COMPREHENSIVE ROADS PLAN Fairbanks North Star Borough

Official Maps and Policies

Department of Community Planning 907 Terminal Street, Fairbanks, AK 99709

April 2024





RESPEC

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The Roads Plan update planning and technical process was led by RESPEC with public involvement, planning, and project coordination support from Agnew::Beck Consulting.

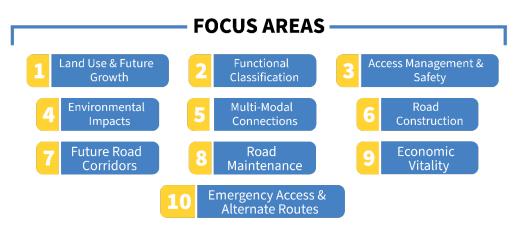
Executive Summary

The Fairbanks North Star Borough (FNSB) Comprehensive Roads Plan Official Maps and Policies (Roads Plan) provides the following:

- Guidance and plans for future road corridors and land access while facilitating the securing of legal right-of-way (ROW) and physical road development through the land subdivision process¹.
- A purpose for a future road corridor through a functional classification that is tied to the FNSB's subdivision development process.
- Support for the FNSB and developers working together to develop a road system that protects the health, safety, and well-being of the community.

The Roads Plan includes the following:

- The **Vision** The vision serves as the plan's guiding 'north star' and outlines the community's desired future road system. The vision answers the question: how will the FNSB road system look different and better meet current and projected community needs, as the result of the Roads Plan implementation?
- **Plan Policies** by focus area:
 - The **Goals** the goals are the long-term road system-related changes the community aims to achieve by specific topic or focus areas. Focus areas include:



- The **Strategies & Actions** The strategies are how the community will achieve their goals; actions are shorter-term tactics for achieving a strategy or goal.
- The **Future Road Corridor Maps** These maps show the location of existing and proposed corridors in the borough.

¹ FNSB Title 17.56.110(A)

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Abbreviations

I. Introduction

This Fairbanks North Star Borough (FNSB) Comprehensive Roads Plan Official Maps and Policies (Roads Plan) updates the 1991 Comprehensive Roads Plan and 2006 Mapping Update to meet the needs of a growing community within the borough. Since the Roads Plan's last update, significant population growth and development has occurred in multiple areas of the FNSB, including near Eielson Air Force Base and in North Pole, Ester, Chena Hot Springs Road, and Chena Ridge areas.

Unregulated development during the 1970s and early 1980s produced many undesirable conditions: long cul-de-sacs, large subdivisions with single points of ingress/egress, and land-locked parcels. This growth without consideration of future connections spurred the creation of the original Roads Plan, which was adopted by the Planning Commission and Assembly in 1991.

During the 1990s, the FNSB experienced slow but steady net population growth from 77,720 in 1990 to 82,840 in 2000, a 6.6 percent increase throughout the decade². This growth accelerated during the following decade from 2000 to 2010, with a 17.8 percent population increase from 82,840 in 2000 to 97,581 in 2010³. Much of this growth was a result of employment expansions in several of the Interior region's industries, including large-scale military and institutional construction projects, mining, retail, and services. Between 2010 and 2020, the FNSB lost 1,926 residents, or approximately 2 percent of its population, for a total of 95,655 people⁴.

As a second-class borough, the FNSB does not directly construct or maintain roads. It does, however, provide a transportation network through its mandatory areawide planning, platting, and land use regulation powers, as granted in Alaska State Statutes. The FNSB facilitates the construction of roads through its subdivision process. At the time of land subdivision, landowners (developers) work with the FNSB to design and construct subdivision roads. FNSB Title 17 contains the road design and construction standards that apply to subdivision roads within the borough. After subdivision roads located outside the City of Fairbanks (CoF) and City of North Pole (CoNP) are constructed, the roads can be voted into an existing Road Service Area (RSA), which then provides long-term maintenance.

The purpose of this update is to extend the Roads Plan to areas of community growth, reevaluate previously planned corridors with more detailed topographical information, revise the borough's functional classifications, and determine the locations and functional classifications of future road corridors. The Roads Plan is focused on corridors developed through the FNSB's subdivision process (see Figure 1). These corridors are most often developed incrementally over time as subdivisions on adjacent properties occur (Figure 2).

² See U.S. Census Bureau Redistricting Data (P.L. 94-171) Summary File and 1990 Census, <u>https://www.census.gov/data/datasets/2000/dec/redistricting.html</u>.

³ See U.S. Census Bureau, Decennial Census of Population and Housing (2000 & 2010), <u>https://www.census.gov/programs-surveys/decennial-census.html</u>.

⁴ See <u>https://data.census.gov/table?q=fairbanks+north+star+borough+population&tid=DECENNIALPL2020.P1</u>.

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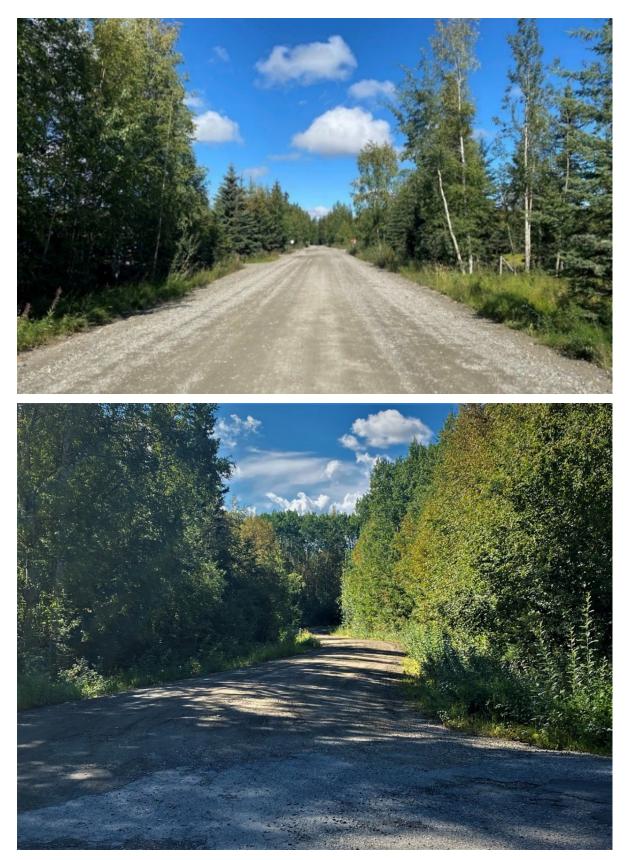


Figure 1: Examples of typical FNSB subdivision roads.

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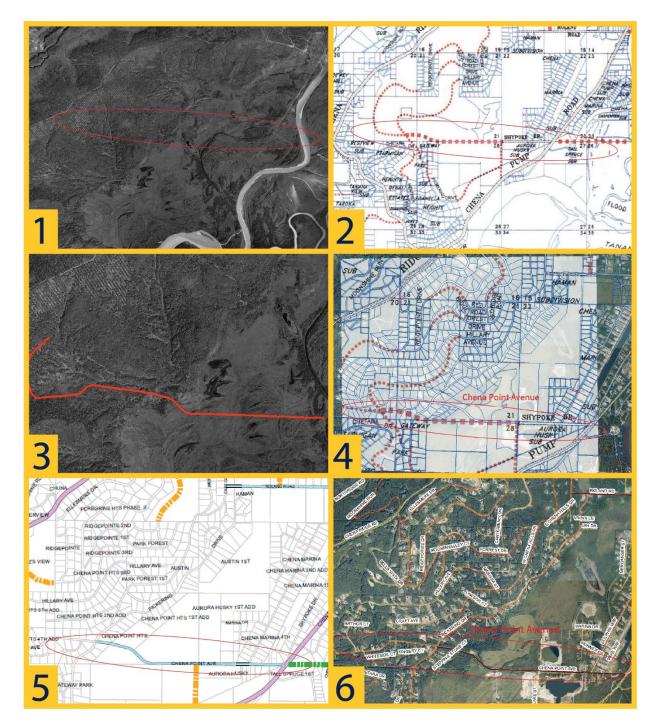


Figure 2: Example of building a planned corridor, Chena Point Avenue, incrementally through subdivision process.

What the Roads Plan Does and Does Not Do

The primary purpose of the former Comprehensive Roads Plan is to obtain right-of-way (ROW) dedication and construction of public roads as part of the subdivision process. With a long-range plan, the FNSB and residents can ensure that a safe, predictable, and contiguous road network is established as subdivisions are developed. The purpose of the 2023 Roads Plan is to evaluate and update the 1991 Roads Plan to improve the current and future road network by creating appropriate and strategic road corridors and access points across the borough. This process aims to achieve the following:

- Bring together and build from the knowledge of residents, community leaders, transportation experts, and the private sector.
- Understand how the borough has and is projected to grow and change, recognizing related challenges and opportunities for a future roads network.
- Take advantage of new and improved data on permafrost, wetlands, and other topographical features.
- Share and document examples of successes and lessons learned from the 1991 Roads Plan and related roads policies.

The Roads Plan does...

- → Provide guidance and plan for future road corridors and land access while facilitating the securing of legal ROW and physical road development through the land subdivision process.⁵
- → Assign a purpose for a future road corridor through a functional classification that is tied to the FNSB's subdivision development process.
- → Encourage and support the FNSB and developers working together to develop a road system that protects the health, safety, and well-being of the community.

The Roads Plan does not...

- $\rightarrow~$ Allow the FNSB to come in and 'take' private land.
- → Allow the FNSB to force roads through private property—road corridor development is developer/owner initiated ONLY at the time of land subdivision.
- → Preclude other road corridor configuration options that meet the same needs for access, mobility, and protection of community health, safety, and welfare as those designated in the Plan.
- → Advocate for the subdivision and sale of large publicly owned tracts. The purpose of the Roads Plan is to plan for a logical, well-connected road network in the event that future subdivision and development of such areas does occur. The development of these areas depends heavily on the base zoning, FNSB Comprehensive Plan, and plans/goals of the owning agencies.

⁵ FNSB Title 17.56.110[A] as of 2023, at time of plan adoption.

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Plan Development Process

The 2023 Roads Plan is the culmination of a 2year effort involving in-depth technical analysis and extensive community input. In early 2021, the FNSB Mayor convened a Steering Committee comprising community members, surveyors, engineers, developers, emergency services personnel, and representatives of Road Service Areas (RSAs), Alaska Department of Transportation and Public Facilities (DOT&PF), Fairbanks Area Surface Transportation (FAST) Planning, FNSB Platting Board, and FNSB Planning Commission.

An Existing Conditions Report and a Functional Classification Technical Memorandum laid the groundwork for the plan by identifying existing issues on the road network and outlining a process to update the



Figure 3: Roads Plan development timeline.

functional classifications of borough roads. An initial Geographic Information Systems (GIS) analysis revealed how many corridors had been built since the last mapping update in 2006. Remaining corridors from the 1991 Roads Plan not yet built were analyzed and reevaluated using light detection and ranging (LiDAR) imagery and GIS tools that were not available to planners in 1991. As a result, corridors from the 1991 Roads Plan were either maintained, realigned to topography, or removed in the 2023 Roads Plan.

Next, vision, goals, strategies, and actions were developed, drawing on community input from an online comment map, issues identified in the Existing Conditions Report, and Steering Committee input. Corridor selection criteria were developed based on the vision, goals, and objectives, and applied to identify and evaluate new connections in the 2023 Roads Plan. Draft corridor maps were developed in GIS, revised by the Steering Committee, and shared with the public at two community open houses in May 2022, followed by a month-long public comment period. Draft maps were revised based on public input, and subsequent investigation informed the development of the draft 2023 Roads Plan. A second 30-day public comment period was held in September and October, and public and stakeholder input was integrated. A third public open house was held in January 2023 with a public comment period in January and February. Changes from the January 2023, the Steering Committee held their final meeting, where the project team presented, and the committee gave input on a final suite of potential revisions to the draft plan.

Developing the corridor maps was an iterative process that involved the consulting team and FNSB staff, as well as subject matter experts and the Steering Committee. Figure 3 shows the development timeline and Table 1 summarizes each major step in the map development process.

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| Process Step | Purpose | | | | | | |
|--|--|--|--|--|--|--|--|
| April 8, 2021 Steering Committee #1 | Introduce project purpose, roles, and public involvement plan | | | | | | |
| September 30, 2021 Steering Committee #2 | Review project purpose, timeline, existing goals, initial public input | | | | | | |
| Review 1991 and 2006 maps | Identify completed corridors and road segments | | | | | | |
| Develop criteria | Establish quantitative and qualitative criteria for new corridors | | | | | | |
| Integrate public comments | Identify new corridors or proposed corridor modifications | | | | | | |
| January 6, 2022 work session | Review and modify corridors in the NW portion of the study area | | | | | | |
| January 19, 2022 Steering Committee #3 | Review draft policies, corridor criteria, and proposed process | | | | | | |
| January 20, 2022 work session | Continue edits to the NW portion of the study area | | | | | | |
| February 9, 2022 work session | Review and modify corridors in all portions of the study area | | | | | | |
| February 10, 2022 work session | Review previous corridor modifications and identify changes | | | | | | |
| February 18, 2022 work session | Continue review of proposed and potential new corridors | | | | | | |
| March 3, 2022 Steering Committee #4 | Review proposed corridors in the NW portion of study area | | | | | | |
| March 17, 2022 work session | Continue review of proposed and potential new corridors | | | | | | |
| March 31, 2022 work session | Review and adjust corridors in the NE section of the study area | | | | | | |
| April 6, 2022 Steering Committee #5 | Review and discuss corridors in the NE section of the study area | | | | | | |
| April 20, 2022 Steering Committee #6 | Review proposed corridors in the SE section of the study area | | | | | | |
| May 11, 2022 Steering Committee #7 | Review the edited corridor maps and prepare for the open houses | | | | | | |
| May 17 & 19, 2022 public open houses | Review draft corridor maps with the public and gather input | | | | | | |
| May 26 – June 26, 2022 comment period | Hold public comment period for draft corridor maps | | | | | | |
| June 16, 2022 team work session | Conduct final reviews/edits of draft maps | | | | | | |
| June 23, 2022 team work session | Review functional classification maps | | | | | | |
| June 29, 2022 AMHT landholder meeting | Discuss Alaska Mental Health Trust comments on draft corridors | | | | | | |
| June 30, 2022 CIRI landholder meeting | Discuss Cook Inlet Region, Inc. (CIRI), comments on draft corridors | | | | | | |
| July 2022 topographic engineering analysis | Evaluate corridors against topography to determine feasibility | | | | | | |
| July 21, 2022 work session | Review public comments on draft maps | | | | | | |
| July 27, 2022 Steering Committee #8 | Review comments on draft maps to inform plan Public Review Draft | | | | | | |
| September 20, 2022 Corridors 69 & 295 site visit | Hold neighborhood meeting and site visit to discuss Corridors 69 & 295 | | | | | | |
| September 21 – October 21, 2022 comment period | Hold public comment period for public review draft of plan | | | | | | |
| October 26, 2022 Steering Committee #9 | Review and discuss public review draft comments | | | | | | |
| January 6, 2023 UA landholder meeting | Discuss University of Alaska comments on draft corridors | | | | | | |
| January 21, 2023 public open house | Hold public open house in Goldstream to gather additional input | | | | | | |
| January 10 – February 10, 2023 comment period | Hold public comment period for revised plan and maps | | | | | | |
| February 14, 2023 USFWS agency meeting | Discuss U.S. Fish & Wildlife Service comments on draft corridors | | | | | | |
| February 14, 2023 work session | Discuss proposed corridor changes based on January open house | | | | | | |
| March 1, 2023 work session | Discuss proposed corridor changes based on January open house | | | | | | |
| March 7, 2023 Steering Committee #10 | Review proposed corridor changes based on January open house | | | | | | |
| June 12 – July 14, 2023 comment period | Hold public comment period for second public review draft of plan | | | | | | |
| September 6, 2023 Steering Committee #11 | Review proposed corridor changes based on summer public input | | | | | | |
| October 13, 2023 work session | Finalize plan changes based on public and steering committee input | | | | | | |

Table 1: Significant steps in the corridor identification and development process.

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The following is a summary of the in-depth community input and outreach conducted for the 2023 Roads Plan:

• More than 800 comments from the community and other stakeholders collected through an online comment map and survey during the summer and fall of 2021 (see Figure 4).

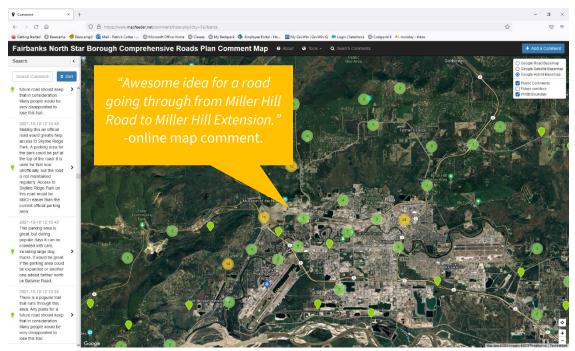


Figure 4: The online comment map generated more than 800 comments.

- Four community open houses in July 2021, May 2022 (2 open houses), and January 2023 with over 100 total participants; a booth at the 2021 Alaska State Fair; local news coverage via newspaper, radio, and television in 2021, 2022, and 2023; social media posts and Facebook events; four e-newsletters; and three postcard mailouts to residents (see Figure 5), including more than 3,000 property owners who are potentially impacted by draft road corridors on or adjacent to their property.
- Individual interviews and 11 meetings with the project advisory Steering Committee, which consists of FNSB residents, RSA Commissioners, transportation experts, developers, surveyors, engineers, and public agency representatives, all of whom are helping to guide the process (see Figure 6).

- Steering Committee meetings:
 - 1. April 8, 2021
 - 2. September 30, 2021
 - 3. January 19, 2022
 - 4. March 3, 2022
 - 5. April 6, 2022
 - 6. April 20, 2022
 - 7. May 11, 2022
 - 8. July 27, 2022
 - 9. October 26, 2022
 - 10. March 7, 2023
 - 11. September 6, 2023
- Four public open houses:
 - 1. July 15, 2021 (virtual)
 - May 17, 2022 (North Pole High School; see Figure 7)
 - 3. May 19, 2022 (Lathrop High School)
 - 4. January 21, 2023 (Ken Kunkel Community Center)
- Six meetings with agencies and major landholders in the borough, including:
 - 1. Alaska Department of Natural Resources
 - 2. Alaska Mental Health Trust
 - 3. CIRI
 - 4. GCI
 - 5. University of Alaska
 - 6. U.S. Fish and Wildlife Service
- Four 30-day public comment periods to allow the public ample time to review draft maps and plan and submit feedback. Over 600 comments were received, considered, and addressed.
 - 1. May 26 June 26, 2022 Draft maps review
 - 2. September 21 October 21, 2022 Full draft plan review
 - 3. January 10 February 10, 2023 Revised maps review
 - 4. June 12 July 14, 2023 Full revised draft plan review

YOUR FUTURE ROADS and TRAILS, FNSB Community! Did we get them right? COME TELL US. IN-PERSON.



Figure 5: Postcard mailed to residents before the May 2022 open houses.

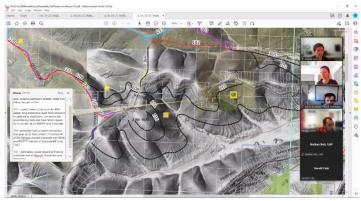


Figure 6: A screenshot from one of the virtual April 2022 Steering Committee meeting to review draft corridor maps.



Figure 7: Community members and FNSB staff review draft corridor maps at the Roads Plan open house at North Pole High School on May 17, 2022.

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II. Plan Policies & Corridor Selection Criteria

The following vision, goals, strategies, and actions were developed based on analysis of the existing road network, public feedback gathered through the online comment map, and Steering Committee input.

Vision

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

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

Policies by Focus Area

GOAL 1 – Land Use & Future Growth: Consider land use when developing the transportation network to better move people and essential goods and services safely and efficiently while minimizing adverse impacts on local neighborhoods.

- → **STRATEGY 1.1:** Regularly update and maintain the Roads Plan.
 - **ACTION 1.1.A:** Update the Roads Plan at least every 20 years and the maps every 10 years, or in alignment with community development and growth.
 - ACTION 1.1.B: In recognition of the Roads Plan vision, where a previously dedicated corridor is removed in a plan update, FNSB Community Planning will support vacating those dedications upon request of property owners fronting the dedication.
- → **STRATEGY 1.2:** Implement the future road corridor map to support areas that are currently developing or expected to soon develop with a sufficient road network.
 - **ACTION 1.2.A:** Use the platting process to implement the future corridor map to ensure that corridors comprising a sufficient road network are established as new areas develop.
 - ACTION 1.2.B: Plan road corridors through large tracts of public land for dedication and construction if or when that land is subdivided.⁶
- → **STRATEGY 1.3:** Update, make consistent, and mutually support the FNSB's Title 18 Zoning Code and Title 17 Subdivision Code.

⁶ Certain areas of public land have been used as open space but could be subdivided and developed in the future depending on the owner. The intention of this plan is not to advocate for the subdivision and sale of large publicly owned tracts, but to plan a logical, well-connected road network in the event that future subdivision and development of such areas does occur. The development of these areas depends heavily on the base zoning, FNSB Comprehensive Plan, and plans/goals of the owning agencies.

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- **ACTION 1.3.A:** Revise the sight distance requirement in FNSB Title 18.96.100 "Street intersection visibility" to consider the functional classification and/or speed of adjacent roadways.
- **ACTION 1.3.B:** Explore the integration of a Transportation Impact Analysis into the platting process for new large subdivision developments to better understand land use impacts on the transportation network.

GOAL 2 – **Functional Classification:** Develop and implement the functional classification map to better manage access, reflect local land use patterns, and integrate multiple transportation modes.

- → **STRATEGY 2.1:** Implement the functional classification map at the time of land subdivision to employ functional classification for access management.
 - ACTION 2.1.A: Classify roadways for access management and ROW dedication by their anticipated future function, based on projections of land use, population growth, and Average Annual Daily Traffic.
 - ACTION 2.1.B: Update FNSB Title 17.56.100(C)(4) regarding intersection spacing by functional class based on state and national best practices⁷.
 - ACTION 2.1.C: Consider the future trip generation potential of key destinations and new developments when siting and classifying future road corridors in the functional classification map.

GOAL 3 – Access Management & Safety: Solidify connections between land use and transportation planning to effectively manage access across the road network.

- → STRATEGY 3.1: Limit access along higher capacity roads through a comprehensive access management approach that supports the development of a supportive collector and local subdivision road network.
 - **ACTION 3.1.A:** Continue to prohibit direct lot access to major collector and higher classification roads during the subdivision process.
 - **ACTION 3.1.B:** Continue to require the development of internally circulating local road networks for subdivisions that are adjacent to a major collector or higher classification road.
 - **ACTION 3.1.C:** Enforce access management in partnership with the DOT&PF, City of Fairbanks (CoF), and City of North Pole (CoNP) through plat notes and driveway permits and standards.
 - ACTION 3.1.D: Partner with FAST Planning, DOT&PF, CoF, CoNP, and/or RSAs to apply access management design features such as turn lanes, frontage roads, and driveway consolidation where appropriate or as aspects to construction projects.

⁷ See American Association of Highway and Transportation Officials (AASHTO) *Green Book* and the DOT&PF *Alaska Highway Preconstruction Manual*, Tables 1190-3 and 1190-4.

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- → **STRATEGY 3.2:** Develop and implement the functional classification map to support orderly road network development and appropriate access management through the subdivision process.
 - ACTION 3.2.A: Update subdivision regulations to include sufficient spacing standards for unsignalized intersections based on state and national best practices guidance and functional classification.⁸
 - ACTION 3.2.B: Consider developing minimum access point and driveway spacing standards for subdivision regulations based on roadway speed and functional classification.⁹
 - ACTION 3.2.C: Update sight distance, corner visibility, cul-de-sac length,¹⁰ intersection approach angle,¹¹ and intersection spacing standards to align with state and national best practices guidance and functional classification.

GOAL 4 – Environmental Impacts: Minimize and mitigate road network impacts on the natural environment and FNSB community.

- → **STRATEGY 4.1:** Retain the integrity of neighborhoods as the road network expands.
 - **ACTION 4.1.A:** Implement the future corridors map in a way that discourages roadway alignments penetrating or dividing established residential neighborhoods from major service facilities such as schools and parks.
 - ACTION 4.1.B: Provide safe pedestrian access across roadways when they do create barriers for neighborhoods, with an emphasis on at-grade facilities with safety features such as Rectangular Rapid Flashing Beacons or High Intensity Activated Crosswalk signals.
 - ACTION 4.1.C: Support DOT&PF and FAST Planning to establish and implement official heavy industry and trucking through-routes away from areas planned or zoned as residential or commercial.
 - ACTION 4.1.D: Minimize the impacts of light pollution caused by intersection and road lighting on residential neighborhoods and other sensitive areas outside of the urban core. In sensitive areas, use cutoff fixtures or other techniques to mitigate impact if lighting is deemed necessary.
 - **ACTION 4.1.E:** Minimize the impacts of road noise pollution on neighborhoods and in other sensitive areas. Coordinate with DOT&PF and the cities to mitigate the noise impacts of roads during and after construction.
 - **ACTION 4.1.F:** Discourage the routing of commercial and industrial traffic through residential areas.

⁸ See AASHTO *Green Book* and DOT&PF *Alaska Highway Preconstruction Manual*, Tables 1190-3 and 1190-4.

⁹ See AASHTO *Green Book* and DOT&PF *Alaska Highway Preconstruction Manual*, Tables 1190-3 and 1190-4. ¹⁰ See National Fire Protection Association (NFPA) 1141: *Standard for Fire Protection Infrastructure for Land Development in Wildland, Rural, and Suburban Areas*, sections 11.2.17.1 through 11.2.17.3.

¹¹ Intersection legs that operate under stop control should intersect at right angles, wherever practical, and should not intersect at an angle less than 75 degrees.

- → **STRATEGY 4.2:** Identify and implement projects and strategies to reduce wildlife collisions, habitat conflicts, and the spread of invasive species.
 - **ACTION 4.2.A:** Implement the future corridors map in a way that discourages roadway alignments penetrating or dividing established recreational and wildland corridors.
 - **ACTION 4.2.B:** Ensure that road crossings of waterways allow for adequate fish passage.
 - **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.
- → **STRATEGY 4.3:** Implement the future road corridors map that sites roads away from areas with challenging environmental conditions if possible, and work to mitigate road deterioration in challenging areas through improved road standards and design.
 - ACTION 4.3.A: Discourage road corridors through areas that are currently environmentally challenging or are expected to become environmentally challenging because of changing climatic conditions.
 - **ACTION 4.3.B:** Consider hydrological and permafrost conditions when siting subdivision streets during the platting process.
 - ACTION 4.3.C: Ensure that subdivision road designs are of sufficient standards in areas of permafrost and wetland areas and/or areas of other environmental concern, such as those adjacent to streams, rivers, and other waterbodies.
 - **ACTION 4.3.D:** Ensure that subdivision road designs are of sufficient standards in floodplain areas and in areas with challenging or poor soil conditions.

GOAL 5 – Multi-Modal Connections: Support multi-modal transportation linkages and encourage use of non-motorized transportation systems through corridor development.

- → STRATEGY 5.1: Integrate safe walkway and sidewalk circulation into urban road networks and maintain walkways and sidewalks for commuter and recreational users, including those in wheelchairs and users of other mobility aids, pedestrians, and bikes.
 - ACTION 5.1.A: Work with and support FAST Planning, DOT&PF, CoF, and CoNP, and/or RSAs to integrate pedestrian-friendly sidewalks, bike and pedestrian paths, bike lanes, or widened shoulders along newly developed roads or as enhancements during road maintenance in urban areas or along arterials and major collectors.
 - **ACTION 5.1.B:** Consider updating FSNB Title 17 to consider pedestrian and bike facilities in the subdivision platting process for new developments in urban areas.
 - **ACTION 5.1.C:** Work with other public agencies, through the Seasonal Mobility Task Force, to implement a maintenance plan for pedestrian walkways that, when possible, makes sidewalks usable year-round for all citizens.

- **ACTION 5.1.D:** Explore the feasibility of dedicated ROWs or established easements for:
 - Pedestrian and bicycle facilities along major collectors and arterials during the subdivision platting process.
 - Recessed bus stops for public transportation systems during the subdivision process.
- → STRATEGY 5.2: Integrate safe multiuse trail circulation into road networks and maintain multiuse trails for commuter and recreational users, including bikes, pedestrians, ATVs, and snowmachines.
 - ACTION 5.2.A: Work with and support FAST Planning, DOT&PF, CoF, CoNP, and/or RSAs to integrate multiuse trails, paths, or widened shoulders along newly developed roads or as enhancements during road maintenance in suburban areas or along arterials and major collectors. Emphasis should be given to areas specifically called out in the FAST Planning Non-Motorized Transportation Plan.
 - ACTION 5.2.B: Work with developers to acquire additional ROW for shared trail and road corridors and trail/road crossings through the subdivision platting process, where appropriate.
 - ACTION 5.2.C: Continue to require dedicated ROWs or established easements for trails and crossings identified in the FNSB Comprehensive Trails Plan during the subdivision platting process.
 - **ACTION 5.2.D:** Encourage vegetative buffers between recreational trails and roads to preserve trail quality and minimize impacts.
 - ACTION 5.2.E: Incorporate suggested standards for safe trail crossings of roadways into FNSB Code Title 17.

GOAL 6 – Road Construction: Ensure that road design improves safety for roadway users of all transportation modes and minimizes adverse community and environmental impacts.

- → **STRATEGY 6.1:** Encourage subdivision design that uses existing roads, if available and without access restrictions.
- → **STRATEGY 6.2:** Secure federal, state, or other funding to assist RSAs with upgrading roads to economically sustainable standards or the most current FNSB Title 17 road standards.
 - **ACTION 6.2.A:** Coordinate with FAST Planning, DOT&PF, CoF, CoNP, and/or RSAs to apply for and establish new funding mechanisms for road maintenance and construction in the FNSB.
- → STRATEGY 6.3: Partner with FAST Planning, DOT&PF, CoF, CoNP, and/or RSAs to realign or regrade high crash locations, steep corridor segments, or areas that do not meet current design standards.
 - **ACTION 6.3.A:** Work with and support FAST Planning, DOT&PF, CoF, CoNP, and/or RSAs to identify and correct high crash locations.

- → **STRATEGY 6.4:** Apply consistent roadway design standards based on state and national best practices while taking into consideration the more rural context of much of the borough.
 - **ACTION 6.4.A:** Develop and adopt typical cross sections for each functional classification based on state and national best practices.
 - **ACTION 6.4.B:** Adopt a user-friendly road standards manual with the goal of functional and economically sustainable road design and construction, informed by state and national best practices and community priorities.
 - ACTION 6.4.C: Explore minimizing exemptions to road construction, especially in urban and developing areas, while allowing for flexibility in road design if health, safety, and welfare objectives are met.

GOAL 7 – Future Road Corridors: Implement the future road corridors map at the time of subdivision to improve and/or create connections reducing out-of-direction travel, vehicle miles traveled, air pollution, and travel time. *Note: See considerations for future corridor selection in Table 2.*

- → **STRATEGY 7.1:** Site new road corridors to minimize conflicts and at-grade crossings between the railroad and road corridors.
 - ACTION 7.1.A: Implement the future road corridors map and site new road corridors to minimize new at-grade crossings between Alaska Railroad Corporation (ARRC), road network, and non-motorized transportation facilities.
 - ACTION 7.1.B: Work to implement the FNSB Comprehensive Plan goal and ARRC memorandum of agreement to relocate the rail mainline from the urban core to a more suitable peripheral location. Consider amending the future road corridor map if/when a preferred alignment for the railroad reroute is established.
 - **ACTION 7.1.C:** Prioritize future road connections that close gaps in the transportation network and reduce out-of-direction travel.

GOAL 8 – Road Maintenance: Work to ensure consistent, affordable, and equitable road maintenance for roads, bridges, and rail crossings within the borough.

- → **STRATEGY 8.1:** Work with FAST Planning to implement potential options in the 2021 Road Service Area Expansion Plan to provide consistent and equitable road maintenance.
- → **STRATEGY 8.2:** Work with FAST Planning to implement potential options in the 2021 Road Service Area Expansion Plan to provide consistent and equitable road maintenance for future corridors and existing non-governmentally supported public roads (i.e., constructed roads with no *public* maintenance authority) both inside and outside of the metropolitan area.
- → **STRATEGY 8.3:** Research and secure additional funding, including potential funds through the Federal Infrastructure Bill, for RSAs, bridges, and rail crossing maintenance activities.

- → STRATEGY 8.4: Explore potential solutions for identifying a permanent maintenance authority for bridges throughout the borough to improve access and safety and ensure consistent maintenance.
- → **STRATEGY 8.5:** Ensure that dedicated ROWs or established easements are consistently wide enough for snow removal and storage, drainage, and mailbox pullouts.
 - **ACTION 8.5.A:** Use the platting process to consider whether roadway designs, specifically shoulders and drainage ditches, provide enough space for snow removal and storage.
 - **ACTION 8.5.B:** Explore potential revisions to FNSB Title 17 ROW requirements to ensure that roadways provide enough space for snow removal and storage.
- → STRATEGY 8.6: Work with the ARRC to clarify that maintaining all unmaintained rail crossings is outside of FNSB powers, and work to improve safety by identifying and assigning a permanent maintenance authority to all rail crossings.
 - **ACTION 8.6.A:** Work with and support FAST Planning and other agency partners to facilitate long-term solutions to provide maintenance to unmaintained roads in the borough. Consider the FAST RSA Expansion Plan for RSAs in the Metropolitan Planning Area.
 - **ACTION 8.6.B:** Coordinate with the ARRC to maintain and minimize at-grade crossings between rail, road, trail, and non-motorized transportation networks.

GOAL 9 – **Economic Vitality:** Strengthen economic vitality with a transportation network that supports a diversified, sustainable, and thriving local economy in the FNSB and Interior region.

- → **STRATEGY 9.1:** Support the development of an adequate transportation network to serve commercial business activities in the borough.
 - **ACTION 9.1.A:** Implement the future road corridors map to ensure that existing, developing, and future commercial areas can be easily and safely accessed via the road network.
 - **ACTION 9.1.B:** Work with FAST Planning, DOT&PF, CoF, CoNP, and/or RSAs to ensure that roads accessing commercial areas are sufficiently and consistently maintained year-round.
 - **ACTION 9.1.C:** Explore updates to FNSB Title 17 road standards that ensure sufficient road design standards for the long-term viability of delivery of goods and services, including fuel and water delivery, package delivery, and trucking.
- → **STRATEGY 9.2:** Balance the need for protection of private property rights with the development of a sustainable, safe, and multi-modal road network in the borough.
 - ACTION 9.2.A: Through the platting process, allow for alternatives to the future road corridor map when topographical or environmental features make corridor development as shown in the future corridor map infeasible or cost prohibitive, and provided the alternative corridor meets the same health, safety, and welfare requirements as the original planned corridor.

- **ACTION 9.2.B:** Consider the economic and fiscal feasibility of road construction and related maintenance when determining new road corridors.
- **ACTION 9.2.C:** Consider the practical and fiscal feasibility of road construction when working with developers to implement the road network through the platting process.
- **ACTION 9.2.D:** Explore public/private partnerships on larger developments with extensive Roads Plan connections and construction requirements that would benefit both the developer and the general public.
- ACTION 9.2.E: Lessen the need for variance applications by allowing for a reasonable level of flexibility in road designs through a user-friendly FNSB road standards manual. Alternate road designs must meet other national best practices or nationally recognized engineering standards and be approved by the FNSB engineer.

GOAL 10 – Emergency Access & Alternate Routes: Implement the future road corridor map to expand community connectivity to provide safe, year-round automobile and multi-modal transportation routes within and between neighborhoods, public and recreational facilities, and commercial areas.

- → **STRATEGY 10.1:** Develop and maintain alternate routes to and from neighborhoods to ensure year-round emergency access and essential services delivery.
 - ACTION 10.1.A: Update FNSB Title 17 subdivision standards to ensure multiple access points for emergency (e.g., fire and EMS) and essential delivery services (e.g., fuel, water, mail, and packages) to new and existing subdivisions.¹²
- → **STRATEGY 10.2:** Improve and expand road and bridge linkages between and within communities to ensure year-round emergency access and essential services delivery.
 - **ACTION 10.2.A:** Site road corridors and implement the future road corridors map to prioritize routes that improve and expand year-round emergency access and essential services delivery to residential areas.

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

Corridor Selection Criteria

Table 2 presents criteria developed and used to guide decision-making related to identifying and siting new corridors during the Roads Plan process.

| FNSB Fu | ture Road Corridor Selection Crite | ria | | | | | |
|--------------|--|---|--|--|--|--|--|
| Category | Criterion | Considerations | | | | | |
| Access | Alternative routes | Provides alternate routes to existing residential areas | | | | | |
| | Emergency and essential services | Addresses a gap and/or provides emergency access and essential services | | | | | |
| | Multiple access points | Supports multiple access for residential areas that currently have > 100 dwelling units or have the potential to develop > 100 dwelling units ¹³ | | | | | |
| | New access | Provides new access into an area expected to be developed | | | | | |
| | Bridges | Provides alternate routes to areas currently accessed solely via a bridge | | | | | |
| vity | Vehicle Miles Traveled (VMT)/out-of- direction travel | Decreases overall VMT and/or out-of-direction travel | | | | | |
| Connectivity | Small gap closures | Closes an existing small gap in the road network | | | | | |
| le | Public input | Addresses community feedback | | | | | |
| Social | Encroachment | Avoids encroachment on military or other existing uses | | | | | |
| Ň | Compatibility | Is compatible with existing uses and FNSB plans | | | | | |
| ient | Wetlands, flood zones, permafrost, soils | Avoids wetlands, flood zones, permafrost, and/or poor soils; or impacts can be mitigated | | | | | |
| Environment | Recreation/habitat | Avoids conflicts with trails, wildlife habitat, and/or recreational lands; or conflicts can be mitigated | | | | | |
| omic | Property rights/ROWs dedication | Follows existing ROWs/easements; no additional ROW required or is minimal | | | | | |
| Economic | Feasibility | Is feasible to construct | | | | | |
| | Road grade | Has a grade < 10% | | | | | |
| etry | Intersection grade | Has an intersection grade <4% or <6% for a through-road | | | | | |
| Geometry | Approach angle | Approach angle is as close to 90 ⁰ as possible and no less than 75 ⁰ | | | | | |
| | Corridor spacing | Has corridor spacing of 0.25 miles or greater | | | | | |

Table 2: Future road corridor selection criteria.

¹³ See NFPA 1141, section 11.1.4 *Number of Means of Access* and Tables 11.1.4.1(a) and 11.1.4.1(b).

III. Implementation

Who Is Responsible for Roads in the Borough?

As a second-class borough, the FNSB does not directly construct or maintain roads. It does, however, provide a transportation network through its mandatory areawide planning, platting, and land use regulation powers, as granted in Alaska State Statutes. The FNSB facilitates the construction of roads through its subdivision process. At the time of land subdivision, landowners (developers) work with the FNSB to design and construct subdivision roads. FNSB Title 17 contains the road design and construction standards that apply to subdivision roads within the borough. After subdivision roads located outside of City of Fairbanks (CoF) and City of North Pole (CoNP) are constructed, the roads can be voted into an existing Road Service Area (RSA), which then provides long-term maintenance.



Road Maintenance and Non-Governmentally Supported Public Roads

Currently, the FNSB has approximately 260 miles of roads without a government supported maintenance authority. These roads, historically referred to as "orphan roads," are either maintained by local groups of neighbors who hire a contractor for maintenance or do the work themselves, or the roads are not regularly maintained. These roads exist in the borough because of historical exemptions to road construction standards that were previously allowable for some subdivisions per FNSB code. Additionally, there has not historically been a requirement to identify or designate a maintenance authority at the time of platting. As unmaintained and sub-standard roads have become a growing access and safety issue in the borough, the code has been amended to minimize road construction exemptions. Addressing unmaintained roads in the borough that are not in a service area can be challenging. For instance, Alaska law limits the creation of new service areas if the service can be provided by an existing service area and there are voter approval requirements for annexing areas into existing service areas.¹⁴ See the FAST Planning <u>Road Service Area Expansion Plan</u> for more information about unmaintained roads in the borough and potential solutions for expanding road maintenance to these areas.

¹⁴ See: State of Alaska Constitution, Article X – Local Government – 5. Service Areas, and Alaska State Statutes 29.35.450(b).

Implementation Examples

The Roads Plan is implemented through the FNSB's subdivision process. At the time of land subdivision, developers work with the FNSB's platting division to determine the best layout of subdivision streets following the road construction and design standards located in FNSB Title 17. Through this process, developers are asked to dedicate land for subdivision roads and construct these to FNSB Title 17 standards. This process ensures that lots are granted necessary access, and that subdivisions develop in an orderly manner with appropriate levels of access, circulation, and safety. In short, the Roads Plan and subdivision process help to guide road network development so that the borough remains a safe and healthy place to live, work, and play as it continues to grow.

Canterbury Drive

Canterbury Drive is a 1.4-mile-long minor collector in west Fairbanks that connects Chena Ridge Road to several residential subdivisions (see Figure 8). The area is predominantly a south-facing hillside with moderate slopes and good soils. As such, it is an attractive area for development.

The 1991 Roads Plan identified Canterbury Drive as a minor collector (see Figure 9). The proposed corridor passed through a large, undeveloped parcel owned by the University of Alaska that connected Chena Ridge Road to subdivisions off Forest Drive.

By the time of the 2006 Mapping Update, several subdivisions had been developed in the area. Canterbury Drive was included in the plan again as it was still an important connection (see Figure 10).

Canterbury Drive was constructed through two subdivisions shortly after the 2006 Mapping Update. The road is an important collector for several local roads in the area.



Figure 8: Canterbury Drive in 2021.

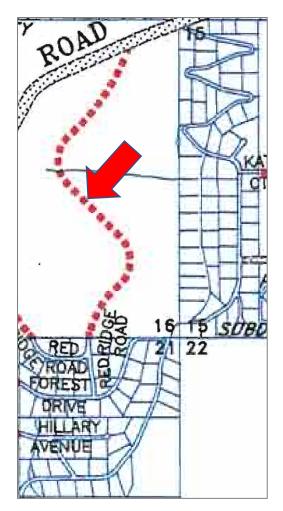


Figure 9: Canterbury Drive – 1991 Roads Plan.

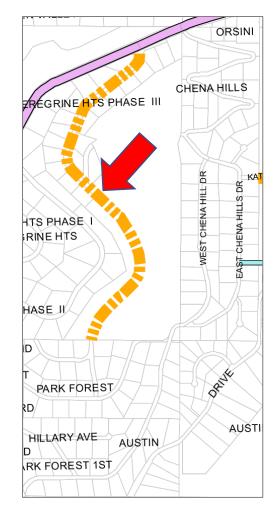


Figure 10: Canterbury Drive – 2006 Mapping Update.

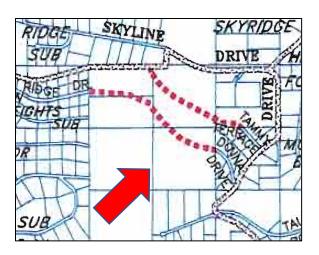
Donna Drive

Donna Drive is located north of Farmer's Loop Road on a south-facing slope and connects with Skyline Drive on its east end. The area contains many single-family homes and is a desirable area for development because of good soils, moderate slopes, and southern exposure.

Donna Drive was identified as a minor collector in the 1991 Roads Plan, at which time a small portion (less than ¼-mile) of the eastern end had been constructed (see Figure 11).

At the time of the 2006 Mapping Update, Donna Drive had not been extended but was kept in the plan as it was still considered an important connection between the neighborhoods off Skyline Drive to the east and the neighborhoods off Summit Drive to the west (see Figure 12).

Today, Donna Drive is ½-mile long and is only ¼-mile from a road (Cranberry Ridge Drive) to the west. Once constructed, Donna Drive will be only the second connection between Skyline Drive and Summit Drive (see Figure 13).





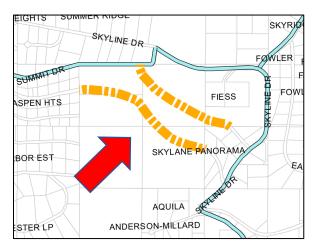


Figure 12: Donna Drive – 2006 Mapping Update.

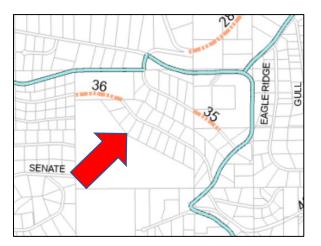


Figure 13: Donna Drive – 2023 Roads Plan.



IV. Maps

The following maps depict proposed future corridors across the borough. For this update, six townships were added to the study area to accommodate growth in those areas. Thirty-nine new corridors were added to the 2023 Roads Plan. Table 3 summarizes the corridors and the rationale for their inclusion. Some of the corridors overlap with constructed roads. In these instances, the constructed road does not have ROW and, thus, is included in the 2023 Roads Plan. Additionally, several of the corridors established in the original 1991 Roads Plan were slightly rerouted because of more accurate topographical information. Figure 14 presents the 2023 Roads Plan study area location.

Important points to remember about how the Roads Plan is implemented:

- Road corridors in the plan **will only be dedicated on private property at the time that landowners subdivide**. If land never subdivides, a road corridor shown in the Roads Plan maps may never actually be built.
- The subdivision process allows for some flexibility in road alignment and design if the alternative corridor achieves the same goals as the connection identified in the Roads **Plan**. Developers work closely with the FNSB's platting division to identify the optimal alignment of subdivision streets.
- The Roads Plan is intended to encourage and support the FNSB and developers working together to develop a road system that protects the **health**, **safety**, **and well-being** of the community as it continues to grow.
- Certain areas of public land have been used as open space but could be subdivided and developed in the future depending on the owner. The intention of this plan is not to advocate for the subdivision and sale of large publicly owned tracts, but to plan a logical, well-connected road network in the event that future subdivision and development of such areas do occur. The development of these areas depends heavily on the base zoning, FNSB Comprehensive Plan, and plans/goals of the owning agencies.

| New Corridor No. ¹⁵ | Rationale |
|--------------------------------------|--|
| 204 | New access to Murphy Dome Rd from the Frenchman stub |
| 205 | Old Murphy Dome Rd needs ROW |
| 213 | New access to Ester Dome area |
| 214 | Connects Old Ridge Rd to Old Nenana Highway |
| 217 | Connects two subdivisions and provides alternate access |
| 228 | Provides new access to large parcels via Desperation subdivision |
| 232 | Replaces Corridors #29 and #30 |
| 234 | Provides additional access to Adit stub, large parcels, and Old Murphy Dome Rd |
| 243 | Provides alternate access and connects to platted road stubs at Chad St and Ridgemont Dr |
| 251 | Connects Musk Ox subdivision to Ski Boot Hill |
| 254 | Provides alternate access to Spinach Creek |
| 256 | Provides additional access via Winchester Rd stub to Old Murphy Dome Rd |
| 272 | Provides new access to large parcels south of Murphy Dome Rd |
| 274 | Provides alternate access via existing platted road stubs |
| 275 | Provides access to parcels via Birch Hollow stub |
| 281 | Provides access to parcels via Hawkeye Downs stub |
| 282 | Provides alternate access to subdivision |
| 309 | Connects Smallwood Trail to Hopper Creek Dr |
| 310 | Obtains ROW along Amanita Rd |
| 314 | Creates a Misty Fjords Ct to Chena Valley View Ln connection using stub |
| 331 | Extends newly platted road east for connection between Esro Rd and Amanita Rd |
| 349 | Extends Corridor #51 to Chena Hot Springs Rd via Heritage Hills |
| 357 | Creates a loop with Bates St to provide new access |
| 358 | Connects Steese Highway to Elliot Highway via Corridor #301 and Silver Fox |
| 361 | Creates a loop from Corridor #57 to avoid a long cul-de-sac |
| 362 | Connects John Cole Rd to Hopper Creek Dr and Smallwood area |
| 369 | Connects Chief John Dr and Reschaven stubs |
| 379 | Connects Fiddle Way to Becker Ridge Rd |
| 384 | Connects Moosewood Cir to Birch Knoll Rd |
| 386 | Extends Peede Rd to Corridor #125 |
| 387 | Connects Sebaugh Rd to Joline Ave across an SLE |
| 404 | Connects Amanita to Hopper Creek Dr stub |
| 405 | Connects Johnson Rd to Grieme Rd |
| 407 | Replaces Corridor #48 and #56 with a consolidated Golden Morn to Bennett connection |

Table 3: New road corridors added in the 2023 Roads Plan.

¹⁵ Corridor numbers were assigned at the beginning of the project and many corridors have since been removed by the project Steering Committee.

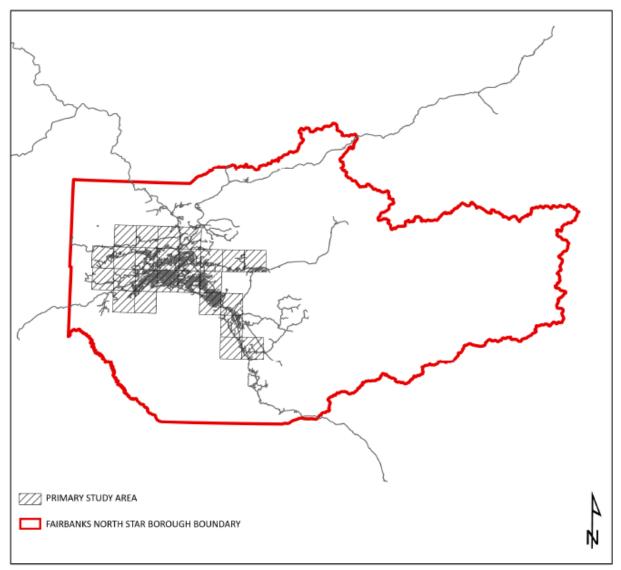


Figure 14: 2023 Roads Plan study area location shown within the FNSB boundary.



Fairbanks North Star Borough Comprehensive Roads Plan

What is functional classification?

Functional classification is *grouping streets and highways into categories according to the type of service that they provide*. All roads help the traveler move across the network, called *mobility*, and reach specific destinations, referred to as *access*.

What are the functional class categories?

The three standard road categories are *arterial*, *collector*, and *local*. Arterials and collectors are also often broken down into *major* and *minor* subcategories, with different implications for roadway design. For example, direct lot access is limited on *major collector* and higher roads. In addition, FNSB Code Title 17 provides guidelines for functional classifications based upon how many lots are served within subdivision.

Arterial. The highest category, these roads are designed to move travelers quickly and efficiently with higher mobility and speeds, and with few stops, turns, and intersections. Arterials in the FNSB are generally managed by the Alaska DOT&PF. *Example: the Johansen Expressway in Fairbanks. Meant for high speed and through traffic.*

Major Collector. These roads collect and distribute traffic from minor collectors and channel it onto the arterial system. *Examples: N. Cowles in Fairbanks and Bradway Road in North Pole. Connects subdivisions and commercial areas.*

Minor Collector. These roads collect and distribute traffic from local streets and channel it onto the major collector and arterial system. *Examples: Wilcox Avenue in Fairbanks and Davis Blvd. in North Pole. Typically serves over 40 lots.*

Future Study. These roads are desirable connections but will require additional research before they will be officially included in the Roads Plan as a major or minor collector. *Examples: Corridor 382 in the 2022 update, which connects Two Rivers and North Pole, and Corridor 121 that would require a bridge over the Chena River to connect Roland and Dale Roads.*

Local. The lowest category, these roads typically have slower speeds and capacity since their main purpose is to provide access to properties such as homes and businesses. Local roads are determined by the subdivision design in the platting process. *Examples: Your friendly neighborhood streets. Typically serves 40 or fewer lots.*

In general, *collector* and *local* roads are established throught the FNSB's subdivision process. The FNSB Roads Plan Future Corridors map series identifies the planned locations for *major* and *minor collector* roads within the Roads Plan study area. *Local* road locations are determined during the platting process by the subdivision design. 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.

What is the purpose of functional classification?

The broad purpose of functional classification is *to develop an orderly road network, balancing the needs for access and mobility to promote safe and efficient travel*. At a more detailed level, different functional classification systems serve slightly different purposes. The purpose of the FNSB functional classification system is to guide the design of subdivision streets and access to local properties.

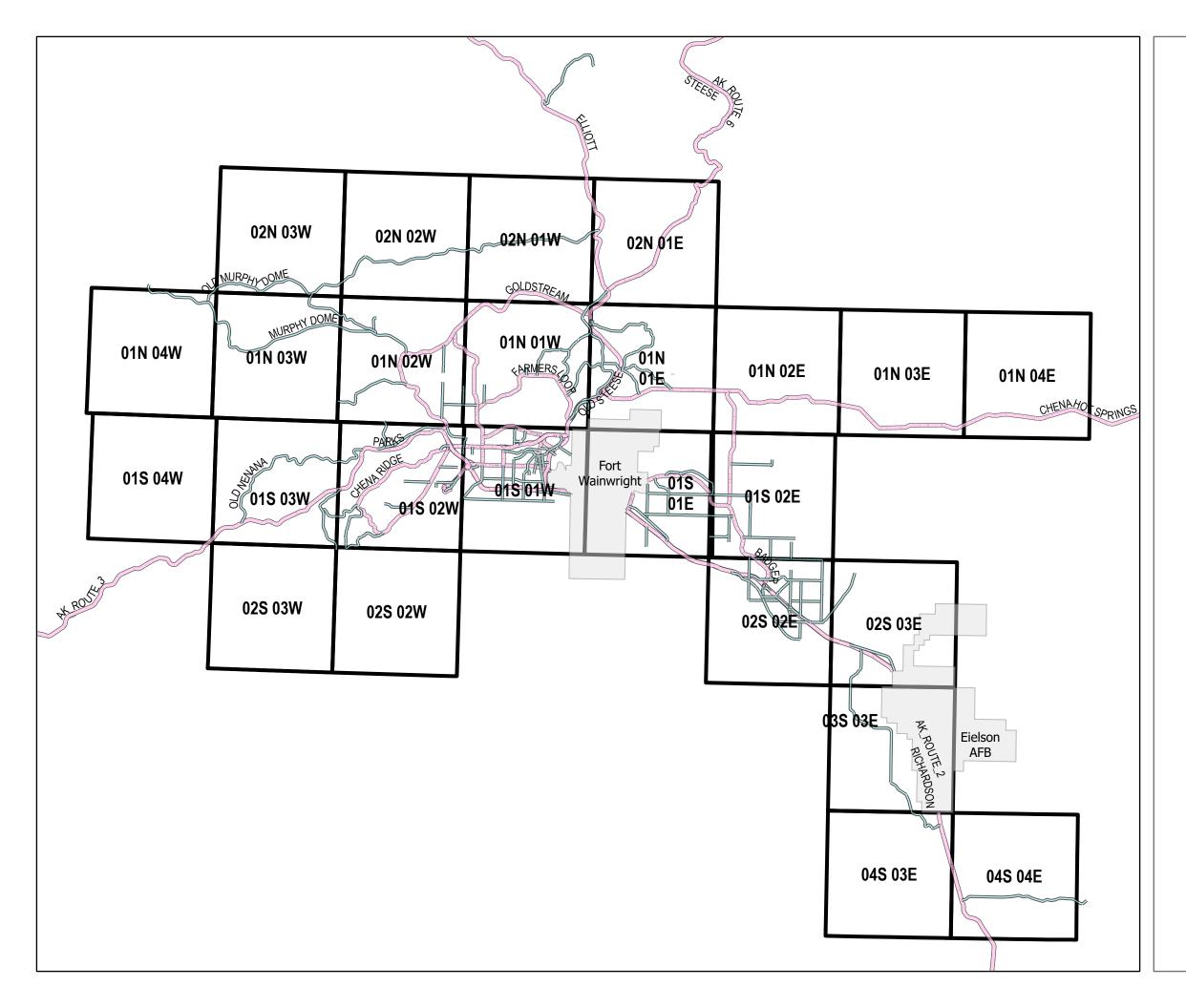
How does the borough use functional classification?

FNSB uses Functional Classification for *three separate and distinct purposes during the subdivision process*. *Access control policies* on roadway facilities depend upon their classification. Higher order roads have more restrictive access control. Based on a road's functional classification there are varying *design standards*. Finally, for a road to be included in the road plan it must be a *collector road or above*.

Future Corridors Map Index

| Corridor No. | Page(s) | Corridor No. | Page(s) | Corridor No. | Page(s) | | Corridor No. | Page(s) | Corridor No. | Page(s) |
|-----------------|---------------|-----------------|---------|-----------------|---------|---|-----------------|---------|-----------------|---------|
| 4 | 31 | 85 | 37 | 156 | 45 | | 262 | 31 | 355 | 45 |
| 12 | 31 | 86 | 38 | 158 | 46 | | 263 | 31 | 357 | 45,46 |
| 13 | 30, 29, 34 | 88 | 39 | 159 | 46 | | 265 | 36 | 358 | 32 |
| 15 | 30, 35 | 89 | 39 | 161 | 46 | | 272 | 33 | 359 | 37 |
| 18 | 29, 34 | 90 | 40 | 162 | 50 | | 273 | 30, 35 | 360 | 43 |
| 20 | 34 | 91 | 40 | 163 | 50 | | 274 | 36 | 361 | 40 |
| 21 | 34 | 93 | 40 | 164 | 50 | | 275 | 36 | 362 | 38 |
| 22 | 35 | 94 | 40 | 165 | 50 | | 278 | 37 | 365 | 42 |
| 23 | 36 | 96 | 39 | 167 | 50 | | 279 | 36 | 369 | 49 |
| 24 | 36 | 97 | 39 | 171 | 50 | | 281 | 36 | 370 | 42 |
| 28 | 37 | 98 | 40 | 172 | 50 | | 282 | 36 | 372 | 30, 35 |
| 31 | 36 | 99 | 39 | 173 | 50 | | 287 | 31 | 373 | 29 |
| 32 | 37 | 100 | 40 | 174 | 50 | | 293 | 30 | 374 | 29 |
| 34 | 36 | 101 | 42 | 180 | 31 | | 301 | 32 | 375 | 35 |
| 35 | 36 | 102 | 42 | 181 | 31 | 1 | 305 | 37 | 377 | 43 |
| 36 | 36 | 113 | 45 | 183 | 32 | 1 | 309 | 38 | 379 | 43 |
| 39 | 36 | 115 | 46 | 190 | 46,45 | Ì | 310 | 37 | 382 | 47,51 |
| 40 | 39 | 118 | 46 | 191 | 34 | Ì | 314 | 38 | 383 | 37 |
| 42 | 36 | 119 | 46 | 193 | 38 | ĺ | 317 | 40 | 384 | 37 |
| 43 | 37 | 120 | 46 | 194 | 38 | ĺ | 318 | 40 | 386 | 46 |
| 44 | 38, 37 | 121 | 43 | 195 | 45,46 | Ì | 319 | 39 | 387 | 52 |
| 45 | 38 | 122 | 46 | 196 | 45,46 | 1 | 320 | 39 | 388 | 46,50 |
| 46 | 38 | 124 | 45 | 204 | 34 | Ì | 322 | 39 | 389 | 46,50 |
| 47 | 38 | 125 | 46 | 205 | 29 | 1 | 323 | 40 | 390 | 46,50 |
| 51 | 39 | 129 | 43 | 207 | 31 | | 324 | 40 | 397 | 42 |
| 53 | 39 | 133 | 45 | 208 | 31 | | 325 | 40 | 399 | 43 |
| 57 | 40 | 134 | 45 | 209 | 31 | 1 | 327 | 40 | 402 | 42 |
| 62 | 40 | 136 | 45 | 213 | 34, 42 | 1 | 331 | 37 | 404 | 37, 38 |
| 64 | 35 | 137 | 45 | 214 | 42 | | 334 | 32 | 405 | 54 |
| 65 | 37 | 138 | 45 | 217 | 35 | 1 | 335 | 37 | 406 | 43 |
| 66 | 36 | 139 | 46 | 228 | 29 | ĺ | 336 | 37 | 407 | 37 |
| 70 | 38 | 140 | 46 | 232 | 34 | 1 | 337 | 38 | | |
| 71 | 38 | 141 | 46 | 234 | 31 | ĺ | 338 | 39 | | |
| 72 | 35 | 143 | 46 | 243 | 36 | 1 | 339 | 39 | | |
| 73 | 35 | 144 | 46 | 250 | 43 | 1 | 342 | 46 | | |
| 75 | 36 | 145 | 46 | 251 | 36 | ĺ | 343 | 46 | | |
| 76 | 40 | 148 | 45,46 | 254 | 34 | 1 | 349 | 39 | | |
| 79 | 38 | 153 | 43 | 255 | 34 | 1 | 350 | 45, 46 | | |
| 81 | 36 | 154 | 43 | 256 | 33 | 1 | 352 | 37 | | |

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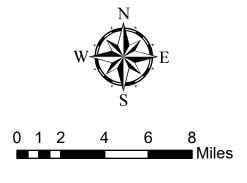




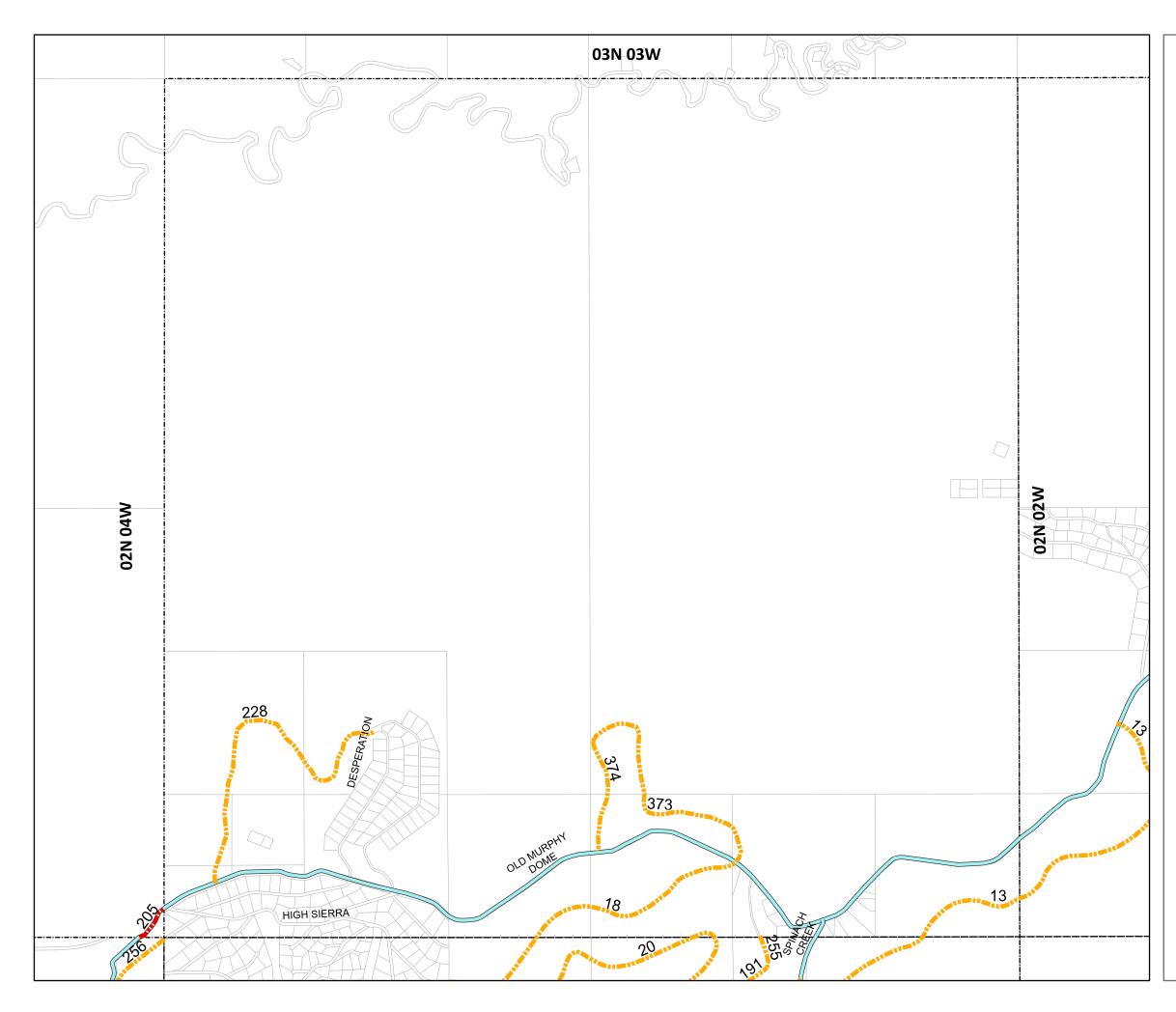
Comprehensive Roads Plan

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Comprehensive Roads Plan

April 2024

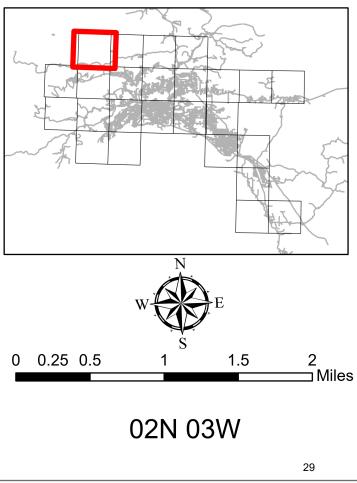
Roadway Classification

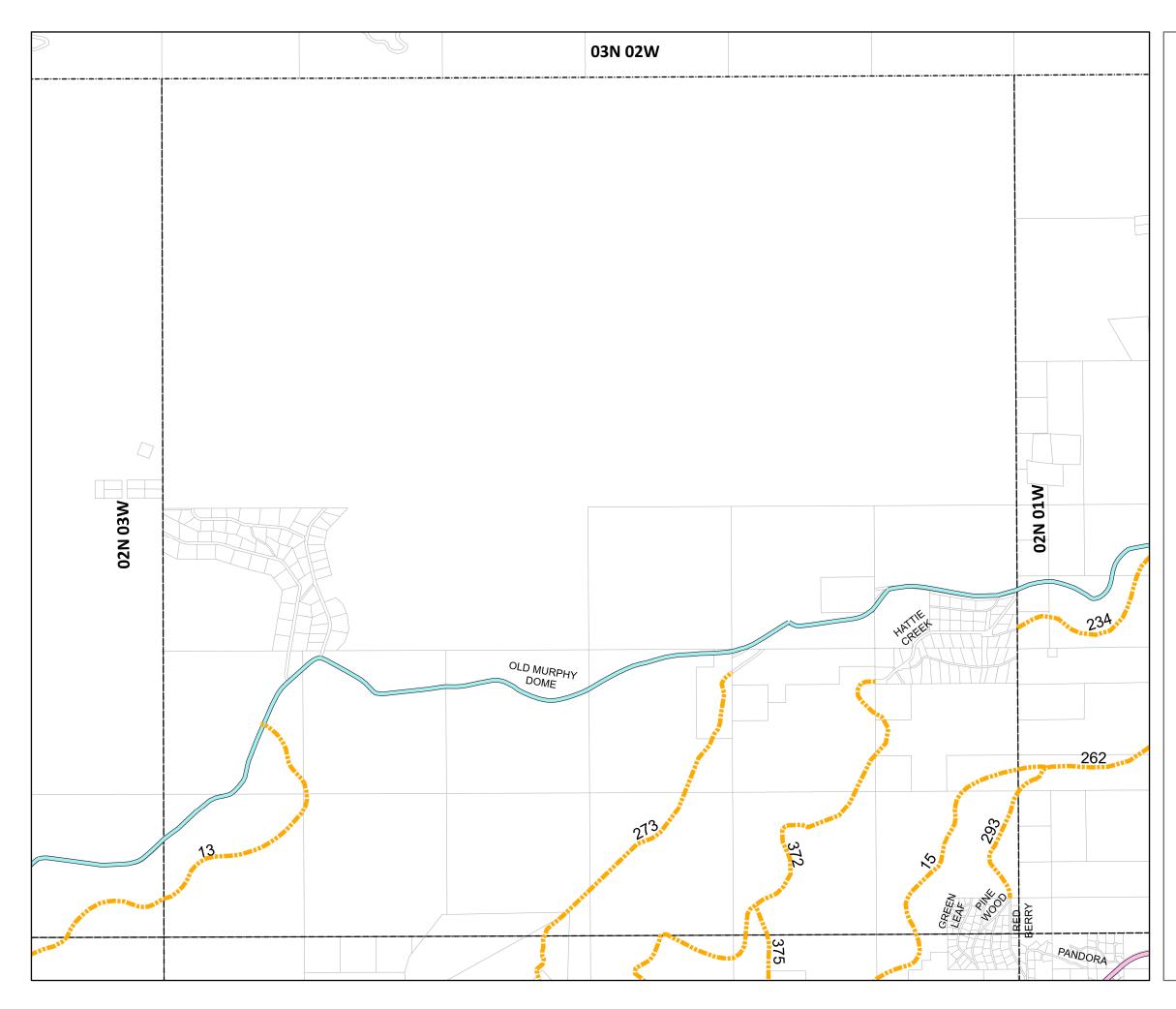
- EXISTING ARTERIAL
- EXISTING MAJOR COLLECTOR

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







Comprehensive Roads Plan

April 2024

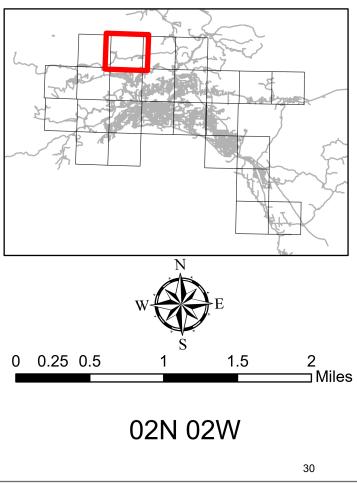
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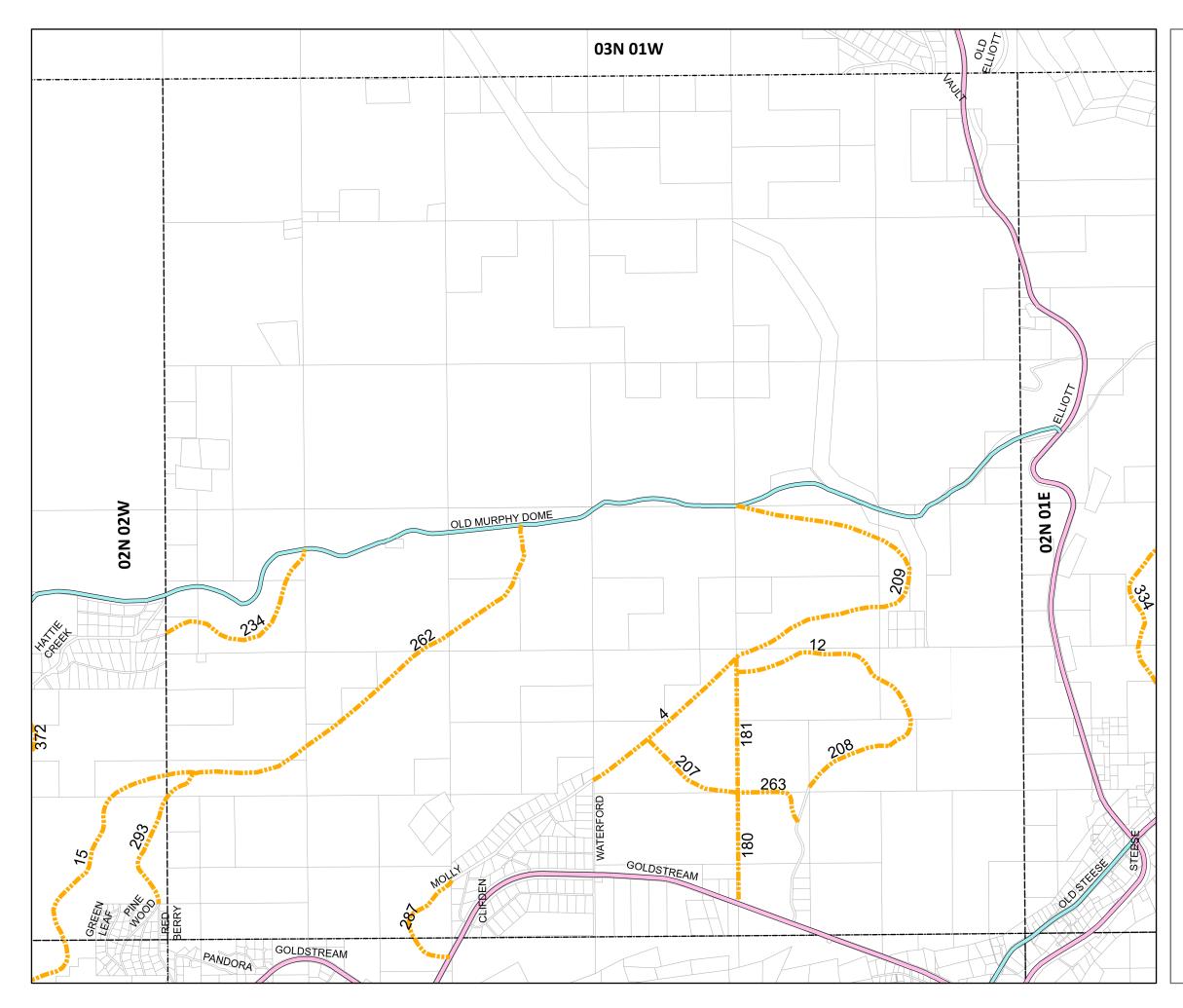
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Future Road Corridors

