FAIRBANKS, AK 99701 (907) 451-7411

LEGAL DESCRIPTION: TAX LOT 1802 (FNSB NUMBER IDENTIFIER)

FAIRBANKS RECORDING DISTRICT: 2005-010245-0



From: Robert Perkins <raperkins@alaska.edu>
Sent: Monday, July 10, 2023 3:33 PM
To: Shelly Wade; kellen.spillman@fnsb.gov
Subject: Comments on the June 2023 FNSB Comprehensive Roads Plan Public Review Draft
Attachments: July 23 Comments.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Please find attached my comments on the June 2023 FNSB Comprehensive Roads Plan Public Review Draft. The comments are somewhat detailed and would not fit in the standard comment spaces, so I appended them to the bottom of the form.

Dr. Robert A. Perkins, PE
Professor of Civil and Environmental Engineering, Emeritus
University of Alaska Fairbanks
971 235 7554
raperkins@alaska.edu

Billions of bilious blue blistering barnacles
Captain Archibald Haddock



- Scan or email it to Public Involvement Lead, Shelly Wade: shelly@agnewbeck.com

- Submit your comments online: <https://fnsbroadsplan.com/>
- Email or call the project team:

Your Comment(s)

If your comment is specific to a proposed corridor, please write the corridor number in the lefthand column.

Write on reverse if additional space is needed

DEADLINE FOR COMMENTS: July 14, 2023

DEADLINE for Comments: July 14, 2023

If your comment is specific to a proposed corridor, please write the corridor number in the lefthand column.

Corridor #	Comments

Optional: Contact Information

Your Name: _____

Your Email: _____

Your Phone #: _____

☐ Yes, please sign me up for electronic project updates!

DEADLINE for Comments: July 14, 2023

Comments on Route 251 in *The Fairbanks North Star Borough (FNSB)*
Comprehensive Roads Plan, June 2023 Public Review Draft

Robert A Perkins, PE

raperkins@alaska.edu

971 235 7554

8 July 2023

The June 2023 draft made some changes to the Corridor 251 route. Although these are good changes, they do not address the fundamental issue – the increase in hazard to current Musk Ox Subdivision residents due to increased traffic from the planned Corridor. The hazard arises from the increase in traffic that Corridor will place on Moose Trail – a substandard road.

The existence of that Corridor in the plan will cut off meaningful safety review of roads servicing new subdivisions. The planning review for those subdivisions would likely be limited to the roads in the subdivisions and - perhaps -- the route of Corridor 251. The road in Corridor 251 would be quite flat and not a safety problem itself. However, the use of that route will increase in traffic on Moose Trail would be a safety hazard to residents of Moose Trail and most of the Musk Ox Subdivision.

All the comments on Route 251 are negative, as reported in the three documents listed in the notification email. My comments, made in April to your staff and in a letter to the mayor, which was transmitted to the Planning Department, were not in the three documents you made available to the public. My comments were likewise negative. Route 251 should be deleted from the Roads Plan. I will attach my earlier comments below, but here are five main reasons Route 251 should be deleted:

1. Moose Trail is a sub-standard road. Somewhat sub-standard over all – quite substandard in places. Any increase in traffic on Moose Trail will increase hazard to the residents of Moose Ox Subdivision that use Moose Trail. While the FNSB does not have roads authority, it does have planning authority. Approving a plan that increases hazards is wrong.
2. The FNSB residents who live in the northern half of Musk Ox Subdivision are against that proposed corridor. Not only those who sent in comments, but all the residents. I've lived in Musk Ox for 42 years and I am quite sure of their sentiments.
3. The putative rational for the corridor, "connect Moose Trail with Ski Boot Hill Rd" is very weak. Such a connection would benefit no one. The notion of emergency vehicles needing a route between those two roads does not compute with the locations of those roads and other practical matters. The cul-de-sacs at the end of Meadow Mouse and

Pika terminate in sufficient turning circles with ample, flat right of way. I have never heard of a school bus problem at the end of either road, while in many years there has been at least one bus mishap on Moose Trail itself. In worst case, if an emergency vehicle needed to back and fill, they would do that rather than use the 8-mile detour to enter via Ski Boot Hill Rd.

4. The rationale for the Route 251 is stated in this description, "Provides new access via Moose Road easement across large CIRI parcels with potential to subdivide in the future...". CIRI is Cook Inlet Region Incorporated, one the wealthiest economic entities in Alaska. CIRI does not pay taxes on those parcels. If they choose to develop those parcels, CIRI has ample resources to acquire right-of-way to build safe roads for egress from those parcels. However, if the FNSB Roads Plan shows a much cheaper route, CIRI would have no incentive to exploit those alternate egress routes.
5. There is indeed a short, platted easement from Moose Trail, along the corridor proposed. The plat was filed in 1963, before there was a borough. That easement will remain even if Route 251 is deleted from the Plan. An easement platted in 1963, when roads standards were lax, does not serve as a rational for a plan that increases hazard to residents today.

The following is my letter of this April that was intended to be a comment with details on the preceding plan draft but was not included in the most recent summary of comments. [Which may be due to my late filing. This may be a good time to thank the Planning Department and the mayor's office for their prompt and courteous attention to my comments.]

Discussion of Corridor 251 in the current draft of the FNSB Comprehensive Roads Plan.

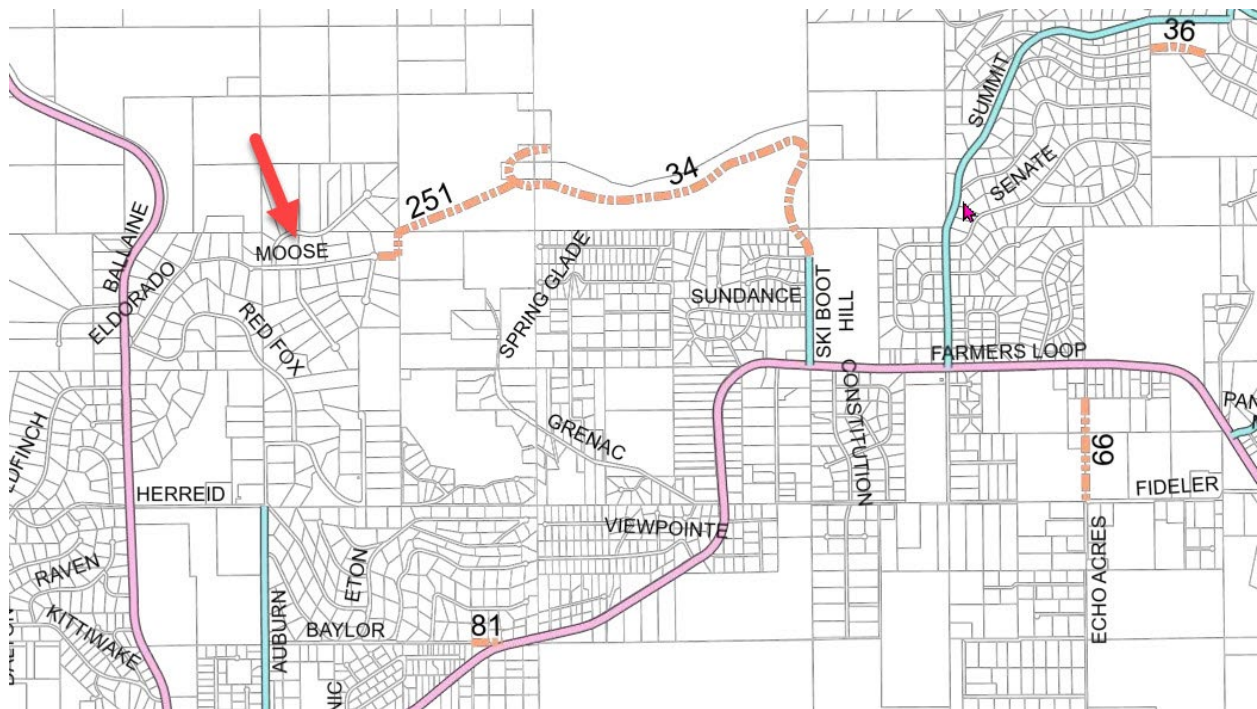
Robert A Perkins

raperkins@alaska.edu

Forty-two year resident of 1605 Moose Trail

[23 April 23]

This comment refers to **Corridor 251**. This proposed corridor would effectively extend the current road, Moose Trail, in the Musk Ox subdivision. The proposed corridor will increase traffic on a substandard road and thus increase hazard to residents and others using Moose Trail. I request that Corridor 251 be removed from the Roads Plan.