- MAJOR COLLECTOR
- MINOR COLLECTOR
- FUTURE STUDY

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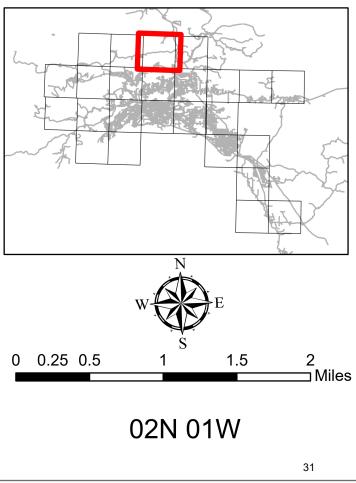
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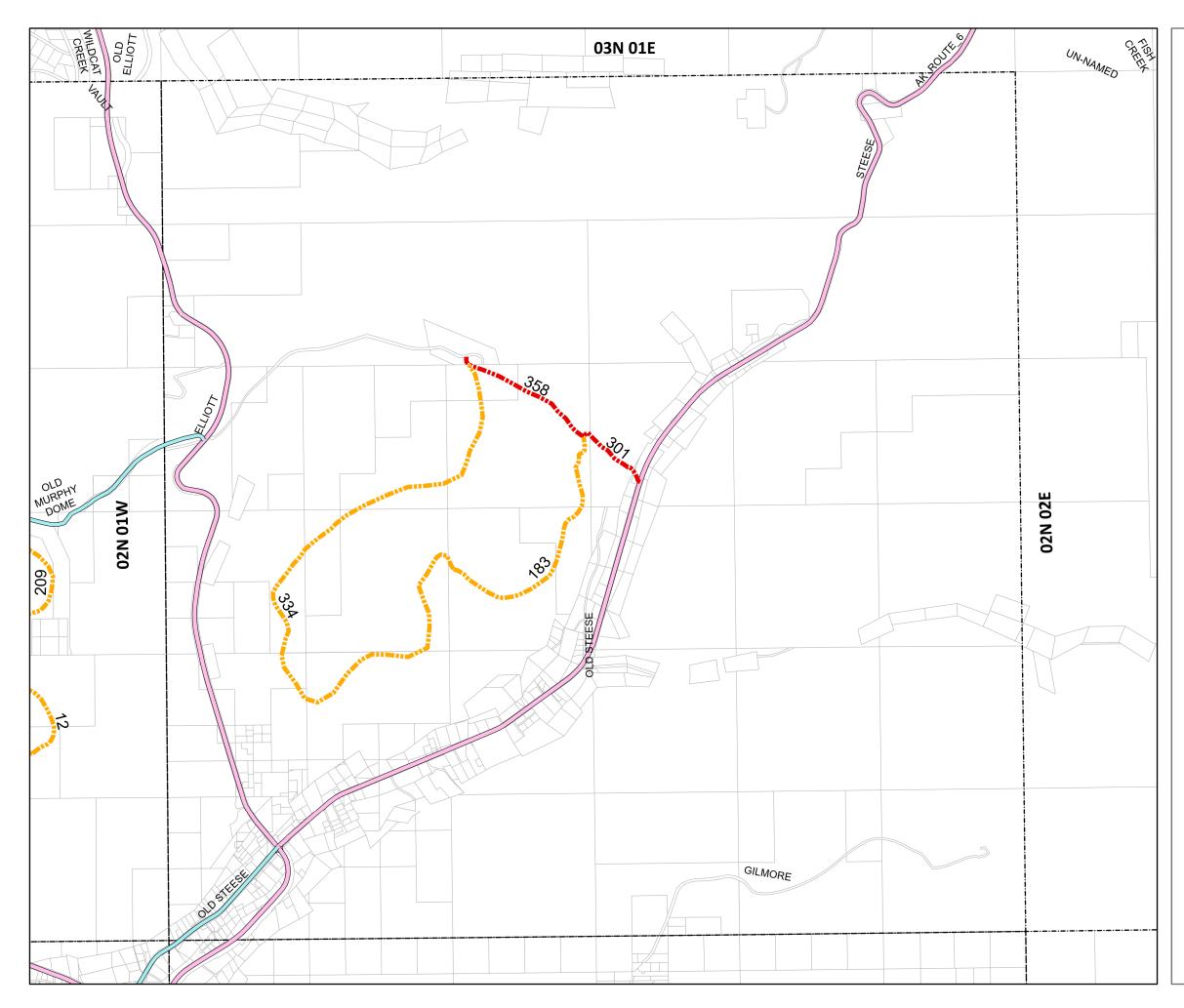
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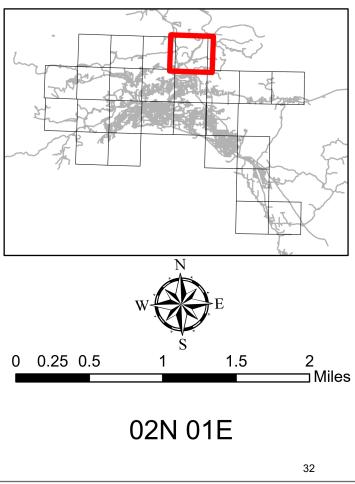
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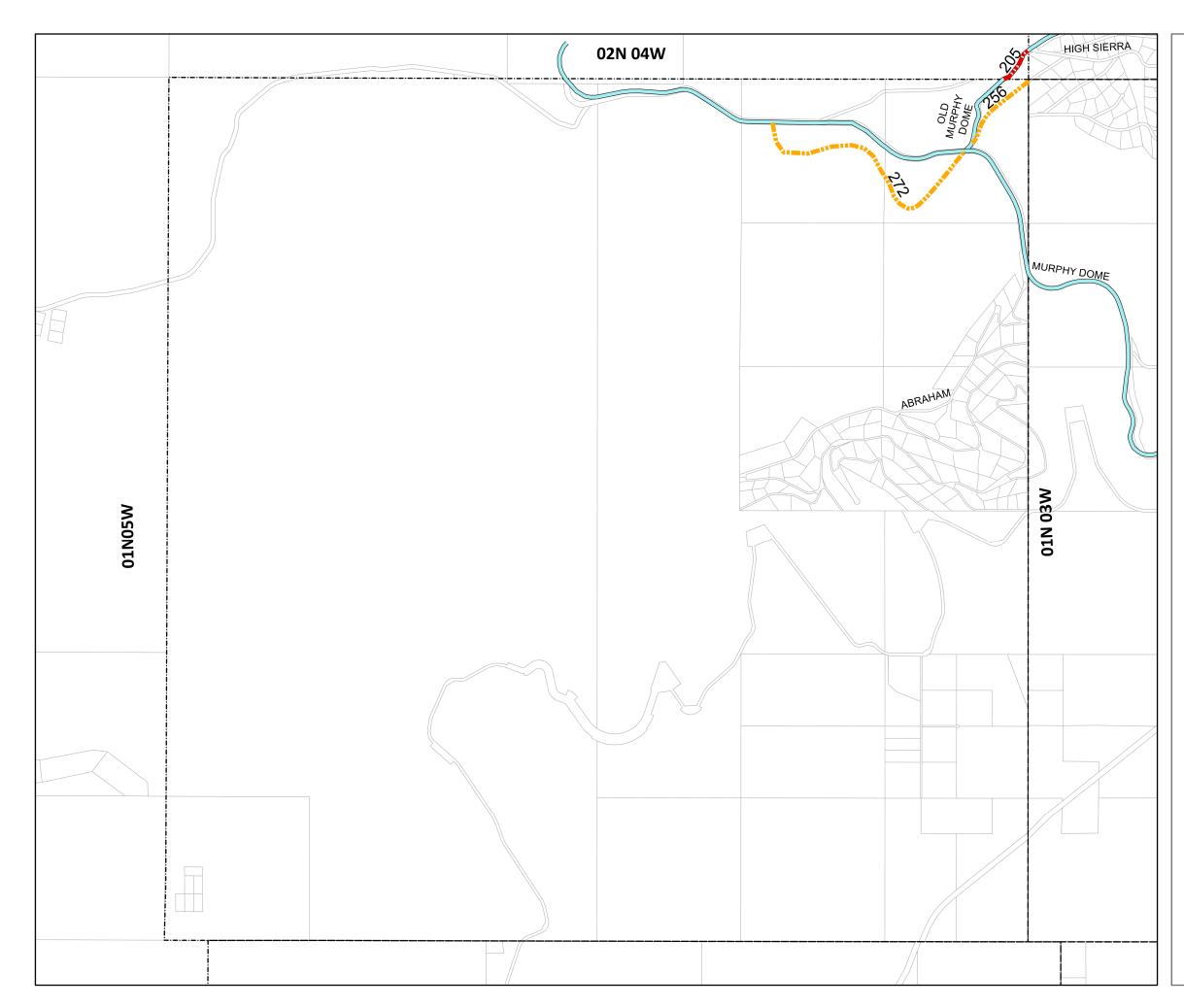
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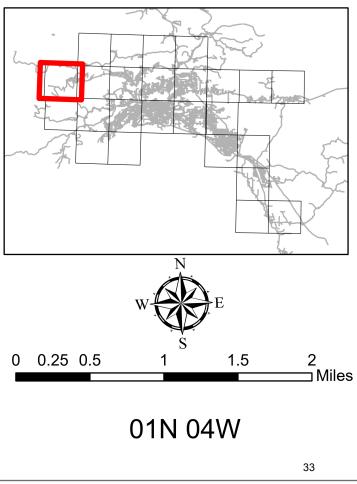
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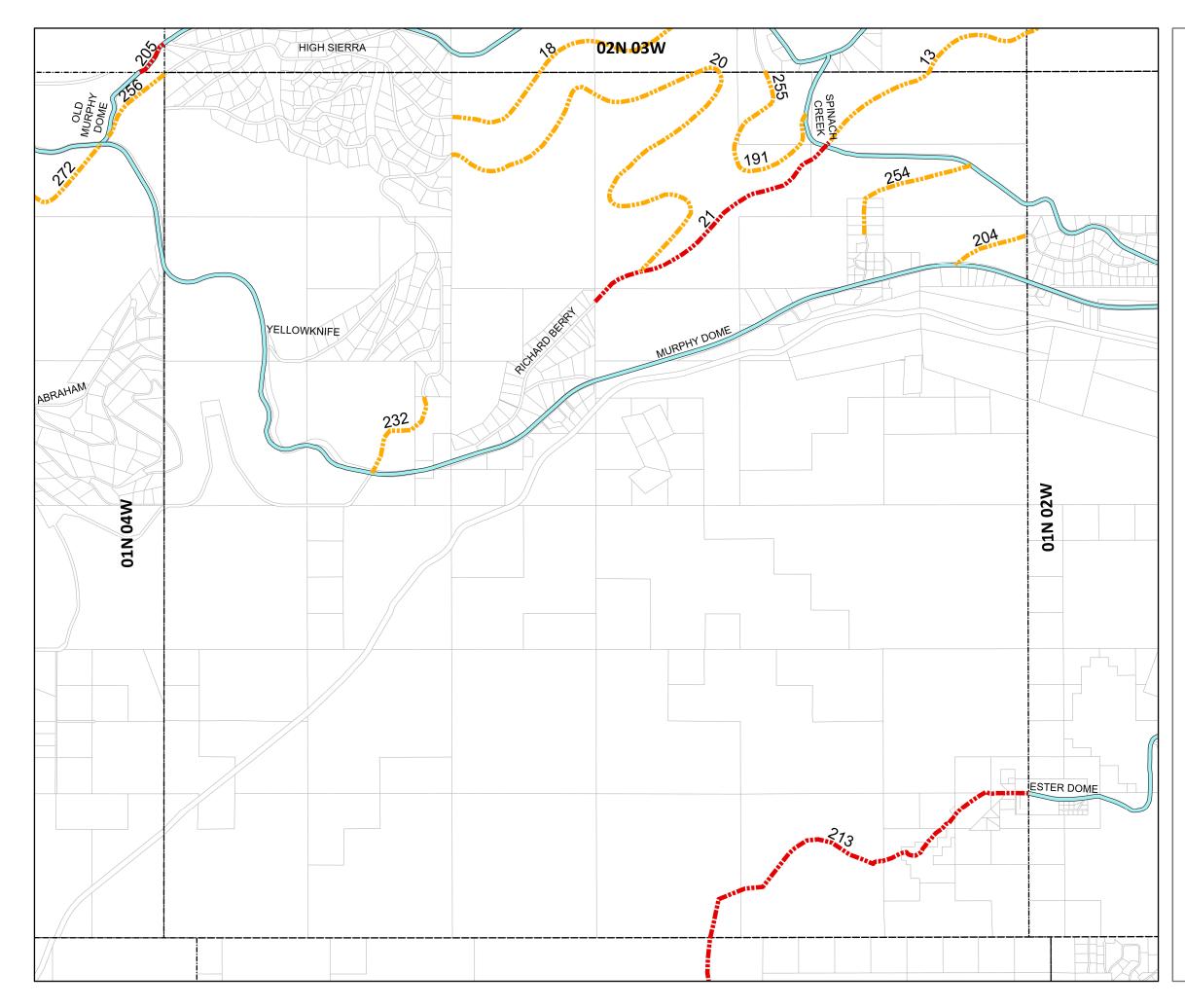
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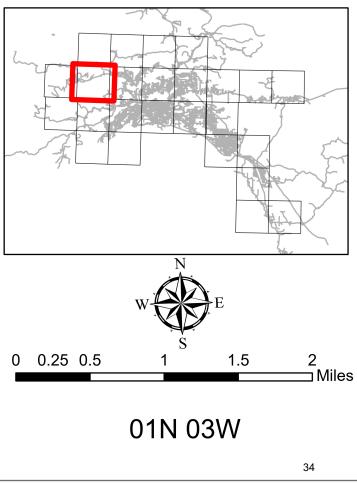
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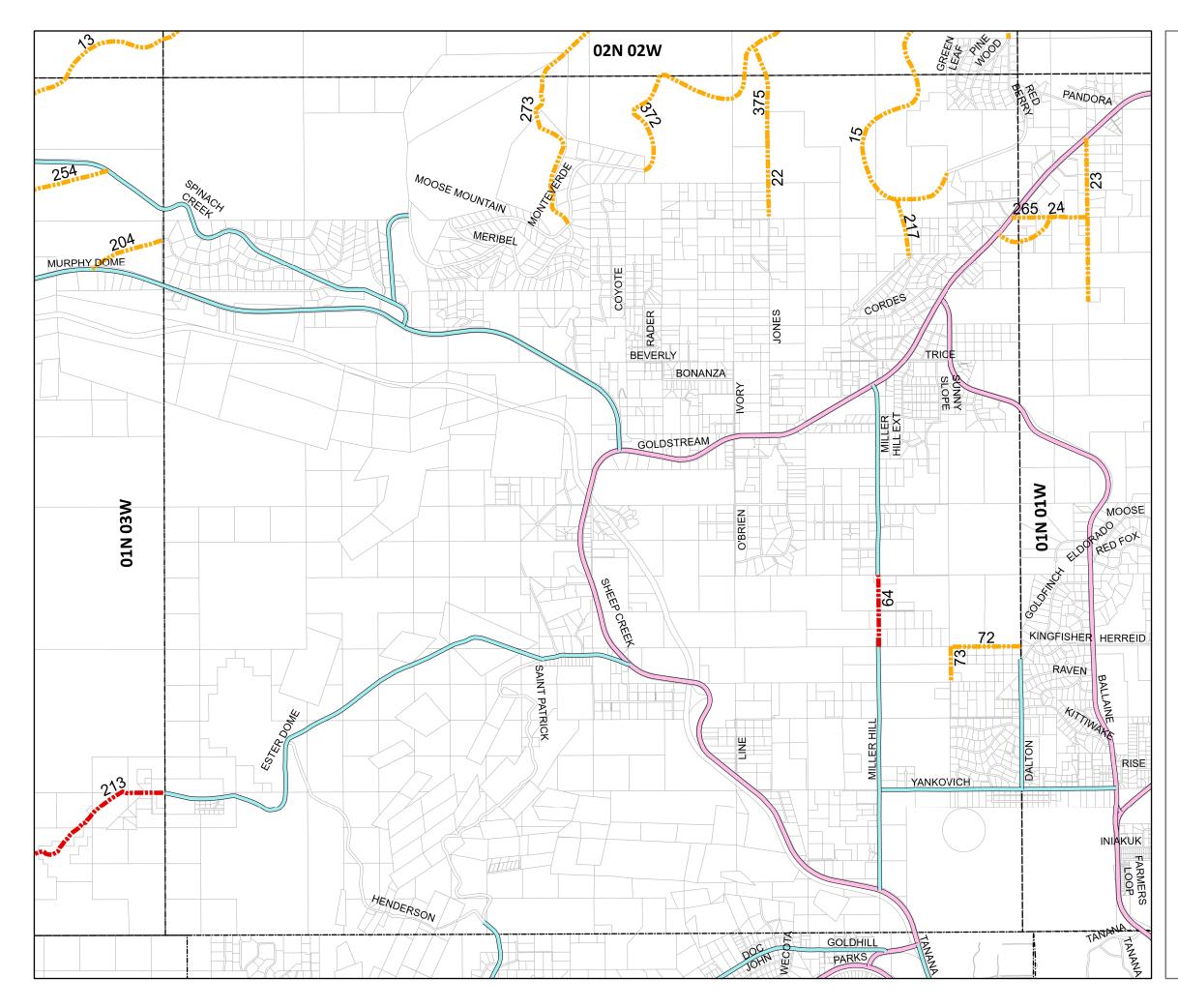
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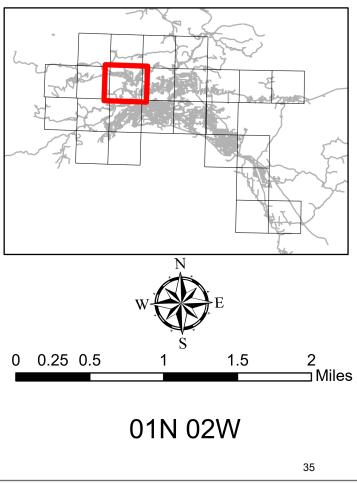
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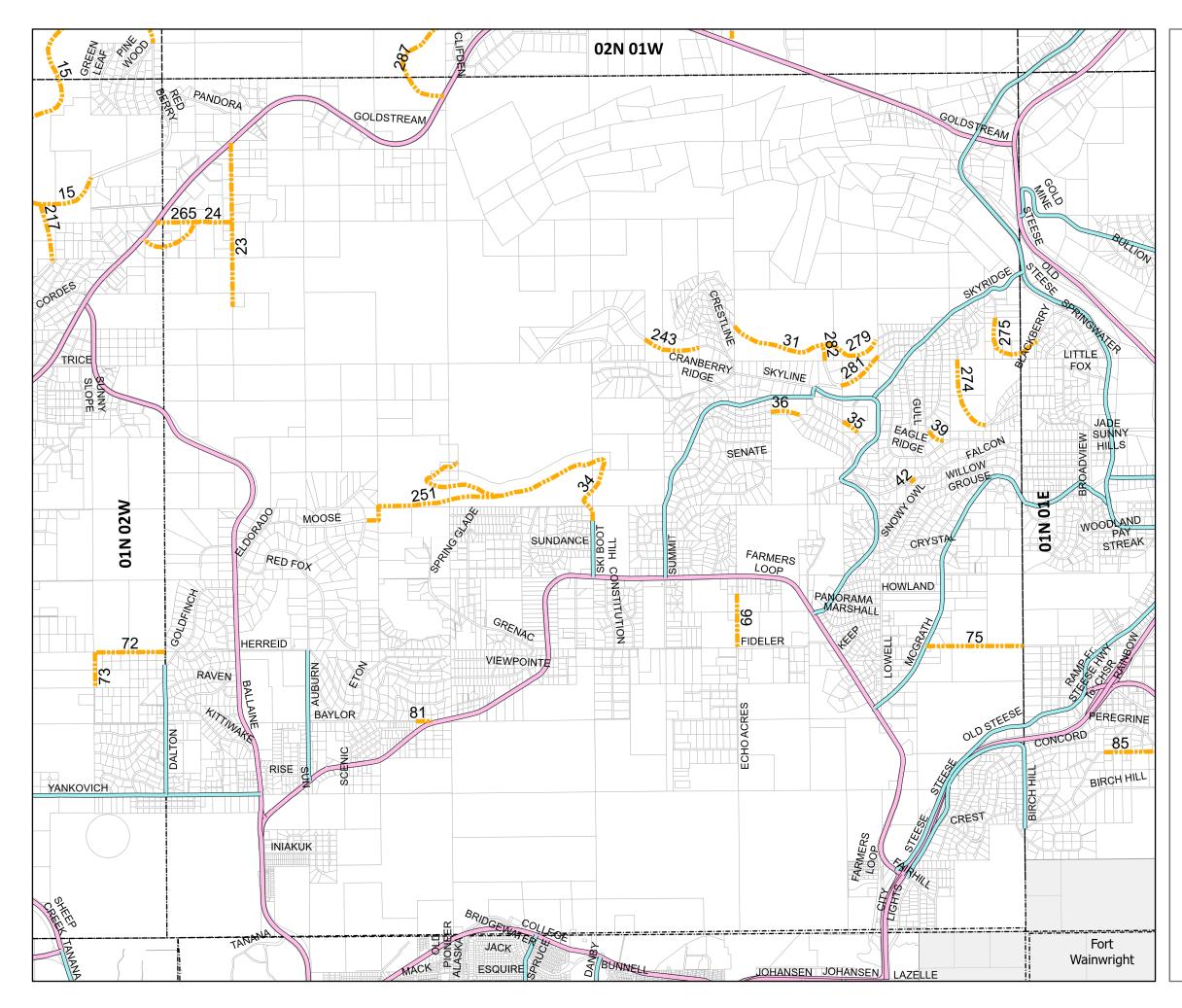
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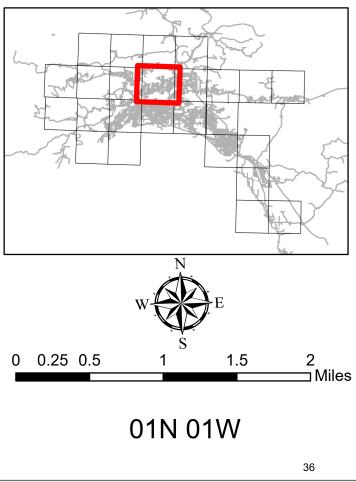
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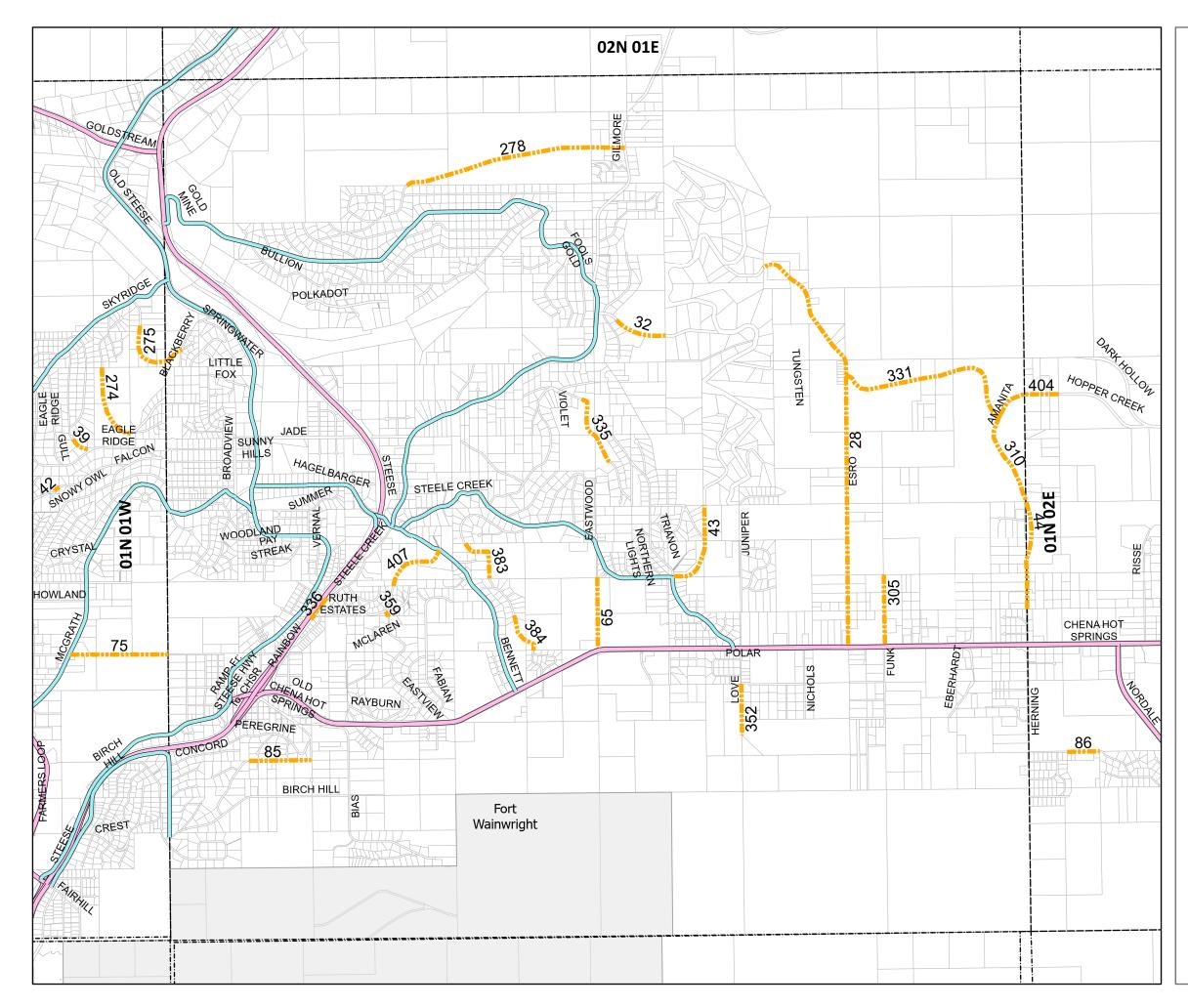
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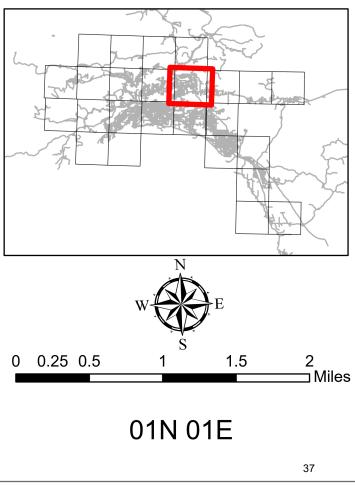
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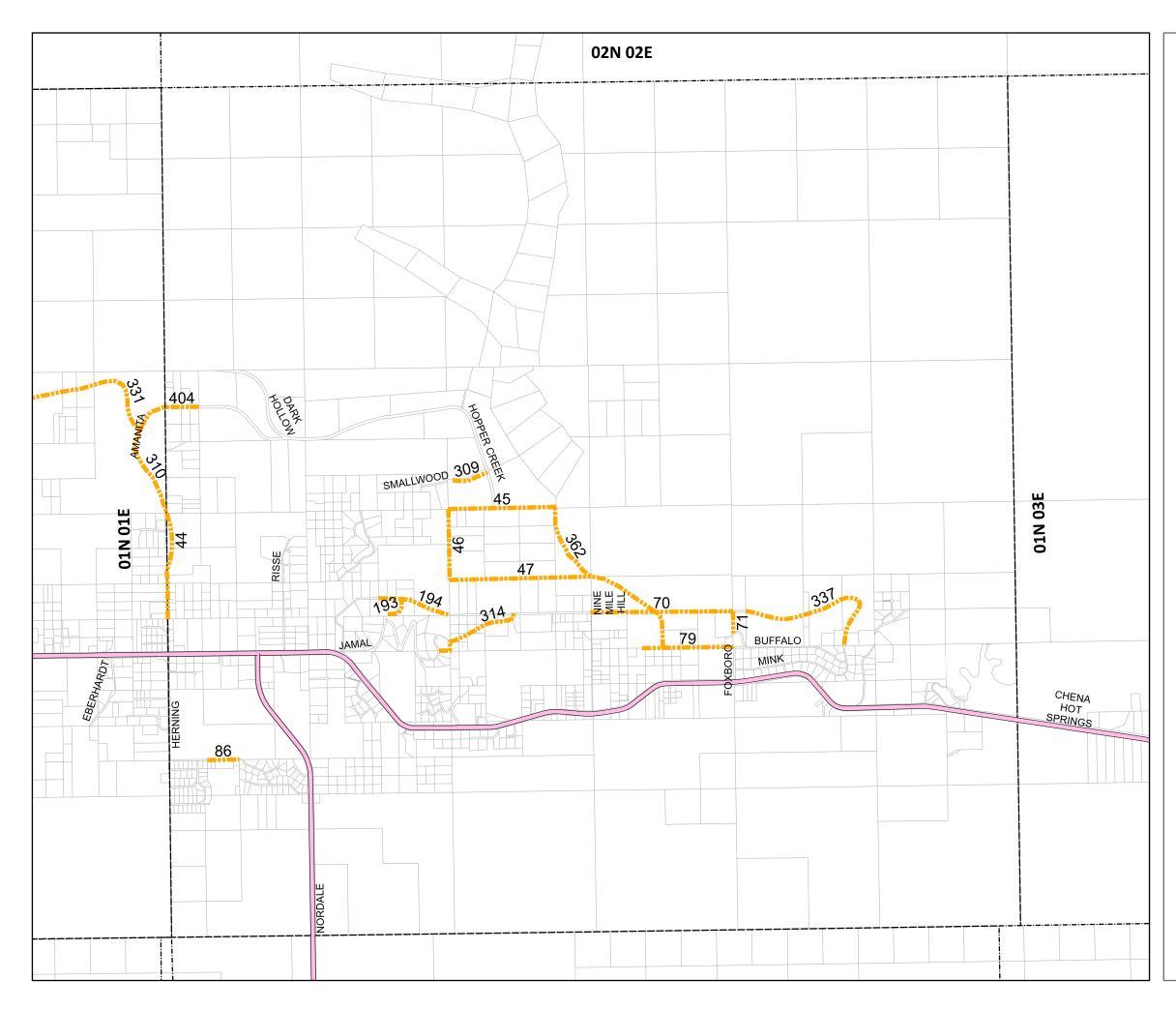
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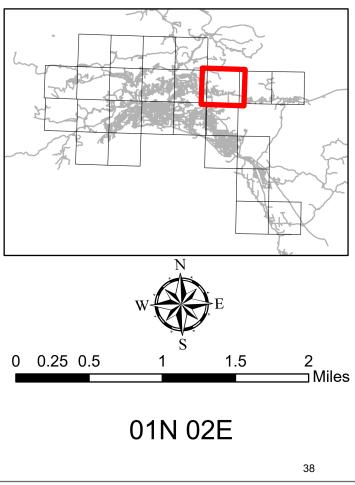
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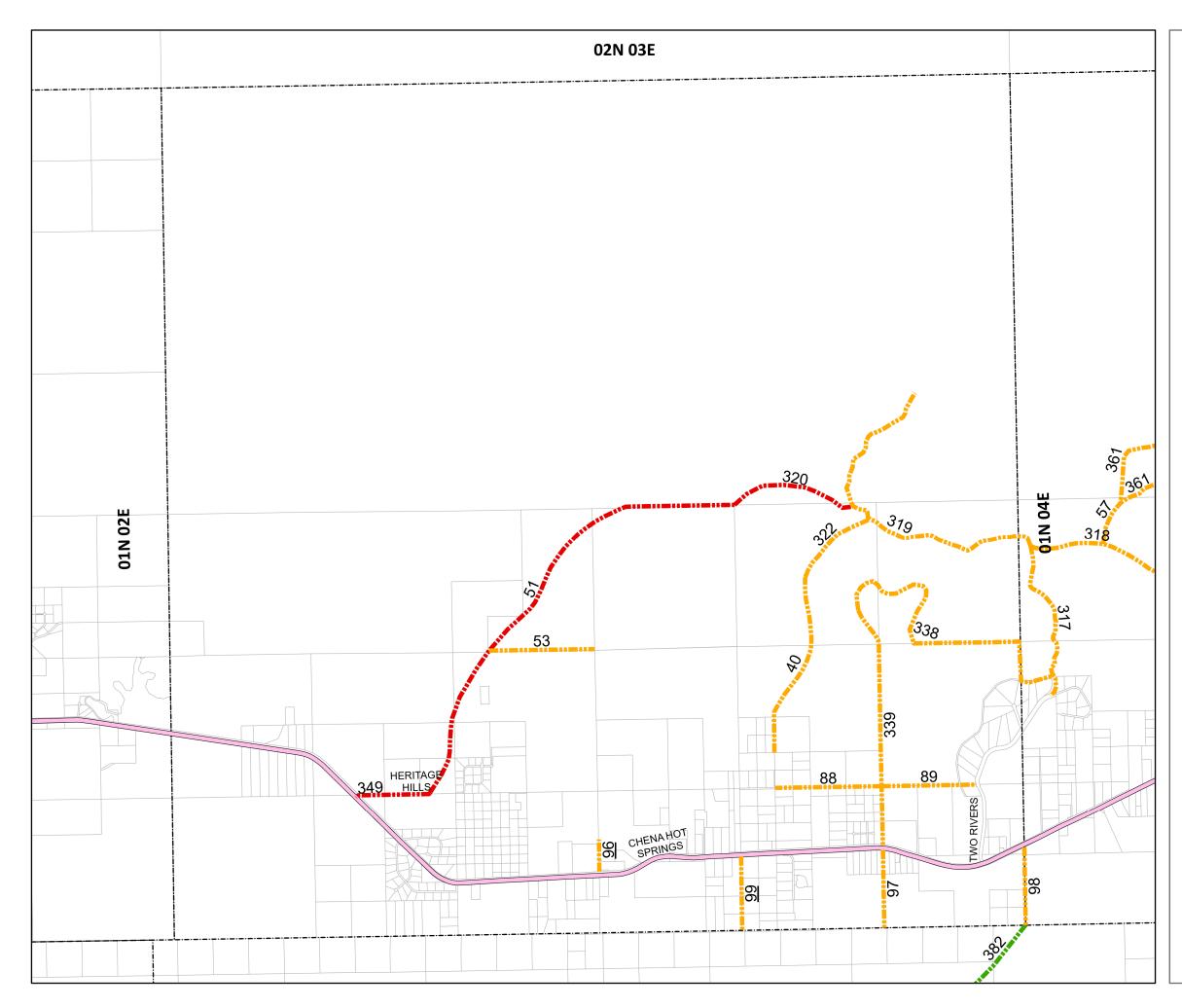
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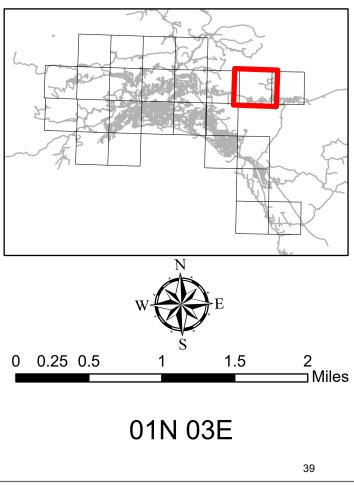
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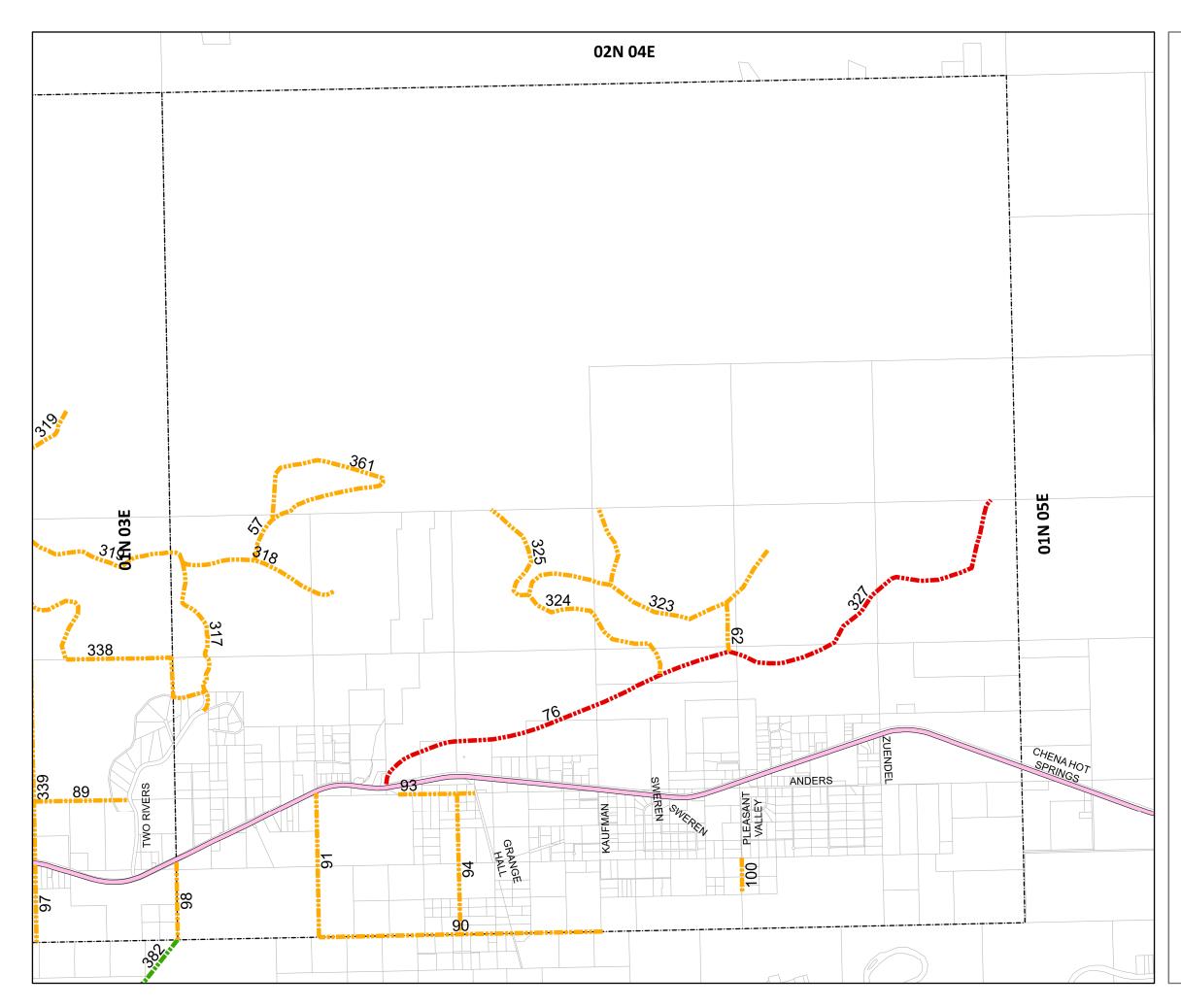
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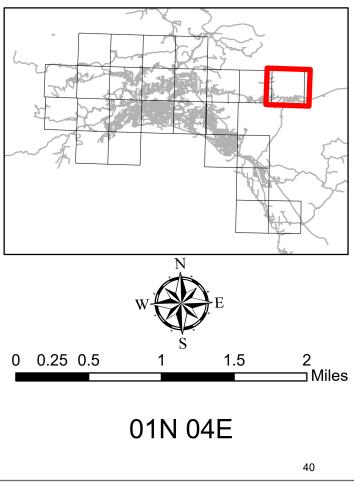
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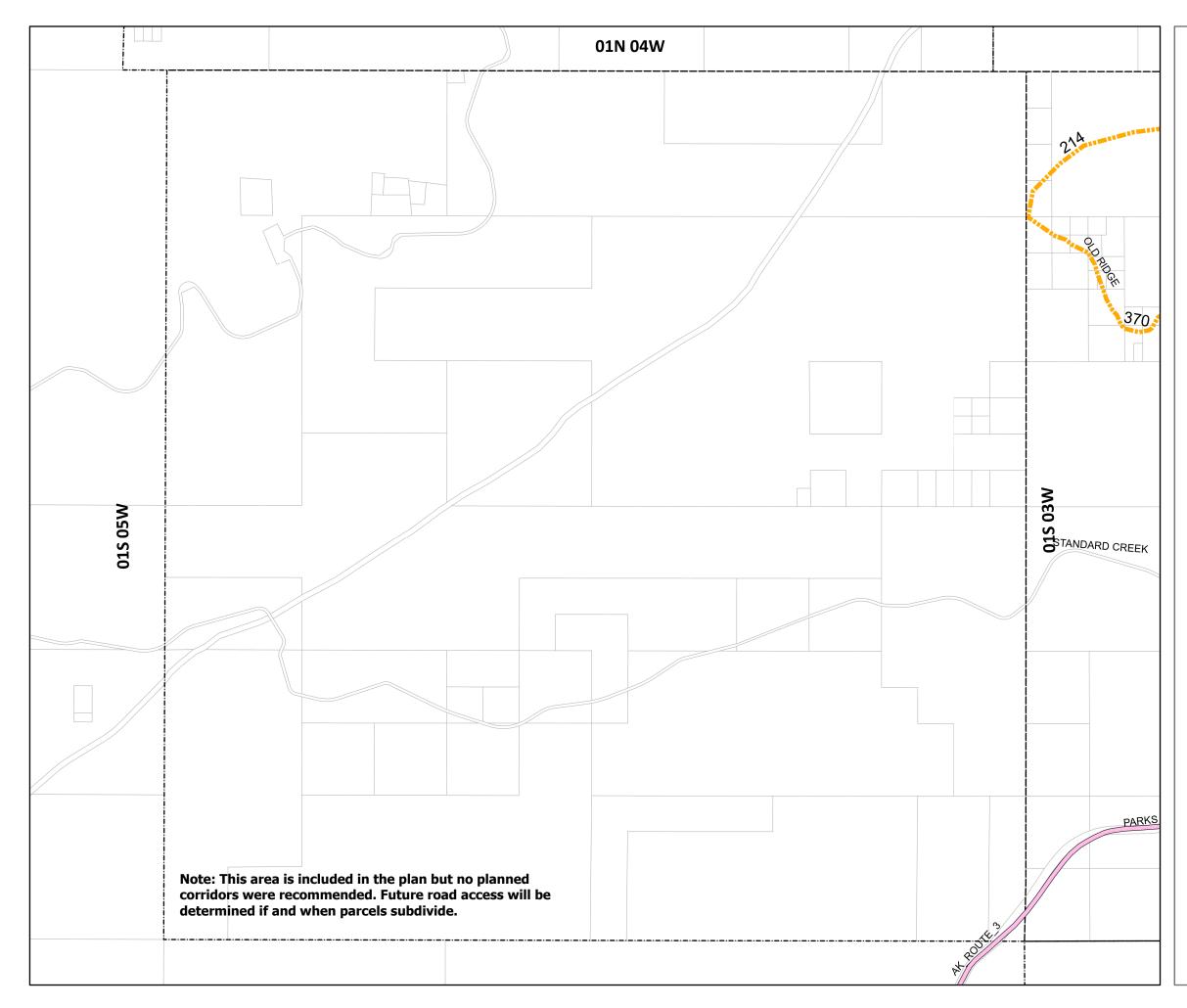
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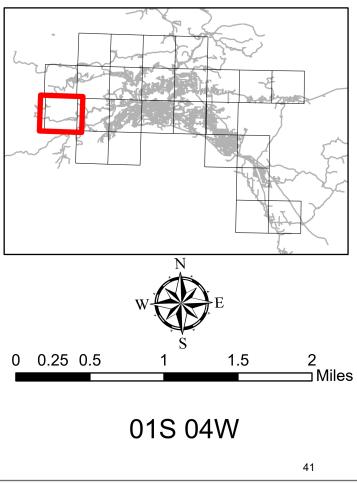
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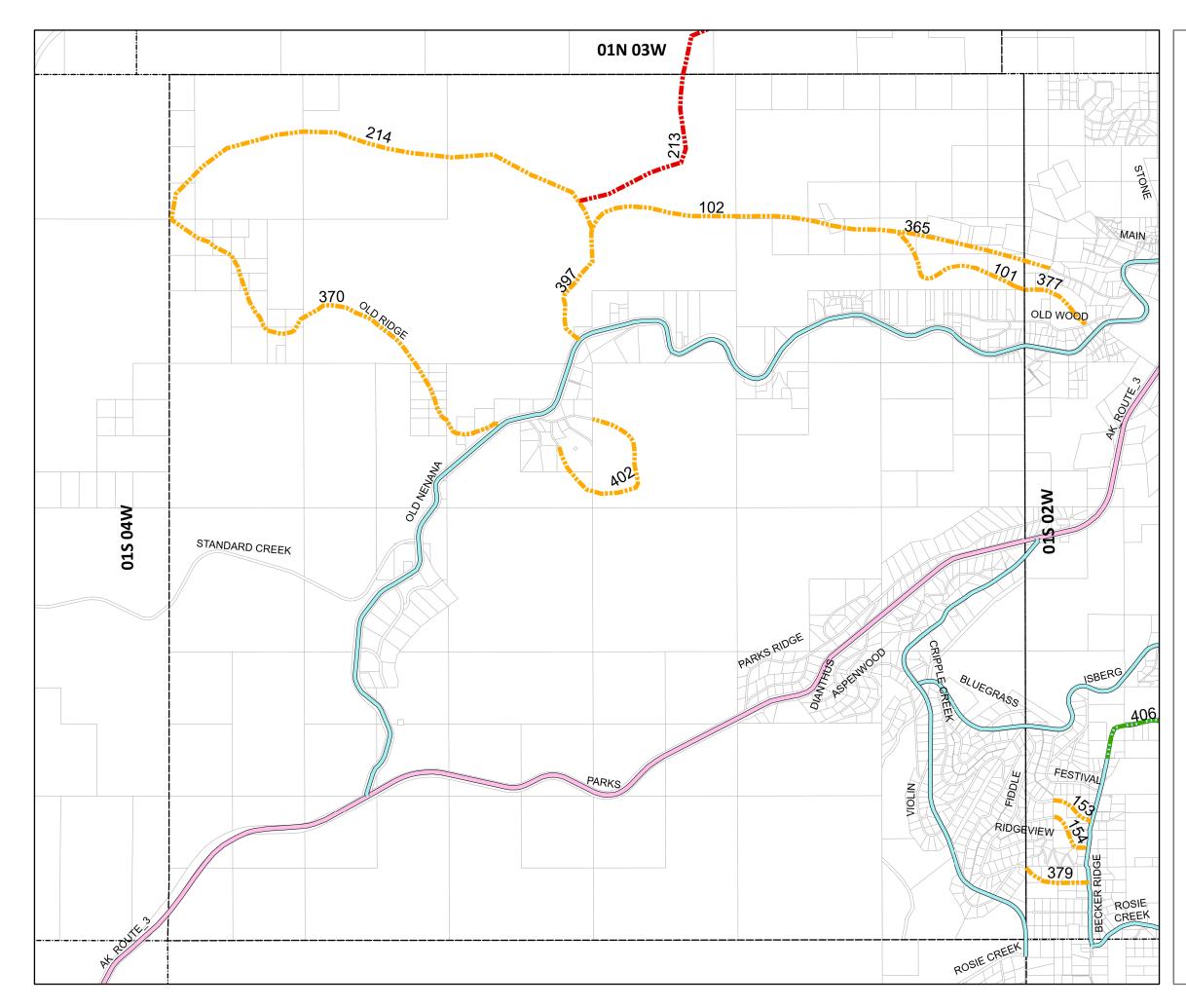
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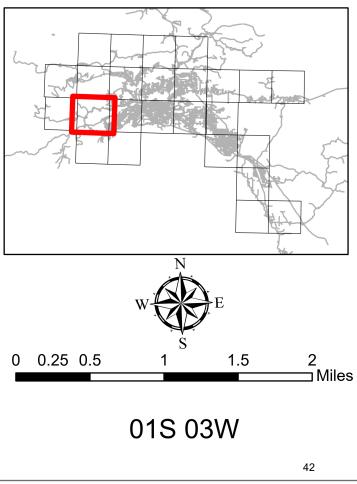
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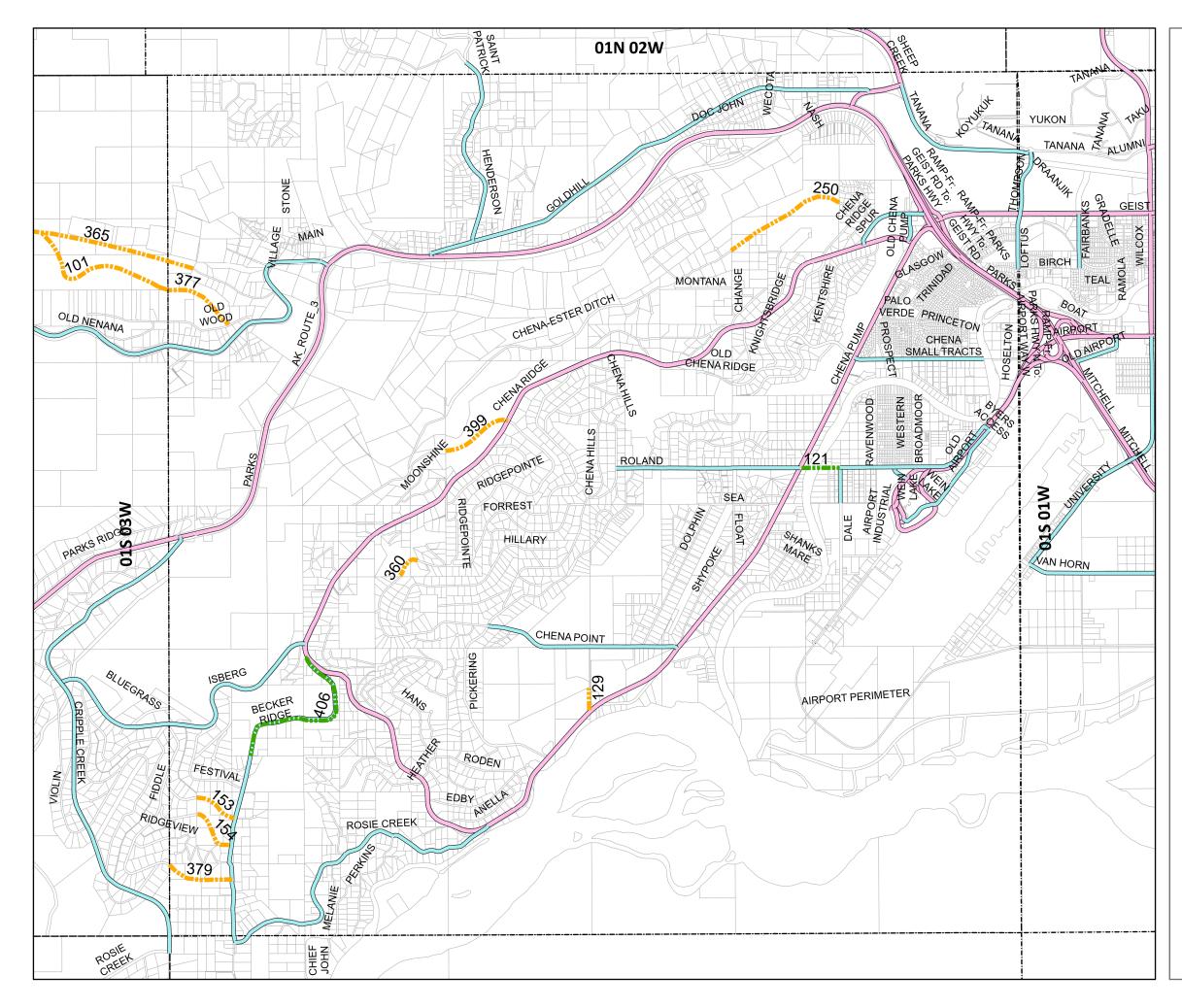
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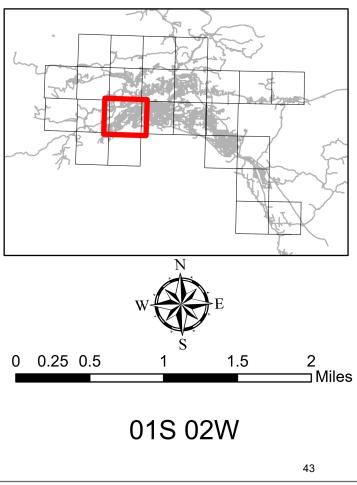
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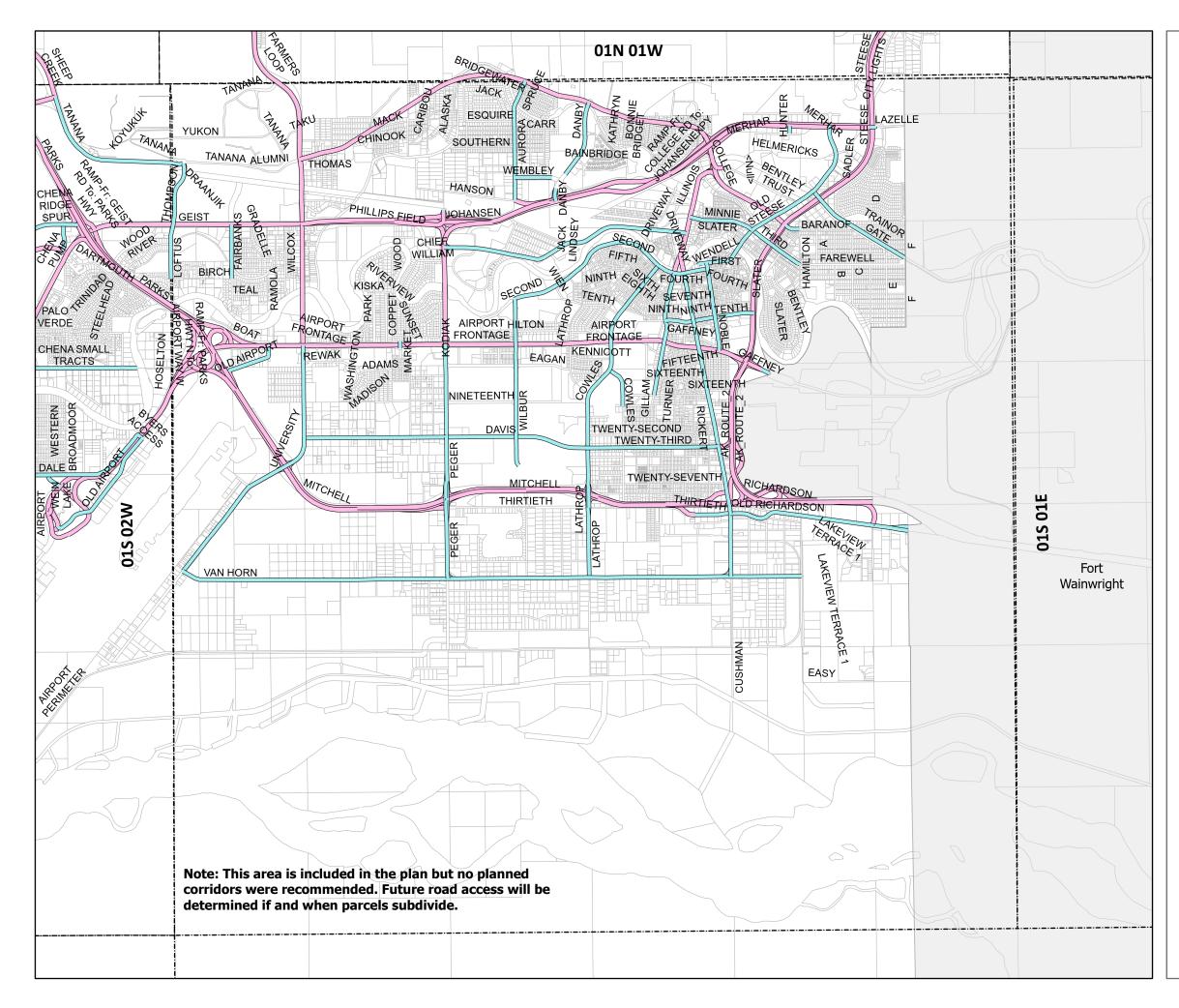
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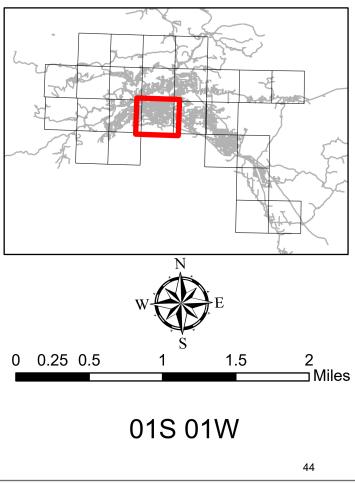
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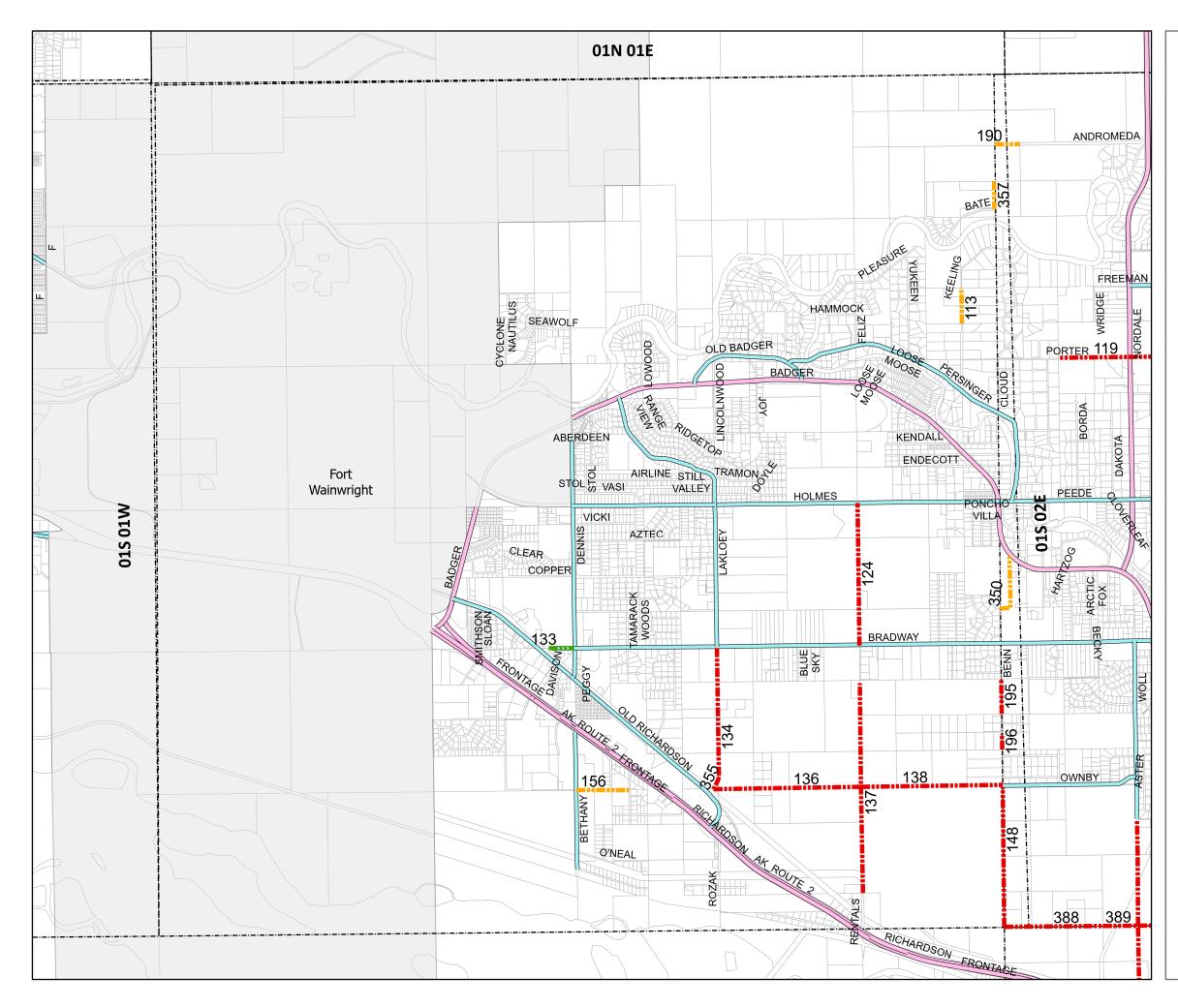
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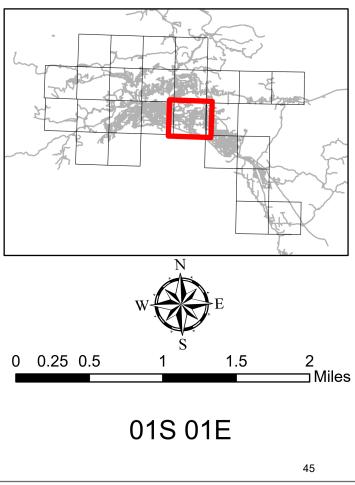
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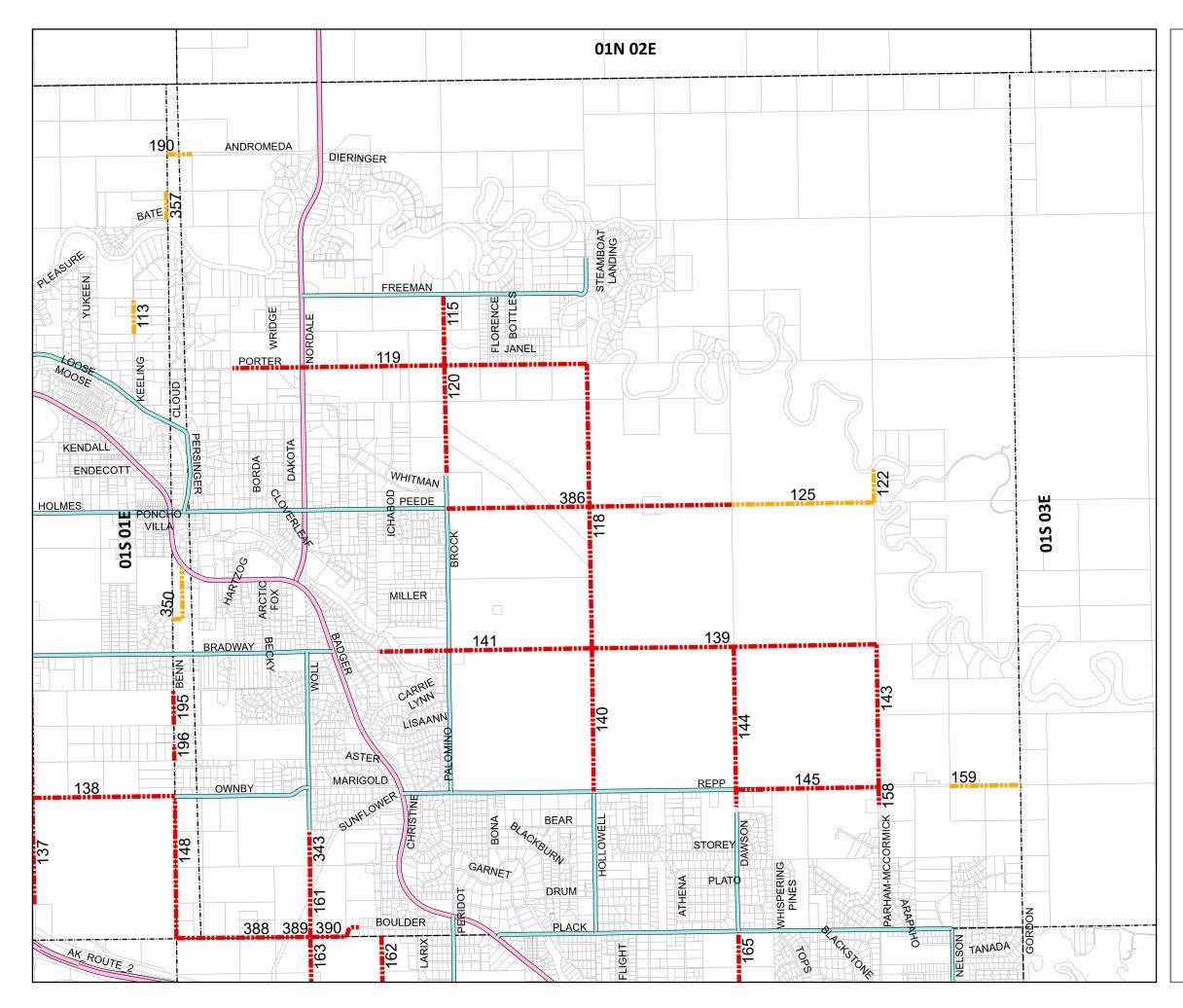
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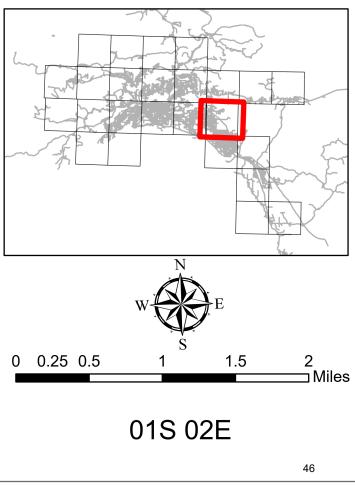
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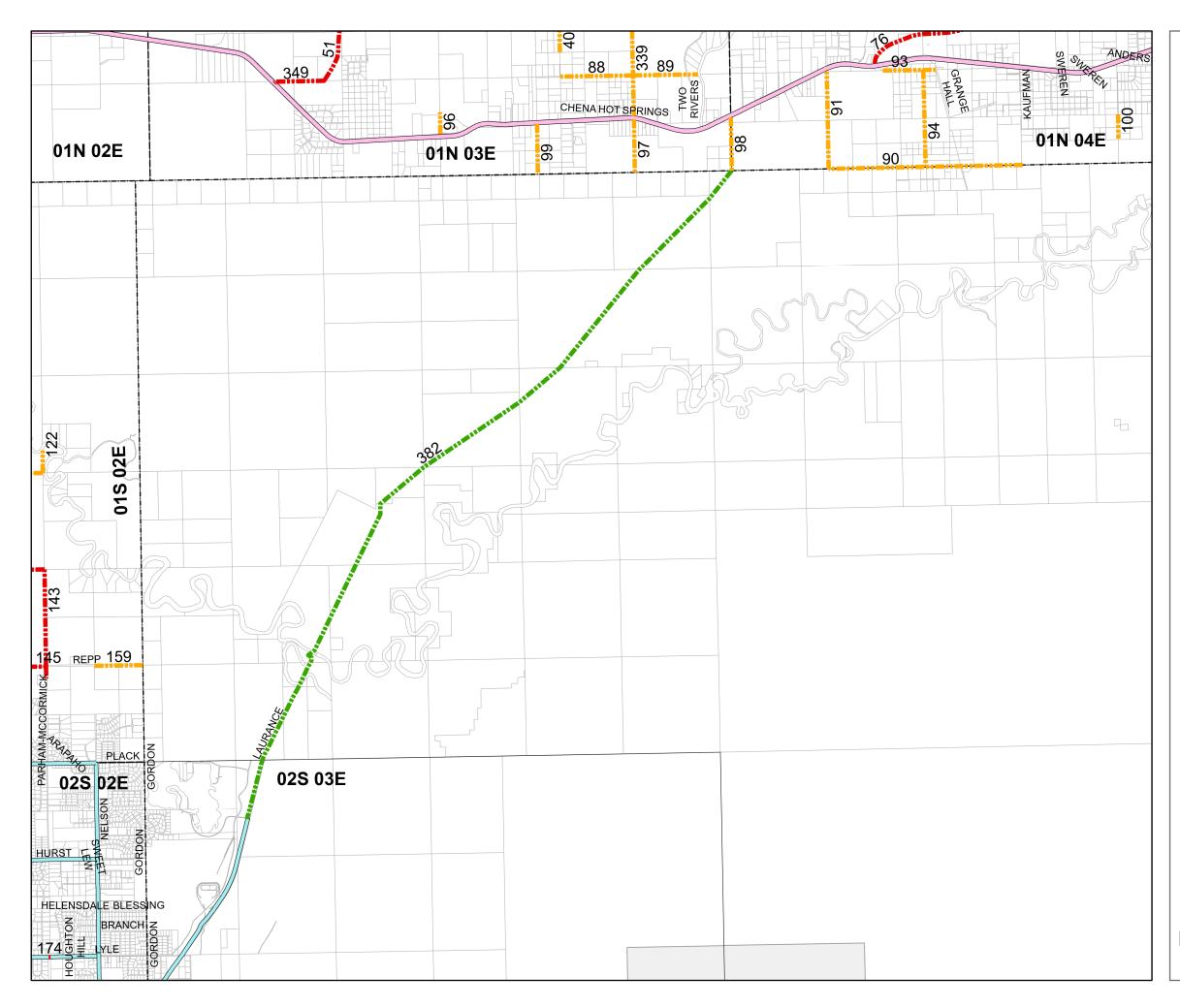
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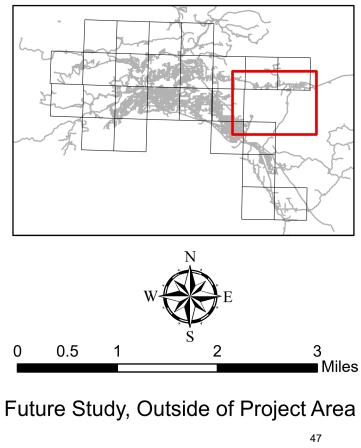
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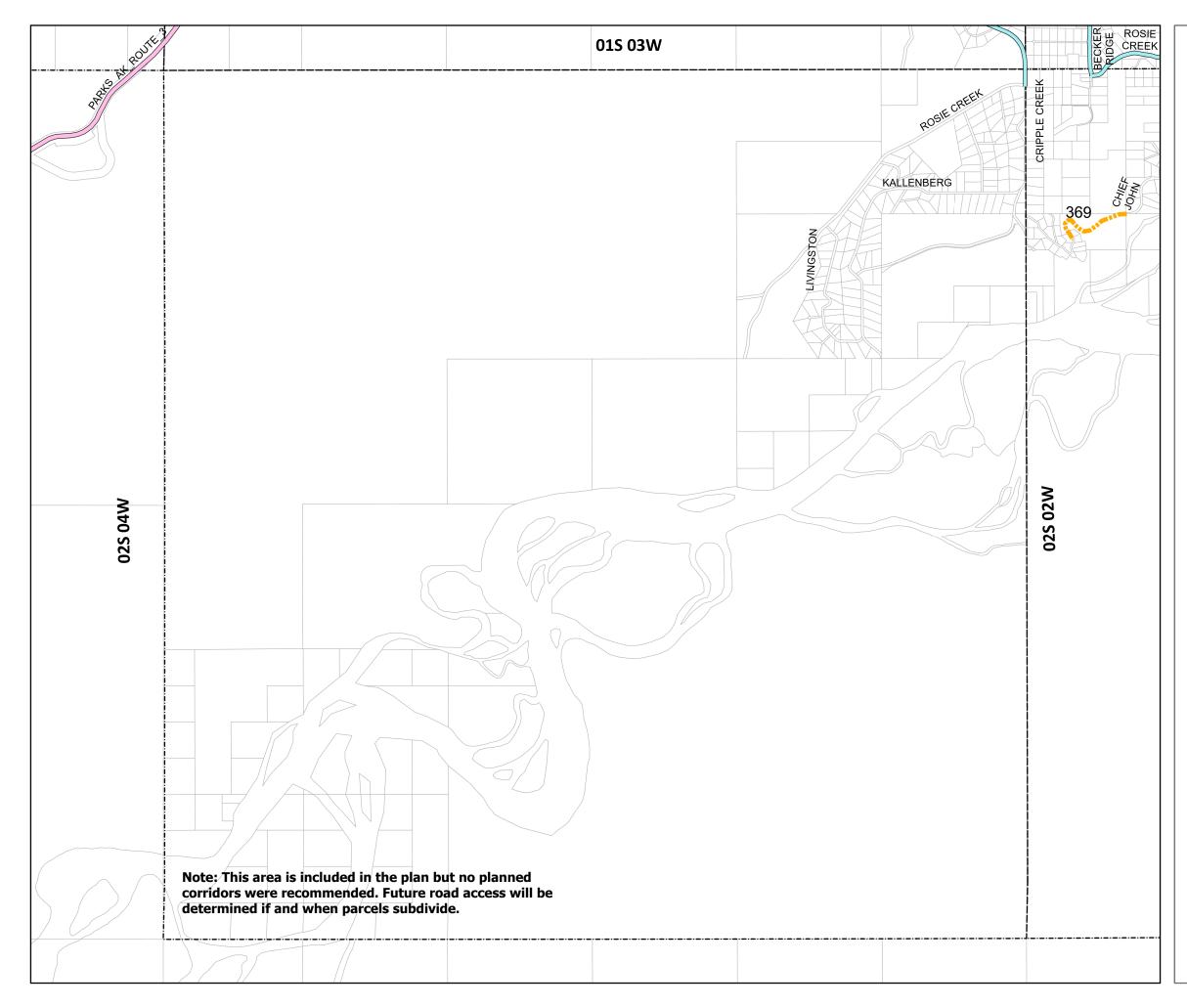
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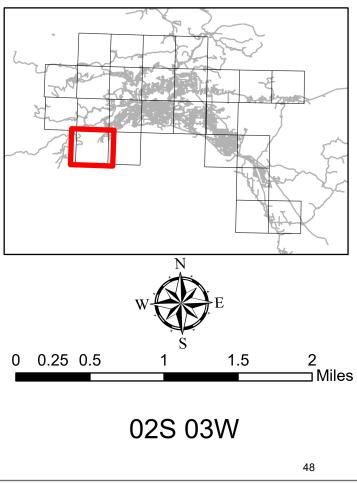
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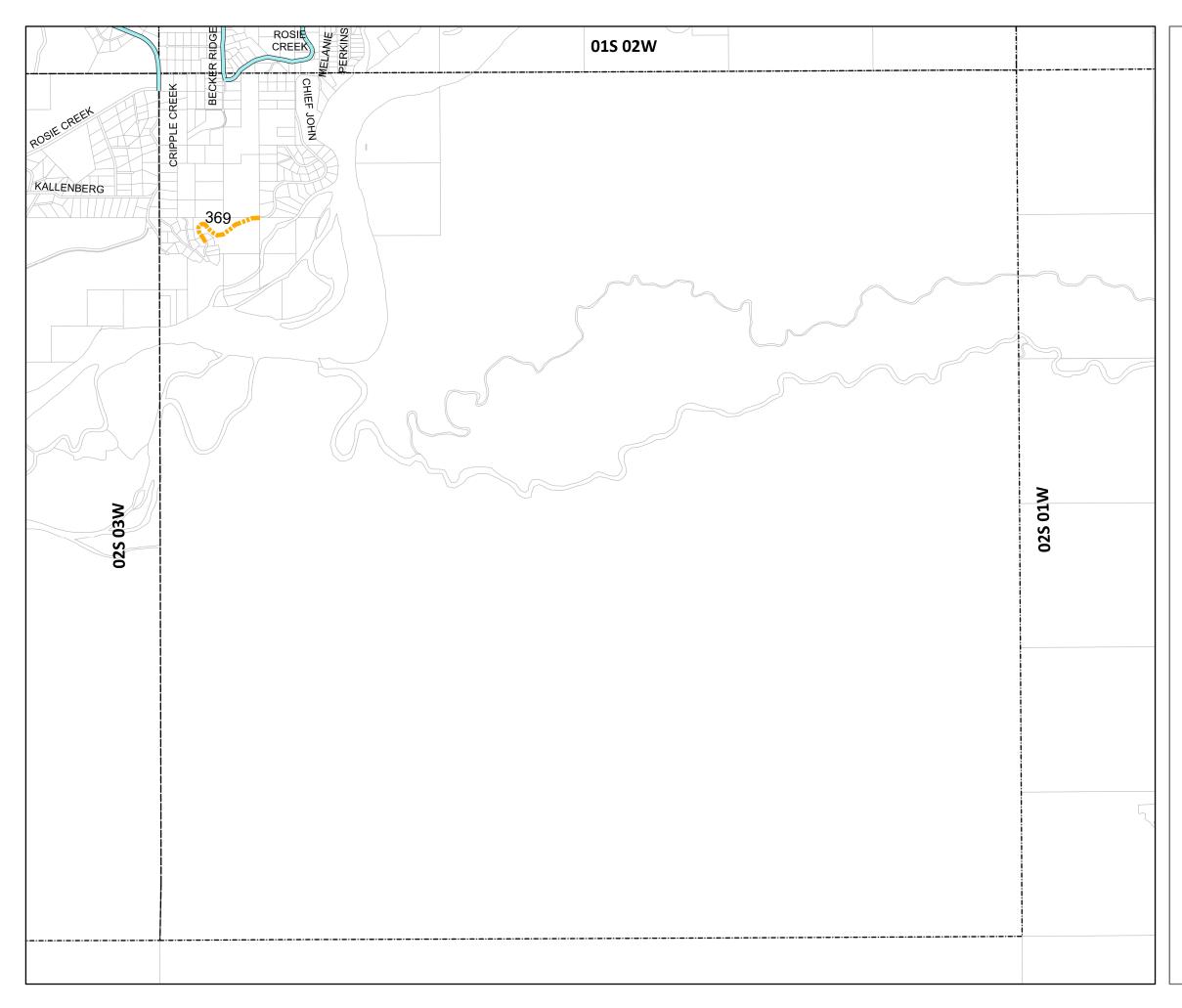
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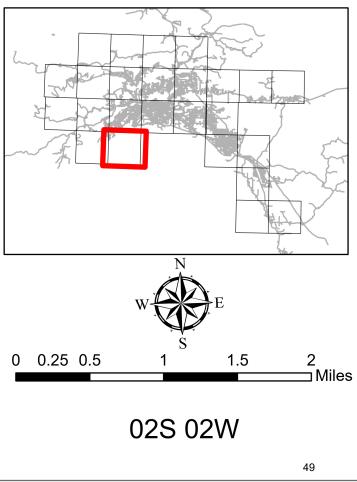
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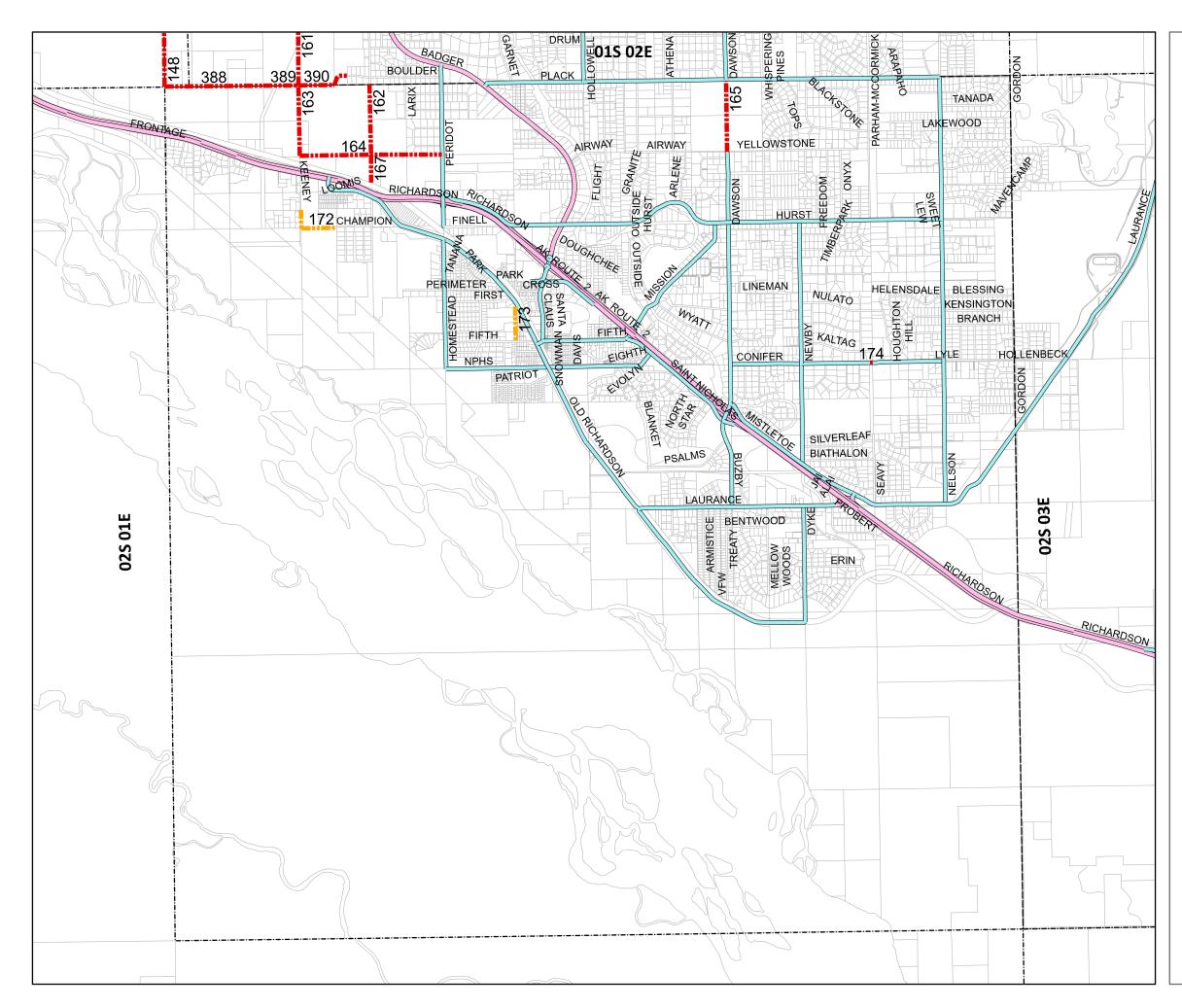
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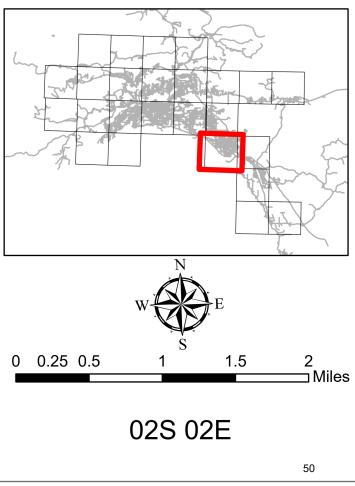
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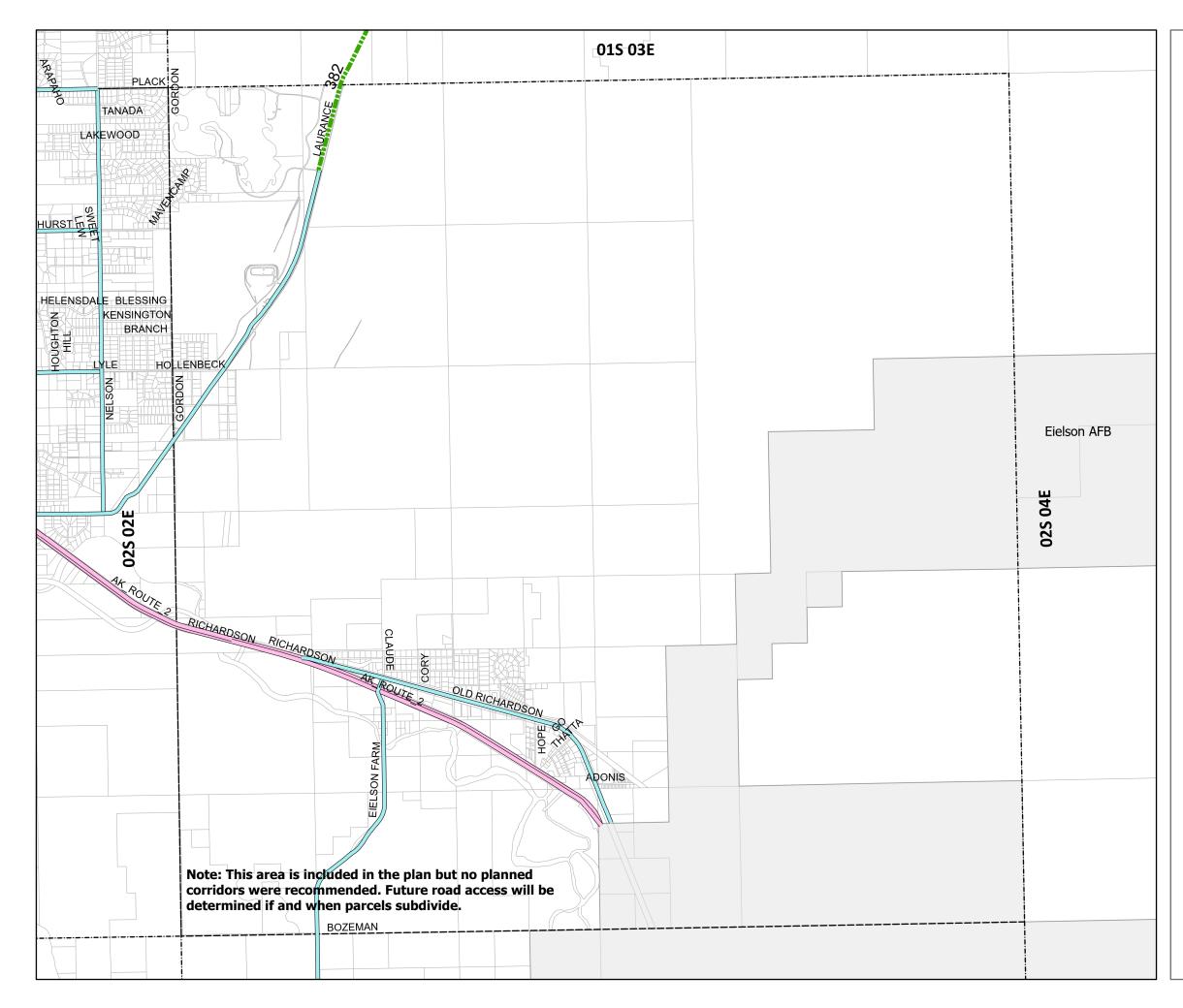
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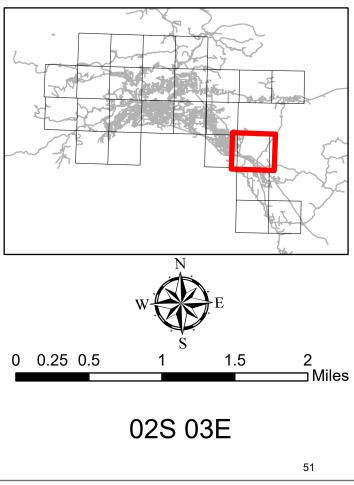
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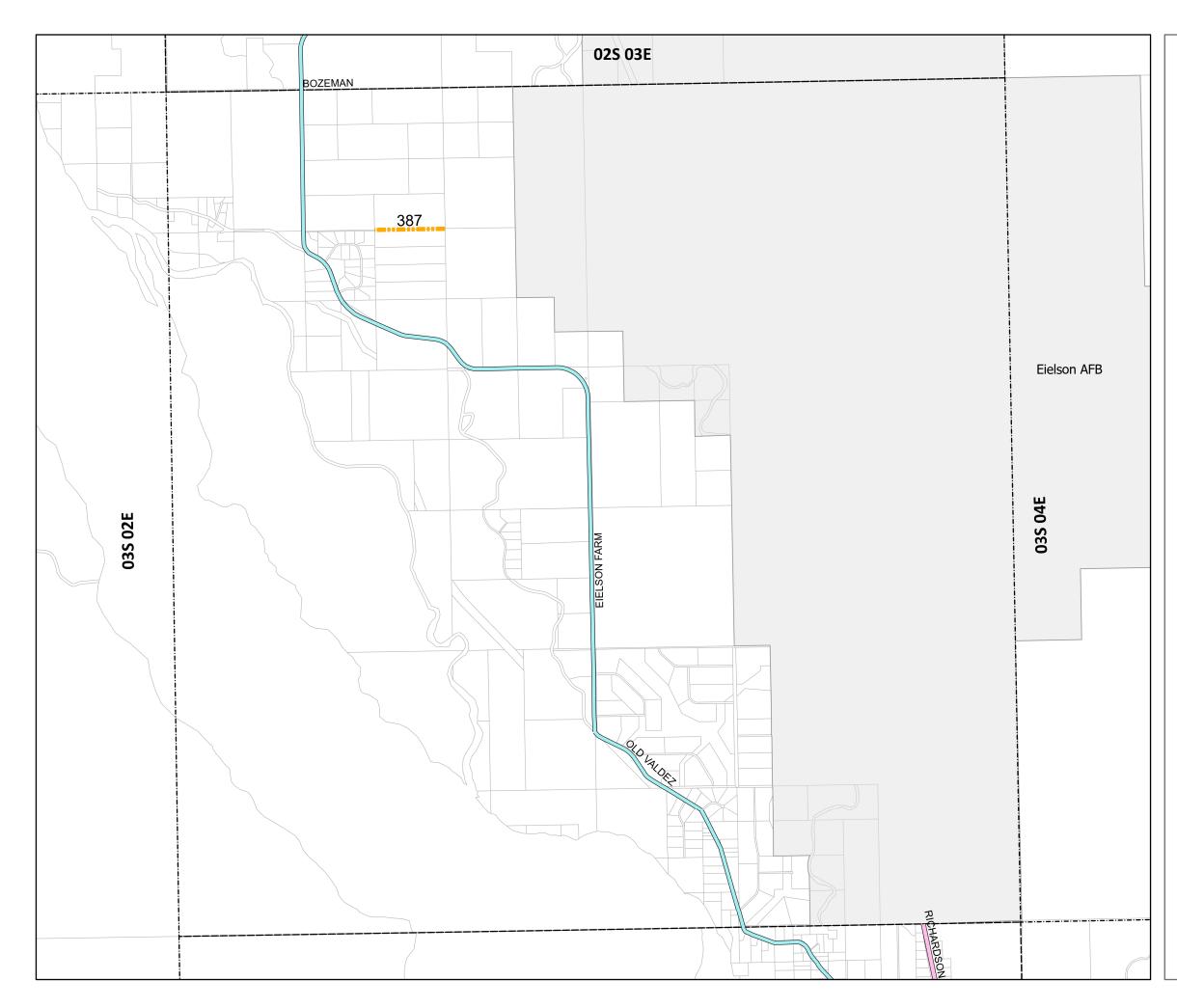
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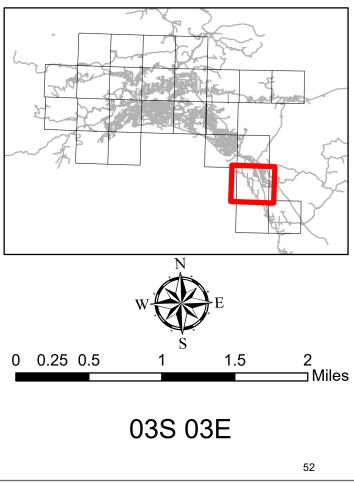
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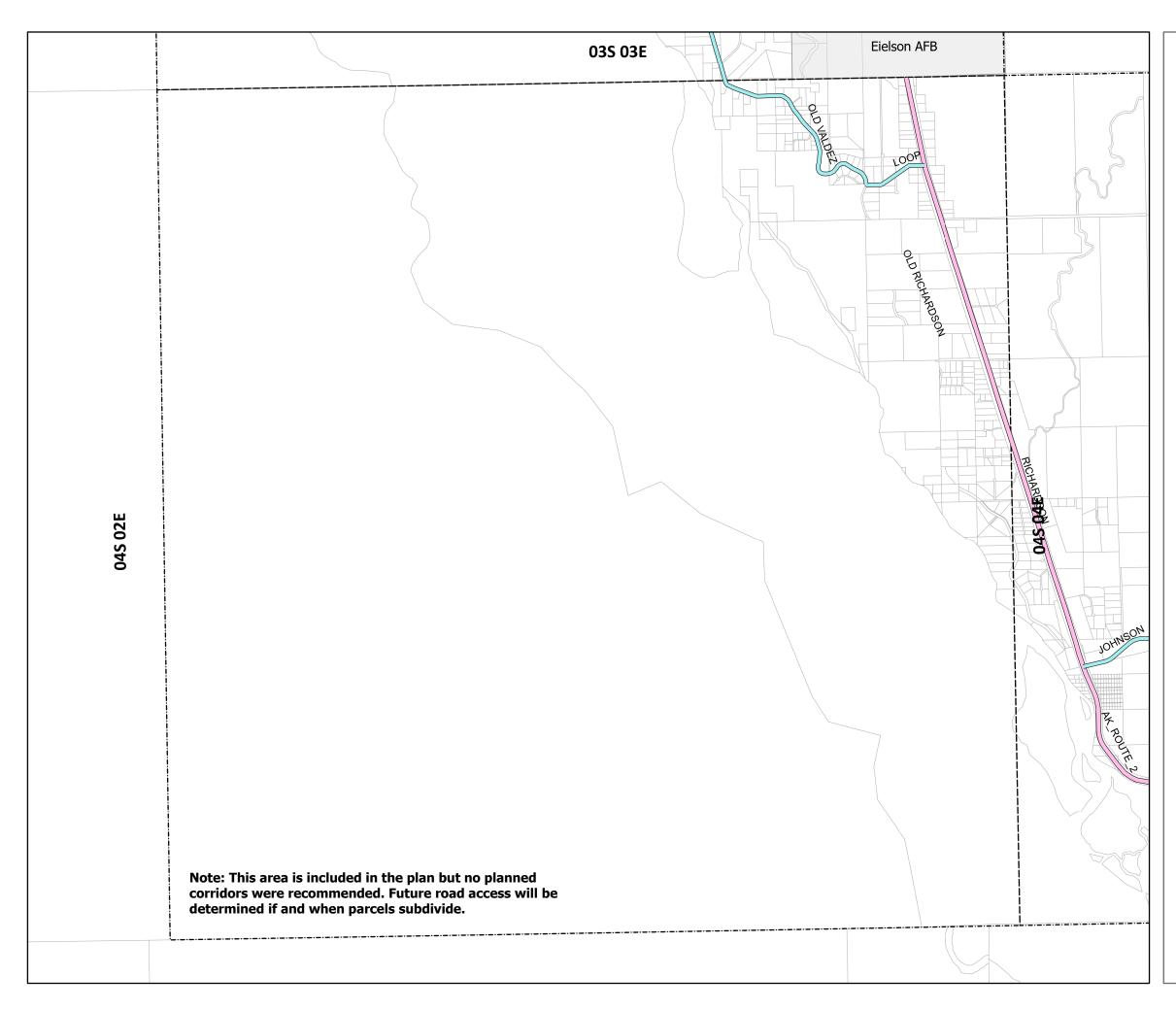
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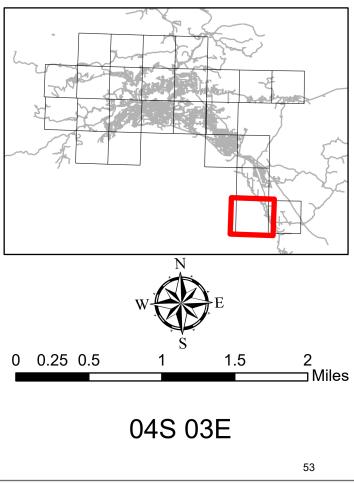
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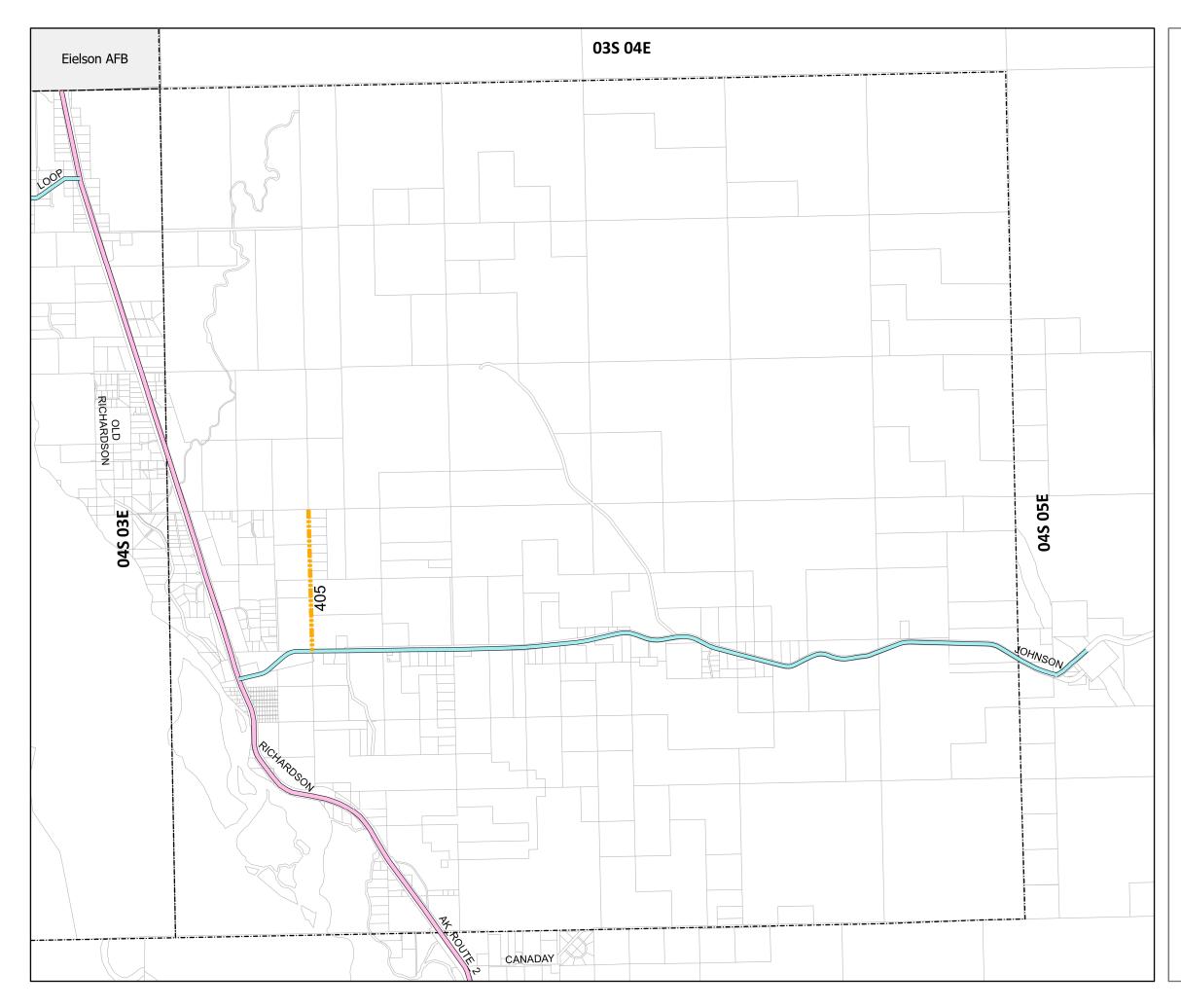
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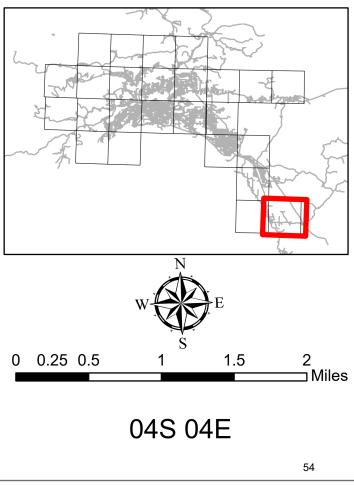
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APPENDIX A

FNSB Comprehensive Roads Plan: Corridor Descriptions

This document provides a brief description of each road corridor included in the updated FNSB Roads Plan. Definitions are provided below for each type of corridor in the plan: New, Realigned, Existing, and Future Study. There are a total of 187 corridors in the Roads Plan, including New, Realigned, Existing, and Future Study corridors. A list of corridors removed during the plan update is also included at the end of this document and Removed corridors are defined below.

Definitions & Totals:

New: This corridor was added during the Roads Plan update. There are 34 New corridors in the updated plan.

Realigned: This corridor appeared in the 1991 Roads Plan but was realigned during the plan update. There are 40 Realigned corridors in the updated plan.

Existing: This corridor appeared in the 1991 Roads Plan and is being maintained in the updated plan. A total of 109 corridors fall into this category.

Future Study: These corridors are included in the Roads Plan as aspirational connections for future study and analysis. There are 4 Future Study corridors in the updated plan.

Removed: This corridor either appeared in the 1991 Roads Plan and was removed in the plan update or was added during an earlier stage of the update process and was subsequently removed. A list of the 139 removed corridors is included at the end of this document.

Road Corridors *included* the 2022 Comprehensive Road Plan:

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

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

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

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

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

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

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

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

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

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

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

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

Corridor 32 (NE) – **Existing** – This corridor is being maintained from the 1991 Roads Plan. It connects Gilmore Estates and Tungsten subdivisions via Hubernite and North Hubernite stubs for new access across a large private parcel with potential to subdivide in the future. Closes an existing small gap in the road network.

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

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

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

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

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

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

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

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

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

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

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

Corridor 51 (NE) – **Existing** – This corridor is being maintained from the 1991 Roads Plan. Provides new access across several large FNSB parcels with potential for subdivision in the future. Runs parallel

to Little Chena River/Potlatch Creek trail, so a planned shared trail and road corridor design should be considered to mitigate conflicts and preserve trail quality.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Corridor 90 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. It is maintained in the 2022 Roads Plan because the corridor or portions of the corridor do not yet have public right-of-way access. Creates an east-west connection along several discontinuous SLEs from Pheasant Farm area to Kaufman Road area. Follows partially constructed Baseline Road. Provides access to many large private parcels to the north and south with potential to subdivide in the future. Trail conflict with Chena Hot Springs Winter Trail (I-A2, Federal & State Recreational Trail, in 2023 Trails Plan) can be mitigated through agency coordination and/or planned shared trail/road corridor.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Corridor 217 (NW) – **New** – Provides new access to large unsubdivided public lands (DNR and FNSB) to the north, likely to be developed in the future. Provides additional ingress/egress to improve resident and emergency and essential services access to three existing subdivisions in the area: Skyflight/Goldpointe, Buffalo Acres, and Vista Gold via Corridors 15 and 293. Engineering analysis shows this corridor is feasible to construct with small adjustments to the alignment based on full survey data during the platting process. Avoids conflict with Skyflight air strip. Removes Cordes/Skyflight violation of FNSB code for cul-de-sac length. Potential for FNSB Parks and Recreation purchase of small vacant parcel (TL 1217 PAN#201839) to support Corridor 217 connection and trailhead development for the O'Connor Creek and Cranberry Trail systems.

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

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

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

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

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

Corridor 251 (NW) – New – Provides new access via Moose Road easement across large CIRI parcels with potential to subdivide in the future for Ski Boot Hill Road connection. Follows lower contours to provide a vegetated buffer to the Skyline Ridge Trail. Connects Musk Ox subdivisions with subdivisions

in the Ski Boot Hill area for alternate ingress/egress to both areas for residents and emergency and essential services access.

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

Corridor 255 (NW) – **Realigned** – This corridor is a realignment of a portion of a corridor that appeared in the 1991 Roads Plan (see Corridor 191). Corridor 255 realigns and connects the northern portion of 191 to the Perfect Pitch stub. Provides new access to large University of Alaska and FNSB parcels with potential to develop in the future.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Corridor 305 (NE) – Existing – This corridor is being maintained from the 1991 Roads Plan. Extends Springbett Road north to provide legal access to private parcels. Lower portion is platted and constructed but may not be up to FNSB road standards. Upper portion is not platted or constructed but adjacent to large private parcels with potential to subdivide in the future.

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

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

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

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

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

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

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

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

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

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

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

Corridor 327 (NE) – **Realigned** – Realigns Corridor 326 from the 1991 Roads Plan to follow the ridgeline and connect with Corridor 76 for new access across large FNSB parcels. Avoids crossing the

Chena Hot Springs Road Trail by shifting slightly north to provide a vegetated buffer between the trail and road.

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

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

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

Corridor 336 (NE) – **Realigned** – Realigns Corridor 67 from the 1991 Roads Plan into the Steese ROW, to avoid existing private residential development. Could be developed by DOT&PF in the future. Closes a small gap in the road network via Rainbow and Steele Creek stubs. Provides alternate ingress/egress to Silver Birch and Birchwood Acres subdivisions for residents and emergency and essential services access.

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

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

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

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

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

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

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

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

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

Corridor 357 (NE) – **New** – This corridor connects Bate with Andromeda along a north-south section line easement and via the Pipeline Access Road. Provides access and connectivity between Two Ponds and Chena Reserve subdivisions while avoiding additional encroachment onto Fort Wainwright.

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

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

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

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

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

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

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

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

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

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

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

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

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

Corridor 379 (SW) – **New** – Provides new access across private parcels with potential to subdivide in the future for connection from Fiddle stub to Becker Ridge. Provides alternate ingress/egress point for residents and emergency and essential services access for Cripple Creek subdivisions to Becker Ridge. Partially follows an existing access easement.

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

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

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

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

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

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

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

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

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

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

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

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

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

Corridor 406 (SW) – **Future Study** – Would create a potential future connection across the unconstructed portion of Becker Ridge Road. Provides a more direct connection between Becker Ridge Road and Chena Ridge Road than currently exists. Addresses a cul-de-sac on the north side of the proposed corridor that is longer than FNSB road standards allow (>1,320 ft.). Additional research is needed on potential public access across adjacent Bureau of Land Management (BLM), Federal Aviation Administration (FAA), and private lands where roadway easements exist.

Corridor 407 (NE) – **New** – This corridor replaces Corridors 48 and 56 to provide a consolidated alignment in the Steele Creek area. Corridor 407 connects Golden Morn with Bennett across several large privately owned parcels with potential to subdivide. This new connection improves emergency, essential service, and resident access within the Silver Birch subdivision. Improves access east of the Suncrest cut in conjunction with Corridor 359.

Road Corridors *removed* through the 2022 Comprehensive Road Plan update:

| Corridor 1 | Corridor 55 | Corridor 112 | Corridor 178 | Corridor 321 |
|-------------|--------------|--------------|--------------|--------------|
| Corridor 2 | Corridor 56 | Corridor 114 | Corridor 179 | Corridor 326 |
| Corridor 3 | Corridor 58 | Corridor 116 | Corridor 182 | Corridor 328 |
| Corridor 5 | Corridor 59 | Corridor 117 | Corridor 184 | Corridor 329 |
| Corridor 6 | Corridor 60 | Corridor 123 | Corridor 185 | Corridor 333 |
| Corridor 7 | Corridor 61 | Corridor 126 | Corridor 186 | Corridor 340 |
| Corridor 8 | Corridor 63 | Corridor 127 | Corridor 187 | Corridor 348 |
| Corridor 9 | Corridor 67 | Corridor 128 | Corridor 188 | Corridor 351 |
| Corridor 10 | Corridor 68 | Corridor 130 | Corridor 189 | Corridor 354 |
| Corridor 11 | Corridor 69 | Corridor 131 | Corridor 192 | Corridor 356 |
| Corridor 14 | Corridor 74 | Corridor 132 | Corridor 197 | Corridor 363 |
| Corridor 16 | Corridor 77 | Corridor 135 | Corridor 203 | Corridor 364 |
| Corridor 17 | Corridor 78 | Corridor 142 | Corridor 218 | Corridor 366 |
| Corridor 19 | Corridor 80 | Corridor 146 | Corridor 224 | Corridor 367 |
| Corridor 25 | Corridor 82 | Corridor 147 | Corridor 233 | Corridor 371 |
| Corridor 26 | Corridor 83 | Corridor 149 | Corridor 259 | Corridor 376 |
| Corridor 27 | Corridor 84 | Corridor 151 | Corridor 264 | Corridor 378 |
| Corridor 29 | Corridor 87 | Corridor 152 | Corridor 270 | Corridor 385 |
| Corridor 30 | Corridor 95 | Corridor 155 | Corridor 280 | Corridor 391 |
| Corridor 33 | Corridor 103 | Corridor 157 | Corridor 288 | Corridor 392 |
| Corridor 37 | Corridor 104 | Corridor 160 | Corridor 289 | Corridor 394 |
| Corridor 38 | Corridor 105 | Corridor 166 | Corridor 291 | Corridor 395 |
| Corridor 41 | Corridor 106 | Corridor 168 | Corridor 292 | Corridor 396 |
| Corridor 48 | Corridor 107 | Corridor 169 | Corridor 295 | Corridor 400 |
| Corridor 49 | Corridor 108 | Corridor 170 | Corridor 298 | Corridor 401 |
| Corridor 50 | Corridor 109 | Corridor 175 | Corridor 299 | Corridor 403 |
| Corridor 52 | Corridor 110 | Corridor 176 | Corridor 300 | Corridor 406 |
| Corridor 54 | Corridor 111 | Corridor 177 | Corridor 306 | |
| | | | | |





Fairbanks North Star Borough

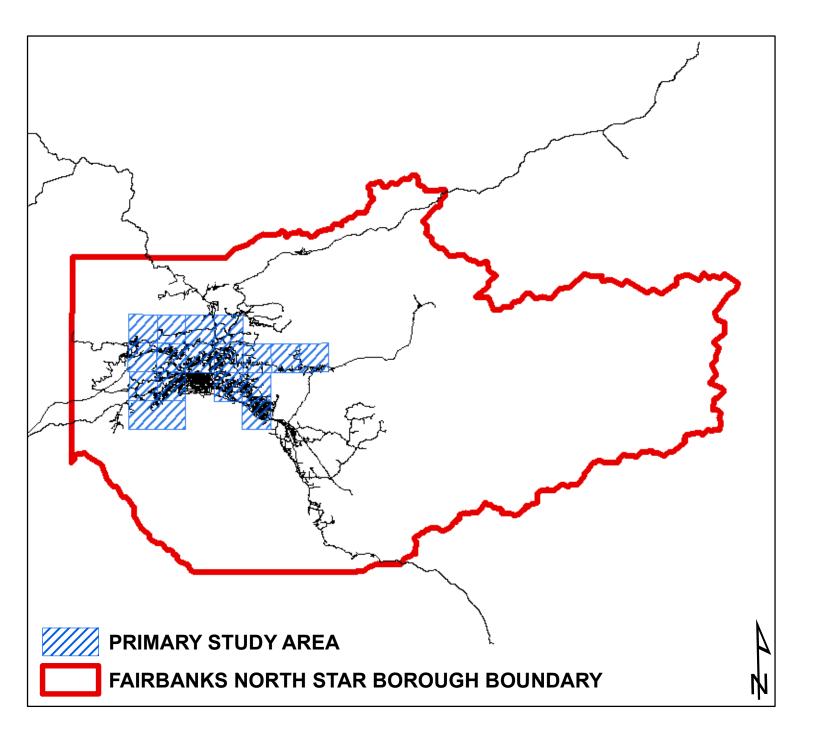
Department of Community Planning 809 Pioneer Road, P.O.Box 71267, Fairbanks, Alaska 99707 907-459-1260

Comprehensive Road Plan: Official Maps and Policies



This study was supported by the Alaska Department of Transportation & Public Facilities and funded, in part, by a Federal Highway Administration PL Grant.

Adopted July 11, 1991



Fairbanks North Star Borough Comprehensive Road Plan: Official Maps and Policies

This document contains the official Comprehensive Road Plan Maps and Policies of the Fairbanks North Star Borough (FNSB). Future road corridors are mapped for those areas shown on the Panel Key. Policies in this Plan apply to the entire Borough.

The three local governments within the FNSB and the Alaska Department of Transportation and Public Facilities have individual regulations for the establishment of roadways. These regulations establish right-of-way widths and construction standards for the road network. Within the Cities of North Pole and Fairbanks, respective functional classification systems and road standards are retained. Outside city boundaries, FNSB standards apply.

The Comprehensive Road Plan is a guideline to development. Roads are intended to be established incrementally as growth occurs. Road corridors as shown by this plan will only be dedicated on private property at the time owners subdivide their land. Corridors on public land should only be constructed in response to needs to access land.

In some cases, development patterns may dictate that alternative road corridors be substituted for those in the plan. Alternate corridors must meet the transportation need served by the original corridor. There may also be a need for road corridors not anticipated by this plan. These situations will be evaluated on a case by case basis, as part of the FNSB platting process. Update of this plan shall be in accordance with requirements outlined for the FNSB Comprehensive Plan.

The Comprehensive Road Plan is intended as a decision making guide for the FNSB Platting Board, Planning Commission, and Assembly. It will also provide information for developers and the general public on future road network recommendations and requirements.

By: Juanita Helms Introduced: 06/27/91 Advanced: 06/27/91 Adopted: 07/11/91

ORDINANCE NO. 91-021

AN ORDINANCE ADOPTING THE COMPREHENSIVE ROAD PLAN AS AN ELEMENT OF THE FAIRBANKS NORTH STAR BOROUGH COMPREHENSIVE PLAN

WHEREAS, conflicts are arising in our community over the need to provide road access to property on the one hand, and the desire to protect neighborhoods from through traffic on the other hand; and

WHEREAS, a Comprehensive Road Plan has been prepared to help resolve this conflict; and

WHEREAS, the Fairbanks North Star Borough Comprehensive Plan states that the Borough "Prepare a Comprehensive Road Plan (official map) that generally maximizes the use of land in accordance with the Comprehensive Plan ...; and

WHEREAS, the Fairbanks North Star Borough does not have a Comprehensive Road Plan; and

WHEREAS, the Fairbanks North Star Borough Planning Department is required to insure legal access to new lots as part of the subdivision process, and the Comprehensive Road Plan will allow this process to work more efficiently; and

WHEREAS, roads will be established through the platting process, only if and when property owners decide to subdivide their land; and WHEREAS, this Plan has received a great deal of public scrutiny through exposure at public meetings, display advertisements in the Daily News Miner, and through notification of property owners; and

WHEREAS, the Fairbanks North Star Borough Planning Commission held a public hearing on June 4, 1991 and voted unanimously to recommend adoption of the Comprehensive Road Plan to the Fairbanks North Star Borough Assembly.

NOW, THEREFORE, BE IT ORDAINED by the Assembly of the Fairbanks North Star Borough:

Section 1. <u>Classification</u>. This ordinance is of a general and permanent nature and shall not be codified.

Section 2. The Fairbanks North Star Borough Comprehensive Plan is amended by incorporating therein the Comprehensive Road Plan, attached hereto as Attachment 1.

Section 3. <u>Effective date</u>. This ordinance shall be effective at 5:00 p.m. on the first Borough business day following its adoption.

PASSED AND APPROVED THIS 11TH DAY OF JULY, 1991.

Officer

ATTEST:

illo, CMC

Mona/Lisa Dréxler, CMC Municipal Borough Clerk

ORDINANCE NO. 91-021 Page 2 of 2

COMPREHENSIVE ROAD PLAN POLICIES

(ADOPTED JULY 11, 1991)

Fairbanks North Star Borough adopted a Comprehensive Plan in March of 1984. The transportation element of the plan contains a number of goals and policies which address the road network and other modes of transportation. Part of the effort to develop a Comprehensive Road Plan is to expand and clarify these policies.

The intent of the policies is to guide development of the Borough road network. They supplement, rather than replace existing ordinances. To avoid conflicts, all roads within the Borough which are outside the City of Fairbanks and the City of North Pole, will conform to FNSB Title 17 requirements. Within the City of Fairbanks and the City of North Pole, the municipality's respective adopted road standards apply.

The following sections divide these road related policies into six categories; Access/Rights-of-Way, Traffic Circulation, Aesthetics, Environment, Community Impact, and Safety.

ACCESS/RIGHTS-OF-WAY

Additional Road Plan Policies

- Existing rights-of-way and public road easements which are wider than the minimum widths required by this document, should be retained.
- 2. When proposing, designing, and building new road corridors, protection shall be given to trails identified in the Comprehensive Recreational Trail Plan. This protection shall include:
 - a. Avoid building major collectors alongside or parallel to existing trails. If this becomes necessary, adequate separation between the road and the trail will be provided so as not to adversly affect existing trail use.
 - b. In order to reduce trail/driveway conflicts, no minor collectors will be built alongside or parallel to existing trails.

- 3. For unincorporated areas of the FNSB, proposed major and minor collector corridors shall be indicated on the Official Comprehensive Road Plan Map. Alternative corridors which can satisfy the same transportation needs may be substituted on a case by case basis.
- 4. Trails identified in the FNSB Comprehensive Recreational Trail Plan that are located within existing road rights-of-way, shall be provided for in future upgrades of the roadway.
- Ensure that future subdivisions have adequate area for snow storage.
- In order to allow flexibility in subdivision design, design criteria should be developed for divided streets or roadways.

TRAFFIC CIRCULATION

Additional Road Plan Policies

- Internal road networks in subdivisions shall be designed to discourage through traffic on roads providing direct access to residential lots.
- Routing of commercial and industrial traffic through residential areas shall be avoided.
- 3. Where necessary to insure access for future development, subdivisions shall be designed to provide future road connections to adjacent land.
- 4. To ensure emergency vehicle access and the safety of residents, secondary access to residential areas shall be provided.
- 5. Developments fronting on limited access roadways shall be designed with alternative access.

- 6. To reduce through traffic and improve safety in residential subdivisions, the use of three-way or "T" type intersections is encouraged.
- 7. Incorporate locations for MACS bus stops, where necessary, into designs of future road projects. (See also Safety # 4.)

AESTHETICS

Additional Road Plan Policies

- Retain existing vegetation within right-of-ways which would not interfere with road or trail construction, or create safety problems.
- 2. Require landscaping of areas that have been disrupted due to road construction. To minimize maintenance costs, hardy, disease resistant and drought tolerant indigenous species should be utilized. Landscaping should include trees and bushes as well as grasses.
- 3. Encourage maintenance agreements with local organizations and service areas to maintain landscaped areas along roadways.
- 4. Encourage a landscape plan for principal and major arterials identified in the FMATS Transportation Plan, which are located within the area designated as urban in the FNSB Comprehensive Plan.

ENVIRONMENT

Additional Road Plan Policies

 During road corridor planning for undeveloped areas, evaluate the suitability of adjacent land for development and direct construction away from environmentally sensitive areas.

- Consider the affect of new road construction or reconstruction on transportation corridors of local, state, scenic, historic, or environmental significance.
- Develop and implement, where appropriate, the construction of adequate corridors for safe passage of wildlife across new and reconstructed roads.
- 4. To minimize drainage problems, roads should not interfere with the flow of natural drainage features.

COMMUNITY IMPACT

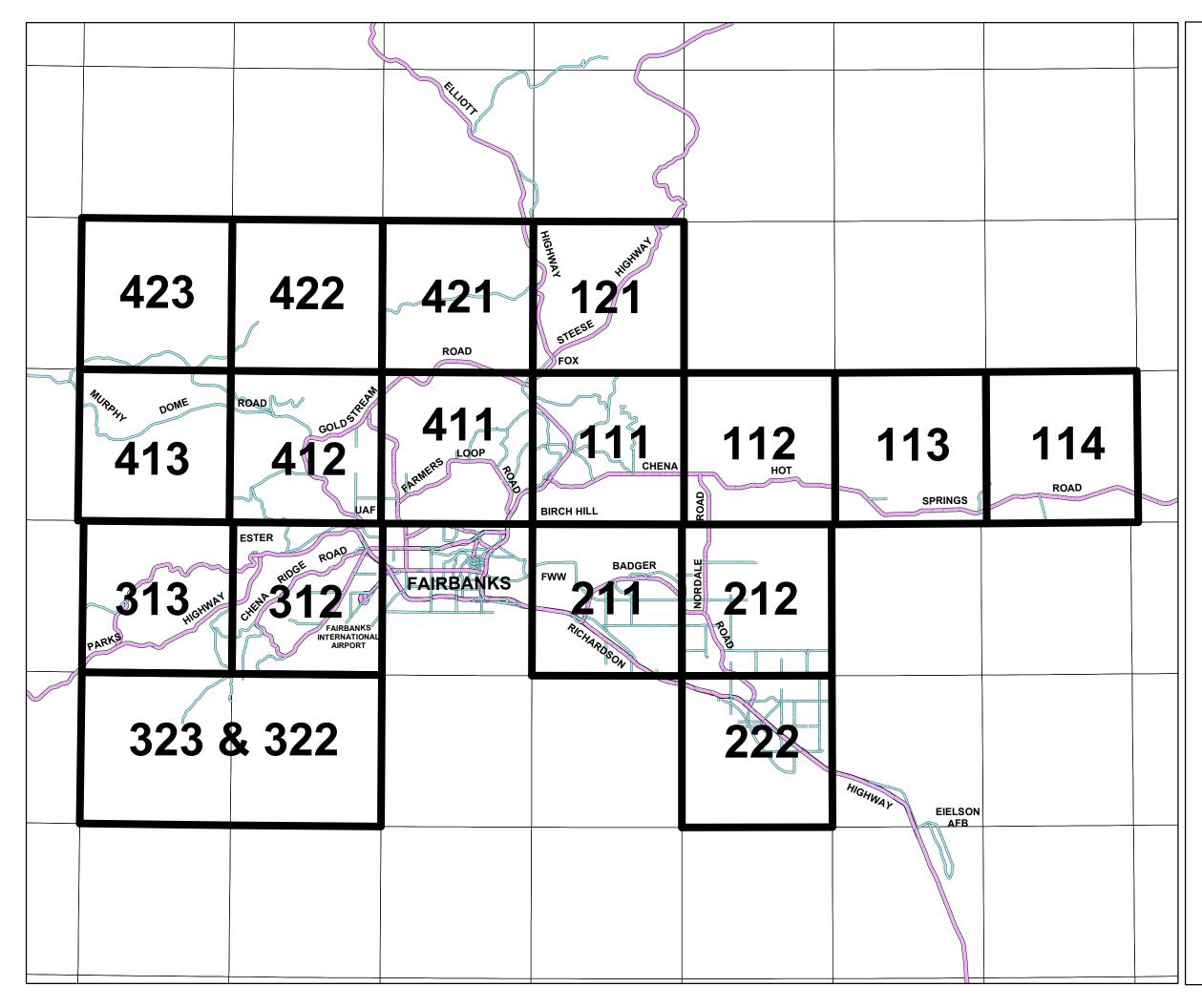
Additional Road Plan Policies

- Select alignments of transportation improvements to; minimize costs and displacement of residences and businesses, improve development potential, and to define neighborhoods.
- Discourage roadway alignments which penetrate or divide established residential neighborhoods except in instances of overriding public interest.
- 3. Study and implement when warranted neighborhood traffic control devices to protect residential areas from excessive traffic.
- 4. Consider the effects of light pollution caused by intersection lighting on outlying residential neighborhoods. In sensitive areas, utilize cutoff fixtures or other techniques to mitigate impacts.

SAFETY

Additional Road Plan Policies

- Traffic analysis and roadway improvements should ensure safe and adequate pedestrian circulation in downtown areas, activity centers, and neighborhoods.
- Encourage education of the public in the proper use of existing and new facilities such as interchanges, turn lanes, acceleration (merge) lanes, bikeways etc.
- 3. New roads shall be designed so that the placement of mailboxes can conform to current U.S. Postal Service standards.
- 4. New roads shall be designed to accommodate necessary pullout areas for mailboxes and if possible coordinate their use as centralized school bus and public transit vehicle stops.
- 5. Where trails designated in the FNSB Comprehensive Recreational Trail Plan intersect roads, and grades allow, encourage the installation of properly sized culverts or bridges to avoid ongrade crossings and improve safe passage.
- 6. When ongrade road/trail crossings are necessary, designs shall include ramping for the trail and adequate sight distances for motorists and trail users.





Adopted July 11, 1991



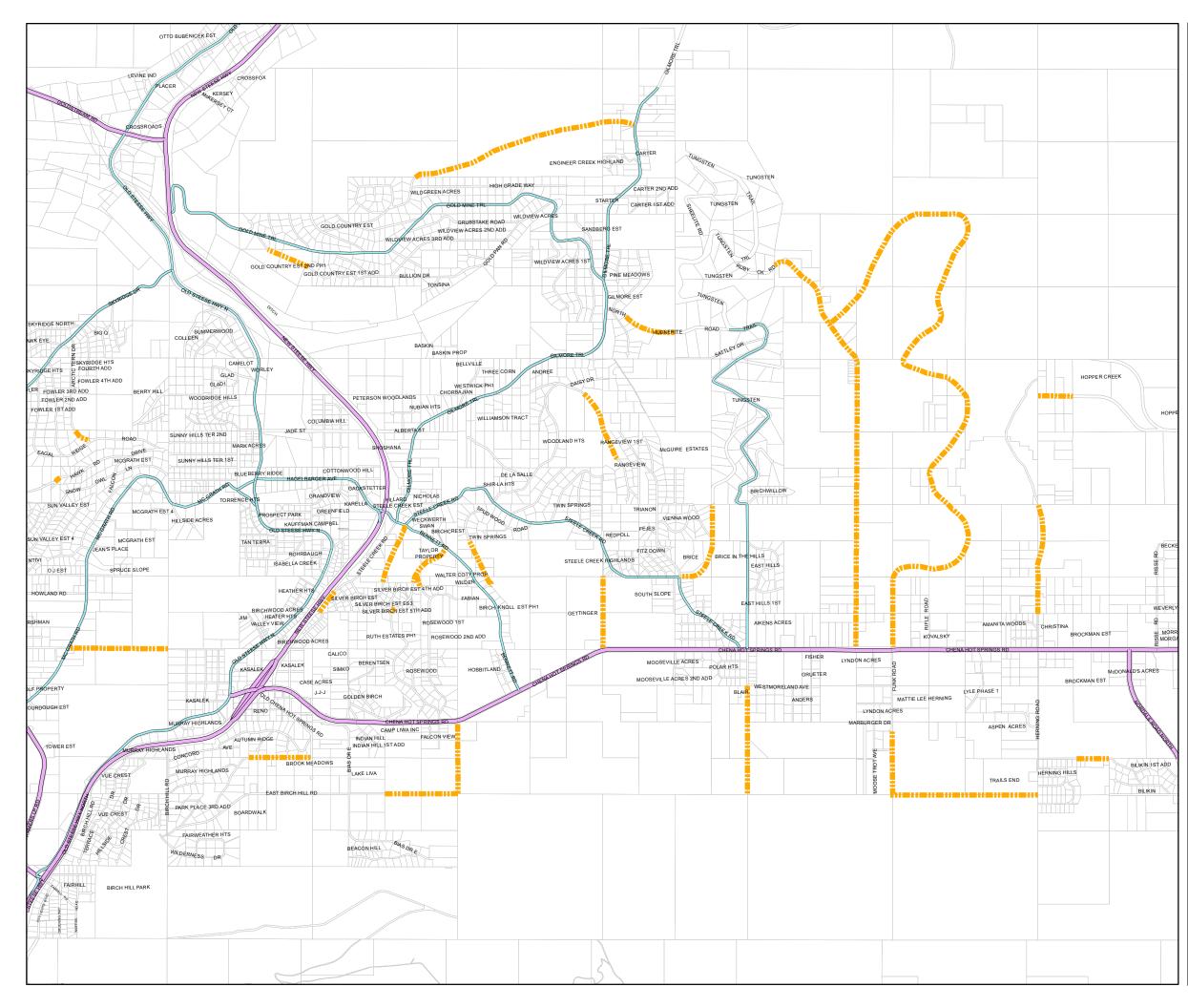


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Fairbanks North Star Borough Department of Community Planning

Map Panel Key

Source: FNSB Base Maps, Feb. 22, 2006





Adopted July 11, 1991

Roadway Classification

= ARTERIAL

- MAJOR COLLECTOR

Proposed Road Corridors

MAJOR COLLECTORMINOR COLLECTORFUTURE STUDY

NOTE: These existing right-of-ways are classified as to their future function. The platted roadway may or may not be constructed at this time.

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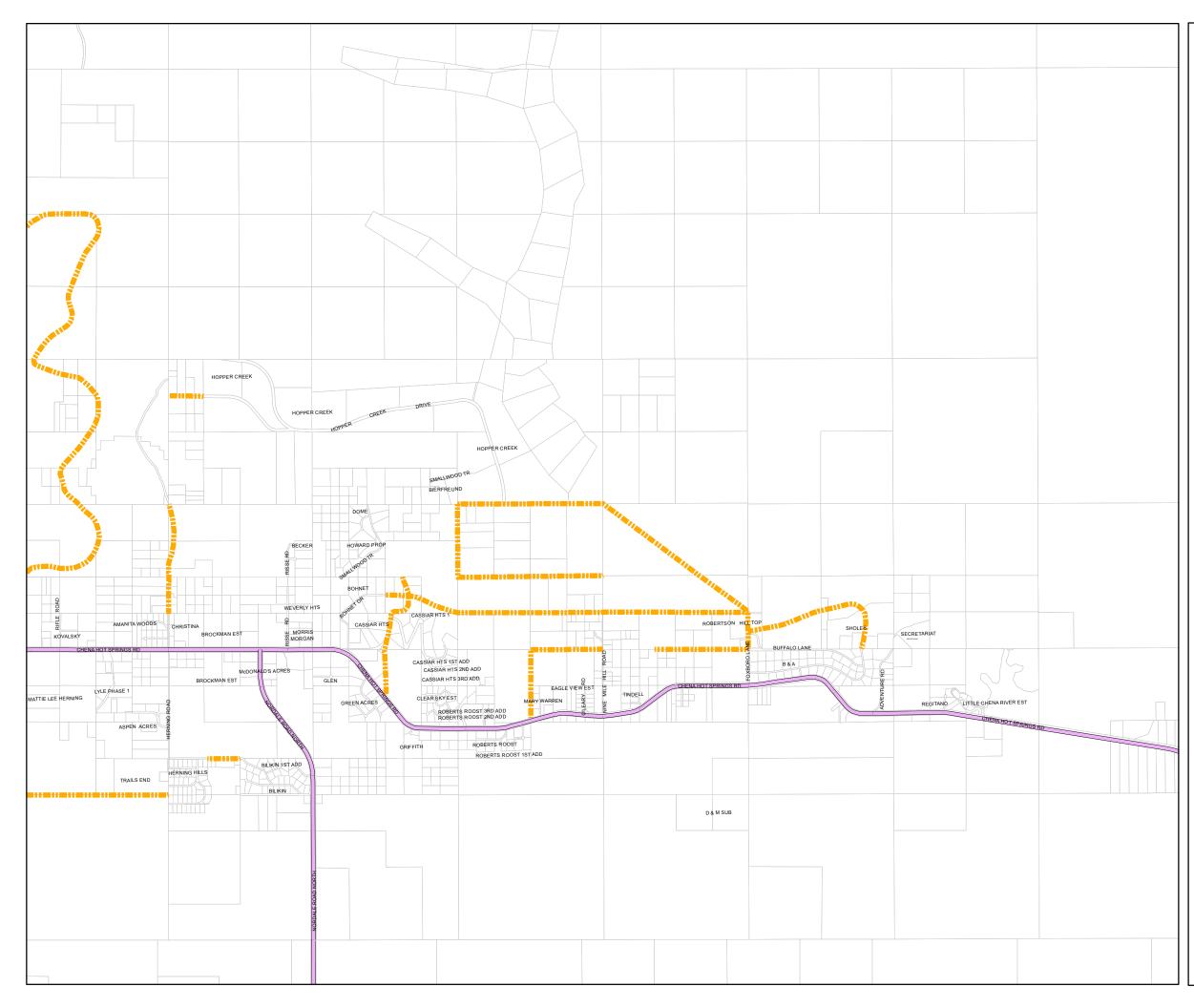
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Adopted July 11, 1991

Roadway Classification

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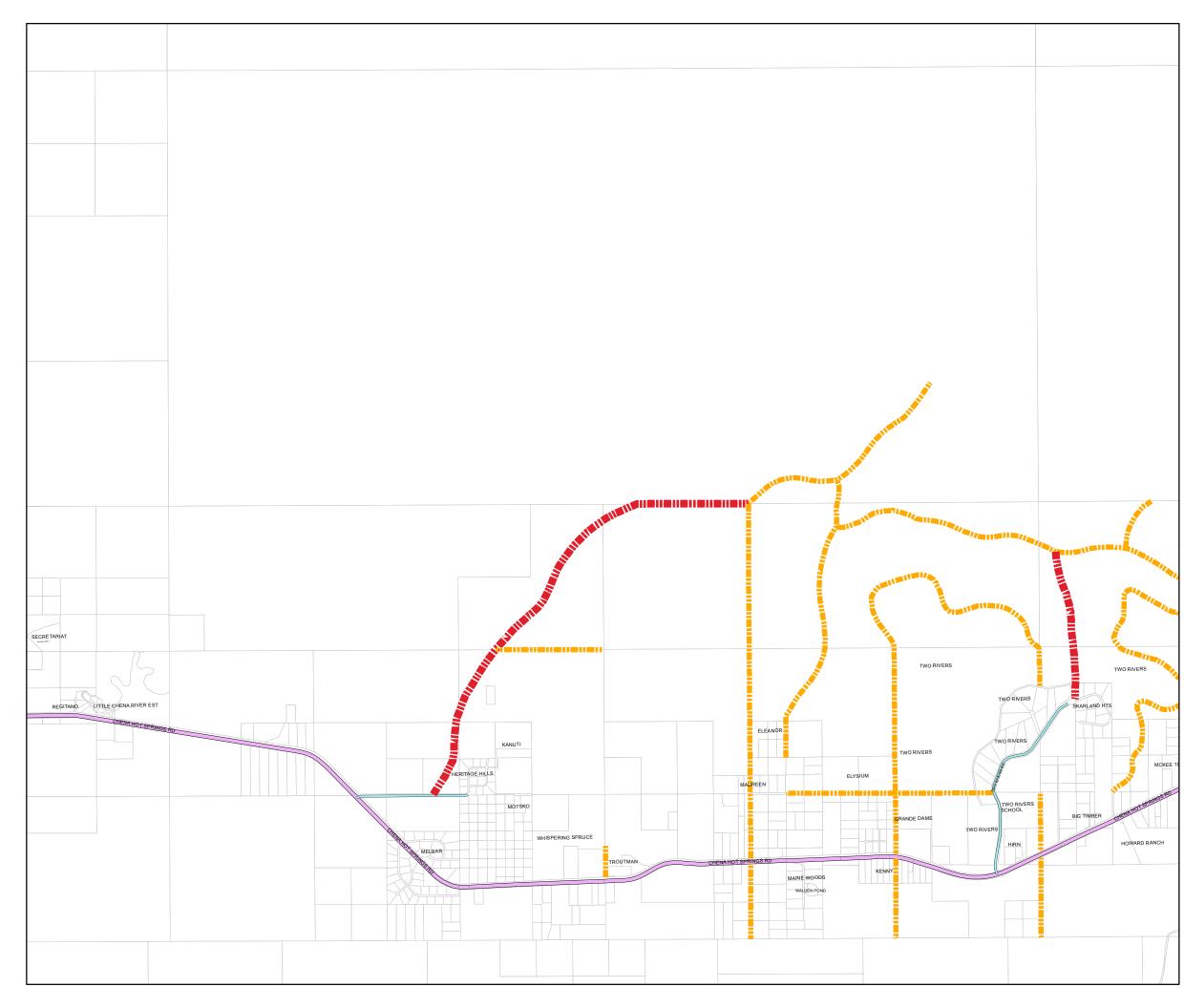
— MAJOR COLLECTOR

Proposed Road Corridors

MAJOR COLLECTORMINOR COLLECTORFUTURE STUDY

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Adopted July 11, 1991

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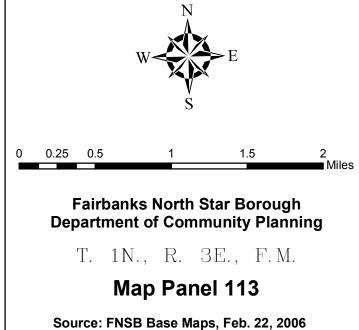
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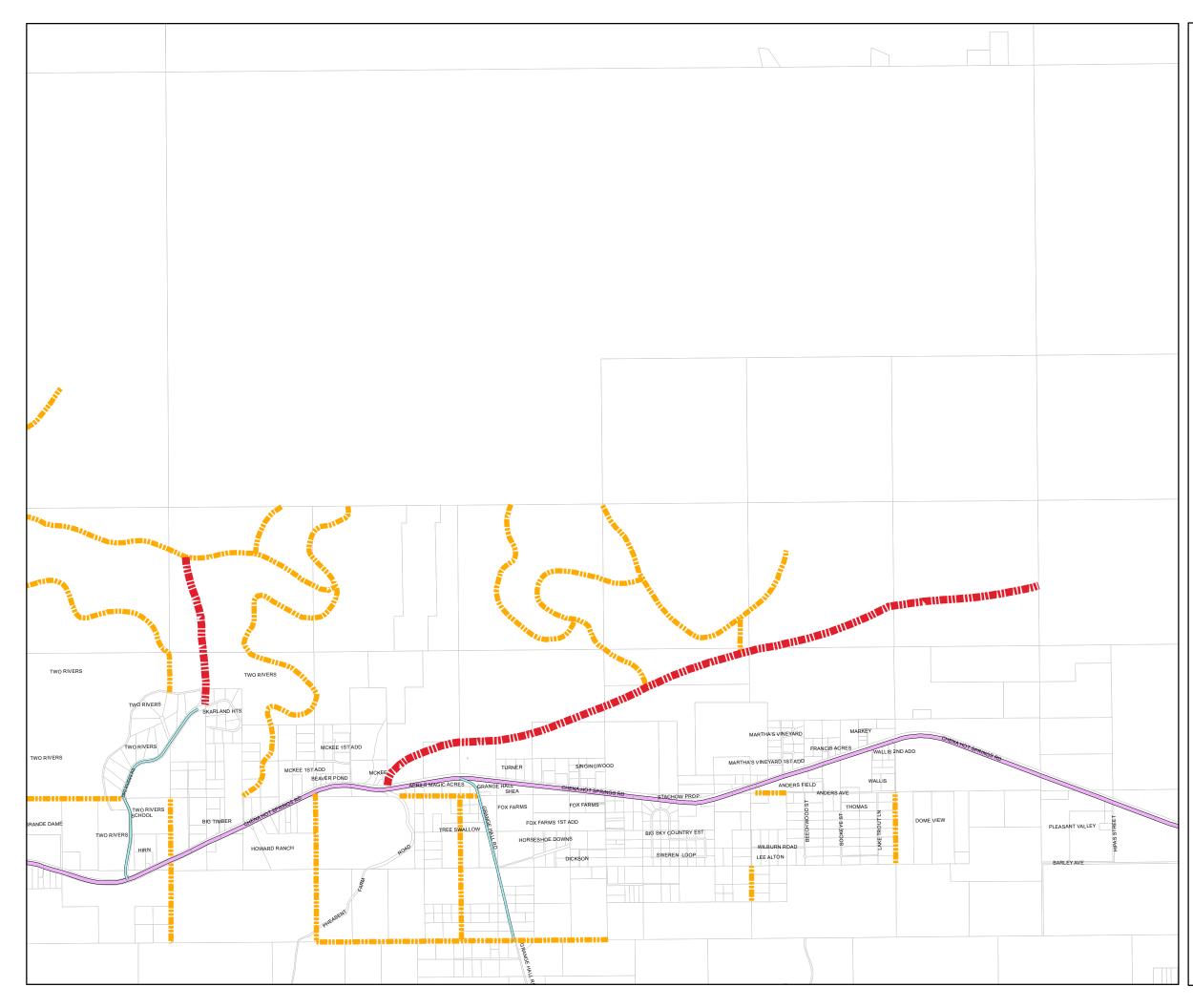
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- MAJOR COLLECTOR

Proposed Road Corridors

MAJOR COLLECTORMINOR COLLECTORFUTURE STUDY







Adopted July 11, 1991

Roadway Classification

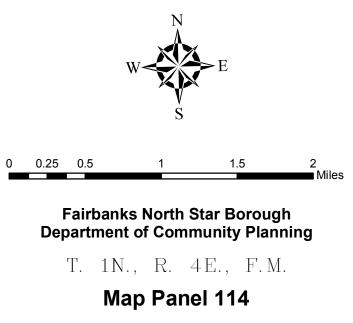
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- MAJOR COLLECTOR

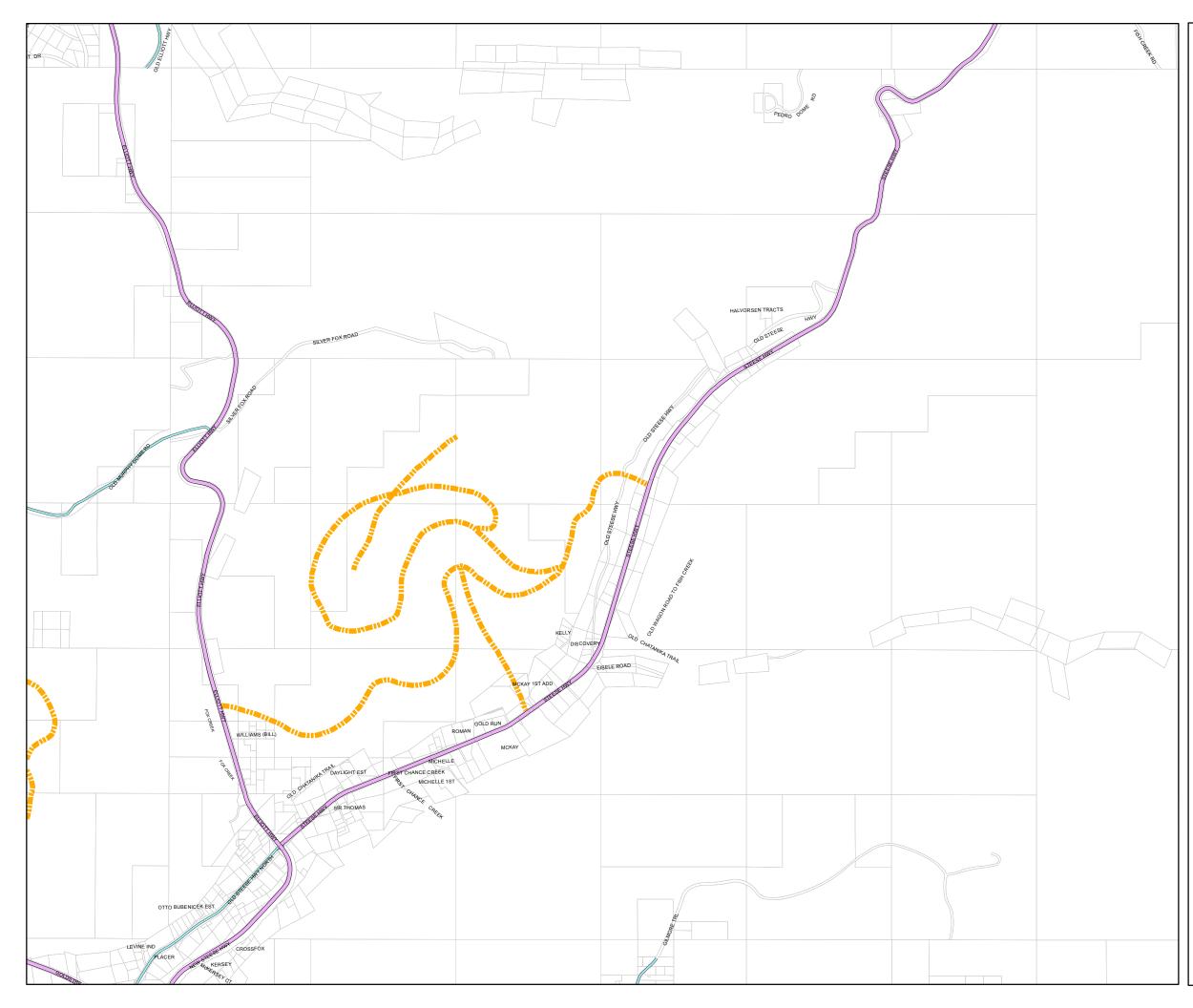
Proposed Road Corridors

MAJOR COLLECTORMINOR COLLECTORFUTURE STUDY

NOTE: These existing right-of-ways are classified as to their future function. The platted roadway may or may not be constructed at this time.



Source: FNSB Base Maps, Feb. 22, 2006





Adopted July 11, 1991

Roadway Classification

— ARTERIAL

- MAJOR COLLECTOR

Proposed Road Corridors

MAJOR COLLECTORMINOR COLLECTORFUTURE STUDY

NOTE: These existing right-of-ways are classified as to their future function. The platted roadway may or may not be constructed at this time.

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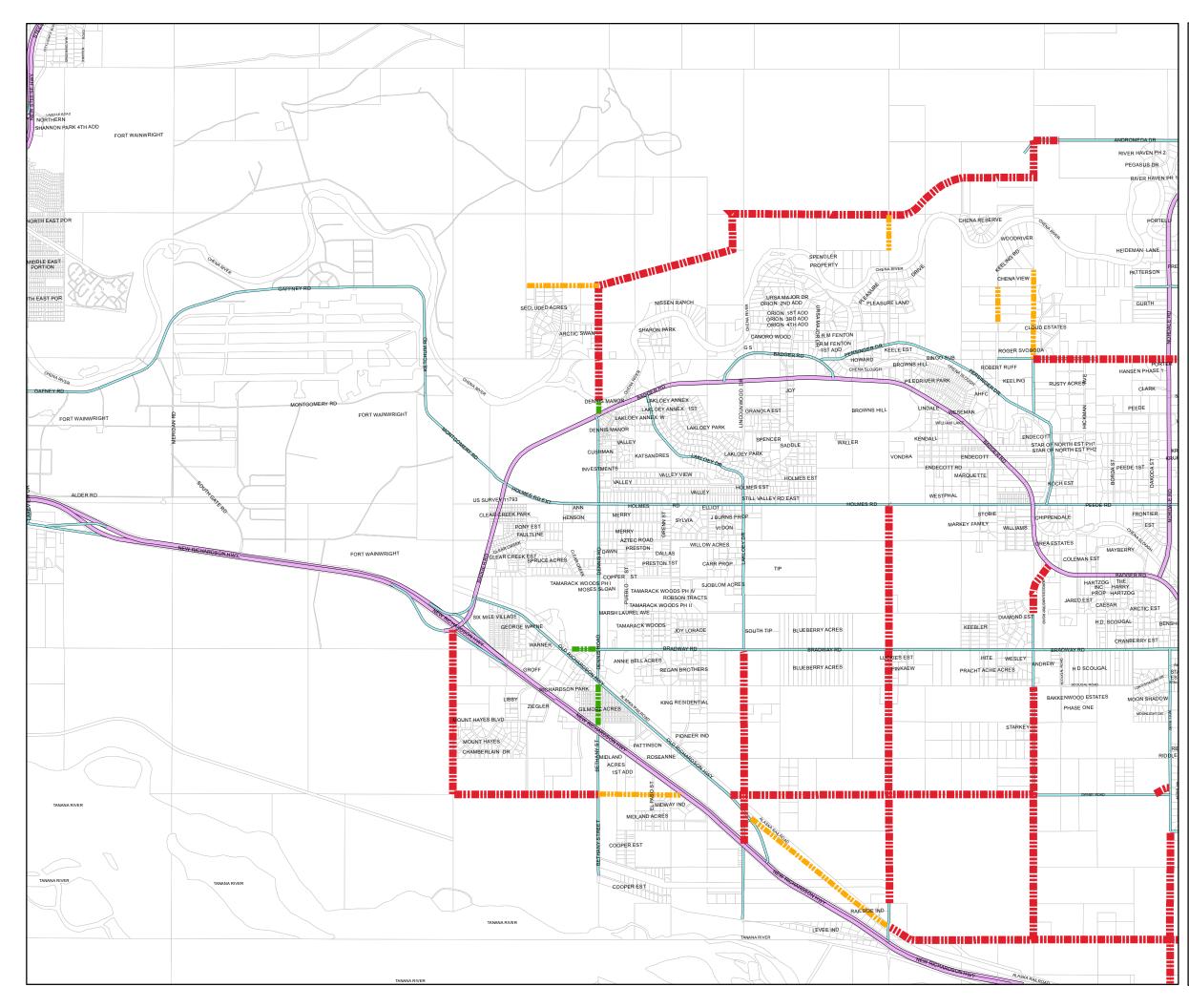
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 Fairbanks North Star Borough Department of Community Planning

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 Map Panel 121

 Source: FNSB Base Maps, Feb. 22, 2006





Adopted July 11, 1991

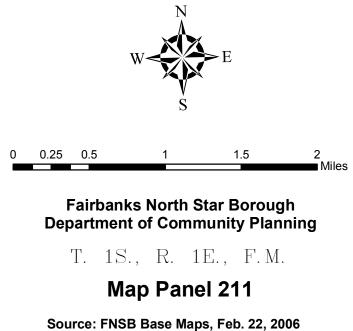
Roadway Classification

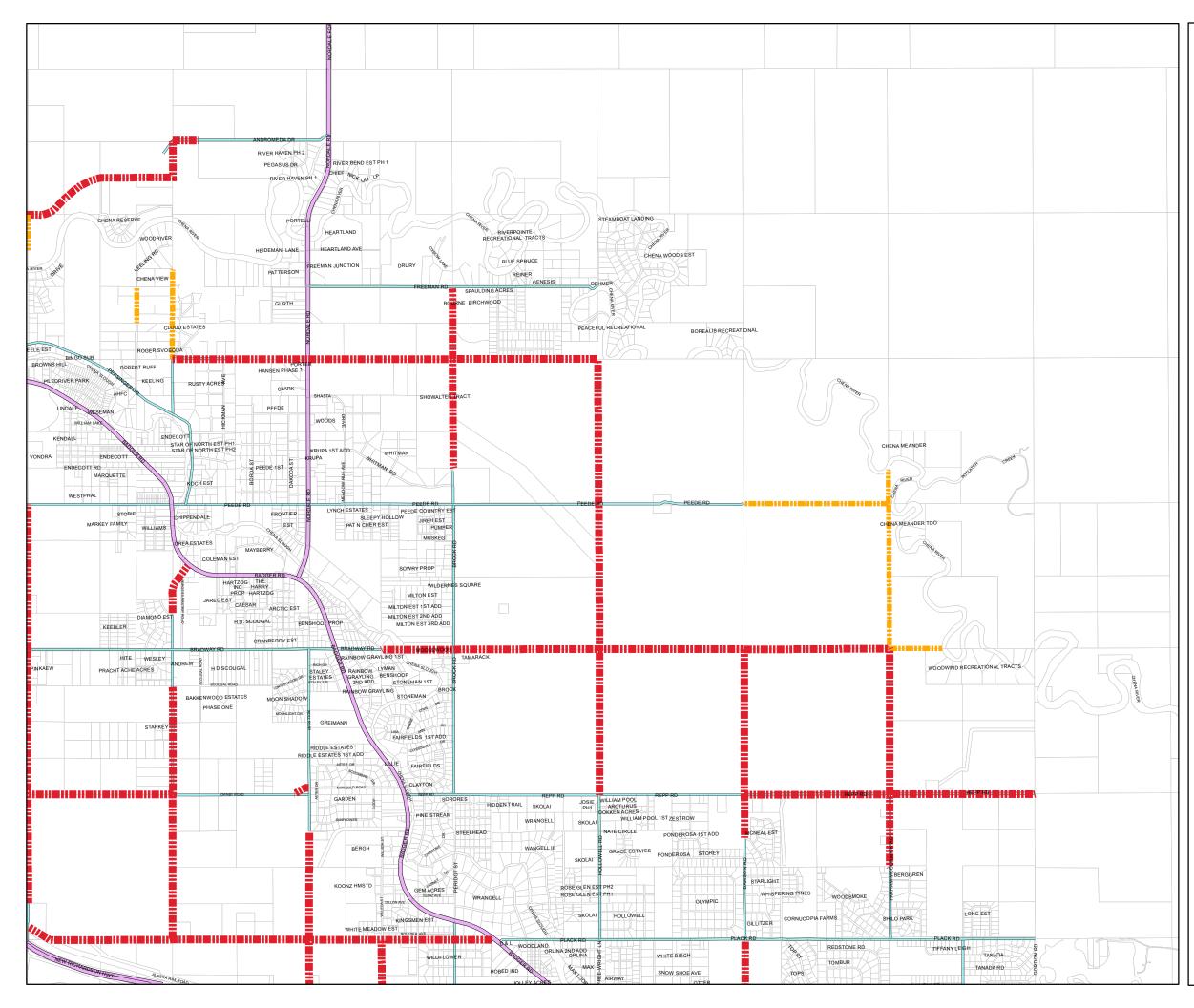
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MAJOR COLLECTOR

Proposed Road Corridors

MAJOR COLLECTORMINOR COLLECTORFUTURE STUDY







Adopted July 11, 1991

Roadway Classification

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- MAJOR COLLECTOR

Proposed Road Corridors

MAJOR COLLECTORMINOR COLLECTORFUTURE STUDY

NOTE: These existing right-of-ways are classified as to their future function. The platted roadway may or may not be constructed at this time.