Moose Trail is approximately 0.6 miles long and most of the current road has slopes that do not meet relevant safety standards. Approximately 18% of the road has slopes greater than 10%, the current FNSB subdivision standard. The west end of the road terminates in a ninety degree turn from an 11% grade. However, the subdivision standard itself does not meet the safety standards of AASHSTO, the American Association of State Highway and Transportation Officials, the professional standard for roads. The recommended maximum slope for rural collectors is 8% according to the AASHTO Policy on Geometric Design of Highways and Streets. For very low-volume roads where AADT [traffic] does not exceed 400 vehicles per day, the recommended maximum grade is 9%. Approximately 31% of Moose Trail has slopes between 9% and 10%, and a further 20% has slopes greater than 8%. A full 70% of Moose Trail does not meet current safety

standards. (Two other roads in the Musk Ox Subdivision, Pika Road and Meadow Mouse, feed into Moose Trail and residents of those roads would likewise be adversely affected by an increase in traffic.)

A further hazard on Moose Trail derives from several very short driveways. Residents using those driveways enter the road by backing. The limited vision associated with backing onto the road increases the hazard for motorist and bicycle riders.

Implementation of the Road Plan will limit adequate review of future plans that might increase traffic on Moose Trail and limit proper input for affected residents of Musk Ox Subdivision on an issue that will affect their well-being.

I will make a further comment on ethical responsibility. There are many substandard roads in the FNSB. Many of these were developed before there was a subdivision ordinance and some before there was a borough. The FNSB has, in my opinion, no culpability for those substandard roads. However, the current issue is that the FNSB is at this time proposing a plan that would serve to increase the hazard of FNSB residents – for that the FNSB is responsible.

My discussion with Mr. Galligan of the FNSB Community Planning Department indicated two rationales for Corridor 251. One is simple and the other much more complex. The simple rationale is that the connector provides a loop for emergency access in the case of a disaster that blocked one of the access roads to that area. This rationale could be applied to many roads in the FNSB and makes little sense in this context, where such loop involves 8 miles of additional driving.

The complex issue involves, in Mr. Galligan's words, that one rationale for Corridor 251 was "access to the CIRI Subdivision." CIRI stands for Cook Inlet Regional Corporation. CIRI is one of the wealthiest economic entities in Alaska with assets over one billion dollars according to their 2022 financial. CIRI has a claim to some land that would be affected by the proposed road. However, the land has been in interim transfer status for about 30 years and CIRI has never paid taxes on the land. While ANCSA corporations usually don't pay taxes on unimproved land, in 1986 CIRI committed by contract to pay FNSB taxes after five years. In the late 1980's, the FNSB was in a terrible economic state, and CIRI's commitment to pay taxes was a key reason why the FNSB withdrew part of its claim to the land, thus allowing the transfer to CIRI. Holding the land in interim transfer status has thus far avoided FNSB taxes – about 25 years' worth. At this point I will stop discussing the CIRI tax and contract, although I would be happy to discuss them at the proper venue. However, it is very clear that there is no legal "CIRI Subdivision" that needs to be connected. If, at some point, CIRI does take possession of the land, pay taxes, and such, CIRI is wealthy enough to purchase right-of-way for alternate routes, or pay to improve our subdivision road. They would not be inclined to do so, if the connector roads were already in an accepted planning document. In so far as the Comprehensive Road Plan might benefit CIRI, it would disbenefit current residents of Musk Ox subdivision.

From: Kathy and Mark Bertram <bertramfamily4@gmail.com>
Sent: Sunday, July 16, 2023 5:10 PM
To: Shelly Wade; Bill and Sharon Young; gye Strauss@gmail.com; Jean James; Bill & Roxanne Montano; Kathy Bertram; Jane Hannah
Subject: comments on proposed corridor 366
Attachments: Corridor 366 Schematic Bertram Comment.jpg

Hi Shelly,

Sorry for this late submittal, I found this in my draft box and it may have not sent on July 13 when originally sent.

I submit the following comments regarding proposed corridor 366. Note I have also attached a figure to these comments.