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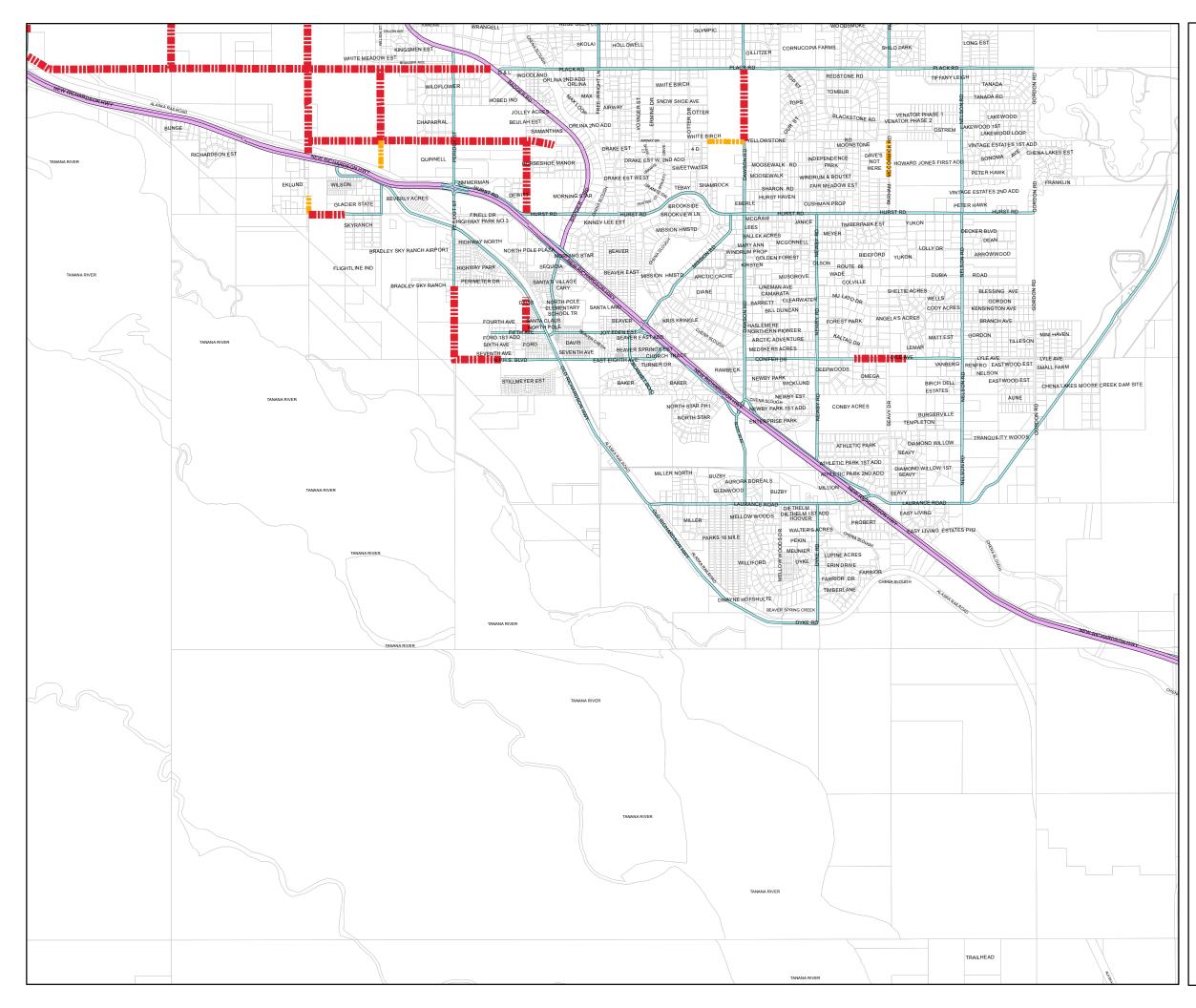
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 Fairbanks North Star Borough Department of Community Planning

 T.
 1S., R.
 2E., F.M.

 Map Panel 212

 Source: FNSB Base Maps, Feb. 22, 2006





Adopted July 11, 1991

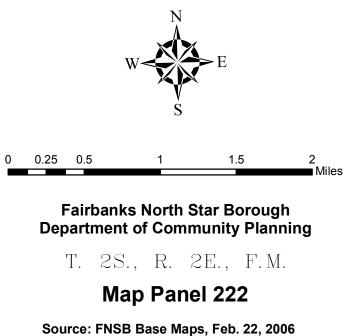
Roadway Classification

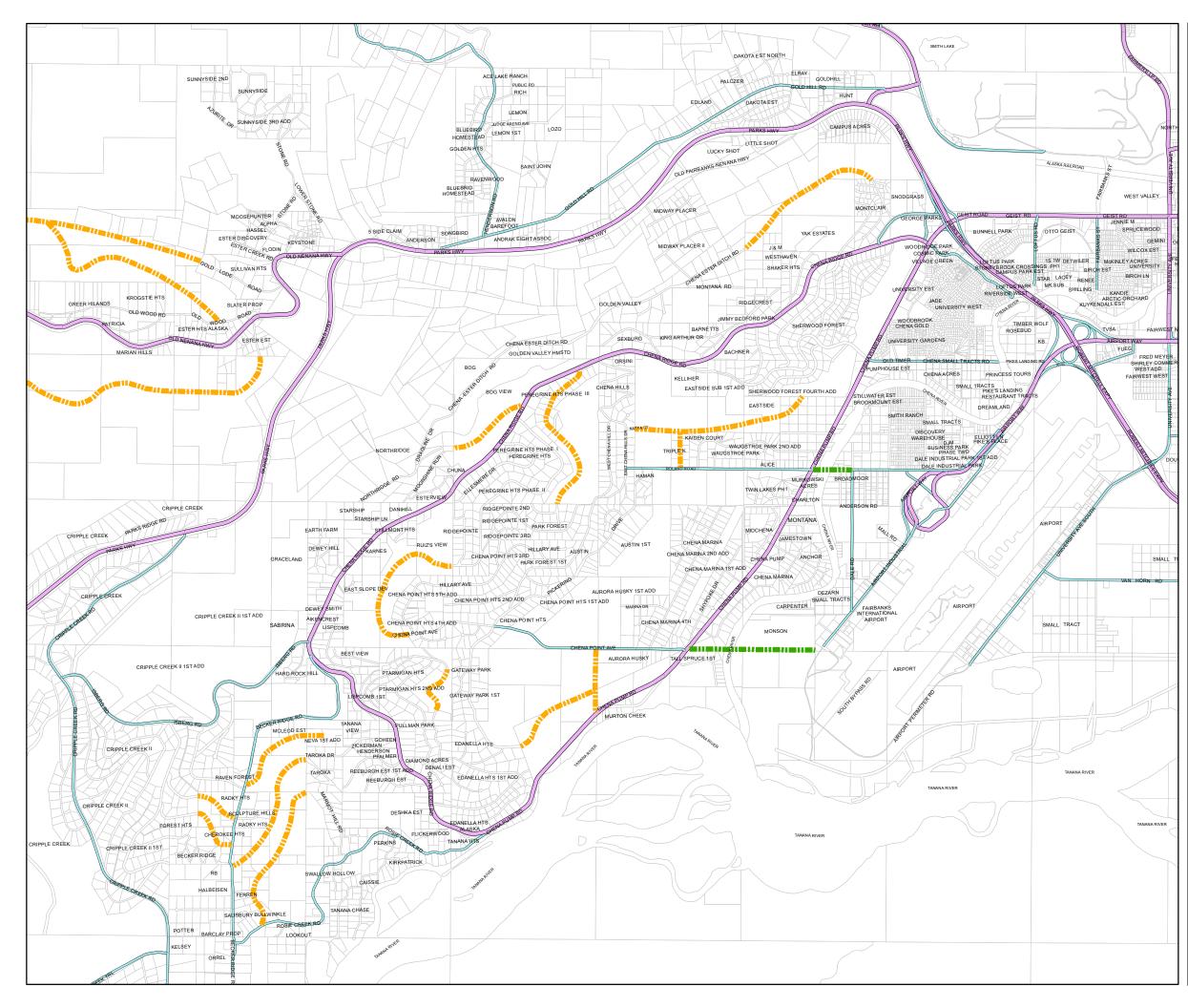
— ARTERIAL

= MAJOR COLLECTOR

Proposed Road Corridors

MAJOR COLLECTORMINOR COLLECTORFUTURE STUDY







Adopted July 11, 1991

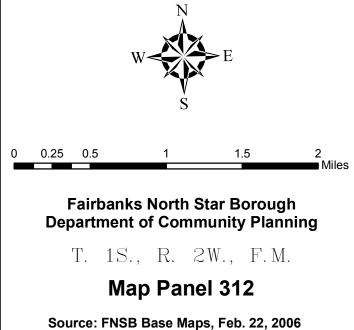
Roadway Classification

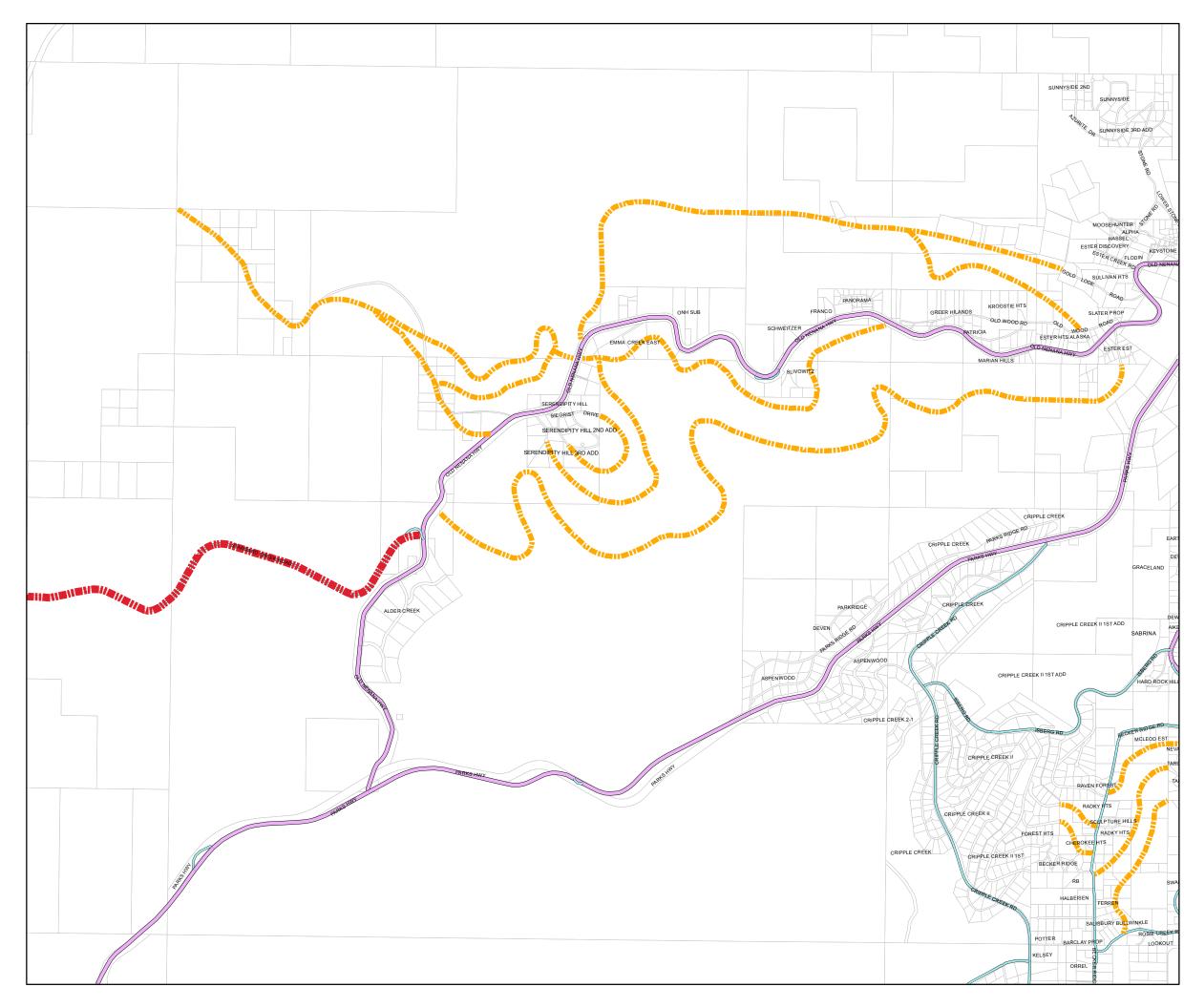
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Proposed Road Corridors

MAJOR COLLECTORMINOR COLLECTORFUTURE STUDY







Adopted July 11, 1991

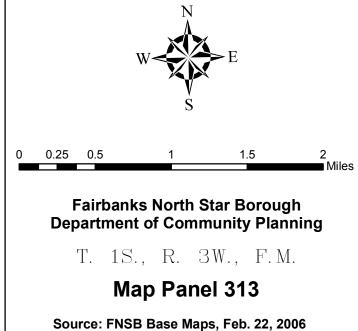
Roadway Classification

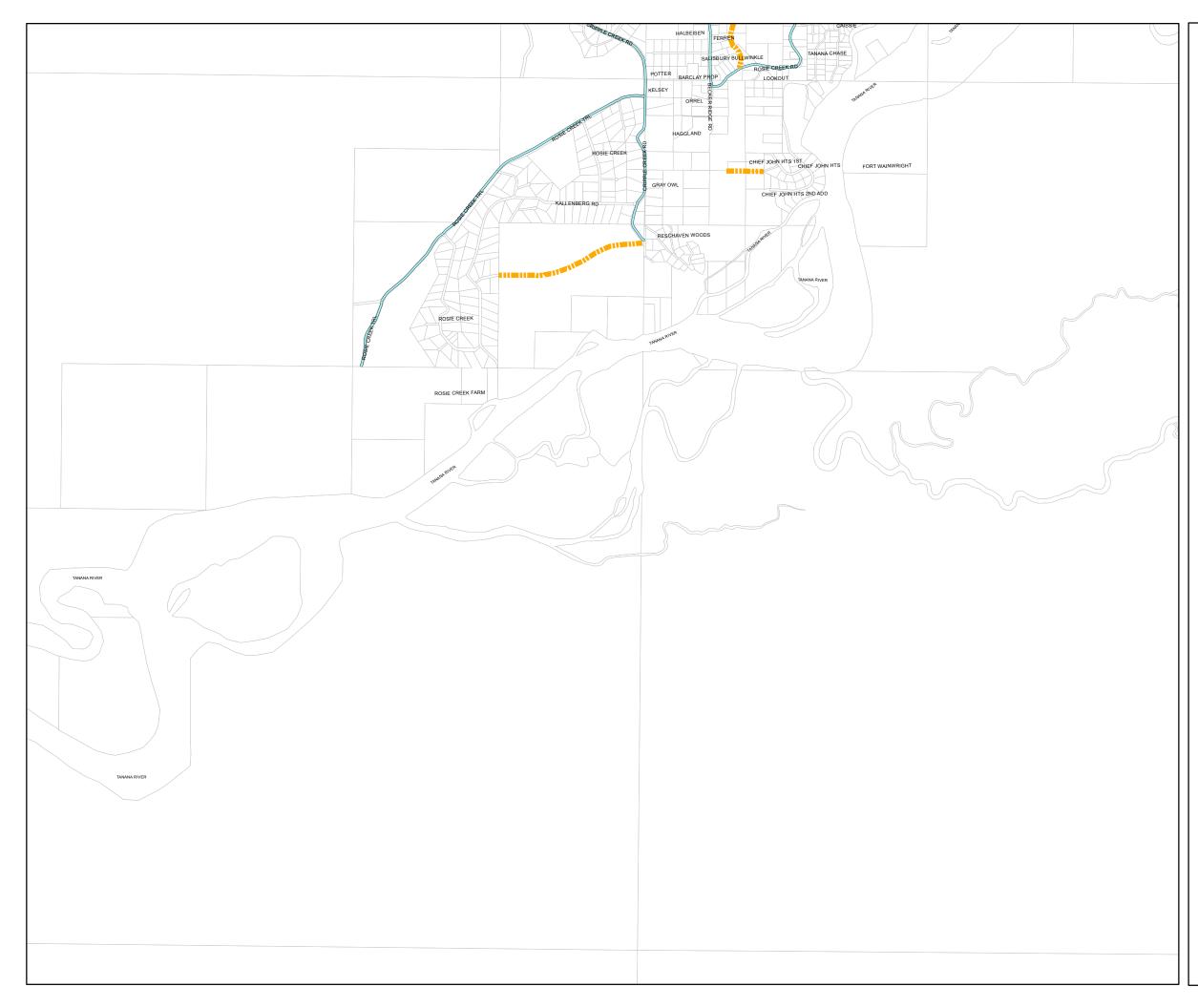
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- MAJOR COLLECTOR

Proposed Road Corridors

MAJOR COLLECTORMINOR COLLECTORFUTURE STUDY







Adopted July 11, 1991

<u>Roadway Classification</u>

= ARTERIAL

- MAJOR COLLECTOR

Proposed Road Corridors

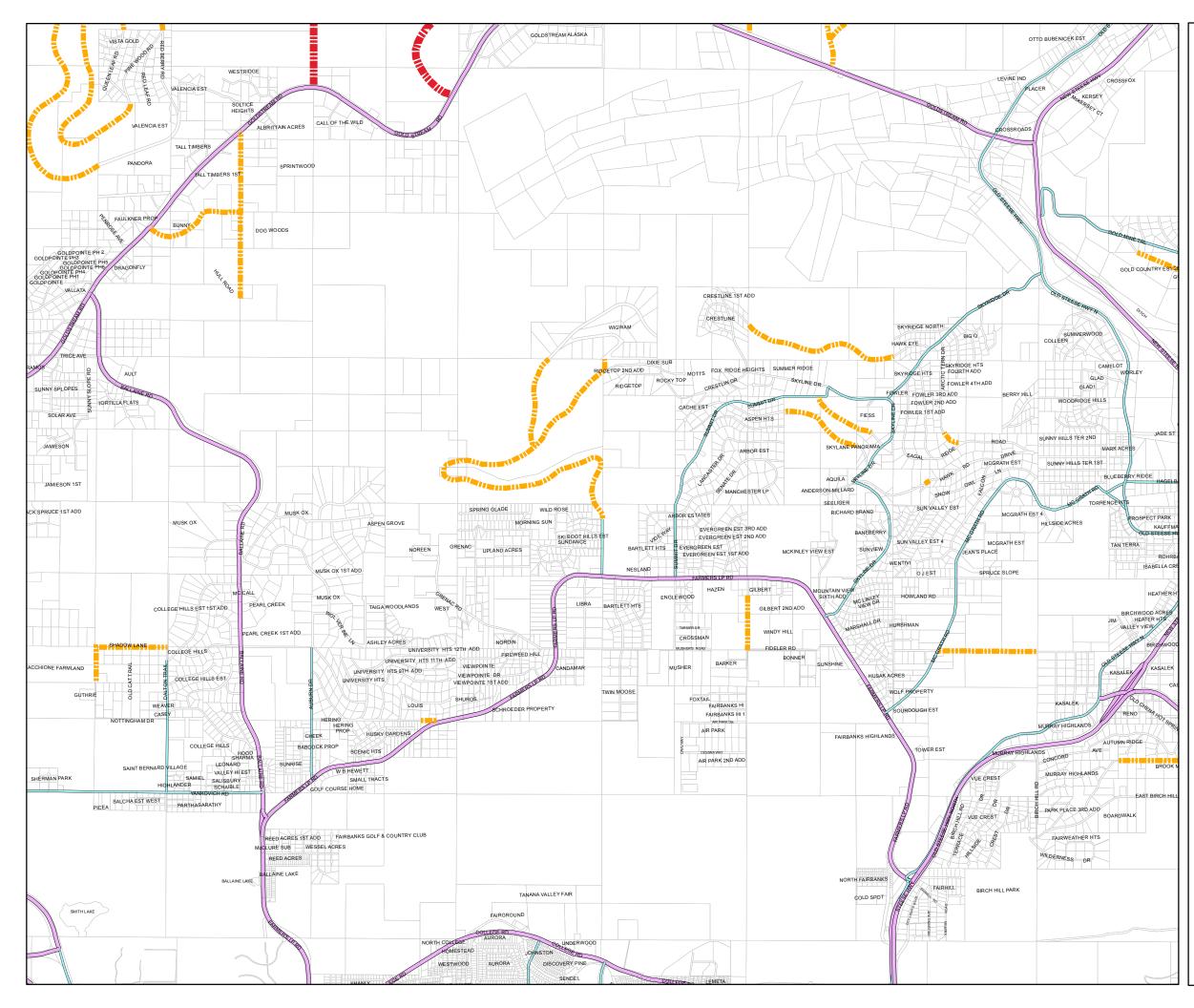
MAJOR COLLECTORMINOR COLLECTORFUTURE STUDY

NOTE: These existing right-of-ways are classified as to their future function. The platted roadway may or may not be constructed at this time.

N W W E E
 0 0.25 0.5 1 1.5 2 Miles
 Fairbanks North Star Borough Department of Community Planning
 T. 2S., R. 2W & 3W., F.M.

Map Panel 323 & 322

Source: FNSB Base Maps, Feb. 22, 2006





Adopted July 11, 1991

Roadway Classification

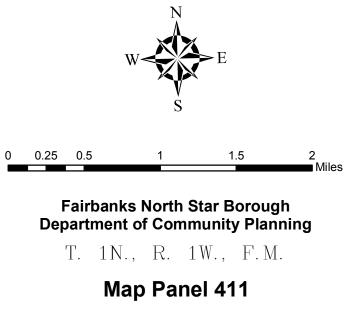
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MAJOR COLLECTOR

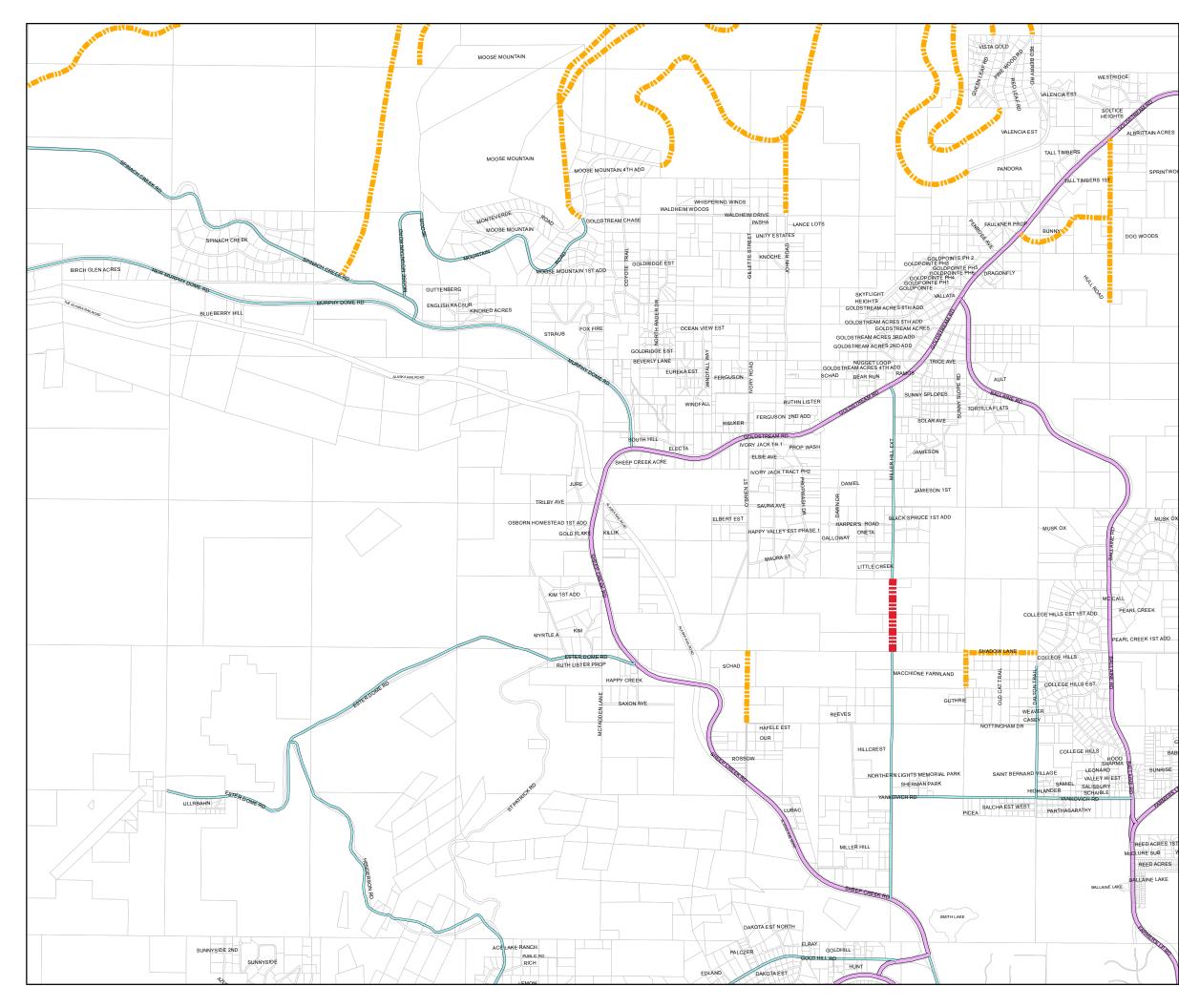
Proposed Road Corridors

MAJOR COLLECTORMINOR COLLECTORFUTURE STUDY

NOTE: These existing right-of-ways are classified as to their future function. The platted roadway may or may not be constructed at this time.



Source: FNSB Base Maps, Feb. 22, 2006





Adopted July 11, 1991

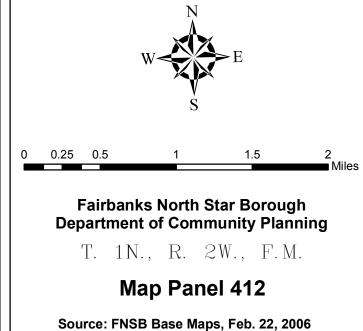
Roadway Classification

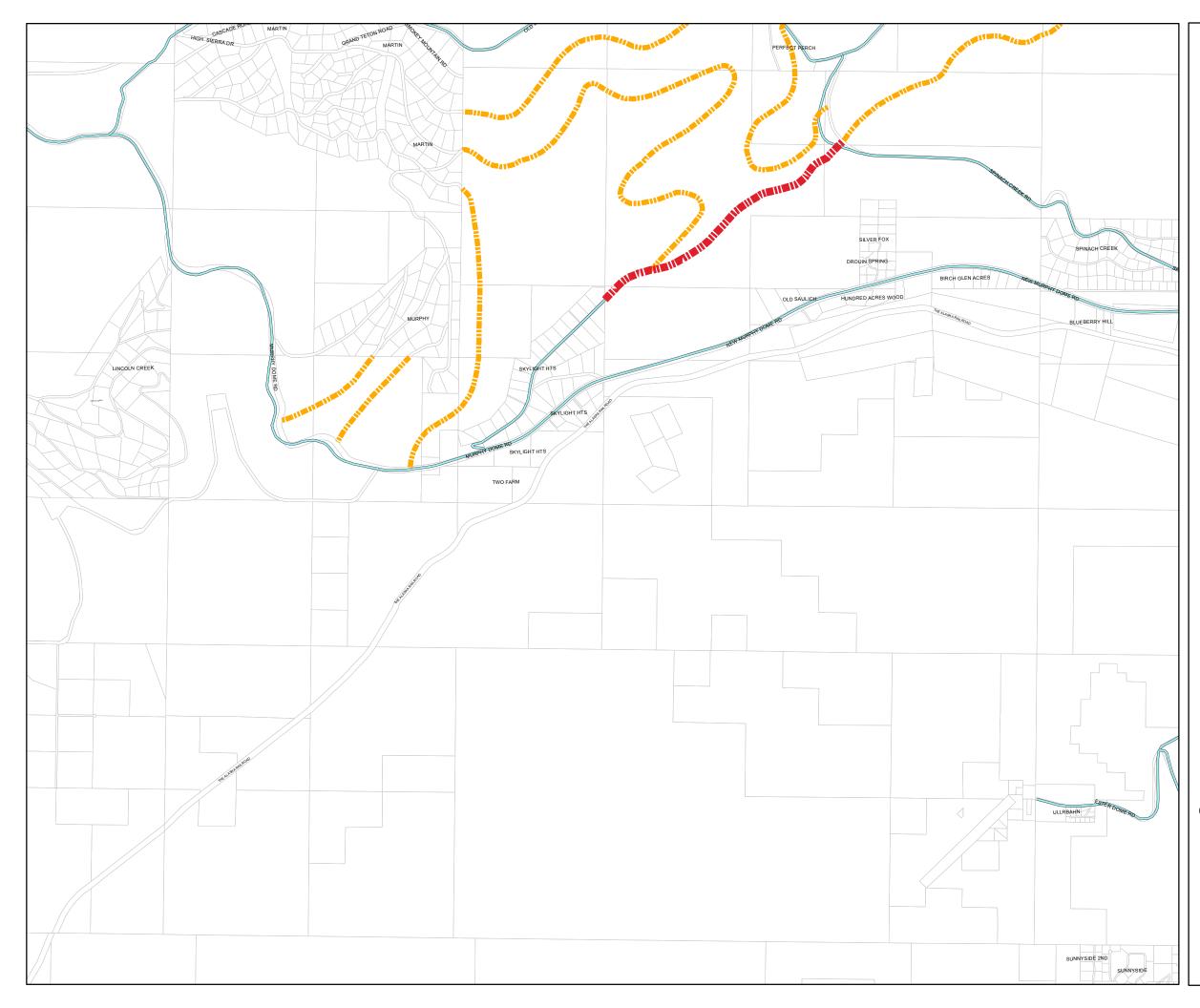
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= MAJOR COLLECTOR

Proposed Road Corridors

MAJOR COLLECTORMINOR COLLECTORFUTURE STUDY







Adopted July 11, 1991

Roadway Classification

= ARTERIAL

- MAJOR COLLECTOR

Proposed Road Corridors

MAJOR COLLECTORMINOR COLLECTORFUTURE STUDY

NOTE: These existing right-of-ways are classified as to their future function. The platted roadway may or may not be constructed at this time.

 0
 0.25
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 Miles

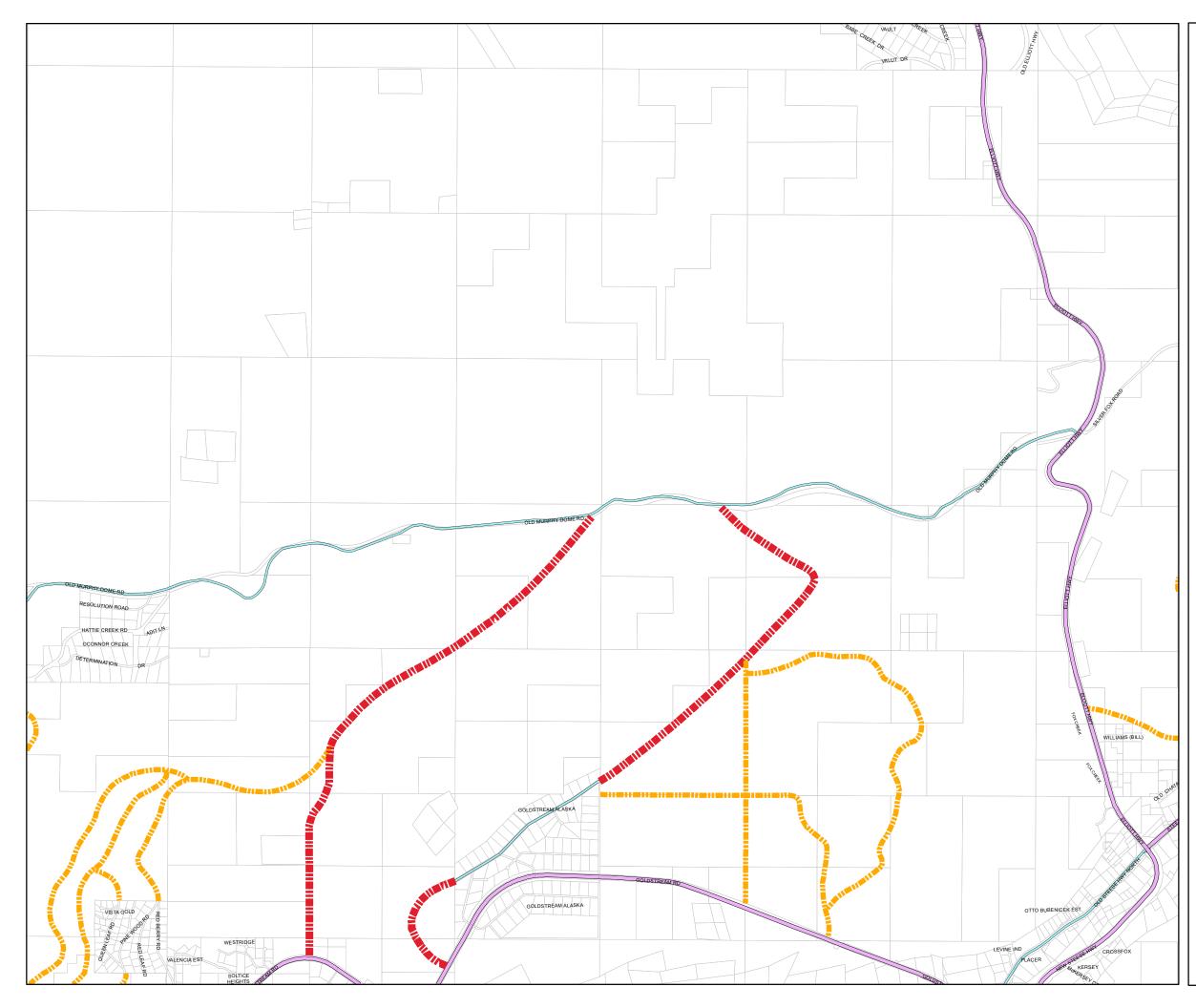
 Fairbanks North Star Borough

 Department of Community Planning

 T.
 1N.,
 R.
 3W.,
 F. M.

Map Panel 413

Source: FNSB Base Maps, Feb. 22, 2006





Comprehensive Road Plan

Adopted July 11, 1991

Roadway Classification

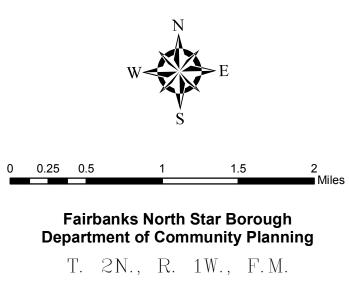
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- MAJOR COLLECTOR

Proposed Road Corridors

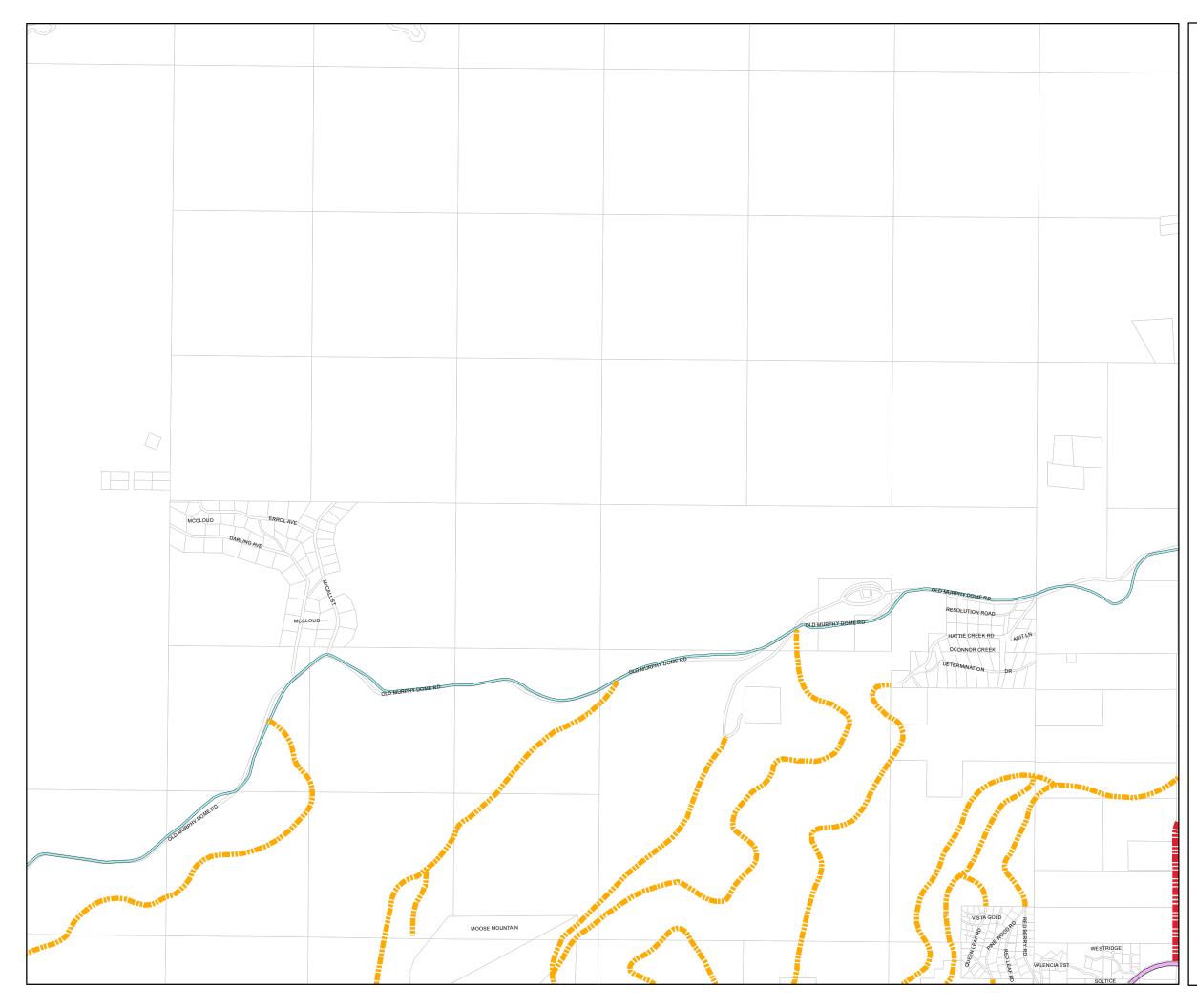
MAJOR COLLECTORMINOR COLLECTORFUTURE STUDY

NOTE: These existing right-of-ways are classified as to their future function. The platted roadway may or may not be constructed at this time.



Map Panel 421

Source: FNSB Base Maps, Feb. 22, 2006





Comprehensive Road Plan

Adopted July 11, 1991

Roadway Classification

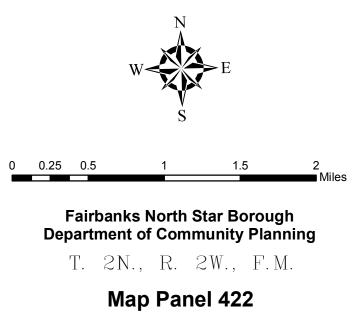
— ARTERIAL

- MAJOR COLLECTOR

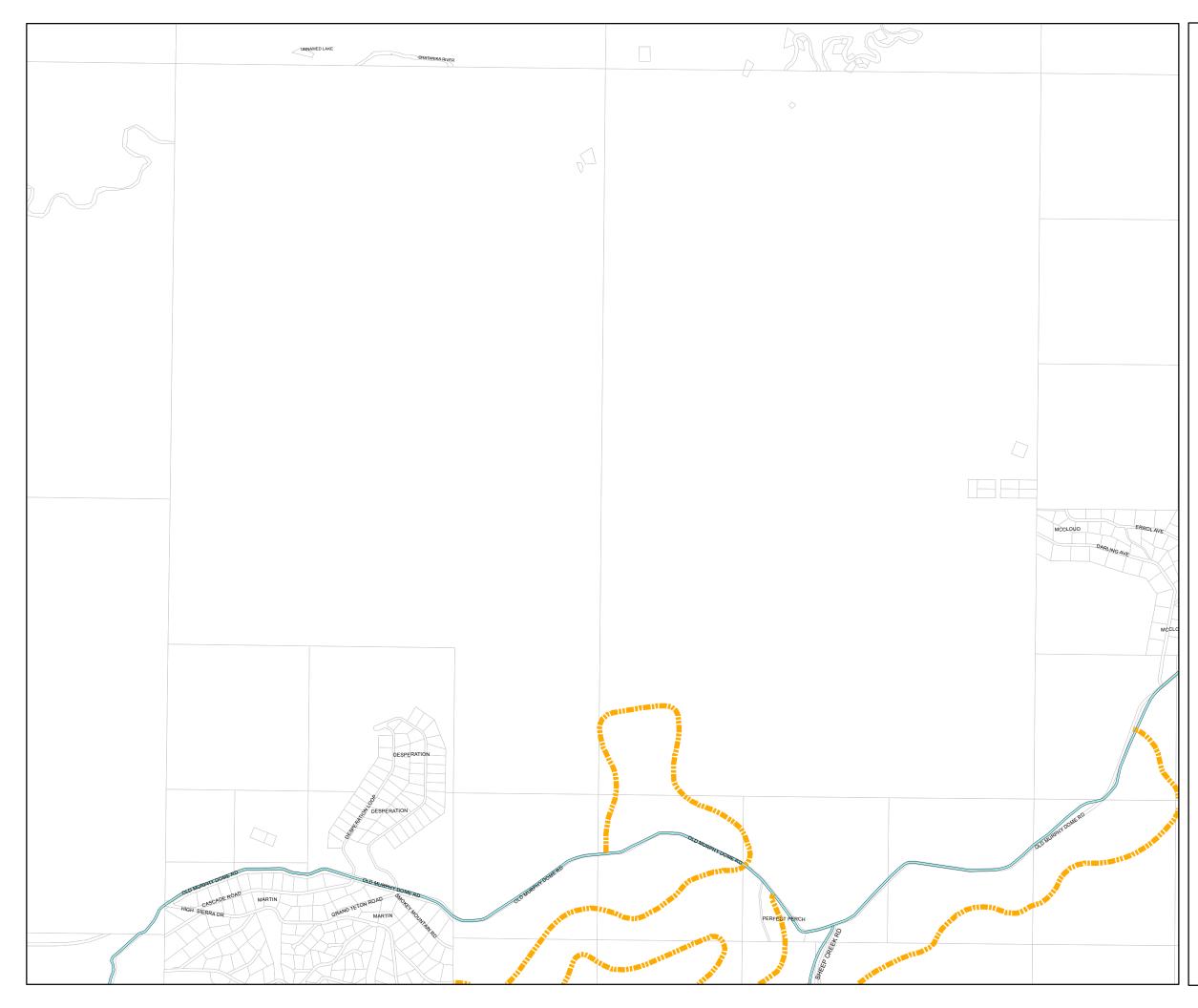
Proposed Road Corridors

MAJOR COLLECTORMINOR COLLECTORFUTURE STUDY

NOTE: These existing right-of-ways are classified as to their future function. The platted roadway may or may not be constructed at this time.



Source: FNSB Base Maps, Feb. 22, 2006





Comprehensive Road Plan

Adopted July 11, 1991

Roadway Classification

— ARTERIAL

— MAJOR COLLECTOR

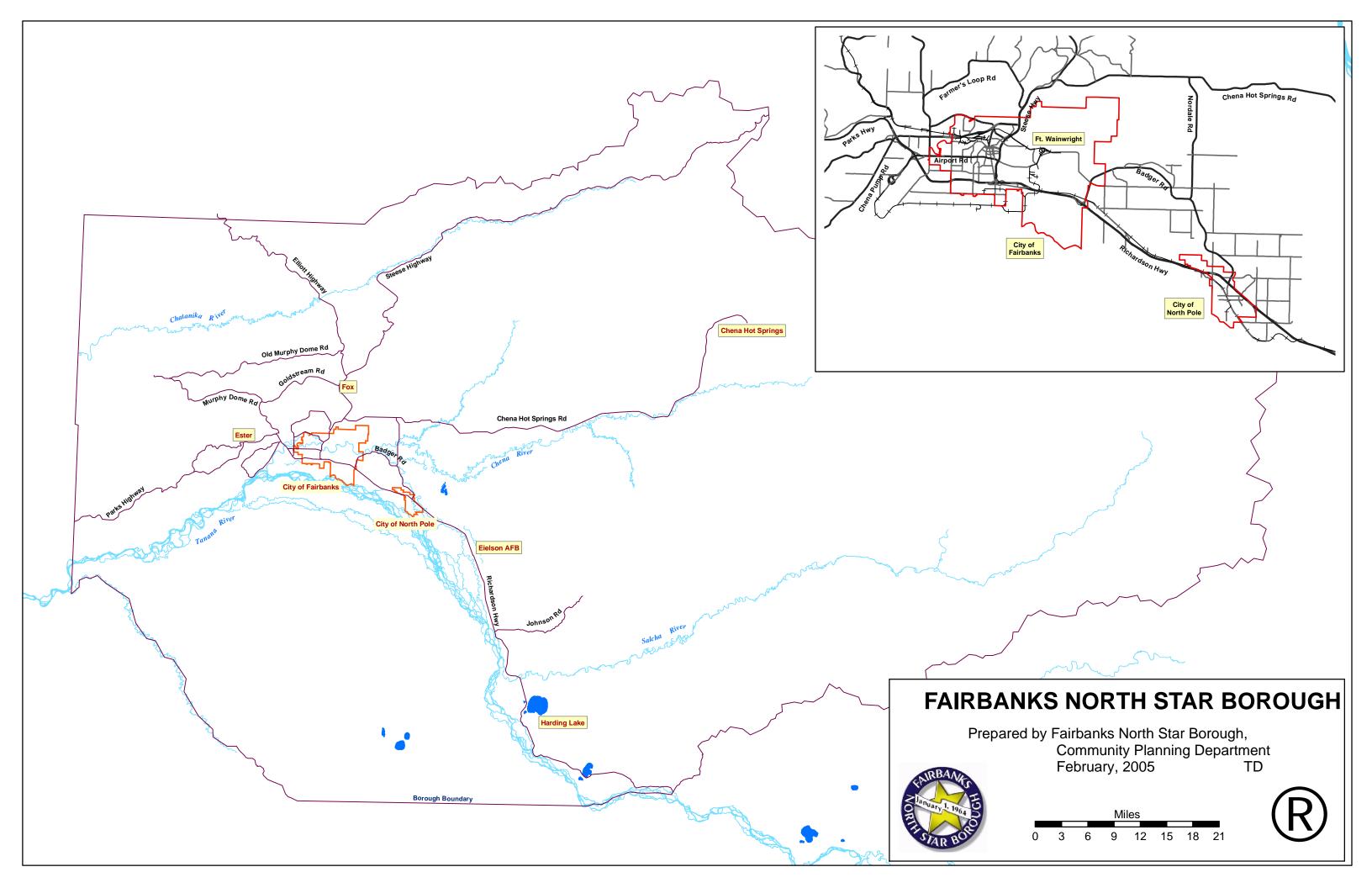
Proposed Road Corridors

MAJOR COLLECTORMINOR COLLECTORFUTURE STUDY

NOTE: These existing right-of-ways are classified as to their future function. The platted roadway may or may not be constructed at this time.

Notes and the experimentation of the experiment of Community Planning T. 2N., R. 3W., F.M.
Map Panel 423

Source: FNSB Base Maps, Feb. 22, 2006





| FNSB Road | s Plan: I | Public Com | ment Trac | ker, May-Ju | ne 2022 (May D | Praft Corridor Maps-Specific) | |
|------------|-----------|---------------------|------------------------------------|-------------|---|---|--|
| Corridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
| 28 | | Email | Gary | Newman | | (image attached) As I recall from past meetings, Esro Road off Chena Hot Springs Road (28) was previously shown as and needs to be listed as 'further study' and not a required corridor. It doesn't appear to be so labeled in the most recent mapping. The ground conditions can't stand more traffic, particularly as climate change is having more of an impact to drainage, settling and overflow from several drainages from the east of Esro Road. As well, the extension of Esro that goes beyond the end-of-road turnaround toward the GCI Earth Station should be eliminated for the technical and security reasons I mentioned at a previous meeting, shown here in blue. The route up Sattley Drive to connect Tungsten Subdivision with Gilmore Trail is far more likely. I would add that the ground in that blue area is horrible with ice lenses/permafrost melting. The crossing of Steele Creek with all the winter overflow is not something to be taken lightly either for constructability and maintainability. There are enough poor ground conditions on Esro Road, no need to add more. It might look good on paper, but field conditions dictate otherwise. Please pass these comments onto the team. | have one way of ingress and egress on a cul-du-sac that is beyond the Title 17 maximum length of 1,320 ft. |
| 38 | 5/19 | Paper Form | Mike, Dave, Nathan, Donna | (blank) | | In my backyard; no real purpose; all privately owned lots. Already have Borealis - duplicative; don't want traffic. Road on top of road - don't want traffic because we maintain the road and it's terrible. | Corridor 38 has been removed and replaced by corridor 404 based on public comments. 404 follows existing Boreal Heights (which does not currently have legal public right-of-way) to achieve the Amanita to Hopper Creek connection. |
| 44 | 6/22 | Paper form | Nathan | Johnson | | Amanita Road Corridor Plan 44-to-310 indicates the current location of Amanita Rd. This is Trespass! Please relocate corridor 44- 310 to indicate Amanita Road within the section line easement. The section line easement is 100 ft wide at this location. | Corridor 44/310 has been maintained in its current location due to existing driveways obtaining access from Amanita Rd. Siting the corridor on the section line easement (SLE) is further complicated by the existing utility infrastructure that runs along it. However, if during the subdivision process the landowner(s) propose re-aligning the corridor to the SLE, this would be theoretically possible if the road can be proven to meet Title 17 road design standards and achieve the same intent of the connection shown in the Road Plan. |
| 44 | 5/19 | Paper Form | Mike, Dave, Nathan, Donna | (blank) | | Steep hill - high grade | Corridors 310 and 44 have been maintained in the plan because Amanita Rd does not have legal public access and is not built to Title 17 road design standards. Inclusion of these corridors in the plan can help obtain legal public access and bring Amanita up to standard when these parcels subdivide. |
| 44 | 5/19 | Printed comments | (blank) | (blank) | | Keep road on section line easement | Corridor 44/310 has been maintained in its current location due to existing driveways obtaining access from Amanita Rd. Siting the corridor on the section line easement (SLE) is further complicated by the existing utility infrastructure that runs along it. However, if during the subdivision process the landowner(s) propose re-aligning the corridor to the SLE, this would be theoretically possible <i>if the road can be proven to meet Title 17 road design standards and achieve the same intent of the connection shown in the Road Plan.</i> |
| 44 | 6/26 | Email | Ruslan | Grigoriev | | My name is Rus and I live at 1070 Amanita Rd. I pay out of pocket and put in labor for the year round road maintenance here. The road is narrow, with unsafe steep hill (17% grade), and has limited spots for passing. The dramatic increase in atv traffic this year has led to unsustainable traffic, high silica dust, road damage, trash, and multiple safety concerns from our neighbors due to speeding atvs. We use the road to walk our children and dogs to access trails. Making Amanita Rd an access rd is not a good idea. | Corridors 310 and 44 have been maintained in the plan because Amanita Rd does not have legal public access and is not built to Title 17 road design standards. Inclusion of these corridors in the plan can help obtain legal public access and bring Amanita up to standard when these parcels subdivide. |
| 64 | 5/19 | Open House | | | | Road 64 would not open up any land other than very wet | Corridor 64 is being maintained in the Road Plan update due to its benefits for connectivity on the borough's road network. A connection between Miller Hill and Miller Hill Extension could decrease vehicle miles travelled for many in the borough. Corridor Criteria: Connectivity/VMT, out-of-direction travel. Connnectivity/Small Gap Closures. Access/Emergency & Essential Services (cutting down response time). |
| 69 | 6/26 | Email | Ben | Kennedy | Road Commissioner, Our Subdivision | As a Road Commissioner for Our Subdivision I am opposed to the proposed extension of Line Drive #69 due to concerns that road would further extend into known permafrost wetland areas and would be difficult to maintain. | Corridor 69 has been removed based on public feedback and not sufficiently satisyfing the corridor criteria. Corridor Criteria: Social/Public Input: local residents strongly oppose the corridor; inclusion would not address community feedback. Access: does not provide alternative access. Environment/Wetlands, Flood Zones, Permafrost, Soils: crosses challenging wetland terrain that would pose difficulties for road construction and maintenenace (Economic/Feasibility). |
| 69 | 6/25 | Email | Bobbie | Ritchie | Homeowner | Further, project 69 creates additional impacts on more sensitive wetland habitats in the Goldstream Valley, many of which border lands protected within the Goldstream Valley Greenbelt by the state and the Interior Alaska Land Trust. Hopefully additional properties along Goldstream Creek will be protected in the future, increasing watershed, habitat, and wildlife values of the entire area. Road developments in this permafrost rich area are problematic, nearly always being expensive to build and maintain, all the while diminishing the value of adjacent wetland areas. | Corridor 69 has been removed based on public feedback and not sufficiently satisyfing the corridor criteria. Corridor Criteria: Social/Public Input: local residents strongly oppose the corridor; inclusion would not address community feedback. Access: does not provide alternative access. Environment/Wetlands, Flood Zones, Permafrost, Soils: crosses challenging wetland terrain that would pose difficulties for road construction and maintenenace (Economic/Feasibility). |

| Corridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
|------------|------|------------------|---------------|-----------|-------------|---|---|
| 69 | 6/25 | Web Form | Bobbie | Ritchie | | (Part 1) [Ive on the corner of Black Sheep Lane and Line Drive so corridor 69 and 295 will directly affect me for a variety of reasons. I apologize for sending in these comments so late but many in our neighborhood, including me, were unaware of this proposal until this week when a neighbor alerted the neighborhood residents. If I had started researching this issue sooner I would have verified which map is the more accurate, yours that shows O'Brien St. ending north of TL 2317 TIN R2W or the map on the propertysearch.fnsb.gov website that shows O'Brien St. going all the way south to the proposed corridor 69. Since I don't know the correct termination of O'Brien St. I will make comments for both situations when I reference corridor 69. So first, I will discuss the extension of Line Drive or Corridor 69. When I bought my 2 parcels adjacent to Line Drive there was a road and utility easement mentioned on each deed which I believe continues north on Line Drive for at least a few of the parcels shown on corridor 69. By extending the corridor as shown on your map, it will either end at Goldstream Creek or a bridge would have to be built across it. If the borough envisions the corridor continuing onto the other side of the creek and up to O'Brien Rd, I think it is disingenuous to not show it now so we can see it is a through road rather than just a road through TL 2705 T1N R2W. Because it is not shown on your map, I will first limit my comments to only include the corridor as shown. The only parcel that the new corridor will serve without a bridge across Goldstream Creek is a parcel owned by the State of Alaska. I believe that parcel's greatest value would be to include it within the Goldstream Valley Greenbelt. This area is used by not only me, but by my neighbors and the larger community. I think if you visited this state parcel you will see the limited value as a subdivision and the greater value as open space available to everyone in the community. It seems like the State of Alaska granted a lease to the Alaska | Corridor 69 has been removed based on public feedback and not sufficiently satisyfing the corridor criteria. Corridor Criteria: Social/Public Input: local residents strongly oppose the corridor; inclusion would not address community feedback. Access: does not provide alternative access. Environment/Wetlands, Flood Zones, Permafrost, Soils: crosses challenging wetland terrain that would pose difficulties for road construction and maintenenace (Economic/Feasibility). |
| 69 | 6/25 | Web Form | Bobbie | Ritchie | | (Part 2) Second, the cost of a bridge across Goldstream Creek seems very excessive for the use it would probably get. Third, our neighborhood is a cohesive group of households that know each other and plan neighborhood activities, including work parties on the roads. With through access from Goldstream Rd. we would lose the neighborhood feel as well as the ability of the Road Service Area to maintain the road which is sometimes marginal at best. I'm also concerned about the safety of our neighbors walking on the roads and the effect of a through road on our neighborhood watch efforts. Finally, another important concern of mine and the other property owners on Black Sheep Lane is the maintenance of that road as well. Black Sheep Lane is a private road approximately ¼ mile long that goes from Sheep Creek Rd to Line Drive. Being a private road, road service money is not used for either maintenance or road improvements, but because the road accesses Sheep Creek Rd, many neighbors as well as their water and fuel delivery trucks use this private road. The added monetary burden for those of us living on Black Sheep Lane, and paying for upkeep of the road, would be prohibitive if even more traffic were regularly using the road. | Corridor 69 has been removed based on public feedback and not sufficiently satisyfing the corridor criteria. Corridor Criteria: Social/Public Input: local residents strongly oppose the corridor; inclusion would not address community feedback. Access: does not provide alternative access. Environment/Wetlands, Flood Zones, Permafrost, Soils: crosses challenging wetland terrain that would pose difficulties for road construction and maintenenace (Economic/Feasibility). |
| 69 | | Email | Sarah | Campbell | | (Part 1) I appreciate the information about the Team's justification for the two possible FNSB roads in our neighborhood (69 and 295). I would like to offer more data about the environment of our neighborhood. "Our Subdivision" and adjacent properties comprise about 40 separate housing units, most of which are modest dwellings, many built on permafrost. We are a discreet neighborhood with a limited, stable population whose members cooperate. We have had a road service area, "Our Service Area," for about forty years including only Line Drive, Home Run and Hafele Road. Line Drive is the main feeder for the neighborhood and is built on saturated soils underlain by permafrost. A couple of service area projects have stabilized limited portions of Line Drive with geotextile and large rock. Despite this costly work, additional areas of this road continue to fail each year due to traffic and thawing permafrost. The service area ends at Hafele Road and the continuation of Line Drive from there north into Goldstream Valley is a private road. This was a deliberate decision by the property owners of the four cabins on the north side of the hill because the cost of construction of a road to FNSB standards through saturated soil was prohibitive. FNSB road 69 extends this private road into the valley where the ground is mostly lake in the summer. The continuation of this alignment on the north side of the valley across Goldstream Creek is O'Brien Road, where the soils are equally poor, if not poorer. Cabins on tha road have major problems with overflow all winter. With global warming taking a greater toll on soil in the Arctic and Subarctic, it makes little sense to encourage "alternate access" through a bog. Better to upgrade a major thoroughfare like Sheep Creek than add roads that are sure to fail. Our Service Area is challenged to maintain the roads we have, and would be unable to raise the funds to support roads through such problematic ground. Don says that the service area m | Corridor 69 has been removed based on public feedback and not sufficiently satisyfing the corridor criteria. Corridor Criteria: Social/Public Input: local residents strongly oppose the corridor; inclusion would not address community feedback. Access: does not provide alternative access. Environment/Wetlands, Flood Zones, Permafrost, Soils: crosses challenging wetland terrain that would pose difficulties for road construction and maintenenace (Economic/Feasibility). |

| Corridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
|------------|------|------------------|---------------|-----------|---|--|---|
| 69 | | Email | Sarah | Campbell | | "three lakes trail" due to its summer condition!) allows walkers, runners, skiers, bicyclists, dog mushers and snow machines to travel | feedback. Access: does not provide alternative access. Environment/Wetlands, Flood Zones, Permafrost, Soils: crosses challenging wetland terrain that would pose difficulties for road construction and maintenenace (Economic/Feasibility). |
| 69 | 6/26 | Web Form | Cathy | Turner | | I am writing to oppose proposed road corridors #69 and # 295. These proposed road extensions meet very few of the criteria, and considering the great cost to build and maintain these roads, the cost (both social and financial) would far outweigh the benefit. I hope that you will consider more carefully my concerns with these road extensions and remove them from the proposed future plan. Access: The proposed road does not provide an alternate route or additional access to existing residential areas (there are no residential areas beyond where Line Drive currently ends). There is no expected future development in this area either. Connectivity: This road extension meets none of these criteria. Social: The proposed road would cross and interfere with a heavily used recreational corridor enjoyed by many citizens—dog mushers, snow machines, skiers, bikers, and walkers. Environment: The land in the proposed area is a wetland with extensive permafrost, ponds, a large creek, and extremely poor soil. As stated above, it also conflicts with trails currently used by residents and would disrupt wildlife habitat. Economic: This road is definitely not feasible because of the type of land it is to be built on (see above comments related to land type). Geometry: There is a steep grade drop off at the end of Line Drive that must be greater than 10%. | Corridor 69 has been removed based on public feedback and not sufficiently satisyfing the corridor criteria. Corridor Criteria: Social/Public Input: local residents strongly oppose the corridor; inclusion would not address community feedback. Access: does not provide alternative access. Environment/Wetlands, Flood Zones, Permafrost, Soils: crosses challenging wetland terrain that would pose difficulties for road construction and maintenenace (Economic/Feasibility). |
| 69 | 6/26 | Email | Dan | O'Neill | Former land use and environmental planner, resident off Line Drive for 43 years | This proposal strikes all of us who live here as , well, absurd. You propose to facilitate the construction of a road down into the bottom of Goldstream Valley, through the sort of black spruce bog that swallows roads, build an expensive bridge over the creek, and then trend on up out of the bog toward the north. Do you have any idea what sort of road construction problems and expense and long-term maintenance that would impose? I do. I've worked building roads. My wife does. She worked for decades with Alaska's DOT building roads. And who will maintain this bog road? Our Service Area? Pardon us if we oppose FNSB facilitating expensive roads and leaving us to figure out how to maintain them. We note that the sort of development likely to be constructed in the middle of a bog will not be the sort that is likely to contribute much via the mil rate going to the service area, while at the same time saddling us with the worst stretches of roads to maintain in order to reach those structures. That strikes me as antithetical to good planning. It's as if FNSB looked at a property map, and not a topographic one. As if the Borough might have drawn a road across the Grand Canyon because it noticed a gap in connecting road is nonexistent. Sheep Creek Rd. already provides parallel and faster access. You argue that the area to be served is "expected to be developed." I think you are quite mistaken, but in any case, you seem unaware that by designating a right-of-way now, you foster this hypothesized development. You are not so much addressing needs as you are nudging future development in a certain direction. It is a direction the local residents oppose, and for good reason. It's a bit unsettling that we residents must point out to planners that the residential development of permafrost wetlands is generally unwise (compromised foundations, frost jacking, non-percolating soil, no septic, incompetent base material for roads) and should not be encouraged. A far better use for such land is as open space, animal habitat, recreat | challenging wetland terrain that would pose difficulties for road construction and maintenenace (Economic/Feasibility). |

| Corridor # | | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
|------------|------|------------------|----------------------|---------------------------------|-------------|--|--|
| | | necencu | lunc | | | | |
| 69 | 6/25 | Email | Larry & Elizabeth | Freeman (L) & Belknap (E) | | General Comments: Corridors 69 and 295 are bad ideas and we strongly object to them being in the FNSB Road Plan. Both are extensions onto saturated permafrost Fairbanks Loess on north facing slopes with active thaw subsidence and year-round standing water. Both interact, cross, or overlay trails in the Borough Trails Plan, in particular the Equinox Marathon Trail and the Goldstream/Tanana Valley RR winter trail. Line Drive and Hafele Avenue are currently in "Our Road Service District", maintenance is done on a timely basis and managed efficiently. If Hafele becomes a through road, would the road service district shoulder the extra maintainence caused by through travelers? | Corridor 295 has been maintained in the public review draft. Significant community feedback was received in opposition to this corridor, which the project team took into serious consideration. The project team suggested removal of this corridor to the project steering committee at its July 27, 2022 meeting. Steering committee suggested taking a closer look at the feasibility of the corridor and potentially maintaining it for the public review draft if feasible to construct. The project team consulted with platting and surveying professionals familiar with the area. Findings include: Corridor 295 is feasible to construct based on topography and soils, primarily runs along ridge (Economic/Feasibility, Environment/Wetlands, Permafrost, Soils); Corridor is feasible to construct while not conflicting with the adjacent utility and Equinox Marathon easements (Environment/Recreation); the corridor provides another point of ingress/egress to the existing subdivision in case of emergencies such as wildfire, downed trees, blocked roads, etc. (Access/Alternate Routes, Emergency & Essential Services); the corridor provides ancher partially dedicated along the corridor (Economic/Rights-of-Way); If remaining parcels along the corridor subdivide, adequate new access will need to be provided (Access/New Access); During a recent platting hearing for an adjacent subdivision, Including the corridor in the Roads Plan provides a potential path for upgrading the road to borough standards and improving EMS access (Actess/Alternate Routes, Emergency & Essential Services); A rexisting compound curve at Haffe cul-du-sac would likely require lowered speeds on the construct for ad, which could provides and alleviate some concerns about additional traffic if the connection is ever built (Social/Public Input). |
| 69 | 6/25 | Email | | Freeman (L) & Belknap (E) | | Corridor 69: Does lie within Section-line road corridor, but beyond the current extent of the privately maintained Mare's Tail Lane, accesses highly saturated, shallow permafrost bottom land characterized by sedge tussocks, dwarf black spruce and winter ice overflow. This extension of Line Drive northward would substantially expand road length to the existing service area; road length that would be built on extremely poor soils and would have excessive maintenance costs. The increased tax base of the service district would be mainimal because of the poor development quality of the land. This corridor as proposed crosses two branches of the major east-west Goldstream winter recreation trail (Historic Tanana Valley Railroad) This would create a road crossing on a trail heavily used by mushers, ski-jorers, winter bicyclists and other users. | Corridor 69 has been removed based on public feedback and not sufficiently satisyfing the corridor criteria. Corridor Criteria: Social/Public Input: local residents strongly oppose the corridor; inclusion would not address community feedback. Access: does not provide alternative access. Environment/Wetlands, Flood Zones, Permafrost, Soils: crosses challenging wetland terrain that would pose difficulties for road construction and maintenenace (Economic/Feasibility). |
| 69 | 6/25 | Email | Janlee | Irving | | I am a resident off Line Drive in Our subdivision, and have been for almost 37 years. The potential plan to extend Line Drive or Hafele Avenue are very confusing to me. A Line Drive extension would go straight into Goldstream valley. This means serious wetland habitat very much inaccessible all summer (for environmental reasons), and very much accessible and well-used all winter by skiers, bicyclists, mushers, walkers, runners, and snowmachiners. Fairbanks needs this area of trails close to town, and already accessible from many points. As it is, Line Drive becomes a mass of soft lumps in the spring as the permafrost reminds us all of its presence. To add more traffic would make it impassable. Emergency vehicles would not be able to help people in need, fight fires, etc etc. Hafele Avenue is a short road that is a part of the Equinox Marathon trail. It could connect to Miller Hill Extension/Lawyer roads only in a nightmare scenario. If you have not driven those roads, you have no idea of how poorly maintained they are. These are private roads, driven on by few vehicles. Heavy traffic would require widening, raising basically starting from scratch . Without trying very hard, I can come up with several roads around town that are not properly maintained. Herreid Road could be used to alleviate the traffic for Pearl Creek school, but is now barely passable. Bonanza Trail leads to the homes of hundreds of people and is a morass of soft humps. St Patrick Rd falls apart every spring. We shouldn't build more roads on our unstable ground when we can't care for what we have. | Corridor 69 has been removed based on public feedback and not sufficiently satisyfing the corridor criteria. Corridor Criteria: Social/Public Input: local residents strongly oppose the corridor; inclusion would not address community feedback. Access: does not provide alternative access. Environment/Wetlands, Flood Zones, Permafrost, Soils: crosses challenging wetland terrain that would pose difficulties for road construction and maintenenace (Economic/Feasibility). |
| 69 | 6/26 | Email | Nathan | Turner | | I am requesting that you not move forward with the proposed road corridors #69 and # 295 in the Line Drive / Sheep Creek area. My family and I have maintained a residence in the area for 20 years now, and are in agreement with the others who live in this area that these proposed changes will not only fail to bring any benefits to those who have long lived in this in this neighborhood, but will actually negatively impact our neighborhood in a number of ways. There seems to be no upside to such development other than to "fill in the road map" in an area that otherwise enjoys the benefit of roadless recreation opportunities. | Corridor 69 has been removed based on public feedback and not sufficiently satisyfing the corridor criteria. Corridor Criteria: Social/Public Input: local residents strongly oppose the corridor; inclusion would not address community feedback. Access: does not provide alternative access. Environment/Wetlands, Flood Zones, Permafrost, Soils: crosses challenging wetland terrain that would pose difficulties for road construction and maintenenace (Economic/Feasibility). |

| Corridor # | Date | Form | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
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| | | Received | name | | | | |
| 69 | 6/26 | Email | Nathan | Turner | | Line Drive has recently been extensively rebuilt after years of degraded quality. Neighbors would often get stuck in the middle of the road for the first half of the summer and several of us who live in the area would volunteer our own time and equipment to make repairs or tow neighbors from "the hole in the road". We finally were able to contract this out to be rebuilt - but it is little more than a single lane access to properties in this dead-end neighborhood. Through-access will require widening of line drive for safety and practical reasons if the proposed extensions go through, and this burden should not again fall on our neighborhood. Line Drive is one of the hard-to-find areas where neighbors often walk their dogs in the evening, visit with one another, and neighboring children can safely ride their bikes and play due to the limited nature of local traffic. If the extensions go through, you will be ending one of these ever-decreasing opportunities for friendly and interactive neighborhoods. Line Drive is already a dusty road , prone to potholing. Increased traffic will make a real mess of air quality for many of us due to many people who would choose to drive the route for the novelty of it, rather than any real necessity that would justify construction of the extensions. | Corridor 69 has been removed based on public feedback and not sufficiently satisyfing the corridor criteria. Corridor Criteria: Social/Public Input: local residents strongly oppose the corridor; inclusion would not address community feedback. Access: does not provide alternative access. Environment/Wetlands, Flood Zones, Permafrost, Soils: crosses challenging wetland terrain that would pose difficulties for road construction and maintenenace (Economic/Feasibility). |
| 69 | 6/24 | Email | Martha | Reynolds | | I am writing to comment on several corridors on the draft map that are in the part of the Borough where I live and recreate. Mostly I am objecting to proposed corridors which would connect two neighborhoods by replacing trails at the end of their road systems with roads. These connections do not benefit anyone. No one from the greater Fairbanks area will drive all the way to the end of the neighborhood roads to then drive back through another complex of neighborhood roads. We already have connector roads for that purpose. The residents of the neighborhood don't benefit either, unless they happen to have very close friends in the other area who they visit often. Most residents would just lose recreational trails. 69 - this road extends Line Drive 1/2 mile north. The land through which it would go is black spruce and shrub permafrost wetlands. It would not provide access to good land for building on, and I see no positive purpose served by this proposed corridor. | Corridor 69 has been removed based on public feedback and not sufficiently satisyfing the corridor criteria. Corridor Criteria: Social/Public Input: local residents strongly oppose the corridor; inclusion would not address community feedback. Access: does not provide alternative access. Environment/Wetlands, Flood Zones, Permafrost, Soils: crosses challenging wetland terrain that would pose difficulties for road construction and maintenenace (Economic/Feasibility). |
| 69 | 6/26 | Email | Sarah | Campbell | | I appreciate the information about the Team's justification for the two possible FNSB roads in our neighborhood (69 and 295). I would like to offer more data about the environment of our neighborhood. "Our Subdivision" and adjacent properties comprise about 40 separate housing units, most of which are modest dwellings, many built on permafrost. We are a discreet neighborhood with a limited, stable population whose members cooperate. We have had a road service area, "Our Service Area," for about forty years including only Line Drive, Home Run and Hafele Road. Line Drive is the main feeder for the neighborhood and is built on saturated soils underlain by permafrost. A couple of service area projects have stabilized limited portions of Line Drive is with geotextile and large rock. Despite this costly work, additional areas of this road continue to fail each year due to traffic and thawing permafrost. The service area ends at Hafele Road and the continuation of Line Drive from there north into Goldstream Valley is a private road. This was a deliberate decision by the property owners of the four cabins on the north side of the hill because the cost of construction of a road to FNSB standards through saturated soil was prohibitive. FNSB road 69 extends this private road into the valley where the ground is mostly lake in the summer. The continuation of this alignment on the north side of the valley across Goldstream Creek is O'Brien Road, where the soils are equally poor, if not poore. Cabins on that road have major problems with overflow all winter. With global warming taking a greater toll on soil in the Arctic and Subarctic, it makes little sense to encourage "alternate access" through a bog. Better to upgrade a major thoroughfare like Sheep Creek than add roads that are sure to fail. Our Service Area is challenged to maintain the roads we have, and would be unable to raise the funds to support roads through such problematic ground. Don says that the service area model may be replaced someday. It is unknown what th | Corridor 69 has been removed based on public feedback and not sufficiently satisyfing the corridor criteria. Corridor Criteria: Social/Public Input: local residents strongly oppose the corridor; inclusion would not address community feedback. Access: does not provide alternative access. Environment/Wetlands, Flood Zones, Permafrost, Soils: crosses challenging wetland terrain that would pose difficulties for road construction and maintenenace (Economic/Feasibility). |

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| 69 | 6/26 | Email | Sarah | Campbell | | While Goldstream Valley is problematic for auto access, it is a wonderful winter recreation area. The valley trail (also known as the "three lakes trail" due to its summer condition!) allows walkers, runners, skiers, bicyclists, dog mushers and snow machines to travel from Sheep Creek Road to Fox, crossing only one busy road (Ballaine). Goldstream Creek, Line Drive, the Sheep Creek bike trail and Miller Hill Road offer a wonderful winter network of trails used extensively by the locals. These areas are well suited for recreation and roads would encroach on this use. All the above comments are directed to FNSB Road 69, but apply equally to FNSB Road 295. This brand new alignment beyond the current end of Hafele Road will be entirely on the north side of the hill, through mostly swampy ground. It will intersect both Lawlor Road Extension and Miller Hill Road and both are rutted and slippery on the north side of the hill. Most private land along this route already obtains access from an established road and driveway. A portion of the Equinox Marathon Trail runs through a wooded section of this potential ROW. In addition to runners, this route is also used by walkers, hikers, bicyclists, horses, skiers, dog teams and snow machines. An adjacent road would compromise the safety of these recreationists throughout the year, again encroaching on an existing use. In summary, I take issue with these potential roads providing any decent alternate access (AR) or emergency services (EES) due to existing substandard roads and new roads with a high potential for failure. Since we have fewer than 100 units in our neighborhood, we do not need multiple access (MA). The property to be accessed is inappropriate for development (NE) due to wetands and poor soil's (WFPS). Existing uses primarily recreational and any road work would be incompatible with that use (COMP). As a former employee in AKDOT's Construction Section, I contend that construction in these areas is NOT reasonably feasible (FEA) due to poor soils and wetiands. I res | Corridor 69 has been removed based on public feedback and not sufficiently satisyfing the corridor criteria. Corridor Criteria: Social/Public Input: local residents strongly oppose the corridor; inclusion would not address community feedback. Access: does not provide alternative access. Environment/Wetlands, Flood Zones, Permafrost, Soils: crosses challenging wetland terrain that would pose difficulties for road construction and maintenenace (Economic/Feasibility). |
| 69 | 6/20 | Email | William | Schneider | | I want to register my strong objection to any extension of Line Drive or Hafele Road, both located in Our Subdivision. I am a resident and enjoy the fact that our subdivision does not have thru roads. This has been a factor in making this a coherent community. Thank you for the opportunity to comment. | Corridor 69 has been removed based on public feedback and not sufficiently satisyfing the corridor criteria. Corridor Criteria: Social/Public Input: local residents strongly oppose the corridor; inclusion would not address community feedback. Access: does not provide alternative access. Environment/Wetlands, Flood Zones, Permafrost, Soils: crosses challenging wetland terrain that would pose difficulties for road construction and maintenenace (Economic/Feasibility). |
| 69 | 6/26 | Web Form | Yevette | Lancaster | Developer | The corridors fail to meet the standards of the criteria set forth in the Boroughs analysis. While I could go through line by line it would only serve to make a cumbersome and long message. If the comprehensive plan is to be effective it also needs to contain goals that are achievable. The goals need to reflect the voice of the people. I would like to go on record as opposed to both Line Drive and Hafele and encourage that they be removed from this plan. Again, a basic review of the criteria supports this position. Thank you for hearing my comments. Yevette. | Corridor 69 has been removed based on public feedback and not sufficiently satisyfing the corridor criteria. Corridor Criteria: Social/Public Input: local residents strongly oppose the corridor; inclusion would not address community feedback. Access: does not provide alternative access. Environment/Wetlands, Flood Zones, Permafrost, Soils: crosses challenging wetland terrain that would pose difficulties for road construction and maintenenace (Economic/Feasibility). |
| 69 | 6/26 | Web Form | (blank) | (blank) | | Project #69 Line Drive Extension, I have studied your Corridor Selection Criteria and it appears you are ignoring the fact that this project violates every consideration and guideline questions on your form. The Line Dr extension is like the bridge to nowhere. The proposed Road extension has no purpose as it will only cross wetlands, permafrost and end in swampy areas that are not suitable for building houses, let alone a roadway. I have walked this area and I understand why there are no houses or people living in this uninhabitable area. Your study should include viewing and hiking of the area of the proposed extension. It would not be feasible to put a road accessing this swampy area. It is a waste of the Boroughs time and money to build and maintain these unnecessary and detrimental roads. | Corridor 69 has been removed based on public feedback and not sufficiently satisyfing the corridor criteria. Corridor Criteria: Social/Public Input: local residents strongly oppose the corridor; inclusion would not address community feedback. Access: does not provide alternative access. Environment/Wetlands, Flood Zones, Permafrost, Soils: crosses challenging wetland terrain that would pose difficulties for road construction and maintenenace (Economic/Feasibility). |
| 69 | 6/21 | Email | Richard and Marlys | Henderson | | We own property adjacent to Line Drive. If Line Drive (project #69) is extended the road will cross wet lands. Army Corps of Engineer would probably need to permit it. The University of Alaska is doing methane research on our property in the wet lands, close to the proposed road. The land seems as if it would not be suitable for a sustainable road, unless the borough is committed to maintaining it regularly. A bridge would also be required to cross Goldstream. The beginning cost would be expensive, but the continual maintenance of roads crossing wet and boggy land would extend the cost exorbitantly. Are you thinking this would be a part of Our Subdivision Service area and the service area would be responsible for its maintenance. As of now we live beyond the end of the maintaining diacent to Mare's Tail (the name given to Line Drive extension toward Goldstream presently. Since the land is unsuitable for building, no home owners are asking for access. We seriously question the feasibility of this project. In addition the vould e able to gain access for a road since the Hay Field, we believe, is in a Nature Conservanor. Again there is very little home ownership through the lands that would extend Hafele Drive. We personally feel that these monies could be better used to upgrade and regularly maintain roads in the Goldstream and Murphy Dome areas. | Corridor 69 has been removed based on public feedback and not sufficiently satisyfing the corridor criteria. Corridor Criteria: Social/Public Input: local residents strongly oppose the corridor; inclusion would not address community feedback. Access: does not provide alternative access. Environment/Wetlands, Flood Zones, Permafrost, Soils: crosses challenging wetland terrain that would pose difficulties for road construction and maintenenace (Economic/Feasibility). |
| 69 | 6/21 | Email | Colin | Campbell | | I'm a resident of this neighborhood (I live off Black sheep lane) and am writing to voice my strong objection to extending Line drive or Hafele. With the melting permafrost we are already having a lot of difficulty with maintaining our roads at their current traffic levels. Extending either of these roads to make them a thru road would exponentially increase traffic and surely degrade the road quality significantly. Another factor for me buying and building in this neighborhood was the fact it did not have highly trafficked through roads. Thank you for your consideration. | Corridor 69 has been removed based on public feedback and not sufficiently satisyfing the corridor criteria. Corridor Criteria: Social/Public Input: local residents strongly oppose the corridor; inclusion would not address community feedback. Access: does not provide alternative access. Environment/Wetlands, Flood Zones, Permafrost, Soils: crosses challenging wetland terrain that would pose difficulties for road construction and maintenenace (Economic/Feasibility). |
| 69 | 6/20 | Email | Terrance | Gacke | | I'm writing to express my opposition to any road extensions or developments for Line Drive or Hafele Ave. I specifically purchased my property because of the dead end nature of the roads in this neighborhood. Connecting them to other roads will bring more traffic from Yankovich and Miller Hill trying to save 2 minutes of time getting to Goldstream. Please remove these 2 proposed extensions from the borough list. Thank you. | Corridor 69 has been removed based on public feedback and not sufficiently satisyfing the corridor criteria. Corridor Criteria: Social/Public Input: local residents strongly oppose the corridor; inclusion would not address community feedback. Access: does not provide alternative access. Environment/Wetlands, Flood Zones, Permafrost, Soils: crosses challenging wetland terrain that would pose difficulties for road construction and maintenenace (Economic/Feasibility). |

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| 34 | 5/19 | Paper Form | Debbie | Eberhardt | | Remove. Eberhardt Rd and Funk Rd corridor 360 (I think). This is "Trust Property." | Corridor 84 and 360 have been removed from the plan based on public comments and failure to satisfy several corridor criteria: Social/Public Input: inclusion does not address community feedback, public comments do not support the corridor. Environment/Wetlands, Flood Zones, Permafrost, Soils: potential challenges with road construction and maintenance due to poor ground conditions. |
| 117 | 5/27 | Email | Seth | Adams | | Hi friends, For some reason the online comment form wouldn't work for me. I also missed the open house due to a conflict. I'd like to comment on 361 and 117. That corridor is over an existing trail. I used to live in (and still own and rent out) a cabin at the end of Northridge (which weirdly is not labeled on the map), and so I know that that trail is not heavily used since access is inconvenient. Turning that particular trail into a road wouldn't be so bad, and would shorten the drive for my tenant and everyone else living on Northridge and Dragline Dr. However, that trail is part of a fantastic trail network that I strongly feel deserves maximum protection both for its value as trails and also a historical structure - the FE Ditch trails are down there. They currently suffer from private property issues near Guinevere but otherwise it's a fantastic trail network that is way under-used. If a road were ever built at 361/117 I would strongly suggest that there be a provision for a trailhead (that would provide access from Chena Ridge to State Land adjacent to the Isberg Rec Area.) and that the remaining trails in that area be protected as trails. Thanks for all your hard work! | Access/Alternate Routes, Access/Emergency & Essential Services, Connectivity/Small Gap Closures, and Connectivity/Vehicle Miles Travelled. The planning team attempted to balance these positive criteria with concerns about trail conflicts (Environment/Recreation). The team ultimately decided that the corridor should remain in the plan due to its benefits for access and connectivity, and since design decisions could mitigate potential trail and road conflicts. |
| 185 | 6/23 | Web Form | Virginia | Supanick | | Message: After review of the draft plan for the SW Quadrant and New Corridor 185 (connects Allen Adale to Haman St), I wish to express my concerns as a resident located on Haman St. Why do all roads need to connect? We currently have experienced increased traffic (many drivers are already speeding) on our dead-end street over the last 4 years due to ongoing construction and new homes. Connecting Haman to Allen Adale will only increase this traffic creating even more dust and safety concerns for children at play and the horses stabled on our street. Additionally, much of the traffic observed on Haman St includes recreational vehicles with some riders driving recklessly. Increased traffic, increased dust and increased safety concerns will impact the quality of life for all residents in neighborhood. If this corridor is approved, what improvements will be made to minimize dust and reduce speed? As a concerned homeowner, I chose this street with safety in mind as a dead-end / cul de sac is appealing to many homeowners. Essentially, this proposed corridor will inevitably turn into a throughway for pasersby versus enhancing safety/easibility to the residents on Haman St. Thank you for taking the time to read my concerns and I hope this information will be considered. | Corridor 367 (formerly 185) has been removed based on public feedback and an engineering analysis that verified the connection would be too steep to meet Title 17 road design standards of less than 10% grade. |
| 185 | 5/19 | Paper Form | Miho | Aoki | | The west side of the new plan includes an unconstructed area of Haman Street, The area connecting the new plan and the unconstructed area of Haman is very steep. We are concerned because if the road gets constructed, it'll affect our proerty (which is very small). We own lot 4 of Koponen homestead. | Corridor 367 (formerly 185) has been removed based on public feedback and an engineering analysis that verified the connection would be too steep to meet Title 17 road design standards of less than 10% grade. |
| 203 | 5/18 | Email | Carol and Ray | McIntyre (C) and Hander (R) | | Proposed Road corridor 203: This would extend Rebel Way, a platted but unimproved and unmaintained road in the southwestern portion of the Lincoln Creek subdivision, across State Land and a portion of the Tanana Valley State Forest and connect it to Cache Creek Road around mile 7. The map indicates that the extension would cross very steep slopes to the north of Cache Creek Road, including a slope just above the Cache Creek Birch Mile 7 timber sale (NC-1580-F). How was this corridor proposed and what is the justification for including it in the plan? Proposed road corridor 203 and 270: We'd like more information on how the two corridors were proposed and why they were included in the plan including specific information on the following: Who proposed the extension of Rebel and the construction of Gettysburg Roads? Were the proposals for extending Rebel and constructing Gettysburg made independently or together? Did the DNR provide any input regarding building new roads into the Tanana State Forest? Are either of the proposed roads related to timber sales? What is the justification for two new road corridors that join the western end of the Lincoln Creek subdivision to Cache Creek Road? How did the planning team address the potential issues with building new roads across steep slopes and in areas with thawing permafrost such as erosion, slumping, and increased cost to maintain roads built in areas prone to erosion? Did the planning team consider how increased traffic in the Lincoln Creek subdivision would affect local residents and costs of maintaining the subdivision roads? Aside from the postcards and various public notices on the radio, in the newpaper, and on the FSNB web site, did the planning team reach out to residents and various public notices on the radio, in the newpaper, and on the FSNB web site, did the planning team meet with the Keystone Road Service Area (RS) road commissioners to discus how extending Rebel Way and co | Corridor 203 has been removed from the plan based on public feedback and an engineering analysis that showed the corridor would be too steep to meet Title 17 road design standards of <10% grades. This decision was also based on corridor criteria. Social/Compatibility: the FNSB Comprehensive Plan's designates this area as Preferred Forest Land, so it is less likely to develop for residential uses. Access/Alternate Routes: this subdivision already has 2 means of ingress and egress. |
| 203 | 6/25 | Email | Carol and Ray | McIntyre (C) and Hander (R) | | Overall, we are strongly opposed to corridor 203 and corridor 270, both in the NW Quadrant. Neither corridor 203 or corridor 270 meet the evaluation criteria used by your committee (see below) and both corridors are inconsistent with the Fairbanks North Star Borough's Regional Comprehensive Plan that designated much of the area that these corridors transect as Preferred Forest Land. Further, we find no evidence that the establishment of corridors 203 or 270 "encourage and support the FNSB and developers working together to develop a road system that protects the health, safety, and well-being of the community". Thus, we recommend that corridor 203 and corridor 270 be removed from the plan. | Corridor 203 has been removed from the plan based on public feedback and an engineering analysis that showed the corridor would be too steep to meet Title 17 road design standards of <10% grades. This decision was also based on corridor criteria. Social/Compatibility: the FNSB Comprehensive Plan's designates this area as Preferred Forest Land, so it is less likely to develop for residential uses. Access/Alternate Routes: this subdivision already has 2 means of ingress and egress. |
| NSB Roads | Plan Co | mment Trac | cker | | | | |

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| 203 | 6/25 | Email | Carol and Ray | McIntyre (C) and Hander (R) | | Brief description of Proposed Road corridor 203: This corridor would extend Rebel Way, a platted but unimproved and unmaintained road in the southwestern portion of the Lincoln Creek subdivision, across State Land and a portion of the Tanana Valley State Forest and connect it to Cache Creek Road around mile 7. The map included in the draft roads plan indicates that the extension would cross very steep south-facing slopes adjacent and north of Cache Creek Road, including a steep slope just above the Cache Creek Birch Mile 7 timber sale (NC-1580-F). | Corridor 203 has been removed from the plan based on public feedback and an engineering analysis that showed the corridor would be too steep to meet Title 17 road design standards of <10% grades. This decision was also based on corridor criteria. Social/Compatibility: the FNSB Comprehensive Plan's designates this area as Preferred Forest Land, so it is less likely to develop for residential uses. Access/Alternate Routes: this subdivision already has 2 means of ingress and egress. |
| 203 | 6/25 | Email | Ray | McIntyre (C) and Hander (R) | | Access: While both corridor 203 or 270 could provide alternative routes to enter and exit the Lincoln Creek Subdivision, access via both corridors would increase vehicle miles traveled to access a year-round maintained road (Murphy Dome Road). Currently there are two roads that provide access to the Lincoln Creek Subdivision; Sherman Road, via Cache Creek Road, and Abraham Road, which joins Murphy Dome Road. Using either corridor 203 or 270 would actually require more vehicle miles, since it would require driving either 5 or 7 miles along Cache Creek Road to enter the subdivision. Further, using either corridor 203 or 270 would increase travel time since Cache Creek Road is a twisty single-land gravel and mud forestry road that is frequently used by forestry trucks. Further, Cache Creek Road is not maintained past mile 4 in winter; thus, any gain in access for emergency services via corridors 203 or 270 would require that Cache Creek Road be maintained year-round. Thus, extending 203 and 270 to approximately miles 5 and 7 of Cache Creek Road does not provide effective ingress and egress for the Lincoln Creek subdivision in case of emergencies and for essential service delivery. We understand that both corridors could provide access to future subdivisions in the area, but we believe that promoting a new subdivision in that area is irresponsible and is not consistent with the FNSB Regional Comprehensive Plan. | |
| 203 | 6/25 | Email | Carol and Ray | McIntyre (C) and Hander (R) | | Connectivity: Neither 203 or 270 decrease vehicle miles travelled (VMT) or out-of-direction travel (see above), or close small gaps in the existing road network. Rather, both 203 and 270 would increase overall VMT and out of direction travel since both would provide access to Cache Creek Road near miles 5 and 7 (see item 1). Further, corridors 203 and 270 would connect one unmaintained road, Reconstruction, with one seasonally maintained road, Cache Creek. Thus, neither corridor closes a gap, but rather simply joins two unmaintained roads. | Corridor 203 has been removed from the plan based on public feedback and an engineering analysis that showed the corridor would be too steep to meet Title 17 road design standards of <10% grades. This decision was also based on corridor criteria. Social/Compatibility: the FNSB Comprehensive Plan's designates this area as Preferred Forest Land, so it is less likely to develop for residential uses. Access/Alternate Routes: this subdivision already has 2 means of ingress and egress. |
| 203 | 6/25 | Email | Ray | McIntyre (C) and Hander (R) | | (image attached) Social: b. Balance maintenance needs with access and safety goals. The draft roads plan did not include ways to address current maintenance needs that could effectively and efficiently provide emergency and essential services access needs in the Lincoln Creek subdivision. Instead, the draft roads plan focused on identifying new corridors and we believe that this was a major oversight. Currently, many of the roads in the Lincoln Creek subdivision are defined as "constructed roads" in the FNSB GIS system. However, many of these "constructed" roads are actually pioneer roads that are poorly drained single lane roads with no improvements (no gravel base, no drainage, no grading, no culverts). In most cases, these roads, including Reconstruction Road that would be used as the primary connecting road for both corridor 203 and 270, are impassable for many weeks during spring break up (see Figure 1). Even one large vehicle, such as an ambulance or fire truck, trying to drive on these roads during spring break up can cause significant damage to the road. Additionally, these roads are not plowed by the RSA during winter; they are plowed by the community members who need to access their homes. We realize that the drafts road plan did not incorporate measures to meet emergency services and access needs on existing roads, but we think that it would be more effective for the FNSB to address how to improve existing roads s o they provide year-round access for community members rather than propose new road corridors that do not increase access or improve access to emergency service. Overall, we feel that it is irresponsible for the FNSB to proposed new roads when the existing roads, including one identified as the primary connecting road for two new corridors, do not meet the overall goals of improving access and emergency services for community members. Figure 1. Examples of roads defined as "constructed" in FNSB GIS system. The left photo shows typical early spring conditions along the northern portion of Em | so it is less likely to develop for residential uses. Access/Alternate Routes: this subdivision already has 2 means of ingress and egress. |
| 203 | 6/25 | Email | Carol and Ray | McIntyre (C) and Hander (R) | | Social: c. Avoid encroachment and conflicts with existing uses. Extending 203 and 270 suggests that public lands currently managed by the Alaska DNR and included in the Tanana Valley State Forest would be transferred to private ownership. This would result in the loss of public lands, thus restricting use on these lands to private land owners. This loss of access is not consistent with the goals of the FNSB roads plan or the FNSB Regional Comprehensive Plan. This will result in the loss of traditional and existing uses of this section of the Tanana Valley State Forest including hunting, hiking, berry picking, sking, etc. in the corridor 203 and 270 corridors and lands adjacent to the corridors. This would have direct negative impacts on many of the residents of the Lincoln Creek subdivision who live in this area specifically because of its proximity to the Tanana Valley State Forest and the opportunities it provides for outdoor activities. The original public notice that promoted the establishment of the Lincoln Creek subdivision specifically mentioned the adjacent Tanana State Forest and forestry land, but it did not include any mention of the potential of transferring portions of this public land to private ownership for future subdivisions and those lands are currently designated as Preferred Forestry Land by the FNSB Regional Comprehensive Plan. Further, one of the primary justifications for the current project to improve Cache Creek Road and replace the Fortune Creek Rridge was to improve access to public lands in the area. Thus, transferring current public lands to private ownership, as implied by the two proposed corridors is inconsistent with continuing to provide for public access in the area. Also, please note that the grant to complete the current Cache Creek Road improvements does not cover future maintenance costs. | corridor would be too steep to meet Title 17 road design standards of <10% grades. This decision was also based on corridor criteria. Social/Compatibility: the FNSB Comprehensive Plan's designates this area as Preferred Forest Land, so it is less likely to develop for residential uses. Access/Alternate Routes: this subdivision already has 2 means of ingress and egress. |
| 203 | 6/25 | Email | | McIntyre (C) and Hander (R) | | (image attached) Be compatible with existing FNSB plans. Both corridor 203 and 270 are incompatible with the FNSB Regional Comprehensive Plan that designates most of the areas transected by these corridors as Preferred Forest Land and with the Tanana Valley State Forest Plan (Figure 2). Figure 2. Screenshot from Fairbanks North Star GIS Regional Comprehensive Plan that shows that most of the area in corridors 203 and 270 transect public lands designated as Preferred Forest Lands. | Corridor 203 has been removed from the plan based on public feedback and an engineering analysis that showed the corridor would be too steep to meet Title 17 road design standards of <10% grades. This decision was also based on corridor criteria. Social/Compatibility: the FNSB Comprehensive Plan's designates this area as Preferred Forest Land, so it is less likely to develop for residential uses. Access/Alternate Routes: this subdivision already has 2 means of ingress and egress. |

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| 203 | 6/25 | Email | | McIntyre (C) and Hander (R) | | Social: e. Potential for increased degradation of existing and new trails and roads. Establishing these corridors could lead to the construction of pioneer roads in associated with future development. This in turn could lead to increase use of motorized recreational vehicles that will have a negative impact on the local community and lead to further degradation of local trail conditions, particularly during spring break up and during autumn after heavy rainfalls (Figure 3). Figure 3. The photo above shows the westernmost portion of Abraham Road after two heavy vehicles, Jeeps, drove along the road during spring break up in May 2020. The deep ruts resulting from driving on the soft mud road have caused further road damage. The drivers camped about ½ mile to the west of the photo location, leaving behind deep ruts along the road and garbage. | Corridor 203 has been removed from the plan based on public feedback and an engineering analysis that showed the corridor would be too steep to meet Title 17 road design standards of <10% grades. This decision was also based on corridor criteria. Social/Compatibility: the FNSB Comprehensive Plan's designates this area as Preferred Forest Land, so it is less likely to develop for residential uses. Access/Alternate Routes: this subdivision already has 2 means of ingress and egress. |
| 203 | 6/25 | Email | | McIntyre (C) and Hander (R) | | Social: f. Increasing risk of human-caused wildfires and bear-human conflicts. We are concerned about increased risk of human- caused wildfires and human-bear interactions caused by increased access into the western portion of the Lincoln Creek subdivision. Non-community members that recreate in this area often leave behind unattended fires and trash. We are very concerned that increasing access in this area would lead to more human-caused wildfires and more conflicts with bears drawn to trash left behind by out-of-community users. Further, promoting development of residential areas in areas of the FNSB that are at high risk of wildfire, that is implied in the plan along corridors 203 and 270, without concurrent planning and efforts to increase resiliency to wildfires (i.e., building sustainable firebreaks) is irresponsible. Promoting future development in areas at high risk of wildfires is irresponsible and should be avoided. | Corridor 203 has been removed from the plan based on public feedback and an engineering analysis that showed the corridor would be too steep to meet Title 17 road design standards of <10% grades. This decision was also based on corridor criteria. Social/Compatibility: the FNSB Comprehensive Plan's designates this area as Preferred Forest Land, so it is less likely to develop for residential uses. Access/Alternate Routes: this subdivision already has 2 means of ingress and egress. |
| 203 | 6/25 | Email | Carol and Ray | McIntyre (C) and Hander (R) | | Environment: Substantial portions of routes 203 and 270 traverse steep terrain across areas with discontinuous permafrost and poorly drained soils. Further, portions of 203 and 270 would impact existing recreational use of portions of the Tanana Valley State Forest (see item 3 above). Further, both corridors transect areas that are designated as Preferred Forest Land in the current Fairbanks North Star Borough Regional Comprehensive Plan. | Corridor 203 has been removed from the plan based on public feedback and an engineering analysis that showed the corridor would be too steep to meet Title 17 road design standards of <10% grades. This decision was also based on corridor criteria. Social/Compatibility: the FNSB Comprehensive Plan's designates this area as Preferred Forest Land, so it is less likely to develop for residential uses. Access/Alternate Routes: this subdivision already has 2 means of ingress and egress. |
| 203 | 6/25 | Email | | McIntyre (C) and Hander (R) | | (image attached) Economic: The costs to construct and maintain roads in corridors 203 and 270 would be very high due to the steep terrain, discontinuous permafrost, and poor soils. Removing existing cover from these areas would result in further degradation of soils and increased thawing of permafrost, ultimately leading to slumping and other erosion problems. Constructing roads within both 203 and 270 would be challenging, requiring specific and costly measures to mitigate erosion, slumping, and general degradation due to use and changes in landforms and loss of cover. The many proposed deep contouring vees across this steep terrain will be subject to winter overflow and glaciering, as currently happens along many sections of Cache Creek Road. Further, heavy rainfall will cause erosion and loss of road surface, as currently seen along existing subdivision roads and most sections of Cache Creek Road (see Figure 4 below). Thus, it is not reasonable to construct roads in this area due to the extremely high costs of both constructing and maintaining new roads within corridors 203 and 270. (The current project to repair Cache Creek Road, estimated at between \$1,000,000 to \$2,500,000, http://dnr.alaska.gov/parks/designconstruct/ bidadvert/cachecreek/cachecreekbiddocs.pdf, provides some insight into the cost of maintaining roads in this area.) Figure 4. Example of severe erosion along eastern portion of Cache Creek Road. Note that this section of Cache Creek Road was improved several years ago, but funds were not available to do routine annual road maintenance. A new grant will bring improvements but the grant does not cover future maintenance costs. | Corridor 203 has been removed from the plan based on public feedback and an engineering analysis that showed the corridor would be too steep to meet Title 17 road design standards of <10% grades. This decision was also based on corridor criteria. Social/Compatibility: the FNSB Comprehensive Plan's designates this area as Preferred Forest Land, so it is less likely to develop for residential uses. Access/Alternate Routes: this subdivision already has 2 means of ingress and egress. |
| 203 | 6/25 | Email | | McIntyre (C) and Hander (R) | | Geometry: Both 203 and 270 traverse steep terrain and would most likely require multiple switch backs and/or steep grading. Overall, the topography along both corridors is not conducive to road building due to very steep terrain, poor soils, and discontinuous permafrost. | Corridor 203 has been removed from the plan based on public feedback and an engineering analysis that showed the corridor would be too steep to meet Title 17 road design standards of <10% grades. This decision was also based on corridor criteria. Social/Compatibility: the FNSB Comprehensive Plan's designates this area as Preferred Forest Land, so it is less likely to develop for residential uses. Access/Alternate Routes: this subdivision already has 2 means of ingress and egress. |
| 203 | 5/25 | Email | Helene Genet and Benoit Pignon | | | We oppose the proposition of road extension 203 and 270 connecting Rebel road and Gettysburg road to Cache Creek road respectively. The low traffic in this area doesn't justify creating new access road between Cache Creek and the Lincoln ridge subdivision, when Sherman road already serves this purpose. As stated above, Lincoln ridge subdivision is a small, quiet neighborhood with very low traffic, and the Cache creek road provide access for a very small number of residents, recreational activities and logging activities. As such, Sherman road provide ample access between the two areas, without requiring additional access. Again, we would rather encourage directing these funds toward proper maintenance of the existing roads, rather than creating new once of minimal use. | Corridor 203 has been removed from the plan based on public feedback and an engineering analysis that showed the corridor would be too steep to meet Title 17 road design standards of <10% grades. This decision was also based on corridor criteria. Social/Compatibility: the FNSB Comprehensive Plan's designates this area as Preferred Forest Land, so it is less likely to develop for residential uses. Access/Alternate Routes: this subdivision already has 2 means of ingress and egress. |
| 206 | 5/19 | Open House | | | | Look at photos as better choise. Krause, Schiewer | Corridors 206 and 381 have been removed from the plan based on public comments and engineering analysis which has shown that the topography is likely too steep (>25%) for feasible road construction and maintenance. Corridor Criteria: Economic/Feasbility. |
| 217 | 6/23 | Web Form | Gina | Graham | | Message: I am writing in regards to proposed corridor 217, that would connect the eastern end of Skyflight Ave. to an extended Pandora. My concerns include: 1) More traffic on Cordes and Skyflight will wear out our roads faster, particularly where the road construction was subpar. 2) Cordes and Skyflight are not constructed to be 35mph roads. When roads get longer, they tend to get posted to be faster, and that would require a good deal of work on these roads. 3) The current culdesac at the end of Skyflight is not in the right of way completely. It is on Private property. That should be fixed if this road extension goes through. 4) Better adherence to water management standards and the inclusion of snow dumps need to be in new road builds. All of them. Thanks for your time and attention. | Corridor 217 has been maintained in the plan due to its importance for providing new access to parcels to the north and west of the Skyflight airstrip with a high likelihood of development. The corridor has been realigned slightly to the west based on public feedback to avoid impacting private parcels. |

| Corridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
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| 217 | 6/24 | Email | Martha | Reynolds | | I am writing to comment on several corridors on the draft map that are in the part of the Borough where I live and recreate. Mostly I am objecting to proposed corridors which would connect two neighborhoods by replacing trails at the end of their road systems with roads. These connections do not benefit anyone. No one from the greater Fairbanks area will drive all the way to the end of the neighborhood roads to then drive back through another complex of neighborhood roads. We already have connector roads for that purpose. The residents of the neighborhood don't benefit either, unless they happen to have very close friends in the other area who they visit often. Most residents would just lose recreational trails. 217 - this corridor connects Slyflight with Pandora. Similar to other comments above, these roads are the end of their neighborhood road systems. Neither neighborhood would benefit from the connection, and both would lose the existing trail system that is in the same corridor. | Corridor 217 has been maintained in the plan due to its importance for providing new access to parcels to the north and west of the Skyflight airstrip with a high likelihood of development. The corridor has been realigned slightly to the west based on public feedback to avoid impacting private parcels. |
| 217 | 6/18 | Landownei Notes | r Colin | Craven | DNR Land Sales | Skyflight Ave Area North and west of Goldstream Road and just north of Skyflight Ave is 70 acres within Sections 1 and 12 of F1N2W that DNR Land Sales has long planned for a subdivision. The draft road corridors show a connection extending Skyflight Ave to the north, through private property, through DNR land, then through FNSB land to connect to the Pandora Drive Road network. This connection makes sense and ideally is what DNR would want for an access route. However, I'm not aware of a legal access route over private property that would make this possible. Does the FNSB have a legal access corridor for this Skyflight Ave extension secured? Or instead is the FNSB hoping that the private property owner(s) between the existing Skyflight Ave ROW and DNR land will subdivide to create the need for dedicating the access corridor? If the latter is the case, this seems very unlikely to happen considering the size of the parcels, existing development patterns, and the lack of interest most property owners have in routing a new road through their property. If DNR were to pursue development of these 70 acres, we would be using the access route from the middle of the Skyflight Ave "plateau" along a section line easement crossing the airstrip northward, as this legal access corridor exists, has been used for platting purposes previously, and (while not ideal) is practical to develop. Unless FNSB Community Planning has the Skyflight Ave extension access secured, DNR Land Sales sees the proposed Skyflight Ave extension route as a potential hindrance, as during our eventual subdivision platting we could be required to dedicate a ROW corridor that would likely remain stranded while still platting and perhaps developing the actual road corridor into and through our 70-acre property. | Corridor 217 has been maintained in the plan due to its importance for providing new access to parcels to the north and west of the Skyflight airstrip with a high likelihood of development. The corridor has been realigned slightly to the west based on public feedback to avoid impacting private parcels. |
| 217 | 6/25 | Landowne Notes | r Colin | Craven | DNR Land Conveyance Section | The specific property of concern is the O'Connor Creek East area where DNR owns 70 acres northwest of Skyflight Avenue within Sections 1 and 12 of F1N2W (FNSB tax lots 1203 and 1207). The combined effect of the proposed road and trail corridors within this property would encumber a significant fraction of the property with road rights-of-way and trail easements. | Corridor 217 has been maintained in the plan due to its importance for providing new access to parcels to the north and west of the Skyflight airstrip with a high likelihood of development. The corridor has been realigned slightly to the west based on public feedback to avoid impacting private parcels. |
| 217 | 6/25 | Landownei Notes | r Colin | Craven | DNR Land Conveyance Section | Comprehensive Roads Plan The public review draft of the Roads Plan shows a corridor connecting Skyflight Avenue to Pandora Drive. This would be an excellent road corridor if there were legal access across private property connecting Skyflight Avenue and DNR land. Unless the FNSB has secured legal access across this private property, it is a road corridor that is not likely to be realized. DNR has tentative plans for the subdivision with access based on section line easements due to the lack of legal access across private property, as described above. When DNR would prepare for platting the subdivision, we would be placed in the difficult situation of dedicating an access route for development originating from the section line easements while also dedicating the proposed Roads Plan corridor that is likely to remain incomplete. DNR has had recent experience with platting a subdivision that had a road corridor specified by the existing Comprehensive Roads Plan. DNR platted the Two Ponds Subdivision with a major collector road corridor routed through the subdivision departing from an existing pioneer road that could have served as a local road for subdivision parcel access. This rerouting came with significant expense for design costs to meet FNSB requirements, all for the larger goal of providing continuing access to lands west of the subdivision. Now in the draft Roads Plan update, this continued route has ended at the Two Ponds Subdivision, meaning that DNR's investment for the FNSB's platting requirements of an ongoing collector road was an unneeded expense and complication. DNR does not wish to repeat this experience with unnecessarily dedicating road rights-of-way that likely will never be realized in the O'Connor Creek East area. | Corridor 217 has been maintained in the plan due to its importance for providing new access to parcels to the north and west of the Skyflight airstrip with a high likelihood of development. The corridor has been realigned slightly to the west based on public feedback to avoid impacting private parcels. |
| 224 | 7/12 | Letter | Biren | Pavelsky | | Dear folks: re: proposed road extension from Emancipation to Murphy Dome Rd., Keystone Service Area. I've lived in Keystone SA since 1983 and have spent many years as a road commissioner. By far the best capital improvement for Keystone in terms of number of residents forward would be to improve Abraham extension and Reconstruction extension so they are maintainable. I regard the proposal that would connect Emancipation to Murphy Dome Rd as unnecessarily expensive initially and as a maintainance burden on the service area. I have an interest in keeping the tract in questions recreational, i.e., undeveloped. | Corridor 224 has been removed from the plan based on public feedback and an engineering analysis that revealed the corridor would likely be too steep to construct to FNSB Title 17 road design standards. Corridor Criteria: Social/Public Input, Economic/Feasibility, Geometry/Road Grade. |
| 251 | 6/24 | Email | Martha | Reynolds | | I am writing to comment on several corridors on the draft map that are in the part of the Borough where I live and recreate. Mostly I am objecting to proposed corridors which would connect two neighborhoods by replacing trails at the end of their road systems with roads. These connections do not benefit anyone. No one from the greater Fairbanks area will drive all the way to the end of the neighborhood roads to then drive back through another complex of neighborhood roads. We already have connector roads for that purpose. The residents of the neighborhood don't benefit either, unless they happen to have very close friends in the other area who they visit often. Most residents would just lose recreational trails. 251 - this corridor connects Moose Trail with Ski Boot Hill Road. This is currently a very popular trail. There is no benefit to the residents of either end of the corridor for the proposed connection, and many would lose recreational access if the road were built. Just as 289 and 33 were removed, this one should also be removed. | Corridor 251 has been maintained in the plan due to the likelihood of development of the parcels that it crosses. Including this corridor in the plan encourages the development of an internally circulating road network and creates alternate access (Corridor Criteria: Access/Alternate Routes and Access/Multiple Access Points) for two adjacent neighborhoods, and future lots, should the parcels subdivide. Trail and road conflicts can be mitigated through design decisions such as a shared trail/road corridor in this area. |

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| 270 | 5/18 | Email | | McIntyre (C) and Hander (R) | | Proposed Road corridor 270: This would extend Gettysburg Road, an unconstructed road, in the southwestern portion of Lincoln Creek subdivision, across State Land and connect it to Cache Creek Road around mile 8. The map indicates that the extension would cross steep slopes along a ridge along Cache Creek Road. How was this corridor proposed and what is the justification for including it in the plan? Proposed road corridor 203 and 270: We'd like more information on how the two corridors were proposed and why they were included in the plan including specific information on the following: Who proposed the extension of Rebel and the constructing Gettysburg Roads? Were the proposals for extending Rebel and constructing Gettysburg made independently or together? Did the DNR provide any input regarding building new roads into the Tanana State Forest? Are either of the proposed roads related to timber sales? What is the justification for two new road corridors that join the western end of the Lincoln Creek subdivision to Cache Creek Road? How did the planning team address the potential issues with building new roads across steep slopes and in areas with thawing permafrost such as erosion, slumping, and increased cost to maintain roads built in areas prone to erosion? Did the planning team consider how increased traffic in the Lincoln Creek subdivision would affect local residents and costs of maintaining the subdivision roads? Aside from the postcards and various public notices on the readio, in the newpaper, and on the FSNB web site, did the planning team meet with the Keystone Road service Area (RS) road commissioners to discus how extending Rebel Did the planning team meet with the Keystone Road Service Area (RS) road commissioners to discus how extending Rebel Way and constructing Gettysburg Road would impact existing roads and road maintenance in the RSA? Did the planning team take into consideration of the | corridor criteria. Social/Compatibility: the FNSB Comprehensive Plan's designates this area as Preferred Forest Land, so it is less likely to develop for residential uses. Access/Alternate Routes: this subdivision already has 2 means of ingress and egress. |
| 270 | 6/25 | Email | Carol and Ray | McIntyre (C) and Hander (R) | | Overall, we are strongly opposed to corridor 203 and corridor 270, both in the NW Quadrant. Neither corridor 203 or corridor 270 meet the evaluation criteria used by your committee (see below) and both corridors are inconsistent with the Fairbanks North Star Borough's Regional Comprehensive Plan that designated much of the area that these corridors transect as Preferred Forest Land. Further, we find no evidence that the establishment of corridors 203 or 270 "encourage and support the FNSB and developers working together to develop a road system that protects the health, safety, and well-being of the community". Thus, we recommend that corridor 203 and corridor 270 be removed from the plan. | Corridor 270 has been removed from the plan based on public feedback and an engineering analysis that showed the corridor would be too steep to meet Title 17 road design standards of <10% grades. This decision was also based on corridor criteria. Social/Compatibility: the FNSB Comprehensive Plan's designates this area as Preferred Forest Land, so it is less likely to develop for residential uses. Access/Alternate Routes: this subdivision already has 2 means of ingress and egress. |
| 270 | 6/25 | Email | Carol and Ray | McIntyre (C) and Hander (R) | | Brief description of proposed road corridor 270: This corridor would extend Gettysburg Road, an unconstructed road, in the southwestern portion of Lincoln Creek subdivision, across State Land and connect it to Cache Creek Road around mile 5. The map indicates that the extension would cross steep slopes as it descends from a ridge adjacent to Cache Creek Road. | Corridor 270 has been removed from the plan based on public feedback and an engineering analysis that showed the corridor would be too steep to meet Title 17 road design standards of <10% grades. This decision was also based on corridor criteria. Social/Compatibility: the FNSB Comprehensive Plan's designates this area as Preferred Forest Land, so it is less likely to develop for residential uses. Access/Alternate Routes: this subdivision already has 2 means of ingress and egress. |
| 270 | 6/25 | Email | Carol and Ray | McIntyre (C) and Hander (R) | | Access: While both corridor 203 or 270 could provide alternative routes to enter and exit the Lincoln Creek Subdivision, access via both corridors would increase vehicle miles traveled to access a year-round maintained road (Murphy Dome Road). Currently there are two roads that provide access to the Lincoln Creek Subdivision; Sherman Road, via Cache Creek Road, and Abraham Road, which joins Murphy Dome Road. Using either corridor 203 or 270 would actually require more vehicle miles, since it would require driving either 5 or 7 miles along Cache Creek Road to enter the subdivision. Further, using either corridor 203 or 270 would increase travel time since Cache Creek Road is a twisty single-land gravel and mud forestry road that is frequently used by forestry trucks. Further, Cache Creek Road is not maintained past mile 4 in winter; thus, any gain in access for emergency services via corridors 203 or 270 would require that Cache Creek Road be maintained year-round. Thus, extending 203 and 270 to approximately miles 5 and 7 of Cache Creek Road does not provide effective ingress and egress for the Lincoln Creek subdivision in case of emergencies and for essential service delivery. We understand that both corridors could provide access to future subdivisions in the area, but we believe that promoting a new subdivision in that area is irresponsible and is not consistent with the FNSB Regional Comprehensive Plan. | corridor criteria. Social/Compatibility: the FNSB Comprehensive Plan's designates this area as Preferred Forest Land, so it is less likely to develop for residential uses. Access/Alternate Routes: this subdivision already has 2 means of ingress and egress. |
| 270 | 6/25 | Email | Carol and Ray | McIntyre (C) and Hander (R) | | Connectivity: Neither 203 or 270 decrease vehicle miles travelled (VMT) or out-of-direction travel (see above), or close small gaps in the existing road network. Rather, both 203 and 270 would increase overall VMT and out of direction travel since both would provide access to Cache Creek Road near miles 5 and 7 (see item 1). Further, corridors 203 and 270 would connect one unmaintained road, Reconstruction, with one seasonally maintained road, Cache Creek. Thus, neither corridor closes a gap, but rather simply joins two unmaintained roads. | Corridor 270 has been removed from the plan based on public feedback and an engineering analysis that showed the corridor would be too steep to meet Title 17 road design standards of <10% grades. This decision was also based on corridor criteria. Social/Compatibility: the FNSB Comprehensive Plan's designates this area as Preferred Forest Land, so it is less likely to develop for residential uses. Access/Alternate Routes: this subdivision already has 2 means of ingress and egress. |