The borough recently constructed an Infracore Model to analyze the feasibility of conducting proposed corridor 366. Based on their analysis, the borough recommended retaining corridor 366 in the road plan.

We disagree with the conclusion that corridor 366 shows good feasibility and reasonable access for construction.

Title 17.56.065A states that proposed roads in the borough must be constructed practically and economically. We contend that proposed corridor 366 includes several barriers for practical, economical, and safe construction based on the following reasons:

- The proposed corridor 366 has a cross slope natural contour ranging from 14-23% according to the borough's Infracore Model. All state road commission plans that I reviewed classify cross slopes from 14-23% as "very strong slopes" and stated that cross slopes beyond 15% incur significant construction costs. The attached figure displays a reasonable schematic using standard road construction specifications of how a 25-foot 2 lane road with minimal ditching would need to be constructed based on a 23% natural cross slope. The schematic assumes that 40% of the roadbed would be constructed with fill slope (1.5:1 ratio) material and 60% of the roadbed constructed from cut slope materials (2:1 ratio). At cross slopes of 23% the proposed corridor would require a footprint construction width of approximately 65 feet to construct a 20-foot roadbed presumably with uphill and downhill drainage. Note that the uphill cut requirement would be 20 ft above the road level. This construction cannot be accomplished in an economical or safe manner. Extraordinary amounts of fill would need to be removed from the cut slope and the remaining 20-foot-high elevated cut slope would pose a safety concern for traverses on foot above the cut. A safety fence would be required to mitigate this hazard.
- The proposed corridor intersects an existing 30ft powerline; the lines would need to be rerouted and its poles elevated above the proposed corridor on the downhill slope.
- Proposed corridor 366 is also situated in late successional mixed forest with high tree density including large mature spruce with 20 inch diameters at breast height. Costs for tree felling, bucking, skidding, and chipping or removal would be significant.

We believe the borough's initial assessment of proposed corridor 366 is not thorough, does not include the factors identified above and underestimates the impact of a 14-23% cross slope making proposed corridor 366 non-economical, impractical, and unsafe.

During the comment period 20 public comments were received from residents of the Ida Lane and Taroka areas to remove proposed corridor 366 from the borough plan. No other proposed corridor in the plan received this

number of comments. There is unquestionably strong local public support to remove proposed corridor 366 from the borough plan.

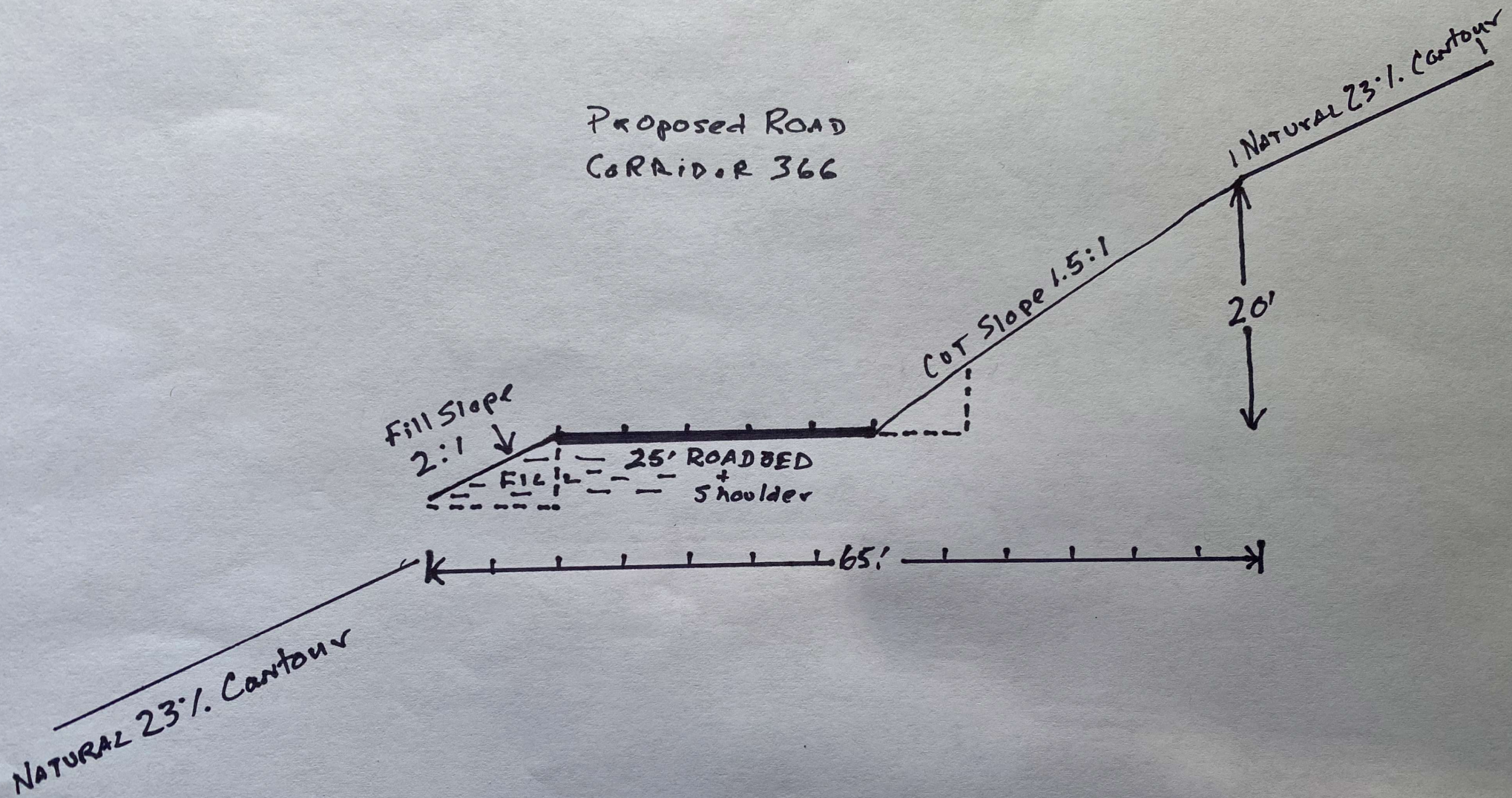
We request removal of corridor 366 from the plan which will result in a cost savings to borough taxpayers by refocusing future borough road planning efforts to areas that are practical and of benefit to the majority of affected parties.

Mark and Kathy Bertram

3560 Ida Lane, Fairbanks, AK 99709

907 347-1524

bertramfamily4@gmail.com



From: Juan Grimaldos <Juan.Grimaldos@tananachiefs.org>
Sent: Saturday, June 17, 2023 8:57 PM
To: kellen.spillman@fnsb.gov; Shelly Wade
Cc: Tom Duncan
Subject: Comments of comprehensive road plans
Attachments: image001.png; ATT00001.htm; 2090_Boreal_Heights_Lane.pdf; ATT00002.htm; 2090_Boreal_Heights_Lane 2.pdf; ATT00003.htm

Follow Up Flag: Follow up
Flag Status: Completed

Kellen and Shelly

We appreciate the opportunity to comment on the road plans.

First we would like to support the comments from Mr Tom Duncan more specifically about plans for roads 404.

This proposed road that it is showing connecting Boreal Heights to Hopper Creek Drive will not be approved by us since it was proposed going through private property. Boreal Heights ends at the entrance of our property (As seen in the enclosed map in blue) and we have no direct connection from our property to that area of Hopper Creek.