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| 270 | 6/25 | Email | Carol and Ray | Mcintyre (C) and Hander (R) | | (image attached) Social: b. Balance maintenance needs with access and safety goals. The draft roads plan did not include ways to address current maintenance needs that could effectively and efficiently provide emergency and essential services access needs in the Lincoln Creek subdivision. Instead, the draft roads plan focused on identifying new corridors and we belive that this was a major oversight. Currently, many of the roads in the Lincoln Creek subdivision are defined as "constructed roads" in the FNSB GIS system. However, many of these "constructed" roads are actually pioneer roads that are poorly drained single lane roads with no improvements (no gravel base, no drainage, no grading, no culverts). In most cases, these roads, including Reconstruction Road that would be used as the primary connecting road for both corridor 203 and 270, are impassable for many weeks during spring break up (see Figure 1). Even one large vehicle, such as an ambulance or fire truck, trying to drive on these roads during spring break up (see Figure 1). Even one large vehicle, such as an ambulance or fire truck, trying to drive on these toads during spring break up (see Figure 1). Even one large vehicle, such as an ambulance or fire truck, trying to drive on these toads during winter; they are plowed by the community members who need to access their homes. We realize that the drafts road plan did not incorporate measures to meet emergency services and access needs on existing roads, but we think that it would be more effective for the FNSB to address how to improve existing roads so they provide year-round access for community members rather than propose new road corridors that do not increase access or improve access to emergency service. Overall, we feel that it is irresponsible for the FNSB to proposed new roads when the existing roads, including one identified as the primary connecting road for two new cordiors, do not meet the overall goals of improving access and emergency services for community members. Figure 1. Examples | so it is less likely to develop for residential uses. Access/Alternate Routes: this subdivision already has 2 means of ingress and egress. |
| 270 | 6/25 | Email | Carol and Ray | McIntyre (C) and Hander (R) | | Social: c. Avoid encroachment and conflicts with existing uses. Extending 203 and 270 suggests that public lands currently managed by the Alaska DNR and included in the Tanana Valley State Forest would be transferred to private ownership. This would result in the loss of public lands, thus restricting use on these lands to private land owners. This loss of access is not consistent with the goals of the FNSB roads plan or the FNSB Regional Comprehensive Plan. This will result in the loss of traditional and existing uses of this section of the Tanana Valley State Forest including hunting, hiking, berry picking, skiing, etc. in the corridor 203 and 270 corridors and lands adjacent to the corridors. This would have direct negative impacts on many of the residents of the Lincoln Creek subdivision who live in this area specifically because of its proximity to the Tanana Valley State Forest and the opportunities it provides for outdoor activities. The original public notice that promoted the establishment of the Lincoln Creek subdivision specifically mentioned the adjacent Tanana State Forest and forestry land, but it did not include any mention of the potential of transferring portions of this public land to private ownership for future subdivisions and those lands are currently designated as Preferred Forestry Land by the FNSB Regional Comprehensive Plan. Further, one of the primary justifications for the current project to improve Cache Creek Road and replace the Fortune Creek Bridge was to improve access to public lands in the area. Thus, transferring current public lands to private ownership, as implied by the two proposed corridors is inconsistent with continuing to provide for public access in the area. Also, please note that the grant to complete the current Cache Creek Road improvements does not cover future maintenance costs. | corridor would be too steep to meet Title 17 road design standards of <10% grades. This decision was also based on corridor criteria. Social/Compatibility: the FNSB Comprehensive Plan's designates this area as Preferred Forest Land, so it is less likely to develop for residential uses. Access/Alternate Routes: this subdivision already has 2 means of ingress and egress. |
| 270 | 6/25 | Email | Carol and Ray | McIntyre (C) and Hander (R) | | (image attached) Be compatible with existing FNSB plans. Both corridor 203 and 270 are incompatible with the FNSB Regional Comprehensive Plan that designates most of the areas transected by these corridors as Preferred Forest Land and with the Tanana Valley State Forest Plan (Figure 2). Figure 2. Screenshot from Fairbanks North Star GIS Regional Comprehensive Plan that shows that most of the area in corridors 203 and 270 transect public lands designated as Preferred Forest Lands. | Corridor 270 has been removed from the plan based on public feedback and an engineering analysis that showed the corridor would be too steep to meet Title 17 road design standards of <10% grades. This decision was also based on corridor criteria. Social/Compatibility: the FNSB Comprehensive Plan's designates this area as Preferred Forest Land, so it is less likely to develop for residential uses. Access/Alternate Routes: this subdivision already has 2 means of ingress and egress. |
| 270 | 6/25 | Email | Carol and Ray | McIntyre (C) and Hander (R) | | Social: e. Potential for increased degradation of existing and new trails and roads. Establishing these corridors could lead to the construction of pioneer roads in associated with future development. This in turn could lead to increase use of motorized recreational vehicles that will have a negative impact on the local community and lead to further degradation of local trail conditions, particularly during spring break up and during autumn after heavy rainfalls (Figure 3). Figure 3. The photo above shows the westernmost portion of Abraham Road after two heavy vehicles, Jeeps, drove along the road during spring break up in May 2020. The deep ruts resulting from driving on the soft mud road have caused further road damage. The drivers camped about ½ mile to the west of the photo location, leaving behind deep ruts along the road and garbage. | Corridor 270 has been removed from the plan based on public feedback and an engineering analysis that showed the corridor would be too steep to meet Title 17 road design standards of <10% grades. This decision was also based on corridor criteria. Social/Compatibility: the FNSB Comprehensive Plan's designates this area as Preferred Forest Land, so it is less likely to develop for residential uses. Access/Alternate Routes: this subdivision already has 2 means of ingress and egress. |
| 270 | 6/25 | Email | | McIntyre (C) and Hander (R) | | Social: f. Increasing risk of human-caused wildfires and bear-human conflicts. We are concerned about increased risk of human- caused wildfires and human-bear interactions caused by increased access into the western portion of the Lincoln Creek subdivision. Non-community members that recreate in this area often leave behind unattended fires and trash. We are very concerned that increasing access in this area would lead to more human-caused wildfires and more conflicts with bears drawn to trash left behind by out-of-community users. Further, promoting development of residential areas in areas of the FNSB that are at high risk of wildfire, that is implied in the plan along corridors 203 and 270, without concurrent planning and efforts to increase resiliency to wildfires (i.e., building sustainable firebreaks) is irresponsible. Promoting future development in areas at high risk of wildfires is irresponsible and should be avoided. | Corridor 270 has been removed from the plan based on public feedback and an engineering analysis that showed the corridor would be too steep to meet Title 17 road design standards of <10% grades. This decision was also based on corridor criteria. Social/Compatibility: the FNSB Comprehensive Plan's designates this area as Preferred Forest Land, so it is less likely to develop for residential uses. Access/Alternate Routes: this subdivision already has 2 means of ingress and egress. |
| 270 | 6/25 | Email | Carol and Ray | McIntyre (C) and Hander (R) | | Environment: Substantial portions of routes 203 and 270 traverse steep terrain across areas with discontinuous permafrost and poorly drained soils. Further, portions of 203 and 270 would impact existing recreational use of portions of the Tanana Valley State Forest (see item 3 above). Further, both corridors transect areas that are designated as Preferred Forest Land in the current Fairbanks North Star Borough Regional Comprehensive Plan. | Corridor 270 has been removed from the plan based on public feedback and an engineering analysis that showed the corridor would be too steep to meet Title 17 road design standards of <10% grades. This decision was also based on corridor criteria. Social/Compatibility: the FNSB Comprehensive Plan's designates this area as Preferred Forest Land, so it is less likely to develop for residential uses. Access/Alternate Routes: this subdivision already has 2 means of ingress and egress. |

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| 270 | 6/25 | Email | Carol and Ray | McIntyre (C) and Hander (R) | | (image attached) Economic: The costs to construct and maintain roads in corridors 203 and 270 would be very high due to the steep terrain, discontinuous permafrost, and poor soils. Removing existing cover from these areas would result in further degradation of soils and increased thawing of permafrost, ultimately leading to slumping and other erosion problems. Constructing roads within both 203 and 270 would be challenging, requiring specific and costly measures to mitigate erosion, slumping, and general degradation due to use and changes in landforms and loss of cover. The many proposed deep contouring vess across this steep terrain will be subject to winter overflow and glaciering, as currently happens along many sections of Cache Creek Road. Further, heavy rainfall will cause erosion and loss of road surface, as currently seen along existing subdivision roads and most sections of Cache Creek Road (see Figure 4 below). Thus, it is not reasonable to construct roads in this area due to the extremely high costs of both constructing and maintaining new roads within corridors 203 and 270. (The current project to repair Cache Creek Road, estimated at between \$1,000,000 to \$2,500,000, http://dnr.alaska.gov/parks/designconstruct/ bidadvert/cachecreek/cachecreekbiddocs.pdf, provides some insight into the cost of maintaining roads in this area.) Figure 4. Example of severe erosion along eastern portion of Cache Creek Road. Note that this section of Cache Creek Road was improved several years ago, but funds were not available to do routine annual road maintenance. A new grant will bring improvements but the grant does not cover future maintenance costs. | O Corridor 270 has been removed from the plan based on public feedback and an engineering analysis that showed the corridor would be too steep to meet Title 17 road design standards of <10% grades. This decision was also based on corridor criteria. Social/Compatibility: the FNSB Comprehensive Plan's designates this area as Preferred Forest Land, so it is less likely to develop for residential uses. Access/Alternate Routes: this subdivision already has 2 means of ingress and egress. |
| 270 | 6/25 | Email | Carol and Ray | McIntyre (C) and Hander (R) | | Geometry: Both 203 and 270 traverse steep terrain and would most likely require multiple switch backs and/or steep grading. Overall, the topography along both corridors is not conducive to road building due to very steep terrain, poor soils, and discontinuous permafrost. | Corridor 270 has been removed from the plan based on public feedback and an engineering analysis that showed the corridor would be too steep to meet Title 17 road design standards of <10% grades. This decision was also based on corridor criteria. Social/Compatibility: the FNSB Comprehensive Plan's designates this area as Preferred Forest Land, so it is less likely to develop for residential uses. Access/Alternate Routes: this subdivision already has 2 means of ingress and egress. |
| 270 | 5/25 | Email | Helene Genet and Benoit Pignon | | | We oppose the proposition of road extension 203 and 270 connecting Rebel road and Gettysburg road to Cache Creek road respectively. The low traffic in this area doesn't justify creating new access road between Cache Creek and the Lincoln ridge subdivision, when Sherman road already serves this purpose. As stated above, Lincoln ridge subdivision is a small, quiet neighborhood with very low traffic, and the Cache creek road provide access for a very small number of residents, recreational activities and logging activities. As such, Sherman road provide ample access between the two areas, without requiring additional access. Again, we would rather encourage directing these funds toward proper maintenance of the existing roads, rather than creating new once of minimal use. | Corridor 270 has been removed from the plan based on public feedback and an engineering analysis that showed the corridor would be too steep to meet Title 17 road design standards of <10% grades. This decision was also based on corridor criteria. Social/Compatibility: the FNSB Comprehensive Plan's designates this area as Preferred Forest Land, so it is less likely to develop for residential uses. Access/Alternate Routes: this subdivision already has 2 means of ingress and egress. |
| 272 | 5/18 | Email | Carol and Ray | McIntyre (C) and Hander (R) | | Proposed Road corridor 272: This would create a new road off the southern side of Murphy Dome Road near the western end of Old Murphy Dome Road. The road, as shown on the map, would traverse a very steep hillside and require the removal of existing cover on an unstable hillside. How was this corridor proposed and what is the justification for including it in the plan? | 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). |
| 295 | 6/26 | Email | Ben | Kennedy | Road Commissioner, Our Subdivision | As a Road Commissioner for "Our Subdivision" I am strongly opposed, as are all of our concerned neighbors that have contacted me by phone and email, to extending Hafele Avenue to Miller Hill Road (corridor #295) because it would create a short-cut thorough-fare, routing a relatively high volume of vehicles that currently use Yankovich and Miller Hill Road for travel to and from Goldstream Valley, through our neighborhood via Hafele Avenue and Line Drive. Hafele Avenue and Line Drive are gravel roads constructed over areas of permafrost that are difficult to maintain with only the light volume of current local neighborhood traffic. More importantly, increasing the traffic volume through Our Subdivision—Hafele Avenue and Line Drive, would have substantial adverse impacts to the safety and well-being of neighbor children frequently bicycling on the road, pet owners walking their dogs, and the many recreational runners and bicyclists that use Hafele Avenue and Line Drive to connect to trail systems extending from the University Area to Goldstream Valley. We look forward to working together with the FNSB and local property owners in developing an alternate road system design that would not adversely impact the health, safety, and well-being of our neighborhood and the community. Again, we are strongly opposed to extending Hafele Avenue to Miller Hill Road, proposed corridor #295. Please contact me by phone or email if you have questions or need additional information. | Corridor 295 has been maintained in the public review draft. Significant community feedback was received in opposition to this corridor, which the project team took into serious consideration. The project team suggested removal of this corridor to the project steering committee at its July 27, 2022 meeting. Steering committee suggested taking a closer look at the feasibility of the corridor and potentially maintaining it for the public review draft if feasible to construct. The project team consulted with plating and surveying professionals familiar with the area. Findings include: Corridor 295 is feasible to construct based on topography and soils, primarily runs along ridge (Economic/Feasibility, Environment/Wetlands, Permafrost, Soils); Corridor is feasible to construct while not conflicting with the adjacent utility and Equinox Marathon easements (Environment/Recreation); the corridor provides another point of ingress/egress to the existing subdivision in case of emergencies such as wildfire, downed trees, blocked roads, etc. (Access/Alternate Routes, Emergency & Essential Services); the corridor provides beneficial connectivity to the area as it continues to develop with just a few additional subdivisions (Connectivity); Public right-of-way is already partially dedicated along the corridor (Economic/Rights-of-Way); If remaining parcels along the corridor subdivide, addjuent env access will need to be provided (Access/New Access); During a recent platting hearing for an adjacent subdivision, testimony was received from a resident at the easterly end of the corridor including concerns about emergency and essential services access due to the current sub-standard condition of the road running along the proposed corridor. Including the Corridor in the Roads Plan provides a potential path for ugrading the road to borough standards and improving EMS access (Access/Alternate Routes, Emergency & Essential Services); An existing compound curve at Hafele cul-du-sac would likely require lowered speeds on the construct |

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| 295 | 6/25 | Email | Bobbie | Ritchie | Homeowner | I am a landowner whose property fronts Line Drive, which will be affected by proposed road projects 69 and 295. Specifically, development of those projects will increase traffic flow on Line Drive, increase safety-related issues associated with traffic, and reduce the value of existing recreational trails already within these corridors. Line Drive is well constructed and maintained but also showing the less than subtle impacts of frost-heaving. Heavier traffic use will probably exacerbate these impacts. | Corridor 295 has been maintained in the public review draft. Significant community feedback was received in opposition to this corridor, which the project team took into serious consideration. The project team suggested removal of this corridor to the project steering committee at its July 27, 2022 meeting. Steering committee suggested taking a closer look at the feasibility of the corridor and potentially maintaining it for the public review draft if feasible to construct. The project team consulted with plating and surveying professionals familiar with the area. Findings include: Corridor 295 is feasible to construct based on topography and soils, primarily runs along ridge (Economic/Feasibility, Environment/Wetlands, Permafrost, Soils): Corridor is feasible to construct while not conflicting with the adjacent utility and Equinox Marathon easements (Environment/Recreation); the corridor provides another point of ingress/egress to the existing subdivision in case of emergencies such as wildfire, downed trees, blocked roads, etc. (Access/Alternate Routes, Emergency & Essential Services); the corridor provides beneficial connectivity to the area as it continues to develop with just a few additional subdivisions (Connectivity). Public right-of-way is already partially dedicated along the corridor (Economic/Rights-of-Way); If remaining parcels along the corridor subdivide, adequate new access will need to be provided (Access/New Access); During a recent platting hearing for an adjacent subdivision, testimony was received from a resident at the easterly end of the corridor including concerns about emergency and essential services access due to the current sub-standard condition of the road running along the proposed corridor. Including the Corridor in the Roads Plan provides a potential path for ugrading the road to borough standards and improving EMS access (Access/Alternate Routes, Emergency & Essential Services); An existing compound curve at Hafele cul-du-sac would likely require lowered speeds on the construct |
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| 295 | 6/25 | Web Form | Bobbie | Ritchie | | With the exception of fewer wetland/terrain issues, my concerns on corridor 295 are similar to the ones on corridor 69 I have listed above: increased through traffic that would affect our neighborhood and our private road, Black Sheep Lane. I assume the reason to add corridor 295 would be to allow more east/west traffic which would exacerbate even more our private road issues. Encouraging more east/west traffic would invite more cars on Black Sheep Lane as a shortcut to Sheep Creek and Goldstream Roads which the road cannot sustain. A few years ago, the road was impassable almost all summer long and residents were parking on Line Drive and walking to their property. The few residents on that road should not be burdened with the extra costs that will come with increased traffic if Hafele Road, corridor 295, is extended. | Corridor 295 has been maintained in the public review draft. Significant community feedback was received in opposition to this corridor, which the project team took into serious consideration. The project team suggested removal of this corridor to the project steering committee at its July 27, 2022 meeting. Steering committee suggested taking a closer look at the feasibility of the corridor and potentially maintaining it for the public review draft if feasible to construct. The project team consulted with platting and surveying professionals familiar with the area. Findings include: Corridor 295 is feasible to construct based on topography and soils, primarily runs along ridge (Economic/Feasibility, Environment/Wetlands, Permafrost, Soils); Corridor is feasible to construct while not conflicting with the adjacent utility and Equinox Marathon easements (Environment/Recreation); the corridor provides another point of ingress/egress to the existing subdivision in case of emergencies such as wildfire, downed trees, blocked roads, etc. (Access/Alternate Routes, Emergency & Essential Services); the corridor provides beneficial connectivity to the area as it continues to develop with just a few additional subdivisions (Connectivity). Public right-of-way is already partially dedicated along the corridor (Economic/Rights-of-Way); If remaining parcels along the corridor subdivide, adequate new access will need to be provided (Access/New Access); During a recent platting hearing for an adjacent subdivision, testimony was received from a resident at the easterly end of the corridor including concerns about emergency and essential Services); An existing compound curve at Hafele cul-du-sac would likely require lowered speeds on the constructed road, which could provide traffic calming benefits and alleviate some concerns about additional traffic if the connection is ever built (Social/Public Input). |

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| 295 | 6/22 | Email | Sarah | Campbell | | (Part 1) I appreciate the information about the Team's justification for the two possible FNSB roads in our neighborhood (69 and 295). I would like to offer more data about the environment of our neighborhood. "Our Subdivision" and adjacent properties comprise about 40 separate housing units, most of which are modest dwellings, many built on permafrost. We are a discreet neighborhood with a limited, stable population whose members cooperate. We have had a road service area, "Our Service Area," for about forty years including only Line Drive, Home Run and Hafele Road. Line Drive is the main feeder for the neighborhood and is built on saturated soils underlain by permafrost. A couple of service area projects have stabilized limited portions of Line Drive with geotextile and large rock. Despite this costly work, additional areas of this road continue to fail each year due to traffic and thawing permafrost. The service area ends at Hafele Road and the continuation of Line Drive from there north into Goldstream Valley is a private road. This was a deliberate decision by the property owners of the four cabins on the north side of the hill because the cost of construction of a road to FNSB standards through saturated soil was prohibitive. FNSB road 69 extends this private road into the valley where the ground is mostly lake in the summer. The continuation of this alignment on the north side of the valley across Goldstream Creek is O'Brien Road, where the soils are equally poor, if not poorer. Cabins on that road have major problems with overflow all winter. With global warming taking a greater toll on soil in the Arctic and Subarctic, it makes little sense to encourage "alternate access" through a bog. Better to upgrade a major thoroughfare like Sheep Creek than add roads that are sure to fail. Our Service Area is challenged to maintain the roads we have, and would be unable to raise the funds to support roads sthrough such problematic ground. Don says that the service area model may b | Corridor 295 has been maintained in the public review draft. Significant community feedback was received in opposition to this corridor, which the project team took into serious consideration. The project team suggested taking a closer look at the feasibility of the corridor and potentially maintaining it for the public review draft if feasible to construct. The project team consulted with platting and surveying professionals familiar with the area. Findings include: Corridor 295 is feasible to construct based on topography and soils, primarily runs along ridge (Economic/Feasibility, Environment/Wetlands, Permafrost, Soils); Corridor is feasible to construct while not conflicting with the adjacent utility and Equinox Marathon easements (Environment/Recreation); the corridor provides another point of ingress/egress to the existing subdivision in case of emergencies such as wildfire, downed trees, blocked roads, etc. (Access/Alternate Routes, Emergency & Essential Services); the corridor provides beneficial connectivity to the area as it continues to develop with just a few additional subdivisions (Connectivity); Public right-of-way is already partially dedicated along the corridor (Economic/Rights-of-Way); If remaining parcels along the corridor subdivide, adequate new access will need to be provided (Access/Alternate Routes, Emergency & Essential Services); During a recent platting hearing for an adjacent subdivision, testimony was received from a resident at the easterly end of the corridor including concerns about emergency and essential services access due to the current sub-standard condition of the road to nogor aphy consider and parce along the corridor including concerns about emergency and essential Services; Anternate Routes, Emergency & Essential path for upgrading the road to borough standards and improving EMA access (Alternate Routes, Emergency & Essential Services); An existing compound curve at Hafele cul-du-sac would likely require lowered speeds on the constructed road, which could provide traf |
| 295 | 6/22 | Email | Sarah | Campbell | | (Part 2) (Part 2) (While Goldstream Valley is problematic for auto access, it is a wonderful winter recreation area. The valley trail (also known as the "three lakes trail" due to its summer condition!) allows walkers, runners, skiers, bicyclists, dog mushers and snow machines to trave from Sheep Creek Road to Fox, crossing only one busy road (Ballaine). Goldstream Creek, Line Drive, the Sheep Creek bike trail and Miller Hill Road offer a wonderful winter network of trails used extensively by the locals. These areas are well suited for recreation and roads would encroach on this use. All the above comments are directed to FNSB Road 69, but apply equally to FNSB Road 295. This brand new alignment beyond the current end of Hafele Road will be entirely on the north side of the hill, through mostly swampy ground. It will intersect both Lawlor Road Extension and Miller Hill Road and both are rutted and slippery on the north side of the hill. Most private land along this route already obtains access from an established road and driveway. A portion of the Equinox Marathon Trail runs through a wooded section of this potential ROW. In addition to runners, this route is also used by walkers, hikers, bicyclists, horses, skiers, dog teams and snow machines. An adjacent road would compromise the safety of these recreationists throughout the year, again encroaching on an existing use. In summary, I take issue with these potential roads providing any decent alternate access (AR) or emergency services (EES) due to existing substandard roads and new roads with a high potential for failure. Since we have fewer than 100 units in our neighborhood, we do not need multiple access (MA). The property to be accessed is inappropriate for development (NE) due to wetlands and poor soils (WFPS). Existing use is primarily recreational and my road work would be incompatible with that use (COMP). As a former employee in AKDOT's Construction Section, I contend that construction in these are | I removal of this corridor to the project steering committee at its July 27, 2022 meeting. Steering committee suggested taking a closer look at the feasibility of the corridor and potentially maintaining it for the public review draft if feasible to construct. The project team consulted with platting and surveying professionals familiar with the area. Findings include: Corridor 295 is feasible to construct based on topography and soils, primarily runs along ridge (Economic/Feasibility, Environment/Wetlands, Permafrost, Soils); Corridor is feasible to construct while not conflicting with the adjacent utility and Equinox Marathon easements (Environment/Recreation); the corridor provides another point of ingres/geress to the existing subdivision in case of emergencies such as wildfire, downed trees, blocked roads, etc. (Access/Alternate Routes, Emergency & Essential Services); the corridor provides beneficial connectivity to the area as it continues to develop with just a few additional subdivisions (Connectivity); bublic right-of-way is already partially dedicated along the corridor (Economic/Rights-of-Way); If remaining parcels along the corridor subdivide, adequate new access will need to be provided (Access/New Access); During a recent platting hearing for an adjacent subdivision, testimony was received from a resident at the easterly end of the corridor including concerns about emergency and essential services access due to the current sub-standard condition of the road running along the proposed corridor. Including the Corridor in the Roads Plan provides a potential path for upgrading the road to borough standards and improving EMS access (Access/Alternate Routes, Erenergency & Essential Services); An existing compound curve at Hafele cul-du-sac would likely require lowered speeds on the constructed road, which could provide traffic calming benefits and alleviate some concerns about additional traffic if the connection is ever built (Social/Public Input). |
| 295 | 6/26 | Web Form | Cathy | Turner | | I am writing to oppose proposed road corridors #69 and # 295. These proposed road extensions meet very few of the criteria, and considering the great cost to build and maintain these roads, the cost (both social and financial) would far outweigh the benefit. I hope that you will consider more carefully my concerns with these road extensions and remove them from the proposed future plan. Regarding #295 Hafele Rd Social and Environmental: It is well known that dead end neighborhoods make safer neighborhoods, with reduced transiency and traffic in residential areas. Hafele residents have easy access to Sheep Creek rd. through line drive, while those on Lawlor are best serviced by Miller Hill/Yankovich. By opening this road, there's the possibility the disrupt current traffic flow to become more heavy on Line Drive, which is not designed for heavier traffic that would almost inevitably be driving to fast as well. This would make it a less safe road for the current residential uses by children and adults who bike and walk in this area. Second, the road would be crossing adjacent to a Wildlife Conservancy area, which would increase wildlife disruption and environmental damage to these lands. Thirdly, this land is part of the Equinox Marathon race trail and would further reduce the quality of this race route by adding additional road portion to the route. The runners, skiers, and bikers who train on this route would be forced to travel by road in this portion of the trail. | opposition to this corridor, which the project team took into serious consideration. The project team suggested removal of this corridor to the project steering committee at its July 27, 2022 meeting. Steering committee suggested taking a closer look at the feasibility of the corridor and potentially maintaining it for the public review draft if feasible to construct. The project team consulted with platting and surveying professionals familiar with the area. Findings include: Corridor 295 is feasible to construct based on topography and soils, primarily runs along ridge (Economic/Feasibility, Environment/Wetlands, Permafrost, Soils); Corridor is feasible to construct while not conflicting with the adjacent utility and Equinox Marathon easements (Environment/Recreation); the corridor provides another point of ingress/egress to the existing subdivision in case of emergencies such as wildfire, downed trees, blocked |

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| 295 | 6/26 | Email | Dan | O'Neill | Former land use and environmental planner, resident off Line Drive for 43 years | I oppose this change of status granting a road corridor where none exists now. On the one hand, I do not think the FNSB has accurately presented reasons for this change. On the other, the I think FNSB fails to address other quite important considerations that militate against these designations. Regarding the former, it is not true that such a road would avoid conflict with existing uses. This road would be immediately adjacent to a popular trail through the woods, which has been use by residents here for at least 50 years. It is also used annually during the Equinox Marathon. Residents use this trail daily, hundreds use the trail during the race. The eventual construction of such a road would not be "compatible with existing uses," as claimed; it represents a conflict of land uses. Demonstrably, a trail through the woods is neighborhood amenity compared to a trail immediately adjacent to a road, with cars, traffic, and exhaust. I would think that would be obvious. Surely planners recognize the value to residents of undeveloped natural spaces. Why isn't that reflected in your analysis? FNSB has looked at the value of closing a small gap in a road network, and apparently not at the value of a long-established trail. I believe that if you had asked the residents before proposing this designation, you would have found that they value less traffic, rather than more, and appreciate the quiet and the freedom from dust and noise. We here like the fact that our neighborhood is not on a frequently traveled corridor. We do not feel inconvenienced by having to drive a few extra blocks to travel to the east. We prefer doing that to seeing our neighborhood and our woods carved up with rights of way that incentivize the construction of roads we don't want. This is the tail wagging the dog. It demonstrates a finely developed awareness of the possible wishes of future moneyed interests like land developers, and tone deafness to ordinary homeowners, happy with their neighborhoods as they are. | Corridor 295 has been maintained in the public review draft. Significant community feedback was received in opposition to this corridor, which the project team took into serious consideration. The project team suggested removal of this corridor to the project steering committee at its July 27, 2022 meeting. Steering committee suggested taking a closer look at the feasibility of the corridor and potentially maintaining it for the public review draft if feasible to construct. The project team consulted with platting and surveying professionals familiar with the area. Findings include: Corridor 295 is feasible to construct based on topography and soils, primarily runs along ridge (Economic/Feasibility, Environment/Wetlands, Permafrost, Soils); Corridor is feasible to construct while not conflicting with the adjacent utility and Equinox Marathon easements (Environment/Recreation); the corridor provides another point of ingress/egress to the existing subdivision in case of emergencies such as wildfire, downed trees, blocked roads, etc. (Access/Alternate Routes, Emergency & Essential Services); the corridor roroides beneficial connectivity to the area as it continues to develop with just a few additional subdivisions (Connectivity); Public right-of-way is already partially dedicated along the corridor (Economic/Rights-of-Way); If remaining parcels along the corridor subdivide, adequate new access will need to be provided (Access/New Access); During a recent platting hearing for an adjacent subdivision, testimony was received from a resident at the easterly end of the construct unding concerns about emergency and essential services and essential services (Access/Alternate Routes, Emergency & Essential Services); During a recent platting hearing the road to borough standards and improving EMS access (Access/Alternate Routes, Emergency & Essential Services); During and essential genvices access due to the current sub-standard condition of the road running along the proposed corridor. Including the corridor in the Roads |
| 295 | 6/25 | Email | Elizabeth | Freeman (L) & Belknap (E) | | General Comments: Corridors 69 and 295 are bad ideas and we strongly object to them being in the FNSB Road Plan. Both are extensions onto saturated permafrost Fairbanks Loess on north facing slopes with active thaw subsidence and year-round standing water. Both interact, cross, or overlay trails in the Borough Trails Plan, in particular the Equinox Marathon Trail and the Goldstream/Tanana Valley RR winter trail. Line Drive and Hafele Avenue are currently in "Our Road Service District", maintenance is done on a timely basis and managed efficiently. If Hafele becomes a through road, would the road service district shoulder the extra maintainence caused by through travelers? | Corridor 295 has been maintained in the public review draft. Significant community feedback was received in opposition to this corridor, which the project team took into serious consideration. The project team suggested removal of this corridor to the project steering committee at its July 27, 2022 meeting. Steering committee suggested taking a closer look at the feasibility of the corridor and potentially maintaining it for the public review draft if feasible to construct. The project team consulted with platting and surveying professionals familiar with the area. Findings include: Corridor 295 is feasible to construct based on topography and soils, primarily runs along ridge (Economic/Feasibility, Environment/Wetlands, Permafrost, Soils): Corridor is feasible to construct while not conflicting with the adjacent utility and Equinox Marathon easements (Environment/Recreation); the corridor provides another point of ingress/egress to the existing subdivision in case of emergencies such as wildfire, downed trees, blocked roads, etc. (Access/Alternate Routes, Emergency & Essential Services); the corridor provides beneficial connectivity to the area as it continues to develop with Just a few additional subdivisions (Connectivity). Public right-of-way is already partially dedicated along the corridor (Economic/Rights-of-Way); I remaining arecels along the corridor subdivide, adequate new access will need to be provided (Access/New Access); During a recent platting hearing for an adjacent subdivision, testimony was received from a resident at the easterly end of the corridor including concerns about emergency and essential Services); An existing compound curve at Hafele cul-du-sac would likely require lowered speeds on the constructed road, which could provide raffic calming benefits and alleviate some concerns about additional traffic if the connection is ever built (Social/Public Input). |
| 295 | 6/25 | Email | | Freeman (L) & Belknap (E) | | Corridor 295: Hafele Avenue right of way, as platted is reduced by an approved variance from Minor Collector ROA width to 40 feet, with an 18 foot trafficway width. This is an insufficient width for a through-going road. Hafele is on hill-crest saturated permafrost Fairbanks Loess, there are existing thaw pits along the road edge on the right of way. The Equinox Marathon currently uses Lawlor and Hafele because they are only local low volume roads. The alignment of the existing, dedicated easement for the Marathon trail crosses the straight-line eastward of the Hafele corridor. | Corridor 295 has been maintained in the public review draft. Significant community feedback was received in opposition to this corridor, which the project team took into serious consideration. The project team suggested removal of this corridor to the project steering committee at its July 27, 2022 meeting. Steering committee suggested taking a closer look at the feasibility of the corridor and potentially maintaining it for the public review draft if feasible to construct. The project team consulted with platting and surveying professionals familiar with the area. Findings include: Corridor 295 is feasible to construct based on topography and soils, primarily runs along ridge (Economic/Feasibility, Environment/Wetlands, Permafrost, Soils); Corridor is feasible to construct while not conflicting with the adjacent utility and Equinox Marathon easements [Environment/Recreation]; the corridor provides another point of ingress/egress to the existing subdivision in case of emergencies such as wildfire, downed trees, blocked roads, etc. (Access/Alternate Routes, Emergency & Essential Services); the corridor induces beneficial connectivity to the area as it continues to develop with just a few additional subdivisions (Connectivity); Public right-of-way is already partially dedicated along the corridor (Economic/Rights-of-Way); If remaining parcels along the corridor subdivide, adequate new access will need to be provided (Access/New Access); During a recent platting hearing for an adjacent subdivision, testimony was received from a resident at the easterly end of the corridor including concerns about emergency and essential services access due to the current sub-standard condition of the road running along the proposed corridor. Including the corridor in the Roads Plan provides a potential path for upgrading the road to borough standards and improving EMS access (Access/Alternate Routes, Emergency & Essential Services); An existing compound curve at Hafele cul-du-sac would likely require lowered speeds on the construc |

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| 295 | 6/24 | Email | Janlee | Irving | | I am a resident off Line Drive in Our subdivision, and have been for almost 37 years. The potential plan to extend Line Drive or Hafele Avenue are very confusing to me. A Line Drive extension would go straight into Goldstream valley. This means serious wetland habitat- very much inaccessible all summer (for environmental reasons), and very much accessible and well-used all winter by skiers, bicyclists, mushers, walkers, runners, and snowmachiners. Fairbanks needs this area of trails close to town, and already accessible from many points. As it is, Line Drive becomes a mass of soft lumps in the spring as the permafrost reminds us all of its presence. To add more traffic would make it impassable. Emergency vehicles would not be able to help people in need, fight fires, etc etc. Hafele Avenue is a short road that is a part of the Equinox Marathon trail. It could connect to Miller Hill Extension/Lawyer roads only in a nightmare scenario. If you have not driven those roads, you have no idea of how poorly maintained they are. These are private roads, driven on by few vehicles. Heavy traffic would require widening, raising basically starting from scratch . Without trying very hard, I can come up with several roads around town that are not properly maintained. Herreid Road could be used to alleviate the traffic for Pearl Creek school, but is now barely passable. Bonanza Trail leads to the homes of hundreds of people and is a morass of soft humps. St Patrick Rd falls apart every spring. We shouldn't build more roads on our unstable ground when we can't care for what we have. | Corridor 295 has been maintained in the public review draft. Significant community feedback was received in opposition to this corridor, which the project team took into serious consideration. The project team suggested taking a closer look at the feasibility of the corridor and potentially maintaining it for the public review draft if feasible to construct. The project team consulted with platting and surveying professionals familiar with the area. Findings include: Corridor 295 is feasible to construct based on topography and soils, primarily runs along ridge (Economic/Feasibility, Environment/Wetlands, Permafrost, Soils); Corridor is feasible to construct while not conflicting with the adjacent utility and Equinox Marathon easements (Environment/Recreation); the corridor provides another point of ingress/egress to the existing subdivision in case of emergencies such as wildfire, downed trees, blocked roads, etc. (Access/Alternate Routes, Emergency & Essential Services); the corridor provides heneficial connectivity to the area as it continues to develop with just a few additional subdivisions (Connectivity); Public right-of-way is already partially dedicated along the corridor frowided (Access/New Access); During a preces lange the corridor subdivide, adequate new access will need to be provided (Access/New Access); During a recent platting hearing for an adjacent subdivision, testimony was received from a resident at the easterly end of the corridor including concerns about emergency and essential services access due to the current sub-standard condition of the road running along the proposed corridor. Including the Corridor in the Roads Plan provides a potential path for upgrading the road to borough standards and improving EMS access (Access/Alternate Routes, Emergency & Essential Services); An existing compound curve at Hafele cul-du-sac would likely require lowered speeds on the constructed road, which could provide traffic calming benefits and alleviate some concerns about additional traffic if the con |
| 295 | 6/26 | Email | Nathan | Turner | | I am requesting that you not move forward with the proposed road corridors #69 and # 295 in the Line Drive / Sheep Creek area. My family and I have maintained a residence in the area for 20 years now, and are in agreement with the others who live in this area that these proposed changes will not only fail to bring any benefits to those who have long lived in this in this neighborhood, but will actually negatively impact our neighborhood in a number of ways. There seems to be no upside to such development other than to "fill in the road map" in an area that otherwise enjoys the benefit of roadless recreation opportunities. | Corridor 295 has been maintained in the public review draft. Significant community feedback was received in opposition to this corridor, which the project team took into serious consideration. The project team suggested removal of this corridor to the project steering committee at its July 27, 2022 meeting. Steering committee suggested taking a closer look at the feasibility of the corridor and potentially maintaining it for the public review draft if feasible to construct. The project team consulted with plating and surveying professionals familiar with the area. Findings include: Corridor 295 is feasible to construct based on topography and soils, primarily runs along ridge (Economic/Feasibility, Environment/Wetlands, Permafrost, Soils); Corridor is feasible to construct while not conflicting with the adjacent utility and Equinox Marathon easements (Environment/Recreation); the corridor provides another point of ingress/egress to the existing subdivision in case of emergencies such as wildfire, downed trees, blocked roads, etc. (Access/Alternate Routes, Emergency & Essential Services); the corridor provides beneficial connectivity to the area as it continues to develop with just a few additional subdivisions (Connectivity); Public right-of-way is already partially dedicated along the corridor (Economic/Rights-of-Way); Juring a recent platting hearing for an adjacent subdivision, testimony was received from a resident at the easterly end of the corridor including concerns about emergency and essential services access due to the current sub-standard condition of the road running along the proposed corridor. Including the Corridor in the Roads Plan provides a potential path for upgrading the road to borough standards and improving EMS access (Access/Alternate Routes, Ensengery & Essential Services); An existing compound curve at Hafele cul-du-sac would likely require lowered speeds on the constructed road, which could provide traffic calming benefits and alleviate some concerns about additional traffic if the co |
| 295 | 6/26 | Email | Nathan | Turner | | Line Drive has recently been extensively rebuilt after years of degraded quality. Neighbors would often get stuck in the middle of the road for the first half of the summer and several of us who live in the area would volunteer our own time and equipment to make repairs or tow neighbors from "the hole in the road". We finally were able to contract this out to be rebuilt - but it is little more than a single lane access to properties in this dead-end neighborhood. Through-access will require widening of line drive for safety and practical reasons if the proposed extensions go through, and this burden should not again fall on our neighborhood. Line Drive is one of the hard-to-find areas where neighbors often walk their dogs in the evening, visit with one another, and neighboring children can safely ride their bikes and play due to the limited nature of local traffic. If the extensions go through, you will be ending one of these ever-decreasing opportunities for friendly and interactive neighborhoods. Line Drive is already a dusty road , prone to potholing. Increased traffic will make a real mess of air quality for many of us due to many people who would choose to drive the route for the novelty of it, rather than any real necessity that would justify construction of the extensions. | opposition to this corridor, which the project team took into serious consideration. The project team suggested removal of this corridor to the project steering committee at its July 27, 2022 meeting. Steering committee suggested |

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| 295 | 6/26 | Email | Nathan | Turner | | The existing Sheep Creek to Murphy Dome route, and Ballaine to Ivory Jacks offer adequate efficiency in reaching those areas, making any extension through Line Drive of questionable value - especially when you consider that the existing routes are often in need of repair. Adding another road will only decrease the opportunity for the resources to maintain the existing road infrastructure, and the extension itself would soon be another problematic maintenance area due to the wetland/permafrost nature of the proposed route crossing goldstream valley. The proposed route also will bisect a very active winter recreational area along Goldstream creek that is of great value for many Fairbanksans. This area is easily accessed from many homes on Line Drive, Black Sheep, and from along Sheep Creek road all the way around to Ballaine. Bisecting it will essentially ruin a novel opportunity for people to get out on foot , ski, dogteam, and snowmachine to recreate close to home on short winter days. There are numerous other reasons that can be listed for opposing such development, and I know our neighbors have done so. Please do not disrupt a healthy and functioning neighborhood as well as other Goldstream resident values for something that will likely bring very little benefit to the valley. | Corridor 295 has been maintained in the public review draft. Significant community feedback was received in opposition to this corridor, which the project team took into serious consideration. The project team suggested removal of this corridor to the project steering committee at its July 27, 2022 meeting. Steering committee suggested taking a closer look at the feasibility of the corridor and potentially maintaining it for the public review draft if feasible to construct. The project team consulted with platting and surveying professionals familiar with the area. Findings include: Corridor 295 is feasible to construct based on topography and soils, primarily runs along ridge (Economic/Feasibility, Environment/Wetlands, Permafrost, Soils); Corridor is feasible to construct while not conflicting with the adjacent utility and Equinox Marathon easements (Environment/Recreation); the corridor provides another point of ingress/egress to the existing subdivision in case of emergencies such as wildfire, downed trees, blocked roads, etc. (Access/Alternate Routes, Emergency & Essential Services); the corridor provides beneficial connectivity to the area as it continues to develop with just a few additional subdivisions (Connectivity). Public right-of-way is already partially dedicated along the corridor (Economic/Rights-of-Way); If remaining parcels along the corridor subdivide, adequate new access will need to be provided (Access/New Access); During a recent platting hearing for an adjacent subdivision, testimony was received from a resident at the easterly end of the corridor including concerns about emergency and essential services access due to the current sub-standard condition of the road running along the proposed corridor. Including the corridor in the Roads Plan provides a potential path for upgrading the road to borough standards and improving EMS access (Access/Alternate Routes, Emergency & Essential Services); An existing compound curve at Hafele cul-du-sac would likely require lowered speeds on the constru |
| 295 | 6/26 | Email | Nathan | Turner | | The existing Sheep Creek to Murphy Dome route, and Ballaine to Ivory Jacks offer adequate efficiency in reaching those areas, making any extension through Line Drive of questionable value - especially when you consider that the existing routes are often in need of repair. Adding another road will only decrease the opportunity for the resources to maintain the existing road infrastructure, and the extension itself would soon be another problematic maintenance area due to the wetland/permafrost nature of the proposed route crossing goldstream valley. The proposed route also will bisect a very active winter recreational area along Goldstream creek that is of great value for many Fairbanksans. This area is easily accessed from many homes on Line Drive, Black Sheep, and from along Sheep Creek road all the way around to Ballaine. Bisecting it will essentially ruin a novel opportunity for people to get out on foot , ski, dogteam, and snowmachine to recreate close to home on short winter days. There are numerous other reasons that can be listed for opposing such development, and I know our neighbors have done so. Please do not disrupt a healthy and functioning neighborhood as well as other Goldstream resident values for something that will likely bring very little benefit to the valley. | Corridor 295 has been maintained in the public review draft. Significant community feedback was received in opposition to this corridor, which the project team took into serious consideration. The project team suggested removal of this corridor to the project steering committee at its July 27, 2022 meeting. Steering committee suggested taking a closer look at the feasibility of the corridor and potentially maintaining it for the public review draft if feasible to construct. The project team consulted with platting and surveying professionals familiar with the area. Findings include: Corridor 295 is feasible to construct based on topography and solis, primarily runs along ridge (Economic/Feasibility, Environment/Wetlands, Permafrost, Solis); Corridor is feasible to construct while not conflicting with the adjacent utility and Equinox Marathon easements (Environment/Recreation); the corridor provides another point of ingress/egress to the existing subdivision in case of emergencies such as wildfire, downed trees, blocked roads, etc. (Access/Alternate Routes, Emergency & Essential Services); the corridor provides beneficial connectivity to the area as it continues to develop with just a few additional subdivisions (Connectivity): Public right-of-way is already partially dedicated along the corridor (Economic/Rights-of-Way); If remaining parcels along the corridor subdivide, adequate new access will need to be provided (Access/New Access); During a recent platting hearing for an adjacent subdivision, Including the corridor in the Roads Plan provides a potential path for upgrading the road to borogy states advected expects on the construct road, which could proposed corridor. Including the corridor in the Roads Plan provides a potential path for upgrading the road to borough standards and improving EMS access (Alternate Routes, Emergency & Essential Services); A existing compound curve at Hafel eul-du-sac would likely require lowered speeds on the constructed road, which could provide traffic calming benefits and al |
| 295 | 6/24 | Email | Martha | Reynolds | | I am writing to comment on several corridors on the draft map that are in the part of the Borough where I live and recreate. Mostly I am objecting to proposed corridors which would connect two neighborhoods by replacing trails at the end of their road systems with roads. These connections do not benefit anyone. No one from the greater Fairbanks area will drive all the way to the end of the neighborhood roads to then drive back through another complex of neighborhood roads. We already have connector roads for that purpose. The residents of the neighborhood don't benefit either, unless they happen to have very close friends in the other area who they visit often. Most residents would just lose recreational trails. 295 - this corridor extends Hafele Road to Lawlor and Miller Hill Extension. Currently, residential areas on both ends of the corridor are well served by roads and driveways. Neither neighborhood would benefit by this connection. | Corridor 295 has been maintained in the public review draft. Significant community feedback was received in opposition to this corridor, which the project team took into serious consideration. The project team suggested removal of this corridor to the project steering committee at its July 27, 2022 meeting. Steering committee suggested taking a closer look at the feasibility of the corridor and potentially maintaining it for the public review draft if feasible to construct. The project team consulted with platting and surveying professionals familiar with the area. Findings include: Corridor 295 is feasible to construct based on topography and soils, primarily runs along ridge (Economic/Feasibility, Environment/Wetlands, Permafrost, Soils); Corridor is feasible to construct while not conflicting with the adjacent utility and Equinox Marathon easements (Environment/Recreation); the corridor provides another point of ingress/egress to the existing subdivision in case of emergencies such as wildfire, downed trees, blocked roads, etc. (Access/Alternate Routes, Emergency & Essential Services); the corridor provides beneficial connectivity to the area as it continues to develop with just a few additional subdivisions (Connectivity). Public right-of-way is already partially dedicated along the corridor (Economic/Rights-of-Way); If remaining parcels along the corridor subdivide, adequate new access will need to be provided (Access/New Access); During a recent platting hearing for an adjacent subdivision, testimony was received from a resident at the easterly end of the corridor including concerns about emergency and essential services (Access/Alternate Routes, Energency & Essential Services); An existing compound curve at Hafele cul-du-sac would likely require lowered speeds on the constructed road, which could provide traffic calming benefits and alleviate some concerns about additional traffic if the connection is ever built (Social/Public input). |

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| | | Received | name | | | | |
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| 295 | 6/26 | Email | Sarah | Campbell | | I appreciate the information about the Team's justification for the two possible FNSB roads in our neighborhood (69 and 295). | Corridor 295 has been maintained in the public review draft. Significant community feedback was received in |
| 255 | 0,20 | Lindi | Saran | Campbell | | would like to offer more data about the environment of our neighborhood. | opposition to this corridor, which the project team took into serious consideration. The project team suggested |
| | | | | | | | removal of this corridor to the project steering committee at its July 27, 2022 meeting. Steering committee suggested |
| | | | | | | "Our Subdivision" and adjacent properties comprise about 40 separate housing units, most of which are modest dwellings, many | taking a closer look at the feasibility of the corridor and potentially maintaining it for the public review draft if feasible |
| | | | | | | built on permafrost. We are a discreet neighborhood with a limited, stable population whose members cooperate. We have had a road service area, "Our Service Area," for about forty years including only Line Drive, Home Run and Hafele Road. Line Drive is the | to construct. The project team consulted with platting and surveying professionals familiar with the area. Findings include: Corridor 295 is feasible to construct based on topography and soils, primarily runs along ridge |
| | | | | | | main feeder for the neighborhood and is built on saturated soils underlain by permafrost. A couple of service area projects have | (Economic/Feasibility, Environment/Wetlands, Permafrost, Soils); Corridor is feasible to construct while not conflicting |
| | | | | | | stabilized limited portions of Line Drive with geotextile and large rock. Despite this costly work, additional areas of this road | with the adjacent utility and Equinox Marathon easements (Environment/Recreation); the corridor provides another |
| | | | | | | continue to fail each year due to traffic and thawing permafrost. | point of ingress/egress to the existing subdivision in case of emergencies such as wildfire, downed trees, blocked |
| | | | | | | The service and estillate Dead and the continuation of time Drive from these porthints. Coldstroom Valley is a criminate read | roads, etc. (Access/Alternate Routes, Emergency & Essential Services); the corridor provides beneficial connectivity to |
| | | | | | | The service area ends at Hafele Road and the continuation of Line Drive from there north into Goldstream Valley is a private road. This was a deliberate decision by the property owners of the four cabins on the north side of the hill because the cost of | the area as it continues to develop with just a few additional subdivisions (Connectivity); Public right-of-way is already partially dedicated along the corridor (Economic/Rights-of-Way); If remaining parcels along the corridor subdivide, |
| | | | | | | construction of a road to FNSB standards through saturated soil was prohibitive. FNSB road 69 extends this private road into the | adequate new access will need to be provided (Access/New Access); During a recent platting hearing for an adjacent |
| | | | | | | valley where the ground is mostly lake in the summer. The continuation of this alignment on the north side of the valley across | subdivision, testimony was received from a resident at the easterly end of the corridor including concerns about |
| | | | | | | Goldstream Creek is O'Brien Road, where the soils are equally poor, if not poorer. Cabins on that road have major problems with | emergency and essential services access due to the current sub-standard condition of the road running along the |
| | | | | | | overflow all winter. With global warming taking a greater toll on soil in the Arctic and Subarctic, it makes little sense to encourage "alternate access" through a bog. Better to upgrade a major thoroughfare like Sheep Creek than add roads that are sure to fail. | proposed corridor. Including the corridor in the Roads Plan provides a potential path for upgrading the road to borough standards and improving EMS access (Access/Alternate Routes, Emergency & Essential Services); An existing |
| | | | | | | | compound curve at Hafele cul-du-sac would likely require lowered speeds on the constructed road, which could |
| | | | | | | Our Service Area is challenged to maintain the roads we have, and would be unable to raise the funds to support roads through | provide traffic calming benefits and alleviate some concerns about additional traffic if the connection is ever built |
| | | | | | | such problematic ground. Don says that the service area model may be replaced someday. It is unknown what this new program might be, since FNSB does not have road authority. I want to record that we like the service area concept and find it workable as | (Social/Public Input). |
| | | | | | | currently configured. | |
| | | | | | | | |
| | | | | | | | |
| 295 | 6/26 | Email | Sarah | Campbell | | While Goldstream Valley is problematic for auto access, it is a wonderful winter recreation area. The valley trail (also known as the | Corridor 295 has been maintained in the public review draft. Significant community feedback was received in |
| | | | | | | "three lakes trail" due to its summer condition!) allows walkers, runners, skiers, bicyclists, dog mushers and snow machines to trave | |
| | | | | | | from Sheep Creek Road to Fox, crossing only one busy road (Ballaine). Goldstream Creek, Line Drive, the Sheep Creek bike trail and Miller Hill Road offer a wonderful winter network of trails used extensively by the locals. These areas are well suited for recreation | removal of this corridor to the project steering committee at its July 27, 2022 meeting. Steering committee suggested taking a closer look at the feasibility of the corridor and potentially maintaining it for the public review draft if feasible |
| | | | | | | and roads would encroach on this use. | to construct. The project team consulted with platting and surveying professionals familiar with the area. Findings |
| | | | | | | | include: Corridor 295 is feasible to construct based on topography and soils, primarily runs along ridge |
| | | | | | | All the above comments are directed to FNSB Road 69, but apply equally to FNSB Road 295. This brand new alignment beyond the | (Economic/Feasibility, Environment/Wetlands, Permafrost, Soils); Corridor is feasible to construct while not conflicting |
| | | | | | | current end of Hafele Road will be entirely on the north side of the hill, through mostly swampy ground. It will intersect both Lawlor Road Extension and Miller Hill Road and both are rutted and slippery on the north side of the hill. Most private land along | with the adjacent utility and Equinox Marathon easements (Environment/Recreation); the corridor provides another point of ingress/egress to the existing subdivision in case of emergencies such as wildfire, downed trees, blocked |
| | | | | | | this route already obtains access from an established road and driveway. | roads, etc. (Access/Alternate Routes, Emergency & Essential Services); the corridor provides beneficial connectivity to |
| | | | | | | | the area as it continues to develop with just a few additional subdivisions (Connectivity); Public right-of-way is already |
| | | | | | | A portion of the Equinox Marathon Trail runs through a wooded section of this potential ROW. In addition to runners, this route is | partially dedicated along the corridor (Economic/Rights-of-Way); If remaining parcels along the corridor subdivide, |
| | | | | | | also used by walkers, hikers, bicyclists, horses, skiers, dog teams and snow machines. An adjacent road would compromise the safety of these recreationists throughout the year, again encroaching on an existing use. | adequate new access will need to be provided (Access/New Access); During a recent platting hearing for an adjacent subdivision, testimony was received from a resident at the easterly end of the corridor including concerns about |
| | | | | | | sarety of these recreationists throughout the year, again encloaching on an existing use. | emergency and essential services access due to the current sub-standard condition of the road running along the |
| | | | | | | In summary, I take issue with these potential roads providing any decent alternate access (AR) or emergency services (EES) due to | proposed corridor. Including the corridor in the Roads Plan provides a potential path for upgrading the road to |
| | | | | | | existing substandard roads and new roads with a high potential for failure. Since we have fewer than 100 units in our | borough standards and improving EMS access (Access/Alternate Routes, Emergency & Essential Services); An existing |
| | | | | | | neighborhood, we do not need multiple access (MA). The property to be accessed is inappropriate for development (NE) due to wetlands and poor soils (WFPS). Existing use is primarily recreational and any road work would be incompatible with that use | compound curve at Hafele cul-du-sac would likely require lowered speeds on the constructed road, which could provide traffic calming benefits and alleviate some concerns about additional traffic if the connection is ever built |
| | | | | | | (COMP). As a former employee in AKDOT's Construction Section, I contend that construction in these areas is NOT reasonably | (Social/Public Input). |
| | | | | | | feasible (FEA) due to poor soils and wetlands. I respectfully request that these rights of way be eliminated from the FNSB plan. The | |
| | | | | | | recreational potential far exceeds the need to further encourage building on poor ground. | |
| | | | | | | Thank you. | |
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| 295 | 6/20 | Email | William | Schneider | | I want to register my strong objection to any extension of Line Drive or Hafele Road, both located in Our Subdivision. I am a resident and enjoy the fact that our subdivision does not have thru roads. This has been a factor in making this a coherent community. Thank you for the opportunity to comment. | Corridor 295 has been maintained in the public review draft. Significant community feedback was received in opposition to this corridor, which the project team took into serious consideration. The project team suggested removal of this corridor to the project steering committee at its July 27, 2022 meeting. Steering committee suggested taking a closer look at the feasibility of the corridor and potentially maintaining it for the public review draft if feasible to construct. The project team consulted with platting and surveying professionals familiar with the area. Findings include: Corridor 295 is feasible to construct based on topography and soils, primarily runs along ridge (Economic/Feasibility, Environment/Wetlands, Permafrost, Soils); Corridor is feasible to construct while not conflicting with the adjacent utility and Equinox Marathon easements (Environment/Recreation); the corridor provides another point of ingress/egress to the existing subdivision in case of emergencies such as wildfire, downed trees, blocked roads, etc. (Access/Alternate Routes, Emergency & Essential Services); the corridor provides beneficial connectivity to the area as it continues to develop with just a few additional subdivisions (Connectivity); Public right-of-way is already partially dedicated along the corridor (Economic/Rights-of-Way); If remaining parcels along the corridor subdivide, adequate new access will need to be provided (Access/New Access); During a recent platting hearing for an adjacent subdivision, testimony was received from a resident at the easterly end of the corridor including concerns about emergency and essential services access due to the current sub-standard condition of the road running along the proposed corridor. Including the corridor in the Roads Plan provides a potential path for upgrading the road to borough standards and improving EMS access (Aucens Alternate Routes, Emergency & Essential Services); An existing compound curve at Hafele cul-du-sac would likely require lowered speeds on the constru |
| 295 | 6/26 | Web Form | Yevette | Lancaster | Developer | The corridors fail to meet the standards of the criteria set forth in the Boroughs analysis. While I could go through line by line it would only serve to make a cumbersome and long message. If the comprehensive plan is to be effective it also needs to contain goals that are achievable. The goals need to reflect the voice of the people. I would like to go on record as opposed to both Line Drive and Hafele and encourage that they be removed from this plan. Again, a basic review of the criteria supports this position. Thank you for hearing my comments. Yevette. | Corridor 295 has been maintained in the public review draft. Significant community feedback was received in opposition to this corridor, which the project team took into serious consideration. The project team suggested removal of this corridor to the project steering committee at its July 27, 2022 meeting. Steering committee suggested taking a closer look at the feasibility of the corridor and potentially maintaining it for the public review draft if feasible to construct. The project team consulted with platting and surveying professionals familiar with the area. Findings include: Corridor 295 is feasible to construct based on topography and soils, primarily runs along ridge (Economic/Feasibility, Environment/Wetlands, Permafrost, Soils); Corridor is feasible to construct while not conflicting with the adjacent utility and Equinox Marathon easements (Environment/Recreation); the corridor provides another point of ingress/egress to the existing subdivision in case of emergencies such as wildfire, downed trees, blocked roads, etc. (Access/Alternate Routes, Emergency & Essential Services); the corridor provides beneficial connectivity to the area as it continues to develop with just a few additional subdivisions (Connectivity)? Public right-of-way is already partially dedicated along the corridor (Economic/Rights-of-Way); If remaining parcels along the corridor subdivide, adequate new access will need to be provided (Access/New Access); During a recent platting hearing for an adjacent subdivision, Including the corridor in the Roads Plan provides a potential path for upgrading the road to borough standards and improving EMS access (Aucess Alternate Routes, Emergency & Essential Services); An existing compound curve at Hafele cul-du-sac would likely require lowered speeds on the constructed road, which could provide traffic calming benefits and alleviate some concerns about additional traffic if the connection is ever built (Social/Public Input). |
| 295 | 6/26 | Web Form | (blank) | (blank) | | Project #295 Hafele This proposed road project also does not conform to your Corridor Selection criteria either. It would reroute traffic from an already maintain road access to Sheep Creek Road and town. Rerouting traffic to Line Dr. would be a longer distance to get to town via Sheep Creek Road. This proposed road crosses Wildlife Conservancy area dedicated to protecting wildlife, as well as the Equinox Marathon Race trail. The rerouting of traffic would also put a burden on Line Dr., which does not have a wide corridor and was not built to support the increase of traffic It is a waste of the Boroughs time and money to build and maintain these unnecessary and detrimental roads | Corridor 295 has been maintained in the public review draft. Significant community feedback was received in opposition to this corridor, which the project team took into serious consideration. The project team suggested removal of this corridor to the project steering committee at its July 27, 2022 meeting. Steering committee suggested taking a closer look at the feasibility of the corridor and potentially maintaining it for the public review draft if feasible to construct. The project team consulted with platting and surveying professionals familiar with the area. Findings include: Corridor 295 is feasible to construct based on topography and soils, primarily runs along ridge (Economic/Feasibility, Environment/WetlandS, Permafrost, Soils): Corridor is feasible to construct while not conflicting with the adjacent utility and Equinox Marathon easements (Environment/Recreation); the corridor provides another point of ingress/egress to the existing subdivision in case of emergencies such as wildfire, downed trees, blocked roads, etc. (Access/Alternate Routes, Emergency & Essential Services); the corridor provides beneficial connectivity to the area as it continues to develop with just a few additional subdivisions (Connectivity). Public right-of-way is already partially dedicated along the corridor (Economic/Rights-of-Way); If remaining parcels along the corridor subdivide, adequate new access will need to be provided (Access/New Access); During a recent platting hearing for an adjacent subdivision, testimony was received from a resident at the easterly end of the corridor including concerns about emergency and essential services (Access/Alternate Routes, Energency & Essential path for upgrading the road to borough standards and improving EMS access (Access/Alternate Routes, Emergency & Essential Services); A existing compound curve at Hafele cul-du-sac would likely require lowered speeds on the construct for ad, which could provide traffic calming benefits and alleviate some concerns about additional traffic if t |

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|------------|------|------------------|-------------------|-----------|-------------|--|--|
| 295 | 5/19 | Open House | | | | Do not do it, land already accesable from both east and west. A waste of road building money, would only benefit private land owners. | Corridor 295 has been maintained in the public review draft. Significant community feedback was received in opposition to this corridor, which the project team took into serious consideration. The project team suggested taking a closer look at the feasibility of the corridor and potentially maintaining it for the public review draft if feasible to construct. The project team consulted with platting and surveying professionals familiar with the area. Findings include: Corridor 295 is feasible to construct based on topography and soils, primarily runs along ridge (Economic/Feasibility, Environment/Wetlands, Permafrost, Soils); Corridor is feasible to construct while not conflicting with the adjacent utility and Equinox Marathon easements (Environment/Recreation); the corridor provides another point of ingress/egress to the existing subdivision in case of emergencies such as wildfire, downed trees, blocked roads, etc. (Access/Alternate Routes, Emergency & Essential Services); the corridor provides beneficial connectivity to the area as it continues to develop with just a few additional subdivisions (Connectivity); Public right-of-way is already partially dedicated along the corridor (Economic/Rights-of-Way); If remaining parcels along the corridor subdivide, adequate new access will need to be provided the current sub-standard condition of the road to unning along the proposed corridor. Including the corridor in the Roads Plan provides a potential path for upgrading the road to borough standards and improving EMS access (Access/Alternate Routes, Emergency & Essential Services); An existing subcidision during based viaces about the orridor rice and ming along the corridor including benefits and alleviate some concerns about additional traffic if the connection is ever built (Social/Public Input). |
| 295 | 6/21 | Email | Colin | Campbell | | I'm a resident of this neighborhood (I live off Black sheep lane) and am writing to voice my strong objection to extending Line drive or Hafele. With the melting permafrost we are already having a lot of difficulty with maintaining our roads at their current traffic levels. Extending either of these roads to make them a thru road would exponentially increase traffic and surely degrade the road quality significantly. Another factor for me buying and building in this neighborhood was the fact it did not have highly trafficked through roads. Thank you for your consideration. | Corridor 295 has been maintained in the public review draft. Significant community feedback was received in opposition to this corridor, which the project team took into serious consideration. The project team suggested removal of this corridor to the project steering committee at its July 27, 2022 meeting. Steering committee suggested taking a closer look at the feasibility of the corridor and potentially maintaining it for the public review draft if feasible to construct. The project team consulted with platting and surveying professionals familiar with the area. Findings include: Corridor 295 is feasible to construct based on topography and solis, primarily runs along ridge (Economic/Feasibility, Environment/Wetlands, Permafrost, Solis); Corridor is feasible to construct while not conflicting with the adjacent utility and Equinox Marathon easements (Environment/Recreation); the corridor provides another point of ingress/egress to the existing subdivision in case of emergencies such as wildfire, downed trees, blocked roads, etc. (Access/Alternate Routes, Emergency & Essential Services); the corridor provides beneficial connectivity to the area as it continues to develop with just a few additional subdivisions (Connectivity); Public right-of-way is already partially dedicated along the corridor feconomic/Rights-of-Way); If remaining parcels along the corridor subdivide, adequate new access will need to be provided (Access/New Access); During a recent platting hearing for an adjacent subdivision, testimony was received from a resident at the easterly end of the corridor running along the proposed corridor. Including the corridor in the Roads Plan provides a potential path for upgrading the road to borough standards and improving EMS access (Access/Alternate Routes, Emergency & Essential Services); An existing compound curve at Hafel cul-du-sac wuld likely require lowered speeds on the constructed road, which could (Social/Public Input). |
| 295 | 6/21 | Email | Laura and Sven | Grage | | We, Laura and Sven Grage, are writing to you in opposition to the proposed road corridor #295, the extension of Hafele Ave. to Miller Hill Rd. We reside on and own the property at 2560 Hafele Ave. (PAN #059699). We urge you to eliminate proposed road corridor from the 2021 Comprehensive Roads Plan for the following reasons: 1.) Low Development Value: The development value of the area is extremely low. Slopes in excess of 20%, covered by black spruce and permafrost, adjoin the entire stretch of the proposed corridor. 2.) Road Construction Impediments: Road construction and maintenance along the corridor would be prohibitively expensive due to the degree of the slope and underlying permafrost; The road corridor follows, in part, the existing Equinox Marathon Trail easement; Existing power lines to the south of the proposed corridor could further complicate road construction. 3.) Existing Access Points: Both of the areas to be connected with the proposed road corridor already have two access points: Miller Hill Rd and Lawlor Rd on the east end, Line Dr and Black Sheep on the west end. 4.) Hafele Ave Designation: At the time of the construction of Hafele Ave., a variance was granted that puts the road below borough standards needed for the proposed extension. 5.) Hay Field Conservation Easement: To the south of the proposed corridor the Hayfield Conservation Easement exists which might further restrict road development alongside it. 6.) Restriction of any further subdividing: Upon the approved replat of our property (RPO21-21 Birkebakke Subdivision), it is our firm intention to disallow any further subdividing through a covenant agreement and a planned conservation easement of part of the two lots. It is my understanding that a road corridor can only be dedicated at the time a private property is subdivided. In this case there will be no further subdividing. Thank you very much for your work and for considering our input. | Corridor 295 has been maintained in the public review draft. Significant community feedback was received in opposition to this corridor, which the project tearn took into serious consideration. The project tearn suggested removal of this corridor to the project steering committee at its July 27, 2022 meeting. Steering committee suggested taking a closer look at the feasibility of the corridor and potentially maintaining it for the public review draft if feasible to construct. The project team consulted with platting and surveying professionals familiar with the area. Findings include: Corridor 295 is feasible to construct based on topography and soils, primarily runs along ridge (Economic/Feasibility, Environment/Wetlands, Permafrost, Soils); Corridor is feasible to construct while not conflicting with the adjacent utility and Equinox Marathon easements (Environment/Recreation); the corridor provides another point of ingress/egress to the existing subdivision in case of emergencies such as wildfire, downed trees, blocked roads, etc. (Access/Alternate Routes, Emergency & Essential Services); the corridor provides beneficial connectivity to the area as it continues to develop with just a few additional subdivisions (Connectivity). Public right-of-way is already partially dedicated along the corridor (Economic/Rights-of-Way); If remaining parcels along the corridor subdivide, addequate new access will need to be provided (Access/New Access); During a recent platting hearing for an adjacent subdivision, testimony was received from a resident at the easterly end of the corridor including concerns about emergency and essential services; An existing compound curve at Hafele cul-du-sac would likely require lowered speeds on the constructed road, which could provide raffic calming benefits and alleviate some concerns about additional traffic if the connection is ever built (Social/Public Input). |

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| 295 | 6/21 | Email | Terrance | Gacke | | I'm writing to express my opposition to any road extensions or developments for Line Drive or Hafele Ave. I specifically purchased my property because of the dead end nature of the roads in this neighborhood. Connecting them to other roads will bring more traffic from Yankovich and Miller Hill trying to save 2 minutes of time getting to Goldstream. Please remove these 2 proposed extensions from the borough list. Thank you. | Corridor 295 has been maintained in the public review draft. Significant community feedback was received in opposition to this corridor, which the project team took into serious consideration. The project team suggested removal of this corridor to the project steering committee at its July 27, 2022 meeting. Steering committee suggested taking a closer look at the feasibility of the corridor and potentially maintaining it for the public review draft if feasible to construct. The project team consulted with plating and surveying professionals familiar with the area. Findings include: Corridor 295 is feasible to construct based on topography and soils, primarily runs along ridge (Economic/Feasibility, Environment/Wetlands, Permafrost, Soils): Corridor is feasible to construct while not conflicting with the adjacent utility and Equinox Marathon easements (Environment/Recreation); the corridor provides another point of ingress/egress to the existing subdivision in case of emergencies such as wildfire, downed trees, blocked roads, etc. (Access/Alternate Routes, Emergency & Essential Services); the corridor provides beneficial connectivity to the area as it continues to develop with just a few additional subdivisions (Connectivity). Public right-of-way is already partially dedicated along the corridor (Economic/Rights-of-Way); If remaining parcels along the corridor subdivide addecess/New Access). During a recent platting hearing for an adjacent subdivision, testimony was received from a resident at the easterly end of the corridor including concerns about emergency and essential services access due to the current sub-standard condition of the road running along the proposed corridor. Including the Corridor in the Roads Plan provides a potential path for ugrading the road to borough standards and improving EMS access (Access/Alternate Routes, Emergency & Essential Services); An existing compound curve at Hafele cul-du-sac would likely require lowered speeds on the constructed road, which could provide traffic calming |
| 306 | 6/25 | Email | Jeff | Adams | | l oppose the addition of any proposed new road corridors that would harm the integrity of the Audubon Riedel Nature Reserve, the existing Riedel trail network, or the public use values for recreation of the FNSB land parcel off Amanita. Specifically: Road Corridors #44, #306, and #385 should not be advanced due to their impact on existing recreational and public use values. | Corridor 306 has been removed based on public comments, conflicts with the Riedel Nature Reserve, and lack of public easement at the end of Haida Lane. |
| 310 | 5/19 | Paper Form | Mike, Dave, Nathan, Donna | (blank) | | Already exists | Corridors 310 and 44 have been maintained in the plan because Amanita Rd does not have legal public access and is not built to Title 17 road design standards. Inclusion of these corridors in the plan can help obtain legal public access and bring Amanita up to standard when these parcels subdivide. |
| 310 | 6/25 | Email | Ruslan | Grigoriev | | My name is Rus and I live at 1070 Amanita Rd. I pay out of pocket and put in labor for the year round road maintenance here. The road is narrow, with unsafe steep hill (17% grade), and has limited spots for passing. The dramatic increase in atv traffic this year has led to unsustainable traffic, high silica dust, road damage, trash, and multiple safety concerns from our neighbors due to speeding atvs. We use the road to walk our children and dogs to access trails. Making Amanita Rd an access rd is not a good idea. | Corridors 310 and 44 have been maintained in the plan because Amanita Rd does not have legal public access and is not built to Title 17 road design standards. Inclusion of these corridors in the plan can help obtain legal public access and bring Amanita up to standard when these parcels subdivide. |
| 331 | 5/16 | Open House | | | | We oppose 331 because it would traverse beautiful, intact parcel of FNSB land adjacent to our new lands (Riedel Reserve). | Corridor 331 is included in the plan to provide better alternative and emergency services access to residents along Amanita and Esro Rd, as well as future access to the parcels that they cross, should they ever subdivide. Both Esro Rd and Amanita Rd are cul-du-sacs much longer than the FNSB's Title 17 road design standards allow (maximum 1,320 ft), which has potential health, safety, and access implications for the borough and area residents. Corridor Criteria: Access/New Access, Access/Alternate Routes, Access/Multiple Access Points |
| 360 | 5/19 | Paper Form | Debbie | Eberhardt | | Remove. Eberhardt Rd and Funk Rd corridor 360 (I think). This is "Trust Property." | Corridor 360 has been removed from the plan based on public comments and failure to satisfy several corridor criteria: Social/Public Input: inclusion does not address community feedback, public comments do not support the corridor. Environment/Wetlands, Flood Zones, Permafrost, Soils: potential challenges with road construction and maintenance due to poor ground conditions. |
| 360 | 5/19 | Open House | Dave | Eberhardt | | No way Jose. Eberhardt Family Turst owns the mile of property | Corridor 360 has been removed from the plan based on public comments and failure to satisfy several corridor criteria: Social/Public Input: inclusion does not address community feedback, public comments do not support the corridor. Environment/Wetlands, Flood Zones, Permafrost, Soils: potential challenges with road construction and maintenance due to poor ground conditions. |
| 361 | 5/27 | Email | Seth | Adams | | Hi friends, For some reason the online comment form wouldn't work for me. I also missed the open house due to a conflict. I'd like to comment on 361 and 117. That corridor is over an existing trail. I used to live in (and still own and rent out) a cabin at the end of Northridge (which weirdly is not labeled on the map), and so I know that that trail is not heavily used since access is inconvenient. Turning that particular trail into a road wouldn't be so bad, and would shorten the drive for my tenant and everyone else living on Northridge and Dragline Dr. However, that trail is part of a fantastic trail network that I strongly feel deserves maximum protection both for its value as trails and also a historical structure - the FE Ditch trails are down there. They currently suffer from private property issues near Guinevere, but otherwise it's a fantastic trail network that is way under-used. If a road were ever built at 361/117 I would strongly suggest that there be a provision for a trailhead (that would provide access from Chena Ridge to State Land adjacent to the Isberg Rec Area.) and that the remaining trails in that area be protected as trails. Thanks for all your hard work! | Access/Alternate Routes, Access/Emergency & Essential Services, Connectivity/Small Gap Closures, and Connectivity/Vehicle Miles Travelled. The planning team attempted to balance these positive criteria with concerns about trail conflicts (Environment/Recreation). The team ultimately decided that the corridor should remain in the plan due to its benefits for access and connectivity, and since design decisions could mitigate potential trail and road conflicts. |

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| 363 | 6/22 | Email | Jeanne | Laurencelle | | (Part 1) (Image attached) These comments are in regard to segments 363 and 365, which extend Gold Lode Road in Ester. Road and Maintenance Costs Gold Lode Road was poorly constructed in the 1980's. It is not in a service area, and the cost to bring it up to standards to join a road service area is prohibitive, as the cost of improvements would be paid out-of-pocket by the few people on our road. That said, individuals on our road have spent thousands of dollars of our own money to maintain the road. We also pay for all plowing. An increase of traffic on Gold Lode would therefore add an additional financial burden to the few residents on our road who choose to pay for repairs and plowing. Therefore I suggest the borough get our road upgraded and into a road service area before any additional traffic is added. Routing - Section line and an issue The current route of 365 appears to go right next to or through the the cabin and large workshop on the property at the end of Gold Lode, making this a non-starter for the property owner, ever. It's possible an alternate route would be more feasible. There is an existing road that, as shown on the image, goes up to two cabins. The starred cabin is not permitted to use the road due to legal dispute of the green section. See Figure 1. Brief history: As I understand it: Before the subdivision, the road followed a section line /power line (blue). It is still visible in Figure 1. After the subdivision 3779 Gold Lode Road was purchased, and the new landowner blocked the road, depriving the uphill cabin of access. There was a legal dispute and an easement for the current road (green) was agreed to. The borough showed or shows this road in their online GIS image, as a public easement based on the agreement. The road (green) was built and in use for over 10 orad in their online GIS image, as a public easement to also access to their property. The owner of the uphill cabin property re | will meet Title 17 road design standards and that it satisfies the original intent of the connection shown in the Road Plan. In this way, the Road Plan and subdivision process facilitate landowners and the borough working together to a chieve health, safety, and access goals while still respecting private property rights. Proposed realigned corridor 377 in the plan could also potentially provide permanent legal access to the two cabin properties should the parcels it crosses subdivide. |
| 363 | 6/22 | Email | Jeanne | Laurencelle | | (Part 2) Which is all to say that there is an existing road that could be used, and the uphill cabin property owners might be very happy to cooperate with an easement if the borough could help with the access over that short stretch (green). The property, 3779 Gold Lode Road, with the disputed road is currently up for sale, so there will be a new owner soon. Note that the disputed easement on 3779 Gold Lode Road was to replace a section line easement that was in daily use. So possibly the section line access across the property could be re-opened, or used in negotiation. "Section Line Easement (SLE)s are existing easements established for access purposes, up to and including construction of paved roads. These easements are managed by the Department of Natural Resources (DNR) under AS 38 pursuant to AS 19.30. 400." Continuation of Section Line easement It also might be possible to just extend any trail or road along the section easement instead of using route 363 and 365. Then getting easements would not be an issue, since it already exists (white line). Figure 1. Shows an alternate route for 365. Disputed part of road in green, original road in blue, section line in yellow and white. | Thank you for your detailed and thoughtful comments. Corridors 365 and 363 are being maintained in the plan update from the 1991 Road Plan due to their benefits for new access should the parcels that they cross subdivide. Like all corridors shown in the plan, these roads will only be platted and built if the parcels subdivide. If there is no subdivision, then no road will be built (for example, corridor 365 where it crosses the large parcel and cabin/workshop property at the end of Gold Lode Rd will not be built unless the landowner at the end of Gold Lode decides to subdivide their property). Additionally, the subdivision process and Road Plan allow for some flexibility in the final siting of road corridors. A landowner/subdivider may propose an alternate corridor <i>as long as they can prove that it will meet Title 17 road design standards and that it satisfies the original intent of the connection shown in the Road Plan. In this way, the Road Plan and subdivision process facilitate landowners and the borugh working together to achieve health, safety, and access goals while still respecting private property rights. Proposed realigned corridor 377 in the plan could also potentially provide permanent legal access to the two cabin properties should the parcels it crosses subdivide.</i> |
| 363 | 6/22 | Phone | Jeanne | Laurencelle | | Concerned those proposed routes would mean increased recreation traffic in the area (people trying to gain access to trails), but no place for them to park. Concerned with the ability to maintain any new roads in area that is not within an RSA. Residents have spent a lot of time and money trying to maintain Gold Lode, just so it is functional. New roads would need to come with maintenance dollars. Question/raising flag re: 365/363 transition – cuts right through neighbor's property? She has some ideas about different routes that may work to avoid this issue and others. Generally OK with idea of better access, appreciated hearing the criteria in that regard, just have the concerns above re: maintenance and folks coming up to access trails which equals increased traffic, no place for folks to park, and lack of funding for existing/new roads. She was also confused by the blue lines = new proposed corridors on the maps – she was looking at the key, but was still thinking the blue was a waterway. Good point, I think. Maybe for full draft we consider a different color for new proposed corridors? | access should the parcels that they cross subdivide. Like all corridors shown in the plan, these roads will only be platted and built if the parcels subdivide. If there is no subdivision, then no road will be built (for example, corridor 365 where it crosses the large parcel and cabin/workshop property at the end of Gold Lode Rd will not be built unless the landowner at the end of Gold Lode decides to subdivide their property). Additionally, the subdivision process and |

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| 364 | 6/27 | Email | Jon and Mari | Salistrom | Property Owners | (part 1) Selection Criteria: Access: NA (new access) According to the Roads Plan, it appears that this Corridor will be used to connect to proposed Corridors 363 and 365 to provide access to expected future development of the remainder Sections 9, 10, and 11, currently owned by FNSB Division of Natural Resources. Private property TL-1000 borders the east side of proposed Corridor. Property Owner opposes development of these Sections in favor of preserving natural habitats. Where there is no development, there is no need to place a Corridor. Oppositions are explained under the following Categories addressed below. Social: PI (public input) Development in the area along Old Nenana Hwy. over the past twenty-four years has increased traffic and noise in this rural neighborhood. New Construction of Old Nenana Hwy. four years ago has further increased visiting traffic and "joy rides" (noisy, safety risk, high-speed motor cycles and snow machines), bicyclists, hikers, and skiers. To add an access road as proposed will attract more visitors, and with it, increased trash, noise, risks to safety, and potential disrespect to residents and property. Considered "pristine" to urban/suburban dwellers, the area has lost some of the appeal that had attracted long-time residents decades ago. Social: EN (encroachment) Existing Trails. This Corridor will encroach upon existing and historical use of naturally made wildlife trails as well as residents' made and maintained hiking, skiing, and dog mushing trails. A Corridor and Subdivision would disrupt this existing low impact tranquil experience, thus depress residents' level of happiness. Social: COMP (compatibility) Occupational Nature. Particular creative type occupations and hobbies thrive in a peaceful, focused environment: artists, musicians, composers, writers, photographers, researchers (esp. wildlife or botany type), archeologists, and the like. Development disruptions can hinder these creative endeavors that are beneficial to a community as a whole. Human Health and Wel | Corridor 364 has been realigned to the west solely within large FNSB-owned parcel to mitigate potential impacts on nearby private property. Corridor 364, like all corridors identified in the Road Plan, would only be constructed if and when the parcels it crosses are subdivided. If subdivision never occurs, no road will be built. |
| 364 | 6/27 | Email | Jon and Mari | Sallstrom | Property Owners | (part 2) Electromagnetic Field Toxicity (EMFs). A growing number of people suffer from EMF toxicity. Development encourages, even demands, increased electrical and digital use. While a sufferer can control exposure stemming from one's own property, personal choice of usage by neighbors cannot be controlled. Adding to this toxic load, increased development may demand the potential installation of nearby towers highly toxic to these sensitive people. Environment: RH (recreation/habitat) Conflict with Recreational Trails. Proposed Corridor sets upon an existing non-dedicated trail mostly used by nearby residents. The tranquil experience one seeks by using these trails will be diminished by a Corridor nearby. This is not acceptable and cannot be mitigated. (Refer to comments under Social: EN, Existing Trails above.) Conflict with Wildlife Trails and Habitats. Wildlife trails adorn the landscape of the area of the proposed Corridor, indicating that willdlife is well and active with ample food supply. Preservation of "Green Space". Typically, cities sprawl out in a continuous fashion without regard to the preservation of "green space." Let not the Borough imitate such poor practice. Vegetation cleans the air we breathe. Green is uplifting and the color for healing. Wildlife require ample space and balanced varied eco-systems for its sustainability. Encroachments disrupt food supply and creates air and noise pollution that stresses wildlife. A disgruntled animal poses endangerment to humans. Consider the very reason Borough residents gravitate to the area and remain: open green space and happy people. The continuous development of Section becomes self-defeating: Borough appeal will greatly diminish. There is a limit to population growth. Generations to come are to enjoy what is enjoyed today. Therefore, it is prudent that FNSB exercise foresight by setting aside preservation of "green space" of vegetation, wildlife and quietude for overall community well-b | Corridor 364 has been realigned to the west solely within large FNSB-owned parcel to mitigate potential impacts on nearby private property. Corridor 364, like all corridors identified in the Road Plan, would only be constructed if and when the parcels it crosses are subdivided. If subdivision never occurs, no road will be built. |
| 364 | 5/19 | Open House | | | | Off of 364 - private drive with no name, gravel road, one owner with lots of property, doesn't have plans to subdivide. Parcel to right (east), all undeveloped - why do a road. Area surrounding 364 - who owns that? Trails - concern they will bring traffic into neighborhood - where will they park? 364 - off of private drive look to John Deere | Corridor 364 has been realigned to the west solely within large FNSB-owned parcel to mitigate potential impacts on nearby private property. Corridor 364, like all corridors identified in the Road Plan, would only be constructed if and when the parcels it crosses are subdivided. If subdivision never occurs, no road will be built. |

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| 365 | 6/22 | Email | Jeanne | Laurencelle | | (Part 1) (image attached) These comments are in regard to segments 363 and 365, which extend Gold Lode Road in Ester. Road and Maintenance Costs Gold Lode Road was poorly constructed in the 1980's. It is not in a service area, and the cost to bring it up to standards to join a road service area is prohibitive, as the cost of improvements would be paid out-of-pocket by the few people on our road. That said, individuals on our road have spent thousands of dollars of our own money to maintain the road. We also pay for all plowing. An increase of traffic on Gold Lode would therefore add an additional financial burden to the few residents on our road who choose to pay for repairs and plowing. Therefore I suggest the borough get our road upgraded and into a road service area before any additional traffic is added. Routing - Section line and an issue The current route of 365 appears to go right next to or through the the cabin and large workshop on the property at the end of Gold Lode, making this a non-starter for the property owner, ever. It's possible an alternate route would be more feasible. There is an existing road that, as shown on the image, goes up to two cabins. The starred cabin is not permitted to use the road due to legal dispute of the green section. See Figure 1. | in the plan could also potentially provide permanent legal access to the two cabin properties should the parcels it crosses subdivide. |
| 365 | 6/22 | Email | Jeanne | Laurencelle | | (Part 2) Brief history: As I understand it: Before the subdivision, the road followed a section line /power line (blue). It is still visible in Figure 1. After the subdivision 3779 Gold Lode Road was purchased, and the new landowner blocked the road, depriving the uphill cabin of access. There was a legal dispute and an easement for the current road (green) was agreed to. The borough showed or shows this road in their online GIS image, as a public easement based on the agreement. The road (green) was agreed to. The borough showed or shows this road in their online GIS image, as a public easement based on the agreement. The road (green) was agreed to. The borough showed or shows this road in their online GIS image, as a public easement based on the agreement. The road (green) was agreed to. The borough showed or shows this advected the road based on prescriptive easement, but the owner of the newer cabin (less than 10 years) still does not have access through that route. Which is all to say that there is an existing road that could be used, and the uphill cabin property owners might be very happy to cooperate with an easement if the borough could help with the access over that short stretch (green). The property, 3779 Gold Lode Road, with the disputed road is currently up for sale, so there will be a new owner soon. Note that the disputed easement on 3779 Gold Lode Road was to replace a section line easement that was in daily use. So possibly the section line access across the property could be re-opened, or used in negotiation. "Section Line Easement (SLE)s are existing easements established for access purposes, up to and including construction of paved roads. These easements are managed by the Department of Natural Resources (DNR) under AS 38 pursuant to AS 19.30. 400." Continuation of Section Line easement it road along the section easement instead of using route 363 and 365. Then getting easements would not be an issue, since it already exists (white line | property at the end of Gold Lode Rd will not be built unless the landowner at the end of Gold Lode decides to subdivide their property). Additionally, the subdivision process and Road Plan allow for some flexibility in the final |
| 365 | 6/22 | Phone | Jeanne | Laurencelle | | Concerned those proposed routes would mean increased recreation traffic in the area (people trying to gain access to trails), but no place for them to park. Concerned with the ability to maintain any new roads in area that is not within an RSA. Residents have spent a lot of time and money trying to maintain Gold Lode, just so it is functional. New roads would need to come with maintenance dollars. Question/raising flag re: 365/363 transition – cuts right through neighbor's property? She has some ideas about different routes that may work to avoid this issue and others. Generally OK with idea of better access, appreciated hearing the criteria in that regard, just have the concerns above re: maintenance and folks coming up to access trails which equals increased traffic, no place for folks to park, and lack of funding for existing/new roads. She was also confused by the blue lines = new proposed corridors on the maps – she was looking at the key, but was still thinking the blue was a waterway. Good point, I think. Maybe for full draft we consider a different color for new proposed corridors? | access should the parcels that they cross subdivide. Like all corridors shown in the plan, these roads will only be platted and built if the parcels subdivide. If there is no subdivision, then no road will be built (for example, corridor 365 where it crosses the large parcel and cabin/workshop property at the end of Gold Lode Rd will not be built unless the landowner at the end of Gold Lode decides to subdivide their property). Additionally, the subdivision process and |
| 367 | 5/11 | Email | Gary | Newman | | (images attached) Haman to Allenadale You've probably looked this up already. Besides being really steep, it's across a significant drainage that ends up on Duckhawk Pond It's ain't 'golden'). I'm after common sense here. Good connections are fine, but not slavishly, ignoring obvious flaws (if I may be so bold). Hope you got caught up and thanks for the time today. | Corridor 367 has been removed based on public feedback and an engineering analysis that verified the connection would be too steep to meet Title 17 road design standards of less than 10% grade. |

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| 367 | 5/19 | Open House | | | | New corridor for Road 185, 367, too steep: all snow melt will wash away road every year. Haman St drainage already runs down and floods roads and houses below. This will make it worse for no apparent reason | Corridor 367 has been removed based on public feedback and an engineering analysis that verified the connection would be too steep to meet Title 17 road design standards of less than 10% grade. |
| 367 | 5/19 | Open House | Jim | Magdanez | owner, KH lot 13 | New corridor above 185 road too steep. Road will wash away. Old landslide | Corridor 367 has been removed based on public feedback and an engineering analysis that verified the connection would be too steep to meet Title 17 road design standards of less than 10% grade. |
| 367 | 5/19 | Open House | Miho | Acki | owner lot 14 | Road 185 the new plan goes through very steep area | Corridor 367 has been removed based on public feedback and an engineering analysis that verified the connection would be too steep to meet Title 17 road design standards of less than 10% grade. |
| 367 | 5/19 | Open House | | | | Road 185 Keep it on the plan so that future families may be able to have school bus go to both Allen Adale Rd and Haman St. and in case of wildfire | Corridor 367 has been removed based on public feedback and an engineering analysis that verified the connection would be too steep to meet Title 17 road design standards of less than 10% grade. |
| 380 | 6/8 | Email | Krista | Heeringa | | I would like to get clarification on the statement, "will only be dedicated on private property at the time that landowners subdivide". I am one of the property owners on the proposed road 380. If we were to subdivide our land (which is something we have considered), this proposed road would go through the middle of the portion we would keep intact and essentially is drawn through our yard. If this route was approved in your plan, would this mean as property owners we would have no say in the road development if we subdivided portions of our property that have access on different roads, which they would? Does the consideration of property owners not wanting a proposed route be adopted have any bearing? | Road corridors identified in the plan are dedicated and constructed during the subdivision process. The subdivision process and the plan both allow for flexibility in corridor location as long as the alternative corridor meets the intent of the original corridor identified in the Road Plan. This flexibility is intended to facilitate the FNSB and private property owners working together to achieve public health, safety and access objectives while respecting private property rights. Corridor 380 has been removed from the plan based on public and landowner comments as well as an engineering analysis that verified the corridor would be too steep to meet Title 17 road design standards of <10% grades. |
| 380 | 6/25 | Paper form | Nathan | Heeringa | | TL-603 is greater than 10% grade in this corridor, therefore it will not meet Title 17 road standards. | Corridor 380 has been removed from the plan based on public and landowner comments as well as an engineering analysis that verified the corridor would be too steep to meet Title 17 road design standards of <10% grades. |
| 380 | 6/25 | Paper form | Nathan | Heeringa | | Furthermore, TL-613 at the top of the corridor will not be subdivided allowing for the completion of the road to Becker Ridge Road. | Corridor 380 has been removed from the plan based on public and landowner comments as well as an engineering analysis that verified the corridor would be too steep to meet Title 17 road design standards of <10% grades. |
| 380 | 6/25 | Paper form | Nathan | Heeringa | | As the owners of TL-616 this corridor would take away from the health, safety, and well-being of our family and our neighbors. | Corridor 380 has been removed from the plan based on public and landowner comments as well as an engineering analysis that verified the corridor would be too steep to meet Title 17 road design standards of <10% grades. |
| 381 | 5/19 | Printed comments | Thomas Felix | Krause | | An extension of Keystone Road (proposed new corridor 381) would exacerbate the poor condition of the road due to the dangerous alignment and gradient, since the road already now is way too steep. In addition this gradient would get worse since it would loop downhill to meet the road (proposed realigned corridor #206) extending north from Spinach Creek Rd (via Sunlight Drive) increasing the steepness of Keystone Road and increasing the maintenance costs in winter. Already now this road service area is stretched way too thin and cannot keep up with maintenance! | |
| 381 | 5/19 | Printed comments | Thomas Felix | Krause | | In addition, we want to drive your attention to the hazardous situation at the Spinach Creek - Keystone Road intersection. The reasons are: -In the winter, cats driving down Keystone Road and wanting to stop at the intersection tend to slide over the intersection. -Any car that slides over the intersection falls down a 60 foot drop (no protection) -Cars coming down Keystone Road are unable to see approaching traffic coming down Spinace Creek since a 90-degree curve obstructs any view (not sufficient sight distance!) | Corridor 381 has been removed from the plan based on public comments and engineering analysis which has shown that the topography is likely too steep (>25%) for feasible road construction and maintenance. Corridor Criteria: Economic/Feasbility. |
| 381 | 5/19 | Printed comments | Thomas Felix | Krause | | A number of years ago, when FNSB planned to open up a new development which included an extension of Keystone Rd (Moonlight Acres), we took the initiative to buy all the land FNSB wanted to develop (150 acres) in 2007. As a result, we created that subdivision ourselves with a group of friends and neighbors (Uncommon Ground Neighborhood Initiative LLC) and minimized the additional number of lots to be served by Keystone Rd (at least 5 acrews each lot). That is a rather extreme measure that we do not want to resort to again! Please do a responsible development. What you have in mind is dangerous! We will call you out and hold you responsible when the number of accidents once again increase in our neighborhood. | that the topography is likely too steep (>25%) for feasible road construction and maintenance. Corridor Criteria: Economic/Feasbility. |
| 381 | 5/19 | Printed comments | Dr. Silke | Schiewer | | (photo attached) The extension of Keystone Road (item 381) should not be considered an access route for the area north of the existing Spinach Creek and Sunrise Mountain subdivisions. Already now this steep road is dangerous to drive, serving only a small number of houses. In the winter, the steep road is so slick that cars can maneuver it only with four-wheel-drive and good tires. In past years my husband and I skidded towards the 60 ft drop off Spinach Creek Road and twice used the stop sign as a last resort to avoid crashing down the precipice on the south side of Spinach Creek Rd (photo attached). Without mentioning names, I would like to add that this is not an isolated incident; similar accidents have happened to others at that same corner. Even a school bus turning around at this intersection went into the ditch and had to be towed out. I urge you again not to consider extending Keystone Road if you do not want to bear the responsibility for any serious accidents in the future. The property sale profit can clearly not justify putting our lives and the lives of kids riding in a school bus on the line. | |

| Corridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
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| 381 | 5/19 | Open House | | | | Look at photos as better choise. Krause, Schiewer | Corridors 206 and 381 have been removed from the plan based on public comments and engineering analysis which has shown that the topography is likely too steep (>25%) for feasible road construction and maintenance. Corridor Criteria: Economic/Feasbility. |
| 385 | 5/20 | Email | Darla | Theisen | | Please remove the 385 road. You cannot put a road through private property. The Audubon Riedel Nature Reserve is non motorized only. 1/2 of Haida Rd is private. This road makes no sense and I wonder how and why someone even proposed without talking with the owners of the property. Please include my comments. Besides impacting the Nature Reserve this road would also impact my property and my neighbors' property and for what purpose? Who are the consultants I can talk with? | |
| 385 | 6/26 | Email | Darla | Theisen | | Please remove the 385 road as it is impossible to put a road there. Haida is private and the Reserve is non motorized. This was added in with no commo to the people whose property it would border or pass through. It is a very negative proposal and has served to create mistrust of the FNSB regarding our communities. Deficiencies in the previous plan is that road corridors were mapped without regard to soil conditions, in some cases topography and lack of attention to potential land use conflicts (e.g. mining adjacent to residential areas). Please consider an MCO around the subdivisions and Nature Reserve to avoid the mining conflicts. | Corridor 385 was removed based on public comments, conflicts with the Riedel Nature Reserve, and lack of public easement at the end of Haida Lane. |
| 385 | 6/25 | Email | Jeff | Adams | | l oppose the addition of any proposed new road corridors that would harm the integrity of the Audubon Riedel Nature Reserve, the existing Riedel trail network, or the public use values for recreation of the FNSB land parcel off Amanita. Specifically: Road Corridors #44, #306, and #385 should not be advanced due to their impact on existing recreational and public use values. | Corridors 385 and 306 have been removed based on public comments and conflicts with the Riedel Nature Reserve and lack of public easement at the end of Haida Lane. Corridors 310 and 44 have been maintained in the plan because Amanita Rd does not have legal public access and is not built to Title 17 road design standards. Inclusion of these corridors in the plan can help obtain legal public access and bring Amanita up to standard when these parcels subdivide. |
| 385 | 6/25 | Email | Jeff | Adams | | I oppose the addition of any proposed new road corridors that would harm the integrity of the Audubon Riedel Nature Reserve, the existing Riedel trail network, or the public use values for recreation of the FNSB land parcel off Amanita. Specifically: Road Corridors #44, #306, and #385 should not be advanced due to their impact on existing recreational and public use values. | Corridor 306 has been removed based on public comments, conflicts with the Riedel Nature Reserve, and lack of public easement at the end of Haida Lane. |
| 385 | 5/19 | Paper Form | (blank) | (blank) | | I don't think the access is available either on Haida or through the Audubon-Reidel preserve to Amanita. I would like to see this removed from the plan. | Corridor 385 has been removed based on public comments and conflicts with the Riedel Nature Reserve. |
| 385 | 5/19 | Paper Form | Mike, Dave, Nathan, Donna | (blank) | | Don'r support - too much traffic in in our neighborhood, private access | Corridor 385 has been removed based on public comments and conflicts with the Riedel Nature Reserve. |
| 385 | 5/19 | Printed comments | Mancy (& Tom) | Rabener (& Stimpfle) | | This corridor is on Haida Lane, which is a private road - there are bits in public access and others in private. I have spoekn with borough employees in the 1990s regarding the private/public access and utilities. They confirmed the access is private. We on Haida are <u>not</u> in a road service district and have <u>never</u> received assistance with road repair or snow removal. We take care of the road and snowfall ourselves. My husband and I live at the northern end of Haida. Haida is about 1/2 mile long. There are about 12 families on the private, quiet road. Our land (5 acres) is adjacent to the Audubon land. It is <u>not</u> appropriate to build a road on <u>private</u> Haida to access Audubon since Audubon has already an access easement from Amanita Lane. In the 1980s when Audubon was unsuccessful in ovtaining access along Haida, due to the private easement status, they secured access off Amanita Rd. Their challenge is in gaining funds to improve their already-legal access to make it a viable passage. As you can see it is a long saga. | |
| 385 | 5/17 | Open House | | | | Please remove potential road 385 because it goes through Arctic Audobon Society's Audobon Riedel Lands. Protected by land covenants that do not allow roads. | Corridor 385 has been removed based on public comments and conflicts with the Riedel Nature Reserve. |
| 385 | 5/19 | Open House | | | | Please protect Riedel! put this hard won treasure back in the 20 year plan! I object to a road (385) that is unnecessary and betrays this neighborhood. | Corridor 385 has been removed based on public comments and conflicts with the Riedel Nature Reserve. |
| 385 | 5/19 | Open House | | | | Please take 385 off the map as it crosses the Audobon Ridel nature Reserve lands. Is not needed or feasible. Stick to Amanita. | Corridor 385 has been removed based on public comments and conflicts with the Riedel Nature Reserve. |
| 385 | 5/19 | Open House | | | | Delete 385. Use Aminita off Chena Hot Springs Rd | Corridor 385 has been removed based on public comments and conflicts with the Riedel Nature Reserve. |
| 385 | 5/19 | Open House | | | | Delete 385. Use Amanita off of CHSR. Crosses Riedel Audobon property | Corridor 385 has been removed based on public comments and conflicts with the Riedel Nature Reserve. |
| 385 | 5/19 | Open House | | | | The road map as this overlay shows conflict of Rt 385 with Audobon Ridel lands. | Corridor 385 has been removed based on public comments and conflicts with the Riedel Nature Reserve. |

| Corridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
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| 385 | 5/22 | Email | Julie | Scully | | Haida Lane extension through Audubon Riedel property to Amanita Road: Both HL and AR are steep, narrow and have access and ownership issues. As a resident of HL my husband and I share "end of the road" status with 1 set of neighbors. We drive the entire "Land" each time we leave home. HL is not a public throughfare, it is not maintained. It is usable by the current residents, but it is a 50+ year old home-made road. It cannot handle school busses for field trips to a nature center and opening any path to Amanita only entices mining opportunities. Which by the way none of us are remotely interested in. And would HORRIFY the Ridels that the property they donated for perpetuity AS A NATURE RESERVE, AND WHERE THEY ARE BURIED would EVER be used for heavy equipment would an immoral travesty of their intent. At this point I realize BOTH of the last 2 properties would have to be purchased and legally subdivided and HL upgraded AND Audobon would have to approve to continue this "suggestion". May I humbly suggest that Prop #385 is just not an appropriate use of energy. I appreciate the intent of granting neighbors options for escape in a fire. But it was evident when we AL BOUGHT our property holders with-in 50 feet of the" affected areas" is ludicrous. The entire road AND the 2 roads on either side should be included. Not getting any notification seems very hard to swallow. NO ONE on HL was notified. If not for diligent neighbors we would not have heard about these meetings. Clearly our addresses are public record. How is it legal to conduct business at this level with NOTHING FROM the powers that be? I appreciate your efforts but this is not acceptable. | Corridor 385 has been removed based on public comments and conflicts with the Riedel Nature Reserve. |
| 385 | 6/10 | Email | David | Kistler | | My name is David Kistler and I reside on Amanita Road. 1 am writing to you concerning the CEDs roads and trails plan drafts. I was notified today from neighbors of the deadline for comment ending today. I have not throughly reviewed all of the information and sites concerning the drafts but have been trying to keep up with the information as it is provided to me. I would like to share my concerns for the proposed roads and trails here in the Amanita Road area. 1. First, as you may well know Amanita Rd. is a complicated little road. The road is maintained out of the pockets of the resident here. Much of it is not where it belongs (section lines, private property, etc.). Furthermore the road is sometimes narrow with steep grades which prevents it from qualifying for subdivision standards and such. We just went through an ordeal with mining prospecting here(quite sure it is still active) where the road again was a concern, as well as the mining activity and the impact to home owners here. If Amanita Rd. were to be opened up to additional traffic, who would be responsible to help maintain/redesign the road? . I am astrounded that the borough would basically open up a new recreational area in our neighborhood. The old abandoned military site on upper Amanita Rd. has been a problem for a couple of decades, with people using the site as a shooting range and party area. Someone had set up targets there as well as leaving a BBQ grills and their trash. There have been at least two fires up there that luckily never got out of control. This kind of recklessness may one day bring crime and other trouble to the residents. 3. I do not understand the desire for trails in this area (excepting the Arctic Audubno Society) as three is nothing spectacular here. One must drive over two miles to the top to be clear of any homes. Has anyone thought of using the end of Gilmore Trail to access several trails in that region? It is foolish and somewhat of an insult to try and push this "road" and trail through our neighborhod. There is so | |
| 395 | 6/18 | Landowner Notes | Colin | Craven | DNR Land Conveyance Section | Comment on F4S4E land north of Johnson Road (Salcha) l appreciate that several section line easement-following road corridors were removed between the steering committee drafts and the most recent draft in this township. However, proposed route 395 crosses wetlands and then walks up a steep hillside along a SLE (along sections 17 & 20 and 16 & 21) to connect to Sulliwood Road. This is not a good road corridor. There are possibilities for more practical access through the areas that DNR plans to develop for rural residential parcels and agricultural land within sections 8, 9, 15, 16, 17, 21, 22 and 23 along Sulliwood Road (already a dedicated ROW and 396 in the roads plan) and potentially with a connection to Military Pipeline Rd to provide another means back to Johnson Road. The main issues DNR wants to avoid are complications from crossing the former Haines-to-Fairbanks Pipeline corridor (as the SLE does) and being prescribed to follow an already existing but not practical to develop easement corridor. I see this as a unique area in that it is a large swath of DNR land, therefore our eventual subdivision proposal (and likely a concomitant zoning proposal) should be given more weight than in other situations where we would be platting only a portion of an access corridor because of varying land ownership. | Corridor 395 has been removed from the plan based on landowner feedback and concerns about road construction and maintenance feasibility due to wetlands and steep topography. Corridor Criteria: Social/Public Input, Environment/Wetlands, Flood Zones, Permafrost, Soils. |
| General | 6/25 | Email | Bobbie | Ritchie | Homeowner | Incidentally, we heard about this comment period through the neighborhood grapevine. We have not received any notifications for this or previous actions in the planning process. As property owners along Line Drive, should we have received notices? Please consider these concerns in your planning process and record my opposition to proposed road corridors 69 and 295. I do appreciate your hard work and thank you for the opportunity to comment. | Postcard were sent out to all property owners within 50 feet of a proposed new, realigned, or removed road or trail. There were quite a few additional outreach acivities as well and will continue to be as the plan goes through draft and adoption processes. |
| General | 5/20 | Email | Darla | Theisen | | I did not receive a postcard. Will you do another open house or are there other opportunities to review the maps and comments? I am out of town for my Mom's celebration of life. | Draft maps will be available for review online on the project website and in the FNSB Community Planning Department office until 6/26/22. |
| General | 6/16 | Email | Debbie | Eberhardt | Eberhardt Family Trust | My son-in-law got a reminder of comments due by 6/26 I did not I was at that first meeting and left comments, can you see if you have them? Also can I meet with you again at the office before the 26th? | Comments were received and recorded. |

| Corridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
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| General | 6/23 | Web Form | Gina | Graham | | Better adherence to water management standards and the inclusion of snow dumps need to be in new road builds. All of them. Thanks for your time and attention. | Thank you for your comments. They will be considered for inclusion into the vision, goals, and strategies portion of the Road Plan. |
| General | 5/31 | Email | Gary | Newman | | Hi Shelly, Thanks for this. I'll be looking to see changes in the most recent maps that reflect community feedback to date. FYI, I looked on the website and didn't find: (see the project website for a summary of community input to date). | The project website includes a high-level summary of all outreach and engagement activities conducted so far, but not a detailed summary of all specific comments. This will be shared at a later date with the full Road Plan public review draft. |
| General | 6/8 | Email | Krista | Heeringa | | An additional comment. This plan was brought to my attention by a neighbor, who heard it from a neighbor. Given the Borough has access to mailing addresses of property owners, it seems that it would make sense for property owners to be aware of this proposed plan in time to comment. I am really surprised and frustrated that this was not included as part of the public engagement process. Thanks for clarifying. | Postcards were sent to all property owners within 50 feet of a proposed new, realigned, or removed road or trail. Additionally, there has been quite a bit more outreach including public service announcements, newsminer articles, t facebook posts, and information on radio interviews. |
| General | 5/18 | Email | Carol and Ray | McIntyre (C) and Hander (R) | | We reviewed the FNSB draft road plan. We had questions about three of the proposed roads included in the Northwest Quadrant Proposed Road Corridors map and the formal definition of constructed and unconstructed roads. Thank you for taking the time to consider and answer these questions. We'd appreciate a quick response so we can learn more about how these three corridors were proposed and how the planning team justified including them in the draft plan. That information will help us develop our comments for the plan. Definitions of constructed roads and unconstructed roads: The map legend shows that constructed roads are indicated by a solid black line and unconstructed roads are shown as dashed black lines. Please provide us with the legal definition for constructed and unconstructed roads. | The legal definition of a constructed road can be found in FNSB Code 17.56.060.A. Road is constructed if: •It is a state-maintained roadway OR •The road was previously approved by the Borough Engineer by this or former code requirements OR •The road meets 17.56.060.A.2 - these are cases where the road wasn't previously approved by the borough engineer. There are several additional criteria that must be met, listed in 17.56.060.A.2. Please see: https://fnsb.borough.codes/FNSBC/17.56.060. |
| General | 6/25 | Email | Carol and Ray | McIntyre (C) and Hander (R) | | Thank you for the opportunity to comment on the FNSB draft roads plan. We appreciate Paul Cotter and the team responding to our questions regarding some of the recommended corridors. In an email responding to our initial list of questions, Mr. Cotter told us that the team "erred on the side of inclusivity for the public draft maps" and that "a big focus of the steering committee and public feedback has been road maintenance; the team is working to balance maintenance needs with access and safety goals". We appreciated learning this and kept these statements in mind as we read the plan and drafted our comments. We also appreciate learning more about the six criteria that the FNSB roads planning team used during the evaluation process and drafted our comments to address each of the six criteria (see below). | Thank you for your detailed and thoughtful comments on the draft corridors. |
| General | 6/25 | Email | Carol and Ray | McIntyre (C) and Hander (R) | | Social: a. Address community feedback. In an email response to some of our questions regarding community input on the draft roads plan, the planning team replied that "the large extent of the study area and project budget precluded direct neighborhood outreach meetings". Thus, rather than scheduling time to meet with local community members to discuss if either 203 or 270 address any local needs, the team solicited for comments via online sources and during two public meetings. While we are sympathetic to budgetary constraints, we think that meeting with local community members would have been very beneficial, offering insights into various options for meeting the goals of the FNSB roads plan while meeting the current needs of the local community. | We appreciate your feedback. Corridors 203, 270, and many others in the initial draft corridor maps have been removed or adjusted based on public feedback from local residents gathered through two public open houses, an online comment map, and the draft corridor maps public review period. An additional 30-day public review period will occur in mid-August 2022 for the full draft plan including revised corridor maps. |
| General | 6/23 | Web Form | Monte | Galvin Landis | | We live behind Fort Wainwright in the land-locked area. When will we ever get access without having to go through Wainwright? We are denied visitors and other liberties enjoyed by others because of access through post. | 1991 Road Plan corridors 189, 188, 104, 107, 105, and 329 were removed from the Road Plan due to concerns about development encroachment upon Fort Wainwright. Currently, the take-off and landing pattern for aircraft from Ft. Wainwright follows undeveloped lands on a path along the Chena River from the end of the airfield, across the northern portion of the Secluded Acres subdivision, and over the corridors listed above. Military concerns about security and additional development in this area further limiting airfield access were documented in the 2006 Joint Land Use Study and the 2019 Salcha-Badger Road Area Plan, and informed the decision to remove these corridors from the plan. Road Plan criteria: Social/Encroachment: encroaches on military or other existing uses. Social/Compatibility: incompatible with existing uses and/or FNSB Plans. This comment will be passed along to the Planning Commission and Assembly and they could chose to include this corridor in the final plan. |
| General | 5/24 | Email | Mindy | Lane | | Hi, The FNSB page says you are the public involvement lead. I literally live adjacent to one of you proposed changes and will be significantly affected, but I didn't hear about it until it's almost done in a 2 year process. I'm curious what you did to notify Amanita and Esro Rd area owners of your committee plans, of the open house and comment periods? Please include dates. Thanks. m | Postcards were sent to all property owners within 50 feet of a proposed new, realigned, or removed road or trail on May 6, 2022. Open houses were held on May 17 at North Pole High School and on May 19 at Lathrop High School. |
| General | 5/19 | Printed comments | Dr. Silke | Schiewer | | I appreciate being notified by FNSB about the draft plan for road corridors. After downloading the maps from www.FNSBRoadsPlan.com I have the following comments about our immediate neighborhood. | Thank you for your comments. |

| Corridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
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| General | 6/18 | Landowner Notes | Colin | Craven | DNR Land Sales | I'm glad you got in touch, as I do have a few comments specific to my role in DNR Land Sales (not as a steering committee member). I think there a few areas where there are potential blockages or better options on State land. I'm going to summarize my comments below to get things started, but I would also like to take up your offer to discuss them in a virtual meeting next week. I'm most available Wed-Fri mornings (June 22 -24) but could make another time that week available if need be. | Thank you for your comments. |
| General | 6/25 | Landowner Notes | Rachel | Longacre | DNR Land Conveyance Section | The Department of Natural Resources (DNR) Land Conveyance Section is a willing partner with the FNSB to plan for future road corridors and provide appropriate preservation for recreational trails within State subdivisions. However, the combined effect of the FNSB's draft update to its Recreational Trails Plan and Comprehensive Roads Plan excessively encumbers some of DNR's property, making it not practical to develop. | Thank you for your comments. |
| General | 6/25 | Landowner Notes | Colin | Craven | DNR Land Conveyance Section | Insufficient Consideration of Plan Interactions DNR has provided input on both plan updates in isolation, which has been productive in other areas of the borough for DNR land. However, this approach has been insufficient the O'Connor Creek East area. For this property, the draft Comprehensive Roads Plan shows trail corridors that are not in the draft Recreational Trails Plan, and the draft Trails Plan does not show the road corridor proposed in the Comprehensive Roads Plan. Therefore, it is likely that the planning groups were not aware of the cumulative impacts of these plan updates. If DNR accepted the proposed corridors as shown in both plans currently, approximately the east half of our property would largely be a collection of dedicated road rights-of-way and trail easements surrounding substandard lots, or DNR would need to retain a large tract encompassing these corridors that would make DNR the de facto manager of a FNSB park. | Thank you for your comments. Your input will be considered and shared with the Trails Plan team for their consideration and action as well. |
| General | 6/25 | Landowner Notes | Colin | Craven | DNR Land Conveyance Section | Recreational Trails Plan DNR discussed this area at length with FNSB Parks & Recreation in January 2022 about preserving some existing trails while not overly encumbering a potential subdivision. At that time DNR stated that the existing trail corridors were excessive, but now the Trails Plan public review draft shows even more trail corridors than are described in the currently adopted Trails Plan. DNR supports the proposed alternate trailhead access to the O'Connor Creek East Ridge Line Trail from Skyflight Avenue that follows the section line easement north partially onto DNR land. However, because this section line easement has a width of 66 feet and DNR intends to use this corridor for road access to DNR property for subdivision platting, FNSB Parks & Recreation should recognize that the width of the access corridor will probably not allow for adjacent road and trail corridors. A combined corridor may need to suffice until upon DNR land where we will be able to grant easements of a greater width. Similar to the comment above about securing legal access, DNR is not aware of legal access to the O'Connor Creek East Ridge Line Trail from Skyflight Avenue across private property to DNR land. Given the prevalence of "no trespassing" signs on the eastern margin of DNR's land in this area, DNR assumes that private property owners are generally not accepting of trails that cross their property. If there is to be a trailhead for this trail at the intersection of Skyflight Avenue and the section line easements on DNR land. Alternatively, if the FNSB wants to allow for continued development and expansion of the tax base while appropriately preserving access, DNR needs timely coordination on these matters before the plans are finalized. We look forward to working with the FNSB on creating and preserving access within and through our property that would be mutually beneficial to both agencies and to the public. | Corridor 217 has been maintained in the plan due to its importance for providing new access to parcels to the north and west of the Skyflight airstrip with a high likelihood of development. The corridor has been realigned slightly to the west based on public feedback to avoid impacting private parcels. Comments related to the Trails Plan will be shared with the team facilitating that process. |
| General | 7/20 | Email | Anthony | Lacortiglia | | Hello Brittany, I am a service area commissioner for the Keystone Service area which services Lincoln creek subdivision. We have been following the development of the Borough Roads plan since there seemed to be some focus on development in our area. We recently had a service area meeting and submitted a request for public safety maintenance for a portion of Reconstruction rd and a portion of Abraham rd. These two roads are platted to connect to form a loop at the western edge of the subdivision but they do not connect as roads only by trail at the far ends. Reconstruction is also where Gettysburg and Rebel Way connect to our subdivision. Neither of these roads are up to title 17 standards. The residents have been maintaining these sections without support from the service area. So any increased traffic on these roads increases the already unfair burden those residents bear. I'd like to follow up on some information another resident received from the Roads team. One of the questions they asked was "Did the planning team discuss improvements to Reconstruction rd and Cache Creek rd to provide year round access to Gettysburg and Rebel Way?" The answer they received was "yes". Could you elaborate at all on that? I'd also like to discuss any other options for funding improvements to these roads. We are required by borough code to provide road maintenance to all year round residences but are not currently doing that for about 10 of those residences, which is almost 1/3 of the subdivision, due to the condition of those roads. Thanks for your efforts on the road plan and your time on this. | Corridors adjacent to the Lincoln Creek subdivision (203, 270, 224) have been removed from the plan based on public feedback and an engineering analysis that verified these corridors are too steep to be constructed to Title 17 road design standards. Corridor Criteria: Social/Public Input, Economic/Feasbility, Geometry/Road Grade. |
| General | 5/17 | Email | Linda | DeFoliart | | I had several thoughts when I saw your dream map, none very favorable. If I were you, I'd come to the public meetings and explain how you plan to maintain these roads? More than half my commute time to town is used traversing the 1.5 miles of subdivision roads to Goldstream. I actually bottomed out twice and that was taking the smoothest route I could find. Our shortest route in has been closed and will be that way for the forseeable future. This is ridiculous. | Thank you for your comments. They will be considered by the Road Plan team. |
| General | 5/17 | Email | Anne | Godduhn | | I find it bizarre and incredibly frustrating that no direct link to the roads plan can be found from the borough's site, but with the PSA's help, I finally found it. I am now writing to report that the link provided for the NE quadrant map isn't working (the address is included twice, so it only works if you figure that out and edit accordingly). Please correct the link on the website ASAP!! | The link has been corrected. |

| Corridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
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| General | 6/24 | Email | Bob | Ritchie | | These projects do not fall into the FAST program for Metro Fairbanks, correct? | Correct. Corridors identified in the Road Plan are platted and build by the developer during the subdivision process. |
| General | 10/10 | Email | Gary | Newman | | FNSB Comprehensive Road Plan Update Comment of Gary Newman from 9/30/21 meeting. Upgrade and insure maintenance of existing roads including 4. below. I heard this loud and clear from others. Encourage collaboration on major/minor collectors with FNSB RSAs and State of Alaska DOT (example Roland Road, which would require eminent domain to widen in some areas). Any required dedication through new subdivisions beyond must consider types of land use, zoning, topography, soils and feasibility. A serious analysis of likely anticipated impacts from climate change. (see 3. above). Partnership in local/regional zoning efforts to minimize future conflicts and establish acceptable uses for landowners. E.g. mining development adjacent to residential areas (Ester, Amanita) where road extensions would create conflicts. Would like to know more about RSA Plan in progress. FNSB needs to have road powers. Expectations of 1. above are unrealistic without this. (My 10 year future desire). Integration with trails plan and recreational/natural areas. Encourage DOT to not go overboard with multiple creative intersection designs that require more maintenance without more funding and confusing for a community with a lot of transient users (e.g. military). Clean up unnecessary past dedications by making easement vacations easier, especially where prior dedications were required from the previous road plan, but are no longer appropriate. Insure appropriate easements for utilities. Change the name of 'orphan' roads. It sounds pejorative. And just because a road is not in a service area does not mean it is substandard. Title 17 should allow for methodologies of accepting those roads for limited development. Flexibility of mapped future corridors with alternatives that generally meet the standards of functionality. Other comments: I know that the website is finsb roads plan.com but it looks like fins broads plan.com. Too late to change, I recognize. I did see Mayor Ward's Community Perspective, held until after the election by the News-Mine | Thank you for your thoughtful and detailed comments. They will be considered by the Road Plan team. |
| General | 6/1 | Email | Steve | Lowry | Chief of surveys, 3-Tier Alaska | I was wondering if there were any provisions, anything being written into the overall plan that would allow for changes to the plan, or roads to be eliminated from it (say by the assembly at large?). The best example I could give is if there was a road put on the plan, and then some type of development or environmental/topography condition (like a large building or gravel pit, wetlands, massive soil contamination et cetera) that would make the proposed road impractical to construct. I guess it would be hard to predict what might make a road impractical or no longer needed, just think it would be a good idea to be able to eliminate a road without waiting 30 or 40 years for the plan to be revised. I know some changes or revision have been made to the existing plan as better topography data became available, so I guess I'm thinking of something that would allow for more flexibility to actually update the plan on the fly so to speak. | Thank you for your thoughtful and detailed comments. They will be considered by the Road Plan team. |
| General | 5/13 | Email | Eleanor | Воусе | | Our road service commissioner sent out two screen captures of maps showing our neighborhood roads plan (see one example attached). He also forwarded the map key explanation, "Black lines are in the existing 1991 plan, blue lines proposed to be added, red x-x-x lines proposed to be deleted, yellow lines are proposed for future study." I'm not sure who sent these, but I hope one of you might be able to answer a question: I don't see any yellow lines (in my area), but I do see purple lines. Could someone please provide a key for those? Also, is it still possible to submit comments via the interactive map page? I note that your website says the page is open through 1/1/2022, but the map is still available and allowing comments. | Purple lines on the draft corridor maps indicate 1991 Road Plan corridors proposed to be realigned or adjusted but maintained in the plan update. Future Study corridors are indicated by light/lime green lines, which may appear yellow on some computer screens or when printed. The online comment map remained open after 1/1/2022 for public comments until mid-May 2022. |
| General | 3/24 | Email | Gerald | Colp | | I have a few linger thoughts I have been meaning to pass on to you. Regarding the 1/16/22 DRAFT POLICIES & CORRIDOR SELECTION CRITERIA, STRATEGY 6.4: Apply consistent roadway design standards based on state and national best practices: ADD something like the following: and consistent with design and construction guidelines of local practices including the City of Fairbanks and the City of North Pole. (My comment: without some recognition of local home-rule authority and their road powers, it makes FNSB, look very heavy handed and usurping) Regarding 12/15/21 Preliminary Survey Analysis, 3rd Bullet of Key Takeaways: Respondents are significantly concerned that more roads will over-burden the FNSB road maintenance department and lead to more roads with potholes and unplowed snow. (My comment: Please correct the implication by this statement that the FNSB has a road maintenance department and clarify the role of FNSB (incorporated without road powers) is through road service areas created as the road maintenance authority within the boundary of the FNSB but outside of the cities of Fairbanks and North Pole.) Regarding 3/3/22 NWQuadrant_DraftRoadCorridors (specifically the area in the vicinity of Johansen and New Steese HWYS): consider addressing the following: DOTPF corridor and Johansen / New Steese intersection study as showing their preferred alternative old City Fairbanks &/ or DOT roadway plans / studies / proposed connectors from Northside Blvd to Farmers Loop Rd Ext. (as for frontage road/ at access /continuity) old FTWW road master plan to connect / upgrade Lazelle Rd / Canol Service Rd for the new north gate to FTWW in lieu of existing Trainor Gate Rd gate. old City of Fairbanks water system master plans that had a proposed water reservoir on Birch Hill that was to be fed by the 18" water transmission line running up Old Steese Hwy to Johansen by Seekins (with future-use utility sleeves in place I believe under existing intersection from SW quadrant) with possible connection to Harold Bentley Ave water di | Thank you for your thoughtful and detailed comments. They will be considered by the Road Plan team. |