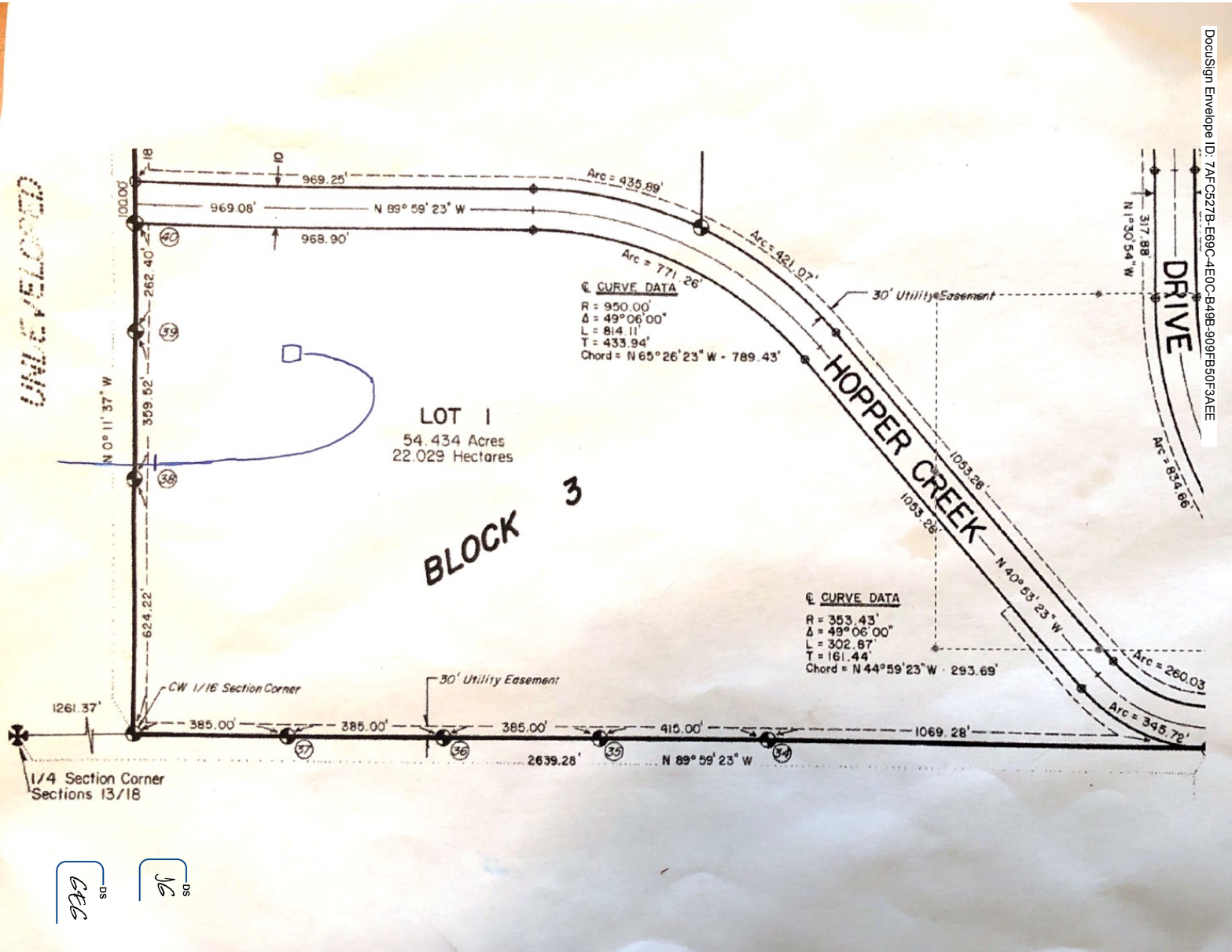
Second We are the owners of Lots 1 & 2 of BLOCK 1 (as well as Lot 1 of BLOCK 3 where Boreal Heights ends) and the ROW to access these areas should be per corridor 348 as the true access between TL 1808 and 1812.

These Road Plans are not approve by us since this is a road only accessed and maintain by current owners or tenants of the houses and properties along the way. This is not a public road.