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| General | 10/7 | Email | Daniel | Swift | | I have two issues related to roads in the Borough. The first is noise, primarily due poorly nuffled vehicles. This is entirely unnecessary noise. The worst is Airport Road. The noise is primarily due to vehicle drag racing from one traffic light to the next. This is an annoyance lowering the quality of living in an urban area. This encourages urban sprawl. This should be a concern in the era of global warming because it increases consumption of fossil fuels the amount of greenhouse gasses dumped into our atmosphere. One solution would be a reduction in the number of traffic lights by use of over or underpasses. Another solution would be laws at the state level requiring adequate mufflers on vehicle. My second issue is the Borough's program of offering remote lands for residential development. This again encourages community sprawl with increased cost of public services like power lines and school bussing. It also results in increased of greenhouse gas emissions. The solution: Discontinue sale of remote parcels for residential development. | Thank you for your thoughtful and detailed comments. They will be considered by the Road Plan team. |
| n/a | 6/24 | Email | Bob (Robert) | Pristash | | Hi Shelly, It doesn't appear that any part of this plan is within the city limits. Is that true? Bob | The Road Plan study area does not include the majority of roads in the City of Fairbanks. |
| new | 5/31 | Email | Gary | Newman | | (image attached) I did have one suggestion that I neglected to offer more than once because we didn't really cover the city in our reviews. This would be an off ramp midway up the on ramp to the Johansen heading east from College Road that would enter the box store area, shown in red. This would reduced the bottleneck further to the east to access Merhar and also give the Bentley Trust more exposure to what is more or less a dead commercial zone. I've seen this type of entry done before elsewhere and it's most effective. | restrictions onto interstate roads and off-ramps that are designated access controlled. |
| | 5/13 | Email | Eleanor | Воусе | | (image attached) Our road service commissioner sent out two screen captures of maps showing our neighborhood roads plan (see one example attached). He also forwarded the map key explanation, "Black lines are in the existing 1991 plan, blue lines proposed to be added, red x-x-x lines proposed to be deleted, yellow lines are proposed for future study." I'm not sure who sent these, but I hope one of you might be able to answer a question: I don't see any yellow lines (in my area), but I do see purple lines. Could someone please provide a key for those? | Purple lines indicate corridors planned in the 1991 Road Plan proposed to be realigned or adjusted in the plan's update. Future Study corridors are indicated in a light/lime green color on the maps. |
| | | | | | | Also, is it still possible to submit comments via the interactive map page? I note that your website says the page is open through 1/1/2022, but the map is still available and allowing comments. | |

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| | 10/17 | email | Lili | Misel | | The Waterford Pack Trail is heavily used by walkers, skiers, bikers, dogsledders, 4-wheelers and kick sledders. Running a road down this well established and community maintained trail will remove a local access to other trail systems that is used by many community members. | Corridor 4 was in the 1991 Plan and the 2006 update. The alignment has been adjusted for the 2022 Plan update to avoid poor so the bottom of the Eldorado Creek drainage. Corridor 4's alignment coincides with a 100' public right-of-way. The 2022 Recreation. Trails Plan acknowledges corridor 4 and the ROW and indicates that "This section may also require realignment where a road corr is plannedthe trail should be realigned to a lower elevation where a sustainable contour can be built, driveway crossings minimized, and saleable parcels accommodated." |
| | 10/21 | email | Maxwell | Plichta | | Hello, My name is Max Plichta. I am a Fairbanks North Star Borough resident living in the Farmers Loop area. Last week I briefly spoke with Shelly Wade on the phone about a few questions I had, thank you for taking my call. Today I am emailing the team with some final comments about the FNSB Comprehensive road plan. First and foremost, I appreciate the process to provide feedback and I am grateful that we are updating the comprehensive road plan. Comments: 6. As you know, roads can divide a community just as much as they can connect a community. As an avid non-motorized trail and road corridor user and an admant supporter of intact-connected greenspace I am chiefly concerned about how several of these proposed road corridors routed regatively impact recreational trail users, greenspace, and ecosystem functions. I would like to see trails preserved if roads are built along the same corridor, Furthermore, I would want to see a significant vegetative buffer included so that the current wild nature of the trails is at least partially retained. • New and existing proposed road corridors north of the Goldstream Valley, chiefly 15, 293, 262, 4, 209 could have significant conflict with recreational trail. It will are are would be a mistake for the Borough and would lead to a loss in wildlands and trails and would also negatively contribute to the urban sprawl of Fairbanks. Best, Max | |
| | 10/20 | email | Dan | Reichardt | | •General Comment (Regarding Corridors #209, #262, #372, #273 and #13) – In general, this roads plan seems to take a maximalist view of roads, providing multiple connecting routes between Goldstream Road and Old Murphy Dome Road. The residents of FNSb benefit greatly by the widerness lands that are preserved due to having very few north-south connecting roads between the East-West arteries (the arteries being College, Farmers Loop, Goldstream and Old Murphy Dome.) These existing arteries provide ample access to subdivisions north and south of the arteries on prime residential land with short subdivision roads. While this road plan appropriately contemplates future roads for accessing subdivisions, it seems to me that – taken as a whole – it represents a political decision fill the valleys between Goldstream and Old Murphy Dome and Vold Murphy Dome road with connecting roads are with the residents of the borough and think that this roads plan – despile representing political decision fills and old Murphy Dome road with connecting roads with the residents of the borough and think that this roads plan – despile representing some range and the valleys between Goldstream Road and Old Murphy Dome road with the resident of the borough and think that this roads plan – despile representing some range and the resident should choose just one of those 5 connecting routes. | 131 corridors were removed from the Plan over the course of the Plan's development. This included corridors from the 1991 Road Plan, the 2006 Plan update, and the 2022 effort. Forty-one corridors were realigned with the current effort to put the corridors on more suitable terrain or avoid other features (e.g., trails, parks, buildings). Corridor 13 traverses FNSB land that has the potential for future development. The road corridor was placed with recreational trai mind, as the recreational trails plan identifies several trails in the area. The remainder of the corridors will only be developed if th property owner chooses to subdivide. At that time the Borough will work with the property owner to dedicate and if needed construct the connecting road. This area would need to fully develop to realize all the shown connections. |
| 1 | 10/21 | web form | Kristen | Sullivan | | | Corridor 13 does not cross any University of Alaska land. The corridor traverses several large FNSB parcels that could potentially be developed in the future. The remainder of the corridors will only be developed if the property owner chooses to subdivide. At the time the Borough will work with the property owner to dedicate and if needed construct the connecting road. This area would ne to fully develop to realize all the shown connections. |
| i | 10/17 | web form | Tait | Chandler | | and a vegetative buffer remains between the road and the existing trail. Thank you. Road/route 262 is along the same route as the O'Connor Creek East Ridge Trail. Road/routes 15 and 217 may also conflict with that trail. | Corridor 15 was in the 1991 Plan and the 2006 update. Additionally, there were several other corridors identified in the 1991 Plan the 2006 update that were located between corridor 15 and corridor 293. During the 2022 Roads Plan update, the project team an steering committee removed these intermediate corridors due to the presence of several recreational trails in the area. Corridor 3 has been realigned to provide a wider vegetated buffer between the trail system and potential future roads. |
| | 10/13 | web form | Jean | Leder | | The proposed Route #217 extending Skyflight Avenue and connecting to Pandora via proposed Route #15 is not a viable option for future roads. It violates all 3 goals of the community road planning project. It is a deterrent to health, well-being, and safety. Currently Skyflight is a quiet dead- end road in the Cordes Service Area that can handle the existing traffic and safely allow children and residents to walk along the road. If proposed Route#217 was to connect Cordes Road to Pandora then Cordes would become the overwhelming choice for all traffic from the Pandora Service area. The Cordes area roads would see an increase in traffic and need much more maintenance without any additional revenue from the Pandora service area. The Cordes Road turns into Skyflight which is already a safety concern. It's a blind curve and adding traffic to that is a bad idea. | engineering analysis and modelling, Corridors 15 and 217 are likely feasible to construct to FNSB standards given small adjustmen |
| | 10/19 | email | Darren | Rorabaush | | Corridor #15 goes through the lot in which our family lives. The lot has our home and is not subdivided. This route is not an option | Corridor 15 would only be developed if you as the property owners decide to subdivide your land. |

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| 15 | 10/12 | Email | Eric | Troyer | | Trail advocates should speak up in defense of trails regarding the Fairbanks North Star Borough Comprehensive Roads Plan Update. Comments must be submitted by October 21. https://fbstroadsplan.com/ Several residents have expressed concern about some of the proposed roads in the plan conflicting with trails. The plan does not automatically mean that the roads will be built and that the trails will be lost. And roads and trails can coexist along the same corridors. However, this is a good time for trail advocates to speak up and let officials know that they want trails protected if a road is built along the same corridor (preferably with at least some vegetative buffer). General comments are fine, but it is better to speak specifically about which road corridors and trails you are concerned about. Below are several specifics. I'm sure I've missed some. Take a look at the plan and make comments if you have concerns about a trail. See maps here: https://fnsbroadsplan.com/wp-content/uploads/2022/09/09/22-22_FNSB-Roads-Plan_Public-Review-Draft_MAPS-ONLY.pdf Road/route 262 is along the same route as the O'Connor Creek East Ridge Trail. Road/routes 15 and 217 may also conflict with that trail. | Corridor 15 was in the 1991 Plan and the 2006 update. Additionally, there were several other corridors identified in the 1991 Plan and the 2006 update that were located between corridor 15 and corridor 293. During the 2022 Roads Plan update, the project team and steering committee removed these intermediate corridors due to the presence of several recreational trails in the area. Corridor 15 has been realigned to provide a wider vegetated buffer between the trail system and potential future roads. |
| 15 | 10/15 | Email | Eric | Troyer | | In general, I am very pleased with the plan. As a long-time resident of the borough, I am glad to see the borough planning ahead with road development so that future road construction makes sense within a wider planning scope. As an avid trail user and non-motorized user, I am glad to see both trails and non-motorized use taken into account with Goal 5, strategies 5.1 and 5.2. We should be encouraging both trails and non-motorized transportation in our borough's future. Both are essential for our population's mental and physical health. Both are also critical for encouraging actions that take better care of our environment. Many of the proposed roads in the plan would run along corridors already in use by popular trails, some in the FNSB Comprehensive Recreational Trail Plan and some not. Examples include: Road/route 262 is along the same route as the O'Connor Creek East Ridge Trail. Road/routes 15 and 217 may also conflict with that trail. Wherever possible I would like to see these trails preserved if a road is built along the same corridor. Further, I would want to see a significant vegetative buffer included so that the current wild nature of the trails is at least partially retained. Thank you for your consideration and your hard work on this important project. | Corridor 15 was in the 1991 Plan and the 2006 update. Additionally, there were several other corridors identified in the 1991 Plan and the 2006 update that were located between corridor 15 and corridor 293. During the 2022 Roads Plan update, the project team and steering committee removed these intermediate corridors due to the presence of several recreational trails in the area. Corridor 15 has been realigned to provide a wider vegetated buffer between the trail system and potential future roads. |
| 15 | 10/20 | web form | David | DeLong | | The FBNSB plan has major flaws. First, Our trails must protected, This plan makes existing trails into roads. That should not be allowed. Specifically the proposed roads 217 and 15 would destroy a significant trail. This plan would make Cordes and Skyflight more dangerous. The increase in traffic will be especially dangerous at the hairpin turn as Cordes transitions into Sky flight. There are 6 driveways that have to negotiate a blind turn with attendant dangers from increased traffic. Fairbanks has beautiful trails. Don't turn those trails into roads | Corridor 15 was in the 1991 Plan and the 2006 update. Additionally, there were several other corridors identified in the 1991 Plan and the 2006 update that were located between corridor 15 and corridor 293. During the 2022 Roads Plan update, the project team and steering committee removed these intermediate corridors due to the presence of several recreational trails in the area. Corridor 15 has been realigned to provide a wider vegetated buffer between the trail system and potential future roads. |
| 15 | 10/20 | web form | Nina | Harun | | The FBNSB Roads Plan has some major flaws. First, no new road should destroy existing highly used neighborhood trails. Second, no new road should dramatically alter existing subdivisions and lower property values in those existing subdivisions. No new wroposed road should make an existing road dangerous. This is what the proposed roads 217 and 15 would do. These proposed roads would come off of Skyflight from Cordes Dr. Cordes Dr. is not built and can not be built to accommodate a high traffic load that the proposed roads would dentail. There is a hairpin curve on Cordes Dr where five driveways enter into. This part of the road is very dangerous if there are high volumes of traffic. All traffic from as far away as Old Murphy Dome would funnel into this rear. This would completely change the quality of our neighborhood and lower our property values. It would also result in accidents and injuries. Furthermore, established trails would be destroyed further lowering our property values. This makes no sense and it will meet with significant resistance. New roads should come off existing major state roads (Goldstream or Steese Hwy) NOT neighborhood roads and trails. | Corridor 15 was in the 1991 Plan and the 2006 update. Additionally, there were several other corridors identified in the 1991 Plan and the 2006 update that were located between corridor 15 and corridor 293. During the 2022 Roads Plan update, the project team and steering committee removed these intermediate corridors due to the presence of several recreational trails in the area. Corridor 15 has been realigned to provide a wider vegetated buffer between the trail system and potential future roads. |
| 15 | 10/20 | email | Dan | Reichardt | | •Corridor #15 – This corridor seems poorly thought out and I recommend eliminating it. It has been made redundant by other routes, it passes very near to the only house currently constructed on TL-104, which is served by an existing driveway from Penrose, and it interferes greatly with existing recreational uses related to the Cranberry Trail System. If this corridor remains on the map mostly because it pre-exists on maps from the 1990s I would advocate that that is not a good reason to leave this corridor in place which is not generally supported by the neighborhood. It is to be expected that if the owner of TL-104 were to ever subdivide they would request a variance – as this route would interfere with pre- existing conditions. We shouldn't be drawing alignments on a roads plan that we understand will almost certainly require variances. | Corridor 15 was in the 1991 Plan and the 2006 update. Additionally, there were several other corridors identified in the 1991 Plan and the 2006 update that were located between corridor 15 and corridor 293. During the 2022 Roads Plan update, the project team and steering committee removed these intermediate corridors due to the presence of several recreational trails in the area. Corridor 15 has been realigned to provide a wider vegetated buffer between the trail system and potential future roads. |

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| 15 | 10/20 | web form | Paul | Reichardt | | Message: My comments are about portions of the road plan shown on maps 01N02W, 02N02W, and 02N01W. I live in the area shown on 01N02W. Fundamentally, it seems to me that these portions of the road plan are totally disconnected from borough plans related to recreation and, in particular, trails. I understand that, assuming the population of the Fairbanks area grows, the FASB will sell additional land and that the Goldstream area will undoubtedly see related development. However, people choose to live in Goldstream because of a balance between access to town and life in a somewhat rural environment. Planning roads that crisscross the area is inconsistent with the Goldstream lifestyle is it exists today and likely will exist well into the future, and encroachment of these roads into or near existing hiking trails would negatively impact the extensive recreational use by local residents are well as unders of hikers who come from around the borough to use the Cranberry Trail and O'Connor Creek East Ridge Trail systems. Some detailed comments follow: 2. Corridors 15 and 293 are unnecessary redundancies in that the 15/Pandora Drive connection would on its own lead to the proposed 293 corridor. | Corridor 15 was in the 1991 Plan and the 2006 update. Additionally, there were several other corridors identified in the 1991 Plan and the 2006 update that were located between corridor 15 and corridor 293. During the 2022 Roads Plan update, the project team and steering committee removed these intermediate corridors out to the presence of several recreational trails in the area. Corridor 15 has been realigned to provide a wider vegetated buffer between the trail system and potential future roads. |
| 15 | 10/20 | | Marjorie | Richards | | As a resident of the neighborhood (2046 Goldstream Road) and user of trails between Pandora Road, Old Murphy Dome Road, and O'Connor Creek, please consider extinguishing the Route 15 alignment as it is both particularly noxious to the existing trails and redundant to the other alignments. Route 217 would probably negatively affect my trail enjoyment but to a lesser extent than Route 15. Thank you for your consideration. | Corridor 15 was in the 1991 Plan and the 2006 update. Additionally, there were several other corridors identified in the 1991 Plan and the 2006 update that were located between corridor 15 and corridor 293. During the 2022 Roads Plan update, the project team and steering committee removed these intermediate corridors due to the presence of several recreational trails in the area. Corridor 15 has been realigned to provide a wider vegetated buffer between the trail system and potential future roads. |
| 15 | 10/20 | | Inna | Rivkin | | I live on Toboggan Lane off Goldstream, and as someone with MCS (Multiple Chemical Sensitivities) who is quite sensitive to car exhaust and pollution, very much appreciate and treasure the nearby trails that allow exercise in clean air away from roads, as do many others in our community for whom such trails are critical for health, wellness, and wellbeing. I am concerned with #15, #217, and #209, and was wondered how they will impact our privately maintained non-through drive Toboggan Lane, the cranberry trail in that area, and the trail from Waterford / Molly which is used and treasured by many outdoor recreators myself included. Could you please clarify the impacts and plans. Unfortunately most of the smaller roads are not labeled on the plan making it difficult to ascertain, but it looks like it's right on the trails I am concerned the quality of mine and my neighbors' lives and health will be adversely affected. Also, are 293 and 262 on the broken sled trail? Thanks, | Corridor 15 was in the 1991 Plan and the 2006 update. Additionally, there were several other corridors identified in the 1991 Plan and the 2006 update that were located between corridor 15 and corridor 293. During the 2022 Roads Plan update, the project team and steering committee removed these intermediate corridors or use to the presence of several recreational trails in the area. Corridor 15 has been realigned to provide a wider vegetated buffer between the trail system and potential future roads. In addition, the corridors will only be developed if the property owner chooses to subdivide. At that time the Borough will work with the property owner to dedicate and if needed construct the connecting road. This area would need to fully develop to realize all the shown connections. |
| 15 | 10/21 | | Mike | Schmoker | | Message: I would like to comment on the FNSB road plan. I will limit my comments to the proposed roads of 15, 217 & 262. All of these roads would cross numerous trails that have been in the area for several decades. 15 & 217 would impact the Cranberry trail that has been established for years. 252 would greatly unpact the O'Conner Ridge trail that has been used since the early 705. I would greatly encourage any road development be in conjuncture with the recent comprehensive plan. I would encourage the Borough to improve and maintain are present roads before extending the present road system | steering committee removed these intermediate corridors due to the presence of several recreational trails in the area. Corridor 15 |
| 15 | 10/20 | | Terry | Reichardt | | Message: How disappointing to see this plan. We have worked so hard to establish and maintain the borough trail system that people come to use from all over the borough. Your roads (217 and 15) appear to follow those trails (displace them) and thus destroy them. Why?! The juncture of 217 and 15 has a proposed road that goes through private property to join Pandora. Why doy ou think people live out here? The roads that presently exist(Old Murphy Dome Road and Goldstream) are able to access borough properties and allow undeveloped land in between. If you want to solidly develop from Goldstream to Old Murphy Dome we might as well all be living in the Chicago suburbs. I would strongly advise that, instead of designing roads to crisscross the area perpendicular to Goldstream and Murphy Dome roads. I would also strongly recommend that you stay away from borough trail systems. | dedicate and if needed construct the connecting road. This area would need to fully develop to realize all the shown connections. |
| 15 | 10/21 | email | Maxwell | Plichta | | Hello, My name is Max Plichta. I am a Fairbanks North Star Borough resident living in the Farmers Loop area. Last week I briefly spoke with Shelly Wade on the phone about a few questions I had, thank you for taking my call. Today I am emailing the team with some final comments about the FNSB Comprehensive Road Plan. First and foremost, I appreciate the process to provide feedback and I am grateful that we are updating the comprehensive road plan. Comments: 6. As you know, roads can divide a community just as much as they can connect a community. As an avid non-motorized trail and road corridor user and an adamant supporter of intact-connected greenspace I am chiefly concerned about how several of these proposed road corridors could negatively impact recreational trail users, greenspace. I am cosystem functions. I would like to use traits preserved if roads are built along the same corridor. Furthermore, I would want to see as significant vegetative buffer included so that the current wild nature of the trails is at least partially retained. New and existing proposed road corridors north of the Goldstream Valley, chiefly 15, 293, 262, 4, 209 could have significant conflict with recreational trails. I think developing this area would be a mistake for the Borough and would lead to a loss in wildlands and trails and would also negatively contribute to the urban sprawl of Fairbanks. Best, Max | |

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| 15 | 10/21 | | Margaret | Mannix | | Message: I am responding in particular to Routes 15, 217 and 293/262. These proposed roads directly impact the numerous trails that exist there and are mostly multi use trails and heavily used. I have provided input on the Comprehensive Trail use process and am very surprised that neither of these projects seem to reflect the other. At least there are no references in the proposals. Protecting trail use is future thinking and new roads should accommodate existing trails. I see no point in Route 15, and I hope that private property is respected. | the 2006 update that were located between corridor 15 and corridor 293. During the 2022 Roads Plan update, the project team and |
| 18 | 10/21 | web form | Kristen | Sullivan | | Message: I am writing you about proposed road 204, 254, 18, 20, 21, 13, 255. This is putting roads thru the UAF Land that has long been vacant. The only problem is adding these roads will allow more houses to be built and add more traffic to the dangerous roads we already have. The end of Frenchman has Frenchman creek and a large seasonal slough from the snow melt. It would definitely require a bridge. The present culvert does get overwhelmed on big snow years as it is. Putting a road there is like the proposed road connecting MHE to Miller hill rd. That road would also require a bridge and impact local green space and trails. Thank you for your time. | landowners do decide to subdivide their property. In addition, the corridors will only be developed if the property owner chooses to |
| 20 | 10/17 | web form | Tait | Chandler | | I would like to call attention to the proposed roads listed below. If these roads are built, I hope that the existing recreational trails are preserved and a vegetative buffer remains between the road and the existing trail. Thank you. Road/routes 20,21, and 191 may conflict with trails that connect Richard Berry and Old Murphy Dome roads. | Corridor 20 is being maintained from the 1991 Roads Plan. As aligned, it does offer a significant vegetated buffer between the corridor and proposed but yet unconstructed trails. The on-going coordination between the Roads and Trails Plans will help plan for future impacts and mitigate trail and road conflicts. |
| 20 | 10/12 | Email | Karl | Kassel | | Hello Shelly and Kellen, Since the official comment form does not seem to work well with my computer, I am sending you a plain email with my comments regarding the Roads Plan. It is easy to see the extensive thought processes and work that has gone into this road plan. I believe it represents some very needed corridors for our community. It is an excellent plan for the easiest development of road additions for the near future. However, a quality healthy community needs more than just roads to thrive, and the easiest routes to build a road may not be the best. Several of the prospect orutes follow, or "upgrade," existing trails. You are well aware there are significant benefits to a community that has access to quality trails. As roads develop, we must be sensitive to the benefits of preserving the existing trail corridors and adding to them as the need increases with expanding population. Converting a trail to a road is rarely an "upgrade" unless there are alternate trail routes constructed as part of the road project and trail connectivity is maintained. Case in point: corridor #21 follows right no top of the backbone of an extensive trail system that extends between the Richard Berry Ridge and Old Murphy Dome Road. This system has existed for literally decades, and is a primary reason why I live where I live. This trail system also would be impacted by routes 20, 255 and 191. The existing trails cover a significant portion of sections 2, 3, and 30, most of which is currently Brough land. These trails are used extensively by the locals and have also hosted races by the running club. It is one of the hey higher altitude systems that has tree cover to protect users from the wind and colder temperatures in the winter. It is more than just a neighborhood trail and has the potential to grow into an excellent recreation area for the west side of town. Bottom line: Any road development in this area should include substantial consideration of the other r | Corridors 21, 20, and 191 were in the 1991 Plan and the 2006 map update. The Recreational Trails Plan has identified several trails in this area (Spinach Creek Bowl Trails per North Goldstream map). The Roads Plan and Trails Plan have been coordinated such that trails and road corridors in this area minimize crossings maintain appropriate buffers between the trails and roads. |
| 20 | 10/12 | Web form | Jane | Lanford | | I am concerned about potential connector roads from the top of Richard Berry Drive to Old Murphy Dome Road (near its intersection with Spinach Creek Drive). From the maps, they appear to be 21, 20, 313 and 255. At present there is a wonderful set of interconnecting trails in the area which do, indeed, connect those two roads. If any roads get closer to reality, please consider recreation and trail use conflicts, both summer and winter. I live nearby on Vancouver Road and especially enjoy snowshoe running up there in the winter! Thank you. | Corridors 21, 20, 191, and 255 were in the 1991 Plan and the 2006 map update. The Recreational Trails Plan has identified several trails in this area (Spinach Creek Bowl Trails per North Goldstream map). The Roads Plan and Trails Plan have been coordinated such that trails and road corridors in this area minimize crossings maintain appropriate buffers between the trails and roads. |
| 20 | 10/12 | Email | Eric | Troyer | | Trail advocates should speak up in defense of trails regarding the Fairbanks North Star Borough Comprehensive Roads Plan Update. Comments must be submitted by October 21. https://thstroadsplan.com/ Several residents have expressed concern about some of the proposed roads in the plan conflicting with trails. The plan does not automatically mean that the roads will be built and that the trails will be lost. And roads and trails can coexist along the same corridors. However, this is a good time for trail advocates to speak up and let officials know that they want trails protected if a road is built along the same corridor (preferably with at least some vegetative buffer). General comments are fine, but it is better to speak specifically about which road corridors and trails you are concerned about. Below are several specifics. I'm sure I've missed some. Take a look at the plan and make comments if you have concerns about a trail. See maps here: https://fnsbroadsplan.com/wp-content/uploads/2022/09/09-22-22_FNSB-Roads-Plan_Public-Review-Draft_MAPS-ONLY.pdf Road/routes 20, 21, and 191 may conflict with trails that connect Richard Berry and Old Murphy Dome roads. | |

| Corridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
|------------|-------|------------------|------------|-----------|-------------|---|--|
| | | Received | | | | | |
| 20 | 10/15 | Email | Eric | Troyer | | In general, I am very pleased with the plan. As a long-time resident of the borough, I am glad to see the borough planning ahead with road development so that future road construction makes sense within a wider planning scope. As an avid trail user and non-motorized user, I am glad to see both trails and non-motorized use taken into account with Goal 5, strategies 5.1 and 5.2. We should be encouraging both trails and non-motorized transportation in our borough's future. Both are essential for our population's mental and physical health. Both are also critical for encouraging actions that take better care of our environment. Many of the proposed roads in the plan would run along corridors already in use by popular trails, some in the FNSB Comprehensive Recreational Trail Plan and some not. Examples include: Road/routes 20,21, and 191 may conflict with trails that connect Richard Berry and Old Murphy Dome roads. Wherever possible I would like to see these trails preserved if a road is built along the same corridor. Further, I would want to see a significant vegetative buffer included so that the current wild nature of the trails is at least partially retained. Thank you for your consideration and your hard work on this important project. | Corridors 21, 20, and 191 were in the 1991 Plan and the 2006 map update. The Recreational Trails Plan has identified several trails in this area (Spinath Creek Bour Trails per North Goldstream map). The Roads Plan and Trails Plan has we been coordinated such that trails and road corridors in this area minimize crossings maintain appropriate buffers between the trails and roads. |
| 20 | 10/21 | web form | Kristen | Sullivan | | Message: I am writing you about proposed road 204, 254, 18, 20, 21, 13, 255. This is putting roads thru the UAF land that has long been vacant. The only problem is adding these roads will allow more houses to be built and add more traffic to the dangerous roads we already have. The end of frenchman has Frenchman creck and a large seasonal slough from the snow met. It would definitely require a bridge. The present culvert does get overwhelmed on big snow years as it is. Putting a road there is like the proposed road connecting MHE to Miller hill rd. That road would also require a bridge and impact local green space and trails. Thank you for your time. | work with the property owner to dedicate and if needed construct the connecting road. This area would need to fully develop to |
| 21 | 10/17 | web form | Tait | Chandler | | I would like to call attention to the proposed roads listed below. If these roads are built, I hope that the existing recreational trails are preserved and a vegetative buffer remains between the road and the existing trail. Thank you. Road/routes 20,21, and 191 may conflict with trails that connect Richard Berry and Old Murphy Dome roads. | Corridors 21, 20, and 191 were in the 1991 Plan and the 2006 map update. The Recreational Trails Plan has identified several trails in this area (Spinach Creek Bowl Trails per North Goldstream map). The Roads Plan and Trails Plan have been coordinated such that trails and road corridors in this area minimize crossings maintain appropriate buffers between the trails and roads. |
| 21 | 10/12 | Email | Karl | Kassel | | Hello Shelly and Kellen, Since the official comment form does not seem to work well with my computer, I am sending you a plain email with my comments regarding the Roads Plan. It is easy to see the extensive thought processes and work that has gone into this road plan. I believe it represents some very needed corridors for our community. It is an excellent plan for the easiest development of road additions for the near future. However, a quality healthy community needs more than just roads to thrive, and the easiest routes to build a road may not be the best. Several of the proposed routes follow, or "upgrade," existing trails. You are well aware there are significant benefits to a community that has access to quality thalis. As roads develop, we must be sensitive to the benefits of preserving the existing trail coridors and adding to them as the need increases with keynading population. Converting a trail to a road is rarely an "upgrade" unless there are alternate trail routes constructed as part of the road project and trail connectivity is maintained. Case in point: corridor #21 follows right on top of the backbone of an extensive trail system that extends between the Richard Berry Ridge and Old Murphy Dome Road. This system has existed for literally decades, and is a primary reason why I live where I live. This trail system also would be impacted by routes 20, 255 and 191. The existing trails cover a significant portion of sections 2, 3, and 10, most of which is currently Borough land. These trails are used extensively by the locals and have also hosted races by the running club. It is one of the whigher altitude systems that has tree cover to protect users from the wind and colder temperatures in the winter. It is more than just a neighborhood trail and has the potential to grow into an excellent recreation area for the west side of town. Bottom line: Any road development in this area should include substantial consideration of the other recreational potentials here, and as an absolute minimum should prese | and road corridors in this area minimize crossings and maintain appropriate buffers between the trails and roads. |
| 21 | 10/12 | Web form | Jane | Lanford | | I am concerned about potential connector roads from the top of Richard Berry Drive to Old Murphy Dome Road (near its intersection with Spinach Creek Drive). From the maps, they appear to be 21, 20, 191 and 255. At present there is a wonderful set of interconnecting trails in the area which do, indeed, connect those two roads. If any roads get closer to reality, please consider recreation and trail use conflicts, both summer and winter. I live nearby on Vancouver Road and especially enjoy snowshoe running up there in the winter! Thank you. | Corridors 21, 20, and 191 were in the 1991 Plan and the 2006 map update. The Recreational Trails Plan has identified several trails in this area (Spinach Creek Bowl Trails per North Goldstream map). The Roads Plan and Trails Plan have been coordinated such that trails and road corridors in this area minimize crossings and maintain appropriate buffers between the trails and roads. |

| Corridor # | Date | Form | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
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| | 10/12 | Email | Eric | Troyer | | | Corridors 21, 20, and 191 were in the 1991 Plan and the 2006 map update. The Recreational Trails Plan has identified several trails i this area (Spinach Creek Bowl Trails per North Goldstream map). The Roads Plan and Trails Plan have been coordinated such that tr |
| | | | | | | | and road corridors in this area minimize crossings and maintain appropriate buffers between the trails and roads. |
| | | | | | | Several residents have expressed concern about some of the proposed roads in the plan conflicting with trails. The plan does not automatically | |
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| | | | | | | https://fnsbroadsplan.com/wp-content/uploads/2022/09/09-22-22_FNSB-Roads-Plan_Public-Review-Draft_MAPS-ONLY.pdf | |
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| | | | | | | As an avid trail user and non-motorized user, I am glad to see both trails and non-motorized use taken into account with Goal 5, strategies 5.1 | and road corridors in this area minimize crossings manitain appropriate buriers between the trains and roads. |
| | | | | | | and 5.2. We should be encouraging both trails and non-motorized transportation in our borough's future. Both are essential for our population's | |
| | | | | | | mental and physical health. Both are also critical for encouraging actions that take better care of our environment. | |
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| | | | | | | vegetative buffer included so that the current wild nature of the trails is at least partially retained. | |
| | | | | | | Thank you for your consideration and your hard work on this important project. | |
| | | | | | | main you for your consideration and your nard work on this important project. | |
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| | 10/21 | web form | Kristen | Sullivan | | Message: I am writing you about proposed road 204, 254, 18, 20, 21, 13, 255. This is putting roads thru the UAF Land that has long been vacant. | Corridor 21 only crosses the corner of two University of Alaska parcels. The corridor crosses one parcel for 515' and the other for 64 |
| | | | | | | The only problem is adding these roads will allow more houses to be built and add more traffic to the dangerous roads we already have. The end | The majority of the corridor crosses FNSB land (8,800'). |
| | | | | | | of Frenchman has Frenchman creek and a large seasonal slough from the snow melt. It would definitely require a bridge. The present culvert | |
| | | | | | | does get overwhelmed on big snow years as it is. Putting a road there is like the proposed road connecting MHE to Miller hill rd. That road would also require a bridge and impact local green space and trails. | |
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| | | | | | | Thank you for your time. | |
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| | 10/17 | | | | | Thank you for your time. | |
| | 10/17 | web form | Heather | McBride | | Thank you for your time. | |
| | 10/17 | web form | Heather | McBride | | Thank you for your time. | The merging of Road Service Areas would be determined through a vote of residents of both service areas. Development of a road connecting the two RSAs does not require that the RSAs merge. |
| | 10/17 | web form | Heather | McBride | | Thank you for your time. | |
| | | | | | | Thank you for your time. In favor of routes 372, 375, 22 connecting jones road to moose mountain. We own property in both road service areas and it makes sense to have more than one way out of each neighborhood for safety reasons. Will jones road merge with the moose mountain road service area? | connecting the two RSAs does not require that the RSAs merge. |
| | 10/17 | web form Email | Heather Matt | McBride McBride | | Thank you for your time. In favor of routes 372, 375, 22 connecting jones road to moose mountain. We own property in both road service areas and it makes sense to have more than one way out of each neighborhood for safety reasons. Will jones road merge with the moose mountain road service area? On Draft 01N 02W route 375 (from Jones Road) to route 372 (to Monteverde Road); that looks like a Fantastic Connection! It would be great to | connecting the two RSAs does not require that the RSAs merge. |
| | | | | | | Thank you for your time. In favor of routes 372, 375, 22 connecting jones road to moose mountain. We own property in both road service areas and it makes sense to have more than one way out of each neighborhood for safety reasons. Will jones road merge with the moose mountain road service area? On Draft 01N 02W route 375 (from Jones Road) to route 372 (to Monteverde Road); that looks like a Fantastic Connection! It would be great to be able to drive up to Moose Mountain from the Jones Road Area through that proposed route. How long do you think it could take for this connection to be built? Is there a proposed time range at least? | connecting the two RSAs does not require that the RSAs merge. As a second-class borough, the FNSB does not construct or maintain roads. It does, however, provide a transportation network through its mandatory areawide planning, platting, and land use regulation powers. The FNSB facilitates the construction of roads through its subdivision process. At the time of land subdivision, landowners (developers) work with the FNSB to design and constru- |
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| 28 | 10/16 | email | Commissioners | Esro Road Assoc. | Esro Road Assoc. | NOTE: The comment was submitted as a PDF and the PDF includes some drawings, maps, and other graphics that did not translate here. The Esro Road Association, formed in 2005 as an IRS recognized community service association to maintaining Esro Road has the following comments on the proposed updates to the FNBE Comprehensive Road Plan. L. Esro Road is well maintained by a commission that is elected at each annual meeting of the Esro Road Association. The draft plan actegorizes Esro Road as an orphan road, meaning it does not have a dedicated maintenance authority. Further definition of orphan road is typified by the Nov. 2021 FAST Plan. These definitions do not apply to Esro Road. The maintenance authority for Esro Road is the formally established Esro Road Association. While Esro Road is mostly across private property, we request that the apparent pejorative term 'orphan road' be changed to 'private road' to accurately state the legal condition. While the narrative on orphan roads as an orphan road's can infor oxels: consistence is not universally correct and does not apply to Esro Road. Show statements do above statements do not apply. The above statement of how orphan roads canne into existence is not universally correct and does not apply to Esro Road. The narrative implies that orphan roads are poorly or not maintained, which we state is not the case with Esro Road. We further note that RSAs have the same issues of maintainability, hired contractors, but due to FNSB rules, are actually more limiting in what the users are allowed to self-maintain. We request that private roads that are well maintained and are reasonably within road standards have a separate classification from the defined (orphan road's and be reade offerently than those with challenging access and safety. Zesro Road, as Corridor 28 on the draft map, shows it being extended past the established turnaround all the way through to Steele Creek to presumably tie into the north undeve | |
| | | | | | | When ESRO constructed their site in 1965, buildings were on adjustable pilings in recognition of the many ice lenses. Since their project termination in 1978, the ground has continued to shift and would be more akin to a roller coaster. GCI certainly has the capacity to keep their road to a maintenance standard that meets their access needs. We request that Corridor 28 be terminated at the current cul-de-sac. 3. The pian for Corridor 28 bors a crossing of Steele Creek, which is well-recognized for winter overflow and would be in conflict with the road plan's recognition of avoiding poor soils and challenging environmental conditions. While the north portion of the DNR created Tungsten Subdivision is undeveloped, with only a 1980 era Cat trail and also with challenging unstable ground conditions, the University of Alaska now owns it and attempts to sell the many platted lots have been entirely unsuccessful. Proposed corridors 32 and 43 provide for alternate access to/from Tungsten Subdivision. The cul-de-sac shown in bule is sufficient for fire service. 4. It has been stated by the FNSB Road Plan team that the extension of Corridor 28 is required to provide laternate access to Esro Road residents beyond the 1320 feet limitation on single access properties. That argument is fallacious as Corridor 335 to the east to the into Amanita Road provides that dual access and is already underway with the recent approval of Moose Bait Subdivision. 5. The general theme of the FNSB Road Plan is to promote safe and functional road system. One concern Esro Road residents have is the large amount of mineral exploration on DNR and Mental Health Trust Authority directly adjacen to Esro Road. All zoned GU-1. We believe that the private roads are bad. That should not be the case. We request that that the FNSB Road Plan recognize those private roads as legitimate legal access where conditions make sense. Respectfully submitted, Esro Road Association Commissioners | |
| 28 | 10/21 | email | Miles | Bond | | This corridor shows an extension of Esro road to connect out to the Tungsten Subdivision. Esro road is a Private road and is mislabeled as an Orphan road (Please see submission from Esro road association for further details). The Esro Road Association maintains the road to a higher standard than could be provided by the State or Borough. Extension of the road to connect across Steele Creek is ill advised due to underlying ground conditions and terrain. This connection would degrade Esro road from increased traffic use and substrate road conditions are not ideal for this increased use. Corridor 331 would provide the "code" of allowing Esro to not be considered "Cul De Sac", comments on this condition can be seen under comments for 331. Like many things, it may look good on a map and "check a box' for community planning, but has real underlying consequences for the existing communities in the area and has a high potential for negative impacts. | |
| 28 | 10/21 | email | Miles | Bond | | This corridor shows an extension of Esro road to connect out to the Tungsten Subdivision. Esro road is a Private road and is mislabeled as an Orphan road (Please see submission from Esro road association for further details). The Esro Road Association maintains the road to a higher standard than could be provided by the State or Borough. Extension of the road to connect across Steele Creek is II advised due to underlying ground conditions and terrain. This connection would degrade Esro road from increased traffic use and subsurface road conditions are not ideal for this increased use. Corridor 331 would provide the "code" of allowing Esro to not be considered "Cul De Sac", comments on this condition be seen under comments for 331. Like many things, it may look good on a map and "check a box' for community planning, but has real underlying consequences for the existing communities in the area and has a high potential for negative impacts. | |
| 31 | 10/20 | | Christin | Swearingen | | I live on Quakenbush and would like to see improved foot trails in my area so that I can view the huge old spruce trees, but know firsthand that the hill is steep and prone to erosion. Please don't cut any of the very old trees. Thanks! | Tree clearing for road construction would be determined by the developer/contractor at the time of construction. |

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| 34 | 10/21 | email | Kalina | Grabinska-Marusek | | I am opposed to the creation of new roads in these corridors for three reasons: L New roads will destroy the recreation possibilities found in this area. I have been walking on the trails in this area for 35 years. Even thought it is close to town because there are so few roads and cars there, it feels remotes and wild, which makes it an incredibly popular place for people to spend time. I have observed people running, biking, sking, skieding, exercising their dogs and riding their horses. These activities would not be as safe or enjoyabel if they were talking place along a roadway. 2. New roads will dertimentally affect the neighborhood. I live in the neighborhood and prize the quiet atmosphere that living at a dead-end road provides. New roads will bing more cars and more noise. 3. New roads will turn the steep and pothole filled roads of Moose Trail and Eldorado into through streets. Both roads are 20 mph roads, and each poses its own challenge to drivers. Moose Trail can be a slippery mess in the fresh snow. School buses and cars alike end up in the ditch all writer long. Eldorado develops numerous potholes in the summer, directly related to how many people drive on it in the rain. Adding more traffic will increase maintenance costs and driving difficulty on these roads. Thank you for your time. | |
| 36 | 10/20 | email | Hajo | Eicken | | Road corridor #36, Donna & Cranberry Ridge Dr Thank you for the opportunity to comment on road corridor #36, between Donna & Cranberry Ridge Dr. As residents of Donna Drive we are asking to remove this proposed road corridor for the following reasons: (1) The proposed road corridor for the following reasons: (2) The proposed corridor is no conflict with existing neighborhood trail easements put in place at the time the Panorama Park subdivision was established. In the vicinity of road corridor #36 these trails connect into several trail systems to the North, West and Southwest. (2) The proposed corridor is in steep terrain that likely will not allow for a road compliant with Borough Code in terms of road grade, width and shoulder/drainage requirements. (3) Upon subdivision of the single, currently developed property contiguous with the proposed corridor, property on that corridor would also abut or be removed by one property from a major arterial/collector road to the North (Summit Dr.), such that emergency access considerations concerning cul-de-sacs are not as much of a concern as for other cul-de-sacs of similar or greater length immediately to the south off Summit/Skyline Dr. that have no associated/proposed road corridors. Thank you for your consideration. | Thank you for your comments. Corridor 36 is being maintained from the 1991 Roads Plan. It closes a small gap in the existing road network. Cranberry Ridge and Donna were also likely developed based on proposed corridors from the 1991 Roads Plan or 2006 update. |
| 36 | 10/20 | email | Angela | Dirks Eicken | | Road corridor #36, Donna & Cranberry Ridge Dr Thank you for the opportunity to comment on road corridor #36, between Donna & Cranberry Ridge Dr. As residents of Donna Drive we are asking to remove this proposed road corridor for the following reasons: (1) The proposed road corridor for the following reasons: (1) The proposed road corridor is in conflict with existing neighborhood trail easements put in place at the time the Panorama Park subdivision was established. In the vicinity of road corridor #36 these trails connect into several trail systems to the North, West and Southwest. (2) The proposed corridor is in steep terrain that likely will not allow for a road compliant with Borough Code in terms of road grade, width and shoulder/drainage requirements. (3) Upon subdivision of the single, currently developed property contiguous with the proposed corridor, property on that corridor would also abut or be removed by one property from a major arterial/collector road to the North (Summit Dr.), such that emergency access considerations concerning cul-de-sacs are not as much of a concern as for other cul-de-sacs of similar or greater length immediately to the south off Summit/Skyline Dr. that have no associated/proposed road corridors. Thank you for your consideration. | Thank you for your comments. Corridor 36 is being maintained from the 1991 Roads Plan. It closes a small gap in the existing road network. Cranberry Ridge and Donna were also likely developed based on proposed corridors from the 1991 Roads Plan or 2006 update. |
| 64 | 10/17 | web form | Tait | Chandler | | I would like to call attention to the proposed roads listed below. If these roads are built, I hope that the existing recreational trails are preserved and a vegetative buffer remains between the road and the existing trail. Thank you. Road/routes 295 and 64 may conflict with trails in the Goldstream Valley. | 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 nybe 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. Road and trail conflicts can be mitigated through proactive planning such as that through the coordinated FNSB Trails and Roads Plan update. |
| 64 | 10/19 | web form | Kyla | Durham | | Hello. I am strongly against proposed road 64 That would connect Miller Hill with Miller Hill extension over Goldstream Creek. As a resident and land owner on little creek road I feel that if it went forward it would have a vary negative impact on the residential neighborhoods both on the Miller Hill and Miller Hill extension sides. As it is now we have minimal traffic and it's safe for people to walk, ride bikes, safe to cross with snow machines and dog teams. It's a nice quiet end of the Road neighborhood and if we start having through traffic the increased noise, dust, road wear and tear and generally less safe for non-motorized activities will greatly impact the quality of life for all of the residence here. In addition that road would go over a main winter trail used by many valley residents snowmachine, dog sled, fat bikers, skiers and walkers. I hope that you will listen to the residence in this area and not go forward with this route. | 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 tol 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 Indix 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. Road and trail conflicts can be mitigated through proactive planning such as that through the coordinated FNSB Trails and Roads Plan update. |

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| 64 | 10/13 | web form | Kristen | Eckwright | | I am strongly against roads 295 and 64 being developed. We chose to live in these areas to have a quiet neighborhood and without traffic. I chose to live on Miller Mill Road to have direct access to trails in a quiet neighborhood. Why not use the money to better maintain the goldstream roads and Ballaine road? Having a main road go through Miller hill road to Miller hill extension will have devastating effects to the neighborhood, the public use winter trails, and to the wettand and will areas. There will be more accidents due to will diffe crossing more roadways. Having another high trafficked road going through a heavily permafrosted area is only going to create more problems. | 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 to access from Miller Hill at Meinon has been limited to support the future |
| 64 | 10/20 | web form | Mary Lee | Guthrie | | I have only this week taken a look at the proposed roads/connectors #64, 72 and 73 in 01N 02W which are fairly close to my home. Setting aside #64, bridge and roadway across Goldstream connecting Miller Hill roads, I am concerned that very few residents in my larger neighborhood have "gotten the memo" regarding #72 and 73. I hope I am wrong. My opinion on 72/73 is parallel to the many earlier comments made regarding #69, the Line Drive connector. Present dead end roads are maintained by a hoc neighbor efforts. Very low budget and yet, at least on Nottingham Drive, going back for decades. Not a service district and never likely to be voted into one. (Note that even the excellent quality roads in new Magoffin subdivision were not accepted by adjacent College Hills service district.) Yet Nottingham is highly favored by walkers and bikers from surrounding area. We have a much used link into the Skarland Trail system and paths on the north side connect into Goldstream trails. Permafrost compromises homes and roads across the all of the proposed 72/73. Parcels to the north are dedicated public lands in the bottom of the valley. I do wish representatives of the FNSB would come take a walk and drive around the area north of Nottingham and West of upper Dalton to understand the dramatically different terrain and homeowners approaches to their micro locations. A number of us understand the heartache an abandoned home with roof caving in represents. Planning should not promote more of this. The permafrost research team at UAF has long had monitors placed in this neighborhood. Have you discussed the extend, depth, and ongoing thaw of our local permafrost with them? Finally, road locations, property lines, and even key section markers are rather imprecise. This largely works out given the informality of approach and general lack of density. Cleaning this up likely costly, troublesome. Better plan would acknowledge present value in strong neighborhood cooperation and handsome resiliency in face of challenging and changing te | can be mitigated through proactive planning such as that through the coordinated FNSB Trails and Roads Plan update. |
| 64 | 10/18 | email | David | Jonas | | To whom it may concern, My wife and I reside near this proposed road corridor. We also own an 80 acre parcel (who's western boundary is the section line which the proposed road would occupy) which is preserved under the Interior Alaska Land Trust. It is a part of the larger "green belt" that runs between Ballaine rd. and Sheep crk. rd. which protects the riparian habitat along Goldstream creek, provides recreational space for multi use trails, and refuge for a multitude of wild species. A road through here would cut this small intext area in half! Crossing it wild tog teams- etc. would be dangerous. A road through here would have a largely negative effect on the aspect of goldstream walley that the people who live here hold dear. Sure it would shorten the commute of a number of residents on the north side of the valley, but at what cost? It would be another expensive project (road + bridge) with expensive maintenance required (permafrost bog). For those who live on Miller hill and Miller hill extension- it would cause noise pollution, air joultion (dust), traffic darger (kids, prest). Those using the road from other neighborhoods, are doing fine on existing roads- when was the last traffic jam on Ballaine?? I am wholly against putting a road/bridge through here. Thank you for your work on this. Sincerely, | 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 plating 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. Road and trail conflicts can be mitigated through proactive planning such as that through the coordinated FNSB Trails and Roads Plan update. |
| 64 | 10/17 | web form | Brett | Parks | | 64 - Connecting Miller Hill and Miller Hill Extension would unnecessarily increase traffic through the area; Ballaine, Goldstream, and Sheep Creek connect all areas in a reasonably timely fashion without undue traffic issues. Investing in the maintenance of Goldstream and Ballaine would be a better investment - and they need constant attention due to frost heaves, etc., which would be a constant problem with the proposed corridor. Additionally, area residents value the natural feeling of the area, and lament the sadly decreasingly trail connectedness of it. Further fragmenting increasingly rare natural areas in the immediate Goldstream Valley, and bisecting several historic and well loved trails would diminish the positive attributes of the area as much as the increased traffic and through traffic would. | 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 to access from Miller Hill adMiller Hill Extension has been limited to support the future |

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| 64 | 10/12 | Email | Eric | Troyer | | Trail advocates should speak up in defense of trails regarding the Fairbanks North Star Borough Comprehensive Roads Plan Update. Comments must be submitted by October 21. https://fnstoradsplan.com/ Several residents have expressed concern about some of the proposed roads in the plan conflicting with trails. The plan does not automatically mean that the roads will be built and that the trails will be lost. And roads and trails can coexist along the same corridors. However, this is a good time for trail advocates to speak up and let officials know that they want trails protected if a road is built along the same corridor (preferably with at least some vegetative buffer). General comments are fine, but it is better to speak specifically about which road corridors and trails you are concerned about. Below are several specifics. I'm sure I've missed some. Take a look at the plan and make comments if you have concerns about a trail. See maps here: https://fnsbroadsplan.com/wp-content/uploads/2022/09/09-22-22_FNSB-Roads-Plan_Public-Review-Draft_MAPS-ONLY.pdf Road/routes 295 and 64 may conflict with trails in the Goldstream Valley. | |
| 64 | 10/15 | Email | Eric | Troyer | | In general, I am very pleased with the plan. As a long-time resident of the borough, I am glad to see the borough planning ahead with road development so that future road construction makes sense within a wider planning scope. As an avid trail user and non-motorized user, I am glad to see both trails and non-motorized use taken into account with Goal 5, strategies 5.1 and 5.2. We should be encoursignig both trails and non-motorized ransportation in our borough's future. Both are essential for our population's mental and physical health. Both are also critical for encouraging actions that take better care of our environment. Many of the proposed roads in the plan would run along corridors already in use by popular trails, some in the FNSB Comprehensive Recreational Trail Plan and some not. Examples include: | 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. Road and trail conflicts can be mitigated through proactive planning such as that through the coordinated FNSB Trails and Roads Plan update. |
| | | | | | | Road/routes 295 and 64 may conflict with trails in the Goldstream Valley. Wherever possible I would like to see these trails preserved if a road is built along the same corridor. Further, I would want to see a significant vegetative buffer included so that the current wild nature of the trails is at least partially retained. Thank you for your consideration and your hard work on this important project. | |
| 64 | 10/14 | | Jacob | Yule | | My name is Jake Yule and I live off Miller Hill Extension (MHE). I'd like to voice my, and several others in the community that would be effected, opposition to proposed corridor 64 to connect MHE and Miller Hill. My reasons are increased traffic volume and trail degradation. I'm aware that connecting these two roads would cut commute time to town for many living in the West central Goldstream area. However, Sheep Creek Rd and Ballaine Rd already fit that role well. Connecting MHE and Miller Hill would only serve to increase traffic and dust on both, all while tarnishing the laid back Goldstream culture. | 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 |
| 64 | | email | Amy | Marsh | | Dear Planners, Thank you for the opportunity to comment on the proposed FNSB road plan. These comments are directed at Route 64, which would connect Miller Hill and Miller Extension. 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 shortcur torad filled with speeding cars. The idea is so stressful to me that it is hard for me even to write this. My best case scenario would become having my property bought out by the borough so that I am not stuck living in a worthless place. 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 coare and is privately maintained by a few residents. It swallows rock and gravel and pass ability 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 roat 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. 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 | 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 nybe 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. Road and trail conflicts can be mitigated through proactive planning such as that through the coordinated FNSB Trails and Roads Plan update. |
| | | | | | | 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. I believe the best use of these 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 is ea statedy trickle of trail users going down my driveway to cross Coldstream 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, | |

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| 64 | 10/20 | web form | Olivia | Edwards | | I am commenting on road corridor #64 in the comprehensive roads plan, that would connect Miller Hill and Miller Hill Extension. I am opposed to this corridor as it would bisect heavily used public winter trail systems and increase neighborhood traffic. The road would cross delicate permafrost as well, making it challenging and costly to maintain. Thank you, | 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. Road and trail conflicts can be mitigated through proactive planning such as that through the coordinated FNSB Trails and Roads Plan update. |
| 64 | 10/20 | email | Owen | Guthrie | Board President Interior Alaska Land Trust | I'm writing in regard to the proposed road corridor #64 that would connect Miller Hill to Miller Hill Extension. Unfortunately, this would bisect the Goldstream Public Use Area pretty painfully. As you know this is a critical area full of trails for winter recreation and one that the Interior Alaska Land Trust has spent years and years developing as the Goldstream Greenbelt Project. https://interioraklandtrust.org/land-and-projects/goldstream-valley-greenbelt/ It would be interesting to see a distance analysis based on Ballaine vs. Miller Hill for Goldstream Residents. The distance between the mouths of the two roads on Goldstream is quite small. One leads directly to Farmers Loop and University Emergency Services, the other leads to Miller Hill (very steep) and Sheep Creek. Thank you for your work and for your consideration. Best regards, | 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 development of this corridor. Topographical challenges can be addressed through small adjustments to alignment and design during development. |
| 64 | 10/20 | web form | Katie | McCiellan | | Message: I am emailing regarding the FNSB Roads Plan, specifically to oppose the construction of corridor #64 that would connect Miller Hill Rd with Miller Hill Extension (MHE). As a homeowner on MHE, I recognize the convenience this connector would create for me traveling to/from town vs driving up & over Balaine Road Rd Mriving the full way around Sheep Creek to Goldstream Rd in order to get home. However, this connector would create more traffic on MHE, disrupting the quiet neighborhood (& potentially causing safety issues with the many runners, bikers, dogs, & moose who move along the roads) & would disrupt the Goldstream Greenbelt, which Interior Alaska Land Trust has worked to hard to put acres & acres of land into over the last decade +. This area of Goldstream provides PHENOMENAL recreational opportunities for fat biking, skiing, dog mushing, snowmaching, & more. Having a road corridor built along the conservation easement would disrupt the safety & peace of recreating in this area. While there are many areas around town where people can crush winter miles, the Goldstream Valley, & particularly the west side of the Goldstream Valley within & adjacent to the greenbelt, provides incredibly easy & safe access to miles & miles of trails of trails onnections without going near or crossing roads. Goldstream Creek itself is also used as a transportation corridor for many recreators. While I value the borough's efforts to provide safe & convenient transportation access between areas of town, one of the many reasons folks live in Goldstream has been just fine without this connection since it way sanded out by the flood, & we will continue to do just fine without this shortcut. This location provides more value as part of the greenbelt & its adjacent lands than it would as a shortcut. | 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. Road and trail conflicts can be mitigated through proactive planning such as that through the coordinated FNSB Trails and Roads Plan update. |
| 64 | 10/20 | | Christin | Swearingen | | This would disturb conservation property stewarded by Interior Alaska Land Trust and cut right across a popular recreation trail. People canoe this area in the summer. The road doesn't connect for a reasonit was flooded and the soils there do not support construction (Chatanika mucky silt). I oppose the road. | 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 Coridor has significant benefits for emergency service access, travel times, and overall vehicle miles travelled and connectivity in this portion of the road network. Road and trail conflicts can be mitigated through proactive planning such as that through the coordinated FNSB Trails and Roads Plan update. |
| 64 | 10/20 | | Mary | Szatkowski | | I am writing to oppose corridor 64, proposed to connect Miller Hill Ext to Miller Hill. I live on Dome View Ave, which is part of the MHE subdivision so I would be directly impacted by corridor 64. I am concerned about the increased traffic that corridor 64 would bring to both Miller Hill. I and MHE. People who chose to buy land and/or live in these neighborhoods did so because they wanted to be separate from the main road. MHE is a dirt road where people drive slow, expecting to see children playing in the street, runners/walkers/bikers, four wheelers / dirt bike, dog teams, and even sometimes loose livestock. In the winter, there are major trails which cross through MHE, bringing even more pedestrians through the area. Increased which let arfit (through MH/EME would change the character of the neighborhood drastically, especially for those who live directly on MHE. I understand the concerns about fire safety in the area, but without further information about the size of the road proposed and the bridge construction plan (extremely unstable area due to permafrost and sensitive wetland environment) I can not support corridor 64. I urge the review process to value the opinions of those who live in directly affected area most strongly. | 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 coridor has significant benefits for emergency service access, travel times, and overall vehicle miles travelled and connectivity in this portion of the road network. Road and trail conflicts can be mitigated through proactive planning such as that through the coordinated FNSB Trails and Roads Plan update. |

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| 64 | 10/20 | web form | Cynthia | Steiner | | on it. It is a dead end road. The proposed 72 and 73 connector roads would create access to Nottingham Drive from the north, allowing traffic over our privately maintained road and through our neighborhood, which would greatly change the safety and privacy of the current neighborhood. Nottingham Dr has it's own set of challenges: the road would be difficult to ever bring up to borough standards. Nottingham Dr follows the hiliside, not the property lines, which means north side property owners own property on the south side of the road. Cables and phone lines are laid under and on the north side of road, which makes widening difficult and unfeasible. The proposed road 64 (O1N O2W) is also a potential issue, if subdivisions to the east were developed and tried to connect to Nottingham Dr. We would object to any road connecting to the privately maintained Nottingham Dr. | 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. Road and trail conflicts can be mitigated through proactive planning such as that through the coordinated FNSB Trails and Roads Plan update. |
| 64 | 10/21 | email | Ali | Fugle | | I am writing in opposition of developing these road corridors. Both roads would be prohibitive to residential use of the local recreational trails that are already in existence in the area. Additionally, much of the ground in the Goldstream Valley is permafrost, which would make these roads difficult to maintain, in an area where we already struggle to maintain our current roads. Funding for road development in the Goldstream Valley should be used to fix the many roads already in place that are currently in need of maintenance. Developing these corridors would bring unwanted and unnecessary traffic into these neighborhoods particularly the Line Drive/255 corridor, which also connects to Black Sheep Lane. The intersection of Black Sheep Lane and Sheep Creek Rd. Is super dangerous- on a blind corner, with people frequently speeding on Sheep Creek Lane, and It would be negligent and irresponsible of FNSB to funnel more traffic into an already dangerous area. | 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 fine: 1991, direct bla 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. Road and trail conflicts can be mitigated through proactive planning such as that through the coordinated FNSB Trails and Roads Plan update. |
| 64 | 10/21 | web form | Hitchcock | | | Message: Hey thank you for the opportunity to comment on the road plan. I'm excited to be involved in the process and hope that peoples comments are taken into consideration. I have multiple friends that live on either side of muller hill extension and are against the proposed corridor 64. This road would bisect the valley and ruin habitat continuity for that whole section of valley while increase traffic to a quiet neighborhood by people who live farther away. Everyone I know on the road would take the extra time driving to keep that continuity and trail system that would be more dangerous with a more active road. I don't think the borough wants to further upkeep that road and put more money into upkeeping it. Ballaine is right down the road so why would we need to segment the valley further? While some proposed roads I'm sure make sense, this one does not and would be a travesty in fisb went through with it. It honestly feels like the borough is trying to push this through as a favor to someone as it is so unpopular with the majority | 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. Road and trail conflicts can be mitigated through proactive planning such as that through the coordinated FNSB Trails and Roads Plan update. |
| 64 | 10/21 | email | Maxwell | Plichta | | Hello, My name is Max Plichta. I am a Fairbanks North Star Borough resident living in the Farmers Loop area. Last week I briefly spoke with Shelly Wade on the phone about a few questions I had, thank you for taking my call. Today I am emailing the team with some final comments about the FNSB Comprehensive Road Plan. First and foremost, I appreciate the process to provide feedback and I am grateful that we are updating the comprehensive road plan. Comments: 6.As you know, roads can divide a community just as much as they can connect a community. As an avid non-motorized trail and road corridor user and an adamant supporter of intact-connected greenspace I am chiefly concerned about how several of these proposed road corridors could negatively impact recreational trail users, greenspace, and ecosystem functions. I would like to see trails preserved if roads are built along the same corridor. Furthermore, I would want to see a significant vegetative buffer included so that the current wild nature of the trails is at least partially retained. 3. New and existing proposed road corridors in the Goldstream Valley chiefly 64 and 295 could impact recreational trails and the wild character of the area. Significant efforts have been made in the Goldstream Valley by the public and nonprofits to preserve the ecosystem functionalities of this area. Great care should be taken if these corridors are developed. I greatly appreciate your time, effort, and consideration. Best, Max | 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. Road and trail conflicts can be mitigated through proactive planning such as that through the coordinated FNSB Trails and Roads Plan update. |
| 64 | 10/21 | web form | Ashley | | | Route 64 connecting Miller Hill and Miller Hill Extension would be awful for residents on Miller Hill extension. The road has significant permafrost problems and people already recklessly drive 45+ MPH down it because it is a straight shot. Adding substantial through traffic would cause safety issues as well as decrease quality of living and property values for many that live just off the main road. I strongly appose route 64. | |

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| 64 | 10/22 | web form | Karin | Bodony | | Please preserve the integrity of the Goldstream Valley Greenbelt and remove road 64 (Miller Hill to Miller Hill Extension) from the plan. | 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. Road and trail conflicts can be mitigated through proactive planning such as that through the coordinated FNSB Trails and Roads Plan update. |
| 64 | 10/21 | | Mary Lee | Guthrie | | Helio Shelly Wade and Kellen Spillman, Thank you for the opportunity to comment on #64 in 01N 02W. For decades my husband and I have lived at 2183 Nottingham Drive, near the proposed #64. We've discussed the pros and cons of such a roadway/bridge over many a dinner. We also have lived with permafrost on our property and under our home and thoroughly appreciate the data collected by the instruments permafrost researchers at UAF have placed in our neighborhood. It helps us weigh what we do in our effort to date collected by the instruments permafrost researchers at UAF have placed in our neighborhood. It helps us weigh what we do in our effort to date collected by the instruments permafrost researchers at UAF have placed in our neighborhood. It helps us weigh what we do in our effort to the informal group that more or less maintains our 3/4 mile road. We appreciate roads, and especially when somebody else pays the bill Safety and Connection - Yes, and it's complicated #64 – The bottom of Goldstream, "connector" for Miller Hill and Miller Hill extension. Is extensive development proposed in Goldstream that would make the addition of a new road corridor necessary? If #64 is not proposed to address antipated traffic volume that will challenge the capacity of Sheep Creek anteries? 1.1 would like to see more evidence regarding the comparative "Shortness" of the new route. And 2, raise questions about the implicit primacy given to the driving time of a limited set of Goldstream tomuters over an array of interests and values of other people which are highly likely to suffer changes, many of them diminishment and damage, if #64 goes forward. Calculation of a preferred driving route is not just a matter of miles driven. The time it takes to reach a destination and anticipated road conditions along the way also count. What sort of route is proposed for #647 it seems to me that aroad suitable for speeds of 50 - 65 MPH would be needed for this new route to be superior in time, if not in distance to the t | access, travel times, and overall vehicle miles travelled and connectivity in this portion of the road network. Road and trail conflicts can be mitigated through proactive planning such as that through the coordinated FNSB Trails and Roads Plan update. |
| | | | | | | It is well established that the risk of pedestrian death increases with the speed of vehicles. (10% at 23 MPH, 50% at 42 MPH and 90% plus at 58 MPH.) Yet DOT has, I believe, decided not to build a separated bike path along Yankovich due to a narrow right of way and the thoroughly built out neighborhood replete with driveways, bus stops, mailboxes, trail access points, etc. Are we to imagine that more cars and trucks moving at higher speeds and on the way to someplace else will not make a notable change? In addition to traffic use of road surface and margins, a commuter thoroughlard density and speed would upend qualities beyond the roadway itself. For instance the present calm setting of the cemetery, the UAF arboretum, numerous trails, and the rural, touristic appeal of LARSwould all be changed. In my opinion, not for the better. If we imagine that DOT might be able to construct #64 as a new roadway with slower speeds enforced by design, we come back to the initial question of commuter calculation of "fastest" / "Best" route. The imact of a 464 roadway and bridge would, by definition, slice apart and effect a dramatic diminishment to the Goldstream Valley open space, habitat and trails system. Cutting up the longest stretch of these irreplaceable local features, it would insert a noisy obstacle into the heart of that much valued amenity. The sprawl dynamic noted in the FNS document fits hand and glove with the simplistic argument for "connection" given for #64. To merely assert "connection" as an overarching good is incomplete. Where is a discussion of the "backyard wilderess" trails and wild animal habitat, the quile to eady to the Goldstream trails system so many appreciate and have organized their selection of residence and recreation choices around. I think the planning document should address and listen to these highly salient aspects of our lives in Fairbanks. In short, while # 64 is a potential "connector", it is also clearly a disconnector, guaranteed to make some delicate and highly prized th | |

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| | | | | | | Surely we don't have to let casual road building cut up trail systems and rich habitat, damage quiet, well established neighborhoods and marr relatively intact and lovely public/private places in the name of vaguely anticipated commuter convenience. Privileging the value of the fastest most direct roadway is a recipe for a single ingredient stew we he had lhad at lot ofand it contributes to people giving up on an area and moving further out for an "Alaskan" home lifestyleand to needing to drive further afield to reach a quiet trail. Those "added miles" are just as real as miles which might be "saved" by route 46A.Finally, in addition to questioning this instance of the road/ sprawl dynamic. I want to mention another reason to pull this valley bottom connector from current plan documents. It has to do with the allocation of our limited resources, mostly public in this case, but also private. There is no question that permafrost in the fairbanks area hase entered notably different conditions. Without clear acknowledgment of the thav chapter we are noo living in, I am concerned that a simple minded "we know how to build for permafrost" assumption will drive choices that prove to have quite costly outcomes. Does the FNSB, berhaps especially the FNSB Planning Dept have a positive role to play in this chapter full of new risks? Removing # 64 is a low risk strategy. It allows extant values to remain and be elaborated and strengthened by those who enjoy them: healthy habitat, trails, beauty, neighborhoods. It conserves our limited infrastructure funds and avoids further stretching of inadequate road maintenance budgets. There is something to be said for not damaging what we've been given. What risk is there in waiting for the next chapter? One our grandkids might see. Let them look at this part of the Goldstream Valley and make the choice that is right for their time. Thank you for reading this lengthy note. | |
| 69 | 9/24 | Web form | Terrance | Gacke | | Could you please send me the link to the most current Steering Committee meeting that discusses corridors 295 & 69. The ones list are in 2021. Please update the Resources page so the public can see the discussion that lead to this flawed decision regarding 295. Thank you. | Corridors 69 & 295 have been removed from the plan due to public input and feasibility issues due to topography. |
| 69 | 10/20 | web form | Mary Lee | Guthrie | | I have only this week taken a look at the proposed roads/connectors #64, 72 and 73 in 01N 02W which are fairly close to my home. Setting aside #64, bridge and roadway across Goldstream connecting Miller Hill roads, I am concerned that very few residents in my larger neighborhood haw "gotten the memo" regarding #72 and 73. I hope I am wrong. My opinion on 72/73 is parallel to the many earlier comments made regarding #69, the Line Drive connector. Present dead end roads are maintained by ad hoc neighbor efforts. Very low budget and yet, at least on Nottingham Drive, going back for decades. Not a service district and never likely to be voted into one. (Note that even the excellent quality roads in new Magoffin subdivision were not accepted by adjacent College Hills service district.) Yet Nottingham is highly favored by walkers and bikers from surrounding area. We have a much used link into the Skarland Trail system and paths on the north side connect into Goldstream trails. Permafrost compromises homes and roads across the all of the proposed 72/73. Parcels to the north are dedicated public lands in the bottom of the valley. I do wish representatives of the FNSB would come take a walk and drive around the area north of Nottingham and West of upper Dalton to understand the dramatically different terrain and homeowners approaches to their micro locations. A number of us understand the heartache an abandoned home with roof caving in represents. Planning should not promote more of this. The permafrost research team at UAF has long had monitors placed in this neighborhood. Have you discussed the extent, depth, and ongoing thaw of our local government with the weak eys ection markers are rather imprecise. This largely works out given the informality of approach and general lack of density. Cleaning this up likely costly, troublesome. Better plan would acknowledge present value in strong neighborhood cooperation and handsome resiliency in face of challenging and changing terain and a local government with no road powers, | Corridors 69 & 295 have been removed from the plan due to public input and feasibility issues due to topography. |
| 69 | 10/20 | web form | Mary Lee | Guthrie | | *NOTE: The first half of these comments are the same as previous comments submitted by this person. This set of comments have additional setting aside #64, bridge and roadway across Goldstream connecting Miller Hill roads, I am concerned that very few residents in my larger neighborhood have "gotten the memo" regarding #72 and 73. I hope I am wrong. My opinion or 72/73 is parallel to the many earlier comments made regarding #69, the Line Drive connector. Present dead end roads are maintained by ad hoc neighbor efforts. Very low budget and yet, at least on Nottingham Drive, going back for decades. Not a service district and never likely to be voted into one. (Note that even the excellent quality roads in new Magoffin subdivision were not accepted by adjacent College Hills service district.) Yet Nottingham is highly favored by walkers and bikers from surrounding area. We have a much used link into the Skarland Trail system and paths on the north side connet. Into Goldstream trails. Permafrost compromises homes and roads across the all of the proposed 72/73. Parcels to the north are dedicated public lands in the bottom of the valley. I do wish representatives of the FNSB would come take a walk and drive around the area north of Nottingham and West of upper Dalton to understand the dramatically different terrain and homeowners approaches to their micro locations. A number of us understand the heartache an abandoned home with roof caving in represents. Planning should not promote more of this. The permafrost research team at UAF has long had monitors placed in this neighborhood. Have you discussed the extent, depth, and ongoing thav of oucla permafrost with them? Finally, road locations, property lines, and even key section markers are rather imprecise. This largely works out given the informality of approach and general lack of density. Cleaning this up likely costly, troublesome. Better plan would acknowledge present value in strong neighborhood cooperation and handsome resiliency in face of ch | |

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| 72 | 10/20 | web form | Mary Lee | Guthrie | | I have only this week taken a look at the proposed roads/connectors #64, 72 and 73 in 01N 02W which are fairly close to my home. Setting aside #64, bridge and roadway across Goldstream connecting Miller Hill roads, I am concerned that very few residents in my larger neighborhood have "gotten the memo" regarding #72 and 73. I hope I am wrong. Wy opinion on 72/73 is parallel to the many earlier comments made regarding #60, the Line Drive connector. Present dead end roads are maintained by ad hoc neighbor efforts. Very low budget and yet, at least on Nottingham Drive, going back for decades. Not a service district and never likely to be voted into one. (Note that even the excellent quality roads in new Magoffin subdivision were not accepted by dajacent College Hills service district.) Yet Nottingham is highly favored by walkers and bikers from surrounding area. We have a much used link into the Skarland Trail system and paths on the north side connect into Goldstream trails. Permafrost compromises homes and roads across the all of the proposed 72/73. Parcels to the north are dedicated public lands in the bottom of the valley. I do wish representatives of the FNSB would come take a walk and drive around the area north of Nottingham and West of upper Dalton to understand the dramatically different terrain and homeowners approaches to their micro locations. A number of us understand the heatrache an abandoned home with roof caving in represents. Planning should not promote more of this. The permafrost research team at UAF has long had monitors placed in this neighborhood. Have you discussed the extent, depth, and ongoing thaw of our local permafrost with them? Finally, road locations, property lines, and even key section markers are rather imprecise. This largely works out given the informality of approach and general lack of density. Cleaning this up likely costly, troublesome. Better plan would acknowledge present value in strong neighborhood cooperation and handsome resiliency in face of challenging and changing t | |
| 72 | 10/20 | web form | Mary Lee | Guthrie | | *NOTE: The first half of these comments are the same as previous comments submitted by this person. This set of comments have additional Setting aside #64, bridge and roadway across Goldstream connecting Miller Hill roads, I am concerned that very few residents in my larger neighborhood have "gotten the memo" regarding #72 and 73. I hope I am wrong. My opinion on 72/73 is parallel to the many earlier comments made regarding #69, the Line Drive connector. Present dead end roads are maintained by ad hoc neighbor efforts. Very low budget and yet, at least on Nottingham Drive, going back for decades. Not a service district and never likely to be voted into one. (Note that even the excellent quality roads in new Magoffin subdivision were not accepted by adjacent College Hills service district.) Yet Nottingham is highly favored by walkers and blickers from surrounding area. We have a much used link into the Skarland Trail system and paths on the north side connect into Goldstream trails. Permafrost compromises homes and roads across the all of the proposed 72/73. Parcels to the north are dedicated public lands in the bottom of the valley. I do wish representatives of the FNSB would come take a walk and drive around the area north of Nottingham and West of upper Dalton to understand the dramatically different terrain and homeowners approaches to their micro locations. The permafrost research team at UAF has long had monitors placed in this neighborhood. Have you discussed the extent, depth, and ongoing thavd of uncla permafrost with them? Finally, road locations, property lines, and even key section markers are rather imprecise. This largely works out given the informality of approach and general lack of density. Cleaning this up likely costly, troublesome. Better plan would acknowledge present value in strong neighborhood cooperation and handsome resiliency in face of challenging and changing terrain and a local government with no road powers, no free state money and no new service districts. So IMHO #72/73 offer onl | |
| 72 | | Web form | Jeanne | Laurencelle | | I'm looking at 72 and 73 at the end of Dalton trail. Your plan is to do nothing with the first part of the orphan road, and then improve the end of the road. That doesn't make any sense. All the new traffic will trash the unimproved road, which is already often impassible in breakup. | Corridors 72 and 73 were included in the 1991 Roads Plan and the 2006 Plan update. Nottingham Road is currently in violation of FNSB code regarding cul-de-sac length. |
| 72 | 10/17 | web form | Brett | Parks | | 72 & 73 - There is no new or additional development in the area. There is no real need to access Nottingham from Shadow Ln. nor to access Shadow Ln. from Nottingham. While the few neighbors who live on the current Shadow Ln. have their hand's full maintaining the road (one out of state, vacant building/land owner won't consent to a road commission, we appreciate the character, quiet, and privacy of the road. We welcome Goldstream State Rec. Area users to access the area via Shadow Ln, but additional, through, traffic would benefit no one, cost everyone, ruin the character of the immediate area; and potentially encourage additional development in an increasingly unstable permafrost area. The road would be unwelcome, unnecessary, and difficult and costly to maintain. | |

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| 72 | 10/20 | web form | Cynthia | Steiner | | It is a dead end road. The proposed 72 and 73 connector roads would create access to Nottingham Drive from the north, allowing traffic over our privately maintained road and through our neighborhood, which would greatly change the safety and privacy of the current neighborhood. Nottingham Dr has it's own set of challenges: the road would be difficult to ever bring up to borough standards. Nottingham Dr hollows the hillside, not the property lines, which means north side property owners own property on the south side of the road. Cables and phone lines are laid under and on the north side of road, which makes widening difficult and unfeasible. The proposed road 64 (O1N O2W) is also a potential issue, if subdivisions to the east were developed and tried to connect to Nottingham Dr. We would object to any road connecting to the privately maintained Nottingham Dr. | FNSB code regarding cul-de-sac length. |
| 2 | 10/21 | email | David | Dansel | | David L Dansel and Karen Toland (property owner) living at 651 Old Cat Trail (2545 25 1N2W) own two properties on proposed Rd corridor 72 & 73. Corridor Proposal # 72 Parcel: 2554 25 1N2W 0420611 Corridor Proposal # 73 Parcel: 2502 25 1N2W 0250309 As a property owner contiguous to these corridor proposals I have no interest in the Borough building these projects. A Precaution to the Borough from someone who has lived for some 40 yrs. In this neighborhood is that the amount of permafrost would make such a road development very high maintenance and very costly (to the Borough.) I am open to further comment in the future on these proposed Rd developments. Also review the preferences voiced by a community large survey that took place during the ACGiffi Subdivision. Strong concern was voiced about swelling density and also a valued precedence for the wild undisturbed DNR land to the north. | Corridors 72 and 73 were included in the 1991 Roads Plan and the 2006 Plan update. Nottingham Road Is currently in violation of FNSB code regarding cul-de-sac length. |
| 2 | 10/21 | email | Karen | Toland | | | Corridors 72 and 73 were included in the 1991 Roads Plan and the 2006 Plan update. Nottingham Road is currently in violation of FNSB code regarding cul-de-sac length. |
| 3 | 10/20 | web form | Mary Lee | Guthrie | | I have only this week taken a look at the proposed roads/connectors #64, 72 and 73 in 01N 02W which are fairly close to my home. Setting aside #64, bridge and roadway across Goldstream connecting Miller Hill roads, I am concerned that very few residents in my larger neighborhood have "gotten the memo" regarding #72 and 73. I hope I am wrong. My opinion on 72/73 is parallel to the many earlier comments made regarding #69, the Line Drive connector. Present dead end roads are maintained by ad hoc neighbor efforts. Very low budget and yet, at least on Nottingham Drive, going back for decades. Not a service district and never likely to be voted into one. (Note that even the excellent quality roads in new Magoffin subdivision were not accepted by adjacent College Hills service district.) Yet Nottingham is highly favored by walkers and bikers from surrounding area. We have a much used link into the Skarland Trail system and paths on the north side connect into Goldstream trails. Permafrost compromises homes and roads across the all of the proposed 72/73. Parcels to the north are dedicated public lands in the bottom of the valley. I do wish representatives of the FNSB would come take a walk and drive around the area north of Nottingham and West of upper Dalton to understand the dramatically different terrain and home with roof caving in represents. Planning should not promote more of this. The permafrost research team at UAF has long had monitors placed in this neighborhood. Have you discussed the extent, depth, and ongoing thaw of our local permafrost with them? Finally, road locations, property lines, and even key section markers are rather imprecise. This largely works out given the informality of approach and general lack of density. Cleaning this up likely costly, troublesome. Better plan would acknowledge present value in strong neighborhood cooperation and handsome resillency in face of challenging and changing terrain and a local government with no road powers, no free state money and no new service districts. | |

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| 73 | 10/20 | web form | Mary Lee | Guthrie | | *NOTE: The first half of these comments are the same as previous comments submitted by this person. This set of comments have additional | Corridors 72 and 73 were included in the 1991 Roads Plan and the 2006 Plan update. Nottingham Road is currently in violation of |
| | | | | | | comments at the end of the comment. Setting aside #64, | FNSB code regarding cul-de-sac length. |
| | | | | | | bridge and roadway across Goldstream connecting Miller Hill roads, I am concerned that very few residents in my larger neighborhood have | |
| | | | | | | "gotten the memo" regarding #72 and 73. | |
| | | | | | | I hope I am wrong. My opinion on 72/73 is parallel to the many earlier comments made regarding #69, the Line Drive connector. | |
| | | | | | | Present dead end roads are maintained by ad hoc neighbor efforts. Very low budget and yet, at least on Nottingham Drive, going back for | |
| | | | | | | decades. Not a service district and never likely to be voted into one. (Note that even the excellent quality roads in new Magoffin subdivision were | |
| | | | | | | not accepted by adjacent College Hills service district.) | |
| | | | | | | Yet Nottingham is highly favored by walkers and bikers from surrounding area. We have a much used link into the Skarland Trail system and paths | |
| | | | | | | on the north side connect into Goldstream trails. | |
| | | | | | | Permafrost compromises homes and roads across the all of the proposed 72/73. Parcels to the north are dedicated public lands in the bottom of the valley. | |
| | | | | | | I do wish representatives of the FNSB would come take a walk and drive around the area north of Nottingham and West of upper Dalton to | |
| | | | | | | understand the dramatically different terrain and homeowners approaches to their micro locations. | |
| | | | | | | A number of us understand the heartache an abandoned home with roof caving in represents. Planning should not promote more of this. | |
| | | | | | | The permafrost research team at UAF has long had monitors placed in this neighborhood. Have you discussed the extent, depth, and ongoing | |
| | | | | | | thaw of our local permafrost with them? Finally, road locations, property lines, and even key section markers are rather imprecise. This largely works out given the informality of approach | |
| | | | | | | and general lack of density. Cleaning this up likely costly, troublesome. | |
| | | | | | | Better plan would acknowledge present value in strong neighborhood cooperation and handsome resiliency in face of challenging and changing | |
| | | | | | | terrain and a local government with no road powers, no free state money and no new service districts. | |
| | | | | | | So IMHO #72/73 offer only more trouble, expense without a sugar daddy and questionable increase in "through" traffic. Crazy! | |
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| 72 | | Web form | Jeanne | Laurencelle | | I'm looking at 72 and 73 at the end of Dalton trail. Your plan is to do nothing with the first part of the orphan road, and then improve the end of | Corridors 72 and 73 were included in the 1991 Roads Plan and the 2006 Plan update. Nottingham Road is currently in violation of |
| /5 | | 1100 10111 | Jeanne | Ludreneene | | the road. That doesn't make any sense. All the new traffic will trash the unimproved road, which is already often impassible in breakup. | FNSB code regarding cul-de-sac length. |
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| 73 | 10/17 | web form | Brett | Parks | | 72 & 73 - There is no new or additional development in the area. There is no real need to access Nottingham from Shadow Ln. nor to access | Corridors 72 and 73 were included in the 1991 Roads Plan and the 2006 Plan update. Nottingham Road is currently in violation of |
| | | | | | | Shadow Ln. from Nottingham. While the few neighbors who live on the current Shadow Ln. have their hands full maintaining the road (one out of state, vacant building/land owner won't consent to a road commission, we appreciate the character, quiet, and privacy of the road. We welcome | FNSB code regarding cui-de-sac length. |
| | | | | | | state, vacant obtaining and owner work consent consent on road commission, we appreciate the character, queck and privacy of the road. We welcome Goldstream State Rec. Area users to access the area via Shadow Ln. but additional, through, traffic would benefit no one, cost everyone, ruin the | |
| | | | | | | character of the immediate area; and potentially encourage additional development in an increasingly unstable permafrost area. The road would | |
| | | | | | | be unwelcome, unnecessary, and difficult and costly to maintain. | |
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| 73 | 10/20 | web form | Cynthia | Steiner | | on it. It is a dead end road. The proposed 72 and 73 connector roads would create access to Nottingham Drive from the north, allowing traffic | Corridors 72 and 73 were included in the 1991 Roads Plan and the 2006 Plan update. Nottingham Road is currently in violation of |
| | 10, 20 | | Cynthia | Stemer | | over our privately maintained road and through our neighborhood, which would greatly change the safety and privacy of the current | FNSB code regarding cul-de-sac length. |
| | | | | | | neighborhood . Nottingham Dr has it's own set of challenges: the road would be difficult to ever bring up to borough standards. Nottingham Dr | |
| | | | | | | follows the hillside, not the property lines, which means north side property owners own property on the south side of the road. Cables and | |
| | | | | | | phone lines are laid under and on the north side of road, which makes widening difficult and unfeasible. | |
| | | | | | | The proposed road 64 (O1N O2W) is also a potential issue, if subdivisions to the east were developed and tried to connect to Nottingham Dr. We | |
| | | | | | | would object to any road connection to the privately maintained Nottingham Dr. | |
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| | 1 | 1 | 1 | | | | |
| | | | | | | | |
| 73 | 10/21 | email | David | Dansel | | David L Dansel and Karen Toland (property owner) living at 651 Old Cat Trail (2545 25 1N2W) own two properties on proposed Rd corridor 72 & | Corridors 72 and 73 were included in the 1991 Roads Plan and the 2006 Plan update. Nottingham Road is currently in violation of |
| 73 | 10/21 | email | David | Dansel | | 73. Corridor Proposal # 72 Parcel: 2554 25 1N2W 0420611 Corridor Proposal # 73 Parcel: 2520 25 1N2W 0250309 As a property owner contiguous | |
| 73 | 10/21 | email | David | Dansel | | 73. Corridor Proposal # 72 Parcel: 2554 25 1N2W 0420611 Corridor Proposal # 73 Parcel: 2520 25 1N2W 0250309 As a property owner contiguous to these corridor proposals I have no interest in the Borough building these projects. A Precaution to the Borough from someone who has lived | |
| 73 | 10/21 | email | David | Dansel | | 73. Corridor Proposal # 72 Parcel: 2554 25 1N2W 0420611 Corridor Proposal # 73 Parcel: 2520 25 1N2W 0250309 As a property owner contiguous to these corridor proposals I have no interest in the Borough building these projects. A Precaution to the Borough from someone who has lived for some 40 yrs. In this neighborhood is that the amount of permafrost would make such a road development very high maintenance and very | |
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| 73 | 10/21 | email | David | Dansel | | 173. Corridor Proposal #72 Parcel: 2554 25 IN2W 0420611 Corridor Proposal #73 Parcel: 2520 25 IN2W 0520309 As a property owner contiguous to these corridor proposals I have no interest in the Borough building these projects. A Precaution to the Borough from someone who has lived for some 40 yrs. In this neighborhood is that the amount of permafrost would make such a road development very high maintenance and very costly (to the Borough.) I am open to further comment in the future on these proposed Rd developments. Also review the preferences voiced by a community large survey that took place during the McGoffin subdivision. Strong concern was voiced about swelling density and also a valued | |
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| 73 | | | | | | 173. Corridor Proposal # 72 Parcel: 2554 25 IN2W 0420611 Corridor Proposal # 73 Parcel: 2520 25 IN2W 0420611 Corridor Proposal # 73 Parcel: 2520 25 IN2W 0420611 Corridor Proposal # 70 Parcel: 2520 25 IN2W 0420611 Corridor Proposal # 70 Parcel: 2520 25 IN2W 0420611 Corridor Proposal # 72 Parcel: 2520 25 IN2W 0420611 Corridor Proposal # 72 Parcel: 2520 25 IN2W 0420611 Corridor Proposal # 72 Parcel: 2520 25 IN2W 0420611 Corridor Proposal # 72 Parcel: 2520 25 IN2W 0420611 Corridor Proposal # 72 Parcel: 2520 25 IN2W 0420611 Corridor Proposal # 72 Parcel: 2520 25 IN2W 0420611 Corridor Proposal # 72 Parcel: 2520 25 IN2W 0420611 Corridor Proposal # 72 Parcel: 2520 25 IN2W 0420611 Corridor Proposal # 72 Parcel: 2520 25 IN2W 0420611 Corridor Proposal # 73 Parcel: 2520 25 IN2W 0420630 As a property owner corridor proposal # 72 Parcel: 2554 25 IN2W 0420611 Corridor Proposal # 73 Parcel: 2520 25 IN2W 04205309 As a property owner corridor proposal # 72 Parcel: 2554 25 IN2W 0420611 Corridor Proposal # 73 Parcel: 2520 25 IN2W 04205309 As a property owner corridor proposal # 72 Parcel: 2554 25 IN2W 0420611 Corridor Proposal # 73 Parcel: 2520 25 IN2W 04205309 As a property owner corridor proposal # 72 Parcel: 2540 25 IN2W 0420611 Corridor Proposal # 73 Parcel: 2520 25 IN2W 04205309 As a property owner corridor proposal # 72 Parcel: 2544 25 IN2W 0420611 Corridor Proposal # 73 Parcel: 2520 25 IN2W 0420309 As a property owner corridor proposal # 72 Parcel: 2540 25 IN2W 0420611 Corridor Proposal # 73 Parcel: 2520 25 IN2W 0420309 As a property owner corridor proposal # 72 Parcel: 2544 25 IN2W 0420611 Corridor Proposal # 73 Parcel: 2520 25 IN2W 0420309 As a property owner corridor proposal # 72 Parcel: 2540 25 IN2W 0420611 Corridor Proposal # 73 Parcel: 2520 25 IN2W 0420309 As a property owner corridor proposal # 70 Parcel: 2540 25 IN2W 0420309 As a property owner corridor proposal # 72 Parcel: 2540 25 IN2W 0420309 As a property owner corridugues to these proparel IN2W INIT AND Parcel: INIT AND Parcel: I | FNSB code regarding cul-de-sac length. Corridors 72 and 73 were included in the 1991 Roads Plan and the 2006 Plan update. Nottingham Road is currently in violation of |
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| 73 | | | | | | 17. Corridor Proposal # 72 Parcel: 2554 25 IN2W 0420611 Corridor Proposal # 73 Parcel: 2520 25 IN2W 0420611 Corridor Proposal # 72 Parcel: 2520 25 IN2W 0420611 Corridor Proposal # 72 Parcel: 2520 25 IN2W 0420613 Corridor Proposal # 72 Parcel: 2520 25 IN2W 0420611 Corridor Proposal # 72 Parcel: 2520 25 IN2W 0420611 Corridor Proposal # 72 Parcel: 2520 25 IN2W 0420611 Corridor Proposal # 72 Parcel: 2520 25 IN2W 0420611 Corridor Proposal # 72 Parcel: 2520 25 IN2W 0420611 Corridor Proposal # 72 Parcel: 2520 25 IN2W 0420611 Corridor Proposal # 72 Parcel: 2520 25 IN2W 0420611 Corridor Proposal # 72 Parcel: 2520 25 IN2W 0420611 Corridor Proposal # 72 Parcel: 2520 25 IN2W 0420611 Corridor Proposal # 72 Parcel: 2520 25 IN2W 0420611 Corridor Proposal # 72 Parcel: 2520 25 IN2W 0420611 Corridor Proposal # 73 Parcel: 2520 25 IN2W 0420630 As a property owner corridor proposal # 72 Parcel: 2554 25 IN2W 0420611 Corridor Proposal # 73 Parcel: 2520 25 IN2W 04205309 As a property owner corridor proposal # 72 Parcel: 2554 25 IN2W 0420611 Corridor Proposal # 73 Parcel: 2520 25 IN2W 04205309 As a property owner corridor proposal # 72 Parcel: 2554 25 IN2W 0420611 Corridor Proposal # 73 Parcel: 2520 25 IN2W 0420309 As a property owner corridor proposal # 72 Parcel: 2544 25 IN2W 0420611 Corridor Proposal # 73 Parcel: 2520 25 IN2W 0420309 As a property owner corridor proposal # 72 Parcel: 2544 25 IN2W 0420611 Corridor Proposal # 73 Parcel: 2520 25 IN2W 0420309 As a property owner corridor proposal # 72 Parcel: 2544 25 IN2W 0420611 Corridor Proposal # 73 Parcel: 2520 25 IN2W 0420309 As a property owner corridor proposal # 72 Parcel: 2540 25 IN2W 0420611 Corridor Proposal # 73 Parcel: 2520 25 IN2W 0420309 As a property owner corridor proposal # 72 Parcel: 2540 25 IN2W 0420611 Corridor Proposal # 73 Parcel: 2520 25 IN2W 0420309 As a property owner corridor proposal # 72 Parcel: 2540 25 IN2W 0420309 As a property owner corridor Parcel: APRCel AS Parcel: 2540 25 IN2W 0420309 As a property owner corridor proposal | FNSB code regarding cul-de-sac length. Corridors 72 and 73 were included in the 1991 Roads Plan and the 2006 Plan update. Nottingham Road is currently in violation of |
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| Corridor # | Date | Form | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
|------------|-------|----------|------------|-----------|------------------------------------|--|--|
| | | Received | | | | | |
| | | | | | | | |
| | | | | | | | |
| 94 | 10/13 | email | Colin | Craven | Natural Resource Specialist | Proposed route 94 appears to follow a north-south section line south of Chena Hot Springs Road to connect to proposed route 90, Baseline Road, | Corridor 04 is being maintained from the 1991 Roads Blan in this undate. It provides legal access to several large parcels that have |
| 54 | 10/15 | eman | Collin | Claven | Land Conveyance Section | an east-west section line. Route 94 is highly problematic in that it runs through a substantial area of wetlands, and is baffling in that it proposes | potential to subdivide in the future along an existing section line easement that already grants public right-of-way. The Roads Plan |
| | | | | | Division of Mining, Land, and | to create an access corridor redundant to Grange Hall Road in connecting Chena Hot Springs Road to Baseline Road. Because Grange Hall Road is | |
| | | | | | Water | in a road service area and could benefit from reconstruction and/or more regular maintenance, it is not prudent for future subdivision | wetlands or other challenging conditions, the alignment can be adjusted to address those concerns as long as the alternative corridor |
| | | | | | Department of Natural Resources | development and RSA resources to propose creating a redundant corridor in a relatively low-traffic volume area. | meets the same intent as the original corridor in the Roads Plan. |
| | | | | | | There are other road corridors in the CHS Road and North Pole area that appear to follow section lines versus a route that has been vetted for | |
| | | | | | | appropriateness, however, I am not sufficiently familiar with each of these routes to comment on them individually. Like the comments above on | |
| | | | | | | corridor 217, this emphasizes the need for a flexible interpretation of road corridors within the Roads Plan such that subdivision applications can propose practical alternatives without requirements for dedicating redundant road corridors. | |
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| 95 | 10/16 | Web form | Megan | Hamlin | | Please remove 95 Zuendel extension. This would literally be a road to nowhere. There are no lots or potential subdivisions that aren't already | Corridor 95 was removed from the Plan. |
| | | | | | | road accessible. There are already roads accessing the ag parcels to the east and south. To the west is a subdivision that is already fully accessible | |
| | | | | | | with multiple looping roads that are maintained by the road service area. Zuendel is a privately maintained road by the 3 properties it services. At least 2 of the 3 properties Zuendel accesses do NOT want our road extended or looped into another road. Not to mention the fact that the 8 | |
| | | | | | | properties this proposed extension would doze through likely don't want another road flanking their east property line since they have an | |
| | | | | | | existing road on their west property line (Lake Trout). | |
| | | | | | | | |
| 95 | 10/18 | Web form | Megan | Hamlin | | I would also like to add, we did not receive notification about this, as was stated on the planning website that all those affected within 50' will receive a flyer by mail in May 2022. And I know for a fact my kitty corner neighbor did not either. Despite both of our properties touching the | Corridor 95 was removed from the Plan. Two postcards were mailed to Megan Hamlin and Andrew Hamlin, PO Box 16258, Two Rivers, AK 99716-0258 |
| | | | | | | proposed extension. | 0670.07162 WI |
| | | | | | | Thank you for considering my thoughts and frustration with the proposed Zuendel extension. | |
| | | | | | | | |
| 95 | 10/20 | | Milan | Shipka | | Message: Please remove 95 Zuendel extension. There are no potential subdivisions that don't already have road access in the area that this | Corridor 95 was removed from the Plan. |
| | | | | | | extension would lead to. The only lands for subdivision to the south and east of the proposed extension are agricultural lands with covenants placed on the land by the State of Alaska in perpetuity. Based on Alaska statute title 38, Chapter 38.05. ALASKA LAND ACT Sec. 38.05.321, there | |
| | | | | | | are restrictions on sale, lease, or other disposal of agricultural land, such these lands may not be subdivided into less than 40-acre parcels. Given | |
| | | | | | | that road access is already available by existing roads, and that potential subdivision is extremely low-density and unlikely, the need for a Zuendel | |
| | | | | | | extension is not warranted. Further, the Thomas subdivision to the west of this line is already accessed by Lake Trout Lane and there is no need for roads on both sides of those properties. Zuendel is privately maintained. Three full-time residents, one absentee owner, and a GCI cell tower | |
| | | | | | | are currently accessed from Zuendel Road. Only two of the full-time residents provide all road maintenance despite the commercial traffic | |
| | | | | | | associated with the non-contributing resident. We don't need more traffic and the requisite increase in required road maintenance. | |
| | | | | | | | |
| 95 | 10/20 | | Nancy | Shipka | | Message: Please remove 95 Zuendel extension. There are no potential subdivisions that don't already have road access in the area that this | Corridor 95 was removed from the Plan. |
| 55 | 10/20 | | wancy | ыпрка | | extension would lead to. The only lands for subdivision to the south and east of the proposed extension are agricultural lands with covenants | |
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| | | | | | | are currently accessed from Zuendel Road. Only two of the full-time residents provide all road maintenance despite the commercial traffic associated with the non-contributing resident. We don't need more traffic and the requisite increase in required road maintenance. | |
| | | | | | | associated with the non-contributing resident. We don't need more traine and the requisite increase in required toda maintenance. | |
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| 115 | 10/21 | email | Cam | Webb | | Dear Mr. Spillman and Ms. Wade, | Thank you for your comments. This statement will be added to table on Page 3. |
| | | | | | | Thank you for your work on the new Road Plan, and for the opportunity to comment on the draft Plan. Please find my comments below. | |
| | | | | | | Best wishes, | |
| | | | | | | Cam Webb | |
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| | | | | | | Concerning Corridors 115, 118, 119, 120, 122, 125, 139, 140, 141, 143, 144, 145, and 386: I am particularly interested in the fate of Borough and | |
| | | | | | | State land in the Peede Extension/Heritage Forest area in northeast North Pole, and continue to urge the Borough not to sell off any areas | |
| | | | | | | without full public engagement and review. I do understand that the presence of a Corridor does not imply any upcoming plans for development, | |
| | | | | | | and was pleased to see this explicitly stated in the Plan: "The intention of this plan is not to advocate for the subdivision and sale of large publicly owned tracts, but to plan a logical, well-connected road network in the event that future subdivision and development of such areas does occur. | |
| | | | | | | The development of these areas depends heavily on the base zoning, FNSB Comprehensive Plan, and plans/goals of the owning agencies." (pp. 8- | |
| | | | | | | 9) My request is that this statement be elevated in importance from a footnote to a line in the section "The Road Plan does not" (p. 3). | |
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| 118 | 10/21 | email | Cam | Webb | | Dear Mr. Spillman and Ms. Wade, | Thank you for your comments. This statement will be added to the table on Page 3. |
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| 191 | 10/17 | web form | Tait | Chandler | | I would like to call attention to the proposed roads listed below. If these roads are built, I hope that the existing recreational trails are preserved and a vegetative buffer remains between the road and the existing trail. Thank you. Road/routes 20,21, and 191 may conflict with trails that connect Richard Berry and Old Murphy Dome roads. | Corridors 21, 20, and 191 were in the 1991 Plan and the 2006 map update. The Recreational Trails Plan has identified several trails in this area (Spinach Creek Bowl Trails per North Goldstream map). The Roads Plan and Trails Plan have been coordinated such that trails and road corridors in this area minimize crossings maintain appropriate buffers between the trails and roads. |
| 191 | 10/12 | Email | Karl | Kassel | | Helio Shelly and Kellen, Since the official comment form does not seem to work well with my computer, I am sending you a plain email with my comments regarding the Roads Plan. It is easy to see the extensive thought processes and work that has gone into this road plan. I believe it represents some very needed corridors for our community. It is an excellent plan for the easiest drevies to build a road may not be the best. Several of the proposed routes follow, or "upgrade," existing trails. You are well aware there are significant benefits to a community that has access to quality trails. As roads develop, we must be sensitive to the benefits of preserving the existing trail corridors and adding to them as the need increases with expanding population. Converting a trail to a road is rarely an "upgrade" unless there are alternate trail routes constructed as part of the road project and trail connectivity is maintained. Case in point: corridor #21 follows right on top of the backbone of an extensive trail system that extends between the Richard Berry Ridge and Old Murphy Dome Road. This system has existed for literarily decades, and is a primary reason why I live where I live. This trail system allow and be impacted by routes 20, 255 and 191. The existing trails cover a significant portion of sections 2, 3, and 10, most of which is currently Borough land. These trails are used extensively by the locals and have also hosted races by the running club. It is one of the few higher alitude systems bottom line: Any road development in this area should include substantial consideration of the other recreational potentials bere, and as an absolute minimum should preserve the integrity of the existing trail system. Thanks for your planning efforts, Karl Kassel | and road corridors in this area minimize crossings maintain appropriate buffers between the trails and roads. |
| 191 | 10/12 | Web form | Jane | Lanford | | I am concerned about potential connector roads from the top of Richard Berry Drive to Old Murphy Dome Road (near its intersection with Spinach Creek Drive). From the maps, they appear to be 21, 20, 191 and 255. At present there is a wonderful set of interconnecting trails in the area which do, indeed, connect those two roads. If any roads get closer to reality, please consider recreation and trail use conflicts, both summer and winter. I live nearby on Vancouver Road and especially enjoy snowshoe running up there in the winter! Thank you. | Corridors 21, 20, and 191 were in the 1991 Plan and the 2006 map update. The Recreational Trails Plan has identified several trails in this area (Spinach Creek Bowl Trails per North Goldstream map). The Roads Plan and Trails Plan have been coordinated such that trails and road corridors in this area minimize crossings maintain appropriate buffers between the trails and roads. |

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| 191 | 10/12 | Email | Eric | Troyer | | Trail advocates should speak up in defense of trails regarding the Fairbanks North Star Borough Comprehensive Roads Plan Update. Comments must be submitted by October 21. https://instroadsplan.com/ Several residents have expressed concern about some of the proposed roads in the plan conflicting with trails. The plan does not automatically mean that the roads will be built and that the trails will be boat. And roads and trails can coexist along the same corridors. However, this is a good time for trail advocates to speak up and let officials know that they want trails protected if a road is built along the same corridor (preferably with at least some vegetative buffer). General comments are fine, but it is better to speak specifically about which road corridors and trails you are concerned about. Below are several specifics. I'm sure I've missed some. Take a look at the plan and make comments if you have concerns about a trail. See maps here: https://insbroadsplan.com/wp-content/uploads/2022/09/09-22-22_FNSB-Roads-Plan_Public-Review-Draft_MAPS-ONLY.pdf Road/routes 20,21, and 191 may conflict with trails that connect Richard Berry and Old Murphy Dome roads. | |
| 191 | 10/15 | Email | Eric | Troyer | | In general, I am very pleased with the plan. As a long-time resident of the borough, I am glad to see the borough planning ahead with road development so that future road construction makes sense within a wider planning scope. As an avid trail user and non-motorized user, I am glad to see both trails and non-motorized use taken into account with Goal 5, strategies 5.1 and 5.2. We should be encouraging both trails and non-motorized transportation in our borough's future. Both are essential for our population's mental and physical health. Both are also critical for encouraging actions that take better care of our environment. Many of the proposed roads in the plan would run along corridors already in use by popular trails, some in the FNSB Comprehensive Recreational Trail Plan and some not. Examples include: Road/routes 20,21, and 191 may conflict with trails that connect Richard Berry and Old Murphy Dome roads. Wherever possible I would like to see these trails preserved if a road is louilt along the same corridor. Further, I would want to see a significant vegetative buffer included so that the current wild nature of the trails is at least partially retained. Thank you for your consideration and your hard work on this important project. | Corridors 21, 20, and 191 were in the 1991 Plan and the 2006 map update. The Recreational Trails Plan has identified several trails in this area (Spinach Creek Bowl Trails per North Goldstream map). The Roads Plan and Trails Plan have been coordinated such that trails and road corridors in this area minimize crossings maintain appropriate buffers between the trails and roads. |
| 204 | 10/16 | Email | Holly | Dean | | Frenchman-Murphy dome connector. The trails at the end of Frenchman rd. is another series of beloved trails for residents and non-residents of the area. This beautiful birch forest is an amazing area for hiking, dog walking, cross-country skiing, horse fiding, and other pedestrian activities. It would be devastating to lose this beautiful getaway, especially for residents of the area. Additionally, this would increase traffic on Frenchman Rd, which is otherwise a wonderful quiet road for local residents, including kilos, to take a walk from their homes without worrying about heavy traffic speeding through. Please reconsider this plan. | The 2022 Recreational Trails Plan does not identify any trails near corridor 204. If the large, University of Alaska-owned parcel is subdivided, the location and protection of local trails would be accommodated at that time. Frenchman Road was platted to accommodate an extension to the west. |
| 204 | 10/21 | email | Griggs | | | Corridor 204 is wholly on University property and does not open any new land to development. Making Frenchman a through-street would only increase traffic and and degrade existing recreational trails to the west. Further, the RSA cannot maintain the existing road and does not need more. | Corridor 204 would only be developed if the University decides to subdivide its property, the parcel 204 crosses. The corridor would provide direct access to lots within the subdivided parcel and address the Frenchman cul-de-sac, which is currently longer than FNSB road standards allow, with a connection to Murphy Dome Road. |
| 204 | 10/21 | web form | Kristen | Sullivan | | Message: I am writing you about proposed road 204, 254, 18, 20, 21, 13, 255. This is putting roads thru the UAF Land that has long been vacant. The only problem is adding these roads will allow more houses to be built and add more traffic to the dangerous roads we already have. The end of Frenchman has Frenchman creek and a large seasonal slough from the snow melt. It would definitely require a bridge. The present culvert does get overwhemed on big snow years as it is. Putting a road there is like the proposed road connecting MHE to Miller hill rd. That road would also require a bridge and impact local green space and trails. Thank you for your time. | provide direct access to lots within the subdivided parcel and address the Frenchman cul-de-sac, which is currently longer than FNSB road standards allow, with a connection to Murphy Dome Road. In addition, the other mentioned corridors will only be developed if |
| 209 | 10/12 | web form | Kathy | Cannone | | I am opposed to road reroute 209. I live in the Goldstream Alaska subdivision on Doonerak Rd and have been there for almost 35 years. I see no benefit in a road reroute that would impact the Waterford (Pack) Trail. This trail is used extensively for recreational purposes by people living both in the subdivision and outside of it. The subdivision road commission has graded in a parking space on Molly Road for people to park when accessing the trail. Additionally people that live in the subdivision often groom the trail in the winter to make it available for multi-use. It is used by mushers, bikers, walker, kick sledders and skiers. People in the subdivision have maintained this trail for years, even installing water bars to help with trail drainage. There is nothing wrong with the current roads in this area. | a road corridor is plannedthe trail should be realigned to a lower elevation where a sustainable contour can be built, driveway |
| 209 | 10/17 | web form | Tait | Chandler | | I would like to call attention to the proposed roads listed below. If these roads are built, I hope that the existing recreational trails are preserved and a vegetative buffer remains between the road and the existing trail. Thank you. Road/route 209 is along the same route as the Waterford Trail. | Corridor 209 was in the 1991 Plan and the 2006 update. The alignment has been adjusted for the 2022 Plan update to avoid poor soils at the bottom of the Eldorado Creek drainage. Corridor 209's alignment coincides with a 100' public right-of-way. The 2022 Recreational Trails Plan acknowledges corridor 209 and the ROW and indicates that "This section may also require realignment where a road corridor is plannedthe trail should be realigned to a lower elevation where a sustainable contour can be built, driveway crossings minimized, and saleable parcels accommodated." |

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| 209 | 10/12 | Email | Eric | Troyer | | Trail advocates should speak up in defense of trails regarding the Fairbanks North Star Borough Comprehensive Roads Plan Update. Comments must be submitted by October 21. https://fnsbroadsplan.com/ Several residents have expressed concern about some of the proposed roads in the plan conflicting with trails. The plan does not automatically mean that the roads will be built and that the trails will be lost. And roads and trails can coexist along the same corridors. However, this is a good time for trail advocates to speak up and let officials know that they want trails protected if a road is built along the same corridor. However, this is a good time for trail advocates to speak up and let officials know that they want trails protected if a road is built along the same corridor (preferably with at least some vegetative buffer). General comments are fine, built is better to speak specifically about which road corridors and trails you are concerned about. Below are several specifics. I'm sure I've missed some. Take a look at the plan and make comments if you have concerns about a trail. See maps here: https://fnsbroadsplan.com/wp-content/uploads/2022/09/09-22-22_FNSB-Roads-Plan_Public-Review-Draft_MAPS-ONLY.pdf Road/route 209 is along the same route as the Waterford Trail. | |
| 209 | 10/15 | Email | Eric | Troyer | | In general, I am very pleased with the plan. As a long-time resident of the borough, I am glad to see the borough planning ahead with road development so that future road construction makes sense within a wider planning scope. As an avid trail user and non-motorized user, I am glad to see both trails and non-motorized use taken into account with Goal 5, strategies 5.1 and 52. We should be encouraging both trails and non-motorized transportation in our borough's future. Both are essential for our population's mental and physical health. Both are also critical for encouraging actions that take better care of our environment. Many of the proposed roads in the plan would run along corridors already in use by popular trails, some in the FNSB Comprehensive Recreational Trail Plan and some not. Examples include: Road/route 209 is along the same route as the Waterford Trail. Wherever possible I would like to see these trails preserved if a road is built along the same corridor. Further, I would want to see a significant vegetative buffer included so that the current wild nature of the trails is at least partially retained. Thank you for your consideration and your hard work on this important project. | Corridor 209 was in the 1991 Plan and the 2006 update. The alignment has been adjusted for the 2022 Plan update to avoid poor soils at the bottom of the Eldorado Creek drainage. Corridor 209's alignment coincides with a 100' public right-of-way. The 2022 Recreational Trails Plan acknowledges corridor 209 and the ROW and indicates that "This section may also require realignment twere a road corridor is plannedthe trail should be realigned to a lower elevation where a sustainable contour can be built, driveway crossings minimized, and saleable parcels accommodated." |
| 209 | 10/20 | email | Dan | Reichardt | | •General Comment (Regarding Corridors #209, #262, #372, #273 and #13) – In general, this roads plan seems to take a maximalist view of roads, providing multiple connecting routes between Goldstream Road and Old Murphy Dome Road. The residents of FNSB benefit greatly by the wilderness lands that are preserved due to having very few north-south connecting roads between the fast-West arteries (the arteries being College, Farmers' Loop, Goldstream and Old Murphy Dome). These existing arteries provide ample access to subdivisions north and south of the arteries on prime residential land with short subdivision access wild low apple access to subdivisions north and south of the arteries on prime residential land with short subdivision Subdivision Subdivisions, it seems to me that – taken as a whole – it represents a political decision fill the valleys between Goldstream Road and Old Murphy Dome road is a substantively significant political decision that I really think hasn't been properly discussed with the residents of the borough and I think that this roads plan – despite representing some really good work by the stakeholders – would need to be rejected or forestalled until such a decision is more fully contemplated by borough residents. At the very most, if a more direct route to the central subdivisions on Old Murphy Dome road is needed, the stakeholders should choose just one of those 5 connecting routes. | The Roads Plan does not trigger or promote subdivision or road development in any area. What it does is guide the placement of roads based on a long-range planning analysis for when landowners do decide to develop their property. |
| 209 | 10/20 | web form | Paul | Reichardt | | Message: My comments are about portions of the road plan shown on maps 01N02W, 02N02W, and 02N01W. I live in the area shown on 01N02W. Fundamentally, it seems to me that these portions of the road plan are totally disconnected from borough plans related to recreation and, in particular, trails. I understand that, assuming the population of the Fairbanks area grows, the FNSB will sell additional land and that the Goldstream area will undoutedly see related development. However, people choose to live in Goldstream because of a balance between access to town and life in a somewhat rural environment. Planning roads that crisscross the area is inconsistent with the Goldstream lifestyle as it exists today and likely will exist well into the future, and encroachment of these roads into or near existing hiling trails would negatively impact the extensive recreational use by local residents as well as large numbers of hikers who come from around the borough to use the Cranberry Trail and O'Connor Creek East Ridge Trail systems. Some detailed comments follow: 3. The number of north/south connectors between Goldstream Road and Old Murphy Dome Road (e.g., 209, 262, 372, 273) seems like big-time overkill, While having a road plan to support anticipated land alses and subdivision development is a good thing, this road plan loss like a sishotgun approach to planning roads everywhere so that any imaginable land disposal would have road access. A better approach would be to identify the most favorable sites for land disposals and then come up with a road plan to support hose priorities. | Through long range planning and coordination, shared trail/road corridors and crossings can be developed to preserve the quality of trails as land subdivides and roads are constructed. Corridor 209 was in the 1991 Plan and the 2006 update. The alignment has been |