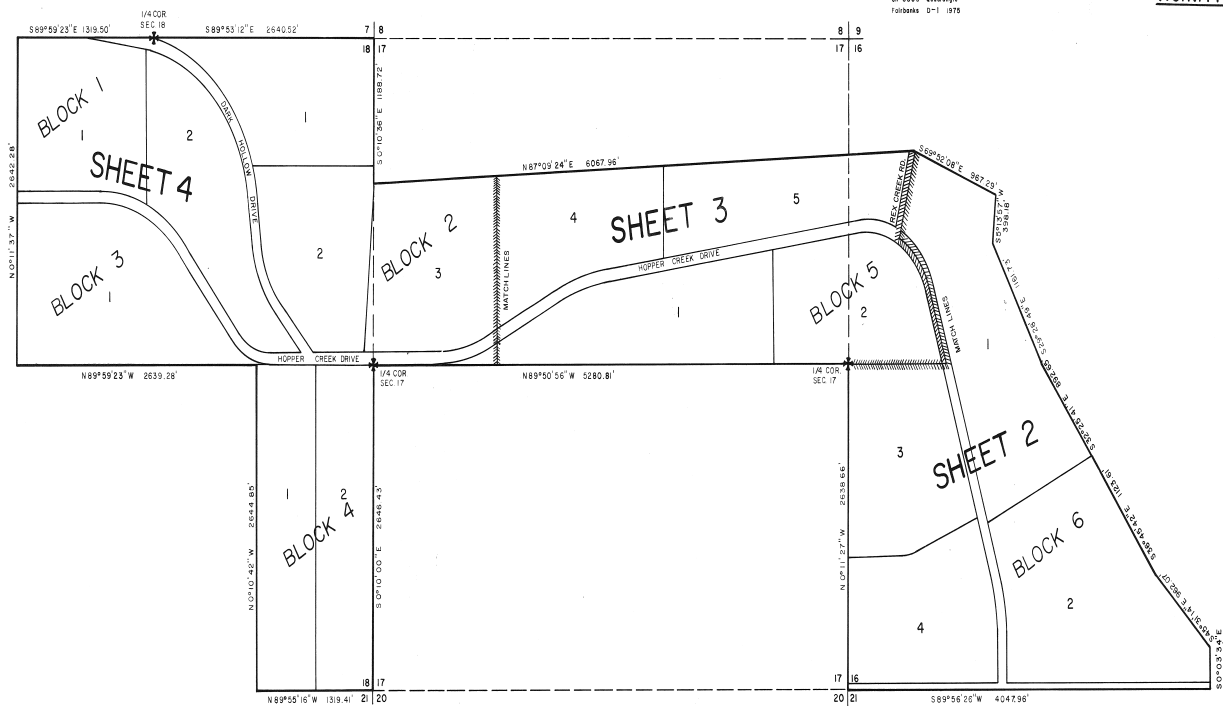
Sincerely

JP Grimaldos

JUAN P. GRIMALDOS, MD
Director of Anesthesia
Ambulatory Surgery Center at Chief Andrew Isaac Health Center
1717 W. Cowles Street
Fairbanks, AK 99701
PHONE: (907) 451-6682 ext. 2890
FAX: (907) 451-2588



9/25/81



A.S.L.S. 80-105 ADMEASUREMENT SUMMARY

Boundary of Survey 775,127 Acres = 315,894 Hectares
 Roadways 47.27 Acres = 19.33 Hectares
 Net Area 727,857 Acres = 294,564 Hectares

BLOCK	GRASS ACRES	WATER	NET ACRES	HECTARES
BLOCK 1	54,204		54,204	24,29
BLOCK 2	201,01		201,01	81,25
BLOCK 3	54,434		54,434	22,029
BLOCK 4	80,15		80,15	32,467
BLOCK 5	174,791		174,791	70,791
BLOCK 6	133,298		133,298	53,945
	727,857		727,857	294,564

81-156

APPROVED - FILED NC

FILED NC

DATE: 9-25-81

TIME: 3:29 P.M.

BY: FNSB

A.S.L.S. 80-105
 A PLAT OF
HOPPER CREEK SUBDIVISION
 WITHIN
 SECTIONS 16, 17 & 18, T.1N, R.2E.
 Fairbanks Meridian Alaska

DS
 JG

DS
 GEG

SCALE

1 METRE = 3.28083 U.S. SURVEY FEET
 1 U.S. ACRE = 0.4047 HECTARES
 1" = 500' (500 METERS)



DATE OF SURVEY Beginning: 7/31/80 Ending: 9/30/80	NAME OF SURVEYOR RAN CONSULTANTS P.O. BOX 2630 FAIRBANKS, ALASKA
STATE OF ALASKA DEPARTMENT OF NATURAL RESOURCES DIVISION OF TECHNICAL SERVICES ANCHORAGE, ALASKA	
LADS NO. 0180-81-1-2 ALASKA STATE LAND SURVEY NO. 80-105 A PLAT OF (HOPPER CREEK SUBDIVISION) WITHIN SECTIONS 16, 17 & 18, T.1N, R.2E, F.M.	
DRAWN BY: VLD	APPROVAL/RECOMMENDATION: DATE: FEB 10, 1988 SCALE: 1" = 500'
CHECKER: [Signature]	FILE NO. 80-105

SHEET 1 OF 5