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| 209 | 10/20 | | Inna | Rivkin | | I live on Toboggan Lane off Goldstream, and as someone with MCS (Multiple Chemical Sensitivities) who is quite sensitive to car exhaust and pollution, very much appreciate and treasure the nearby trails that allow exercise in clean air away from roads, as do many others in our community for whom such trails are critical for health, wellness, and wellbeing. I am concerned with #15, #217, and #209, and was wondered how they will impact our privately maintained non-through drive Toboggan Lane, the cranberry trail in that area, and the trail from Waterford / Molly which is used and treasured by many outdoor recreators myself included. Could you please clarify the impacts and plans. Unfortunately most of the smaller roads are not labeled on the plan making it difficult to ascertain, but it looks like it's right on the trails1 am concerned the quality of mine and my neighbors' lives and health will be adversely affected. Also, are 293 and 262 on the broken sled trail? Thanks, | Corridor 209 was in the 1991 Plan and the 2006 update. The alignment has been adjusted for the 2022 Plan update to avoid poor soils at the bottom of the Eldorado Creek drainage. Corridor 209's alignment coincides with a 100' public right-of-way. The 2022 Recreational Trails Plan acknowledges corridor 209 and the ROW and indicates that "This section may also require realignment where a road corridor is plannedthe trail should be realigned to a lower elevation where a sustainable contour can be built, driveway crossings minimized, and saleable parcels accommodated." |
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| 209 | 10/21 | email | Maxwell | Plichta | | Hello, My name is Max Plichta. I am a Fairbanks North Star Borough resident living in the Farmers Loop area. Last week I briefly spoke with Shelly Wade on the phone about a few questions I had, thank you for taking my call. Today I am emailing the team with some final comments about the FNS Comprehensive Road Plan. First and foremost, I appreciate the process to provide feedback and I am grateful that we are updating the comprehensive road plan. Comments: 6. As you know, roads can divide a community just as much as they can connect a community. As an avid non-motorized trail and road corridor user and an adamant supporter of intact-connected greenspace I am chiefly concerned about how several of these proposed road corridors could negatively impact recreational trail users, greenspace, and ecosystem functions. I would like to see trails preserved if roads are built along the same corridor. Furthermore, I would want to see a significant vegetative buffer included so that the current wild nature of the trails is at least • New and existing proposed road corridors north of the Goldstream Valley, chiefly 15, 293, 262, 4, 209 could have significant conflict with recreational trails. I think developing this are awould be a mistake for the Borough and would lead to a loss in wildlands and trails and would also negatively contribute to the urban sprawl of Fairbanks. Best, | a road corridor is plannedthe trail should be realigned to a lower elevation where a sustainable contour can be built, driveway crossings minimized, and saleable parcels accommodated." The on-going coordination between the Roads and Trails Plans will help plan for future impacts and mitigate trail and road conflicts. |
| 213 | | | | | | Max | |
| 213 | 10/17 | web form | Tait | Chandler | | I would like to call attention to the proposed roads listed below. If these roads are built, I hope that the existing recreational trails are preserved and a vegetative buffer remains between the road and the existing trail. Thank you. Road/route 213 is along the same route as the Equinox Marathon Out-and-Back section as well as other trails in that area. | The first 4,000 of Corridor 213 follows the unplatted section of Ester Dome Road. The 2022 Recreational Trails Plan update identifies the need to move the Ester Wext Ridge Trail of the ridgetop which would provide separation between Corridor 213 and the recreational trail. Additionally, the Trails Plan recommends that future road development be coordinated with trail reroutes. |
| 213 | 10/16 | Email | Holly | Dean | | Growing up in Fairbanks, and to this day, this corridor off of Ester Dome is a beloved recreation | The first 4,000' of Corridor 213 follows the unplatted section of Ester Dome Road. The 2022 Recreational Trails Plan update identifies |
| | | | | | | trail/area. It's a way for the community to get out for a remote hike. while only driving a short distance from town. Creating a major corridor road through this area and connecting it to Old Nenana Hwy will not only take away this great recreation trail(s), but I fear would also create noisy and unsafe motorized traffic, increased air pollution, and disrupt the natural environment for local residents. Please reconsider this plan, many Fairbanksans would be devastated to lose this beloved recreation area. | the need to move the Ester West Ridge Trail off the ridgetop which would provide separation between Corridor 213 and the recreational trail. Additionally, the Trails Plan recommends that future road development be coordinated with trail reroutes. |
| 213 | 10/12 | Email | Eric | Troyer | | Trail advocates should speak up in defense of trails regarding the Fairbanks North Star Borough Comprehensive Roads Plan Update. | The first 4,000' of Corridor 213 follows the unplatted section of Ester Dome Road. The 2022 Recreational Trails Plan update identifies |
| 213 | 10/15 | Email | Fric | Trover | | Comments must be submitted by October 21. https://fnsbroadsplan.com/ Several residents have expressed concern about some of the proposed roads in the plan conflicting with trails. The plan does not automatically mean that the roads will be built and that the trails will be lost. And roads and trails can coexist along the same corridors. However, this is a good time for trail advocates to speak up and let officials know that they want trails protected if a road is built along the same corridor (preferably with at least some vegetative buffer). General comments are fine, but it is better to speak specifically about which road corridors and trails you are concerned about. Below are several specifics. I'm sure I've mised some. Take a look at the plan and make comments if you have concerns about a trail. See maps here: https://fnsbroadsplan.com/wp-content/uploads/2022/09/09-22-22_FNSB-Roads-Plan_Public-Review-Draft_MAPS-ONLY.pdf Road/route 213 is along the same route as the Equinox Marathon Out-and-Back section as well as other trails in that area. In general, I am very pleased with the plan. As a long-time resident of the borough, I am glad to see the borough planning ahead with road | the need to move the Ester West Ridge Trail off the ridgetop which would provide separation between Corridor 213 and the recreational trail. Additionally, the Trails Plan recommends that future road development be coordinated with trail reroutes. |
| | 10/13 | | -nc | | | development so that future road construction makes sense within a wider planning scope. | the need to move the Ester West Ridge Trail off the ridgetop which would provide separation between Corridor 213 and the |
| | | | | | | As an avid trail user and non-motorized user, I am glad to see both trails and non-motorized use taken into account with Goal 5, strategies 5.1 and 5.2. We should be encouraging both trails and non-motorized transportation in our borough's future. Both are essential for our population's mental and physical health. Both are also critical for encouraging actions that take better care of our environment. Many of the proposed roads in the plan would run along corridors already in use by popular trails, some in the FNSB Comprehensive Recreational Trail Plan and some not. Examples include: Road/route 213 is along the same route as the Equinox Marathon Out-and-Back section as well as other trails in that area. Wherever possible I would like to see these trails preserved if a road is built along the same corridor. Further, I would want to see a significant vegetative buffer included so that the current wild nature of the trails is at least partially retained. Thank you for your consideration and your hard work on this important project. | recreational trail. Additionally, the Trails Plan recommends that future road development be coordinated with trail reroutes. |

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| 213 | 10/21 | email | Maxwell | Plichta | | Hello, My name is Max Plichta. I am a Fairbanks North Star Borough resident living in the Farmers Loop area. Last week I briefly spoke with Shelly Wade on the phone about a few questions I had, thank you for taking my call. Today I am emailing the team with some final comments about the FNSB Comprehensive Road Plan. First and foremost, I appreciate the process to provide feedback and I am grateful that we are updating the comprehensive road plan. Comments: 6.As you know, roads can divide a community just as much as they can connect a community. As an avid non-motorized trail and road corridor user and an adamant supporter of intact-connected greenspace I am chiefly concerned about how several of these proposed road corridors could negatively impact recreational trail users, greenspace, and ecosystem functions. I would like to see trails preserved if roads are built along the same corridor. Furthermore, I would want to see a significant vegetative buffer included so that the current wild nature of the trails is at least partially retained. 2.Corridor 213 across Ester Dome could affect recreational trails, the wild character of the area and the Equinox Marathon Route. I greatly appreciate your time, effort, and consideration. Best, Max | The first 4,000' of Corridor 213 follows the unplatted section of Ester Dome Road. The 2022 Recreational Trails Plan update identifies the need to move the Ester West Hidge Trail of the ridgetop which would provide separation between Corridor 213 and the recreational trail. Additionally, the Trails Plan recommends that future road development be coordinated with trail reroutes. |
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| 217 | 10/17 | web form | Tait | Chandler | | I would like to call attention to the proposed roads listed below. If these roads are built, I hope that the existing recreational trails are preserved and a vegetative buffer remains between the road and the existing trail. Thank you. Road/route 262 is along the same route as the O'Connor Creek East Ridge Trail. Road/routes 15 and 217 may also conflict with that trail. | DNR has tentative plans for a subdivision within the 70 acres of State land that route 217 crosses. The proposed placement of Corridor 217 avoids conflicts with the Skyflight airstrip, making it a safer and more reliable route northward to DNR lands than the existing SLE that bisects the active airfield. The southern connection of 217 into Skyflight is feasible since the large developed parcel which it crosses is large enough to potentially subdivide in the future, based on FNSB Title 17 subdivision standards. Coordination between the FNSB Roads and Trails planning processes can mitigate trail impacts by planning for a shared trail/road corridor. |
| 217 | 10/13 | email | Colin | Craven | Natural Resource Specialist Land Conveyance Section Division of Mining, Land, and Water Department of Natural Resources | The route shown for corridor 217 could be an excellent road routing if there was legal access across private property connecting Skyllight Avenue and DNR land. Because this corridor crosses a parcel of private property that is likely never to be subdivided, it is a road corridor that is very unlikely to be realized. However, the FKSE can achieve its goals of planning for future development and providing better means for emergency egress by ensuring that appropriate allowances are made in the Roads Plan for corridor rerouting based on platting applications. DNR has tentative plans for a subdivision within the 70 acres of State land that route 217 crosses with access based on a section line easement along the west boundary. While the SLE route has complications, it is possible to use since it provides legal and practical access form Skyllight Avenue to the subdivision boundary. If the FNSE took a literal interpretation of the Roads Plan for route 217, DNR would be placed in the difficult situation of dedicating an access route for development originating from the section line easements while also dedicating the proposed Roads Plan corridor on the opposite end. Because this subdivision indexible to develop. Furthermore, redundant road corridors would likely compromise the trail corridors. DNR considers the subdivision the sequence between and/or across the road corridors. DNR considers the trails within the subdivision as an asset to preserve and wants to do so in a manner that will earn public support. | The proposed placement of Corridor 217 avoids conflicts with the Styflight airstrip, making it a safer and more reliable route northward to DNR lands than the existing SLE that bisects the active airfield. The southern connection of 217 into Skyflight is feasible since the large developed parcel which it crosses is large enough to potentially subdivide in the future, based on FNSB Title 17 subdivision standards. |
| 217 | 10/13 | web form | Jean | Leder | | The proposed Route #217 extending Skyflight Avenue and connecting to Pandora via proposed Route #15 is not a viable option for future roads. It violates all 3 goals of the community road planning project. It is a deterrent to health, well-being, and safety. Currently Skyflight is a quiet dead- end road in the Cordes Service Area that can handle the existing traffic and safety allow children and residents to walk along the road. If proposed Route#217 was to connect Cordes Road to Pandora then Cordes would become the overwhelming choice for all traffic from the Pandora Service area. The Cordes services area roads would see an increase in traffic and need much more maintenance without any additional revenue from the Pandora service area. The Cordes Service area property owners' financial obligation to maintain roads would increase exponentially. Another issue is the curve where Cordes Road turns into Skyflight which is already a safety concern. It's a blind curve and adding traffic to that is a bad idea. | 217 avoids conflicts with the Skyflight airstrip, making it a safer and more reliable route northward to DNR lands than the existing SLE that bisects the active airlield. The southern connection of 217 into Skyflight is feasible since the large developed parcel which it crosses is large enough to potentially subdivide in the future, based on FMSB Title 17 subdivision standards. Coordination between the |
| 217 | 10/18 | | Kate | Ripley | | and to property values of existing homes in adjacent neighborhoods. As a homeowner in this area, I appreciate the rural nature of the Cranberry Trail on a daily basis. Increasing density surrounding this trail is a negative, not a positive. I see no benefit to either the Skylight or Pandora neighborhoods by conjoining them, as each one has suitable access currently. Thank you for the opportunity to comment. | DNR has tentative plans for a subdivision within the 70 acres of State land that route 217 crosses. The proposed placement of Corridor 217 avoids conflicts with the Skyllight airstrip, making it a safer and more reliable route northward to DNR lands than the existing SLE that bisects the active airfield. The southern connection of 217 into Skyllight is fassible since the large developed parcel which it crosses is large enough to potentially subdivide in the future, based on FNSB Title 17 subdivision standards. Coordination between the FNSB Roads and Trails planning processes can multigate trail impacts by planning for a shared trail/grad corridor. Once DNR subdivides its land, the additional residences built along Corridor 217 can be added to existing adjacent road service areas to provide revenue to support continued road maintenance. |
| 217 | 10/12 | Email | Eric | Troyer | | Trail advocates should speak up in defense of trails regarding the Fairbanks North Star Borough Comprehensive Roads Plan Update. Comments must be submitted by October 21. https://Instroadsplan.com/ Several residents have expressed concern about some of the proposed roads in the plan conflicting with trails. The plan does not automatically mean that the roads will be built and that the trails will be lost. And roads and trails can coexist along the same corridors. However, this is a good time for trail advocates to speak up and let officials know that they want trails protected if a road is built along the same corridor (preferably with at least some vegetative buffer). General comments are fine, but it is better to speak specifically about which road corridors and trails you are concerned about. Below are several specifics. I'm sure I've missed some. Take a look at the plan and make comments if you have concerns about a trail. See maps here: https://fnsbroadsplan.com/wp-content/uploads/2022/09/09-22.2_TNSB-Roads-Plan_Public-Review-Draft_MAPS-ONLY.pdf Road/route 262 is along the same route as the O'Connor Creek East Ridge Trail. Road/routes 15 and 217 may also conflict with that trail. | |

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| 217 | 10/12 | Email | Eric | Troyer | | Trail advocates should speak up in defense of trails regarding the Fairbanks North Star Borough Comprehensive Roads Plan Update. Comments must be submitted by October 21. https://fnsbroadsplan.com/ Several residents have expressed concern about some of the proposed roads in the plan conflicting with trails. The plan does not automatically mean that the roads will be built and that the trails will be lost. And roads and trails can coexist along the same corridors. However, this is a good time for trail advocates to speak up and let officials know that they want trails protected if a road is built along the same corridor (preferably with at least some vegetative buffer). General comments are fine, but it is better to speak specifically about which road corridors and trails you are concerned about. Below are several specifics. I'm sure I've mised some. Take a look at the plan and make comments if you have concerns about a trail. See maps here: https://fnsbroadsplan.com/wp-content/uploads/2022/09/09-22-22_FNSB-Roads-Plan_Public-Review-Draft_MAPS-ONLY.pdf Road/route 262 is along the same route as the O'Connor Creek East Ridge Trail. Road/routes 15 and 217 may also conflict with that trail. | |
| 217 | 10/15 | Email | Eric | Troyer | | In general, I am very pleased with the plan. As a long-time resident of the borough, I am glad to see the borough planning ahead with road development so that future road construction makes sense within a wider planning scope. As an avid trail user and non-motorized user, I am glad to see both trails and non-motorized use taken into account with Goal 5, strategies 5.1 and 5.2. We should be encouraging both trails and non-motorized transportation in our borough's future. Both are essential for our population's mental and physical health. Both are also critical for encouraging actions that take better care of our environment. Many of the proposed roads in the plan would run along corridors already in use by popular trails, some in the FNSB Comprehensive Recreational Trail Plan and some not. Examples include: Read/route 261 is along the same route as the O'Connor Creek East Ridge Trail. Road/routes 15 and 217 may also conflict with that trail. Wherever possible I would like to see these trails preserved if a road is built along the same corridor. Further, I would want to see a significant vegetative buffer included so that the current wild nature of the trails is at least partially retained. Thank you for your consideration and your hard work on this important project. | DNR has tentative plans for a subdivision within the 70 acres of State land that route 217 crosses. The proposed placement of Corridor 217 avoids conflicts with the Skyflight airstrip, making it a safer and more reliable route northward to DNR lands than the existing SLE that bisects the active airfield. The southern connection of 217 into Skyflight is feasible since the large developed parcel which it crosses is large enough to potentially subdivide in the future, based on FNSB Title 17 subdivision standards. Coordination between the FNSB Roads and Trails planning processes can multigate trail impacts by planning for a shared trail/road corridor. Once DNR subdivides its land, the additional residences built along Corridor 217 can be added to existing adjacent road service areas to provide revenue to support continued road maintenance. |
| 217 | 10/20 | web form | David | DeLong | | The FBNSB plan has major flaws. First, Our trails must protected, This plan makes existing trails into roads. That should not be allowed. Specifically the proposed roads 217 and 15 would destroy a significant trail. This plan would make Cordes and Skyflight more dangerous. The increase in traffic will be especially dangerous at the hairpin turn as Cordes transitions into Sky flight. There are 6 driveways that have to negotiate a blind turn with attendant dangers from increased traffic. Fairbanks has beautiful trails. Don't turn those trails into roads | DNR has tentative plans for a subdivision within the 70 acres of State land that route 217 crosses. The proposed placement of Corridor 217 avoids conflicts with the Skyflight airstrip, making it a safer and more reliable route northward to DNR lands than the existing SLE that bisects the active airfield. The southern connection of 217 into Skyflight is feasible since the large developed parcel which it crosses is large enough to potentially subdivide in the future, based on FNSB Title 17 subdivision standards. Coordination between the FNSB Roads and Trails planning processes can multigate trail impacts by planning for a shared trail/road corridor. Once DNR subdivides its land, the additional residences built along Corridor 217 can be added to existing adjacent road service areas to provide revenue to support continued road maintenance. |
| 217 | 10/20 | web form | Nina | Harun | | The FBNSB Roads Plan has some major flaws. First, no new road should destroy existing highly used neighborhood trails. Second, no new road should dramatically after existing subdivisions and lower property values in those existing subdivisions. No new proposed road should make an existing road dangerous. This is what the proposed roads 217 and 15 would do. These proposed roads would come off Skyflight Thom Cordes Dr. Cordes Dr. is not built and can not be built to accommodate a high traffic load that the proposed roads would entail. There is a hairpin curve on Cordes Dr. where five driveways enter into. This part of the road is very dangerous if there are high volumes of traffic. All traffic from as far away as Old Murphy Dome would funnel into this area. This would completely change the quality of our neighborhood and lower our property values. It would also credit in accidents and injuries. Furthermore, established trails would be destroyed further lower query values. This makes no sense and it will meet with significant resistance. New roads should come off existing major state roads (Goldstream or Steese Hwy) NOT neighborhood roads and trails. | DNR has tentative plans for a subdivision within the 70 acres of State land that route 217 crosses. The proposed placement of Corridor 217 avoids conflicts with the Skyflight airstrip, making it a safer and more reliable route northward to DNR lands than the existing SLE that bisects the active airfield. The southern connection of 217 into Skyflight is tessible since the large developed parcel which it crosses is large enough to potentially subdivide in the future, based on FNSB Title 17 subdivision standards. Coordination between the FNSB Roads and Trails planning processes can multigate trail impacts by planning for a shared traily froad corridor. Once DNR subdivides its land, the additional residences built along Corridor 217 can be added to existing adjacent road service areas to provide revenue to support continued road maintenance. |
| 217 | 10/20 | email | Dan | Reichardt | | Corridor #217 – This route seems to be unnecessarily close to the O'Connor Creek East Ridge Trail. The State of Alaska owned lots crossed by Corridor #217 (TL-12028) The heavily used by residents for recreational uses and provide valuable wildlife habitat. While I understand the borough his intersted in providing access to borough lands north of Skyflight, this corridor should be located as far west as possible in order to minimize interference with other land use on State owned public lands. | DNR has tentative plans for a subdivision within the 70 acres of State land that route 217 crosses. The proposed placement of Corridor 217 avoids conflicts with the Skyflight airstrip, making it a safer and more reliable route northward to DNR lands than the existing SLE that bisest be active airfield. The southern connection of 217 into Skyflight is easible since the large developed parcel which it crosses is large enough to potentially subdivide in the future, based on FNSB Title 17 subdivision standards. Coordination between the FNSB Roads and Trails planning processes can multigate trail impacts by planning for a shared trail/road corridor. Once DNR subdivides its land, the additional residences built along Corridor 217 can be added to existing adjacent road service areas to provide revenue to support continued road maintenance. |
| 217 | 10/20 | web form | Paul | Reichardt | | Message: My comments are about portions of the road plan shown on maps 01N02W, 02N02W, and 02N01W. I live in the area shown on 01N02W. Fundamentally, it seems to me that these portions of the road plan are totally disconnected from borough plans related to recreation and, in particular, trails. I understand that, assuming the population of the Fairbanks area grows, the FNSB will sell additional land and that the Goldstream area will undoubtedly see related development. However, people choose to live in Goldstream because of a balance between access to town and life in a somewhat rural environment. Planning roads that crisscross the area is inconsistent with the Goldstream lifestyle as it exists today and likely will exist well into the future, and encroachment of these roads into or near existing hiking trails would negatively impact the extensive recreational use by local residents as well as largen numbers of hikers who come from around the borough to use the Cranberry Trail and O'Connor Creek East Ridge Trail systems. Some detailed comments follow: 1. Corridor 217 seems like an unnecessary connector that would have serious adverse impacts on the O'Connor Creek East Ridge Trail. | its land, the additional residences built along Corridor 217 can be added to existing adjacent road service areas to provide revenue to support continued road maintenance. |

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| 217 | 10/20 | | Marjorie | Richards | | As a resident of the neighborhood (2046 Goldstream Road) and user of trails between Pandora Road, Old Murphy Dome Road, and O'Connor Creek, please consider exinguishing the Route 15 alignment as it is both particularly noxious to the existing trails and redundant to the other alignments. Route 217 would probably negatively affect my trail enjoyment but to a lesser extent than Route 15. Thank you for your consideration. | DNR has tentative plans for a subdivision within the 70 acres of State land that route 217 crosses. The proposed placement of Corridor 217 avoids conflicts with the Skyflight airstrip, making it a safer and more reliable route horthward to DNR lands than the existing SLE that bisects the active airfield. The southern connection of 217 into Skyflight is feasible since the large developed parcel which it crosses is large enough to potentially subdivide in the future, based on FNSB Title 17 subdivision standards. Coordination between the FNSB Roads and Trails planning processes can multigate trail impacts by planning for a shared trail/croad corridor. Once DNR subdivides its land, the additional residences built along Corridor 217 can be added to existing adjacent road service areas to provide revenue to support continued road maintenance. |
| 217 | 10/20 | | Inna | Rivkin | | I live on Toboggan Lane off Goldstream, and as someone with MCS (Multiple Chemical Sensitivities) who is quite sensitive to car exhaust and pollution, very much appreciate and treasure the nearby trails that allow exercise in clean air away from roads, as do many others in our community for whom such trails are critical for health, wellness, and wellbeing. I am concerned with #15, #217, and #209, and was wondered how they will impact our privately maintained non-through drive Toboggan Lane, the cranberry trail in that area, and the trail from Waterford / Molly which is used and treasured by many outdoor recreators myself included. Could you please clarify the impacts and plans. Unfortunately most of the smaller roads are not labeled on the plan making it difficult to ascertain, but it looks like it's right on the trails I am concerned the quality of mine and my neighbors' lives and health will be adversely affected. Also, are 293 and 262 on the broken sled trail? Thanks, | DNR has tentative plans for a subdivision within the 70 acres of State land that route 217 crosses. The proposed placement of Corridor 217 avoids conflicts with the Skyflight airstrip, making it a safer and more reliable route northward to DNR lands than the existing SLE that bisects the active airfield. The southern connection of 217 into Skyflight is feasible since the large developed parcel which it crosses is large enough to potentially subdivide in the future, based on FNSB Title 17 subdivision standards. Coordination between the FNSB Roads and Trails planning processes can mitigate trail impacts by planning for a shared trail/road corridor. Once DNR subdivides its land, the additional residences built along Corridor 217 can be added to existing adjacent road service areas to provide revenue to support continued road maintenance. |
| 217 | 10/21 | | Mike | Schmoker | | Message: I would like to comment on the FNSB road plan. I will limit my comments to the proposed roads of 15, 217 & 262. All of these roads would cross numerous trails that have been in the area for several decades. 15 & 217 would impact the Cranberry trail that has been established for years. 262 would greatly impact the O'Conner Ridge trail that has been used since the early 70's. I would greatly encourage any road development be in conjuncture with the recent comprehensive plan. I would encourage the Borough to improve and maintain are present roads before extending the present road system | DNR has tentative plans for a subdivision within the 70 acres of State land that route 217 crosses. The proposed placement of Corridor 217 avoids conflicts with the Skyflight airstrip, making it a safer and more reliable route northward to DNR lands than the existing SLE that bisects the active airfield. The southern connection of 217 into Skyflight is feasible since the large developed parcel which it crosses is large enough to potentially subdivide in the future, based on FNSB Title 17 subdivision stundards. Coordination between the FNSB Roads and Trails planning processes can mitigate trail impacts by planning for a shared trail/road corridor. Once DNR subdivides its land, the additional residences built along Corridor 217 can be added to existing adjacent road service areas to provide revenue to support continued road maintenance. |
| 217 | 10/20 | | Terry | Reichardt | | Message: How disappointing to see this plan. We have worked so hard to establish and maintain the borough trail system that people come to use from all over the borough. Your roads (217 and 15) appear to follow those trails (displace them) and thus destroy them. Why?! The juncture of 217 and 15 has a proposed road that goes through private property to join Pandora. Why doy to uthink people live outhere? The roads that presently exist(Old Murphy Dome Road and Goldstream) are able to access borough properties and allow undeveloped land in between. If you want to solidly develop from Goldstream to Old Murphy Dome we might as well all be living in the Chicago suburbs. I would strongly advise that, instead of designing roads to crisscross the area perpendicular to Goldstream and Murphy Dome roads, you instead pick the areas where you want to solil and and then put in access roads from either Goldstream or Old Murphy Dome roads. I would also strongly recommend that you stay away from borough trail systems. | DNR has tentative plans for a subdivision within the 70 acres of State land that route 217 crosses. The proposed placement of Corridor 217 avoids conflicts with the Skyflight airstrip, making it a safer and more reliable route northward to DNR lands than the existing SLE that bisects the acrive airfield. The southern connection of 217 into Skyflight fieldsaible since the large developed parcel which it crosses is large enough to potentially subdivide in the future, based on FNSB Title 17 subdivision standards. Coordination between the FNSB Roads and Trails planning processes can mitigate trail impacts by planning for a shared trail/road corridor. Once DNR subdivides its land, the additional residences built along Corridor 217 can be added to existing adjacent road service areas to provide revenue to support continued road maintenance. |
| 217 | 10/21 | | Margaret | Mannix | | Message: I am responding in particular to Routes 15, 217 and 293/262. These proposed roads directly impact the numerous trails that exist there and are mostly multi use trails and heavily used. I have provided input on the Comprehensive Trail use process and am very surprised that neither of these projects seem to reflect the other. At least there are no references in the proposals. Protecting trail use is future thinking and new roads should accommodate existing trails. I see no point in Route 15, and I hope that private property is respected. | r 217 avoids conflicts with the Skyflight airstrip, making it a safer and more reliable route northward to DNR lands than the existing SLE |
| 217 | 10/23 | email | Terry | Chapin | | "Hi Shelly, Sorry for weighing in late with comments on the FNSB road plan. I've been out of the country the past two weeks, but the issues are important to me so I want to provide you with some feedback. I hope it is not too late to do so. In general, it seems important NOT to plan road corridors that compromise trail networks and to which local residents are opposed. In our neighborhood, I specifically am opposed to corridor 217 that would connect Skyflight Road (at the top of Cords behind the Vallata (where there is a small air strip) with Pandro Subdivision. Such a road corridor is in the heart of the Cranberry Trail Network that is widely used by many people in that part of Goldstream Valley. Such a connector road would destroy a recreational resources that have drawn many families (including my own) to live in this neighborhood. I doubt that any of the people in the neighborhood would use such a connector road, and most of us would oppose it. Thanks for considering my input," | crosses is large enough to potentially subdivide in the future, based on FNSB Title 17 subdivision standards. Coordination between the FNSB Roads and Trails planning processes can mitigate trail impacts by planning for a shared trail/road corridor. Once DNR subdivides its land, the additional residences built along Corridor 217 can be added to existing adjacent road service areas to provide revenue to support continued road maintenance. |
| 228 | 10/14 | Web form | Oralee | Nudson | | As the only fulltime residents and owners of 15 parcels in Desperation Loop Subdivision, we are opposed to new corridor #228. Desperation Loop Road is an easement which has never been constructed. A corridor leading to the far end of Desperation Loop would be a road to no where. The Martin Road Service area would have no reason to maintain corridor #228 because it would provide access only to vacant lots which are a full mile away from existing road access. We have lived in Desperation Loop for 20 years and have no interest developing Desperation Loop Road. New corridor #228 would follow a North facing steep sidehill covered by questionable building soils. | |

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| 250 | 10/20 | | Christin | Swearingen | | This trail looks like it would be very close to conservation property stewarded by Interior Alaska Land Trust for the purposes of keeping Cripple Creek shaded and clear. I don't know enough about this project to oppose outright, but have concerns about developing close to a boggy nature area. This map shows most of IALT's properties: https://interioraklandtrust.org/land-and-projects/ | Corridor 250 crosses UAF lands that have potential to subdivide in the future. It would only be developed to provide access to the created parcels if UAF decides to subdivide this land. |
| 251 | 10/17 | web form | Tait | Chandler | | I would like to call attention to the proposed roads listed below. If these roads are built, I hope that the existing recreational trails are preserved and a vegetative buffer remains between the road and the existing trail. Thank you. Road/route 251 is along the same route as the ridge trail that connects Moose and Ski Boot Hill roads. | Corridor 251 has been realigned based on public comments to provide a significant vegetated buffer between the corridor and the Skyline Ridge Trail. This road would only be developed if and when the owner of the large parcels it crosses decides to subdivide their property. |
| 251 | 10/15 | Web form | Maggie | Druckenmiller | | I live in university heights on De Pauw Dr. and would like to oppose road/route 251. My family and many others recreate in the area which contains beautiful woods and trails for skiing, running, and biking. A road would disrupt the beautiful quiet area. I hope you take this into your consideration. Best, Maggie Druckenmiller 15 years in the university heights area | Corridor 251 has been realigned based on public comments to provide a significant vegetated buffer between the corridor and the Skyline Ridge Trail. This road would only be developed if and when the owner of the large parcels it crosses decides to subdivide their property. |
| 251 | 10/19 | web form | Lisa | Druckenmiller | | I am writing to comment on a corridor on the draft map that is in a part of the Borough where I live and recreate. Mostly I am objecting to a proposed corridor which would connect two neighborhoods by replacing a trail at the end of their road systems with a road. These connections do not benefit anyone. No one from the greater Fairbanks are awill drive all the way to the end of the neighborhood roads to then drive back through another complex of neighborhood roads. We already have connector roads for that purpose. The residents of the neighborhood don't benefit either but instead bear the brunt of increased traffic. Most residents would just lose recreational trails. 251 this corridor connects Moose Trail with Ski Boot Hill Road. This is currently a very popular trail. There is no benefit to the residents of either end of the corridor for the proposed connection, and many would lose recreational access if the road were built. | Corridor 251 has been realigned based on public comments to provide a significant vegetated buffer between the corridor and the Skyline Ridge Trail. This read would only be developed if and when the owner of the large parcels it crosses decides to subdivide their property. Moose Trail is currently a culd-esa clonger than FNSP road standards allow, acusing concerns about emergency services and resident access. Corridor 251 addresses this issue by providing an additional access point to the neighborhood. |
| 251 | 10/18 | email | Dorli | McWayne | | Please do not extend Moose Trail through to Ski Boot Hill Road (#251) as it would go through a prime recreation area - Skyridge Park - that is used daily by walkers, skiers, runners, cyclists, and horseback riders. Rerouting the trails would still put them too close to the new road and completely change the "walk-in-the-woods" type of recreating. The proposed road is not a necessary means of egress from either end and would only encourage "Sunday drivers" and create too much traffic or Moose Trail, a residential road with many blind driveways. Thank you for your consideration. | Skyline Ridge Trail. This road would only be developed if and when the owner of the large parcels it crosses decides to subdivide their property. Moose Trail is currently a cul-de-sac longer than FNSB road standards allow, causing concerns about emergency services and |
| 251 | 10/19 | web form | Stephen | Parker | | To Whom It May Concern: I have been a resident of the Musk Ox subdivision and Fairbanks for forty years. I have thoroughly read the Comprehensive Roads Plan for the Fairbanks North Star Brough. I am very familiar with the terrain, roads and trails in the plan that proposes a connection between Moose Trail and Ski Boot Hill Road (labeled 251 and 34 on the map.) According to the document, the Roads plan was "developed to "meet the needs of a growing community." From the information available to me, the population of FNS has been slowly decreasing over the last years. How is it with fewer people we need more roads? Certainly many of the roads could be improved, but more roads that need maintenance and plowing? In Goal 4, the Environmental Impacts section the goal is "to retain the integrity of the neighborhood." I doubt there is even one resident of the Musk OX subdivision that thinks this is a good idea. Moose Trail is a narrow steep road that has substantial potholes in the spring and fall. In the winter it is essentially one lane because of snow buildup from plowing. The proposed road will coreate a cut-off for folks traveling to and from Goldstream to Farmer's Loop and the Steese area. This will greatly increase traffic, noise, and danger in a quiet residential area. The proposed road will also impact the large number of people that use the trail from Taiga Subdivision to the top of Ski Boot Hill Road., (i.e., the extension of the Skarland Trail.) I would estimate that there are up to fifty people a day who walk here to have a peaceful experience of being in the woods on a pleasant trail. The trady avoid greatly interfree with the recreational use in the neighborhood. I think most of us live in Fairbanks for the quality of life it can provide with its closeness to wilderness and nature. We are on there to get to gales faster. I am aware that decisions are rarely made on a rational basis, but rather are often based on hidden agendas or power or personal issues behind the appearance of things. | |

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| 251 | 10/18 | web form | Robert | Perkins | | Comment on Corridor 251 of the current draft of the FNSB Comprehensive Roads Plan. Forty-two year resident of 1605 Moose Trail. This comment refers to Corridor 251. This proposed corridor would effectively extend the current road, Moose Trail. I will refer to it as the "Moose Trail Extension." The proposed corridor will increase traffic on a substandard road and thus increase hazard to residents and others using Moose Trail. Frequest that Corridor 251 be removed from the Roads Plan. Moose Trail is approximately 0.6 miles long. 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. However, that standard itself does not meet the safety standards of ASHSTO, 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 ASHTO 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 bas slopes between 9% and 10%, and a further 20% has slopes greater than 8%. A full 70% of 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 OS subdivision on an issue that will affect ther ivell-being. I will make a further comment on ethical responsibility. There are many substandard roads in the FNSB. Many of these weed evelopeed before there was a subdivision ordinance | providing an additional access point to the neighborhood. |
| 251 | 10/12 | Email | Eric | Troyer | | Trail advocates should speak up in defense of trails regarding the Fairbanks North Star Borough Comprehensive Roads Plan Update. Comments must be submitted by October 21. https://thstroadsplan.com/ Several residents have expressed concern about some of the proposed roads in the plan conflicting with trails. The plan does not automatically mean that the roads will be built and that the trails will be lost. And roads and trails can coexist along the same corridors. However, this is a good time for trail advocates to speak up and let officials know that they want trails protected if a road is built along the same corridor (preferably with at least some vegetative buffer). General comments are fine, built is better to speak specifically about which road corridors and trails you are concerned about. Below are several specifics. I'm sure I've missed some. Take a look at the plan nd make comments if you have concerns about a trail. See maps here: https://fnsbroadsplan.com/wp-content/uploads/2022/09/09-22-2_TNSB-Roads-Plan_Public-Review-Draft_MAPS-ONLY.pdf Road/route 251 is along the same route as the ridge trail that connects Moose and Ski Boot Hill roads. | |
| 251 | 10/15 | Email | Eric | Troyer | | In general, I am very pleased with the plan. As a long-time resident of the borough, I am glad to see the borough planning ahead with road development so that future road construction makes sense within a wider planning scope. As an avid trail user and non-motorized user, I am glad to see both trails and non-motorized use taken into account with Goal 5, strategies 5.1 and 5.2. We should be encouraging both trails and non-motorized transportation in our borough's future. Both are essential for our population's mental and physical health. Both are also critical for encouraging actions that take better care of our environment. Many of the proposed roads in the plan would run along corridors already in use by popular trails, some in the FNSB Comprehensive Recreational Trail Plan and some not. Examples include:Road/route 251 is along the same route as the ridge trail that connects Moose and Ski Boot Hill roads. Wherever possible I would like to see these trails preserved if a road is built along the same corridor. Further, I would want to see a significant vegetative buffer included so that the current wild nature of the trails is at least partially retained. Thank you for your consideration and your hard work on this important project. | Corridor 251 has been realigned based on public comments to provide a significant vegetated buffer between the corridor and the Skyline Ridge Trail. This road would only be developed if and when the owner of the large parcels it crosses decides to subdivide their property. As a second-class brough, FNSB does not construct croads. The cost and work of road construction fails to the developer (subdivider) of land to provide legal access to the newly developed lots that result. Moose Trail is currently a cul-de-sac longer than FNSB road standards allow, causing concerns about emergency services and resident access. Corridor 251 addresses this issue by providing an additional access point to the neighborhood. |
| 251 | 10/19 | web form | Michael | West | | Minor corridor 251 connecting Moose Trail to Ski Boot Hill concerns me. The route serves as a key artery in a vibrant trail network. I don't know the history of the road corridor discussion. I do note that no explanation is given for this corridor in Table 3 of the plan. I realize this is a future looking document. But if there were ever a push to develop this corridor, I would urge deep comunity engagement long in advance. There is a significant community of people (and long history) for this particular trail segment and open space. I am certain this discussion would draw a pretty engaged set of voices. Thanks! | Corridor 251 has been realigned based on public comments to provide a significant vegetated buffer between the corridor and the Skyline Ridge Trail. This road would only be developed if and when the owner of the large parcels it crosses decides to subdivide their property. As a second-class borough, FNSB does not construct or ads. The cost and work of road construction fails to the developer (subdivider) of land to provide legal access to the newly developed lots that result. Moose Trail is currently a cul-de-sac longer than FNSB road standards allow, causing concerns about emergency services and resident access. Corridor 251 addresses this issue by providing an additional access point to the neighborhood. |
| 251 | 10/18 | web form | Kesler | Woodward | | This is a comment on Section 251. I urge you to consider eliminating the corridor in the plan which would connect Moose Trail with Ski Boot Hill Road. This trail on this route is currently used by a significant number of residents of the area and visitors. It is a very popular woodland trail that has been both preserved and upgraded as part of the Borough Trails Plan. There is no significant benefit to the residents at either end of the corridor for the proposed connection, and those of us who use those trails year-round would lose recreational access if the road were built. Rerouting the trail and/or establishing a road beside it would essentially destroy the character of one of Fairbanks' premier boreal forest trails. | |
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| 251 | | email | Helena | Rueter | | separation. | Corridor 251 has been realigned based on public comments to provide a significant vegetated buffer between the corridor and the Skyline Kidge Trail. This road would only be developed if and when the owner of the large parcels it crosses decides to subdivide their property. As a second-class borough, PNSB does not construct roads. The cost and work of road construction fails to the developer (subdivider) of land to provide legal access to the newly developed lots that result. Moose Trail is currently a cul-de-sac longer than FNSB road standards allow, causing concerns about emergency services and resident access. Corridor 251 addresses this issue by providing an additional access point to the neighborhood. |
| 251 | 10/21 | email | Kalina | Grabinska-Marusek | | is close to town because there are so few roads and cars there, it feels remotes and wild, which makes it an incredibly popular place for people to spend time. I have observed people running, biking, skeding, exercising their dogs and riding their horses. These activities would not be as safe or enjoyable if they were talking place along a roadway. | |
| 251 | 10/21 | web form | Paul | Schneider | | purpose for the foreseeable future and should be deleted from this planning document. Also, building the road would have a negative impact and leave vulnerable the Skyline Ridge multipurpose trail system including the Ridge Trail, the Secret Trail, and the After Hours Trail, each of which meander 3-4 miles each on and below the Ridge. My wife and I have hiked these popular trails for years along with many other hiker, runners, families, per owners, bicyclists, skiers, and mushers. I've also seen the damage caused by pick up-trucks and all terrain vehicles leaving deep | Corridor 251 has been realigned based on public comments to provide a significant vegetated buffer between the corridor and the Skyline Kidge Trail. This road would only be developed if and when the owner of the large parcels it crosses decides to subdivide their property. As a second-class borough, FNSB does not construct croads. The cost and work of road construction fails to the developer (subdivider) of land to provide legal access to the newly developed lots that result. Moose Trail is currently a cul-de-sac longer than FNSB road standards allow, causing concerns about emergency services and resident access. Corridor 251 addresses this issue by providing an additional access point to the neighborhood. |
| 254 | 10/21 | email | Griggs | | | Corridor 254, like 204, only crosses University property and does not open any new land to development. Many recreational trails are present in the area, and a new road would degrade the value of those trails. Drouin Rd is poorly maintained, and it does not need increased traffic. | Corridor 254 would only be developed if the university decides to subdivide the large parcel it crosses. The purpose of the corridor would be to provide legal access to those newly created lots. It also provides alternate ingress/egress to the Silver Fox subdivision, addressing the Drouin/Old John cul-de-sac, which is currently longer than FNSB road standards allow. |
| 254 | 10/21 | web form | Kristen | Sullivan | | | Corridor 254 would only be developed if the university decides to subdivide the large parcel it crosses. The purpose of the corridor would be to provide legal access to those newly created lots. It also provides alternate ingress/egress to the Silver Fox subdivision, addressing the Drouin/Old John cul-de-sac, which is currently longer than FNS8 road standards allow. |
| 255 | 10/12 | Email | Karl | Kassel | | Hello Shelly and Kellen, Since the official comment form does not seem to work well with my computer, I am sending you a plain email with my comments regarding the Roads Plan. It is easy to see the extensive thought processes and work that has gone into this road plan. I believe it represents some very needed corridors for our community. It is an excellent plan for the easiest development of road additions for the near future. However, a quality healthy community needs more than just roads to thrive, and the easiest routes to build a road may not be the best. Several of the proposed routes follow, or "upgrade," existing trails. You are well aware there are significant benefits to a community that has access to quality thrails. As roads develop, we must be sensitive to the benefits of preserving the existing trail corridors and adding to them as the need increases with expanding population. Converting a trail to a road is rarely an "upgrade" unless there are alternate trail routes constructed as part of the road project and trail connectivity is maintained. Case in point: corridor 1421 follows right on top of the backbone of an extensive trail system that extends between the Richard Berry Ridge and Old Murphy Dome Road. This system has existed for literally decades, and is a primary reason why live where I live. This trail system all consectivity is maintained. Case in point: corridor 1421 follows right on top of the backbone of an extensive trail system that extends between the Richard Berry Ridge and Old Murphy Dome Road. This system has existed for literally decades, and is a primary reason why live where I live. This trail system that has tree cover to protect users from the wind and colder temperatures in the winter. It is more than just a neighborhood trail and has the potential to grow into an excellent recreation area for the west side of town. Bottom line: Any road development in this area should include substantial consideration of the other recreational potentials here, and as an absolute minimum shou | Corridors 21, 20, 191, and 255 were in the 1991 Plan and the 2006 map update. The Recreational Trails Plan has identified several trails in this area (Spinach Creek Bowl Trails per North Goldstream map). The Roads Plan and Trails Plan have been coordinated such that trails and road corridors in this area minimize crossings maintain appropriate buffers between the trails and roads. |
| 255 | 10/12 | Web form | Jane | Lanford | | I am concerned about potential connector roads from the top of Richard Berry Drive to Old Murphy Dome Road (near its intersection with Spinach Creek Drive). From the maps, they appear to be 21, 20, 191 and 255. At present there is a wonderful set of interconnecting trails in the area which do, indeed, connect those two roads. If any roads get closer to reality, please consider recreation and trail use conflicts, both summer and winter. I live nearby on Vancouver Road and especially enjoy snowshoe running up there in the winter! Thank you. | Corridors 21, 20, 191, and 255 were in the 1991 Plan and the 2006 map update. The Recreational Trails Plan has identified several trails in this area (Spinach Creek Bowl Trails per North Goldstream map). The Roads Plan and Trails Plan have been coordinated such that trails and road corridors in this area minimize crossings maintain appropriate buffers between the trails and roads. |

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| 255 | 10/21 | web form | Kristen | Sullivan | | | trails in this area (Spinach Creek Bowl Trails per North Goldstream map). The Roads Plan and Trails Plan have been coordinated such that trails and road corridors in this area minimize crossings maintain appropriate buffers between the trails and roads. Corridor 254 |
| 262 | 10/17 | web form | Tait | Chandler | | I would like to call attention to the proposed roads listed below. If these roads are built, I hope that the existing recreational trails are preserved and a vegetative buffer remains between the road and the existing trail. Thank you. Road/route 262 is along the same route as the O'Connor Creek East Ridge Trail. Road/routes 15 and 217 may also conflict with that trail. | Corridor 262 was in the 1991 Plan and the 2006 update. The O'Connor Creek East Ridge Trail is identified in the Recreational Trails Plan. The Trails Plan indicates that "reroutes may be necessary in the future as road development may require some of the ridgeline." If parcels are subdivided in this area, the alignment of the road and the O'Connor Creek East Ridge Trail will be coordinated so as to minimize conflicts and avoid multiple driveway crossings. |
| 262 | 10/19 | email | Darren | Rorabaush | | Corridor #262 would ruin one of best connecter trails in the area. I spent 50-60 hours cleaning up that trail 23 years ago. It has become important to the community. There does not seem to be a need to develop that ridge. | Corridor 262 was in the 1991 Plan and the 2006 update. The O'Connor Creek East Ridge Trail is identified in the Recreational Trails Plan. The Trails Plan indicates that "reroutes may be necessary in the future as road development may require some of the ridgeline." If parcels are subdivided in this area, the alignment of the road and the O'Connor Creek East Ridge Trail will be coordinated so as to minimize conflicts and avoid multiple driveway crossings. |
| 262 | 10/12 | Email | Eric | Troyer | | Trail advocates should speak up in defense of trails regarding the Fairbanks North Star Borough Comprehensive Roads Plan Update. Comments must be submitted by October 21. https://fnsbroadsplan.com/ Several residents have expressed concern about some of the proposed roads in the plan conflicting with trails. The plan does not automatically mean that the roads will be built and that the trails will be lost. And roads and trails can coexist along the same corridors. However, this is a good time for trail advocates to speak up and let officials know that they want trails protected if a road is built along the same corridors. However, this is a good General comments are fine, but it is better to speak specifically about which road corridors and trails you are concerned about. Below are several specifics. I'm sure I've missed some. Take a look at the plan and make comments if you have concerns about a trail. See maps here: https://fusbroadsplan.com/wp-content/uploads/2022/09/09-22-22_FNSB-Roads-Plan_Public-Review-Draft_MAP5-ONLY.pdf Road/route 262 is along the same route as the O'Connor Creek East Ridge Trail. Road/routes 15 and 217 may also conflict with that trail. | |
| 262 | 10/15 | Email | Eric | Troyer | | In general, I am very pleased with the plan. As a long-time resident of the borough, I am glad to see the borough planning ahead with road development so that future road construction makes sense within a wider planning scope. As an avid trail user and non-motorized user, I am glad to see both trails and non-motorized use taken into account with Goal 5, strategies 5.1 and 5.2. We should be encouraging both trails and non-motorized transportation in our borough's future. Both are essential for our population's mental and physical health. Both are also critical for encouraging actions that take better care of our environment. Many of the proposed roads in the plan would run along corridors already in use by popular trails, some in the FNSB Comprehensive Recreational Trail Plan and some not. Examples include: Road/route 262 is along the same route as the O'Connor Creek East Ridge Trail. Road/routes 15 and 217 may also conflict with that trail. Wherever possible I would like to see these trails preserved if a road is built along the same corridor. Further, I would want to see a significant vegetative buffer included so that the current wild nature of the trails is at least partially retained. Thank you for your consideration and your hard work on this important project. | Corridor 262 was in the 1991 Plan and the 2006 update. The O'Connor Creek East Ridge Trail is identified in the Recreational Trails Plan. The Trails Plan indicates that "reroutes may be necessary in the future as road development may require some of the ridgeline." If parcels are subdivided in this area, the alignment of the road and the O'Connor Creek East Ridge Trail will be coordinated so as to minimize conflicts and avoid multiple driveway crossings. |
| 262 | 10/19 | email | Susan | | | These road corridors seem unnecessary and undesirable. The pressure for development of these areas is not really there so these corridors are not warranted. The impacts to the neighborhood and neighborhood roads would be incredibly negative. | Corridor 262 was in the 1991 Plan and the 2006 update. The O'Connor Creek East Ridge Trail is identified in the Recreational Trails Plan. The Trails Plan indicates that "reroutes may be necessary in the future as road development may require some of the ridgeline." If parcels are subdivided in this area, the alignment of the road and the O'Connor Creek East Ridge Trail will be coordinated so as to minimize conflicts and avoid multiple driveway crossings. |
| 262 | 10/20 | email | Dan | Reichardt | | providing multiple connecting routes between Goldstream Road and Old Murphy Dome Road. The residents of FNSB benefit greatly by the | |

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| 262 | 10/20 | web form | Paul | Reichardt | | Message: My comments are about portions of the road plan shown on maps 01N02W, 02N02W, and 02N01W. I live in the area shown on 01N02W. Fundamentally, it seems to me that these portions of the road plan are totally disconnected from borough plans related to recreation and, in particular, trails. I understand that, assuming the population of the Fairbanks area grows, the FNSB will sell additional land and that the Goldstream area will undoubtedly see related development. However, people choose to live in Goldstream because of a balance between access to town and like in a somewhat rural environment. Planning roads that crisscross the area is inconsistent with the Goldstream lifestype is it exists today and likely will exist well into the future, and encroachment of these roads into or near existing hiking trails would negatively impact the extensive recreational use by local residents as well as large numbers of hikers who come from around the borough to use the Cranberry Trail and O'Connor Creek East Ridge Trail systems. Some detailed comments follow: 3. The number of north/south connectors between Goldstream Road and Old Murphy Dome Road (e.g., 209, 262, 372, 273) seems like big-time overkill. While having a road plan to support anticipated land sales and subdivision development is a good thing, this road plan looks like a shotgun approach to planning roads everywhere so that any imaginable land disposal would have road access. A better approach would be to identify the most favorable sites for land disposals and then come up with a road plan to support those priorities. | Corridor 262 was in the 1991 Plan and the 2006 update. The O'Connor Creek East Ridge Trail is identified in the Recreational Trails Plan. The Trails Plan indicates that "reroutes may be necessary in the future as road development may require some of the ridgeline." If parcels are subdivided in this area, the alignment of the road and the O'Connor Creek East Ridge Trail will be coordinated so as to minimize conflicts and avoid multiple driveway crossings. |
| 262 | 10/20 | | Inna | Rivkin | | I live on Toboggan Lane off Goldstream, and as someone with MCS (Multiple Chemical Sensitivities) who is quite sensitive to car exhaust and pollution, very much appreciate and treasure the nearly trails that allow exercise in clean air away from roads, as do many others in our community for whoms such trails are critical for health, wellness, and wellbeing. In an concerned with #15, #217, and #209, and was wondered how they will impact our privately maintained non-through drive Toboggan Lane, the cranberry trail in that area, and the trail from Waterford / Molly which is used and treasured by many outdoor recreators myself included. Could you please clarify the impacts and plans. Unfortunately most of the smaller roads are not labeled on the plan making it difficult to ascertain, but it looks like it's right on the trails1 am concerned the quality of mine and my neighbors' lives and health will be adversely affected. Also, are 293 and 262 on the broken sled trail? Thanks, | Corridor 262 was in the 1991 Plan and the 2006 update. The O'Connor Creek East Ridge Trail is identified in the Recreational Trails Plan. The Trails Plan indicates that "reroutes may be necessary in the future as road development may require some of the ridgeline." If parcels are subdivided in this area, the alignment of the road and the O'Connor Creek East Ridge Trail will be coordinated so as to minimize conflicts and avoid multiple driveway crossings. |
| 262 | 10/21 | | Mike | Schmoker | | Message: I would like to comment on the FNSB road plan. I will limit my comments to the proposed roads of 15, 217 & 262. All of these roads would cross numerous trails that have been in the area for several decades. 15 & 217 would impact the Cranberry trail that has been established for years. 262 would greatly impact the O'Conner Ridge trail that has been used since the early 70's. I would greatly encourage any road development be in conjuncture with the recent comprehensive plan. I would encourage the Borough to improve and maintain are present roads before extending the present road system | Corridor 262 was in the 1991 Plan and the 2006 update. The O'Connor Creek East Ridge Trail is identified in the Recreational Trails Plan. The Trails Plan indicates that "reroutes may be necessary in the future as road development may require some of the ridgeline." If parcels are subdivided in this area, the alignment of the road and the O'Connor Creek East Ridge Trail will be coordinated so as to minimize conflicts and avoid multiple driveway crossings. |
| 262 | 10/21 | email | Maxwell | Plichta | | Hello, My name is Max Plichta. I am a Fairbanks North Star Borough resident living in the Farmers Loop area. Last week I briefly spoke with Shelly Wade on the phone about a few questions I had, thank you for taking my call. Today I am emailing the team with some final comments about the FNSB Comprehensive Road Plan. First and foremost, I appreciate the process to provide feedback and I am grateful that we are updating the comprehensive road plan. Comments: 6. As you know, roads can divide a community just as much as they can connect a community. As an avid non-motorized trail and road corridor user and an adamant supporter of intact-connected greenspace I am chiefly concerned about how several of these proposed road corridors could negatively impact recreational trail users, greenspace, and ecosystem functions. I would like to see trails preserved if roads are built along the same corridor. Furthermore, I would want to see a significant vegetative buffer included so that the current wild nature of the trails is at least *New and existing proposed road corridors north of the Goldstream Valley, chiefly 15, 293, 262, 4, 209 could have significant conflict with recreational trails. I think developing this are would be a mistake for the Borough and would lead to a loss in wildlands and trails and would also negatively contribute to the urban sprawi of Fairbanks. Best, Max | minimize conflicts and avoid multiple driveway crossings. |
| 262 | 10/21 | | Margaret | Mannix | | Message: I am responding in particular to Routes 15, 217 and 293/262. These proposed roads directly inpact the numerous trails that exist there and are mostly multi use trails and heavily used. I have provided input on the Comprehensive Trail use process and am very surprised that neither of these projects seem to reflect the other. At least there are no references in the proposals. Protecting trail use is future thinking and new roads should accommodate existing trails. I see no point in Route 15, and I hope that private property is respected. | Plan. The Trails Plan indicates that "reroutes may be necessary in the future as road development may require some of the ridgeline." |
| 273 | 10/17 | web form | Tait | Chandler | | I would like to call attention to the proposed roads listed below. If these roads are built, I hope that the existing recreational trails are preserved and a vegetative buffer remains between the road and the existing trail. Thank you. Road/route 273 is along the same route as the Moose Mountain Powerline trail to Old Murphy Dome Road. | Corridor 273 was in the 1991 Roads Plan and the 2006 update. The Moose Ridge Trail is protected through a platted easement to ensure connectivity from the neighborhood. The Recreational Trails Plan notes that "as roads are developed, it is recommended that major viewpoints remain vacant and accessible by trail, and where the trail must be rerouted that a contoured alignment be established along the southeast aspect of the hill and that driveway crossings be minimized." The intent of the Roads Plan is not to encourage or discourage development, but rather to ensure that when development occurs it is conducted in a responsible, thoughtful way and that infrastructure such as roads and trails are constructed appropriately. |

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| 273 | 10/16 | Email | H. Roger | Evans, P.E. | Civil Engineer Founder, Designer, President Moose Mountain, Inc. | Thank you for the chance to comment on your ideas for future road access. 273 is a privately constructed road, buit to FNSB standards 30 years ago and has been in constant use by the ski area ever since. We use it in winter to bus skiers to the summit for skiing, and in summer it serves us for maintenance and security. Although it would be the best route by far for accessing the ridge all the way to Old Murphy Dome road, we do not have any plans for subdividing any time in the near future. We may some day be amenable to an offer that would allow us to purchase an alternate lift system and maintain security from motorized vehicles on our ski slopes, but that would take several millions of dollars so we don't expect that to happen. 372 as shown has a shary left turm from the end of Monteverde, which would take I immediately across a steep, high altitude black spruce permafrost zone, with evidence of slumping showing just above the creek below. A road cut through there would cause excessive thawing, slumping and probably mud flows into the creek. It would be far safer, and better, to continue Monteverde straight for another few thousand feet, through developable residential grade property, then turn life across the creek at a lower elevation, then begin climbing on the dry south slopes beyond. It would also be an opportunity to connect to a Jones Road extension, which could prove to be much better access to the area with its lower graded between 8-10% from the intersection at the base to the top of the mountain and can be dangerous to vehicles without chains or studs during spring freeze/thaw cycles. It is also quite a ways farther from the Goldstream Road zone than other proposed access points, and already has our 110 lots, most of them developed in the past 30 years. Attached is a Google Earth view of the area. The heavily spruced and shaded area just north of the existing Monteverde Roade should be avoided and the extension through the better land straight ahead considered. If you would like, I'd be available t | Corridors 273 and 372 were both in the 1991 Roads Plan. Several corridors in the area have been constructed since the 1991 Plan, including Monteverde Road and Meribel Road. Both proposed corridors provide secondary geress from the Moose Mountain neighborhood that currently has a single access point (Moose Mountain Road). Fire protection best practices indicate that a neighborhood with more than 100 residences should have at least two points of egress. |
| | | | | | | | |
| 273 | 10/12 | Web form | Jennifer | Schell | | I am writing to ask the FNSB to reconsider the wave of development they are promoting in the area north of Jones Road (and other areas between Goldstream and Old Murphy Dome Road). Much of this land contains recreational trails, used, loved, and enjoyed by local residents. I am especially concerned about the proposed 273, which lies along the same route as the Moose Mountain Powerline Trail to Old Murphy Dome Road. That trail is amazing and well used in all seasons, by hikers, joggers, bikers, mushers, snow machiners, and skiers. Building a road there would only destroy the recreational values of that trail. Generally speaking, I am concerned that the FNSB wants to expand the wildland/urban interface in a time of climate change, when wildfire seasons are getting longer in duration and more severe in intensity. I am not confident that federal, state, and borough resources can protect the | Corridor 273 was in the 1991 Roads Plan and the 2006 update. The Moose Ridge Trail is protected through a platted easement to ensure connectivity from the neighborhood. The Recreational Trails Plan notes that "as roads are developed, it is recommended that major viewpoints remain vacant and accessible by trail, and where the trail must be rerouted that a contoured alignment be established along the southeast aspect of the hill and that driveway crossings be minimized." The intent of the Roads Plan is not to encourage or discourage development, but rather to ensure that when development occurs it is conducted in a responsible, thoughtful way and that infrastructure such as roads and trails are constructed appropriately. |
| | | | | | | I live off of Jones Road, and I am familiar with the degrading permafrost in the area. At present, our road service district does not have the money to maintain these roads. Every time Jones Road is scraped, it dips further and further BELOW grade. Needless to say, the road has very few ditches or working culverts. In one place, a culvert lies at grade. It flooded during breakup last year. Jones Road can barely handle traffic at current levels. How is it supposed to handle more? Instead of improving our current infrastructure-and finding a way to fund improvements-the FNSB just wants to promote more development and more problems. The rural road situation really is a disaster. It needs the attention of the FNSB. Thank you for your time, Jennifer Schell | |
| 273 | 10/12 | Email | Eric | Troyer | | Trail advocates should speak up in defense of trails regarding the Fairbanks North Star Borough Comprehensive Roads Plan Update. Comments must be submitted by October 21. https://fnsbroadsplan.com/ Several residents have expressed concern about some of the proposed roads in the plan conflicting with trails. The plan does not automatically mean that the roads will be built and that the trails will be lost. And roads and trails can coexist along the same corridors. However, this is a good time for trail advocates to speak up and let officials know that they want trails protected if a road is built along the same corridor (preferably with at least some vegetative buffer). General comments are fine, but it is better to speak specifically about which road corridors and trails you are concerned about. Below are several specifics. I'm sure I've mised some. Take a look at the plan and make comments if you have concerns about a trail. See maps here: https://fnsbroadsplan.com/wp-content/uploads/2022/09/09-22-22_FNSB-Roads-Plan_Public-Review-Draft_MAPS-ONLY.pdf Road/route 273 is along the same route as the Moose Mountain Powerline trail to Old Murphy Dome Road. | Corridor 273 was in the 1991 Roads Plan and the 2006 update. The Moose Ridge Trail is protected through a platted easement to ensure connectivity from the neighborhood. The Recreational Trails Plan notes that "as roads are developed, it is recommended that major viewpoints remain vacant and accessible by trail, and where the trail must be errouted that a contoured alignment be established along the southeast aspect of the hill and that driveway crossings be minimized." The intent of the Roads Plan is not to encourage or discourage development, but rather to ensure that when development occurs it is conducted in a responsible, thoughtful way and that infrastructure such as roads and trails are constructed appropriately. |
| 273 | 10/15 | Email | Eric | Troyer | | In general, I am very pleased with the plan. As a long-time resident of the borough, I am glad to see the borough planning ahead with road development so that future road construction makes sense within a wider planning scope. As an avid trail user and non-motorized user, I am glad to see both trails and non-motorized use taken into account with Goal 5, strategies 5.1 and 5.2. We should be encouraging both trails and non-motorized transportation in our borough's future. Both are essential for our population's mental and physical health. Both are also critical for encouraging actions that take better care of our environment. Many of the proposed roads in the plan would run along corridors already in use by popular trails, some in the FNSB Comprehensive Recreational Trail Plan and some not. Examples include: Road/route 273 is along the same route as the Moose Mountain Powerline trail to Old Murphy Dome Road. Wherever possible I would like to see these trails preserved if a road is built along the same corridor. Further, I would want to see a significant vegetative buffer included so that the current wild nature of the trails is at least partially retained. Thank you for your consideration and your hard work on this important project. | Corridor 273 was in the 1991 Roads Plan and the 2006 update. The Moose Ridge Trail is protected through a platted easement to ensure connectivity from the neighborhood. The Recreational Trails Plan notes that "as roads are developed, it is recommended that major viewpoints remain vacant and accessible by trail, and where the trail must be errouted that a contoured alignment be established along the southeast aspect of the hill and that driveway crossings be minimized." The intent of the Roads Plan is not to encourage or discourage development, but rather to ensure that when development occurs it is conducted in a responsible, thoughtful way and that infrastructure such as roads and trails are constructed appropriately. |

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| 273 | 10/20 | email | Dan | Reichardt | | providing multiple connecting routes between Goldstream Road and Old Murphy Dome Road. The residents of FNSB benefit greatly by the wilderness lands that are preserved due to having very few north-south connecting roads between the East-West arteries (the arteries being | The intent of the Roads Plan is not to encourage or discourage development, but rather to ensure that when development occurs it is conducted in a responsible, thoughtful way and that infrastructure such as roads and trails are constructed appropriately. |
| 273 | 10/20 | web form | Paul | Reichardt | | Message: My comments are about portions of the road plan shown on maps 01N02W, 02N02W, and 02N01W. I live in the area shown on 01N02W. Fundamentally, it seems to me that these portions of the road plan are totally disconnected from borough plans related to recreation and, in particular, trails. I understand that, assuming the population of the Fairbanks area grows, the FNSB will sell additional land and that the Goldstream area will undoubtedly see related development. However, people choose to live in Goldstream because of a balance between access to tow and life in a somewhat rural environment. Planning roads that crisscross the area is inconsistent with the Goldstream lifestyle is it exists today and likely will exist well into the future, and encroachment of these roads into or near existing hiking trails would negatively impact the extensive recreational use by local residents as well as large numbers of hikers who come from around the borough to use the Cranberry Trail and O'Connor Creek East Ridge Trail systems. Some detailed comments follow: 3. The number of north/south connectors between Goldstream Road and Old Murphy Dome Road (e.g., 209, 262, 372, 273) seems like big-time overkill. While having a road plan to support anticipated land sales and subdivision development is a good thing, this road plan looks like a shotgun approach to planning roads everywhere so that any imaginable land disposal would have road access. A better approach would be to identify the most favorable sites for land disposals and then come up with a road plan to support those priorities. | conducted in a responsible, thoughtful way and that infrastructure such as roads and trails are constructed appropriately. |
| 273 | 10/21 | email | Eleanor | Воусе | | Moose Mtn road can't sustain the level of traffic it already gets. Added traffic would create dust, washboard, noise problems. Would road become borough maintained? Already the road service maintenance is inadequate (poor response times, sometimes, poor quality grading, etc.). If road gets more traffic, existing road service area taxed residents should not be on the hook for increased road maintenance requirements. Same comment applies to Monteverde north. Road corridor lies directly on top of an extremely popular mult-tuse recreational trail extending from top of Moose Mtn all the way to Od Murphy Dome road. Trail includes multiple steep hills where grade is not suitable to vehicle traffic. Road corridor extends from end of Monteverde and forest type quickly changes from birch forest to black spruce / permafrost as you round the northeast shoulder of the hill. Proposed road corridor crosses permafrost slope on the contour which seems very problematic for road construction without major disruption to stable permafrost. Road will be expensive to maintain. Road also crosses existing recreation trails and old trapine trail. Road is incorrectly proposed as minor collector. If constructed, I would expect it to be heavily used by traffic from Old Murphy Dome neighborhoods who currently drive via Fox. Old Murphy Dome Road between McCall and Hattie Creek is incorrectly labeled as a major collector. This stretch of Old Murphy Dome Road between McCall and Hattie Creek is incorrectly doesn't function or receive maintenance that are consistent with an active major collector. | |
| 273 | 10/21 | | JIII | O'Brien | | Message: I oppose the planned roads #273 and #372. These roads would completely interrupt existing recreational trails. Road number 273 and 372 would not provide any advantage for people living at either end and they pass through land not fit for building with steep terrain. Instead of improving the area it would diminish its value to borough residents. | |
| 273 | 10/21 | | Kris | Howk | | Message: I strongly disagree for the 273 plan off of Monteverde Road as it impacts my home and peace of mind. | Corridor 273 was in the 1991 Roads Plan and the 2006 update. The Moose Ridge Trail is protected through a platted easement to ensure connectivity from the neighborhood. The Recreational Trails Plan notes that "as roads are developed, it is recommended that major viewpoints remain vacant and accessible by trail, and where the trail must be rerouted that a contoured alignment be established along the southeast aspect of the hill and that driveway crossings be minimized." |
| 273 | 10/21 | | Charlote | LaRue | | No to 273. Please do not turn the public use trail on Corridor number 01N 02W, proposed road Minor Collector 273, into a public use road. There is already Monteverde Road that runs parallel to this proposed road which is sufficient to meet your goals. I live here and would be sandwiched between two roads, which would be detrimental to my property and lifestyle. | Corridor 273 was in the 1991 Roads Plan and the 2006 update. The Moose Ridge Trail is protected through a platted easement to ensure connectivity from the neighborhood. The Recreational Trails Plan notes that "as roads are developed, it is recommended that major viewpoints remain vacant and accessible by trail, and where the trail must be rerouted that a contoured alignment be established along the southeast aspect of the hill and that driveway crossings be minimized." |
| 273 | 10/21 | | Andy | Mahoney | | This proposed road follows the route of a popular recreation trail, the Moose Ridge Trail. Continued access to the Moose Ridge Trail was a stipulation when the Moose Mountain Subdivision was developed. The development of this trail into a "minor collector" road would significantly diminish the recreational use of the trail, which includes hiking, biking, sking, dog mushing, and snow machining. There are relatively few trails that offer similar access to the hills and, through connected trails, the creeks, and rivers north of Fairbanks. These proposed "minor collector" roads connect the neighborhoods north of Goldstream Valley to Old Murphy Dome road. At their southern ends, they all begin at the end of what are already lengthy neighborhood roads. Any properties accessed from the proposed roads would therefore lie a considerable road distance from any major collector arterial roads. This not only represents undesirably commute times for residents who may be contributing the FNSW economy but will also contribute to a significantly higher carbon footprint compared with development of other roads better connected to FNSB's road system. Additionally, the development of these roads and any properties along them would add significant additional traffic to these existing neighborhood roads, requiring more maintenance and potentially lewering values of existing properties | Corridor 273 was in the 1991 Roads Plan and the 2006 update. The Moose Ridge Trail is protected through a platted easement to ensure connectivity from the neighborhood. The Recreational Trails Plan notes that "as roads are developed, it is recommended that major viewpoints remain vacant and accessible by trail, and where the trail must be rerouted that a contoured alignment be established along the southeast aspect of the hill and that driveway crossings be minimized." |

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| 273 | 10/21 | web form | Murray | Howk | | Message: The 273 Plan extending Monteverde would severely impact the area and our property. Moose Mountain Road is very narrow with stee drop offs and increased traffic on it would create a possible safety hazard for the public and land owners. I strongly disagree with the 273 plan. | Corridor 273 was in the 1991 Roads Plan and the 2006 update. The Moose Ridge Trail is protected through a platted easement to ensure connectivity from the neighborhood. The Recreational Trails Plan notes that "as roads are developed, it is recommended that major viewpoints remain vacant and accessible by trail, and where the trail must be rerouted that a contoured alignment be established along the southeast aspect of the hill and that driveway crossings be minimized." |
| 273 | 10/21 | web form | Michael | Obrien | | Message: I oppose any proposal to construct roads 273. and 372. This is an area that is either too steep, too swampy, or too shaded for any development. Even if construction was possible on these lots, it would be of little value and no tax value. Thousands of borough residents recreate in these areas (when they are not too swampy) and this recreational use's value far outweighs any potential tax value. Please do not pursue development of these areas. | Corridors 273 and 372 were both in the 1991 Roads Plan. Several corridors in the area have been constructed since the 1991 Plan, including Monteverde Road and Meribel Road. Both proposed corridors provide secondary egress from the Moose Mountain neighborhood that currently has a single access point (Moose Mountain Road). Fire protection best practices indicate that a neighborhood with more than 100 residences should have at least two points of egress. |
| 273 | 10/21 | web form | Sarah | Trainor | | Thank you so much for the opportunity to comment on the draft plan. My comments specifically related to proposed minor collector road 273 on maps 01N 02W and 02N 02W. First, nowhere in the Full Plan could I find a definition of what the proposed classifications mean. What are the current and future on-the-ground practical implications for "major collector" and "minor collector" designations? The final plan should include these definitions and people providing comment should have access to them. What your map designates as "minor collector" 4273 is a multi-use recreation trail that has high recreation use by many people, including families, from throughout the borough as well as the neighborhood. Especially in the winter, this trail sees high recreation use for skiing, snow shoeing, dog mushing, and snow-machining. It also sees high recreation use in the summer by hikers, runners, and mountain bikers. This high recreation value conflicts with designating this trail as a road corridor. As a multi-use trail with high recreational value, this trail is an asset that will increase the property value of any future development. Starting nea Moose Mountain Road, the trail ascends to near the top of Moose Mountain and runs along a ridge. If parcels in the vicinity were to be developed, their road access should be from the valley floor. Thank you again for the opportunity to comment. Respectfully, Sarah Trainor | |
| 278 | 10/20 | web form | Dana | Platta | | Message: I am opposed to the proposed 278 corridor from Meyeres to Gilmore. Unless there are significant improvements to Meyeres, increased traffic would be a significant safety concern due to the blind curve. There currently is not sufficient traffic in the area to require this addition. Since the land to the north of Eastide /High Grade is BLM land, as I understand, there will not be additional residences constructed in the west side of this proposed connector. | I Corridor 278 would only be developed if the DNR and Alaska Mental Health Trust parcels that it crosses are subdivided in the future. The purpose of the corridor would be to provide legal access to the new lots that would be created through those subdivisions. Corridor 278 was in the 1939 I plan and the 2006 update. The first 766 feet of Flat Rabbit from Gillmore Trail is a plated road. There is a 60' wide roadway and utility easement that extends from the end of Flat Rabbit to the edge of the subdivision (providing access to the 300 acre Alaska Mental Health Trust Authority parcel). |
| 278 | 10/4 | Web form | Ken | Sather | | The proposed road #278 on the roads plan is a 25' easement dedicated to only those occupying the sections granted by the easement. I've spoken with all the affected parties and we are adamantly opposed to the proposed corridor. The proposed road does not appear to serve any useful purpose than to open access to our homes by the desperate, drug addicted or criminal elements of the borough. Please do not proceed with the plan. Thank you | Corridor 278 would only be developed if the DNR and Alaska Mental Health Trust parcels that it crosses are subdivided in the future. The purpose of the corridor would be to provide legal access to the new lots that would be created through those subdivisions. Corridor 278 was in the 1991 Plan and the 2006 update. The first 766 feet of Flat Rabbit from Gilmore Trail is a platted road. There is a 60° wide roadway and utility easement that extends from the end of Flat Rabbit to the edge of the subdivision (providing access to the 300 acre Alaska Mental Health Trust Authority parcel). |
| 279 | 10/20 | | Christin | Swearingen | | I live on Quakenbush and would like to see improved foot trails in my area so that I can view the huge old spruce trees, but know firsthand that the hill is steep and prone to erosion. Please don't cut any of the very old trees. Thanksl | Tree clearing for road construction would be determined by the developer/contractor at the time of construction. |
| 287 | 10/17 | email | Lili | Misel | | This current trail runs down into very swampy permafrost and would not serve any purpose other than taking out a trail access to the Eldorado Creek Trail system. | Corridor 287 was in the 1991 Roads Plan as well as the 2006 Plan update. The corridor traverses generally well-drained soils and higher elevation terrain. Corridor 287 provides access to University of Alaska land that is highly desirable for development (higher elevations, south-facing slopes, easy access from Goldstream Road). Molly Road was platted with a stub for this corridor. |
| 293 | 10/19 | email | Susan | | | These road corridors seem unnecessary and undesirable. The pressure for development of these areas is not really there so these corridors are not warranted. The impacts to the neighborhood and neighborhood roads would be incredibly negative. | Corridor 293 appeared in the 1991 Roads Plan and 2006 update. It would only be developed if and when the large parcels it crosses subdivide to provide legal access to the newly created lots. |

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| 293 | 10/20 | web form | Paul | Reichardt | | Message: My comments are about portions of the road plan shown on maps 01N02W, 02N02W, and 02N01W. I live in the area shown on 01N02W. Fundamentally, it seems to me that these portions of the road plan are totally disconnected from borough plans related to recreation and, in particular, trails. I understand that, assuming the population of the Fahrbanks area grows, the FNSB will sell additional land and that the Goldstream area will undoutedly see related development. However, people choose to live in Goldstream because of a balance between access to town and life in a somewhat rural environment. Planning roads that crisscross the area is inconsistent with the Goldstream lifestyle as it exists today and likely will exist well into the future, and encroachment of these roads into or near existing hiking trails would negatively impact the extensive recreational use by local residents as well as large numbers of hikers who come from around the borough to use the Cranberry Trail an O'Connor Creek East Ridge Trail systems. Some detailed comments follow: 2. Corridors 15 and 293 are unnecessary redundancies in that the 15/Pandora Drive connection would on its own lead to the proposed 293 corridor. | |
| 293 | 10/20 | | Inna | Rivkin | | I live on Toboggan Lane off Goldstream, and as someone with MCS (Multiple Chemical Sensitivities) who is quite sensitive to car exhaust and pollution, very much appreciate and treasure the nearby trails that allow exercise in clean air away from roads, as do many others in our community for whom such trails are critical for health, wellness, and wellbeing. I an concerned with #15, #217, and #209, and was wondred how they will impact our privately maintained non-through drive Toboggan Lane, the cranberry trail in that area, and the trail from Waterford / Molly which is used and treasured by many outdoor recreators myself included. Could you please clarify the impacts and plans. Unfortunately most of the smaller roads are not labeled on the plan making it difficult to ascertain, but it looks like it's right on the trails1 am concerned the quality of mine and my neighbors' lives and health will be adversely affected. Also, are 293 and 262 on the broken sled trail? Thanks, | Corridor 293 appeared in the 1991 Roads Plan and 2006 update. It would only be developed if and when the large parcels it crosses subdivide to provide legal access to the newly created lots. Two other north-south corridors from the 1991 Roads Plan were removed (Corridors 16 and 17) immediately to the west of Corridor 293 due to redundancy. Corridor 293 runs adjacent to the proposed Upper Eldorado Creek Trails for a portion of the connection. The FNSB Roads and Trails planning processes have been coordinated to appropriately plan for shared road/trail corridors where trail impacts can be mitigated. |
| 293 | 10/21 | email | Maxwell | Plichta | | Hello, My name is Max Plichta. I am a Fairbanks North Star Borough resident living in the Farmers Loop area. Last week I briefly spoke with Shelly Wade on the phone about a few questions I had, thank you for taking my call. Today I am emailing the team with some final comments about the FNSB Comprehensive road plan. First and foremost, I appreciate the process to provide feedback and I am grateful that we are updating the comprehensive road plan. Comments: 6. As you know, roads can divide a community just as much as they can connect a community. As an avid non-motorized trail and road corridor user and an admant supporter of intact-connected greenspace I am chiefly concerned about how several of these proposed road corridors could negatively impact recreational trail users, greenspace, and ecosystem functions. I would like to see trails preserved if roads are built along the same corridor. Furthermore, I would want to see a significant vegetative buffer included so that the current wild nature of the trails is at least partially retained. • New and existing proposed road corridors north of the Goldstream Valley, chiefly 15, 293, 262, 4, 209 could have significant conflict with recreational trails. I think developing this are avould be a mistake for the Borough and would lead to a loss in wildlands and trails and would alsc negatively contribute to the urban sprawl of Fairbanks. Best, Max | Eldorado Creek Trails for a portion of the connection. The FNSB Roads and Trails planning processes have been coordinated to appropriately plan for shared road/trail corridors where trail impacts can be mitigated. |
| 293 | 10/21 | | Margaret | Mannix | | Message: I am responding in particular to Routes 15, 217 and 293/262. These proposed roads directly impact the numerous trails that exist there and are mostly multi use trails and heavily used. I have provided input on the Comprehensive Trail use process and am very surprised that neither of these projects seem to reflect the other. At least there are no references in the proposals. Protecting trail use is future thinking and new roads should accommodate existing trails. I see no point in Route 15, and I hope that private property is respected. | r subdivide to provide legal access to the newly created lots. Two other north-south corridors from the 1991 Roads Plan were removed |

| Corridor # | Date | Form | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
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| 295 | 10/17 | web form | Elizabeth | Belknap | | We oppose Corridor 295. We dispute the project team's findings (numbered) in the bulleted points below each finding. | |
| 295 | 10/17 | web form | Elizabeth | векпар | | Finding: Corridor 295 is feasible to construct based on topography and soils, primarily runs along ridge | Corridor 295 has been removed from the plan based on public input, planning and engineering analysis, and an in-person site visit to verify conditions. |
| | | | | | | -The only section of Corridor 295 that runs on the ridge is the existing Hafele Avenue. | |
| | | | | | | -Vegetation along Lawlor Road and the eastern, unconstructed portion of the corridor is black spruce, willow, and alder, typical of poorly drained | |
| | | | | | | soils overlying permafrost. | |
| | | | | | | -The entire area is underlain by a thick section of thawing/permafrost loess as evidenced by: -Two bore holes, drilled in 1994 at 2635 Hafele Avenue, that encountered frozen loess with 29-40% moisture from 25 to 50-foot depths. | |
| | | | | | | -A rapidly developing sinkhole adjacent to the presently constructed road at 2597 Hafele Avenue. The homeowner filled the hole in the summer | |
| | | | | | | of 2022. | |
| | | | | | | -Accelerating development of sinkholes and surface topography changes on the Mayo hay field (Tract A, Wild Rose Acres) adjacent to the proposed corridor. | |
| | | | | | | -Year-round standing water on both sides of the east-west segment of Lawlor Road adjacent to Lots A and B Reeves Subdivision. A portion of | |
| | | | | | | existing Lawlor Road is north of the end of state maintenance; it contains an 800-foot long, steep north-facing grade ending in a right-angle turn | |
| | | | | | | to the very wet and rough westward terminus of Lawlor Road. | |
| | | | | | | Finding: The corridor provides another point of ingress/egress to the existing subdivision in case of emergencies such as wildfire, downed trees, | |
| | | | | | | blocked roads, etc. | |
| | | | | | | -"Existing subdivision(s)", perhaps referring to Birkebakke and Hafele Subdivisions, are sufficiently served by Hafele Avenue. The proposed | |
| | | | | | | corridor provides no value to subdivision residents. Not a single subdivision resident has spoken in favor of the proposed corridor. | |
| | | | | | | -Wildfire danger: Corridor 295 east of Hafele Avenue is dense black spruce forest, providing explosive wildfire fuels, and would have little value as an egress route during a wildfire event. | |
| | | | | | | -lce on snow events: The steep north-facing section of presently constructed Lawlor Road is patently unsafe during ice on snow events, especially | |
| | | | | | | with the right angle turn at the bottom of the hill. It does not provide a safe alternate route for subdivision residents during extreme winter | |
| | | | | | | weather. | |
| | | | | | | | |
| | | | | | | Finding: The corridor provides beneficial connectivity to the area as it continues to develop with just a few additional subdivisions | |
| | | | | | | -See comments on ingress/egress above. -Hafele Avenue is maintained by Our Road Service District. Lawlor Road north of the end of state maintenance is not in a service district. Property | |
| | | | | | | owners in Our Road Service District would be strongly opposed to annexing new construction and the substandard existing Lawlor Road into our | |
| | | | | | | service district. | |
| | | | | | | -As stated above, Lawlor Road and the unconstructed portion of Corridor 295 is on unstable, poorly drained permafrost and would add a | |
| | | | | | | substantial maintenance burden on Our Road Service District. -The remaining four parcels bordering the corridor to be developed are owned by different individuals, and zoned RE-4 or RA-4. Subdividing all | |
| | | | | | | four parcels would result in only 11 parcels of primarily poorly drained soils overlying permafrost. | |
| | | | | | | -Lawlor Road is substandard; it is maintained below the level of a pioneer road. Hafele Avenue is constructed to pioneer road standard. | |
| | | | | | | Development of Corridor 295 would be presumed to require an upgrade of the entire corridor to at least secondary connector. -Based on the number and value of new land parcels to be developed, it is financially unfeasible to build the connecting road. | |
| | | | | | | -based on the number and value of new rand parcers to be developed, it is manciany unreasible to build the connecting road. | |
| | | | | | | Finding: Including the corridor in the Roads Plan provides a potential path for upgrading the road to borough standards and improving EMS | |
| | | | | | | access | |
| | | | | | | -At the western end of the corridor, EMS access is provided by Hafele Avenue, which is well maintained by Our Road Service District. -At the eastern end of the corridor, EMS access is poor along Lawlor Road due to lack of maintenance by landowners and lack of participation in a | |
| | | | | | | Road Service District. In addition, each end of the corridor is served by different EMS providers. The east end is served by the University FSD, and | |
| | | | | | | the west end is served by Chena-Goldstream. | |
| | | | | | | | |
| | | | | | | Finding: An existing compound curve at Hafele cul-du-sac would likely require lowered speeds on the constructed road, which could provide | |
| | | | | | | traffic calming benefits -Stated compound curve is only one ROW wide and is at the crest of the corridor; westward traffic would accelerate for the 1200 feet downhill | |
| | | | | | | -stated compound curve is only one ROW wide and is at the crest of the corridor; westward traffic would accelerate for the 1200 feet downnill from the crest to the stop sign at Line Drive. | |
| | | | | | | | |
| | | | | | | In summary, any connector road constructed on this corridor would be expensive to construct, expensive to maintain, and supports a very small | |
| | | | | | | number of new parcels. Thus Corridor 295 should be removed from the borough plan. | |
| 295 | 10/17 | web form | Tait | Chandler | | I would like to call attention to the proposed roads listed below. If these roads are built, I hope that the existing recreational trails are preserved | Corridor 295 has been removed from the plan based on public input, planning and engineering analysis, and an in-person site visit to |
| - | | | | | | and a vegetative buffer remains between the road and the existing trail. Thank you. | verify conditions. |
| | | | | | | | |
| | | | | | | Road/routes 295 and 64 may conflict with trails in the Goldstream Valley. | |
| 295 | 10/13 | web form | Kristen | Eckwright | | I am strongly against roads 295 and 64 being developed. We chose to live in these areas to have a quiet neighborhood and without traffic. I chose | Corridor 295 has been removed from the plan based on public input, planning and engineering analysis, and an in-person site visit to |
| | | | | | | to live on Miller Hill Road to have direct access to trails in a quiet neighborhood. | verify conditions. |
| | | | | | | Why not use the money to better maintain the goldstream roads and Ballaine road? Having a main road go through Miller hill road to Miller hill extension will have devastating effects to the neighborhood, the public use winter | |
| | | | | | | trails, and to the wetland and wildlife areas. There will be more accidents due to wildlife crossing more roadways. Having another high trafficked | |
| | | | | | | road going through a heavily permafrosted area is only going to create more problems. | |
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| 295 | 10/17 | web form | Lawrence | Freeman | | We oppose Corridor 295. We dispute the project team's findings (numbered) in the bulleted points below each finding. | Corridor 295 has been removed from the plan based on public input, planning and engineering analysis, and an in-person site visit to |
| | · | | | | | Finding: Corridor 295 is feasible to construct based on topography and soils, primarily runs along ridge | verify conditions. |
| | | | | | | -The only section of Corridor 295 that runs on the ridge is the existing Hafele Avenue. | |
| | | | | | | -Vegetation along Lawlor Road and the eastern, unconstructed portion of the corridor is black spruce, willow, and alder, typical of poorly drained soils overlying permafrost. | |
| | | | | | | -The entire area is underlain by a thick section of thawing/permafrost loess as evidenced by: | |
| | | | | | | -Two bore holes, drilled in 1994 at 2635 Hafele Avenue, that encountered frozen loess with 29-40% moisture from 25 to 50-foot depths. | |
| | | | | | | -A rapidly developing sinkhole adjacent to the presently constructed road at 2597 Hafele Avenue. The homeowner filled the hole in the summer of 2022. | |
| | | | | | | -Accelerating development of sinkholes and surface topography changes on the Mayo hay field (Tract A, Wild Rose Acres) adjacent to the | |
| | | | | | | proposed corridor. | |
| | | | | | | -Year-round standing water on both sides of the east-west segment of Lawlor Road adjacent to Lots A and B Reeves Subdivision. -A portion of existing Lawlor Road is north of the end of state maintenance; it contains an 800-foot long, steep north-facing grade ending in a | |
| | | | | | | right-angle turn to the very wet and rough westward terminus of Lawlor Road. | |
| | | | | | | Finding: The corridor provides another point of ingress/egress to the existing subdivision in case of emergencies such as wildfire, downed trees, | |
| | | | | | | blocked roads, etc. - "Existing subdivision(s)", perhaps referring to Birkebakke and Hafele Subdivisions, are sufficiently served by Hafele Avenue. The proposed | |
| | | | | | | corridor provides no value to subdivision residents. Not a single subdivision resident has spoken in favor of the proposed corridor. | |
| | | | | | | -Wildfire danger: Corridor 295 east of Hafele Avenue is dense black spruce forest, providing explosive wildfire fuels, and would have little value as | |
| | | | | | | an egress route during a wildfire event. -Ice on snow events: The steep north-facing section of presently constructed Lawlor Road is patently unsafe during ice on snow events, especially | |
| | | | | | | with the right angle turn at the bottom of the hill. It does not provide a safe alternate route for subdivision residents during extreme winter | |
| | | | | | | weather. | |
| | | | | | | | |
| | | | | | | Finding: The corridor provides beneficial connectivity to the area as it continues to develop with just a few additional subdivisions | |
| | | | | | | -See comments on ingress/egress above. | |
| | | | | | | -Hafele Avenue is maintained by Our Road Service District. Lawlor Road north of the end of state maintenance is not in a service district. Property | |
| | | | | | | owners in Our Road Service District would be strongly opposed to annexing new construction and the substandard existing Lawlor Road into our service district. | |
| | | | | | | -As stated above, Lawlor Road and the unconstructed portion of Corridor 295 is on unstable, poorly drained permafrost and would add a | |
| | | | | | | substantial maintenance burden on Our Road Service District. | |
| | | | | | | -The remaining four parcels bordering the corridor to be developed are owned by different individuals, and zoned RE-4 or RA-4. Subdividing all four parcels would result in only 11 parcels of primarily poorly drained soils overlying permafrost. | |
| | | | | | | -Lawlor Road is substandard; it is maintained below the level of a pioneer road. Hafele Avenue is constructed to pioneer road standard. | |
| | | | | | | Development of Corridor 295 would be presumed to require an upgrade of the entire corridor to at least secondary connector. | |
| | | | | | | -Based on the number and value of new land parcels to be developed, it is financially unfeasible to build the connecting road. | |
| | | | | | | Finding: Including the corridor in the Roads Plan provides a potential path for upgrading the road to borough standards and improving EMS access | |
| | | | | | | -At the western end of the corridor, EMS access is provided by Hafele Avenue, which is well maintained by Our Road Service District. | |
| | | | | | | -At the eastern end of the corridor, EMS access is poor along Lawlor Road due to lack of maintenance by landowners and lack of participation in a Road Service District. | |
| | | | | | | In addition, each end of the corridor is served by different EMS providers. The east end is served by the University FSD, and the west end is | |
| | | | | | | served by Chena-Goldstream. | |
| | | | | | | | |
| | | | | | | Finding: An existing compound curve at Hafele cul-du-sac would likely require lowered speeds on the constructed road, which could provide | |
| | | | | | | traffic calming benefits | |
| | | | | | | -Stated compound curve is only one ROW wide and is at the crest of the corridor; westward traffic would accelerate for the 1200 feet downhill from the crest to the stop sign at Line Drive. | |
| | | | | | | In summary, any connector road constructed on this corridor would be expensive to construct, expensive to maintain, and supports a very small | |
| | | | | | | number of new parcels. Thus Corridor 295 should be removed from the borough plan. | |
| 295 | 9/24 | Web form | Terrance | Gacke | | Could you please send me the link to the most current Steering Committee meeting that discusses corridors 295 & 69. The ones list are in 2021. | Corridor 295 has been removed from the plan based on public input, planning and engineering analysis, and an in-person site visit to |
| | · | | | | | Please update the Resources page so the public can see the discussion that lead to this flawed decision regarding 295. Thank you. | verify conditions. |
| | | | | | | | |
| 295 | 10/12 | Email | April | Monroe | Tanana Chiefs | Hi Donald, | Corridor 295 has been removed from the plan based on public input, planning and engineering analysis, and an in-person site visit to |
| | | | | | | I am have received this evening from a colleague a copy of the proposed road corridor 295. Given its proximity to lands I own and manage I am so | |
| | | | | | | disturbed to be just now seeing this. When is the public comment period and how/where may we submit comments? When and where are any public meetings which we can attend to voice opposition? | |
| | | | | | | Thank you. April | |
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| 295 | 10/6 | Email | Bobbie | Ritchie | | It sounds like there is still a possibility of designating Hafele Rd as a through road so I would like to reiterate my previous comments. I live on the corner of Black Sheep Lane and Line Drive so corridor 295 will directly affect me for a variety of reasons. Our neighborhood is a cohesive group of households that know each other and plan neighborhood activities, including work parties on the roads. With through access from Hafele Rd. we would lose the neighborhood fed as well as the ability of the Road Service Area to maintain the road (which is sometimes marginal at best). I'm also concerned about the safety of our neighbors walking on the roads and the effect of a through road on our Neighborhood Watch Program. Another big concern of mine, and the property owners on Black Sheep Lane, is the maintenance of that road. Black Sheep Lane is a private road approximately X mile long that goes from Sheep Creek Rd to Line Drive. Being a private road, road service money is not used for either maintenance or road improvements, but because the road access Sheep Creek Rd, many neighbors as well as their water and fuel delivery trucks use this private road. The added monetary burden for those of us living on Black Sheep Lane, and paying for upkeep of the road, would be prohibitive if even more traffic were regularly using the road. Cars using corridor 295 going from East to West to Kest or West to East would more than likely want to access Sheep Creek Rd by way of Black Sheep Lane, which would very quickly make the road impassable for all of us. Please abandon plans to make Hafele Rd. a through road. | Corridor 295 has been removed from the plan based on public input, planning and engineering analysis, and an in-person site visit to verify conditions. |
| 295 | 10/19 | | Bob | Ritchie | | Dear Borough Road Planning team, It sounds like there is still a possibility of designating Hafele Rd as a through road, so I would like to record my reasons for opposing this road plan. As background, my wife and I have lived on the corner of Black Sheep Lane and Line Drive for the past S4 years. We were some of the very first who moved into this area. Corridor 259 would directly affect us, our neighbors, and Black Sheep Lane. For the reasons described below I am opposed to an extension of Hafele Road connecting Our Subdivision with roads to the east (Corridor 295). First, although 'the project team suggested removal of this corridor to the project steering committee at its July 27, 2022 meeting, the Steering committee suggested taking a closer look at the feasibility of the corridor and potentially maintaining it for the public review draft if feasible to construct.' Justifications for this closer look included the feasibility 'to construct based on topography and solis', afforded by a ridgeline position of the corridor. Really only a portion of the road corridor occurs on suitable soils on a ridge, as most of the corridor is on the north side with poorly drained solis. Conditions suggest that this could be another poorly constructed road, impacted even more by changing climatic conditions and permafrost melting. For a closer look at local melt, Lawler Field is currently going through thaw/sink phenomena even after years of clearing and settling. Justifications also referenced that 'the corridor provides beneficial connectivity to the area as it continues to develop with just a few additional subdivisions'. Jam afraid that any road plan might increase interest in subdividing properties and continuing to build on less suitable lands for housing. A 'build's and they will come for goj' strategy is not a god one for sustianable roads and communities. In addition, if the road is constructed it will be the logical route for regular traffic from residential properties east of Our Subdivision (Line Drive, Home Run, B | Corridor 295 has been removed from the plan based on public input, planning and engineering analysis, and an in-person site visit to verify conditions. |

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| 295 | 10/12 | Email | Sidney | Stephens | | I appreciate the responsiveness of the FNSB planners who recently met on-site with home | Corridor 295 has been removed from the plan based on public input, planning and engineering analysis, and an in-person site visit to |
| | | | | | | owners who would be negatively affected by the creation of this corridor. After talking with us, | verify conditions. |
| | | | | | | reviewing the map, and walking the proposed route, I hope that the planners better understand the basis of our objections to this corridor and are convinced that it should be deleted from | |
| | | | | | | the current plan because: it is neither feasible nor desirable; would unduly impact current | |
| | | | | | | Hafele and Line Drive residents without benefitting us at all; and because other options could | |
| | | | | | | be employed to accomplish the stated goals. | |
| | | | | | | The FNSB Justification for inclusion of Corridor 295 listed several feasibility findings which I | |
| | | | | | | dispute as follows. 1. The corridor does not run primarily along a ridge, but on the north slope of a ridge with | |
| | | | | | | attendant unstable soil, potential permafrost/ice lenses, and drainage issues making road | |
| | | | | | | construction unfeasible. | |
| | | | | | | 2. The proposed corridor does indeed directly conflict with the Equinox Marathon Trail as it | |
| | | | | | | runs directly along it. | |
| | | | | | | 3. Emergency access to the Line Drive community already exists via Line Drive and Black | |
| | | | | | | Sheep so additional access via Corridor 295 is redundant and not needed. Furthermore, extension of Hafele Road would require likely road expansion, increase traffic on existing | |
| | | | | | | extension of name toda volume require many road expansion, increase training on existing roads, and increase our road maintenance costs. This would unduly impact current residents | |
| | | | | | | in terms of cost, traffic, noise and privacy. | |
| | | | | | | 4. Emergency access to the east for the Lawlor Road Extension residents could be | |
| | | | | | | accomplished by two other options t without impacting the existing Hafele Road. Those | |
| | | | | | | options are simply running the corridor directly east from Lawlor Road to Miller Hill, or accessing Miller Hill via Fox Hollow. Additionally, since a major reason for proposing this | |
| | | | | | | corridor is to create better access for existing residents along Lawlor Extension, the first and | |
| | | | | | | easiest thing to do would be for those home owners to fix their lousy and substandard road so | |
| | | | | | | emergency vehicles don't get stuck. | |
| | | | | | | And finally, while I understand the goal of this plan to clean up and standardize roads and | |
| 295 | 10/12 | Email | Eric | Tanana | | easements for the future, it seems unconscionable to propose this corridor, that will negatively | |
| 295 | 10/12 | Email | Eric | Troyer | | Trail advocates should speak up in defense of trails regarding the Fairbanks North Star Borough Comprehensive Roads Plan Update. Comments must be submitted by October 21. | Corridor 295 has been removed from the plan based on public input, planning and engineering analysis, and an in-person site visit to verify conditions. |
| | | | | | | https://fnsbroadsplan.com/ | |
| | | | | | | Several residents have expressed concern about some of the proposed roads in the plan conflicting with trails. The plan does not automatically | |
| | | | | | | mean that the roads will be built and that the trails will be lost. And roads and trails can coexist along the same corridors. However, this is a good | |
| | | | | | | time for trail advocates to speak up and let officials know that they want trails protected if a road is built along the same corridor (preferably with at least some vegetative buffer). | |
| | | | | | | at least some vegetative ourrer). General comments are fine, but it is better to speak specifically about which road corridors and trails you are concerned about. | |
| | | | | | | Below are several specifics. I'm sure I've missed some. Take a look at the plan and make comments if you have concerns about a trail. See maps | |
| | | | | | | here: | |
| | | | | | | https://fnsbroadsplan.com/wp-content/uploads/2022/09/09-22-22_FNSB-Roads-Plan_Public-Review-Draft_MAPS-ONLY.pdf | |
| | | | | | | Road/routes 295 and 64 may conflict with trails in the Goldstream Valley. | |
| | | | | | | Road/routes 295 and 64 may conflict with thans in the Goldstream Valley. | |
| | | | | | | | |
| 295 | 10/15 | Email | Fric | Trover | | In general, I am very pleased with the plan. As a long-time resident of the borough, I am glad to see the borough planning ahead with road | Corridor 295 has been removed from the plan based on public input, planning and engineering analysis, and an in-person site visit to |
| 295 | 10/15 | Email | Enc | royer | | development so that future road construction makes sense within a wider planning scope. | verify conditions. |
| | | | | | | acception as that react road construction manes serve mannes when planning scope. | |
| | | | | | | As an avid trail user and non-motorized user, I am glad to see both trails and non-motorized use taken into account with Goal 5, strategies 5.1 | |
| | | | | | | and 5.2. We should be encouraging both trails and non-motorized transportation in our borough's future. Both are essential for our population's | |
| | | | | | | mental and physical health. Both are also critical for encouraging actions that take better care of our environment. | |
| | | | | | | Many of the proposed roads in the plan would run along corridors already in use by popular trails, some in the FNSB Comprehensive Recreational | |
| | | | | | | Trail Plan and some not. Examples include: | |
| | | | | | | | |
| | | | | | | Road/routes 295 and 64 may conflict with trails in the Goldstream Valley. | |
| | | | | | | | |
| | | | | | | Wherever possible I would like to see these trails preserved if a road is built along the same corridor. Further, I would want to see a significant vegetative buffer included so that the current wild nature of the trails is at least partially retained. | |
| | | | | | | vegetative burrer included so that the current wild hature of the trails is at least partially retained. | |
| | | | | | | Thank you for your consideration and your hard work on this important project. | |
| | | | | | | | |
| 295 | 10/17 | web form | Lynn | Wages | | I have read most of the comments regarding corridor 295, as you know they are overwhelmingly opposed to this proposal. All the reasoning is | Corridor 295 has been removed from the plan based on public input, planning and engineering analysis, and an in-person site visit to |
| | | | | | | sound but I don't need to repeat it. My additional concern is for increasing traffic on Black Sheep lane where I live. This is a narrow road that is | verify conditions. |
| | | | | | | not officially part of "our service area" it is privately maintained (plowing, grading, gravel) increasing traffic would further increase the financial burden carried by a few families. A larger concern is for the safety of traffic entering and exiting Black Sheep onto Sheep Creek road- this is on an | |
| | | | | | | S curve with very limited line of sight in both directions. We do not use it for this reason, it is an accident waiting to happen. I believe this "short | |
| | | | | | | cut" will bring increased traffic and increased danger to our quiet residential road. Black Sheep road is part of the equinox trail and is used | |
| | | | | | | frequently by runners, hikers, bikers and many local families. Increasing traffic on this road has much burden, many risks and no benefit to local | |
| | | | | | | residents. Please listen to the majority of comments opposing this project. | |
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| 295 | 10/20 | email | T.L. | Gacke | | Greetings again Shelly, and all. Thanks for posting that July 27, 2022 advisory meeting discussion and notes, and thanks to Natalie, Patrick, Don and George for coming out to the 295 corridor site. I hope some of the corridor issues of concern were apparent to all of you planners and will be reflected in the amended draft plan moving forward. My concerns are in the rationale used to include corridor 295. 1.)Topography/Solit: I feel the "ridge issue" was obvious. The proposed corridor runs no where near the ridge and the "primarily runs along ridge" statement does not accurately describe the topography of the proposed corridor. The "issues with poor solis" was detailed in the July meeting but was included as positive feasibility issue in the rationale. Poor solis make poor roads. 2.)Conflict w/CVEA and Equinox: The proposed corridor would definitely conflict with the GVEA guy wires that currently conflict with the trail. All that infrastructure would have to get moved. There is no legal Equinox trail assement through that proposed area. The trail currently uses the state road easement on Lawlor and as that ends there is no easement along the North boundary of Moving Free Horse Farm. So there is plenty of conflicts with the Trail that would have to get sorted out. 3.)Ingress/Egress/Connectivity: We currently have good access. The parcels in this area are "not likely to be developed" according to the July meeting bullet points. There are only about 4 parcels that could be developed along the corridor and thus the road development costs would be astronomical. 4.)Access/EMS/Essential services : Red Herring Issue. The residents at the eastern end of the proposed corridor should have thought about access/EMS/Essential services : Red Herring Issue. A compound curve would not lower the speeds of the hundreds of cars that would be trying to rave s'minutes by using Hafele instead of going down Miller Hill on their way out to Goldstream and thus would not alleviate concerns about additional traffic. 6.)' | |
| 295 | 10/20 | email | Sven | Grage | | Dear Project Team Members; Fairbanks, Oct.20, 2022 We, Laura and Sven Grage, are writing to you in response to retaining proposed road corridor R295 in the draft corridor map. We reside on Birkebakke Lot 2A and own Lot 2B. In this feedback we will specifically respond to the steering committee suggestions and the project teams rationale to retain corridor R295 in the corridor map. Below we will also attach our previous input, because the arguments presented in it are valid and make the proposed corridor an inadequate choice. Rationale for keeping #295: Corridor 295 is feasible to construct based on topography and soils, primarily runs along ridge (Economi/Cressibility, Environment/Wetlands, Permafrost, Soils). Corridor is feasible to construct and the nor conflicting with the adjacent utility and Equinox Marathon easements (Environment/ Recreation); Response: Whereas it is, In theory, feasible to construct a road from an engineering perspective (almost any road construction is feasible these days), economic feasibility is highly in question. Particularly the east end of the corridor presents significant challenges, as observed during an on site visit with members of the project team. The statement that a construction would not be in conflict with utility and trail easements could also not be completely supported during the on-site visit. Rationale for keeping #295: The corridor provides another point of ingress/egress to the existing subdivision in case of emergencies such as wildfire, downed trees, blocked roads, etc. (Laces/Alternate Routes, Emergency & Essential Services); During a recent plating hearing for an adjacent subdivision, testimony was received from a resident at the easterly end of the corridor including concerns about emergency and essential services access due to the current sub-standard condition of the road running along the proposed corridor. Response: The existing subdivision to the west already has two access points (Line Dr. and Black Sheep). In addition, for emergency pu | |

| Corridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
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| | | | | | | Rationale for keeping #295: The corridor provides beneficial connectivity to the area as it continues to develop with just a few additional subdivisions (Connectivity): Public right-of-way is already partially dedicated along the corridor (Economi/Rights-of-Way): If remaining parcels along the corridor subdivide, adequate new access will need to be provided (Access/New Access); Response: The development potential of the immediate area, and therefore the "beneficial connectivity" along the proposed corridor is very limited! It appears to be as few as three lots hold the potential for additional subdividing due RE-4 zoning. The economic benefit from this is in or elation to the high costs of road construction and maintenance under the given circumstances. Additionally, the proposed corridor would be within 50 to 100 feet of any somewhat suitable patches for constructing a residence. Further limiting any already subpar potential for development - as we have observed with our Lot 2-8 after publication of the drift corridor may. Finally, another significant hindrance regarding further subdividing along the corridor is the fact that we are in the process of conveying Birkebakke Lot 2-8 into a conservation easement and therefore cannot be subdivided anytime in the future. Rationale for keeping #295. An existing compound curve as thafele cul-du-sac would likely require lowered speeds on the constructed road, which could provide traffic callning benefits and alleviate some concerns about additional traffic if the connection is serv built (Social/Public Input). Response: The "existing compound curve" and taleviate any of the concerns voiced by the residents. The presumed increase in through traffic will have a serious linghorhood, compound curve or not. (While a "compound curve" might encourage some to solw down, others will navigate it as fast as possible). NA In the event of an extension of Hafele Ave., the existing pornor Hafele Ave. would have to be widened to a "minior collector road" for which the ex | |
| | | | | | | and many concrete negative impacts to an entire neignormood, as renected in the numerous and unanimous responses. Lastly, we d like to add that keeping the questionable option of a future road in the plan might potentially delay the needed improvements on the bottom of Lawlor. We are convinced that removine proposed corridor #295 is the more realistic and honest decision. | |
| 295 | 10/20 | email | Laura | Grage | | Many regards, | Corridor 795 has been removed from the plan based on public input relanging and envineering applycic and an in person site visit to |
| 295 | 10/20 | email | Laura | Grage | | Deer Project Team Members; Fairbanks, Oct.20, 2022 We, Laura and Sven Grage, are writing to you in response to retaining proposed road corridor #295 in the draft corridor map. We reside on Birkebakke Lot 2A and own Lot 2B. In this feedback we will specifically respond to the steering committee suggestions and the project teams rationale to retain corridor #295. In the corridor map. Below we will also attach our previous input, because the arguments presented in it are valid and make the proposed corridor an inadequate choice. Rationale for keeping #295. Corridor 295 is feasible to construct based on topography and soils, primarily runs along ridge (Economic/Feasibility, Invironment/Wetlands, Permafrost, Soils); Corridor is feasible to construct while not conflicting with the adjacent utility and Equinos Marathon easements (Environment/Recreation); Response: Whereas It is, in theory, feasible to construct a road from an engineering perspective (almost any road construction is feasible these daya), economic feasibility is highly in question. Particularly the east end of the corridor prosents significant challenges, as observed during an on the completely supported during the on-site visit. Rationale for keeping #295: The corridor provides another point of ingress/egress to the existing subdivision in case of emergencies such as wildfire, downed trees, blocked roads, etc. (Access/Alternate Routes, Emergency & Essential Services); During are cent platting hearing for an adjacent subdivision, testimony was received from a resident at the easterly end of the corridor including concerns about emergency and essential services access due to the current sub-standard condition of the card running along the proposed corridor. Response: The existing subdivision to the west already has two access points (Line Dr. and Black Sheep). In addition, for emergency purposes, an resisting landing strip along Hafele Ave. and the Mayo haffield With direct access thay Wav/Iltne could be used in case of an emergence. As for the kisting l | Corridor 295 has been removed from the plan based on public input, planning and engineering analysis, and an in-person site visit to verify conditions. |
| | | | | | | Conclusion: While we do understand the necessity for a Comprehensive Roads Plan, we do urge you to remove the proposed corridor #295 from the plan. We believe the reasons listed in this response strongly support our request. We see a compelling imbalance between potential advantages for the community as a whole and many concrete negative impacts to an entire neighborhood, as reflected in the numerous and unanimous responses. Lastly, we'd like to add that keeping the questionable option of a future road in the plan might potentially delay the needed improvements on the bottom of Lawlor. We are convinced that removing proposed corridor #295 is the more realistic and honest decision. | |

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| 295 | 10/21 | | William | Stodden | | TO: Community planning and FAST planning potential projects review. This is in regard to the Miller Hill, Vankovich Road, and other Sheep Creek | Corridor 295 has been removed from the plan based on public input, planning and engineering analysis, and an in-nerson site visit to |
| 233 | 10/11 | | | Stodden | | Road area proposals, specifically the 295 proposed corridor intended to eventually link Hafele Ave and Lawlor Road. This would facilitate | verify conditions. |
| | | | | | | development of land along the south slope of this road link. The target parcels are Mayo's Field and the adjacent horse farm. My concern is the potential of a commercial housing development on these parcels. The surrounding area is Rural Estates II and I hope "guality of life" is a | |
| | | | | | | important as "highest and best use" when it comes to community planning. If the benefits of development are higher property taxes and traffic | |
| | | | | | | endangering children on our roads local enthusiasm will be lacking. Whatever local road easements are eventually approved, Hay Way and Yankovic Road West should be included so that traffic will be dispersed. This is my input as an adjacent property owner and our service area road | |
| | | | | | | commissioner. Our services area will get most traffic resulting from any development. Multiple access routes would ameliorate this issue. On the | |
| | | | | | | Miller Hill and Yankovich Road improvements, I'm disappointed that the bike path improvements don't address UAF ski team roller skiing safety issues. They currently share the road with cards and trucks. Sincerely, | |
| | | | | | | isades. They cancer by an are the food with cards and redeel, an electry, | |
| 295 | 10/21 | web form | | | | Message: Comment on section 295 connecting Miller hill to line drive. As a resident of lawlor road I disagree with the proposal of pushing a road | Corridor 295 has been removed from the plan based on public input, planning and engineering analysis, and an in-person site visit to |
| | | | | | | thru this chunk. The neighborhoods and roads on both sides of the equinox trail wooded section are quiet, have little traffic and most homes are very close to the roads. The impact that making the roads connected on the quality of living in this area would make it un desirable to be here | verify conditions. |
| | | | | | | very close to the roads. The impact that making the roads connected on the quality of living in this area would make it un desirable to be here and I would need to move. If emergency vehicles being able to access is the problem. I think many of us here understand that by choosing to live | |
| | | | | | | here we will not receive the same emergency services someone on a "thru" road may and we are all alright with that. If it's for allowing the | |
| | | | | | | subdivisions to expand perhaps the owners of the lots that are subdividing the lots should pay for the roads, When and if they ever choose to subdivide and gain FNSB approval for the road before they are allowed to subdivide. The lots here are a rapidly changing scene of melting | |
| | | | | | | permafrost and sinkholes, to think the lots can be subdivided and built on other than the prime places they already have been is ridiculous. To | |
| | | | | | | think that the road could be maintained thru this section without the influx of an unreasonable amount of money to begin to make it able to be driven regularly is foolish. I work in a business of risk versus reward. There is no reward to pushing a road down this section of land The FNSB | |
| | | | | | | should focus spending money on repairing and maintaining the vast network of roads they have already let fall into disrepair all summer every | |
| | | | | | | summer with sinkholes and rollers ruts and mud, and fail to timely plow, sand, and deal with overflow when necessary in the winter months. If the objective is to just put roads on maps to fill green spaces that are used by recreational users I feel I have made a mistake by becoming a | |
| | | | | | | resident of FNSB and will take my income, tax money, and community support somewhere else. | |
| | | | | | | | |
| 295 | 10/21 | email | Ali | Fugle | | I am writing in opposition of developing these road corridors. Both roads would be prohibitive to residential | Corridor 295 has been removed from the plan based on public input, planning and engineering analysis, and an in-person site visit to |
| | | | | | | use of the local recreational trails that are already in existence in the area. Additionally, much of the ground in the Goldstream Valley is permafrost, which would make these roads difficult to maintain, in an area | verify conditions. |
| | | | | | | where we already struggle to maintain our current roads. Funding for road development in the Goldstream | |
| | | | | | | Valley should be used to fix the many roads already in place that are currently in need of maintenance. Developing these corridors would bring unwanted and unnecessary traffic into these neighborhoods particularly | |
| | | | | | | the Line Drive/295 corridor, which also connects to Black Sheep Lane. The intersection of Black | |
| | | | | | | Sheep Lane and Sheep Creek Rd. is super dangerous- on a blind corner, with people frequently speeding on Sheep Creek Lane, and it would be negligent and irresponsible of FNSB to funnel more traffic into an | |
| | | | | | | already dangerous area. | |
| 295 | 10/21 | email | Maxwell | Plichta | | Hello, | Corridor 295 has been removed from the plan based on public input, planning and engineering analysis, and an in-person site visit to |
| | | | | | | My name is Max Plichta. I am a Fairbanks North Star Borough resident living in the Farmers Loop area. Last week I briefly spoke with Shelly Wade | verify conditions. |
| | | | | | | on the phone about a few questions I had, thank you for taking my call. Today I am emailing the team with some final comments about the FNSB | |
| | | | | | | Comprehensive Road Plan. First and foremost, I appreciate the process to provide feedback and I am grateful that we are updating the comprehensive road plan. | |
| | | | | | | Comments: | |
| | | | | | | | |
| | | | | | | 6.As you know, roads can divide a community just as much as they can connect a community. As an avid non-motorized trail and road corridor user and an adamant supporter of intact-connected greenspace I am chiefly concerned about how several of these proposed road corridors could | |
| | | | | | | negatively impact recreational trail users, greenspace, and ecosystem functions. I would like to see trails preserved if roads are built along the | |
| | | | | | | same corridor. Furthermore, I would want to see a significant vegetative buffer included so that the current wild nature of the trails is at least partially retained. | |
| | | | | | | | |
| | | | | | | 3.New and existing proposed road corridors in the Goldstream Valley chiefly 64 and 295 could impact recreational trails and the wild character | |
| | | | | | | of the area. Significant efforts have been made in the Goldstream Valley by the public and nonprofits to preserve the ecosystem functionalities of this area. Great care should be taken if these corridors are developed. | f |
| | | | | | | | |
| | | | | | | I greatly appreciate your time, effort, and consideration. | |
| | | | | | | Best, Max | |
| | | | | | | N/dX | |
| 295 | 10/21 | email | Gary | Newman | | 295- Page 38 of 56 Miller Hill toward Sheep Creek to Hafele. Testimony didn't support and further development not likely, also complications by | |
| | | | | | | conservation easement. | verify conditions. |
| 310 | 10/21 | web form | Darla | Theisen | | Does 310 replace Corridor 44? | Corridor 310 extends Corridor 44 northward to cover constructed Amanita road up to Boreal Heights. This portion does not currently |
| | | | | | | | have publicly dedicated right-of-way. |
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| 273 | 10/21 | | Andy | Mahoney | | These proposed "minor collector" roads connect the neighborhoods north of Goldstream Valley to Old Murphy Dome road. At their southern ends, they all begin at the end of what are already lengthy neighborhood roads. Any properties accessed from the proposed roads would therefore lie a considerable road distance from any major collector or aterial roads. This not only represents undesirably commute times for residents who may be contributing the FNSB's cond system. Additionally, the development of these roads and any properties along them would add significant additional traffic to these existing neighborhood roads, requiring more maintenance and potentially lowering values of existing properties | Corridor 273 was in the 1991 Roads Plan and the 2006 update. The Roads Plan does not trigger, direct, or limit development in specific areas. Rather, it directs road siting when landowners do decide to subdivide and develop their land. Corridor 273 follows constructed Moose Mountain Road and then traverses several large FNSB-conced parcels. The Assembly can make decisions about Land disposals and develop functional and connected road reburks and groups on works have legal access to their land. If the parcels that Corridor 273 crosses ever subdivide and develop, the new residences on those parcels could be added into an existing service area, bringing in additional funds for road maintenance. |
| 331 | 10/21 | email | Pamela | Miller | President, Arctic Audubon Society | NOTE: A PDF attachment to this comment included a map. Dear Planners: Arctic Audubon is pleased this September draft Roads Plan removed earlier routes 306 and 385 which would have traversed and directly affected our Audubon Riedel Nature Reserve. Dur members, including board members, and the public raised issues concerning these Road routes at the May and June open house meetings, as the Comment Tracker notes, "Corridor 306 has been removed based on public comments, conflicts with the Riedel Nature Reserve, and lack of public easement at the end of Haida Lane." "Corridor 385 was removed based on public comments, conflicts with the Riedel Nature Reserve, and lack of public easement at the end of Haida Lane." "Corridor 385 was removed based on public comments, conflicts with the Riedel Nature Reserve, and lack of public easement at the end of Haida Lane." "Corridor 385 was removed based on public comments, conflicts with the Riedel Nature Reserve, and lack of public easement at the end of Haida Lane." "Corridor 385 was removed based on public comments, conflicts with the Riedel Nature Reserve, and lack of public easement at the end of Haida Lane." "We still have major concerns about Routes 331 which would traverse the beautiful, intact, regional park-quality FNSB parcel of lands and affect our Audobon Riedel Nature Reserve, including newly gifted lands from the Estate of Colleen Herning. The proposed new connector croad is proposed from Amanita Road (now route 310) to Esro Road. It would also connect with Route 404 on the FNSB intact parcel, which would also and the adjacent Nature Reserve. The FNSB lands have current recreational, whildife, wetlands, and anatural values of the FNSB lands and the adjacent Natu | on the FNSB parcel were it to subdivide. Rather, the siting of the road would then be determined through the platting process and led by the developer. The Road Phan allows for a longer-term vision and deeper planning and engineering analysis than otherwise would likely happen during the platting process. Corridor 331 traverses several large privately owned parcels east of ESRO road, one of which has already subdivided resulting in construction of the first portion of the corridor. The corridor provides access to newly subdivided parcels and if ever fully construction, would address both ESRO and Amanita Rd cui-de-sacs which are longer than FNSB standards allow for sufficient resident and emergency services access. |
| 331 | 10/21 | email | Sarah | Nelson | | This corridor connects existing areas from recently subdivided "Moose Bait" Subdivision to Amanita Rd. If there were "lesser of two evil's" to choose from for emergency access this would be the corridor over corridor 28 as it crosses more favorable conditions. As stated before I have concerns about increased traffic on these roads and the negative impact of the current residents. As Esro is a private road, residents accept the fact that they have a one way in and one way out road system. This is why I live in the area and understand the risks of living in a rural area. There are many examples of this across the borough and one could make the same argument for Chena Hot Springs Road which only has one way in and out, but making a secondary access route is unreasonable and unnecessary. If the Borough has interest in further developing lands for residential use off of Esro and Amanita they should be in closer coordination with the DNR as they are activey allowing mineral exploration in the area of these communities. Future land use and or development in this area should be addressed in a separate open forum with community members and land management agencies to accurately address what the future development should be to benefit the local communities and Alaska as a whole. There seems to be a general lack of coordination and discussion between the DNR, Borough and Residents and this should occur before setting forth long term road planning for the area. | The Roads Plan does not trigger, direct, or limit development in specific areas. Rather, it directs road siting if and when landowners decide to develop their properties. For FNSB-owned parcels, the Assembly has authority to make decisions about land disposals and development of FNSB lands. The Assembly changes often, but the Roads Plan provides a longer range outlook (~20 yrs.) to plan for a logical and connected road network. The absence of Corridor 331 from the Roads Plan provides a longer range outlook (~20 yrs.) to plan for a logical and connected road network. The absence of Corridor 331 from the Roads Plan provides a longer range outlook (~20 yrs.) to plan for a logical and connected road network. The absence of Corridor 331 from the Roads Plan provides a longer reing analysis than otherwise would by the developer. The Roads Plan andlews for a longer-term wision and deeper planning and engineering analysis than otherwise would likely happen during the platting process. Corridor 331 traverses several large privately owned parcels sant ef SRO road, one of which has already subdivided resulting in construction of the first portion of the corridor. The corridor provides access to newly subdivided parcels and if ever fully constructed, would address both ESRO and Amanita Rd cul-de-sacs which are longer than FNSB standards allow for sufficient resident and emergency services access. |
| 331 | 10/21 | email | Sarah | Nelson | | This corridor connects existing areas from recently subdivided "Moose Bait" Subdivision to Amanita Rd. If there were "lesser of two evil's" to choose from for emergency access this would be the corridor over corridor 28 as it crosses more favorable conditions. As stated before I have concerns about increased traffic on these roads and the negative impact of the current residents. As Esro is a private road, residents accept the fact that they have a one way in and one way out road system. This is why I live in the area and understand the risks of living in a rural area. There are many examples of this across the borough and one could make the same argument for Chena Hot Springs Road which only has one way in and one dary access route is unreasonable and unnecessary. If the Borough has interest in further developing lands for residential use off of Esro and Amanita they should be in doser coordination with the DNR as they are actively allowing mineral exploration in the area of these communities. Future land use and or development in this area should be addressed in a separate open forum with community members and land management agencies to accurately address what the future developing mineral exploration and Alaska as a whole. There seems to be a general lack of coordination and discussion between the DNR, Borough and Residents and this should occur before setting forth long term road planning for the area. | by the developer. The Roads Plan allows for a longer-term vision and deeper planning and engineering analysis than otherwise would |

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| 348 | 10/21 | email | Tom | Duncan | | NOTE: This comment has several attachments in its PDF submission. 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 -348 348: We would like to know the reason why corridor #348 was suggested or what its purpose is. | Corridor 348 has been removed from the plan. |
| 331 | 10/21 | web form | Darla | Theisen | | Message: Thank you for letting us comment though it took me awhile to find the correct comment form to use. For route 331: 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 and onto Tungsten Trail? not Amanita and Boreal Hts as indicated on the table on page 24. What is the purpose or reasons for extending this road from amanita to ESRO/ Tungsten. Isn't Esro a private road? It would be great to have Tungsten developed so the University could sell their land there. | Thank you for your comments. The corridor description will be corrected on page 24. Corridor 331 traverses several large privately owned parcels east of ESRO road, one of which has already subdivided resulting in construction of the first portion of the corridor. It then extends across the onthern portion of a large FNSB-owned parcel to connect with Amanita Rd at the Boreal Heights intersection. The corridor provides access to newly subdivided parcels and if ever fully constructed, would address both ESRO and Amanita Rd cul-de-sacs which are longer than FNSB standards allow for sufficient resident and emergency services access. |
| 337 | 10/21 | email | Jon | Kostohrys | | Just a comment/question about the Road Corridor # 337 that connects Buffalo/Mink Roads to, well something to the west, it's not clear, maybe John Cole Rd extension, is the relocated alignment that was agreed upon when the Robertson subdivision was approved. That alignment moved the proposed road corridor from the top to the ridge to the slope break on the north facing side of the ridge (Little Chena Prong). Thanks, Jon & Andy | Corridor 337 realigns Corridor 74 that appeared in the 1991 Roads plan and 2006 maps update to better follow topography and connect with platted unconstructed Robertson Ridge to the west and Mink to the southeast. The corridor follows contour lines along the north side of the ridge before it curves around the summit and turns south for the connection into Mink. |
| 337 | 10/21 | email | Andy | Krumhardt | | Just a comment/question about the Road Corridor # 337 that connects Buffalo/Mink Roads to, well something to the west, it's not clear, maybe John Cole Rd extension, is the relocated alignment that was agreed upon when the Robertson subdivision was approved. That alignment moved the proposed road corridor from the top to the ridge to the slope break on the north facing side of the ridge (Little Chena Prong). Thanks, Jon & Andy | Corridor 337 realigns Corridor 74 that appeared in the 1991 Roads plan and 2006 maps update to better follow topography and connect with platted unconstructed Robertson Ridge to the west and Mink to the southeast. The corridor follows contour lines along the north side of the ridge before it curves around the summit and turns south for the connection into Mink. |
| 331 | 10/21 | email | Tom | Duncan | | NOTE: This comment has several attachments in its PDF submission. 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 -348 331: 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? | Thank you for your comments. The corridor description will be corrected on page 24. Corridor 331 traverses several large privately owned parcels east of ESRO road, one of which has already subdivided resulting in construction of the first portion of the corridor. It then extends across the northern portion of a large FNSB-owned parcel to connect with Amanita Rd at the Boreal Heights intersection. The corridor provides access to newly subdivided parcels and if ever fully constructed, would address both ESRO and Amanita Rd cul-de-sacs which are longer than FNSB standards allow for sufficient resident and emergency services access. |
| 365 | | Web form | Jeanne | Laurencelle | | 365. Same situation. Your plan is to extend the Gold Lode Road, an orphan road, but not improve the first part. And of course the first part will get trashed. Residents of Gold Lode pay thousands of dollars out of pocket for road repairs. The road will not support increased traffic. | Corridor 365 is being maintained from the 1991 Roads Plan/2006 maps update. It provides new access to a number of DNR and FNSB parcels, should they ever subdivide and develop. If development does occur, existing Gold Lode residences and the new residences could be added into a nearby existing service area for road maintenance. |

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| 372 | 10/16 | Email | H. Roger | Evans, P. E. | Civil Engineer Founder, Designer, President Moose Mountain, Inc. | Thank you for the chance to comment on your ideas for future road access. 273 is a privately constructed road, built to FNSB standards 30 years ago and has been in constant use by the ski area ever since. We use it in winter to bus skiers to the summit for skiing, and in summer it serves us for maintenance and security. Although it would be the best route by far for accessing the ridge all the way to Old Murphy Dome road, we do not have any plans for subdividing any time in the near future. We may some day be amenable to an offer that would allow us to purchase an alternate lift system and maintain security from motorized vehicles on our ski slopes, but that would take several millions of dollars so we don't expect that to happen. 372 as shown has a sharp left turn from the end of Monteverde, which would take it immediately across a steep, high altitude black spruce permafrost zone, with evidence of slumping showing just above the creek below. A road cut through there would cause excessive thaving, slumping and probably mud flows into the creek. It would be far safer, and better, to continue Monteverde straight for another few thousand feet, through developable residential grade property, then turn left across the creek at a lower elevation, then begin climbing on the dry south slopes beyond. It would also be an opportunity to connect to a Jones Road extension, which could prove to be much better access to the area with to lower grades and straight alignment. Moose Mountain road is graded between 8-10% from the intersection at the base to the top of the mountain and can be dangerous to vehicles access points, and already has over 110 lots, most of them developed in the past 30 years. Attached is a Google Earth view of the area. The heavily spruced and shaded area just north of the existing Monteverde Roade should be avoided and the extension through the better land straight ahead considered. If you would like, I'd be available to come to the borough office and discuss these thoughts with you. T | |
| 372 | 10/12 | Email | Matt | McBride | | On Draft 01N 02W route 375 (from Jones Road) to route 372 (to Monteverde Road); that looks like a Fantastic Connection! It would be great to be able to drive up to Moose Mountain from the Jones Road Area through that proposed route. How long do you think it could take for this connection to be built? Is there a proposed time range at least? | Like all corridors in the plan, Corridors 372 and 375 would be incrementally constructed if and when the parcels they cross are subdivided. As a second-class borough, FNSB does not construct roads itself. This falls to the developers of land. The Roads Plan doesn't trigger development, but directs road corridor siting for if and when development does occur. |
| 372 | 10/17 | web form | Heather | McBride | | In favor of routes 372, 375, 22 connecting jones road to moose mountain. We own property in both road service areas and it makes sense to have more than one way out of each neighborhood for safety reasons. Will jones road merge with the moose mountain road service area? | The merging of Road Service Areas would be determined through a vote of residents of both service areas. Development of a road connecting the two RSAs does not require that the RSAs merge. |
| 372 | 10/20 | email | Dan | Reichardt | | •General Comment (Regarding Corridors #209, #262, #372, #273 and #13) – In general, this roads plan seems to take a maximalist view of roads, providing multiple connecting routes between Goldstream Road and Old Murphy Dome Road. The residents of FNSB benefit greatly by the wilderness lands that are preserved due to having very few north-south connecting roads between the East-West arteries (the arteries being College, Famers's Loop, Goldstream and Old Murphy Dome.) These existing arteries provide ample access to subdivisions north and south of the arteries on prime residential land with short subdivision roads. While this road plan appropriately contemplates future roads for accessing subdivisions, it seems to me that – taken as a whole – it represents a political decision fill the valleys between Goldstream Road and Old Murphy Dome road with connecting routes that aren't needed or desired by existing residents. This is a substantively significant political decision that I really think hasn't been properly discussed with the residents of the borough and 1 think that this roads plan – despite representing some really good work by the stakeholders – would need to be rejected or forestalled until such a decision is more fully contemplated by borough residents. At the very most, if a more direct route to the central subdivisions on Old Murphy Dome road is needed, the stakeholders should choose just one of those 5 connecting routes. | Corridor 372 was in the 1991 Roads Plan and the 2006 mapping update. In the 2022 Roads Plan update, it was realigned to better match topography using more precise topographical data. The intent of the Roads Plan is not to encourage or discourage development, but rather to ensure that when development occurs it is conducted in a responsible, thoughtful way and that linfrastructure such as roads and trails are constructed appropriately. Like all corridors in the plan, Corridor 372 would only be constructed if and when the parcels it crosses subdivide. For FNSB-owned lands, the Assembly, which changes often, can make decisions about and disposals. The Road Plan provides longer-range (-20 yr, time horizon) direction about road sitting, based on a planning and engineering analysis. FNSB land disposals also have their own public process at the time they are considered. |
| 372 | 10/20 | web form | Paul | Reichardt | | Message: My comments are about portions of the road plan shown on maps 01N02W, 02N02W, and 02N01W. I live in the area shown on 01N02W. Fundamentally, it seems to me that these portions of the road plan are totally disconnected from borough plans related to recreation and, in particular, trails. I understand that, assuming the population of the Fairbanks area grows, the FNSB will sell additional land and that the Goldstream area will undoubtedly see related development. However, people choose to live in Goldstream because of a balance between access to town and life in a somewhat rural environment. Planning roads that crisscross the area is inconsistent with the Goldstream lifestyle as it exists today and likely will exist well into the future, and encroachment of these roads into or near existing hiking trails would negatively impact the extensive recreational use by local residents as well as large numbers of hikers who come from around the borough to use the Cranberry Trail and O'Connor Creek East Ridge Trail systems. Some detailed comments follow: 3. The number of north/south connectors between Goldstream Road and Old Murphy Dome Road (e.g., 209, 262, 372, 273) seems like big-time overkill. While having a road plan to support anticipated land sales and subdivision development is a good thing, this road plan looks like a shotgun approach to planning roads verywhere so that any imganable land disposal would have road access. A better approach would be to identify the most favorable sites for land disposals and then come up with a road plan to support those priorities. | 372 would only be constructed if and when the parcels it crosses subdivide. For FNSB-owned lands, the Assembly, which changes often, can make decisions about land disposals. The Road Plan provides longer-range (~20 yr. time horizon) direction about road |

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| 372 | 10/21 | email | Eleanor | Воусе | | Mose Mtn road can't sustain the level of traffic it already gets. Added traffic would create dust, washboard, noise problems. Would road become borough maintained? Already the road service maintenance is inadequate (poor response times, sometimes poor quality grading, etc.). If road gets more traffic, existing road service area taxed residents should not be on the hook for increased road maintenance requirements. Same comment applies to Monteverde north. Road corridor lies directly on top of an extremely popular mult-tuse recreational trail extending from top of Mose Mtn all the way to Old Murphy Dome road. Trail includes multiple steep hills where grade is not suitable to which teraffic. Road corridor extends from end of Monteverde and forest type quickly changes from birch forest to black spruce, permafrost as you round the northeast shoulder of the hill. Proposed road corridor corridor permafrost shope on the contour which seems very problematic for road construction without major disruption to stable permafrost. Road si lincorrectly proposed as minor collector. If constructed, I would expect It to be heavily used by traffic from Old Murphy Dome neighborhoods who currently proposed as minor collector. If constructed, I would expect It to be heavily used by traffic from Old Murphy Dome neighborhoods who currently drive via Fox. Old Murphy Dome Road between McCall and Hattie Creek is incorrectly labeled as a major collector. This stretch of Old Murphy Dome Road between McCall and Hattie Creek is incorrectly labeled as a major collector. It is not plowed in the winter. It would be more properly classified as a proposed major collector, since it currently doesn't function or receive maintenance that are consistent with an active major collector. | likely feasible to construct to FNSB Title 17 road standards. If the corridor is ever developed, the new residences along it could be |
| 372 | 10/21 | | III | O'Brien | | Message: I oppose the planned roads #273 and #372. These roads would completely interrupt existing recreational trails. Road number 273 and 372 would not provide any advantage for people living at either end and they pass through land not fit for building with steep terrain. Instead of improving the area it would diminish its value to borough residents. | Corridor 372 was in the 1991 Roads Plan and the 2006 update. In the 2022 update it has been slightly realigned to better match underlying topography. The Moose Ridge Trail is protected through a platted easement to ensure connectivity from the neighborhood. The Recreational Trails Plan notes that "as roads are developed, it is recommended that major viewpoints remain vacant and accessible by trail, and where the trail must be rerouted that a contoured alignment be established along the southeast aspect of the hill and that driveway crossings be minimized." |
| 372 | 10/21 | web form | Michael | Obrien | | Message: I oppose any proposal to construct roads 273. and 372. This is an area that is either too steep, too swampy, or too shaded for any development. Even if construction was possible on these lots, it would be of little value and no tax value. Thousands of borough residents recreate in these areas (when they are not too swampy) and this recreational use's value far outweighs any potential tax value. Please do not pursue development of these areas. | Corridor 372 was in the 1991 Roads Plan and the 2006 update. In the 2022 update it has been slightly realigned to better match underlying topography. A detailed engineering model and analysis of Corridor 372 determined that it is likely feasible to construct to FXBS Title 17 road standards. If the corridor is ever developed, the new residences along it could be added to adjacent existing service areas to provide additional revenue for road maintenance. The intent of the Roads Plan is not to encourage or discourage development, but rather to ensure that when development occurs it is conducted in a responsible, thoughtful way and that infrastructure such as roads and trails are constructed appropriately. Like all corridors in the plan, Corridor 372 would only be constructed if and when the parcels it crosses subdivide. For FNSB-owned lands, the Assembly, which changes often, can make decisions about land dispoasi. The Road Plan provides longer-range (-20 yr, time horizon) direction about road siting, based on a planning and engineering analysis. FNSB land disposals also have their own public process at the time they are considered. |
| 375 | 10/12 | Email | Matt | McBride | | On Draft 01N 02W route 375 (from Jones Road) to route 372 (to Monteverde Road); that looks like a Fantastic Connection! It would be great to be able to drive up to Moose Mountain from the Jones Road Area through that proposed route. How long do you think it could take for this connection to be built? Is there a proposed time range at least? | As a second-class borough, the FNSB does not construct or maintain roads. It does, however, provide a transportation network through its mandatory areawide planning, platting, and land use regulation powers. The FNSB facilitates the construction of roads through its subdivision process. At the time of land subdivision, landowners (developers) work with the FNSB to design and construct subdivision roads. FNSB Code Title 17 contains the road design and construction standards that apply to subdivision roads within the borough. |
| 375 | 10/17 | web form | Heather | McBride | | In favor of routes 372, 375, 22 connecting jones road to moose mountain. We own property in both road service areas and it makes sense to have more than one way out of each neighborhood for safety reasons. Will jones road merge with the moose mountain road service area? | The merging of Road Service Areas would be determined through a vote of residents of both service areas. Development of a road connecting the two RSAs does not require that the RSAs merge. |
| 375 | 10/21 | | Andy | Mahoney | | These proposed "minor collector" roads connect the neighborhoods north of Goldstream Valley to Old Murphy Dome road. At their southern ends, they all begin at the end of what are already lengthy neighborhood roads. Any properties accessed from the proposed roads would therefore lie a considerable road distance from any major collector or arterial roads. This not only represents undesirably commute times for residents who may be contributing the FNSB economy but will also contribute to a significantly higher carbon footprint compared with development of other roads better connected to FNSB's road system. Additionally, the development of these roads and any properties along them would add significant additional traffic to these existing neighborhood roads, requiring more maintenance and potentially lowering values of existing properties | Corridor 375 was in the 1991 Roads Plan and the 2006 update. In the 2022 update, it has been slightly realigned to better match topography. The Roads Plan does not trigger, direct, or limit development in specific areas. Rather, it directs road siting when landowners do decide to subdivide and develop their land. If the parcels that Corridor 375 crosses ever subdivide and develop, the new residences on those parcels could be added into an existing service area, bringing in additional funds for road maintenance. For FNSB-owned lands, the Assembly, which changes often, can make decisions about land disposals. The Road Plan provides longer-range (~20 vr. time horizon) direction about road siting, based on a planning and engineering analysis. FNSB land disposals also have their own public process at the time they are considered. |

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| 386 | 10/21 | email | Cam | Webb | | Dear Mr. Spillman and Ms. Wade, | Thank you for your comments. This statement will be added to the table on Page 3. |
| | | | | | | Thank you for your work on the new Road Plan, and for the opportunity to comment on the draft Plan. Please find my comments below. | |
| | | | | | | Best wishes. | |
| | | | | | | | |
| | | | | | | Cam Webb | |
| | | | | | | •••• | |
| | | | | | | Concerning Corridors 115, 118, 119, 120, 122, 125, 139, 140, 141, 143, 144, 145, and 386: I am particularly interested in the fate of Borough and | |
| | | | | | | State land in the Peede Extension/Heritage Forest area in northeast North Pole, and continue to urge the Borough not to sell off any areas without full public engagement and review. I do understand that the presence of a Corridor does not imply any upcoming plans for development, | |
| | | | | | | and was pleased to see this explicitly stated in the Plan: "The intention of this plan is not to advocate for the subdivision and sale of large publicly owned tracts, but to plan a logical, well-connected road network in the event that future subdivision and development of such areas does occur. | |
| | | | | | | The development of these areas depends heavily on the base zoning, FNSB Comprehensive Plan, and plans/goals of the owning agencies." (pp. 8- | |
| | | | | | | 9) My request is that this statement be elevated in importance from a footnote to a line in the section "The Road Plan does not" (p. 3). | |
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| 104 | 10/21 | email | Tom | Duncan | - | NOTE: This comment has several attachments in its PDF submission. | Corridor 404, like all corridors in the plan, would only be developed if the parcels it crosses and/or is adjacent to subdivide. Road 38 |
| | | | | | | Kellen, Thank you for giving us the opportunity to comment on these proposed road plans. | was taken out of the plan and replaced by road 404 because there is already a built road along Boreal Heights Lane. |
| | | | | | | | |
| | | | | | | 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. | |
| | | | | | | Aerial photo of easement received from Don Galligan of FNSB in 2020. This shows the easement you have on record. 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) | |
| | | | | | | | |
| 15/217 | 10/19 | email | Susan | | | As a private property owner and resident in this neighborhood, I am opposed to these corridors. The impact on existing roads and neighborhoods | DNR has tentative plans for a subdivision within the 70 arres of State land that route 217 crosses. Based on public input. Corridor 15 |
| 51221 | 10/15 | | 563011 | | | would be extremely negative. FNSB dedicated trails in this area are heavily used by people from all over (not just the neighborhood) and would | has been adjusted to provide a larger vegetated buffer between existing trails and the corridor. Like all corridors in the plan, 15 and |
| | | | | | | be negatively impacted. Our private property is not available for a road corridor. There is not a high need to develop this area. | 217 would only be developed if and when the parcels they cross are subdivided. The Trails and Roads planning processes have been coordinated to plan for potential future shared trail/road corridors and crossings to mitigate trail impacts and preserve trail quality. |
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| General | 10/17 | email | Todd | Boyce | | Took a look at the most recent draft. Some of my comments are similar to prior ones. | N/A- No changes identified. |
| General | 10/17 | email | Todd | Boyce | | P.19 FMSBC, what is the "C"? | FNSBC stands for Fairbanks North Star Borough Code. The team will update the plan to ensure that acronyms are spelled out at their first use |
| General | 10/17 | email | Todd | Boyce | | It would be helpful if the maps indicated adjacent map labels around the perimeter of the maps, so one could navigate to adjacent maps without | first use. Thank you for your comments. The team will update the maps with labels at the perimeter to improve navigation. |
| | 1 | 1 | 1 | 1 | 1 | having to refer back to the Map Key. | |

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| General | 10/17 | email | Todd | Boyce | | In general - Very few corridors were proposed in the areas that were not covered in the 1991 | For the 2022 update, the Roads Plan team expanded the study area to provide opportunity to potentially add more corridors in areas that weren't included in the 1991 Plan. A number of corridors were proposed in these areas early in the process, but were later removed based on an analysis of feasibility and/or public and steering committee input. At the plan's next update, these areas will be re-evaluated again to determine if any new connections are warranted based on expected growth in those areas. |
| General | 10/18 | web form | ZoAnne | Boyd | | I do not want my property tax payments paying for this! I'm sure know one else wants this either and since all of our property taxes are paying for this, put it before the people. | As a second-class borough, the FNSB does not construct or directly maintain roads. Road construction falls to landowners who subdivide and develop land, and service areas fund road maintenance. The Roads Plan itself is also not supported by taxes. The Roads Plan is funded by a grant from the Department of Defense Office of Local Defense Community Cooperation (formerly the Office of Economic Adjustment). |
| General | 10/15 | Web form | Jane | Burchard | | are u planning on doing any thing at 13 mile | Asked Ms. Burchard for clarification on 19 October. No changes identified. |
| General | 10/15 | Web form | David | DeLong | | How do I comment on these plans. This process is very opaque and difficult to navigate. The comments sheet provided does not allow any input. How can I make my comments? | To date, there have been three public comment periods for the Roads Plan and four public open houses where residents were able to provide input into the planning process. During the summer and fall of 2021, there was also an online interactive comment map where residents could provide comments on specific corridors (over 800 individual comments were received). Three rounds of post card mailings were completed to alert residents of corridors near their property prior to the public open houses events. Comments can be sent to the project team via the comment form on the footer of fnsbroadsplan.com or emailed to kellen.spillman@fnsb.gov or shelly@anewbeck.com. You can also call Kellen or Shelly to discuss specific concerns - contact info is available on the project website. |
| General | 10/18 | web form | Alyssa | Enriquez | Fairbanks Cycle Club | In general, the Fairbanks Cycle Club is pleased with the plan. While we have a special interest in cycling, we are also residents and drivers within the borough. We are glad to see the borough planning ahead with road development so that future road construction makes sense within a wider planning scope. As cycle advocates, we are glad to see that both non-motorized use and trails are taken into account with Goal 5, strategies 5.1 and 5.2. We should be encouraging both non-motorized transportation and trails in our borough's future. Both are essential for our population's mental and physical health. Both are also critical for nocuroaging actions that take better care of our environment. We would like to see non-motorized transportation not only protected but also encouraged whenever new roads are considered. We would also like to see trails preserved, with at least some vegetative buffer, whenever new roads are built. We knoe the borough will continue to make efforts to encourage non-motorized transportation and to preserve trails as development of our community continues. Thank you for working on this important project. | vegetative buffers between recreational trails and roads to preserve trail quality and minimize impacts. |
| 295 | 9/26 | Email | Terrance | Gacke | | Thanks Shelly for the prompt response, I'm a bit disappointed that the Resources page is incomplete at this stage of this multi year plan. Maybe the 30 day comment period deadline should start after all the decision making resources are available to the public. I feel the public could better understand the "rationale" for this decision if there was more transparency in the decision making process. I'll offer a more detailed response once this information is published. I've looked at the sildes presented and my response is that the rationale listed , for this decision, is flawed. I'll initially comment on the first item to give you an example of my concerns. The first tem on the rationale list is an "opinion" by an unnamed surveyor. What ridge are you talking about? The FNSB mays are confusing. I've been unable to see one map that shows the proposed rad deasement, the ROW easement, the powerline easement, the Equinox trail easements. The proposed corridor is on the north side of the powerline easement down in the swampy ground that all s of 'our neighborhood' road commissioners, as well as a retired DOT road builder/engineer and 20+ neighborhood comments opposed to this extension. It doesn't seem like a equitable process! Thank you for your attention to this and I look forward to commenting once all planning resources are available. Cheers, | Corridor 295 has been removed from the plan based on public input, planning and engineering analysis, and an in-person site visit to verify conditions. |
| General | 10/12 | Web form | Beverly | Hormann | | The plan seems reasonable to me. I haven't looked up ownership on the many parcels, but assume they are mostly all FNSB or SOA owned. To me the connections should be appreciated by local property owners. Living on the Elliott I do worry about having only one "out" to Fairbanks. I need to go back and look if both sides of Old Murphy Dome Road will be connected. | As a second-class borough, the FNSB does not construct roads itself. This fails to landowners who decide to subdivide their property. The Roads Plan provides direction for corridor siting to ensure a logical and connected network so that all property owners have legal access to their land. Planned corridors crosse both public and private lands, but will not be constructed until the time that a landowner decides to subdivide. The purpose is to provide access to the newly created lots and also to adjacent properties beyond the subdivision. There is a not a planned corridor covering all of Old Murphy Dome Ro because much of it is already constructed and/or has platted right-of-way or dedicated road easements. There are several proposed corridors that connect Old Murphy Dome Roads to other oads, thus providing additional access/egress for Old Murphy Dome Road. These include corridors 256, 18, 13, 273, 262, and 209. |
| General | 10/12 | Web form | Elisha | none given | | I am all for new roads, however the borough can't even maintain the current ones they have. My road is a borough road and it is shit. I don't see that being maintained at all this is waterthrush and starling court. I also see that in town we like to tear up all the roads for years not realizing how this effects ppl long term. Finish the project downtown aka the bridges and the mess by the military base. Do these things before adding more to your plate. | The FNSB does not construct or directly maintain subdivision roads. Local Road Service Areas are responsible for subdivision road maintenance. Construction projects on larger capacity roads in town are managed by the Alaska DOT&PF. The Roads Plan focuses on siting future subdivision roads in the borough. |
| General | 9/28 | Email | Robert | Perkins | Dr. Robert A. Perkins, PE Professor of Civil and Environmental Engineering, Emeritus University of Alaska Fairbanks | Regarding the Road Plan, I left a phone message, but responding to this email is better. Two questions. 1.How recent are the comments in the Comment Tracker pdf? 2.Presumably, for each segment, there is a file that has the history of the segment proposal and pertinent documents that pertain. Where is this file and how might access it? | Public comment trackers with responses are being developed for each public comment period: May-June 2022 (posted on project website), Sept-Oct 2022 (in development), and Jan-Feb 2023 (in development). For each tracker, the date the comment was submitted can be found in the second column. Documentation related to proposed corridors can be found on the project website, fishroadsplan.com, in the Steering Committee Meetings presentations, maps, and Related & Project Specific Documents sections. The FNSB Roads Plan: January 2023 Corridor Descriptions - DRAFT document is a helpful resource that summarizes each corridor. |

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| General | 10/20 | web form | Oralee | Nudson | | Is there a conflict with proposed road corridors overlapping with proposed high voltage transmission lines carrying electricity generated by a 200 Megawatt power generating source? Map of proposed high voltage transmission lines: https://aws.state.ak.us/OnlinePublicNotices/notices/Attachment.aspx?id=130699 Land Lease application for 200 Megawatt wind farm: https://aws.state.ak.us/OnlinePublicNotices/notices/View.aspx?id=204364 Thank you. | There are no conflicts at this time. The proposed high-voltage transmission lines have several alternatives that would be evaluated and decided in the future should the Shovel Creek wind farm be developed. |
| General | 10/20 | web form | Patrick | Druckenmiller | | Message: I am object to proposed corridors which would connect two neighborhoods by replacing trails at the end of their road systems with roads. We need trails; not more roads! Protect the trails that make Fairbanks great! | The Roads and Trails planning processes have been closely coordinated to plan for future shared road/trail corridors, crossings, and to mitigate impacts to preserve trails. |
| General | 10/20 | web form | Paul | Reichardt | | Message: My comments are about portions of the road plan shown on maps 01N02W, 02N02W, and 02N01W. I live in the area shown on 01N02W. Fundamentally, it seems to me that these portions of the road plan are totally disconnected from borough plans related to recreation and, in particular, trails. I understand that, assuming the population of the Fairbanks area grows, the FNSB will sell additional land and that the Goldstream area will undoubtedly see related development. However, people choose to live in Goldstream because of a balance between access to town and life in a somewhat rural environment. Planning roads that crisscross the area is inconsistent with the Goldstream lifestly eas it exists today and likely will exist well into the future, and encroachment of these roads into or near existing hitting trails would negatively impact the extensive recreational use by local residents as well as large numbers of hikers who come from around the borough to use the Cranberry Trail and O'Connor Creek East Ridge Trail systems. Some detailed comments follow: 4. The extensive number of north-south connectors would destroy the local environments that have been created and maintained by a network of roads largely baed on east/west connectors (e.g., Farmers Loop, Goldstream, Old Murphy Dome. That layout provides reasonable access with large coadies areas in but environment that at tracts people to these areas. Turning that "linear" approach for access to a "network" approach will dramatically diminish the residential experience of today's residents and reduce the "somewhat rural" option for future residents. | |
| General | 10/21 | email | Maxwell | Plichta | | Hello, My name is Max Plichta. I am a Fairbanks North Star Borough resident living in the Farmers Loop area. Last week I briefly spoke with Shelly Wade on the phone about a few questions I had, thank you for taking my call. Today I am emailing the team with some final comments about the FNSB Comprehensive Road Plan. First and foremost, I appreciate the process to provide feedback and I am grateful that we are updating the comprehensive road plan. Comments: S.Shelly reassured me that the specific map comments generated from the community early-on would be saved and accessible in the future. This is important to me, because I think there are a lot of great recommendations, specifically recommendations to existing roads, that were captured via the map that are not necessarily represented in the Road Plan. I greatly appreciate your time, effort, and consideration. Best, Max | |
| General | 10/21 | email | Maxweli | Plichta | | Hello, My name is Max Plichta. I am a Fairbanks North Star Borough resident living in the Farmers Loop area. Last week I briefly spoke with Shelly Wade on the phone about a few questions I had, thank you for taking my call. Today I am emailing the team with some final comments about the FNSB Comprehensive Road Plan. First and foremost, I appreciate the process to provide feedback and I am grateful that we are updating the comprehensive road plan. Comments: 6. As you know, roads can divide a community just as much as they can connect a community. As an avid non-motorized trail and road corridor user and an adamant supporter of intract-connected greenspace I am chiefly concerned about how several of these proposed noad corridors could negatively impact recreational trail users, greenspace, and ecosystem functions. I would like to see trails preserved if roads are built along the same corridor. Furthermore, I would want to see as ignificant vegetative buffer included so that the current wild nature of the trails is at least partially retained. •New and existing proposed road corridors north of the Goldstream Valley, chiefly 15, 293, 262, 4, 200 could have significant conflict with recreational trails. I think developing this area would be a mistake for the Borough and would lead to a loss in wildlands and trails and would also negatively contribute to the urban sprawl of Fairbanks. Best, Max | associated actions also seek to promote multi-modal transportation options such as biking and pedestrian infrastructure. |

| Corridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
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| General | 10/21 | web form | Darla | Theisen | | Also, can comments come in later than today? Took awhile to find the correct submission form. Thank you. | N/A- No changes identified. |
| General | 10/21 | email | Cam | Webb | | Dear Mr. Spillman and Ms. Wade, | Thank you for your comments. The Roads Planning team will take this suggestion into consideration. |
| | 10/21 | enian | Call | | | Thank you for your work on the new Road Plan, and for the opportunity to comment on the draft Plan. Please find my comments below. Best wishes, Cam Webb Overall: I approve of the intent of the Road Plan, and the intent and execution of this update to the 1991 Plan. The ten Goals are well chosen, and the Actions appropriate. In particular, Goal 5 - Multi-Modal Connections is important to me as a trail user, bike user, bus user and general pedestrian. It is definitely advantageous that the Road Plan was revised in parallel with the Trails Plan, and the joint roads/trails Open House I attended in May made it clear that there was close collaboration between the Roads and Trails teams. As a Commissioner for a Service Area | |
| Seneral | 10/23 | email | Terry | Chapin | | (Whitman), I was pleased to see Strategy 8.3: "Research and secure additional funding for RSA roads", and hope some action to this end will be taken." (p. 3). Hi Shelly, Sorry for weighing in late with comments on the FNSB road plan. I've been out of the country the past two weeks, but the issues are important to me so I want to provide you with some feedback. I hope it is not too late to do so. In general, it seems important NOT to plan road corridors that compromise trail networks and to which local residents are opposed. In our neighborhood, I specifically am opposed to corridor shat compromise trail networks and to which local residents are opposed. In our neighborhood, I specifically am opposed to corridor is in the heart of the Cranberry Trail Network that is widely used by many people in that part of Goldstream Valley. Such a connector road would destroy a recreational resources that have drawn many families (including my own) to live in this neighborhood. I doubt that any of the people in the neighborhood would use such a connector road, and most of us would oppose it. | has responded to public comments and worked with the Roads Plan steering committee to realign adjacent Corridor 15 further away from existing trails to provide a vegetated buffer and minimize trail impacts, should these corridors be developed. DNR has a planne subdivision on lands just north of corridor 21.1 The current alignment of Corridor 217 provides safer access to those lands than an existing SLE does cross the Skyflight air field, which DNR has proposed using. |
| 54 | 10/17 | web form | Ellen | Bohman Mitchell | | Thanks for considering my input, Message: I would like to be on record as opposing the connection between Miller Hill and Miller Hill extension. I think this would be a bad idea because of 1. the potential for destruction of the historic trail system, 2. the inability to maintain the new road, and 3. the disruption to the residents in that area. The potential benefit of traffic reduction would pale in comparison to the destruction caused, and I beg the planners to stop immediately. Thank you for your time. | 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 aiready designating public access along a section of the proposed corridor. Becuridor has been planned since 1991, direct to access from Willer 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 cacess, travel times, and overall wehice miles travelled and connectivity in this portion of the road network. Road and trail conflicts can be mitigated through proactive planning such as that through the coordinated FNSB Trails and Roads Plan update. |
| | 10/17 | email | Todd | Boyce | | P.11 Action 4.1B - insert "as" after word such. | Thank you for your comments. Correction will be made. |
| | 10/17 | email | Todd | Boyce | | Under Goal 4 Environmental Impacts, add action "Ensure that road crossings of waterways allow for adequate fish passage. | Added as Action 4.2.B. |
| | 10/17 | email | Todd | Воусе | | Goal 5 Action 5.1A - I believe this is the first place CoF and CoNP abbreviations are used, it might be helpful if notations to explain them, as was done in Action 4.1B on safety features, were included. | Made this change. |
| | 10/17 | email | Todd | Boyce | | 1N1W - Why weren't Chad Street and Noll Drive extensions not included? | Both connections were removed because the parcel they crossed is now the Skyline Ridge Park. |
| | 10/17 | email | Todd | Boyce | | 152E - Dawson Road should be shown as a proposed major collector south to where it is shown as an existing major collector. It appears to stop just short. If Parham McCormick is not proposed between Repp and Plack, the stub (158) south of Repp should be deleted. | Slight adjustment made to Corridor 144 along Dawnson Rd. There is a platted unconstructed section just north of Dundee that caus the apparent gap on printed maps, but is reflected as a road in the FNSB GIS. Corridor 158/Parham-McCormick is being maintained indicate the location of the platted unconstructed right-of-way in contrast to the current location of the constructed trespass road which turns to the east. |
| | 10/17 | email | Todd | Boyce | | 353E - Segment 387 does not connect to anything, why is it included? | Corridor 387 connects platted unconstructed Joline Ave with Sebaugh Rd to create a loop. |
| | 10/17 | email | Todd | Boyce | | 4S3E - It seems like the major collector classification of what is shown as Old Valdez Loop should extend east to the Richardson Highway. | Thank you for your comments. This adjustment will be made. |
| | 10/17 | email | Todd | Boyce | | P.17 Table 2 - Limiting this to residential areas with over 100 dwelling units is a bad idea. FNSB sees very few subdivisions of that scale. It should be considered in most subdivisions. This also seems to conflict with other portions of the Road Plan. | Thank you for your comments. Changed to "Support multiple access for residential areas that currently have > 100 dwelling units or have the potential to develop > 100 dwelling units." |
| | 1 | email | Todd | Boyce | | P.13 Strategy 6.2 - Same comment as above for RSAs. | No change identified. |

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| | 10/17 | web form | Jeffrey | Deeter | | Hello, I have a few concerns in the proposed road plan regarding development between Goldstream and Old Murphy Dome. There are many trail users in this area that would be seriously and negatively affected by some of the proposed roads. I am not opposed to development, but the existing trails should be taken into consideration and protected during the road planning phase. Large culverts are a great way to allow trails to exist in harmony with roads, but bridges and gently, straight banked approaches are also an option. Many of us, as trail users, are professional outdoorsman that can't see the trails in this area disappear. Thank you. | Thank you for your comments. The FNSB Roads and Trails planning processes have been closely coordinated to ensure the best proactive planning and mitigation measures to preserve trails. A number of goals, strategies and actions in the Roads Plan speak to trail protection and preservation: ACTION 4.2.1: Implement the future corridors map in a way that discourages roadway alignments penetrating or dividing established recreational and wildland corridors. GOAL 5 – Multi-Modal Connections: Support multi-modal transportation linkages and encourage use of non-motorized transportation systems through corridor development. STRATEGY 5.2: Integrates after multius trail circulation into road networks and maintain multiuse trails for commuter and recreational users, including bikes, pedestrians, ATVs, and snowmachines. ACTION 5.2. B: Work with developers to acquire additional ROW of shared trail and road corridors and trail/road crossings through the subdivision plating process, where appropriate. ACTION 5.2.C: Continue to require dedicated ROW or established easements for trails and crossings identified in the FNSB Comprehensive Trails Plan during the subdivision platting process. ACTION 6.4.D: Encourage vegetative buffers between recreational trails and roads to preserve trail quality and minimize impacts. |
| | 10/17 | web form | KattiJo | Deeter | | Message: Hellol Thank you for the opportunity to comment on this plan. I am an iditarod musher who lives off of Old Murphy Dome Road in the McCloud subdivision (Errol Ave). I am concerned about all of the proposed roads that would touch Old Murphy Dome Road. Many of these proposed roads are currently trails (see Waterford and Molly area), or would intersect with current trails (Desperation). I understand these trails might not technically be in the Comprehensive Trails Plan, although I did have extensive conversations with Bryant Wright and the Trails Planning Committee trying to get them included. Whether they are "official" trails or not doesn't really matter. They are still well-loved and well-used, and absolutely essential for some of us who literally use the land as part of our careers and livelihoods. Please resist the temptation to ignore the concerns of trail users by leaning on the CTP, or passing the responsibility of trail protection/road development onto future land developers or home owners. Please take the steps NOW to ensure the protection of these trails. | proactive planning and mitigation measures to preserve trails. A number of goals, strategies and actions in the Roads Plan speak to trail protection and preservation: ACTION 4.2.A: Implement the future corridors map in a way that discourages roadway alignments penetrating or dividing estabilished recreational and wildland corridors. GOAL5 — Multi-Modal Connections: Support multi-modal transportation linkages and encourage use of non-motorized transportation systems through corridor development. STARTEGY 5.2: Integrate safe multiuse trail circulation into road networks and maintain multiuse trails for commuter and recreational users, including blicks, pedestrians, ATVs, and snowmachines. ACTION 5.2.B: Work with developers to acquire additional ROW for shared trail and road |
| 15/217 | 10/15 | Email | David | DeLong | | I am trying to comment on plans for Cordes Drive The current format for commenting is not allowing me to use. The comment form does not allow any input. I am very concerned regarding infringing on the trail at the end of Cordes road and any increase in traffic on Cordes Dr., especially because of the hairpin turn as Cordes transitions to Skyflight. There are 5 driveways that have to negotiate a blind turn with attendant dangers from increased traffic. Peac contact me and inform of how I can officially comment on this dangerous plan. | DNR has tentative plans for a subdivision within the 70 acres of State land that route 217 crosses. Based on public input, Corridor 15 has been adjusted to provide a larger vegetated buffer between existing trails and the corridor. Like all corridors in the plan, 15 and 217 would only be developed if and when the parcels they cross are subdivided. The Trails and Roads planning processes have been coordinated to plan for potential future shared trail/road corridors and crossings to mitigate trail impacts and preserve trail quality. |
| | 10/18 | web form | Alyssa | Enriquez | Fairbanks Cycle Club | In general, the Fairbanks Cycle Club is pleased with the plan. While we have a special interest in cycling, we are also residents and drivers within the borough. We are glad to see the borough planning ahead with road development so that future road construction makes sense within a wider planning scope. As cycle advocates, we are glad to see that both non-motorized use and trails are taken into account with Goal 5, strategies 5.1 and 5.2. We should be encouraging both non-motorized transportation and trails in our borough's future. Both are essential for our population's mental and physical health. Both are also critical for encouraging actions that take better care of our environment. We would like to see non-motorized transportation not only protected but also encouraged whenever new roads are considered. We would also like to see that look protect but also encouraged whenever new roads are considered. We would also like to see that be forts to encourage non-motorized transportation and to preserve trails as development of our community continues. Thank you for working on this important project. | Thank you for your comments. Along with strategies and actions under Goal 5, an additional action has been added based on public input to protect trails: Action 6.4D: Encourage vegetative buffers between recreational trails and roads to preserve trail quality and minimize impacts. |
| | 10/12 | Web form | Christina | Evans | | Thank you for considering making wider shoulders or blike lanes on Murphy Dome. I live between mile 4 and 5 and I would love the ability to walked my dog or ride a blike safely. This road has consistent truck traffic, blike traffic, and recreation traffic, and no space for them to coexist with each other. This would increase safety and the quality of residing in the area. | Thank you for your comments. The FNSB Roads Plan is focused on subdivision roads. Higher classification roads in the borough like Murphy Dome are managed and maintained by the Alaska DOT&PF. Adding a wider shoulder or bike lanes to Murphy Dome would be under the purview of the DOT&PF. |
| 64 | 10/18 | web form | Glenn | Helkenn | | I'm a landowner and resident living on Railroad Drive, just next to Goldstream Creek. Please no bridge across the creek connecting Miller Hill and Miller Hill Extension. That would be a nightmare of additional traffic on Miller Hill road, which is a very rough road and is notoriously hard and expensive to maintain. A bridge there would destroy the character of our neighborhood and plow right through an area where locals have created a land trust greenspace corridor for wildlife and outdoor recreation (dog mushing, skiing, hiking, photography, etc.). | 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 to access from Miller Hill attension 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 plating 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. Road and trail conflicts can be mitigated through proactive planning such as that through the coordinated FNSB Trails and Roads Plan update. |

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| 64 | 10/19 | email | Jenna | Jonas | Alaska Homestead Adventures LLC | My name is Jenna Jonas and I am writing as an owner of 95 acres off of Railroad Drive, 80 of those acres run along the proposed connection of Miller Hill and Miller Hill Extension. This 80 acres is protected in a land trust and part of a greater greenbelt area and winter trail network that greatly enhances the quality of life of residents of goldstream Valley. We work to create a network of snowshoe and dogsledding trails in this area and are concerned about the negative impacts a road would have in terms of safety, noise pollution, and destroying the sense of solitude that makes this place so special. We live in quiet neighborhood and have no interest in becoming residents along a major corridor. For several years my family ran a winter dogsledding tour business out of our property and in this area and having a road there would make doing this in the future implausible. It seems like this plan is about expanding access and connectivity and this road would not introduce new access. In addition, our neighborhood has long struggled to maintain Miller Hill and Railroad drive and these roads are very expensive. For several years, we had to walk or bike the last mile to our property because Miller Hill was completely impassable in the Spring. Thawing permafrost makes this an unwise place to pursue further development. Also, Goldstream Creek is prone to flooding, it has flooded 3 out of the past 10 years, two times taking bridges out. I hope you take the considerable opposition in our neighborhood this into account in considering this road. Thank you for your time, | 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. Road and trail conflicts can be mitigated through proactive planning such as that through the coordinated FNSB Trails and Roads Plan update. |
| 64 | 10/13 | web form | Steve | Vick | | I oppose connecting miller hill and miller hi extension. Nobody in the valley wants it. And if you build it you better maintain it. You don't do a good enough job now. Who is going to play that thing. And have you seen what it looks like in the synoring. You all ain't the smart if you think this road ain't going to need to be paved. I can't think of 100s of better things to waste time and money on. But then again your the government. Wasting time and money is what you good at. So why not just build a tunnel through Ballaine. Your engineers would love it. | 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. Road and trail conflicts can be mitigated through proactive planning such as that through the coordinated FNSB Trails and Roads Plan update. |
| 64 | 10/17 | email | Steve | Vick | | Thanks for the reply. And I hope you can understand my opposition. I just reread it and there are a ton of typos. Shouldn't have submitted in on the phone. One more thing about this road issue. I read the purpose is to reduce traffic congestion. I have lived in the valley 10+ years. I have never seen any traffic congestion on Ballaine rd. The Miller hill connection is useless and unwanted. | 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. Road and trail conflicts can be mitigated through proactive planning such as that through the coordinated FNSB Trails and Roads Plan update. |
| 72/73 | 10/20 | | Charles | Steiner | | Message: Re: discussed road that would connect to Nottingham— I certainly agree with the comments I have read regarding this potential road. I understand It is simply being discussed as a potential project rather than as a planned entity but I do not think it should even be being discussed. I don't believe that the borough should construct a road that relies on Nottingham. In the first 1st place, Nottingham is a private road. We maintain it and would not be likely to agree to such increased use. If were necessary to do that, I believe that the borough would have to assume responsibility for nottingham and upgrade it to standards. We are happy with Nottingham's current construction as see no reason change It. If a new road needs to be constructed to connect to Dalton trail, I think a more direct route to Dalton Trail would make more sense than connecting via Nottingham though I am not sure that the ground that would need to be crossed to do that is actually suitable for such a road. | FNSB code regarding cul-de-sac length. |
| 64 | 10/21 | | Sarah | Swanson | | I am writing in opposition of the road connecting Miller Hill and Miller Hill Extension. I feel that we do not need to add roads when our established ones are hard enough to maintain, and highly value the trails currently occupying that space. I also think it would increase traffic in neighborhoods that are not equipped to deal with it. Thanks! | 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 assement already designating public access along a section of the proposed corridor. Because this corridor has been planned since 1991, direct tol 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. Road and trail conflicts can be mitigated through proactive planning such as that through the coordinated FNSB Trails and Roads Plan update. |

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| | 10/21 | web form | Josh | Horst | | Message: Ilive in Goldstream Valley on Toboggan Lane. I use the network of trails in the lower lying areas of the valley in the winter and the higher hillside and ridge trails year around. What I see on these maps in the Pandora, Cordes, and Jones Road areas seems like you're simply taking existing trails and making them into roads. Roads like Jones and Moose Mountain barely handle the amount of traffic they currently have, particularly in the spring. Miller Hill struggles as well and would be a primary artery if connected. If you create more residences that will flow traffic down those roads, what is your plan to improve and maintain the existing roads? I think there is a need in Goldstream for one road that connects the valley to Old Murphy Dome Road and maybe a couple small extensions here and there to allow al little more residencies that will flow development, but this plan has far too many roads to even give them reasonable consideration and would further bisect the existing trail system, which has already lost so many routes due to properties being subdivided and roads being developed. My encouragement to you would be to trim this plan down to some primary focal points, be mindful of existing trail routes and the comprehensive trail study that was recently conducted, and collaborate with the Interior Lands Trust to make sure that all of these Stakeholder's goals are aligned. Then, with minimal impact to the quality of life of local residents, and with a focus on creating re-routes and safe crossings for existing trail routes, proceed forward. Thank you. | |
| 15/217 | 10/21 | web form | Josh | Horst | | Message: I live in Goldstream Valley on Toboggan Lane. I use the network of trails in the lower lying areas of the valley in the winter and the higher hillside and ridge trails year around. What i see on these maps in the Pandora, Cordes, and Jones Road areas seems like you're simply taking existing trails and making them into roads. Roads like Jones and Moose Mountain barely handle the amount of traffic they currently have, particularly in the spring. Miller Hill struggles as well and would be a primary artery if connected. If you create more residences that will flow traffic down those roads, what is your plan to improve and maintain the existing roads? I think there is a need in Goldstream for one road that connects the valley to Id Murphy Dome Road and maybe a couple small extensions here and here to allow a little more residential property development, but this plan has far too many roads to even give them reasonable consideration and would further bisect the existing trail system, which has already lost so many routes due to properties being subdivided and roads being developed. My encouragement to you would be to trim this plan down to some primary focal points, be minful to existing trail routes and the comprehensive trail study that was recently conducted, and collaborate with the Interior Lands Trust to make sure that all of these Stakeholder's goals are aligned. Then, with minimal impact to the quality of life of local residents, and with a focus on creating re-routes and bac crossings for existing trail routes, proceed forward. Thank you. | corridors and trail/road crossings through the subdivision platting process, where appropriate. ACTION 5.2.C continue to require dedicated ROW or established easements for trails and crossings identified in the FNSB Comprehensive Trails Plan during the subdivision platting process. ACTION 6.4.D: Encourage vegetative buffers between recreational trails and roads to preserve trail |
| | 10/21 | web form | Josh | Horst | | Message: I live in Goldstream Valley on Toboggan Lane. I use the network of trails in the lower lying areas of the valley in the winter and the higher hillside and ridge trails year around. What I see on these maps in the Pandora, Cordes, and Jones Road areas seems like you're simply taking existing trails and making them into roads. Roads like lones and Moose Mountain barely handle the amount of Traffic they vurrently have, particularly in the spring. Miller Hill struggles as well and would be a primary artery if connected. If you create more residentiate traffic down those roads, what is your plan to improve and maintain the existing roads? I think there is a need in Goldstream for one road that connects the valley to Idi Murphy Dome Road and maybe a couple small extensions here and there to allow a little more residential property development, but this plan has far too many roads to even give them reasonable consideration and would ruhter bisect the existing trail system, which has already lost so many routes due to properties being subdivided and roads being developed. My encouragement to you would be to trim this plan down to some primary focal points, be mindful of existing trail routes and the comprehensive trail study that was recently conducted, and collaborate with the Interior Lands Trust to make sure that all of these Stakeholder's goals are aligned. Then, with minimal impact to the quality of life of local residents, and with a focus on creating re-routes and safe crossings for existing trail routes, proceed forward. Thank you. | corridors and trail/road crossings through the subdivision platting process, where appropriate. ACTION 5.2.C continue to require dedicated ROW or established easements for trails and crossings identified in the RVSB Comprehensive Trails Plan during the subdivision platting process. ACTION 6.4.D: Encourage vegetative buffers between recreational trails and roads to preserve trail |
| | 10/21 | email | Maxwell | Plichta | | Hello, My name is Max Plichta. I am a Fairbanks North Star Borough resident living in the Farmers Loop area. Last week I briefly spoke with Shelly Wade on the phone about a few questions I had, thank you for taking my call. Today I am emailing the team with some final comments about the FNSB Comprehensive Road Plan. First and foremost, I appreciate the process to provide feedback and I am grateful that we are updating the comprehensive road plan. Comments: 1.1 support ACTION 4.1.D, but would like to see an amendment or an ACTION 4.1.E that also includes language to reduce noise pollution in addition to light pollution. I greatly appreciate your time, effort, and consideration. Best, Max | |
| | 10/21 | email | Maxwell | Plichta | | Hello, My name is Max Plichta. I am a Fairbanks North Star Borough resident living in the Farmers Loop area. Last week I briefly spoke with Shelly Wade on the phone about a few questions I had, thank you for taking my call. Today I am emailing the team with some final comments about the FNSB Comprehensive Road Plan. First and foremost, I appreciate the process to provide feedback and I am grateful that we are updating the comprehensive road plan. Comments: 2.Likewise, I support ACTION 4.1.A, however I would like to see an amendment or additional action that discourages roadway alignments penetrating or dividing established recreational and wildland corridors. I greatly appreciate your time, effort, and consideration. Best, Max | |

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| | 10/21 | email | Maxwell | Plichta | | Hello, My name is Max Plichta. I am a Fairbanks North Star Borough resident living in the Farmers Loop area. Last week I briefly spoke with Shelly Wade on the phone about a few questions I had, hank you for taking my call. Today I am emailing the team with some final comments about the FNSB Comprehensive Road Plan. First and foremost, I appreciate the process to provide feedback and I am grateful that we are updating the comprehensive road plan. Comments: 4.1 appreciate and support GOAL 5 and the subsequent strategies and actions. I greatly appreciate your time, effort, and consideration. Best, Max | Thank you for your comments. No changes identified. |
| | 10/21 | email | Maxwell | Plichta | | "Hello, My name is Max Plichta. I am a Fairbanks North Star Borough resident living in the Farmers Loop area. Last week I briefly spoke with Shelly Wade on the phone about a few questions I had, thank you for taking my call. Today I am emailing the team with some final comments about the FNSB Comprehensive Road Plan. First and foremost, I appreciate the process to provide feedback and I am grateful that we are updating the comprehensive Road Plan. First and foremost, I appreciate the process to provide feedback and I am grateful that we are updating the comprehensive road plan. Comments: 6 As you know, roads can divide a community just as much as they can connect a community. As an avid non-motorized trail and road corridor user and an adamant supporter of intact-connected greenspace I am chiefly concerned about how several of these proposed road corridors could negatively impact recreational trail users, greenspace, and ecosystem functions. I would like to see trails preserved if roads are built along the same corridor. Furthermore, I would want to see a significant vegetative builfer included so that the current wild nature of the trails is at least partially retained. 4.1 don't live in the Badger Road area. However, I sympathize with existing and future residents should all of the new proposed road corridors come to fruition. If we are striving to make safe, easily traversed, pedestrian-friendly communities with some access to wild-lands and recreational opportunities then a grid system of major collector roads every mile sprawling for 6-7 miles seems like It would not serve any resident who values non-motorized mobility. We should be should be building communities for people not vehicles. I greatly appreciate your time, effort, and consideration. | property owners needing to dedicate additional property to road corridors. As you know, the Roads Plan does have a number of Goals, Strategies, and Actions to promote a more walkable and bikeable road network. Specifically, ACTION 5.1.D: Explore the feasibility of delicated rights-of-way or established easements for: Pedestrian and bicycle facilities along major collectors and arterials during the subdivision platting process. |
| | 10/21 | email | John | Chythlook | | Hello, Hello, This is John Chythlook, I live on Spudwood Rd, off of Steele Creek Rd. I would like the plan to address the flooding and aufeis problems off Steele Creek Rd, including Spudwood, Northwood, Eastwood, and Southwood Rds. There are probably a few others that I'm missing. There may not be a real solve to the problem, but it would be good to know that, if nothing else, through studies or comparisons to other areas that may have similar problems. I'm not sure if this is exactly where to pursue that, as I've asked through the public meeting process and also through the Borrugh Rural Services staff, but if so I really wanted to get my two cents in if this is one of the appropriate places. This has been an expensive and ongoing problem since about 2015, when changes in the aquifer made a summer season creek into a year-round warm spring. It seems to be a common problem through the hillside that Steele Creek Rd hillside. Thanks. | |
| | 10/21 | email | Gary | Newman | | Shelly/Kellen, Attached are my comments on the final draft of the FNSB Comprehensive Road Plan. I look forward to the next Steering Committee meeting to discuss all the comments received as we work to finalize the plan. Does this plan adequately address upgrading existing roads other than asking for state and federal funding? That was the top and overriding priority of the steering committee from the beginning. Is Strategy 6.2 enough? Best, Gary | Thank you for your comments. The Roads Plan primarily focuses on the siting of new roads but can provide recommendations for road construction and maintenance as it does under Goal 6: Road Construction (Strategies 6.1-6.2) and Goal 8: Road Maintenance (Strategies 8.1-8.6). |

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| | 10/21 | email | Gary | Newman | | Page 13 of pdf document (Page 8 as internally numbered) Strategy 1.1 Regularly update and maintain the Comprehensive Roads Plan Action 1.1.A: Update the Roads Plan at least every 20 years The FNSB Comprehensive Land Use Plan advocates respect for private property as the first goal. The Road Plan is an auxiliary component of that plan. If the corridors and subsequent dedications are not or no longer required to meet the intent of those dedications in support of the goals of the Comprehensive Road Plan, it would be considered a taking, which is not supported by that respect for private property. Add: Action 1.1.B: When plans are updated and in recognition of the Vision, some corridors in the 1991 plan were previously dedicated. Where they are removed in this plan, FNSB Community Planning will support vacating those dedications upon request of property owners fronting those dedications. | Added ACTION 1.1.B: In recognition of the Roads Plan vision, where a previously dedicated corridor is removed in a plan update, FNSB Community Planning will support vacating those dedications upon request of property owners fronting the dedication. |
| | 10/21 | email | Gary | Newman | | Page 18 Strategy 6.2 Research and secure additional funding, including potential funds through the Federal Infrastructure Bill or the State of | Changed to: STRATEGY 6.2: Secure federal, state, or other funding to assist road service areas (RSAs) with upgrading roads to |
| | | | | | | Alaska, for RSA road construction projects. Change to: FNSB should seek federal, state, or other funding to assist service areas to upgrade roads to economically sustainable standards, if not the most current Tite 17 Road standards. For a 10-20 year plan, it doesn't make sense to call out what will no longer be a source of funding after 5 years. Just say federal, state, or other funding. | economically-sustainable standards or the most current Title 17 Road standards. |
| | 10/21 | email | Gary | Newman | | State and national best practices not necessarily applicable in our rural service areas and community priorities? How are community priorities implemented and who determines those priorities? Action 6.4.8 Adopt a user-friendly road standards manual with a goal of functional and economically sustainable design and construction, informed by state and national best practices and community priorities. | Changed to: ACTION 6.4.B: Adopt a user-friendly road standards manual with the goal of functional and economically-sustainable road design and construction, informed by state and national best practices and community priorities. |
| | 10/21 | email | Gary | Newman | | Page 19 Strategy 8.2 orphan roads (i.e. constructed roads with 'no maintenance authority'). Instead of the pejorative term "orphan roads", one could just say non-government supported roads. And all those roads do not have the same characteristics of support or lack of support. A mechanism to recognize those differences would be useful and respectful of neighborhood wishes. | Changed to: STRATEGY 8.2: Work with FAST Planning to implement potential options in the 2021 Road Service Area Expansion Plan to provide consistent and equitable road maintenance for non-governmentally-supported public roads (i.e., constructed roads with no public maintenance authority). |
| | 10/21 | email | Gary | Newman | | Page 29 of 56 - table 3: New Road Corridors should be sorted by number in column 1. All corridors need an index cross-referenced by number. Actually, ALL road corridors need to be listed. One could put a * or other symbol next to new corridors if useful. | New corridors have been sorted into number order. The Road Corridors Description Document has ALL corridors listed in an index by number, and can be found on the project website: https://fnsbroadsplan.com/wp-content/uploads/2023/01/23y01m16d-FNSB-Roads Plan-Corridor-Descriptions_DRAFT.pdf |
| | 10/21 | email | Gary | Newman | | Page 16 of 56 Strategy 4.3 Actions aren't strong enough - one can't insure road design standards with climate change accelerating impacts. TRY would be a better word. Drainage in poor soils is not the only consideration. Drainage is also from flooding, extensive rainfall/snowfall, etc Damage can't always be prevented and what we know of likely upcoming climate changes is far less that what we do know. | Changed ACTION 4.3. A to include a statement about changing climatic conditions: "Discourage road corridors through areas that are environmentally challenging now or are expected to become environmentally challenging in the future due to changing climatic conditions." |
| 9 | 10/21 | email | Garv | Newman | | P 69- Line Drive extension is to be eliminated. | Corridor 69 has been removed from the plan. |
| 28 | 10/21 | email | Gary | Newman | | Page 40 of 56 28 - Esro extending thru GCI property. Stop at turnaround. Corridor 331 provides a more sustainable ingress/egress without the impingement of GCI satellite operations. Ground conditions brought up are ignored in the consultant response, particularly the crossing of Steele Creek with audies (overflow) in winter. This is in conflict with Strategy 4.3. Tungsten alternate access was included in new plane and proposed in two locations. This issue was also addressed by the Esro Road Association in their comments. | Tank you for your comments. Corridor 28 was included in the 1991 Roads Plan and is being maintained in this update. After being reviewed by the Roads Plan Steering Committee, the connection up to the Tungsten subdivision is being maintained to provide alternate points of ingress/egress to both neighborhoods. |
| | 10/21 | email | Gary | Newman | | Page 46 by FAI - It's not WEIN Lake, it's WIEN Lake. | Thank you for your comments. The FNSB will verify and correct the naming issue. |
| | 10/21 | email | Gary | Newman | | Page 48 of 56 - All the extensions in NP by quadrant - were those in the Badger Road Study? | All of the north-south and east-west major collector planned corridors were included in the 1991 Roads Plan and maintained in the 2022 update. Most follow existing section line easements (SLE5) that already grant public right-of-way access and reduce the need to dedicate additional private property to road corridors. Salcha-Badger Road Plan doesn't explicitly map out the corridors but reference: them in Goal 2e: Encourage subdivision road alignments that integrate natural landscape features such as ponds, sloughs, and seasonally flooded wetlands, rather than roads laid-out in a traditional cardinal-direction grid (e.g., north, east, south, and west). Loca subdivision roads within the gridded major collector network can be informed by this Goal. |
| | 10/21 | email | Gary | Newman | | GOAL 1 states: Consider land use when developing the transportation network to better move people and essential goods and services safely and efficiently while minimizing adverse impacts on local neighborhoods. The 1991 Road Plan had the following important policies on page 11 which I don't find in this plan's narrative, though GOAL 4 so attempts. The 1991 Ianguage is a lot clearer and should be incorporated in support of the Executive Summary statement that states in part " develop a road system that protects the health, safety, and well-being of the community." 1991 Plan 1. Internal road networks in subdivisions shall be designed to discourage through traffic on roads providing direct access to residential lots. 2. Routing of commercial and industrial traffic through residential areas shall be avoided. 2022 Draft Plan GOAL 4 – Environmental Impacts: Minimize and mitigate road network waters on the natural environment and FNSB community. STRATEGY 4.1: Retain the integrity of neighborhoods as the road network expands. ACTION 4.1.A: Implement the future corridors map that discourages roadway alignments penetrating or dividing established residential neighborhoods from major service facilities such as schools and parks. ACTION 4.1.C: Support DOT&PF and FAST Planning to establish and implement official heavy industry and trucking through-routes away from areas planned or zoned as residential or official heavy industry and trucking through-routes away from areas planned or zoned as residential or discussion by the Steering Committee on all our residents' comments and steering committee members on the draft 2022 Comprehensive Road Plan. | Thank you for your comments. The following changes have been implemented: Added ACTION 4.1.F: Discourage the routing of commercial and industrial traffic through residential areas. Did not add suggested action "Internal road networks in subdivisions shall be designed to discourage through traffic on roads providing direct access to residential lots" because it conflicts with Roads Plan goals and corridor siting criteria related to alternate ingress/egress and multiple access points for subdivisions. Freight routes are defined in the FAST Planning Freight Mobility Plan on page 60 and Figure 6-1: https://fastplanning.us/wp- content/uploads/2019/07/freight-mobility-plan-for-approval.pdf |

| Corridor # | Date | Form | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
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| | | Received | | | | | |
| | | | | | | | |
| 64 | 10/21 | web form | Andrea | Swingley | | Message: I'm a landowner, homeowner and resident on Railroad Drive next to Goldstream Creek and off Miller Hill Road. I'm opposed to | Corridor 64 connecting Miller Hill and Miller Hill Extension was included in the 1991 Roads Plan and is being maintained in this |
| | | | | | | connecting Miller Hill Road with Miller Hill Extension for a number of reasons. | 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 |
| | | | | | | Some of the land I own is part of the land trust greenspace corridor adjacent to the creek and the proposed road connection. The trust was created to protect wildlife and outdoor recreation and new road construction is counter to the intent of the land trust. | 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 |
| | | | | | | Currently Miller Hill Road is maintained by the neighborhood homeowners and receives no maintenance or support from the borough or state; it | access, travel times, and overall vehicle miles travelled and connectivity in this portion of the road network. Road and trail conflicts |
| | | | | | | is not part of a road service area. Miller Hill Road is difficult and expensive to maintain in part because it traverses boggy boreal forest with underlying permafrost. The road cannot support the additional traffic that would result from connecting with Miller Hill Extension without significant and costly improvements. These would be in addition to the expense of building a bridge across Goldstream Creek and ensuing maintenance costs. Goldstream Creek has flooded or come close to flooding more often in recent years, which adds an additional concern for | can be mitigated through proactive planning such as that through the coordinated FNSB Trails and Roads Plan update. |
| | | | | | | constructing a bridge and road across. | |
| | | | | | | The Tanana Valley Railroad Trail, a main trail across the protected Goldstream Valley Public Use Area, crosses Miller Hill Road and is regularly used by dog teams, skiers and skijorers, runners, bikers, and others during winter. Additional vehicular traffic would increase the likelihood of conflicts and potentially dangerous interactions at the crossing. | |
| | 10/21 | web form | Darla | Theisen | | Are trail comments due on this same form? I would ask to restrict the use of heavy equipment and road traffic on the Gilmore- Chena Connector | Trails Plan comment - no change identified. |
| | | | | | | Trail. They (Avidian)have also blocked it off and dammed the creek. | |
| 28/310 | 10/21 | web form | Darla | Theisen | | I would ask the you meet with the homeowners in Esro and Amanita before finalizing plans for roads in this area as we are our own road service. | Thank you for your comments. Significant input has been received from the ESRO and Amanita areas through the public comment periods. Additionally, comments have been received from the ESRO Road Association. |
| | 10/21 | email | Cam | Webb | | Dear Mr. Spillman and Ms. Wade, Thank you for your work on the new Road Plan, and for the opportunity to comment on the draft Plan. Please find my comments below. Best wishes, | Thank you for your comments. No specific plan changes identified. |
| | | | | | | Cam Webb Overall: I approve of the intent of the Road Plan, and the intent and execution of this update to the 1991 Plan. The ten Goals are well chosen, and | 1 |
| | | | | | | the Actions appropriate. In particular, Goal 5 - Multi-Modal Connections is important to me as a trail user, bike user, bus user and general pedestrian. It is definitely advantageous that the Road Plan was revised in parallel with the Trails Plan, and the joint roads/trails Open House I | |
| | | | | | | attended in May made it clear that there was close collaboration between the Roads and Trails teams. As a Commissioner for a Service Area | |
| | | | | | | (Whitman), I was pleased to see Strategy 8.3: "Research and secure additional funding for RSA roads", and hope some action to this end will be taken. | |
| | | | | | | | |
| 64 | 10/21 | web form | Jack B | Wilbur Jr | | Message: I am opposed to proposed road connecting Miller Hill Rd and Miller Hill Extension. The area through which the road would pass is best left as-is, an uninterrupted green belt connecting the winter recreation areas laying to the east and west the road. Our community is better | 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 |
| | | | | | | without the connector. | 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. Road and trail conflicts |
| | | | | | | | can be mitigated through proactive planning such as that through the coordinated FNSB Trails and Roads Plan update. |
| 310 | 10/24 | email | Josh | Church | | Hello. | Thank you for your comments. Amanita is currently a cul-de-sac longer than FNSB standards allow, raising concerns for resident and |
| | | | | | | I recently moved into amanita. This is a nice quite neighborhood and does not need to be connected with other rds. to increase access and traffic. | emergency services access. Corridors 331 and 404 provide an additional access point to the Amanita Rd subdivisions to address the cul de-sac issue. |
| | | | | | | Well I am not against the plan to connect amanita to Esro and the other rd. It would be unsafe to do so with our spending considerable time | |
| | | | | | | improving Amanita as it is one of the worst rds. in the borough. If the borough has plans to improve this rd. than I would welcome the connections built into the plan. If not the increased traffic will cause accidents. | |
| 28 | 10/21 | email | Karyn | Janssen | | I fear your plan it tie Esro Rd. into an extension from a tungsten Subd. is ill advised. Neither the topography nor sub surface soil conditions would | |
| | | | | | | allow this to prove successful, besides, we like Esro as. Private road. Thanks but no thanks. | reviewed by the Roads Plan Steering Committee, the connection up to the Tungsten subdivision is being maintained to provide alternate points of ingress/egress to both neighborhoods. |
| 95 | 10/25 | email | Melanie | Ebersole | | It's my understanding that at some point corridor 95 which I believe is referenced as the Zuendel extension could become a road. This corridor 95 | Corridor 95 has been removed from the plan. |
| | | | | | | is a trail behind my home, and the homes of my neighbors that is a private small trail leading out to larger trails going to baseline. All of our properties already have driveway access on the parallel street to our properties and making this a road would serve no one but would increase | |
| | | | | | | the noise and take away from our peaceful environment we moved here for. It would drop out into a private property / hay field that has trails | |
| | | | | | | surrounding it that are also NOT roads. Anyone that might want access to this already HAS a road coming from their home so the access is not needed there either. It also increases security risks and makes all of our properties less secure, and less private. Thank you. | |
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| NSB Roads Pla | an: Public Comme | ent Tracker, Janu | ary-February | 2023 (January 2 | 023 Draft Corridor N | Aaps-Specific) | |
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| orridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
| | 1/21/2023 | Web Form | Dan | Reichardt | | Shelly – I want to make sure that you have received a copy of my detailed comments I submitted to Don Galligan which especially relate to Route 15 on the Roads Plan. I also would like to request a copy of the "Folder" that relates to analysis of Route 15, if it's meant to be public information. | Corridor 15 is a planned corridor from the 1991 Roads Plan that has been realigned in the pl update. Corridor 15 will only be constructed if the parcels that it crosses subdivide. The corridor has been realigned based on an engineering analysis to better align with topograph |
| | | | | | | We met with Don and Bryant and Patrick at the FNSB offices, and it was a very informative discussion. I understand that a 4-page comment isn't really what the public comment tracker has been designed to incorporate. You will use your judgement regarding how to deal with that, but I would really appreciate if the committee was given | and to address community input about potential conflicts with the O'Conner Creek and Cranberry trail systems. Since alignments in the Roads Plan are not set in stone, developers |
| | | | | | | the opportunity to consider my comments. | can work with the FNSB during the platting and subdivision process to adjust corridor alignments to better match underlying terrain and align with development plans, as long as |
| | | | | | | The meeting at the FNSB really clarified in my mind that my core disagreement with the Roads plan is a flawed Selection Criteria – specifically the criteria regarding access. While I understand that there is support from various stakeholders for Alternate Routes and Multiple Access Points, those features of an alignment can be in stark contrast to | alternate alignments achieve the same objectives for connectivity and access as the original planned corridor. |
| | | | | | | values that other stakeholders have to discourage non-local traffic from passing through their neighborhood and to live on roads that have the character of bringing one into wilderness as opposed to passing through wilderness. Analysis of alignments should seek to balance these values, and the balance should be affected by local community opinion. | |
| | | | | | | opinion. To be specific, I think the Selection Criteria fails to consider three key issues: | |
| | | | | | | 1. The cost, danger and other harms caused by funneling non-local traffic through a road service area road or orphan road. | |
| | | | | | | 2. The ways in which a specific alignment through a parcel privileges certain development plans within that parcel over other potential development plans. For example, if | |
| | | | | | | you agree that building Route 15 would encourage dense subdivision of TL-103, you need to evaluate whether a decision has been made to prefer such dense subdivision, as opposed to mixed density. If such a decision hasn't been made, that should count against the proposed alignment. | |
| | | | | | | 3.Neighborhood preference for a partially disconnected road network with dead ends. I understand that well educated community planners are taught the value of an | |
| | | | | | | interconnected "mesh" approach to roads, and the points in favor of it are valid. But, a selection criteria should balance that desire against neighborhood preferences. The existing criteria doesn't allow for such consideration. | |
| | | | | | | I know it's the 11th hour, but I really don't think this Roads Plan can proceed to completion without re-evaluating alignments in light of the above issues. I now recognize that | |
| | | | | | | most of my detailed comments (attached below) are pretty much dead-on-arrival, because the selection criteria doesn't recognize the harms I perceive as harms worth balancing against. | |
| | | | | | | Thank you for all your hard work, as well as the team's willingness to meet with us and have an informative discussion. | |
| | 1/17/2023 | Web Form | Dan | Reichardt | | Don: I appreciate you inviting myself, along with others, to a meeting on Friday to discuss our concerns about the FNSB Roads Plan. I've written some of my thoughts as | Corridor 15 is a planned corridor from the 1991 Roads Plan that has been realigned in the |
| | | | | | | follows, because I think the meeting might be more productive if we've provided more detail prior to meeting. I want to comment that the below letter, or memo whatever we want to call it, may sound strident and uncompromising. My intent is to be the opposite of that, however I want to be transparent about what my thoughts are, and they aren't always equivocal. Nobody else is at all obligated to see this the way I see it, I just want to make my case. I wish I had found a way to make my points more succinctly, | update. Corridor 15 will only be constructed if the parcels that it crosses subdivide. The corridor has been realigned based on an engineering analysis to better align with topogra and to address community input about potential conflicts with the O'Conner Creek and |
| | | | | | | but I guess reading these sorts of diatribes is what they pay you the big bucks for. At the meeting let's talk about the points I bring up that you find salient, and I have no need to drone on about the parts that you don't think have any traction. | |
| | | | | | | Also, I wan be to be that for one chain for myself. I'm pleased to be invited to the same meeting as Bob, Paul and Mary Lee, but I haven't run these comments by them for review at all and don't want to hijack their thoughts. | alignments to better match underlying terrain and align with development plans, as long alternate alignments achieve the same objectives for connectivity and access as the origi |
| | | | | | | Dan Reichardt's Detailed Comments on the Draft Fairbanks North Star Borough Roads Plan In elaboration of my previously submitted comments about the Draft FNSB Roads Plan, I have three main points I want to make, summarized as follows: | planned corridor. |
| | | | | | | 1.The entirety of Route 15 should be eliminated a.It is redundant to other routes | |
| | | | | | | b.It bisects TL-3602 and TL2503 in a way that disconnects the buildable portions of those lots from the unsuitably steep portions | |
| | | | | | | c.It encourages relatively dense development of these lots, in contrast to the 2005 Regional Comprehensive Plan which encourages variable densities of these lots. d.It will route a lot of eastbound traffic on the existing Pandora Spur Road through the existing Red Leaf/Pandor intersection, which is a dangerous, blind intersection. | |
| | | | | | | 2. The Roads Plan should ensure that the next lot down the road has appropriate access, but beyond providing safe and efficient access to the next lot, the alignment of roads within a lot should be dictated by the particular development plan the lot owner wishes to pursue, with concurrence from the Borough. In consideration of that principal: | |
| | | | | | | a. The portion of Route 234 that passes through the UA owned TL-1903 should be eliminated b. The entirety of Route 272 should be eliminated | |
| | | | | | | 3.1 want to make a general, philosophical point that is maybe not actionable, but informs other comments. This Roads Plan shows a bias against large lots and dead-end roads. Such decisions are beyond the purview of the Roads Committee, and you should avoid making decisions that tip the scales in that direction. | |
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| | n: Public Comme | nt Tracker, Janu | ary-February | 2023 (January 202 | 023 Draft Corridor Ma | aps-Specific) | |
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| orridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
| | 1/17/2023 | Web Form | Dan | Reichardt | | Elimination of Route 15 Route 15 extends from the end of Pandora (colloquially, Pandora Spur Road), through a privately owned large lot with a single residence (TL-104), runs north through FNSB owned TL-130, passes north through the center of FNSB owned TL-3602 and passes mostly through the center of FNSB owned TL-2503 before merging with Route 293 and continuing onwards to Old Murphy Dome Road as Route 293. In terms of providing access to told Aurphy Dome Road as Route 293 should either be diverted slightly westwards, or a short spur road should be added to access TL-2503 from Route 293 fails to provide access to TL-204, a fif the Private Property Owners of TL-104 choose to subdivide and further develop their lot, they have existing platted access from the end of the Pandora Spur as well as constructed access from Penrose. b L and 'timagine that these property owners are happy about the idea of a road passing through the center of their property, just because they might want to carve out a small lot on the edge of their property for somebody in the future. The roads committee should definitely be in discussion directly with those property owners, but would imagine that Route 15 is a very strong disincentive to any future subdivision by those property owners. Is such a disincentive the intention of the roads committee? 2.Access to TL-103 a.FNSB owned TL-103 has been identified as having portions desirable for residential development along its southern property line, along its eastern property line in the southern third of the lot and in its northeastern corner. I.The southern portion is best accessed from Route 217 and the northeast corner is best accessed from existing right-of-ways in the Vista Gold Subdivision (Orange Leaf and Green Leaf Roads). While you might be able to make an argument that Route 15 is a good way to access the southeastern area that is suitable for development, it's far more likely that a developer would simply extend route 217 anorth oa access those desirable form route 217, with a signi | t |
| | 1/17/2023 | Web Form | Dan | Reichardt | | 3.Access to TL-3602 a.As identified by the 2005 Comprehensive Plan, the portion of TL-3602 that is desirable for residential development is a North-South swath through the center of the lot, which any developer is going to access from Vista Gold Subdivision using platted easements for Green Leaf and Orange Leaf Roads and not from either Route 15 or Route 293 Although it is not identified as such in the comprehensive plan, Route 293 also accesses land that is marginally suited for development and there is some land to the west of the identified swath that is suitable. All this land will be accessed from Vista Gold. D. Route 15 is way over to the west at the top of a very steep (20%) slope. None of the land to the west of Route 15 is suitable for residential development, due to steep slopes, so I really don't see it's value other than as a way to cut a couple minutes off of one's commute from Western Fairchanks to Vista Gold Subdivision, by connecting to Sky Flight via Route 217. When you weigh the harm this route presents to the highly valued Cranberry and East Ridge Trail Systems and attached wild land versus the slight reduction in commute time, I don't think you can justify this route. c.Parts of TL-3602 will be subdivided in the highly desirable residential lots, specifically because of it's promitive to the undevelopable land on the western slope of the Iot. It's highly likely that a developer will use some of this steep land to turn small residential lots into large forested lots, while putting the rest of this sloped land into a conservation easement. Placing a road between houses and this hillide reduces the desirability of those lots. Why is the borough trying to force a developer to plat such a harmful road? d.If the borough does require that the Route 15 be platted so closes to the top of this steep alon p.this bis beer doly and and. By placing this pressure on the developer to place lots on both sides und in an unsuitable area the Borough is encouraging dense development in an area that the Comprehen | and to address community input about potential conflicts with the O'Conner Creek and Cranberry trail systems. Since alignments in the Roads Plan are not set in stone, developers can work with the FNSB during the platting and subdivision process to adjust corridor alignments to better match underlying terrain and align with development plans, as long as t alternate alignments achieve the same objectives for connectivity and access as the original planned corridor. |
| | 1/17/2023 | Web Form | Dan | Reichardt | | 4 Access to TL-2503 a.Route 15 does pass through the portion of TL-2503 identified as high value residential land, but it's not necessary. Route 293 also gets pretty close to that same portion of the lot, and is probably more likely to be built. I acknowledge that if Route 15 was previously constructed through parts of TL-3602, and no part of Route 293 had yet been constructed, a developer might choose to use Route 15 as their access to TL-2503. But, if both Route 293 and Route 15 are platted but not constructed, the developer is goin to choose Route 293, as it provides a more direct commute. b While the acreage is smaller than for TL-3502, Route 15 again separates desirable residential land from steep land that is unsuitable for development. Whether this steep land is part of larger lots, or in a conservation easement, homebuyers want that sort of wilderness in their back yard – not on the other side of a collector road. 5. Access to lots north of TL-2503 a My ideal number of roads connecting Goldstream to Old Murphy Dome is zero. But, if you are insistent on connecting Pandora to Old Murphy Dome Road, Route 293 accomplishes that. Route 15 merges with Route 293 just north of TL-2503, so Route 15 accomplishes nothing in that regard. 6. If Route 15 is developed, I think it is pretty clear that its purpose is not to allow development of the first 4 lots that it accesses – as I've established that those lots can better be developed by alternate access. So, the purpose of Route 15 must be to diver traffic from Vista Gold and future subdivisions away from Redberry/Read and through Pandora. This is an avful idea, as the Redberry/Pandora intersection is one of the most unacceptably dangerous intersections I have seen in Alaska. Traffic driving up on Pandora and down on Red Berry are completely blind to each other. The Borough can slightly improve this intersection with some stop signs, but I cannot identify away to make this intersection and. The saving grace of this intersection is that 55% of the traff | Cranberry trail systems. Since alignments in the Roads Plan are not set in stone, developers can work with the FNSB during the platting and subdivision process to adjust corridor alignments to better match underlying terrain and align with development plans, as long as alternate alignments achieve the same objectives for connectivity and access as the original planned corridor. |

| rridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
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| 11001 # | Date | Tominiecenveu | mathame | Last name | | | Response, now Addressed in Revised Maps |
| | 1/17/2023 | Web Form | Dan | Reichardt | | Philosophy of the Roads Plan Next I want to expand this discussion beyond Route 15, which I hope I have convinced you should be abandoned. Let's think about what the philosophy of the roads plan should and shouldn't be. The Roads Plan should not be prescribing road alignments through a lot with a primary purpose of providing access to that lot. The Roads Plan should be ensuring that the next lot down the road has appropriate access, but beyond providing safe and efficient access to the next lot, the alignment of roads within a lot should be dictated by the particular development plan the lot owner wishes to pursue, with concurrence from the Borough. I'll avoid a long discussion, but this dictates that: 1.The portion of Route 234 that passes through the University of Alaska owned TL-1903 should be eliminated 2.The entirety of Route 272 should be eliminated Blas Against Dead-End Roads and Large Lots 1 think I've touched on this above, but I want to make sure that we specifically note that I am claiming that this roads plan exhibits a bias against Dead-End Roads and against Large Lots. Such decisions are beyond the purview of the Roads Committee, and you should avoid making decisions that tip the scales in that direction. 1. I don't think bia bis ijsutified. I own three lots in Fairbanks that are all the "end of the road" and that character is precisely what makes these lots desirable to me. I particularly value my large lot at the end of Toboggan Lane, because it gives me room to have a house, a garden, a spot to pee in the woods without anybody seeing me and I still have enough land to allow the neighbors to use trails that cross it. 2. The argument is made that we need multiple roads in and out of each subdivision for Emergency Services, but this is a red herring. Our residential firefighters and EMS are glad to have one well maintained road into a housefire that was built to borough standards, and our winidand frefighters are just glad to have a road of any sort. We don't need to be crisscrossing roads through | Corridor 15 is a planned corridor from the 1991 Roads Plan that has been realigned in the update. Corridor 15 will only be constructed if the parcels that it crosses subdivide. The corridor has been realigned based on an engineering analysis to better align with topogra and to address community input about potential conflicts with the O'Conner Creek and Cranberry trail systems. Since alignments in the Roads Plan are not set in stone, develope can work with the FNSd during the platting and subdivision process to adjust corridor alignments to better match underlying terrain and align with development plans, as long alternate alignments achieve the same objectives for connectivity and access as the origin planned corridor. |
| | 1/28/2023 | Email | Susan | Faulkner | | We are writing to ask that road corridor #15 be taken off the FNSB road plan. This corridor goes through our house, at 2200 Penrose Lane, where we have lived for over 23 years. Planning a corridor through someone's home does not seem reasonable. Please remove road corridor #15. | Corridor 15 is a planned corridor from the 1991 Roads Plan that has been realigned in th update. Corridor 15 will only be constructed if the parcels that it crosses subdivide as in by the owners. If the parcel in question never subdivides, a corridor will not be construc its current alignment, Corridor 15 does not cross the existing residential development o parcel at 2200 Penrose, and maintains a significant forested buffer between the propos alignment and existing structures. |
| | 1/28/2023 | Email | Darren | Rorabaugh | | We are writing to ask that road corridor #15 be taken off the FNSB road plan. This corridor goes through our house, at 2200 Penrose Lane, where we have lived for over 23 years. Planning a corridor through someone's home does not seem reasonable. Please remove road corridor #15. | Corridor 15 is a planned corridor from the 1991 Roads Plan that has been realigned in th update. Corridor 15 will only be constructed if the parcels that it crosses subdivide as in by the owners. If the parcel in question never subdivides, a corridor will not be construu its current alignment, Corridor 15 does not cross the existing residential development o parcel at 2200 Penrose, and maintains a significant forested buffer between the propos alignment and existing structures. |
| | 1/30/2023 | Public meeting sticky note | | | | There are some roads here that make sense joined on existing roads (like #21) but others appear to be redundant for example #13 that parallels another | Thank you for your comments. The Roads Plan guides development of subdivision road ensure that all property owners are granted legal access to their lots. Roads such as Cor 13 would only be constructed if the lots they cross subdivide, to provide direct access fn ew owners of those lots. This also serves to limit the number of driveways directly acc potentially higher functioning roads such as Old Murphy Dome (classified as a Major Co to plan for potential future increases in traffic/development). |

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| | 2/13/2023 | Email | Lisa | Jodwalis | | First, a big thank you to all of the planning team for your hard work putting the plan together, seeing it Hrough multiple drafts, and engaging in extensive public participation. My comments specifically address the area of Goldstream Valley bounded by Goldstream Road on the south and Old Murphy Dome on the north. My husband and I have lived in the Waldheim Drive neighborhood since 1985 and have used the local trails and neighborhood paths every year since in all seasons. I see that some alterations were made in the final draft. My concerns are with the designation of ANY roads and subdivisions in an area fraught with landscape challenges. These were identified and commented on by area residents as part of the proposed O'Connor Creek Re-Zone in 2018. The Windy Creek drainage is extremely steep and while the draft Roads Plan shows a relocation to a lower elevation (route 372), it still requires winding routes and steep driveways. The O'Connor Creek drainage has extensive permafrost and thaw and erosion are highly visible. Those of us who are long-term residents can point to the obvious signs, many of which have emerged in just the past 5-10 person. Powers Routes 22 and 375 extend Jones Road north and this is probably unsupportable: Windy Creek at the O'Connor Creek Trail as evidence of a serious erosion event about 4 years ago that created a gully large and deep enough to drop a school bus into. More evidence of erosion and thaw is common along lower Windy Creek and all along the O'Connor Creek Trail as evidenced by leaning trees, deeper dips, and recent gullying. My greatest concern is that the Roads Plan in general advocates for future development in an area that is increasingly at risk from adverse weather events that make maintenance costs prohibitive for road service areas and make emergency evacuation life-threatening. The last decade and especially the last year have seen extreme weather: The 26 December 2022 rain-on-sone werent made the entire neighborhood impassable for 2 weeks. The windstro | during the subdivision process if the alternative corridor meets the same intent as the origin identified in the plan. The Roads Plan is high-level and long-range plan to identify beneficial connections across the FNSA that the time of subdivision, on-the-ground survey data will be considered to inform the feasibility of corridors, like 22/375. |
| 8 | 2/3/2023 | Web Form | Joe | Price | | Esro Rd is a private road. Why connect it to Amanita? At which mile of the road do you intend to either knock down a significant amount of trees or go through privately owned property? | Thank you for your comments. Both ESRO and Amanita roads are cul-de-sacs that are longer than the FNSB's standard, causing issues for emergency services and resident access. Southe portions of ESRO have gained public right-of-way as adjacent parcels have subdivided. As additional subdivisions occur along the road, more public right-of-way can be obtained. Like, corridors in the Roads Plan, corridor 331 connecting ESRO and Amanita will only be develope as the parcels it crosses or is adjacent to subdivide. Because the FNSB is a second-class borough with limited road powers, landowners/developers construct roads to provide access to their properties when these subdivide, as directed by proposed alignments in the Roads Plan, and per the FNSB's subdivision and platting process as outlined in FNSB Code Title 17. |
| I | 2/7/2023 | Email | Sue | Sherif | | My first concern is the part of the plan that shows acquiring right-of-way to connect the northern portions of Esro and Amanita Roads off Chena Hot Springs Road. The link theoretically meets the criteria established in the plan to provide alternate methods for emergency service and delivery vehicles on roads that have only one way in and out, but given the nature of the two roads, neither of which is in a formal service area, I can't think that this connection would be 1. economically feasible to build and maintain year round or 2. in rough winter conditions would actually serve this criteria. My second concern is: As the plan clearly states the borough does not have road building or maintenance powers, so I find it ironic that the plan seems to be geared to the proliferation of new roads or connectors that, outside of service areas, will be difficult if not impossible to maintain. The plan glosses over this problem, by outling the stages of road development, and saying that the new roads can be annexed into existing service areas, but skips the reality of the fact that roads like Amanita that are long, steep, and not up to standards are "orphans" for a reason. Until the Borough addresses this problem, that there is no way to establish new road service areas or compel an existing road service area to expand or the Borough decides it has outgrown its second class status (or the Legislature changes the definition of the powers of a second-class borough), I am puzzled what this exercise in planning for more miles of difficult to maintain roads, like the proposed Esro - Amanita link, is worth. | |

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| | 2/9/2023 Email | Email | Judie | Triplehorn | | ESRO Road is a private road - maintained by the residents and GCI. Aufeis has been a major problem the last few years. The ESRO extension to Tungsten Subdivision which will be borough maintained will cover some pretty rough ground. The permafrost is melting and sink holes are forming in the lowland. Aufeis is also a problem GCI property will be impacted. | Thank you for your comments. Both ESRO and Amanita roads are cul-de-sacs that are longer than the FNSB's standard, causing issues for emergency services and resident access. South portions of ESRO have gained public right-of-ways a adjacent parcels have subdivided. As additional subdivisions occur along the road, more public right-of-way can be obtained. Like corridors in the Roads Plan, corridor 331 connecting ESRO and Amanita will only be develop as the parcels it crosses or is adjacent to subdivide. Because the FNSB is a second-class borough with limited road powers, landowners/developers construct roads to provide accer | |
| | | | | | | | Road construction and maintenance will be costly over Steele Creek and tributaries. Extension is not cost effective. Amanita to ESRO - Lammers property This will be a borough road and will have maintenance issues with permafrost and steep slope. Traffic noise and dust would impact residents in homes in Esro subdivisions right on the road. Who will use the road - Amanita residents will use Amanita and Esro residents will use ESRO Great expense to build and maintain - not a good idea. | to their properties when these subdivide, as directed by proposed alignments in the Roads Plan, and per the FNSB's subdivision and platting process as outlined in FNSB Code Title 17. |
| | 1/26/2023 | Public meeting sticky note | | | | Don't extend 28 past 331. Really bad sails makes through traffic at risk. | Thank you for your comment. The connection between ESRO Road and the Tungsten Subdivision is being maintained to provide an additional point in ingress/egress to both neighborhoods. | |
| | 2/6/2023 | Email | | | | Good morning. I hope I am connecting with the correct person about the borough road plan. I live at 14.5 mile CHSR and noticed that there is an extension proposed for Heritage Hills Road. There are extensive trail systems to the north of Heritage Hills that have been in use for over 50 years. They are not on the borough trail plan. The extension appeared somewhat general/vague in the proposal but I think it would impact the system of trails back in this area. I would be more than willing to come in with a map to discuss this issue. Thanks so much | Corridor 51 is a connection maintained from the 1991 Roads Plan that extends Heritage Hilk Rd northeast across large private and publicly owned parcels. It creates an outer ring surrounding a number of trails to the east and south comprising the Little Chena River-Potla Creek trail system (included in the FNSB Trails Plan as category B trails proposed for future dedication). This corridor would only be developed if the parcels that it crosses subdivide. A planned road/trail easement or shared corridor could minimize trail impacts. | |
| | 2/8/2023 Email | Email | Darleen Darleen | Masiak Masiak | | Shelley, thank you so much. Three additional questions. Was a soils survey included? (We live in an area that has Minto Loam and has ice lenses so it is a consideration as to whether a soils map was looked at). Someone put in a road on land off of Heritage and it turned into a drainage on the west side of the hill. Where are the subdivisions planned? Concept plan? Where is map of FNSB properties in Corridor 512 How do l address all this thoughts questions to the committee by the 10 February? By having contacted you are they all passed on and somehow acknowledged? Again, thanks for your timely response and that was way more than three questions, so many thanks. | Solis data was considered in the Roads Plan process. The Roads Plan doesn't promote development or subdivisions in any specific area. What it does do is provide forethought to where future road corridors are most feasible and which connections are most needed acros the road network. Because the FNS B is a second-class borough with limited road powers, all local roads are developed through the subdivision process. Roads are only developed by landowners/developers at the time of subdivision. The Roads Plan provides direction on whe those connections are most needed and most feasible to construct. | |

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| | 2/10/2023 | Web Form | Don | Canning | | Not sure how to approach this situation. I know the borough has a housing shortage and I think it makes good sense for any government entity to have a well-informed plan to guide its decision making. So I approve of the reasoning behind this roads plan in principle. I also know that I am submitting these comments at the 59th minute of the eleventh hour of a process in which I certainly had many earlier opportunities to research and comment on the borough's proposals. I know that the hasty and irresponsible timing of these comments undermines their influence. At this point, it's this filmsy presentation or nothing. My concern is that one of the proposed corridors - for a "magin collector" road would go right past my place only one lot removed. I'm already upset about the unavoidable increase in traffic and noise that would come with such a development. But, for me, the most upsetting aspect of the plan, were it carried out, would be the corridor 51 section (the whole "major collector" section comprises corridors 349, 51 and 320 and would connect Heritage Hills Road with several "minor collectors" in the Two Rivers Road/upper Little Chena logging areal. It's a little unclear from the map exactly where corridor 51 would go but it appears that it would a least partify follow what is now a dedicated trail that extends north from Heritage Hills Subdivision along the top of a gentle forested ridge. This trail is used daily by people from this and neighboring subdivisions and it is some of the mast beautiful brich and spruce forest in the Tanana Valley (in my opinion). Just seeing these words on paper makes me uneasy because I'm unsure whether stating the areas virtues so plainly would encourage its protection or hasten its doom. But since the roads plan already includes I, have little choice. I do think that there is great value in setting aside protected areas for recreational use. There has been lots of economic research pointing to the equality of life and economic stimulus value there. And I know the same is true | Corridor 51 is being maintained from the 1991 Roads Plan. The Roads Plan doesn't promote development or subdivisions in any specific area. What it does do is provide forethought to where future road corridors are most feasible and which connections are most needed arc: the road network. Because the FNSB is a second-class borough with limited road powers, al local roads are developed through the subdivision process. Roads are only developed by landowners/developers at the time of subdivision The Roads Plan provides direction on wh those connections are most needed and most feasible to construct. Through the Roads and Trails planning processes, planned shared road and trail corridors can be conceptualized an developed to preserve existing trails and minimize impacts. The Assembly has final say on when, if, and how FNSB-owned lands, like those surrounding Corridors 349, 51, and 320, and developed. While Assembly members change frequently, the Roads Plan offers a 20-year horizon to guide road development in the most logical manner over the long-term. Subdivisions and land development may occur at any time. The Roads Plan merely guides th development when it does occur. |
| 1 | 2/6/2023 | Email | Darleen | Masiak | | Caught me on my computer, good thing. Cardior 51 is of concern. And supposedly the trails are on the borough maps and are part of the Potlatch Trail system. Any info would be welcome. I have found it hard to read the map in the proposal because there is no imagery involved, only lines for lot lines. Much of my awareness involves the lakes, ridges, drainages to pinpoint where this corridor 51 actually goes. Is something like that available? In the past, a friend indicated 1996, there was a thought to subdivide some of the land contiguous to corridor 51 but it was finally not moved forward on. My final question is, is that the intent of this corridor?? Thanks again | Large format maps with imagery are available for review on the Roads Plan website, here: https://fnsbroadsplan.com/wp-content/uploads/2023/01/01-11- 23_TNSBRoadsPlan.RevisedCorridors_byQuadrant.pdf. Like all corridors in the Roads Plan, Corridor 51 would only be developed if the surrounding parcels subdivide. The plan does no promote development in any specific area. The Assembly has final say on when, if, and how FNSB-owned lands, like those surrounding Corridor 51, are developed. The Roads Plan mere guides that development when it does occur. While Assembly members and priorities chang frequently, the Roads Plan provides a 20-yr planning horizon and a long-term vision for new road connections in the borough. |
| | 2/10/2023 | Email | Bill | McKee | | [There is a photo and map included in the PDF version of this comment] After looking at the plan for a road along Corridor 349/51, I suggest that instead of building a road for wood cutting or for a subdivision, the Borough should improve the recreational trails and create a trail head parking area where the new road would begin on Heritage Road. I have a variety of reasons for making this suggestion. Many of us live here because of our access to the wilderness. In some places people buy property to be close to either the water or a golf course. We chose to buy land close to an established trail system. We originally bught our property on Melan Drive North because we knew that we had access to the trails at the top of Heritage Road. We had been told about the trail plan and that most of these trails were part of that plan. Along with neighbors and the help of Borough trail planners, we put in at least three trails back in the mild to late nineties. Folks from Boto, Paarl, Narrow View, Melan North, and Heritage all got together to create those trails so that we could all use them. Even folks on the south side of Chena Hot Springs Road would use the trail system. People live in this area so that they have access to the trail system whether it be for dog mushing, horse riding, hiking, ATV riding, hunting or other activities. If a parking area and trailhead were to be created, more Borough residents could enjoy this area. This main problem area is about 300 yards from Heritage Road. The land has subsided and has caused a sink hole at least 20° across and 10' deep. There are a couple of reasons that I feel that the road should nee along the leighbors, I created a trail along the section line from Heritage Road up to the main ridge trail in 2001. Over these last 22 years we've have to do extensive maintenance on the trail just to make it accessible for walking, ATV's, horses, and dog mushing, It gets very muddy and nusable for vehicular trafif. from Breakup until well into the fail. | Corridor 349/51 is being maintained from the 1991 Roads Plan. Through the Roads and Trails planning processes, a shared road/trail corridor can be planned to minimize trail impacts should these road corridors ever be developed. |

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| 1 | 2/10/2023 | Email | Bill | MCKee | | During Mayor Sampson's second term a plan was drawn up to create the subdivision that is by Two Rivers School. According to that plan, after the 16 parcels were sold by the school, the next subdivision would be above that and along the wood cutting road. The area that is being suggested for a subdivision was the LAST area that was to be subdivided. Has that plan from the late nineties been researched?So, instead of spending money on a problematic road into an area that is enjoyed by Two Rivers residents, if d like for you to consider these recommendations: 1. Improve the trail system, promote it, and make it available to all in Borough residents. 2. Purchase the 40 acre parcel at the beginning of the proposed road and turn it into a trail head, similar to the trail head that was constructed on Two Rivers Road. 3. Passable foot bridge/or ATV bridge over the biggest guilles 4. Add the first mile up to the Borough recreational trail plan. Wy questions are: •Has anyone done soil samples along that proposed road? •Would a road service area be created •Would it become part of the Heritage Road Service Area? I would be willing to give committee members/ board members a tour of the trail system either by snow machine or dog sled so that members could see these trails and the impact that a road would have on the area. | in any specific areas. Rather, it provides a plan for logical future connections to guide road development when subdivisions do occur. The Assembly has final say if and when FNSB-own lands are sold and developed. Assembly members and priorities change frequently, whereas the Roads Plan has a 20-yr planning horizon and long-term vision for future connections. Corridor 349/51 is being maintained from the 1991 Roads Plan. Through the Roads and Trails planning processes, a shared road/trail cordior can be planned to minimize trail impacts should these road corridors ever be developed. |
| 1 | 2/9/2023 | Email | Melissa | Rouge | | [A map is included in the email of comment] This red line goes over the main recreational trail for this whole area. My neighbors and I groom it and maintain it extensively for dog mushing, skiing, snow machines, hiking, horse back riding and more. To turn this beautiful trail into a road for cars would be tragic. There are no other trails that are year round usage and connect to all the main trails in the area. Thanks for your consideration, | Thank you for your comments. The Roads Plan doesn't promote road development or subdivisions in any specific areas. Rather, it provides a plan for logical future connections to guide road development when subdivisions do occur. Through the Roads and Trails planning processes, a shared road/trail corridor can be planned to minimize trail impacts should these road corridors ever be developed. |
| 4 | 2/21/2023 | Web Form | Karey | Crocker | | My name is Karey Crocker my property address is 725 Miller hill Rd. I do not support the comprehensive road plan. This would effect my property negatively for if this was to happen not only will be paying more property taxes but continue paying for private road repair that would double or possibly triple do to more traffic. Also I would have to pay for to subdivide my property and as for any medical vehicle using the private road in the winter three are 2 steep hills that turn to solid ice. On the first hill coming from Fairbanks am riding a 4 wheeler this summer died. Most likely from the combo of its steepness and large dirt brims and lack of proper diches and pot poles. I can not in good conscious support adding more traffic to our private road without the road being started from Yankovic then make it's way down Millerhill rd. To the bridge. I have man other e concerns as well. This would not help my family but would add more financial burdens to us. My truck ware and tare on my truck from miller hill rd. Is running about 55000.00 a year. That just shocks, transmission repairs and headlights tail lights and blinker lights going out constantly from pot holes. I've got rid of 2 vehicles do to this road messing up the transmission and oil pans. | Corridor 64 connecting Miller Hill and Miller Hill Extension was included in the 1991 Roads Pl, 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. Becaus this corridor has been planned since 1991, direct lot access from Miller Hill and Miller Hill Extension has been inited to support the future development of this corridor. Topographica 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. |
| 4 | 1/21/2023 | Email | Rodney | Guritz | | Connecting Miller Hill to Miller Hill Extension is a terrible idea. Half of the traffic in Goldstream would see this as a shortcut and use it to get to town. This traffic appropriately uses Ballaine and Sheep Creek currently. If Miller Hill were to be connected, it would become another one of the failed shortcut "minor connectors" that ends up destroyed b excessive traffic. Think Trice Road between Ballaine and Goldstream (since terminated, due to this very issue), or Herreid Road between Ballaine and Auburn. This road would be a nightmare to maintain, with all the permafrost and poor drainage on the north side of Miller Hill. Increased risk of dangerous collisions at the trait crossing near the end of Miller Hill. I also understand this route cuts through a conservation easement. It is not likely to ever be built, and it should not be built. I strongly urge the FNSB to remove this route from the roads plan. | and is being maintained in this update. Like all planned corridors, Corridor 64 would only be I 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. Becaus |

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| | 2/10/2023 | Email | Amy | Marsh | | Thank you for the opportunity to comment on the proposed PNSF road plan. These comments are directed at Route 64, which would connect Miller Hill and Miller Extension. I submitted similar comments during the last comment period. 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. 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 plouing and I don't see how adding another waitor would be fattengs. 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. | 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. Topographica |
| | 2/10/2023 | Email | Pamela | Miller | Arctic Audubon Society | First, on behalf of Arctic Audubon Society, we wish to request an additional month for public comment as this plan is complex to review. The plan also still includes a number of very controversial corridors which would degrade open space, important trails, wildlife habitats and fresh water bodies, and environmental quality of neighborhoods and the FNSB. The environmental quality of the land itself is important for current and future residents of the FNSB to have a healthy and clean place to live into the future. In our review of public interest features of the plan, as well as from the standpoint as landowners of the Audubon Riedel Nature Reserve, we request better consideration and identification of existing greenspace, trails, recreational use, and land suitability for roads such as wetlands, permafrost melt, and other conflicts. Another feature to consider is how new roads into certain areas could affect Dark Skies, so important for aurora viewing – a unique feature of our northern city so important for winter enjoyment of residents and travelers alike. It would be very useful to consider existing and proposed greenspaces, parks large or small neighborhood places, nature reserves and conservation areas and to show those on the maps. For example, in the Goldstream valley Greenbelt https://interioraklandtrust.org/land-and-projects/plueberry-preserves/and Goldstream Valley Greenbelt https://interioraklandtrust.org/land-and-projects/goldstream-valley-greenbelt/. Despite extensive comments about the quality of life, trails, and open space in the Goldstream Valley, the January 2023 Draft Roads Plan still contains proposed Road 64 (connecting Miller Hill Road and Miller Hill Extensive through extensive wetlands and important open space with trails), as well as Rd 295 which may conflict with the trail network. Due to the proximity and potential effects of road traffic on the Audubon Riedel Nature Reserve, we would like to see proposed connector Road 331 be changed to Future Study from Minor Collector. | 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. Becaus |

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| rridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
| 1 | 2/10/2023 | Email | Pamela | Miller | Arctic Audubon Society | The FNSB could take additional steps including an additional review draft of the FNSB Roads Plan which would improve understanding of the full implications of the roads plan, as well as public ability to review the plan, especially given that the same consultant is carrying out the FNSB Trails Plan and the FNSB Roads Plan: • Verlay of existing trails and proposed trails from the Trails plan with existing and proposed roads in the FNSB Draft Roads Plan (GIS map overlays both online and in print). • Full depiction of all the proposed Road corridors This needs to include the "New Road" corridors shown in this document on the detailed map, https://fnsbroadsplan.com/wp-content/uploads/2023/01/01-16-23_FNSBRoadsPlan_FullDraftwithRevisedCorridors.pdf and listed AND any "Old" corridors which would still be in effect from the 1991 Plan. • It would be very helpful to know which are New road proposals, and which are existing from the 1991 plan, and for these to be depicted differently as they have different terms and status. • It is unclean how the Draft Corridor Descriptions Document provided for the Jan 21, 2023 Open House https://fnsbroadsplan.com/wp-content/uploads/2023/01/23/01m16c FNSB-Roads-Plan-Corridor-Descriptions_DRAFT.pdf are addressed by the maps. The corridor descriptions still do not sufficiently address why certain loops are needed, how public comment was addressed or ignored, and in most cases, the nature of the land qualities or existance of trail crossings which could affect neighborhood land qualities or road building costs and challenges (e.g. wetlands, etc). • While the "Comment Tracker" is provided, https://fnsbroadsplan.com/wp-content/uploads/2023/01/FNSBRoadsPlan_CommentTracker_Sept-Oct_2022.pdf, how those comments were adually addressed is lass clear, especially since some road corridor numbers were changed from the earlier draft. It would be helpful to show in that chart, how the comments were addressed. We appreciate this opportunity to comment. | 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. Becaus 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. Topographica challenges can be addressed through small adjacent lands subdivide, this corridor has subdivision and platting process. Should the adjacent lands subdivide, this corridor has |
| 1 | 1/21/2023 | Public meeting sticky note | Deborah | Ryan | | Wetlands should not be connected historic trails, already increased pressure for mult of new development on small acreage. School bus stops. 25 miles an hour, they go 70. Don't need shortcut. Light pollution/noise. | Thank you for your comment. Corrido 64 is being maintained in this update from the 1991 Roads Plan due to the benefits it can have in the future for resident and emergency services access and reductions to overall vehicle miles travelled. |
|) | 2/2/2023 | Email | Jeanie | Cole | | Might be better access to Smallwood Creek regarding terrain than #79/362, Sunstead Ave includes a switchback already. | Thank you for your comment. The Roads planning team and Steering Committee will take thi suggestion into consideration. |
| 1 | 2/2/2023 | Email | Jeanie | Cole | | Might be better access to Smallwood Creek regarding terrain than #79/362, Sunstead Ave includes a switchback already. | Thank you for your comment. The Roads planning team and Steering Committee will take this suggestion into consideration. |
| 9 | 2/2/2023 | Email | Jeanie | Cole | | The portion of route 79 from the 1/8 corner of sections 22/27 to John Cole Road is not needed. The dedicated portion of the easement on the north edge of TL 2702 would provide adequate access if this 39 acre parcel is subdivided and also to TL 27-25. Also this parcel has access from Foxboro Lane and Chena Hot Springs Road. Parcel TL-2214 has access via Sunstead Ave. That and the adjacent parcel to the west belong to a family and if subdivided would likely remain with the siblings. Who would use the current access. There is also a dedicated easement to the NW corner of TL-2725. | Corridor 79 is being maintained from the 1991 Roads Plan. It provides access to large unsubdivided parcels to the north and connects into planned corridors 362 and 70 for future public access should the area develop. Provides access to TL-2203, TL-2214, and TL-2215 via Corridor 362. |
|) | 1/25/2023 | Public meeting sticky note | | | | CHSR - existing parcels 40 acres near CHSR. 363 goes up into someone's house. There is access to promote parcels . Not borough standards. Very Steep. 9 miles hill is really, really steep. | Thank you for your comments. Corridor 79 is being maintained from the 1991 Roads Plan because it will provide legal public access to several lots that are currently accessed by trespass roads. |
| 51 | 2/1/2023 | Paper Form | | | | Not feasible due to terrain | Corridor 151 has been removed from the plan due to topographical challenges and feasibility concerns brought up by the community and verified through engineering analysis and a site visit. |
| 51 | 1/24/2023 | In Person | Joe | Durrenberger | | From Natalie: I spoke with Mr. Joe Durrenberger and other neighbors in-depth at the open house about Corridors 366 (Ida connection) and 151 (Taroka connection). Joe had i specific question about whether there is any public interest, such as an easement, in the portion of Taroka that crosses his property, TL-2906. He is asking about this because in his search of FNSB data available online, and his own property documents, he hasn't been able to verify any existing easements or other public interest for the road. I've attached a screen snip from the GIS and additional documentation he provided at the meeting. I know George is out, but are there others at CP who might be able to help us research and answer this question? | Corridor 151 has been removed from the plan due to topographical challenges and feasibility concerns brought up by the community and verified through engineering analysis and a site visit. |

| | | | | | 23 Draft Corridor N | | |
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| orridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
| 51 | 1/23/2023 | Paper Form | Joe | Durrenberger | | Taroka Drive runs through TL-2906. AS the property owner of TL-2906. I have looked for and never found any indication that there is an easement or ROW for Taroka across our property. Taroka Drive, as a public road, begins at the far lot line of TL02957 after traversing TL-2923_206 and 2957 and was created as part of the subdivision of the land beyond TL-2923. My understanding, taking to residents who live further down Taroka is that use of Taroka across formal authorization. My understanding taking to residents who live further down taroka is that use of Taroka across across and any development along Becker Ridge. As property owners of TL-2906 curve whethers is basically an allowed use with no formal authorization. My understanding also is that the 2906 landowner at the time of subdivision agreed to this unauthorized use subject to the condition that there be no connection between Taroka and any development along Becker Ridge. As property owners of TL-2906 curve of the to hold to that condition unless there is a public interest access allowance across our property was renot aware of The only public access ware areaware of affecting TL-2906 can be found in a State of Alaska, Dept of Highways Notice of Utilization in Book 179 Page 182 Serial # 65-4234 dated 9 June 1965 and applies to Chena Ridge Road. | Corridor 151 has been removed from the plan due to topographical challenges and feasibility concerns brought up by the community and verified through engineering analysis and a site visit. |
| 51 | 2/3/2023 | Paper Form | Mark | Bertram | | We request Corridors 366 and 151 be removed from the road plan for the following reasons: A great majority of residents on both Ida Lane and Taroka are against proposed corridors 366 and 151. The proposed corridors are not feasible and exceed 20% grade in many areas. Both Taroka and Ida Lane are substandard roads, designed for light traffic and not appropriate to connect to the proposed minor collectors 366 and 151. Water drainage on Ida Land and Taroka do not meet Title 17.56.140 requirements, adverse road conditions do not meet Title 17.56.12083 requirements. Both Taroka and Ida Lane width and shoulder requirements are not met under Title 17.56.080 and 17.56.000 The intersection of Ida Lane and Taroka is about 25 degrees and violates Title 17.56.100 for angle minimum and sight distance. I request borough engineers evaluate suitability for 366 and 151. Note I have also submitted comments separately pertaining to Corridor 366. The purpose this comment submission was to also comment on Corridor 151. | Like all planned corridors, Corridor 366 will only be developed if the parcels it crosses subdivides. Based on an engineering analysis and site visit, 366 is feasible to construct to FNS standards given small adjustments to alignment during the subdivision and platting process. Corridor 151 has been removed from the plan due to topographical challenges and feasibility concerns brought up by the community and verified through engineering analysis and a site visit. |
| 51 | 2/3/2023 | Email | Bruce | Ha | | I just had a look at the proposed roads labeled 151, and 366 on the map at https://fnsbroadsplan.com/wp-content/uploads/2023/01/01-11-23_FNSBRoadsPlan_RevisedCorridors_byQuadrant.pdf Bringing any additional traffic onto Taroka would pose significant risk of injury and property damage to drivers, pedestrians, and the residents in the area. Taroka Drive was never meant to handle large amounts of traffic and is especially hazardous for the uninitiated where it connects to Chena Ridge Road for the following reasons: The final portion of Taroka between Ida Lane and Chena Ridge Road is very steep. This becomes especially hazardous during the winter. Because of the limited amount of traffic that currently uses the road, vehicles with a minimum of all wheel drive are usually able to maintain traction on the snow. However, if Taroka becomes one-used until it will eventually turn into hard packed ice. If the use becomes so great that cars end up idling on the slope waiting for their turn to enter Chena Ridge, the heat from their engine and mufflers will melt the top layer creating the sorts of super slick conditions found at the larger intersections in town. This would be very dangerous on the steep incline. There is no leveled of fraze at the bottom of Taroka. There is no area where drivers have an opportunity to regain traction if the conditions caused by overuse cause their vehicle to slide down the steep slope. They will end up sliding into the turning right when leaving Taroka is exceptionally steep, and because of the hairpin geometry, there is a steep sideways banking twist. For vehicles with stiff suspensions or long wheelbases, this causes the tires on opposing corners to begin lifting up off of the ground, severely limiting traction. For this reason, the residents understand from experience that this must be approached very SLOWLY, being especially mindful of any traffic than might be attempting to turn left onto Taroka. The final | Like all planned corridors, Corridor 366 will only be developed if the parcels it crosses subdivides. Based on an engineering analysis and site visit, 366 is feasible to construct to FNS standards given small adjustments to alignment during the subdivision and platting process. Corridor 151 has been removed from the plan due to topographical challenges and feasibility concerns brought up by the community and verified through engineering analysis and a site visit. |

| FNSB Roads Pla | an: Public Commer | nt Tracker, Janua | ary-February | 2023 (January 20 | 023 Draft Corridor M | Maps-Specific) | |
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| Corridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
| 51 | 2/10/2023 | Eməil | Tim | Coahran | | I am writing in opposition to two proposed roads in my neighborhood (within the Becker Ridge Road Service Area): numbers 151 & 366. These have been argued and defeated repeatedly in the past, and have been considered impractical to build because of steep terrain. The proposals would connect our existing timy mud & gravel roads, Taroka and Ida, to the much larger arterial - Becker Ridge Road. This would create a slightly shorter route between the city and a large portion of the Cripple Creek area. We reasonable would in would immediately become a through corridor, and dump heavy traffic loads onto our existing little roads, which are nowhere near capable of handling such. Our roads were "grandfathered" and are far from compliant with today's Title 17 road building standards. There is a steep icy (shaded) drop into a nonstandard intersection with the busy Chena Ridge arterial. This is already a traffic hazard, and would become much worse. Also, if I understand correctly, part of the land traversed by Taroka doesn't even belong to the Borough. The heavy traffic of proposed roads 151 & 366 would destroy the quiet character of our neighborhood - which is the reason I bought my home here in the first place. They would cut through pristine forest where local residents hike and recreate. Many of the local residents do not want more roads. If these could be recharacterized as non-motorized trails, there might be broader support. | the parcels it crosses are subdivided by the property owners. Based on an engineering analysis and site visit, 366 is feasible to construct to FNSB standards given small adjustments to alignment during the subdivision and platting process. Corridor 151 has been removed from |
| 51 | 2/10/2023 | Email | James | Foelsch | | [several photos are included in the email message of this comment] We have lived on Taroka road for over 30 years. It as an unsafe (4 wheel drive required) road most of the year and it takes knowledge and skill to navigate it. There are several blind corners, no shoulders, no guard rails and is at the wides 18' (See Stuzman Engineering report 2007) which reduces dramatically during the winter months when it is often one lane. I, and my neighbors, know the rules of the road and stop and pull over when passing another vehicle. We also require water and fuel trucks to deliver services which makes it even more of a safety hazard. This is what Taroka Road looked like this past winter (courtesy of Jane Hannah) The failed culvert at the beginning of the road resulted in a hole that was the entire width of the road and at least a foot deep. It was very difficult to slowly go through it and still have enough power to get out of the other side. I had to take my van in to have the front end repaired as a result. This was the top of the hill leading to another 16% grade one lane road Page 17 of the Comprehensive Roads Plan FNSB Road Corridor and Functional Classification Plan: Official Maps and Policies states thatfuture road corridor selection would: *" Re reasonable/feasible to construct" *"Read grade- have an intersection grade <4% or 6% for through-road" What Jane outlined in the response to you is correct. It is clearly evident that neither Taroka Dr or Ida Ln can handle additional traffic if the proposed "minor collector roads 155 and 366" were constructed as outlined. The data will show that the roads are not reasonable of easible and road grades are greater than 16% on Taroka and Ida, not the <10% that the policies require. | Thank you for your comments. Like all planned corridors, Corridor 366 will only be developed the parcels it crosses are subdivided by the property owners. Based on an engineering analysis and site visit, 366 is feasible to construct to FNSB standards given small adjustments to alignment during the subdivision and platting process. Corridor 151 has been removed from the plan due to topographical challenges and feasibility concerns brought up by the community and verified through engineering analysis and a site visit. |

| FNSB Roads Pla | an: Public Commer | nt Tracker, Janua | ary-February 2 | 2023 (January 20 | 23 Draft Corridor Ma | aps-Specific) | |
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| Corridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
| 52 | 2/11/2023 | Email | James | Foelsch | | Around the next billind corner is the culvert problem a dangerous hazard. The next section starts the 10.7% - 15.5% downhill to the switchback where "151" would intersect with Taroka. This was washed out to a one lane road due to bad drivinage and is still not fixed. 5. The remainder of the road to the bottom of the hill has a measured 16.6 grade that is very difficult to climb and must be done at maximum speed or your vehicle will not make it through the switchback - the very point where "151" would intersect. Many cars have not made the turn and end up sliding backward off the edge of the road. the very point where "151" would intersect. Many cars have not made the turn and end up sliding backward off the edge of the road. the very point where "151" would intersect. FNSB code 17.60.130, Right-Of-Way-Trafficway Width requires a minor collector to be a minimum of 20' with 2' minimum shoulders. Taroka Drive is 14'-18' wide in the summer months and often one lane in the winter months. There is no shoulder either side the entire length of the road. Both roads do not meet borough code and should not be connected to "minor collector road IS 18 3.66". The entirety of Taroka Drive and Ida Road would have to be upgraded before any connection could be made and therefore this is not reasonable or feasible. Is the road grade 10% and the intersection road grade e.4% or 6% for a through road? The answer is no. Taroka Dr begins at Chena Ridge with a short, steep, dangerous 16% grade which then intersects with Ida Ln at a blind curve. The hill on Taroka Dr which would connect to "minor collector road 151" was measured by Stuzman Engineering Assoc in200T to have roadgrades of 15.5% on the north side of the switchback and 16.6% on the south side of the proposed intersection which road grade and intersect and there and redue and intersection policies. The comprehensive Road Plans map that was sent to my home announcing the proposed net resection what was tarke | Thank you for your comments. Like all planned corridors, Corridor 366 will only be developed if the parcels it crosses are subdivided by the property owners. Based on an engineering analysis and site vits, 366 is feasible to construct to FNB9 standards given small adjustments to alignment during the subdivision and platting process. Corridor 151 has been removed from the plan due to topographical challenges and feasibility concerns brought up by the community and verified through engineering analysis and a site visit. |
| 151 | 2/10/2023 | Email | Carolyn | Foelsch | | [several photos are included in the email message of this comment] We have lived on Taroka road for over 30 years. It as an unsafe (4 wheel drive required) road most of the year and it takes knowledge and skill to navigate it. There are several blind corners, no shoulders, no guard rails and is at the widest 18' (See Stuzman Engineering report 2007) which reduces dramatically during the winter months when it is other nore lane. I, and my neighbors, know the rules of the road and stop and pull over when passing another vehicle. We also require water and fuel trucks to deliver services which makes it even more of a safety hazard. This is what Taroka Road looked like this past winter (courtesy of Jane Hannah) The failed culvert at the beginning of the road resulted in a hole that was the entire width of the road and at least a foot deep. It was very difficult to slowly go through it and still have enough power to get out of the other side. I had to take my van in to have the front end repaired as a result. This was the top of the hill ending to another 16% grade one lane road Page 17 of the Comprehensive Roads Plan FNSB Road Corridor and Functional Classification Plan: Official Maps and Policies states thatfuture road corridor selection would: **Road grade-have a road grade <10% ** "Road grade-have a not grade <10% ** "Road grade have a in intersection grade <4% or 6% for through-road" What Jane outifued in her response to you is correct. It is clearly evident that neither Taroka Dr or Ida Ln can handle additional traffic if the proposed "minor collector roads 155 and 366" were constructed as outlined. The data will show that the roads are not reasonable or feasible and road grades are greater than 16% on Taroka and Ida, not the <10% that the policies require. 1. The start of Taroka Road it a 16% grade. School buses stop at the bottom of it and most of the winter it is very difficult to go slow enough to not slide down onto Chena Ridge Road. A very dangerous situation! Only one car at a time cang od down t | Thank you for your comments. Like all planned corridors, Corridor 366 will only be developed if the parcels it crosses are subdivided by the property owners. Based on an engineering analysis and site visit, 366 is feasible to construct to FNSB standards given small adjustments to alignment during the subdivision and platting process. Corridor 151 has been removed from the plan due to topographical challenges and feasibility concerns brought up by the community and verified through engineering analysis and a site visit. |

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| Corridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
| 52 | 2/11/2023 | Email | Carolyn | Foelsch | | 4. The next section starts the 10.7% - 15.5% downhill to the switchback where "151" would intersect with Taroka. This was washed out to a one lane road due to bad drainage and is still not fixed. 5. The remainder of the road to the bottom of the hill has a measured 16.6 grade that is very difficult to climb and must be done at maximum speed or your vehicle will not make it through the switchback. The very point where "151" would intersect. 6. FNSB code 17.60.130, Right-Of-Way-Trafficway Widht requires a minor collector to be a minimum of 20' with 2' minimum shoulders. Taroka Drive is 14'-18' wide in the summer months. There is no shoulder either side the entire length of the road. Both roads do not meet borough code and should not be connected to "minor collector roads 151 & 3.66" 7. The entirey of Taroka Drive and Ida Road would have to be upgraded before any connection could be made and therefore this is not reasonable or feasible. Is the road grade 10% and the intersection road grade <4% or 6% for a through-road? The answer is no. Taroka Dr begins at Chena Ridge with a short, steep, dangerous 16% grade which then intersects with Ida Ln at a blind curve. The hill on Taroka Dr which would connect on "minor collector road 151" was measured by Sumann Engineering Assoc 12000 to have roadgrades of 15.5% to nhe north side of the switchback and 16.6% on the south side of the proposed intersection which violates both the road grade and intersection policies. The connection of "minor collectors 151 and 366" is dangerous and an extreme hazard to both Ida Ln and Taroka Dr residents. In addition, Taroka Dr and Ida Ln are not FNSB platted borough roads where they intersect each other and Chena Ridge Rd at all. The map shows the proposed minor collector "roads Sum proposed new corlidors does not have Taroka Dr and Ida Ln and then simply ending with no further connection to any road on the map. I would appreciate legal clarification of this area of your road scennecting to Taroka | |
| 151 | 2/9/2023 | Email | Glenna | Gannon | | I am writing to submit my concerns regarding the proposed roads: 151 and 366 from the FNSB Road Corridor and Functional Classification Plan. As a resident of Taroka Drive, I have several concerns regarding the safety and feasibility of the proposed roads. Taroka drive and Ida lane are small, and extremely steep roads with poor road conditions and receive little regular road service throughout the year. These roads were NOT designed to nor would they be able to support the increased traffic from Beck Ridge. Residents of this neighborhood do not wish to have increased traffic routed through our quiet neighborhood which would endanger those of us who use the road for walking with our families and pets. It is unclear why the borough is proposing two major road construction projects in a steep area that also contain a major water drainage for the converging ridge-lines. There fands our durafe road conditions locally. Furthermore, why these two larger road projects are being proposed while there is the potential to spend a fraction of that development, and unsafe road conditions locally. Furthermore, why these two larger road projects are being proposed while there is the potential to spend a fraction of that development cost purchasing rights to, and developing a small connecter corridor between Becker Ridge and North Becker Ridge roads as a way to create access to Chena Ridge (if this is absolutely necessary) is a less expensive and safer route option given the natural terrain. Ultimately, Becker Ridge road is classified as a "major collector". The Proposed roads '151 and 366'' are classified as "minor collectors" and Chena Ridge Road is classified as "arterial". These larger roads would be connected by way of Taroka Dr and Ida Lu which are not borough platted roads and don't meet any requirements in terms of road width, bhoulders, road grade, intersection grade or road condition. These proposed roads not only present major financial undertaking to construct, but would introduce | Thank you for your comments. Like all planned corridors, Corridor 366 will only be developed the parcels it crosses are subdivided by the property owners. Based on an engineering analys and site visit, 366 is feasible to construct to FNSB standards given small adjustments to alignment during the subdivision and platting process. Corridor 151 has been removed from the plan due to topographical challenges and feasibility concerns brought up by the community and verified through engineering analysis and a site visit. |
| 51 | 2/7/2023 | Email | Bruce | На | | My name is Bruce. I live on Taroka Drive. My neighbor Jane said that we might be able to have a community meeting if we request one, so this is my Request. | Corridor 151 has been removed from the plan due to topographical challenges and feasibili concerns brought up by the community and verified through engineering analysis and a site visit. |

| | | | | | | FNSB Roads Plan: Public Comment Tracker, January 2023 (January 2023 Draft Corridor Maps-Specific) Corridor # Date Form Received First name Affiliation Comment Response/How Addressed in Revised Maps | | | | | | | | |
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| orridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps | | | | | | | |
| 51 | 2/9/2023 | Email | Michael | Kwasinski | | I feel the dead end road Taroka Dr should not be connected to other roads because it is unsafe for people not familiar with the dangers of Taroka Drive because: 1. There are 3 areas of Taroka Dr that are very steep and would not be allowed any more. I believe they are over 19% grade. 2. The first steep area is at the entrance from Chena Ridge Rd and is a very steep uphill that can't be negotiated in winter with anything other than 4 wheel drive. When leaving Taroka Dr., one must wait at the top of that grade to make sure there is no car at the bottom of the grade waiting to merge into Chena Ridge Rd Tarfile. Once started downhill there is sometimes no way to stop because of the steepness and slippery conditions. In fact sometimes it is difficult or impossible to prevent sliding into Chena Ridge Dr. and hoping there is no traffic. Residents of Taroka Dr. know this but strangers to the road would not. Opening the road would greatly increase the traffic on Taroka Dr. 3. The other 2 steep areas on Taroka Dr. are also dangerous. They cannot be negotiated in winter many times in the winter. If a car does not make it to the top of the grade, the driver tries to back up downhill which many times results in the car going off the steep edge and rolling down the hill. In summary Takoka Dr is a safety issue if it is opened up to the general public by connecting it to other roads in the area. | Corridor 151 has been removed from the plan due to topographical challenges and feasibili concerns brought up by the community and verified through engineering analysis and a site visit. | | | | | | | |
| 51 | 2/9/2023 | Email | William | Montano | | I would agree with mark 366 151 hould be eliminated | Thank you for your comments. Like all planned corridors, Corridor 366 will only be develope the parcels it crosses are subdivided by the property owners. Based on an engineering analar and site visit, 366 is feasible to construct to FNSB standards given small adjustments to alignment during the subdivision and platting process. Corridor 151 has been removed from the plan due to topographical challenges and feasibility concerns brought up by the community and verified through engineering analysis and a site visit. | | | | | | | |
| 51 | 2/9/2023 | Email | Ryan | Nenaber | | I would like to request a community meeting concerning the plan to connect Taroka Dr. to Becker Ridge. I recommend that before any taxpayer money is spent on this portion of the plan, or any other portion, that: 1) permission should be secured from landowners; 2) easements should be verified and gained where they do not exist; 3) the terrain should be walked and seen in person. I do not support a road connecting Becker Ridge to Taroka Drive. Recommendations #s 1 and 2 have not been achieved. My assumption is that # 3 has not been achieved either because there is not a safe way to connect Taroka and Becker Ridge due to the terrain. | Corridor 151 has been removed from the plan due to topographical challenges and feasibilit concerns brought up by the community and verified through engineering analysis and a site visit. | | | | | | | |
| 51 | 2/10/2023 | Email | Scott | Collier-Sanuki | | Thank you for leading public involvement for the FNSB Comprehensive Roads Plan. We did not participate in the Community Open House held on January 21, 2023, as we werer not aware of it until afterwards and wish it had been advertised more widely to the public and all who would be affected. We are writing to you because we oppose the proposed two Minor Collectors: #151 and #366. The former connects Becker Ridge Rd to Taroka Drive, which runs above our property. The two small, ill maintained, difficult roads then merge just before Taroka Drive more these two roads are dangerous and so problematic that USPs mail carries refues to deliver mail and packages. Any delivery persor would say that it is one of the worst roads, if not the worst, in the area. In fact, Taroka Dr. is only 15ft wide in places, and deliver mail and packages. Any delivery persor would say that it is one of the worst roads, if not the worst, in the area. In fact, Taroka Dr. is only 15ft wide in places, and deliver mail and packages. Any delivery persor would say that it is one of the worst roads, if not the worst in the area. In fact, Taroka Dr. is only 15ft wide in places, and deliver mail and packages. Any delivery persor would say that it is Road of Taroka Dr. and Ida Dr. worse than they are by funneling ut more traffic onto them. If there is a need for Becker Ridge Road to connect to Chena Ridge Road, the borough would definitely want to consider re-opening the connecting area between Becker Ridge Road and North Becker Ridge Road. Theorem Januad Dr. The Comprehensive Roads Plan seems to indicate that this connection is already a Major Collector; however, it is currently not a through road. There is no traffic access between Becker Ridge Road and North Becker Ridge Rd and North Becker Ridge Rd, and in fact North Becker Ridge Rd is posted 'No Trespassing' near the entrance from Chena Ridge Rd, blocking any part of it from public use. Thank you for your consideration. | f show the lack of connection between Becker Ridge Road and North Becker Ridge Road as a dashed instead of solid black line. This symbology did not transfer well to the scale of the la printed maps available online and at the January public meeting. The undeveloped section between Becker Ridge and North Becker Ridge Road is platted as a public right-of-way but is the state of the state of | | | | | | | |

| Corridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
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| | | | | | | | |
| 51 | 2/10/2023 | Email | Yoko | Collier-Sanuki | | Thank you for leading public involvement for the FNSB Comprehensive Roads Plan. We did not participate in the Community Open House held on January 21, 2023, as we werer not aware of it until afterwards and wish it had been advertised more widely to the public and all who would be affected. We are writing to you because we oppose the proposed two Minor Collectors: #151 and #366. The former connects Becker Ridge Rd to Taroka Drive, which runs below our poreptry. The two small, ill maintained, difficult roads them merge just before Taroka Drive meets Chena Ridge Rd. As they are, these two roads are dangerous and so problematic that USPS mail carriers refuse to deliver mail and packages. Any delivery persor would say that it is one of the worst roads, if not the worst, in the area. In fact, Taroka Dr. is only 15ft wide in places, and does not even meet the FNSB Code's requirement o 20ft width with minimum shoulder of 2ft for minor collectors. Please do not make the condition of Taroka Dr. and Ida Dr. worse than they are by funneling yet more traffic onto them. If there is a need for Becker Ridge Road to connect the Chena Ridge Road, the borough would definitely want to consider re-opening the connecting area between Becker Ridge Road and North Becker Ridge Road. They are much wider and safer roads than Taroka Dr. The Comprehensive Roads Plan seems to indicate that this connection is already a Major Collector; however, it is currently not a through road. There is no traffic access between Becker Ridge Rd, and North Becker Ridge Rd is posted 'No Trespassing' near the entrance from Chena Ridge Rd. J, blocking any part of it from public use. | comments. The FNSB GIS data does show the lack of connection between Becker Ridge Road and North Becker Ridge Road as a dashed instead of solid black line. This symbology did not transfer well to the scale of the large printed maps available online and at the January public meeting. The undeveloped section between Becker Ridge and North Becker Ridge Road is |
| 51 | 2/6/2023 | Email | Jane | Hannah | | [Several photos are included in the email message of this comment] I am writing in opposition to proposed "minor collector roads 151 and 366". Page 17 of the Comprehensive Roads Plan FNSB Road Corridor and Functional Classification Plan: Official Maps and Policies states thatfuture road corridor selection would: **Road grade -have a road grade -10%" **Intersection grade -have an and grade clow" **Intersection grade -have an and grade -10%" **Intersection grade -have an and Patrick at the informational meeting on 1/23/23. As promised, I have attached the Taroka Dr photos #1-14 that I took in 2007 and was showing Natalie and Patrick at the meting. Photos #15-18 were taken on Taroka Dr in winter 2022 which clearly depict the total deterioration of the roadbed during the last Syears and the dangerous driving conditions residents face. Ida Lane is in similar poor condition as well. It is clearly evident that neither Taroka Dr or Ida Ln can handle additional traffic if the proposed "minor collector roads 155 and 366" were constructed as outlined. The data will show that the roads are not reasonable of feasible and road grades are greater than 16% on Taroka and Ida, not the <10% that the policies require. A description of the photos follows: 1. This photo is taken from Chena Ridge Rd on this hill and require 4wheel drive most of the year. #2. This photo shows the same hill looking down onto Chena Ridge. The school bus stop is dangerously located at the bottom of this steep hill at the stop sign with a very short parke law Ida Line Ridge. Taroka Dr and Ida Line Ridge. Taroka Dr and Ida Line Is inder Ridge or Maing the turn onto Taroka Dr, we know to yoild to chero antinuing. If all photo shows the same hill looking down onto Ch | Thank you for your comments. Like all planned corridors, Corridor 366 will only be developed the parcels it crosses are subdivided by the property owners. Based on an engineering analys and site visit, 366 is feasible to construct to FNSB standards given small adjustments to alignment during the subdivision and platting process. Corridor 151 has been removed from the plan due to topographical challenges and feasibility concerns brought up by the community and verified through engineering analysis and a site visit. |

| | | | | | 023 Draft Corridor I | | |
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| orridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
| 52 | 2/7/2023 | Email | Jane | Hannah | | #4. This photo shows tda Lane intersecting with Taroka Dr at the top of the hill. There is a stop sign now at the end of Ida Ln. This is a hazardous totally blind intersection and residents of Ida Lane have to physically slowly inch onto Taroka Dr before they can see if the road is clear because of the opposing slope of Taroka Drive and the angle of the intersection. This is an extremely dangerous intersection. #5 and #6. These photos show the Ida Lane intersection taken from Taroka Dr as it approaches Chena Ridge Rd. The steep grade of Ida Ln is visible on the left in photo #5 in front of the house. The blind intersection is clearly apparent due to the steepness of Ida Lane and the angle of the intersection. These photos portray the wooden stakes across the road which measure the width of Taroka Dr at only 15ft with no shoulders whatsoever as one approaches this Ida Lane intersection. In the winter, the roadway width is much narrower due to snow banks. #7 and #8. These photos depict the blind curve on Taroka Dr adjacent to the Ida Ln intersection. The road sign is visible in photo #8. This curve becomes flooded during breakup or heavy rain which narrows the roadway to one lane. #9 and #10. Taroka Dr is measuring 15ft 9in at the driveway of 1592 Taroka Dr. Wooden stakes with measuring tape are visible just beyond the driveway in photo #9. #11. This photo shows two cars passing each other on a dry roadbed. In winter months Taroka Dr and Ida Ln are both one lane roads. Cars on both roads must stop and pull over at driveways to pass one another along the entire length of both roads. Water trucks and fuel trucks frequent both roads and are a serious hazard all year long. #12. The start of the downhill where Taroka Dr approaches the witchback. The road width was measured at 18 ft at the start of the downhill narrowing to 14 ft at the switchback where frequent both intersect. In ead the nontinnes downlin with a measured 16.6% gread and and width. narrow r | Thank you for your comments. Like all planned corridors, Corridor 366 will only be developed the parcels it crosses are subdivided by the property owners. Based on an engineering analys and site visit, 366 is feasible to construct to FXSB standards given small adjustments to alignment during the subdivision and platting process. Corridor 151 has been removed from the plan due to topographical challenges and feasibility concerns brought up by the community and verified through engineering analysis and a site visit. |
| | | | | | | | |
| 153 | 2/1/2023 | Paper Form | | | | Not feasible due to terrain | Corridor 153 is being maintained in the plan update and is a corridor from the 1991 Roads Plan. It is likely feasible to construct to FNSB standards given small adjustments during the subdivision and platting process to address terrain. |
| 53 | 2/8/2023 | Email | Jane | Hannah | | #13 and #14. This is the view from the switchback looking up at the top of the steep grade. The stake measurement in photo #13 measures the width at 17ft Sin. No shoulders. #15-18. These photos depict the condition of Taroka Dr in 2022 in winter conditions. *The first photo shows the blind curve with flooding reducing the roadway to one lane as described in photo #8. A car needed to be towed out of the overflow. Mail service to Taroka Dr was halted for a week as the road was deemed too dangerous. *The second photo shows the 16.6% grade on the downhill after the switchback. As clearly seen, the roadbed has deteriorated from the 2007 photos and is now mud and sand. Awheel Drive is necessary year round to navigate this hill which is often one lane. The road width by Stuzmann Engineering Assoc in 2007 was measured as 14 feet before the pictured mailtoox. *The fourth photo shows the one lane road conditions and deteriorated roadbed that is now sand and mud with no remaining topcoat or gravel. *The fourth photo shows the road damage from winter runoff on the hill where the proposed "minor collector 151" would intersect at the switchback. In summary, are proposed roads "minor collector 151 and 366" reasonable and feasible? The photos, data and residents testimony show they are not. A similar proposed road connecting to Taroka was deemed impossible in 2007 "and engineering data has shown that this connection cannot be safely constructed without reconstructing the entirety of Taroka Dr. The photos demonstrate that the road so we drive slowly and cautiously, Being one lane much of the year clue to snow banks and mud, we know to pull oway 1-rafic cany and year of the road, so we drive slowly and cautiously, Being one lane much of the year Taroka Dr whose and wenow to pull oway 1-rafic kary 1-rafic kary 1-rafic kary 1-rafic kary 1-rafok Dr. In addition, Taroka Dr and Ida L nare dangerous roads navigated by residents who know each ther and the | community and verified through engineering analysis and a site visit. |

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| orridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
| 54 | 2/9/2023 | Email | Jane | Hannah | | The hill on Taroka Dr which would connect to "minor collector road 151" was measured by Stuzmann Engineering Assoc in 2007 to have roadgrades of 15.5% on the north side of the switchback and 16.6% on the south side of the proposed intersection which violates both the road grade and intersection policies. The connection of "minor collectors 151 and 366" is dangerous and an extreme hazard to both lida Ln and Taroka Dr residents. In addition, Taroka Dr and Ida Ln are not FNSB platted borough roads where they intersect each other and Chena Ridge Rd. The Comprehensive Road Plans map that was sent to my home announcing the proposed new corridors does not have Taroka Dr and Ida Ln connecting to Chena Ridge Rd at all. The map shows the proposed minor collector roads connecting to Taroka Dr and Ida Ln and then simply ending with no further connection to any road on the map. I would appreciate legal clarification of this area of your road map. In conclusion, Becker Ridge Rd is classified as a "major collector". Proposed roads "151 and 366" are classified as "minor collectors" and Chena Ridge Road is classified as "arterial". These roads would be connected by way of Taroka Dr and Ida Ln which are not borough platted roads and don't meet any requirements in terms of road width, shoulders, road grade, intersection grade or road condition. This road planning is a serious hazard to residential health and well being. I vehemently opposet me proposed "minor collector roads 151 and 366" for the safety of Taroka Dr and Ida Ln residents. I submit that roads 151 and 366 be officially removed from the FNSB Road Corridor and Functional Classification Plan. I also formally request a community meeting to discuss the proposed plans. | the parcels it crosses are subdivided by the property owners. Based on an engineering analys and site visit, 366 is feasible to construct to FNSB standards given small adjustments to alignment during the subdivision and plating process. Corridor 151 has been removed from the plan due to topographical challenges and feasibility concerns brought up by the community and verified through engineering analysis and a site visit. |
| .71 | 2/10/2023 | Web Form | Ariane | Glover | | 171 (SE) is described in the Corridor Descriptions Document, but I don't see 171 on any of the maps in the plan. I would anticipate it should be on Map 02S 02E, correct? | Thank you for your comments. Corridor 171 is immediately adjacent to Corridor 172 in 025 02E. It runs north and south along Keeney Road. Because of the scaling on the Roads Plan maps included with the Plan, the label did not show up. |
| 72 | 2/10/2023 | Web Form | Ariane | Glover | | Thank you for including Corridor 172 between Keeney and Champion. Currently not maintained or serviced, the poor road quality and lack of snow removal makes it difficult to use year round. Without maintenance or snow removal, it forces residents out to the Richardson Hwy to access Keeney Rd., requiring a U-turn on the highway, if coming from North Pole, in order to be in the southbound lane to make the turn. Access from Champion would be much safer, not having to make a U-turn on the highway or a right turn onto Keeney where there is no turn-lane to exit with cars following at speeds of 60+ mph. | Thank you for your comments. No change identified. |
| 94 | 2/2/2023 | Email | Jeanie | Cole | | Perhaps extending 194 north to 46 would be a better access to the large parcels and state land in Smallwood area than #362? | Thank you for your comment. The Roads planning team and Steering Committee will take this suggestion into consideration. |
| 105 | 1/21/2023 | Email | Rodney | Guritz | | I'm shocked that part of Old Murphy Dome Road doesn't have a ROW and pleased to see this in the plan. However the plan should reflect that part of OMD in between the McCloud and Hattie Creek subdivisions is not a major collector (even if it has an easement for such) - it's an unmaintained dirt road used as only a trail in the winter and barely used by 4WD vehicles in the summer. | The portion of OMD road between McCloud and Hattie Creek subdivisions has a roadway easement designating it as a public road. While it is not currently functioning as a major collector, if large adjacent parcels subdivide in the future, it could begin functioning more as a collector as development and traffic increase. Designating OMD as a major collector ensures that direct lot access (driveways) will be minimized so that the road can function safely in the future. |
| 205 | 1/21/2023 | Email | Rodney | Guritz | | I'm shocked that part of Old Murphy Dome Road doesn't have a ROW and pleased to see this in the plan. However the plan should reflect that part of OMD in between the McCloud and Hattie Creek subdivisions is not a major collector (even if it has an easement for such) - it's an unmaintained dirt road used as only a trail in the winter and barely used by 4WD vehicles in the summer. | The portion of OMD road between McCloud and Hattie Creek subdivisions has a roadway easement designating it as a public road. While it is not currently functioning as a major collector, if large adjacent parcels subdivide in the future, it could begin functioning more as a collector as development and traffic increase. Designating OMD as a major collector ensures that direct lot access (driveways) will be minimized so that the road can function safely in the future. |

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| orridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
| 251 | 2/10/2023 | Email | Cindy | Williams | | New Corridor 251: Connects Musk Ox subdivision to Ski Boot Hill This proposed corridor turns most of the length of my quarter-mile driveway into a through road. I oppose this road - for its impacts and costs, its potential dangers to my family, and its effect on the neighborhood. Its impacts would affect our quality of life, that of our neighbors, and that of trail users from throughout Fairbanks. Potential impacts: The potential impacts to my family and my property include a new, hazardous exit from my very steep uphill driveway to a heavily travelled road, and increased drainage damaging to my house from along the new road. The potential impacts to the neighborhood are alterations to the character of the quiet, rural neighborhood, and loss of the popular and heavily used trails along this corridor. The potential impacts to Musk Ox subdivision involve the safety and maintenance of Moose Trail and the safety of cars exiting from Eldorado Rd to Ballaine Road. Two unsafe corrers on Moose Trail is a low traffic road built to the needs of the subdivision. Additional traffic would exacerbate safety issues that are not easily fixable in the current rights of way. There are two dangerous corrers along Moose Trail, near the junction with Eldorado and at Meadow Muose. In addition, the exit from Eldorado not Ballaine is already dangerous. It requires patience even with current traffic. Traffic to and from Pearl Creek Elementary School floods this intersection mornings and afternoons. Sight distances are poor, poorer in winter. Traffic heading north on Ballaine comes fast over the crest just before Eldorado. | Thank you for your comments. Like all corridors in the plan, Corridor 251 would only be developed if the parcels it crosses or is adjacent to subdivide. The corridor has been realigned to better follow contours and provide a significant wooded buffer between the road corridor and Skyline Ridge Trail. There are existing roadway easements from the end of Moose Trail heading east and then north to connect into the east-west section of the corridor that links ug with Ski Boot Hill, making a portion of this corridor feasible by following the existing easements. The portion heading east and then north from the end of Moose Trail appears feasible to construct to FNSB standards (<10% grade) based on the underlying topography, which shows about a 5% grade. |
| 251 | | | | | | Any cost of upgrading Moose Trail for heavier traffic needs to be borne by the property developer or subdivider. Simply appending any subdivided area to the Musk Ox Road Service Area (RSA) would not be sufficient to cover these costs. This is because road improvements would precede development and sales, and precede RSA taxes on developed parcels (if they did join the RSA). Would there be enough new RSA taxpayers to support road improvement costs? Compatibility with existing uses and borough plans: The trail along this corridor is heavily used, by skiers, snowshoers, snowmachiners, mushers, runners, cyclers, walkers, dogwalkers, horse riders, and berry pickers. I've used the trail in C2 Syears. My husband has used it for 50 years. It is part of the FNSB Trails Plan, and connects the Skarland trails to the borough trail to Skyline Ridge Park. It's used for race routes each year. It's an important link that I want to remain pleasant and natural. I want it to remain a trail, not a route or a road. Communications and Geometry: If this corridor (251) is to be developed, I and other neighboring landowners will need close communication with the borough to ensure the road design includes driveways that maintain adequate sight distances, good corner visibilities, level intersection approaches and optimum intersection angles. We will also need communication to ensure that changed drainage patterns won't damage existing structures. | |
| 254 | 2/1/2023 | Paper Form | Carl | Kretsinger | | The proposed trail shows an extension between my property and the property of my neighbor to the west of me. There is no easement through this area and I would be against having through traffic through my property. Another consideration is that most of Old John Trail is a private road with exclusive use easements. | Corridor 254 would only be developed if the parcels it crosses or is adjacent to are subdivided by the owners. |
| 273 | 2/1/2023 | Paper Form | Bruce | Bridwell | | Opposed. This proposed connector creates access from/to Old Murphy Dome that adds significant vehicle traffic to the privately maintained Moose Mtn road service area. Additionally this creates a conflict with the quiet we have on the trail. | Corridor 273 follows the existing Moose Mtn service road and will only be developed if the parcels it crosses subdivide in the future. The parcels it crosses currently comprise Moose Mt ski area. Road and trail conflicts can be addressed during the subdivision and platting process through a planned shared road and trail corridor. |
| 273 | 1/29/2023 | Web Form | Tracie | Curry | | Corridor 273 overlaps a high volume recreational trail that is used in all seasons by people throughout the borough. I strongly oppose corridor 273 due to the negative impact it would have on the character and use of the existing trail. | Corridor 273 follows the existing Moose Mtn service road and will only be developed if the parcels it crosses subdivide in the future. The parcels it crosses currently comprise Moose Mt sk area. Road and trail conflicts can be addressed during the subdivision and platting process through a planned shared road and trail corridor. |

| FNSB Roads Pla | in: Public Commer | nt Tracker, Janu | ary-February | 2023 (January 202 | 3 Draft Corridor Ma | aps-Specific) | |
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| orridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
| 73 | 1/22/2023 | Email | Greg | Grajew | GMC RSA Commissioner | As we discussed, here are my comments as one of the Road Service Commissioners for the Goldstream Moose Creek (GMC) subdivision. Our Service Area covers 11.8 miles with around 500 residents spanning Moose Mtn. and tributaries as well as down Spinach Creek: Hardluck, Photon, Keystone and Frenchman. If the main effort of this "plan" is to provide alternate exits for single egress roads, the proposed 273 and 372 "minor collector" as mentioned in the map below do not provide any alleviation for us should our main "escape" route down Moose Mtn. be blocked. I don't know where the other end of 273 terminates but FY1 the Old Murphy Dome Road is not maintained in winter. If you propose that in 20 years this may change, the way off this mountain would be what? 20 miles to fox, a proposed link up to 372 down an imaginary tie-in to Coyote Trail or Jones Road? Both of those roads are in bad shape, not to mention that to accomplish this you would need to traverse existing hiking trails, forked, 22 ending at the cul de sac on Monteverde East will saturate it while providing no alleviation to residents requiring an alternate "escape route" should Moose Mtn. be blocked. Given current resources (yearly budget), we barely manage to maintain the roads in our service area. We currently have around 111 households on Moose Mtn. and tributaries, representing 57.2% of all residents in our service area. Our primary concern is safety and maintaining these roads accessible year round. The proposal to, down the road, plan on adding more houses (that will then have to be included in an as yet TBD Service Area. Personally I don't see adding 50 or more homes to our existing service area feasible. Additionally, should the proposed new subdivision be another service area. Personally 10 or to see adding 50 or more homes to our existing service area feasible. Additionally, should the proposed new subdivision be an other service area. Personally I don't see adding 50 or more homes to our existing service area feasible. Additionally, should the | |
| 273 | 1/21/2023 | Email | Rodney | Guritz | | This road is not likely to ever be built and would be a huge detriment to the neighborhood if it were. It is the current route of an existing, popular all-season multi-use trail (see Moose Ridge Trail in the comprehensive trails plan). The route goes through private property owned by Moose Mountain that is not likely to be subdivided as long as there is an operating ski hill. The trails plan notes that if a road was developed through this corridor, the trail would be re-routed. However, re-routing the trail and placing a road next to it would destroy the character of the trail, regardless of any small vegetative buffer. Moose Ridge Trail is an extremely popular all-season, multi-use trail and placing a road next to it would destroy the character of the trail, regardless of any small vegetative buffer. Moose Ridge Trail is an extremely popular all-season, multi-use trail cutting across wild undeveloped land with expansive views; it should remain this way if further development in the area is pursued. There are other routes that would achieve the same goal without the same detriment. While route 273 would represent an alternate route out of the neighborhood in case of natural disaster, developing this route would greatly increase pressure on Moose Mountain road, which is already dangerous and heavily trafficked, particularly during weekends while the ski hill is operating. It will not improve emergency services access to Moose Mountain subdivisions. Net benefit to safety would be negative. Further, most of this route travels a high ridge through all-lower all outer as a regard to residential development. There are grades on this trail that exceed the 10% allowable, so this route as drawn is not even practical, and would require re-routing at time of subdivision. The current value of this trail greatly outweighs any potential road through this corridor. I strongly urge the FNSB to remove this route from the roads plan. | |
| 73 | 2/4/2023 | Email | Linda | DeFoliart | | This runs along a ridge that has a beautiful trail going out to Old Murphy Dome Rd. I was told by Bryant that the trail is in the Master Trails Plan. The ridge it runs along is rather narrow and I don't see how a road could be added and maintain the essence of that trail. The trail is very popular and fairly heavily used year round by mushers, skiers walkers, fat-bikers, mountain bikers, snow-machiners, four-wheelers, you name it. I understand the Borough wanting to develop property but please consider the comments of the people who live here and use these roads every day. | Corridor 273 follows the existing Moose Mtn service road and will only be developed if the parcels it crosses subdivide in the future. The parcels it crosses currently comprise Moose Mt ski area. Road and trail conflicts can be addressed during the subdivision and platting process through a planned shared road and trail corridor, as noted in the Trails Plan. It is likely feasible to construct to FNSB road standards given small adjustments to alignment during the platting and subdivision process. |
| 73 | 1/21/2023 | Email | Rodney | Guritz | | This road is not likely to ever be built and would be a huge detriment to the neighborhood if it were. It is the current route of an existing, popular all-season multi-use trail (see Moose Ridge Trail in the comprehensive trails plan). The route goes through private property owned by Moose Mountain that is not likely to be subdivided as long as there is an operating ski hill. The trails plan notes that if a road was developed through this corridor, the trail would be re-routed. However, re-routing the trail and placing a road next to it would destroy the character of the trail, regardless of any small vegetative buffer. Moose Ridge Trail is an extremely popular all-season, multi-use trail cutting across wild undeveloped land with expansive views; it should remain this way if further development in the area is pursued. There are other routes that would achieve the same goal without the same detriment. While route 273 would represent an alternate route out of the neighborhood in case of natural disaster, developing this route would greatly increase pressure on Moose Mountain road, which is already dangerous and heavily trafficked, particularly during weekends while the ski hill is operating. It will not improve emergency services access to Moose Mountain subdivisions. Net benefit to safety would be negative. Further, most of this route travels a high ridge through a ~10-year old burn. While the views are great the land is steep, sparsely vegetated, and not ideal for residential development. There are grades on this trail that exceed the 10% allowable, so this route a drawn is not even practical, and would require re-routing at time of subdivision. The current value of this trail greatly outweighs any potential road through this corridor. I strongly urge the FNS8 to remove this route from the roads plan. | Corridor 273 follows the existing Moose Mtn service road and will only be developed if the parcels it crosses subdivide in the future. The parcels it crosses currently comprise Moose Mt ski area. Road and trail conflicts can be addressed during the subdivision and plating process through a planned shared road and trail corridor, as noted in the Trails Plan. It is likely feasible to construct to FNSB road standards given small adjustments to alignment during the platting and subdivision process. |

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| | 1/19/2023 | Paper Form | William | Hao Jr | | Increased traffic on Moose Mountain Rd. creates a safety hazard. The Goldstream Moose Creek Service Area cannot accommodate it. This will divert attention from roads in the Spinach Creek Subdivision. | Corridor 273 follows the existing Moose Mtn service road and will only be developed if the parcels it crosses subdivide in the future. The parcels it crosses currently comprise Moose M ski area. It is likely feasible to construct to FNSB road standards given small adjustments to alignment during the platting and subdivision process. If the parcels surrounding Corridor 2 subdivide and develop in the future, additional residences can be added into the existing service area to provide tax revenue to support the maintenance of existing and additional n miles. |
| | 1/22/2023 | Email | Felix | Krause | road commissioner | My name is TFelix Krause. For 21 years I have lived at 3655 Keystone Road (99709) and currently I am serving as a road commissioner of this subdivision. With much concern I have followed the newest "Future Road Corridor"-Plan that FNSB is proposing. I do not know if you are aware that the maintenance of Moose Mountain Road (collector road) has been a point of contention for many years. Moose Mountain Road has very steep sections as well as sections with reduced sight visibility. In addition, the road has very steep metankments with dangerous unprotected drop-offs and no shoulder. Although the service area has spent a substantial part of its budget maintaining and upgrading this road, hose expenses just were enough to keep the road from "falling apart". What do I mean by "falling apart"? Due to its steep sections and weak subbase every year washing-board patterns make the driving difficult. In addition, the road has very steep sections, we encounter reappearing much holes. As of now the neighbors have put up with this less than ideal situation but any more traffic generated by road extensions 273.8.372 will break the delicate and fragile balance that we have tried to achieve in the last years. Until now the neighbors mostly have been willing to live with a mostly substandard road. It is hard to umagine that in the future, when the roads are being extended and the traffic flow increases, the road service area will be able to keep up with maintenance and safety of Moose Mountain Road and install guard rails I could see a feasible way forward. Otherwise we will be creating a sore and never healing wound, no matter how much bandages we/you stick on. thank you for your consideration | Corridor 273 will only be developed if the parcels it crosses subdivide in the future. The par it crosses currently comprise Moose Mtn ski area. If the parcels surrounding Corridor 273 subdivide and develop in the future, additional residences can be added into the existing service area to provide tax revenue to support the maintenance of existing and additional r miles. |
| | 2/8/2023 | Email | Briana | Franz | | I am writing to state I am against the proposed road plan, specifically #273 and #372. These roads will significantly impact the recreational trail system used by hikers, skiers, walkers, dog mushers, bikers, and snow machines. Building a road here would destroy the value of these trails used year round by local residents. Furthermore, I am also concerned with the ability for moose mountain to be able to sustain increased traffic volume of these added roads. Moose mountain already has difficulty sustaining the level of traffic it receives. Not only is the road quality a concern but the safety of those driving it as well. Moose mountain is a narrow and steep road that sees vehicles going off the road both to the up and downhill sides of the mountain. Increased traffic will create increased risk for accidents to both residents and skiers using the buses for recreation. Thank you for your time and consideration. | Corridor 273 follows the existing Moose Mth service road and will only be developed if the parcels it crosses subdivide in the future. The parcels it crosses currently comprise Moose I ski area. Road and trail conflicts can be addressed during the subdivision and platting proce through a planned shared road and trail corridor, as noted in the Trails Plan. It is likely feasi to construct to FNSB road standards given small adjustments to alignment during the platti and subdivision process. If the parcels surrounding Corridor 273 subdivide and develop in future, additional residences can be added into the existing service area to provide tax reve to support the maintenance of existing and additional road miles. |
| | 2/9/2023 | Web Form | Stephanie | Wight | | I am writing to state that I am against the proposed road plan, specifically #273 and #372. These roads will significantly impact the recreational trail system used by hikers, skiers, walkers, dog mushers, bikers, and snow machiners. Building a road here would destroy the value of these trails used year round by local residents. Furthermore, I am also concerned with the ability for moose mountain to be able to sustain increased traffic volume of these added roads. Moose mountain already has difficulty sustaining the level of traffic it receives. Not only is the road quality a concern but the safety of those driving it as well. Moose mountain is a narrow and steep road that sees vehicles going off the road both to the up and downhill sides of the mountain. Increased traffic will create increased risk for accidents to both residents and skiers using the buses for recreation. Road #273 and #372 would negatively impact current residents on moose mountain. Thank you for your time and consideration. | Corridor 273 follows the existing Moose Mtn service road and will only be developed if the parcels it crosses subdivide in the future. The parcels it crosses currently comprise Moose ski area. Road and trail conflicts can be addressed during the subdivision and platting proc through a planned shared road and trail corridor, as noted in the Trails Plan. It is likely feas to construct to FNSB road standards given small adjustments to alignment during the platt and subdivision process. If the parcels surrounding Corridor 273 subdivide and develop in future, additional residences can be added into the existing service area to provide tax rev to support the maintenance of existing and additional road miles. |
| | 2/7/2023 | Email | Kristy | Howk | | As a resident of Moose Mountain community, I strongly oppose the design of Collector Roads 273 and 372. As mentioned in other comments, i'm concerned about the safety on our narrow roads which have no shoulders. It is very steep, slippery in the winter months and was not built for through traffic. As it is now, it can be treacherous passing large delivery fructs hauling water and fuel not to mention the ski buses each weekend during winter. Presently, cars and buses have been sliding into the ditches trying to avoid each other. With an increase in through traffic and with the probability of increased traffic speeds and unfamiliarity with local conditions a real safety issue will most likely arise. Presently the local residents enjoy a peacefulness with low traffic where they can walk their children and pets on the road and local drivers are aware and drive slowly. The drivers realize that those walking have no where to get out of their way with no shoulders on the roadway. To build a through road through an existing quiet neighborhood is asking for trouble. Something FNBS should not be encouraging. Another issue that impacts our neighbors as well as others is 273 on the public use trails. A road and a trail would hardly coexist on the same ridge. The proposed collector read has steep grades and heavy drifting which would be very expensive to maintain. We all enjoy this space that we can easily access for recreation and enjoying nature. I would like to see collector 273 and 372 removed from the Comprehensive Roads Plan. | Corridor 273 follows the existing Moose Mtn service road and will only be developed if the parcels it crosses subdivide in the future. The parcels it crosses currently comprise Moose I ski area. Road and trail conflicts can be addressed during the subdivision and platting proce through a planned shared road and trail corridor, as noted in the Trails Plan. It is likely feasi to construct to FNSB road standards given small adjustments to alignment during the platti and subdivision process. If the parcels surrounding Corridor 273 subdivide and develop in future, additional residences can be added into the existing service area to provide tax reve to support the maintenance of existing and additional road miles. |

| FNSB Roads Pla | n: Public Commer | nt Tracker, Janu | ary-February | 2023 (January 202 | 3 Draft Corridor Ma | sps-Specific) | |
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| Corridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
| 273 | 2/7/2023 | Email | Murray | Howk | Commissioner, Goldstream Moose Creek Service Area | In regards to the the Draft FNSB Comprehensive Roads Plan connectors 273 and 372 all Road Commissioners contacted from the Goldstream Moose Creek Service Area strongly apposed to the two minor connectors #'s 273 and 372 within our service area. * If developed as designed #273 and #272 will put an unnecessary burden on our imited budget. Through traffic congestion would substantially degrade Moose Mountain and Monteverde roads, creating increased washboarding, pot holes and snow removal on such a steep incline. These problems exist presently. Contractor call outs to repair this increased damage are very expensive. * Saftey. Moose Mountain roads narrow width is barely adequate, especially in the winter with steep grades. Due to contractor delays Moose Mountain roads become narrower in winter. The roadway's width is easily compromised with snow berms crowding the center line during winter storms. Downhill traffic must pull over, giving way to ski buses, fuel and water trucks which often have to chain up to access the top of the hill. Buses and cars routinely slide into the steep ditches. * Crime. While not usually considered in road construction design, at present, Moose Mountain enjoys a very low crime rate, which we believe is directly related to not having a connector through road. Anyone considering crime probably knows that there is no outlet and force them to backtrack with a greater chance of being identified. * Public use trail. Increased use of the major public use trail system located on #273, needs careful consideration. This trail system is used by ski, bike, hiking, snowmachining and dog sledding. A connector road must use that is presently used for these activities. Parking at the trail head presently uses the existing private road at the top of Moose Mount Rd. This is becoming more of an issue. In winter this trail traditionally requires Old Murphy Dome Road to remain unplowed. If developed a portion of this trail system would be lost. * A better use of the land. Instead of pushing ahe | Corridor 273 follows the existing Moose Mtn service road and will only be developed if the parcels it crosses subdivide in the future. The parcels it crosses currently comprise Moose Mtr ski area. Road and trail conflicts can be addressed during the subdivision and platting process through a planned shared road and trail corridor, as noted in the Trails Plan. It is likely feasible to construct to FNSB road standards given small adjustments to alignment during the platting and subdivision process. If the parcels surrounding Corridor 273 subdivide and develop in the future, additional residences can be added into the existing service area to provide tax revenu to support the maintenance of existing and additional road miles. |
| 273 | 2/10/2023 | Email | Eleanor | Воусе | | I am Eleanor Boyce, property owner and resident in the Moose Mountain neighborhood of Goldstream Valley. The following comments are in response to the 01-16-2023 draft of the FNSB road plan. Some relevant public comments from the previous round are cited below. 2.Safety and maintainability considerations [proposed corridors 273, 372] Moose Mountain Road is very narrow with steep drop offs (Kris Howk), and is graded between 8-10% from the intersection at the base to the top of the mountain and can be dangerous to vehicles without chains or studs during spring freeze/thaw cycles (Roger Evans). Increased traffic on it would create a possible safety hazard for the public and land owners (Kris Howk). As I personally own a 4WD vehicle with good traction and studded tires, I find Moose Mountain road to be adequately maintained - by which I mean, for half the summer we deal with washboard and dust, and year-round we experience delays in grading and snow clearing due to limited maintenance funds (understandable) and the FNSB-procured contractor not having adequate staff/equipment to respond promptly. These road conditions persist from year despite having a team of engaged, dedicated road commissioners, and are representative of many hillside roads in Goldstream Valley which have similar grades and approaches to maintenance. Any mid-winter freezing rain event (and these are likely to be more frequent in future due to climate change) may require chaning up even a 4WD, studded- tire vehicle until the contractor is available to spread gravel. Added traffic will make Moose Mountain road elss safe and more difficult to maintain even to its current standard. I would argue that the page 17 FNSB Future Road Corridor Selection Criteria category "Economic: Feasibility" should not only require that a road be reasonable/feasible to construct, but also that it be reasonable/feasible to maintain. | Corridor 273 follows the existing Moose Mtn service road and will only be developed if the parcels it crosses subdivide in the future. The parcels it crosses currently comprise Moose Mtn ski area. Road and trail conflicts can add trail corridor, as noted in the Trails Plan. It is likely feasible to construct to FNSE road standards given small adjustments to alignment during the platting and subdivision process. If the parcels surrounding Corridor 273 subdivide and develop in the future, additional residences can be added into the existing service area to provide tax revenu to support the maintenance of existing and additional road miles. |
| 274 | 2/1/2023 | Paper Form | David | Sullivan | | How and when will the existing home owners be notified of the subdivision development is proposed? Will the home owners be allowed questions and comments? | The Roads Plan doesn't promote development or trigger subdivision or road development in any specific areas. Rather, it guides road connections when landowners decide to subdivide. Title 17 requires that adjacent property owners be notified of proposed subdivision activity. |
| .75 | 2/1/2023 | Paper Form | David | Sullivan | | How and when will the existing home owners be notified of the subdivision development is proposed? Will the home owners be allowed questions and comments? | The Roads Plan doesn't promote development or trigger subdivision or road development in any specific areas. Rather, it guides road connections when landowners decide to subdivide. Title 17 requires that adjacent property owners be notified of proposed subdivision activity. |
| 181 | 1/25/2023 | Web Form | Ben | Raevsky | | | Thank you for your comments. Like all proposed corridors in the Roads Plan, corridor 281 extending Hawkeye Downs to Calder Creek would only be developed if the property owners or the parcels that the corridor crosses decide to subdivide. As a second-class borough with limited road powers, the FNSd bees not construct or maintain roads. Roads are developed by property owners/developers when they decide to subdivide through the platting process. The Roads Plan offers orderly direction about where these new connections would be most beneficial and feasible, but does not trigger and road development, until landowners decide to subdivide. This way, the plan ensures that property owners are able to legally access their properties through planned corridors. |
| 293 | 1/16/2023 | Email | Eric | Troyer | | I was just taking a quick look at the FNSB road plan (I won't be able to make the Saturday open house). I live in the neighborhood that has Red Berry, Pine Wood and Green Leaf Roads. I noticed that one of the possible minor collectors (#293) takes off from the Red Berry/Pine Wood intersection. That will traverse a slope that is covered in black spruce and is probably a prime permafrost area. A couple of informal foot trails in that area have sunk deep into the mat. A better route would be from the end of Green Leaf (uphill). That seems to have much better soils. I'm no expert in these things, so take my advice with a big grain of salt, but I thought I should mention it. | Thank you for your comments. The Roads Plan team took a closer look at the alternative connection to Green Leaf. The 1991 Roads Plan did have a proposed corridor connecting into Green Leaf and heading northward, but this was removed due to its redundancy with proposed Corridors 15 and 293 and its conflicts with the proposed O'Connor Creek East trail. Since all of these potential corridors cross one large public FNSB-owned parcel, alternatives that meet the same intent of Corridor 293 could be considered at the time of subdivision if or the-ground investigations (survey data) indicate that its current alignment is impractical due t permafrost or other issues. |

| Corridor # | Date | Form Received | <u> </u> | Last name | 23 Draft Corridor M | Comment | Response/How Addressed in Revised Maps |
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| 111001 # | Date | l'onn neceiveu | i ii se name | Last name | | | Response/now Addressed in Revised Maps |
| 15 | 2/10/2023 | Email | Pamela | Miller | Arctic Audubon Society | First, on behalf of Arctic Audubon Society, we wish to request an additional month for public comment a full fast sain for some to review. The plan also still includes a number of very controversial corridors which would degrade open space, important trails, willidife habitats and fresh water bodies, and environmental quality of neighborhoods and the FNSB. The environmental quality of the plan, as well as from the standpoint as landowners of the Audubon Riedel Nature Reserve, we request better consideration and identification of existing greenspace, trails, recreational use, and land suitability for roads such as wetlands, permafrost melt, and other conflicts. Another feature to consider is how new roads into certain areas could affect Dark Skies, so important for aurora viewing – a unique feature of our northern city so important for winter enjoyment of residents and travelers alike. It would be very useful to consider existing and proposed greenspaces, parks large or small neighborhood places, nature reserves and conservation areas and to show those on the maps. For example, in the Goldstream valey Greenbelt https://interioraklandtrust.org/land-and-projects/goldstream-valley-greenbelt/. Despite extensive comments about the quality of ife, traits, and open space in the Goldstream Valley. Greenbelt https://interioraklandtrust.org/land-and-projects/goldstream-valley-greenbelt/. Despite extensive comments about the quality of ife, traits, and open space in the Goldstream Valley. The January 2023 Draft Roads Plan still contains proposed Road 64 (connecting Miller Hill Road and Miller Hill Extensive through extensive wetlands and important open space with trails), as well as Rd 295 which may conflict with the trail network. Due to the proximity and potential effects of road traffic on the Audubon Riedel Nature Reserve, we would like to see proposed connector Road 331 be changed to Future Study from Minor Collector. | Thank you for your comments. Corridor 295 has been removed from the Roads Plan based o public input and an in-person site visitby the planning team to verify challenging topography and on-the-ground conditions (utilities conflicts, low ground/wetlands). |
| 995 | 2/10/2023 | Email | Pamela | Miller | Arctic Audubon Society | The FNSB could take additional steps — including an additional review draft of the FNSB Roads Plan — which would improve understanding of the full implications of the roads plan, as well as public ability to review the plan, especially given that the same consultant is carrying out the FNSB Trails Plan and the FNSB Roads Plan: • Overlay of existing trails and proposed trails from the Trails plan with existing and proposed roads in the FNSB Trails Plan (GIS map overlays both online and in print). • Overlay of existing trails and proposed trails from the Trails plan with existing and proposed roads in the FNSB Trails Roads Plan (GIS map overlays both online and in print). • Full depiction of all the proposed Road corridors — This needs to include the "New Road" corridors shown in this document on the detailed map, https://fnsbroadsplan.com/wp-content/uploads/2023/01/01-16-23_FNSBRoadsPlan_fullDraftwithRevisedCorridors.pdf and listed AND any "Old" corridors which would still be in effect from the 1991 Plan. • It would be very helpful to know which are New road proposals, and which are existing from the 1991 plan, and for these to be depicted differently as they have different terms and status. • It is unclean how the Draft Corridor Descriptions Document provided for the Jan 21, 2023 Open House. https://fnsbroadsplan.com/wp-content/uploads/2023/01/23/01116d FNSB-Roads-Plan-Corridor-Descriptions_DRAFT.pdf are addressed by the maps. The corridor descriptions still do not sufficiently address why certain loops are needed, how public comment was addressed or ignored, and in most cases, the nature of the land qualities or existance of trail crossings which could affect neighborhood land qualities or road building passes (e.g. evaluands, etc). • While the "Comment Tracker" is provided, https://fnsbroadsplan.com/wp-content/uploads/2023/01/JFNSBRoadsPlan_CommentTracker_Sept-Oct_2022.pdf, how those comments were adulesi addressed is less clear, especially since some road corridor numbers were chang | Thank you for your comments. Corridor 295 has been removed from the Roads Plan based o public input and an in-person site visit by the planning team to verify challenging topography and on-the-ground conditions (utilities conflicts, low ground/wetlands). |
| 309 | 2/7/2023 | Web Form | Amy | Tippery | | Please consider this an entry for the formal public comment session which ends on February 10, 2023. I am a property owner on Smallwood Trail and see that the planned upgrade #309 (page 24, map index 01N 02E) intends to extend Smallwood Trail as a minor collector class road with Hopper Creek, which is indicated to be an existing road on the index map. I must point out that Hopper Creek des not exist at this time, though it is designated as a road corridor in the FNSB tax parcel geodatabase. For many years, neighbors have been petitioning the Borough to designate this section labeled #309 (currently an unmaintained path) as a recreational trail. Currently and traditionally, it is frequented by somomachiners, mushers, hikers, trappers and cyclists year-round, and maintained by these user groups. Many petitions from neighbors and user groups to the SNSB Parks and Recreation Department resulted in the Borough placing 'no highway vehicle' signs on the trail as this use is incompatible with keeping the trail in usable shape. It has taken effort by many in these user groups to respectfully and kindly educate the public on the inaccessibility of this section of trail for heavier whicles at it is very steep and the alignment does not allow for switchbacks for safety or to ensure the trail surface is not easily eroded by traffic. For years, many efforts by neighbors to keep the trail restricted to recreational use has created an expectation that the Borough placed signage at the trailine designating it as the 'voy or Trail' with dational signage to remind users not to bring wheeled whicles on the trail during winter months (so as to maintain the trail in usable see groups for skiers and musers), and that the trail was not for road vehicles. We are now disappointed to see the divisions of the Borough pare not interfacing to share information on these segments and their importance to user groups as tourism, recreation and the natural environment are balanced with future development. After these years of interfacing with th | |

| | | | | | 23 Draft Corridor Ma | ps-Specific) | |
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| rridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
| 310 | 2/8/2023 | Web Form | Amy | Tippery | | Additionally, it may not be known to the planning committee who compiled the Roads Plan, but the section of Smallwood Trail from the top of the hill to the current cul-de- sac is not designated as collector, but as a pioneer access road with no shoulder designations and an easement of only 40 feet. It is not designed to serve more than 10 residential lots. It is therefore not logical to create a collector road beyond that section, with no other current entry point and no residences to serve beyond that point, with larger capacity than pioneer access. Even upgrading it to this pioneer access designation would be impractical because there is a length limit of 1,320 feet for a pioneer access road and the end of Smallwood Trail is currently at that limit. Due to the above reasons, I would like the Borough to change option #309 in the current draft Road Plan and either upgrade the last section of Smallwood Trail to connector status with proper easement and shoulders in preparation for later upgrades to the east, or simply delete the planned #309 upgrades from the plan as they would diminish the value and use of the trail currently enjoyed by the neighborhood and user groups in the larger Fairbanks Community. Thank you for the opportunity to comment. Please respond to this email with a verification that these comments have been submitted to the public record. | Thank you for your comments. Like all proposed corridors in the Roads Plan, Corridor 309 would only be developed if the parcels that it crosses subdivide. The Roads Plan is a long-rang planning document that does not direct development, but plans for road connections should development occur. The trail that Corridor 309 follows to reach Hopper Creek is designated in the FNSB Trails Plan as the Smallwood Creek Loop and is proposed for dedication as a Categor A trail. Since the trail and proposed corridor are documented in the FNSB Trail and Roads Plans, respectively, a planned shared trail and road corridor can be planned for and developed in the future to minimize trail impacts, should subdivision occur. |
| 09 | 2/9/2023 | Email | Thomas | Baring | | I oppose two proposed corridors in the Comprehensive Roads Plan: numbers 309 and 362. These proposed corridors are on the North-facing slope and side of Little Chena Prong, an area of black spruce, peat bogs, and permafrost. This is fragile terrain on which development and road construction should be avoided. Roads here will be expensive to build properly. They will also create an unnecessary, long-term borough expense given the challenge of maintenance. The roads themselves, coupled with the assumed construction of structures, will inevitably cause melting of ice lenses, formation of sinkholes and slumps, and altered drainage patterns, all of which will be costly, and possibly impossible, to repair. Given that they're on the North facing slope, they'll almost certainly be worse than Chena Hot Springs Road, over the hill to the South. The borough should save itself the headaches and perennial expenses by removing corridors 309 and 362 from the comprehensive plan and leaving this terrain to the moose, mushers, snowmachiners, and trappers. Thanks for considering my input. | public agencies from developing their land as they see fit. As a second-class borough through its comprehensive planning, platting, and land use powers, the FNSB can direct where road |
| 310 | 2/4/2023 | Web Form | Carolyn | Thomas | | I own 10 acres on Amanita Road, intersected by the road. In no way will I ever consider allowing the borough to develop my land as an access to Esro/Hopper Creek/Smallwood Trail (#s 120, 331 &404). I have no intention of subdividing. There is no sewer, water or natural gas infrastructure out here and no prospect of seeing such in the future. Residents rely on well or hauled water, septic tanks, outhouses and various fuel sources. Adding access so the borough can sell land for subdivision development is not in the best interest of the residents of Amanita Rd or the land itself. The land is fragile as evidenced by an increasingly deep drainage on the southeast corner of my lot that trapped a moose calf 2 years ago, and an enormous sinkhole, summer of 2022 on the property adjacent to my northeast corner. We are already threatened by the prospect of mining in an area roughly 1/2 mile from our homes. Amanita Rd has already been negatively impacted by the recently published Trails Plan, non-residents with off road vehicles abusing the road residents maintain, endangering pedestrians and animals as they pass, ignoring posted speed warnings. It is my understanding that once developed, the roads in a Scondary Borough fall under the responsibility of a Rural Service Area, and the landowners would carry the burder of additional taxes to support the RSA. Amanita Road has numerous rental tenants who would not necessarily be impacted by increased property taxes. Thank you for the opportunity to comment, but again, I will not ever allow road development through my land. | Thank you for your comments. Like all proposed corridors in the Roads Plan, if the parcels that Corridor 310 crosses or are adjacent to never subdivide, public right-of-way for the road would not be obtained. Corridor 310 is being maintained in the plan because Amanita Road has documented issues for both emergency services and resident access due the sub-standard condition of the road. |
| 810 | 2/6/2023 | Email | Tom | Duncan | ME, PE Holaday- Parks Inc | I would also like to add further comments to my Feb. 3 comments below. -Upon reflecting on the FNSB GIS website it appears there is already a connection to Hopper Creek road intended or planned via Smallwood direct -Also It looks like there could be another option to connect via John Kalinas road off of Smallwood. We would suggest the FNSB investigate these options of connecting to Hopper Creek as again we are not in favor of connecting via Amanita nor Boreal Hts. | Thank you for your comments. Corridor 309 connecting Smallwood to Hopper Creek and a connection between John Kalinas and Hopper Creek do not address the above-standard cul-de sac length of Amanita, as corridors 331 and 404 do. |
| 10 | 2/9/2023 | Email | Bert | Thomas | | I am contacting you over concern of the FNSB Comp. Road Plan as it pertains to Amanita Road. I live at 887 Amanita Rd, TL 2445. I have to wonder how much research has gone into the proposals. Amanita Rd traverses through my property as a prescriptive easement at best. There is no right of way or easement on my property is a greescriptive easement at best. There is a folden Valley easement only. Amanita Rd is approximately forty feet inside my property line; same with TL 2458 directly south of my property. I believe the same situation may be true with some other lots to the south and to the north. I have no intention of allowing the road to be widened, etc. as it passes through my property. I am against developing Amanita Road and connecting other roads to Amanita. The people that live on Amanita maintain the road monetarily and with labor. We have already seen a tremendous increase in traffic of ATV; a wheelers, side by sides, dirt blikes etc.; that have no respect for the property worres here. I have seen caravans (groups of as many as 10 or 12 at a time) in spring and summer. Some of these vehicles are traveling at high rates of speed creating huge dust plumes and tearing up the road without regard for the safety of the residents here. I attribute this abuse of the road we maintain and live on the FNSB Trails plan. We never had a problem until that plan was highly publicized. We do not need more traffic on what should be a preacful road. I was told by a former resident whou used to coordinate the maintenance of Amanita Rd that the FNSB had told him on numerous occasions that the FNSB would never develop Amanita due to the grade and easement restrictions. This needs to be carefully considered. | documented issues for both emergency services and resident access due the sub-standard condition of the road. |

| FNSB Roads Plar | n: Public Commer | nt Tracker, Janu | ary-February 2 | 2023 (January 202 | 3 Draft Corridor Ma | ps-Specific) | |
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| Corridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
| 310 | 2/6/2023 | Web Form | David | Wolfe | | My wife and I are against establishing roadways #331, #310, and #404. #310 - Amanita and #404 - Boreal Heights Lane are private roads the residents maintain. These two roadways are narrow and usually one vehicle wide. Emergency vehicles would have no problem navigating them. Still, we are concerned about added traffic and pollution from dust in the summer and keeping the road open during the winter with more snow. We do NOT want these roadways coming into this area. Thank you | Thank you for your comments. Like all proposed corridors in the Roads Plan, if the parcels that Corridors 331 and 404 cross or are adjacent to never subdivide, the roads will not be developed. Corridor 310 is being maintained in the plan because Amanita Road currently exists as a cul-de-sac longer than FNSB standards, raising issues for both emergency services and resident access. |
| 310 | 2/6/2023 | Web Form | Donna | Wolfe | | My wife and I are against establishing roadways #331, #310, and #404. #310 - Amanita and #404 - Boreal Heights Lane are private roads the residents maintain. These two roadways are narrow and usually one vehicle wide. Emergency vehicles would have no problem navigating them. Still, we are concerned about added traffic and pollution from dust in the summer and keeping the road open during the winter with more snow. We do NOT want these roadways coming into this area. Thank you | Thank you for your comments. Like all proposed corridors in the Roads Plan, if the parcels that Corridor 310 crosses or are adjacent to never subdivide, public right-of-way for the road would not be obtained. Corridor 310 is being maintained in the plan because Amanita Road has documented issues for both emergency services and resident access due the sub-standard condition of the road. |
| 310 | 2/10/2023 | Email | Donna | Wolfe | | Boreal Heights Lane is a private road upgraded and maintained by the residents who live on Boreal Heights Lane. My husband and I are against connecting this road, 404, to Dark Hollow and Hopper Creek roads. We bought property in this area because we wanted privacy, clean air, and quiet living. We enjoy having only one way in and out of our neighborhood, this keeps crime down and people who have no reason to be in the area out. It's interesting that the FNSB has chosen this time to start opening this area up to subdividing, when Avidian Gold, and most likely Fort Knox, are planning extensive gold mining all over this area. It would be unconscionable for the FNSB to sell property without informing buyers about the planned gold mining. Amanita is also upgraded and maintained by residents. The FNSB wants to put these roads - who is going to maintain them? I'm against widening Amanita, 310, or having more traffic on it. I am also against putting in a road from Esro, 331, and connecting it to Amanita, 310. Who is going to maintain this road, and is this road being put in to benefit the mining companies? The timing seems a bit suspicious. We don't need anymore traffic on Amanita or Boreal Heights Roads I'm also against any road going behind my property. Please leave our beautiful, quiet neighborhood alone! | Thank you for your comments. Like all proposed corridors in the Roads Plan, if the parcels that Corridor 310 crosses or are adjacent to never subdivide, public right-of-way for the road would not be obtained. Corridor 310 is being maintained in the plan because Amanita Road has documented issues for both emergency services and resident access due the sub-standard condition of the road. |
| 331 | 2/2/2023 | Web Form | Robin | Dale Ford | | I live on Amanita Rd. and would like to express my opposition to the FNSB Proposed Roads #331 and #404. Neither of these corridors serves the residential neighborhood in the Amanita and Esro Rd. area. With the increased mining exploration and activity near this area, I am very suspicious of the motives for these corridors. BTW, Esro Rd. is a private road. | Amanita road is currently a public road and cul-de-sac that is longer than the FNSB's road standards allow, causing concerns about emergency services and resident access. Corridors 331 and 404 address the cul-de-sac length issue by providing additional ingress/egress connections from Amanita Rd to ESRO Rd and to future Hopper Creek. |
| 331 | 2/3/2023 | Web Form | Amber | Masters | | I was reading over this roads plan. I understand that proposed roads may not be constructed if land is not subdivided? Right? I live on Amanita and my main concern is who will maintain the additional roads in this plan? Will the addition of the two new roads connecting Amanita be landowners' responsibility? Why go through the expense to create more problematic potentially orphan roads? It seems the road plan and the RSA are in contrast to one another. But maybe I am missing something it does not appear Amanita is in the MPA in the RSA. | Proposed corridors in the Roads Plan will only be developed if the parcels they cross or are adjacent to subdivide. For corridors 331 and 404 that connect to Amanita Rd, these roads would need to be adopted into an existing RSA for road maintenance. New residences along these corridors would contribute tax funds to the RSA for the maintenance of the new and existing road miles in the RSA. |
| 331 | 2/4/2023 | Web Form | Carolyn | Thomas | | I own 10 acres on Amanita Road, intersected by the road. In no way will I ever consider allowing the borough to develop my land as an access to Esro/Hopper Creek/Smallwood Trail (#s 310, 331 &404). I have no intention of subdividing. There is no sever, water or natural gas infrastructure out here and no prospect of seeing such in the future. Residents rely on well or hauled water, septic tanks, outhouses and various fuel sources. Adding access so the borough can sell land for subdivision development is not in the best interest of the residents of Amanita Rd on the land itself. The land is fragile as evidenced by an increasingly deep drainage on the southeast corner of my lot that trapped a moose calf 2 years ago, and an enormous sinkhole, summer of 2022 on the property adjacent to my northeast corner. We are already threatened by the prospect of mining in an area roughly 1/2 mile from our homes. Amanita Rd has already been negatively impacted by the recently published Trails Plan, non-residents with off road vehicles abusing the road residents maintain, endangering pedestrians and animals as they pass, ignoring posted speed warnings. It is my understanding that once developed, the roads in a Secondary Borough fall under the responsibility of a Rural Service Area, and the landowners would carry the burder of additional taxes to support the RSA. Amanita Rda has numerous renait Nemans who would not necessarily be impacted by increased property taxes. Thank you for the opportunity to comment, but again, I will not ever allow road development through my land. | Thank you for your comments. Like all proposed corridors in the Roads Plan, if the parcels that Corridor 310 crosses or are adjacent to never subdivide, the road will not be developed. Corridor 310 is being maintained in the plan because Ananita Road currently exists as a cul-de- sac longer than FNSB standards, raising issues for both emergency services and resident access. |
| 331 | 2/3/2023 | Email | Tom | Duncan | | 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? | Thank you for your comments. The planning team has verified the error on page 24 and will make that correction in the next iteration of the plan. The purpose of Corridor 331 is to address both ESRO and Amanita being cul-de-sacs longer than the FNSB's road standards allow, causing concerns for resident and emergency services access. Corridor 331 provides an alternate point of ingress/egress for both areas. |

| | | | | | 23 Draft Corridor N | | Descence (User Addressed in Design Mann |
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| rridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
| 1 | 2/6/2023 | Web Form | David | Wolfe | | My wife and I are against establishing roadways #331, #310, and #404, #310 - Amanita and #404 - Boreal Heights Lane are private roads the residents maintain. These two roadways are narrow and usually one vehicle wide. Emergency vehicles would have no problem navigating them. Still, we are concerned about added traffic and pollution from dust in the summer and keeping the road open during the winter with more snow. We do NOT want these roadways coming into this area. Thank you | Thank you for your comments. Like all proposed corridors in the Roads Plan, if the parcels th Corridors 331 and 404 cross or are adjacent to never subdivide, the roads will not be developed. Corridor 310 is being maintained in the plan because Amanita Road currently exi as a cut-de-sac longer than FNSB standards, raising issues for both emergency services and resident access. |
| 1 | 2/6/2023 | Web Form | Donna | Wolfe | | My wife and I are against establishing roadways #331, #310, and #404. #310 - Amanita and #404 - Boreal Heights Lane are private roads the residents maintain. These two roadways are narrow and usually one vehicle wide. Emergency vehicles would have no problem navigating them. Still, we are concerned about added traffic and pollution from dust in the summer and keeping the road open during the winter with more snow. We do NOT want these roadways coming into this area. Thank you | Thank you for your comments. Like all proposed corridors in the Roads Plan, if the parcels th Corridors 331 and 404 cross or are adjacent to never subdivide, the roads will not be developed. Corridor 310 is being maintained in the plan because Amanita Road currently ex as a cul-de-sac longer than FNSB standards, raising issues for both emergency services and resident access. |
| 1 | 2/10/2023 | Email | Pamela | Miller | Arctic Audubon Society | First, on behalf of Arctic Audubon Society, we wish to request an additional month for public comment as this plan is complex to review. The plan also still includes a number of very controversial corridors which would degrade open space, important trails, wildlife habitats and fresh water bodies, and environmental quality of neighborhoods and the FNSB. The environmental quality of the land itself is important for current and future residents of the FNSB to have a healthy and clean place to live into the future. In our review of public interest features of the plan, as well as from the standpoint as landowners of the Audubon Riedel Nature Reserve, we request better consideration an identification of existing greenspace, trails, recreational use, and land suitability for roads such as wetlands, permafrost melt, and other conflicts. Another feature to consider is how new roads into certain areas could affect Dark Skies, so important for aurora viewing – a unique feature of our northern city so important for winter enjoyment of residents and travelers alike. It would be very useful to consider existing and proposed greenspaces, parks large or small neighborhood places, nature reserves and conservation areas and to show those on the maps. For example, in the Goldstream valey Greensbelt https://interiorakiandtrust.org/land-and-projects/ploidstream-valley-greenbelt/. Despite extensive comments about the quality of life, trails, and open space in the Goldstream Valley, the January 2023 Draft Roads Plan still contains proposed Road 64 (connecting Miller Hill Road and Miller Hill Extensive through extensive wetlands and important open space with trails), as well as Rd 295 which may conflict with the trail network. Due to the proximity and potential effects of road traffic on the Audubon Riedel Nature Reserve, we would like to see proposed connector Road 331 be changed to Future Study from Minor Collector. | all planned corridors, Corridor 331 would only be developed if the adjacent parcels subdivic Corridor 331 was proposed due to both Amanita and ESRO existing as cu-de-sacs longer tha FNSB road standards allow, causing concerns about emergency services and resident access Corridor 31 provides both areas with an alternate point of ingress/egress. The Roads Plan |
| 1 | | | | | | The FNSB could take additional steps including an additional review draft of the FNSB Roads Plan which would improve understanding of the full implications of the roads plan, as well as public ability to review the plan, especially given that the same consultant is carrying out the FNSB Trails Plan and the FNSB Roads Plan: ••Overlay of existing trails and proposed trails from the Trails plan with existing and proposed roads in the FNSB Trails Plan and the FNSB Roads Plan (GIS map overlays both online and in print). ••Iul depiction of all the proposed Road corridors This needs to include the "New Road" corridors shown in this document on the detailed map. https://fnsbroadsplan.com/wp-content/uploads/2023/01/01-16-23_FNSBRoadsPlan_FullDraftwithRevisedCorridors.pdf and listed AND any "Old" corridors which would still be in effect from the 1991 Plan. •It would be very helpful to know which are New road proposals, and which are existing from the 1991 plan, and for these to be depicted differently as they have different terms and status. •It is unclear how the Draft Corridor Descriptions Document provided for the Jan 21, 2023 Open House https://fnsbroadsplan.com/wp-content/uploads/2023/01/23/01Tabi (FNSB-Roads-Plan-Corridor-Descriptions_DARFT.pdf are addressed by the maps. The corridor descriptions still do not sufficiently address why certain loops are needed, how public comment was addressed or ignored, and in most cases, the nature of the land qualities or existance of trail crossings which could affect neighborhood land qualities or road building costs and challenege (e.g. wetlands, etc.). ••While the "Comment Tracker" is provided, https://finsbroadsplan.com/wp-content/uploads/2023/01/FNSBRoadsPlan_CommentTracker_Sept-Oct_2022.pdf, how those comments were actually addressed is less clear, especially since some road corridor numbers were changed from the earlier draft. It would be helpful to show in that chart, how the comments were addressed. We appreciate this opportunity to comment. | 5 |

| FNSB Roads Pla | an: Public Comme | nt Tracker, Janu | ary-February | 2023 (January 20 | 23 Draft Corridor N | Aaps-Specific) | |
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| Corridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
| 31 | 2/10/2023 | Email | Donna | Wolfe | | Boreal Heights Lane is a private road upgraded and maintained by the residents who live on Boreal Heights Lane. My husband and I are against connecting this road, 404, to Dark Hollow and Hopper Creek roads. We bought property in this area because we wanted privacy, clean air, and quiet living. We enjoy having only one way in and out of our neighbordod, this keeps crime down and people who have no reason to be in the area out. It's interesting that the FNSB has chosen this time to start opening this area up to subdividing, when Avidian Gold, and most likely Fort Knox, are planning extensive gold mining all over this area. It would be unconscionable for the FNSB to sell property without informing buyers about the planned gold mining. Amanita is also upgraded and maintained by residents. The FNSB wants to put these roads - who is going to maintain them? I'm against widening Amanita, 310, or having more traffic on it. I am also against putting in a road from Esro, 331, and connecting it to Amanita, 310. Who is going to maintain this road, and is this road being put in to benefit the mining companies? The timing seems a bit suspicious. We don't need anymore traffic on Amanita or Boreal Heights Roads I'm also against puttiful, quiet neighborhood alone! | Corridor 331 connecting Amanita and ESRO roads is being maintained in the Roads Plan. Like all planned corridors, Corridor 331 would only be developed if the adjacent parcels subdivide. Corridor 331 was proposed due to both Amanitia and ESRO existing as cu-de-asci longer than FNSB road standards allow, causing concerns about emergency services and resident access. Corridor 331 provides both areas with an alternate point of ingress/egress. The Roads Plan itself does not trigger development of subdivisions or roads, but rather guides road siting based on planning and engineering analysis for if and when landowners decide to subdivide their property. |
| 331 | 2/10/2023 | Email | Darla | Theisen | | Any chance on reviewing the 331 and 404 proposed rds. How would they be laid out? How to travel on them. Is this in the overflow and sloughing areas? | Thank you for your comments. Corridors 331 and 404 have been sited based on analysis of detailed aerial imagery, lidar, and topographical data. At the time of land subdivision, on-the- ground survey data will also be considered to develop the exact alignment and design of thes roads. At that time, adjustments can be made to address topography and other challenging conditions, as long as the alternative alignments meet the same intent as the original corridor identified in the plan. |
| 49 | 2/10/2023 | Email | Bill | McKee | | There is a photo and map included in the PDF version of this comment! After looking at the plan for a road along Corridor 349/51, I suggest that instead of building a road for wood cutting or for a subdivision, the Borough should improve the recreational trails and create a trail head parking area where the new road would begin on Heritage Road. I have a variety of reasons for making this suggestion. Many of us live here because of our access to the wilderness. In some places people buy property to be close to either the water or a golf course. We chose to buy land close to an established trail plan and that most of these trails were part of that plan. Along with neighbors and the help of Borough trail planners, we put in at least three trails back in the mid to late ninetiles. Folks from Bote, Pearl, Narrow View, Melan North, and Heritage all got together to create those trails so that we could all use them. Even folks on the south side of Chena Hot Springs Road would use the trail system. People live in this areas on that they have access to the trail system whether it he for dog mushing, horse riding, hiking, ATV riding, hunting or other activities. If a parking area and trailhead were to be created, more Borough residents could enjoy this area. This main problem area is about 300 yards from Heritage Road. The land has subsided and has caused a sink hole at least 20° across and 10' deep. There are a couple of reasons that I feel that the road should not be built. The first mile of the proposed road is through some major wetland areas. Along with neighbors, I created a trail along the section line from Heritage Road up to the main ridg trail in 2001. Over these last 22 years we've have to do extensive maintenance on the trail just to make it accessible for walking, ATV's, horses, and dog mushing, it gets very muddy and unusable for vehicular traffic from Breakup until well into the fall. Although there are a few problematic areas, the main abd apor of the road is illustrated in the attached phot | the Roads Plan has a 20-yr planning horizon and long-term vision for future connections. Corridor 349/51 is being maintained from the 1991 Roads Plan. Through the Roads and Trails planning processe, a shared road/trail corridor can be planned to minimize trail impacts should these road corridors ever be developed. |

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| rridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
| 19 | 2/10/2023 | Email | Bill | McKee | | During Mayor Sampson's second term a plan was drawn up to create the subdivision that is by Two Rivers School. According to that plan, after the 16 parcels were sold by the school, the next subdivision would be above that and along the wood cutting road. The area that is being suggested for a subdivision was the LAST area that was to be subdivide. Has that plan from the late nineties been researched?So, instead of spending money on a problematic road into an area that is enjoyed by Two Rivers residents, 'd like for you to consider these recommendations: 1. Improve the trail system, promote it, and make it available to all in Borough residents. 2. Purchase the 40 arce parcel at the beginning of the proposed road and turn it into a trail head, similar to the trail head that was constructed on Two Rivers Road. 3. Passable foot bridge/or ATV bridge over the biggest guilles 4. Add the first mile up to the Borough recreational trail plan. My questions are: +Has anyone done soil samples along that proposed road? +Would a road service area be created +Would it become part of the Heritage Road Service Area? I would be willing to give committee members/ board members a tour of the trail system either by snow machine or dog sled so that members could see these trails and the | Thank you for your comments. The Roads Plan doesn't promote development or subdivisio in any specific areas. Rather, it provides a plan for logical future connections to guide road development when subdivisions do occur. The Assembly has final say if and when FNB-bow lands are sold and developed. Assembly members and priorities change frequently, whereas the Roads Plan has a 20-yr planning horizon and long-term vision for future connections. Corridor 349/51 is being maintained from the 1991 Roads Plan. Through the Roads and Ta planning processes, a shared road/trail corridor can be planned to minimize trail impacts should these road corridors ever be developed. |
| 19 | 2/10/2023 | Web Form | Nina | Ruckhaus | | impact that a road would have on the area. | Thank you for your comments. Like all corridors in the plan, Corridors 349 and 51 near Herit Hills would only be developed if and when the adjacent or traversed parcels are subdivided the landowners. Corridor 349/51 is being maintained from the 1991 Roads Plan. Through th Roads and Trails planning processes, a shared road/trail corridor can be planned to minimiz trail impacts should these road corridors ever be developed. |
| 2 | 2/2/2023 | Email | Jeanie | Cole | | Extension of John Cole Road over the hill to Smallwood Creek. It looks like the easement runs right through the house at the top of the hill. Also the route likely gets into wetland areas at the NW end. John Cole is quite steep at the top end. John Cole provides access to PAN 213901and PAN 213919 in the event these parcels were subdivided. #70 would provide alternative access to these parcels from Buffalo/Foxboro and Nine Mile Hill. Although Nine Mile Hill road is very steep. | Corridor 362 provides access to large undivided parcels to the north. Follows contours to a mapped wetlands, though small adjustments to address terrain can be made at the time o platting and subdivision based on survey. Current access to parcels with PAN 219801and P 219819 appears to be via trespass roads, so Corridor 362 would provide legal public access should they subdivide. |
| 2 | 2/9/2023 | Email | Thomas | Baring | | I oppose two proposed corridors in the Comprehensive Roads Plan: numbers 309 and 362. These proposed corridors are on the North-facing slope and side of Little Chena Prong, an area of black spruce, peat bogs, and permafrost. This is fragile terrain on which development and road construction should be avoided. Roads here will be expensiv to build properly. They will also create an unnecessary, long-term borough expense given the challenge of maintenance. The roads themselves, coupled with the assumed construction of structures, will inevitably cause melting of ice lenses, formation of sinkholes and slumps, and altered drainage patterns, all of which will be costly, and possibly impossible, to repair. Given that they're on the North facing slope, they'll almost certainly be worse than Chena Hot Springs Road, over the hill to the South. The borough should save itself the headaches and perennial expenses by removing corridors 309 and 362 from the comprehensive plan and leaving this terrain to the moose, mushers, snowmachiners, and trappers. Thanks for considering my input. | subdivide and develop their property. The parcels that proposed corridors 309 and 362 cro are both privately and publicly (DNR) owned. The FNSB cannot limit private property owne public agencies from developing their land as they see fit. As a second-class borough throu its comprehensive planning, platting, and land use powers, the FNSB can direct where roa |
| 6 | 2/1/2023 | Paper Form | | | | Not feasible and disruptive to existing housing | Like all planned corridors, Corridor 366 will only be developed if the parcels it crosses subdivides. Based on an engineering analysis and site visit, 366 is feasible to construct to F standards given small adjustments to alignment during the subdivision and platting proces Corridor 366 does not cross existing residential structures on the parcel, and would only be constructed if those owners decided to subdivide. |
| 5 | 1/23/2023 | In Person | Joe | Durrenberger | | From Natalie: I spoke with Mr. Joe Durrenberger and other neighbors in-depth at the open house about Corridors 366 (Ida connection) and 151 (Taroka connection). Joe had a specific question about whether there is any public interest, such as an easement, in the portion of Taroka that crosses his property, TL-2906. He is asking about this because in his search of FNS data available online, and his own property documents, he hasn't been able to verify any existing easements or other public interest for the road. I've attached a screen snip from the GIS and additional documentation he provided at the meeting. I know George is out, but are there others at CP who might be able to help us research and answer this question? | Like all planned corridors, Corridor 366 will only be developed if the parcels it crosses subdivides. Based on an engineering analysis and site visit, 366 is feasible to construct to F standards given small adjustments to alignment during the subdivision and platting proces |

| FNSB Roads Pla | an: Public Commen | t Tracker, Janua | ary-February 2 | 2023 (January 202 | 23 Draft Corridor Ma | ps-Specific) | |
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| Corridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
| 366 | 2/6/2023 | Email | Katy | Bertram | | To: Shelly Wade, Public Involvement Lead, Fairbanks North Star Borough Roads Plan From: Ida Lane Parcel Residents (Ida Lane addresses 3465, 3526, 3530, 3547, 3560, 3561, 3560, 3547, 3560, 3561, 3560, 3560, 3561, 3560 | 3 |
| 366 | 2/6/2023 | Email | Katy | Bertram | | 2. The justification for Corridor 366 states it is proposed as a connector from Ida Lane through large tracts with potential to subdivide and it closes a small gap in the road network. This justification is weak and not practical for the following reasons: -The largest lot along Corridor 366 with potential to subdivide is 57 acre Raven Forrest 1st Add Block, Lot A. This lot also includes proposed Corridor 151, a connector from Tarka. It is redundant, appeares biased and a waste of tax dollars to have two corridors passing through and serving one lot. -Corridor 366 parallels Becker Ridge Road for its entire length with a range of distances between the two road from S50 ft to 900 ft. These short distances highlight that the gap between Becker Ridge Road and Corridor 366 is very small and little is gained by routing access to Raven Forrest Lot A through Corridor 366. Instead access to Raven Fores Lot A through Corridor 366. Instead access to Raven Fores Lot A through Corridor 366. Instead access to Raven Fores Lot A through Corridor 366. Instead access to Raven Fores Lot A through Corridor 366. Instead access to Raven Fores Lot A through Corridor 366. Instead access to Raven Fores Lot A through Corridor 366. Instead access to Raven Fores Lot A through Corridor 366. Instead access to Raven Fores Lot A through Corridor 366. Instead access to Raven Fores Lot A through Corridor 366. Instead access to Raven Fores Lot A through Corridor 366. Instead access to Raven Fores Lot A through Corridor 366. Instead access to Raven Fores Lot A should be from Kazan Stub, Becker Ridge Road ince Becker Ridge Road (in effect Corridor 366) ranges from 10-27% uphill grade. I walk my dog on this grade is common along the course of Corridor 366. FNSB planner Don Galligan (1/25/23 pers. comm.) indicates that an engineering assessment of the grade for Corridor 366 has not been conducted but will be necessary to determine the actual grades of Corridor 366 from consideration. 3.Safety issues are present at the Ida Lane and Taroka intersec | |

| FNSB Roads Pla | in: Public Commer | nt Tracker, Janu | ary-February 2 | 2023 (January 2023 | B Draft Corridor Ma | ps-Specific) | | | |
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| Corridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps | | |
| 166 | 2/3/2023 | Email | Bruce | На | | I just had a look at the proposed roads labeled 151, and 366 on the map at https://fistbroadsplan.com/wp-content/uploads/2023/01/01-11-23_FNSBRoadsPlan_RevisedCorridors_byQuadrant.pdf Bringing any additional traffic conto Taroks would pose significant risk of injury and property damage to drivers, pedestrians, and the residents in the area. Taroka Drive was never meant to handle large amounts of traffic and is especially hazardous for the uninitiated where it connects to Chena Ridge Road for the following reasons: 1. The final portion of Taroka between Ida Lane and Chena Ridge Road is very steep. This becomes sepecially hazardous during the winter. Because of the limited amount of traffic that currently uses the road, vehicles with a minimum of all wheel drive are usually able to maintain traction on the snow. However, if Taroka becomes overused, the new ownill become compacted until it will eventually turn into hard packed ice. If the use becomes so great that cars end up idling on the slope waiting for their turn to enter Chena Ridge, the heat from their engine and mufflers will melt the top layer creating the sorts of super slick conditions found at the larger intersections in town. This would be very dangerous on the steep incline. 2. There is no leveled off area at the bottom of Taroka. There is no area where drivers have an opportunity to regain traction if the conditions caused by overuse cause their vehicle to slide down the steep slope. They will end up sliding into the turning radius of cars turning left from Chena Ridge, or even onto Chena Ridge Road itself. The traffic on Chena Ridge is often travelling at 55 miles per hour. 3. The final 20 feet for traffic urning right twen leaving Taroka is exceptionally steep, and because of the hairpin geometry, there is a steep sideways banking twist. For vehicles with stiff suspensions or long wheelbases, this causes the tires on opposing corners to begin ilfting up off of the ground, severely limiting traction. For this reason, the residents understand from e | Like all planned corridors, Corridor 366 will only be developed if the parcels it crosses subdivides. Based on an engineering analysis and site visit, 366 is feasible to construct to FNSB standards given small adjustments to alignment during the subdivision and platting process. Corridor 151 has been removed from the plan due to topographical challenges and feasibility concerns brought up by the community and verified through engineering analysis and a site visit. | | |
| 366 | 2/3/2023 | Email | Bruce | Ha | | their momentum to make it up that first steep portion. It is almost impossible for two wheel drive vehicles to make it up that steep portion in the winter without using momentum to make it. L, kide from the obvious risks associated with relying on momentum to make it up, the rad is not banked in such a way that would do anything to prevent drivers who attempt to use too much momentum from sliding off the edge. I don't believe that any of the residents of Taroka use two wheel drive vehicles during the winter because they understand the limitations and don't want to rely on momentum to make it up. 6. Because the orientation of Taroka is in such alignment with Chena Ridge Road, from the top of the steep slope, it may appear to uninitiated drivers that Chena Ridge Road is actually a continuation of Taroka. Even if drivers are able to see any signage warning of an intersection, because of the visual alignment, they might assume that any other traffic is supposed to yield the right of way and allow them to continue straight onto Chena Ridge. 7. For residents who are familiar with the road, who have learned the particular limitations and risks with the road, who understand the importance of yielding to an oncoming neighbor in various scenarios, and who have the appropriate vehicles and possibly even tire chains if needed, they can usually navigate the road in all but the worst conditions (wash outs). But all of their understanding, caution, and preparations might be of no use if Taroka becomes an overused, icy, slick thoroughfare with uninitated drivers led there by Google Maps. I invite you to take this list of concerns and visit Taroka Drive and see for yourself what I am trying to explain here. A good look around is more valuable than a thousand tricks. The funds that would be needed to make roads 151, and 366 would be far better spent on improving the well documented existing deficiencies that currently exist on Taroka Drive. | Like all planned corridors, Corridor 366 will only be developed if the parcels it crosses subdivides. Based on an engineering analysis and site visit, 366 is feasible to construct to FNSB standards given small adjustments to alignment during the subdivision and platting process. Corridor 151 has been removed from the plan due to topographical challenges and feasibility concerns brought up by the community and verified through engineering analysis and a site visit. | | |
| 366 | 1/22/2023 | Email | Sharon | McLeod | | Regarding Number 366 on that map, I am curious about the terrain that road covers. Is it an existing road that serves houses already built, or is it going to serve vacant land? | Like all proposed corridors in the plan, Corridor 366 would only be developed if the parcels it crosses subdivide. If that does occur, it would provide access to those new developable lots. The Roads Plan team completed an engineering analysis of the topography that Corridor 366 crosses, and the corridor is feasible to construct to FNSB standards given small adjustments to alignment based on on-the-ground survey data during the platting process. | | |

| FNSB Roads Pla | n: Public Commer | nt Tracker, Janu | ary-February 2 | 2023 (January 202 | 23 Draft Corridor M | aps-Specific) | |
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| Corridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
| 866 | 2/10/2023 | Email | Tim | Coahran | | I am writing in opposition to two proposed roads in my neighborhood (writin the Becker Ridge Road Service Area): numbers 151 & 366. These have been argued and defeated repeatedly in the past, and have been considered impractical to build because of steep terrain. The proposals would connect our existing tiny mud & gravel roads, Taroka and Ida, to the much larger arterial - Becker Ridge Road. This would create a slightly shorter route between the city and a large portion of the Cripple Creak area. We reasonable vepcet that it would immediately become a through corridor, and dump heavy traffic loads onto our existing little roads, which are nowhere near capable of handling such. Our roads were "grandfathered" and are far from compliant with today's Title 17 road building standards. There is a steep icy (shaded) drop into a nonstandard intersection with the busy Chena Ridge arterial. This is already a traffic hazard, and would become much worse. Also, if I understand correctly, part of the land traversed by Taroka doesn't even belong to the Borough. The heavy traffic of proposed roads 151 & 366 would destroy the quiet character of our neighborhood - which is the reason I bought my home here in the first place. They would cut through pristine forest where local residents hike and recreate. Many of the local residents do not want more roads. If these could be recharacterized as non-motorized trails, there might be broader support. | the parcels it crosses are subdivided by the property owners. Based on an engineering analysis and site visit, 366 is feasible to construct to FNSB standards given small adjustments to alignment during the subdivision and platting process. Corridor 151 has been removed from |
| 366 | 2/10/2023 | Email | James | Foelsch | | Several photos are included in the email message of this comment! We have lived on Taroka road for over 30 years. It as an unsafe (4 wheel drive required) road most of the year and it takes knowledge and skill to navigate it. There are several blind corners, no shoulders, no guard rails and is at the widest 18' (See Stuzman Engineering report 2007) which reduces dramatically during the winter months when it is often one lane. I, and my neighbors, know the rules of the road and stop and pull over when passing another vehicle. We also require water and fuel trucks to deliver services which makes it even more of a safety hazard. This is what Taroka Road looked like this past winter (courtesy of Jane Hannah) The failed culvert at the beginning of the road resulted in a hole that was the entire width of the road and at least a foot deep. It was very difficult to slowly go through it and still have enough power to get out of the other side. I had to take my van in to have the front end repaired as a result. This was there of the hill ending to another 16% grade one lane road Page 17 of the Comprehensive Roads Plan FNSB Road Corridor and Functional Classification Plan: Official Maps and Policies states thatfuture road corridor selection would: *"Be reasonable/feasible to construct" *"Incord grade - Have an intersection grade <4% or 6% for through-road" What Jane outined in her response to you is correct. It is clearly evident that neither Taroka Dr or Ida Ln can handle additional traffic if the proposed "minor collector roads 155 and 366" were constructed as outlined. The data will show that the roads are not reasonable or feasible and road grades are greater than 16% on Taroka and Ida, not the <10% that the policies require. 1. The start of Taroka Road it a 16% grade. School buses stop at the bottom of it and most of the winter it is very difficult to go slow enough to not slide down onto Chena Ridge Road. A very dangerous situation! Only one car at a time can go down the hill and in the event | Thank you for your comments. Like all planned corridors, Corridor 366 will only be developed the parcels it crosses are subdivided by the property owners. Based on an engineering analysis and site visit, 366 is feasible to construct to FNSB standards given small adjustments to alignment during the subdivision and platting process. Corridor 151 has been removed from the plan due to topographical challenges and feasibility concerns brought up by the community and verified through engineering analysis and a site visit. |

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| orridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
| 7 | 2/11/2023 | Email | James | Foelsch | | 4. The next section starts the 10.7% - 15.5% downhill to the switchback where "151" would intersect with Taroka. This was washed out to a one lane road due to bad drainage and is still not fixed. 5. The remainder of the road to the bottom of the hill has a measured 16.6 grade that is very difficult to climb and must be done at maximum speed or your vehicle will not make it through the switchback. The very point where "151" would intersect. 6. FNSB code 17.60.130, Right-Of-Way-Trafficway Width requires a mior collector to be a minimum of 20" with 27 minimum shoulders. Taroka Drive is 14'.18" wide in the summer months. There is no shoulder either side the entire length of the road. Both roads do not meet borough code and should not be connected to "minor collector roads 151 & 366" 7. The entirety of Taroka Drive and Ida Road would have to be upgraded before any connection could be made and therefore this is not reasonable or feasible. Is the road grade 10% and the intersection road grade c4% or 6% for a through-road? The answer is no. Taroka Dr begins at Chena Ridge with a short, steep, dangerous 16% grade which then intersects with Ida Ln at a blind curve. The hill on Taroka Dr which would connect to "minor collector road 151" was measured by Stuzmann Engineering Assoc in2007 to have roadgrades of 15.5% on the north side of the switchback and 16.6% on the south side of the proposed intersection which violates both the road grade and intersection policies. The connection of "minor collectors 151 and 366" is dangerous and an extreme hazard to both Ida Ln and roaka Dr residents. In addition, Taroka Dr and Ida Ln are not FNSB platted borough roads where they intersect each other and Chena Ridge Rd. The Comprehensive Road Plans map that was sen to my home announcing the proposed mex corridors does not have Taroka Dr and Ida Ln connecting to Chena Ridge Rd at all. The map shows the proposed minor collector " Proposed roads "151 and 366" are | |
| 66 | 2/10/2023 | Email | Carolyn | Foelsch | | [several photos are included in the email message of this comment] We have lived on Taroka road for over 30 years. It as an unsafe (4 wheel drive required) road most of the year and it takes knowledge and skill to navigate it. There are several blind corners, no shoulders, no guard rails and is at the widest 18' (See Stuzman Engineering report 2007) which reduces dramatically during the winter months when it is often one lane. I, and my neighbors, know the rules of the road and stop and pull over when passing another vehicle. We also require water and fuel trucks to deliver services which makes it even more of a safety hazard. The failed cuver at the beginning of the road resulted in a hole that was the entire width of the road and at least a foot deep. It was very difficult to slowly go through it and still have enough power to get out of the other side. I had to take my van in to have the front end repaired as a result. This wis the top of the hill leading to another 16% grade on lane road Page 17 of the Comprehensive Roads Plan FNSB Road Corridor and Functional Classification Plan: Official Maps and Policies states thatfuture road corridor selection would: **Road grade- have an intersection grade <4% or 6% for through-road" **That grade- have an intersection grade <4% or 6% for through-road" **That grade- have an intersection grade <4% or 6% for through-road" **That seven lacts about Taroka Road that we would like to reiterate: 1. The start of Taroka Road that we would like to reiterate: 1. The start of Taroka Road is a 16% grade. School buses stop at the bottom of it and most of the winter it is very difficult to go slow enough to not silde down onto Chena Ridge Road. We have also not been able to power up the hill without sliding and have ended up sideways on numerous occasion, especially if trying to make the 120 degree hairpin turn coming from down Cheena Ridge Road. 2. Then comes the intersection of Ida Road. It is a blind intersection from both sides with Ida having a stop sign. We | |

| idor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps | |
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| | 2/11/2023 | Email | Carolyn | Foelsch | | 4. The next section starts the 10.7% - 15.5% downhill to the switchback where "151" would intersect with Taroka. This was washed out to a one lane road due to bad | Thank you for your comments. Like all planned corridors, Corridor 366 will only be devel | |
| | | | | | | drainage and is still not fixed. 5. The remainder of the road to the bottom of the hill has a measured | the parcels it crosses are subdivided by the property owners. Based on an engineering and | |
| | | | | | | 16.6 grade that is very difficult to climb and must be done at maximum speed or your vehicle will not make it through the switchback - the very point where "151" would | and site visit, 366 is feasible to construct to FNSB standards given small adjustments to | |
| | | | | | | intersect. Many cars have not made the turn and end up sliding backward off the edge of the road - the very point where "151" would intersect. | alignment during the subdivision and platting process. Corridor 151 has been removed fr | |
| | | | | | | 6. FNSB code 17.60.130, Right-Of-Way-Trafficway Width requires a minor collector to be a minimum of 20' with 2' minimum shoulders. Taroka Drive is 14'-18' wide in the | the plan due to topographical challenges and feasibility concerns brought up by the | |
| | | | | | summer months and often one lane in the winter months. There is no shoulder either side the entire length of the road. Both roads do not meet borough code and should cou | mmunity and verified through engineering analysis and a site visit. | | |
| | | | | | | not be connected to "minor collector roads 151 & 366" | | |
| | | | | | | | 7. The entirety of Taroka Drive and Ida Road would have to be upgraded before any connection could be made and therefore this is not reasonable or feasible. | |
| | | | | | | Is the road grade 10% and the intersection road grade <4% or 6% for a through-road? | | |
| | | | | | | The answer is no. Taroka Dr begins at Chena Ridge with a short, steep, dangerous 16% grade which then intersects with Ida Ln at a blind curve. The hill on Taroka Dr which | | |
| | | | | | would connect to "minor collector road 151" was measured by Stuzmann Engineering Assoc in 2007 to have roadgrades of 15.5% on the north side of the switchback and | | | |
| | | | | | | 16.6% on the south side of the proposed intersection which violates both the road grade and intersection policies. The connection of "minor collectors 151 and 366" is | | |
| | | | | | | dangerous and an extreme hazard to both Ida Ln and Taroka Dr residents. | | |
| | | | | | | In addition, Taroka Dr and Ida Ln are not FNSB platted borough roads where they intersect each other and Chena Ridge Rd. The Comprehensive Road Plans map that was sent | | |
| | | | | | | to my home announcing the proposed new corridors does not have Taroka Dr and Ida Ln connecting to Chena Ridge Rd at all. The map shows the proposed minor collector | | |
| | | | | | | roads connecting to Taroka Dr and Ida Ln and then simply ending with no further connection to any road on the map. I would appreciate legal clarification of this area of your | | |
| | | | | | | road map. | | |
| | | | | | | In conclusion, Becker Ridge Rd is classified as a "major collector". Proposed roads "151 and 366" are classified as "minor collectors" and Chena Ridge Road is classified as | | |
| | | | | | | "arterial". These roads would be connected by way of Taroka Dr and Ida Ln which are not borough platted roads and don't meet any requirements in terms of road width, | | |
| | | | | | | shoulders, road grade, intersection grade or road condition. This road planning is a serious hazard to residential health and well being. | | |
| | | | | | | We oppose the proposed "minor collector roads 151 and 366" for the safety of Taroka Dr and Ida Ln residents. We submit that roads 151 and 366 be officially removed from | | |
| | | | | | | the FNSB Road Corridor and Functional Classification Plan. | | |
| | | | | | | We also formally request a community meeting to discuss the proposed plans. | | |
| | - /- / | | | | _ | | | |
| | 2/9/2023 | Email | Glenna | Gannon | | I am writing to submit my concerns regarding the proposed roads: 151 and 366 from the FNSB Road Corridor and Functional Classification Plan. | Thank you for your comments. Like all planned corridors, Corridor 366 will only be deve the parcels it crosses are subdivided by the property owners. Based on an engineering | |
| | | | | | | As a resident of Taroka Drive, I have several concerns regarding the safety and feasibility of the proposed roads. Taroka drive and Ida lane are small, and extremely steep | and site visit, 366 is feasible to construct to FNSB standards given small adjustments to | |
| | | | | | | roads with poor road conditions and receive little regular road service throughout the year. These roads were NOT designed to nor would they be able to support the | alignment during the subdivision and platting process. Corridor 151 has been removed | |
| | | | | | | increased traffic from Beck Ridge. Residents of this neighborhood do not wish to have increased traffic routed through our quiet neighborhood which would endanger those | the plan due to topographical challenges and feasibility concerns brought up by the | |
| | | | | | | of us who use the road for walking with our families and pets. | community and verified through engineering analysis and a site visit. | |
| | | | | | | It is unclear why the borough is proposing two major road construction projects in a steep area that also contain a major water drainage for the converging ridge-lines. There | | |
| | | | | | | is no community or emergency responder (safety agencies) call for this development, and, arguably it would be more disruptive to existing neighborhoods, and create more | | |
| | | | | | | dangerous and unsafe road conditions locally. Furthermore, why these two large road projects are being proposed while there is the potential to spend a fraction of that | | |
| | | | | | | development cost purchasing rights to, and developing a small connecter corridor between Becker Ridge and North Becker Ridge roads as a way to create access to Chena | | |
| | | | | | | Ridge (if this is absolutely necessary) is a less expensive and safer route option given the natural terrain. | | |
| | | | | | | Ultimately, Becker Ridge road is classified as a "major collector". The Proposed roads "151 and 366" are classified as "minor collectors" and Chena Ridge Road is classified as | | |
| | | | | | | "arterial". These larger roads would be connected by way of Taroka Dr and Ida Ln which are not borough platted roads and don't meet any requirements in terms of road | | |
| | | | | | | width, shoulders, road grade, intersection grade or road condition. These proposed roads not only present major financial undertaking to construct, but would introduce | | |
| | | | | | | serious hazard to residential health and well being. | | |
| | | | | | | I vehemently oppose the proposed development of "minor collector roads 151 and 366" for the safety of Taroka Dr and Ida Ln residents and those who would use these | | |
| | | | | 1 | | roads to access Chena Ride/ Becker Ridge. I submit that roads 151 and 366 be officially removed from the FNSB Road Corridor and Functional Classification Plan, and would | | |
| | | | | | | like to formally request a community meeting to discuss the proposed plans. | | |
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| orridor # | Plan: Public Comm | Form Received | | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
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| | Jate | lonniteceived | st name | Last hame | | | nesponse, non nadi cased in nevised inapa |
| | 2/6/2023 | Email | Jane | Hannah | | [Several photos are included in the email message of this comment] I am writing in opposition to proposed "minor collector roads 151 and 366". Page 17 of the Comprehensive Roads Plan FNSB Road Corridor and Functional Classification Plan: Official Maps and Policies states thatfuture road corridor selection would: "Be reasonable/feasible to construct" "Road grade - have a road grade - 10%" "Intersection grade - have an and grade - 10%" "Intersection grade - have an intersection grade <4% or 6% for through-road" "It was helpful talking to Natalie and Patrick at the informational meeting on 1/23/23. As promised, I have attached the Taroka Dr photos #1-14 that I took in 2007 and was showing Natalie and Patrick at the meeting. Photos #15-18 Were taken on Taroka Dr in winter 2022 which clearly depict the total deterioration of the roadbed during the last 15 years and the dangerous driving conditions residents face. Ida Lane is in similar poor condition as well. It is clearly evident that nether Taroka Dr or Ida L can handle additional traffic if the proposed "minor collector roads 155 and 366" were constructed as outlined. The data will show that the roads are not reasonable or feasible and road grades are greater than 16% on Taroka and Ida, not the <10% that the policies require. A description of the photos follows: #1. This photo is taken from Chena Ridge R do n this hill and require 4wheel drive most of the year. #2. This photo shows the same hill looking down onto Chena Ridge. The school bus stop is dangerously located at the bottom of this step hill at the stop sign with a very short landing. In addition, traffic approaching Taroka Dr from Chena Pump Rd must make a 120 degrously located at the bottom of this step hill at the stop sign with a very short landing. In addition, Itaffic approaching Taroka Dr from Chena Pump Rd must make a 120 degree left turn around the corner at high speed to power up the hill successfully on the deteriorated soft oradbed in summer and the ice in winter. #3. This photo show | Thank you for your comments. Like all planned corridors, Corridor 366 will only be develop the parcels it crosses are subdivided by the property owners. Based on an engineering anal and site visit, 366 is feasible to construct to FNSB standards given small adjustments to alignment during the subdivision and platting process. Corridor 151 has been removed from the plan due to topographical challenges and feasibility concerns brought up by the community and verified through engineering analysis and a site visit. |
| 6 | 2/9/2023 | Email | William | Montano | | l would agree with mark 366 151 hould be eliminated | Thank you for your comments. Like all planned corridors, Corridor 366 will only be develope the parcels it crosses are subdivided by the property owners. Based on an engineering anal- and site visit, 366 is feasible to construct to FNSB standards given small adjustments to alignment during the subdivision and platting process. Corridor 151 has been removed from the plan due to topographical challenges and feasibility concerns brought up by the community and verified through engineering analysis and a site visit. |
| 5 | 2/10/2023 | Email | Scott | Collier-Sanuki | | Thank you for leading public involvement for the FNSB Comprehensive Roads Plan. We did not participate in the Community Open House held on January 21, 2023, as we werer not aware of it until afterwards and wish it had been advertised more widely to the public and all who would be affected. We are writing to you because we oppose the proposed two Minor Collectors: #151 and #366. The former connects Becker Ridge Rd to Taroka Drive, which runs below our property, and the latter connects Becker Ridge Rd to Ida Drive, which runs above our property, and the latter connects Becker Ridge Rd to Ida Drive, which runs above our property. The two small, ill maintained, difficult roads then merge just before Taroka Drive meets Chena Ridge Rd. As they are, these two roads are dangerous and so problematic that USPS mail carriers refuse to deliver mail and packages. Any delivery persor would say that it is one of the worst roads, if not the worst, in the area. In fact, Taroka Dr. is only 15ft wide in places, and does not even meet the FNSB Code's requirement to 20ft width with minimum shoulder of 2ft for minor collectors. Please do not make the condition of Taroka Dr. and Ida Dr. worse than they are by funneling yet more traffic onto them. If there is a need for Becker Ridge Road to connect to Chena Ridge Road, the borough would definitely want to consider re-opening the connecting area between Becker Ridge Road and North Becker Ridge Road. They are much wider and safer roads than Taroka Dr. The Comprehensive Roads Plan seems to indicate that this connection is already a Major Collector; however, it is currently not a through road. There is no traffic access between Becker Ridge Rd, and In fact North Becker Ridge Rd is posted 'No Trespassing' near the entrance from Chena Ridge Rd, blocking any part of it from public use. Thank you for your consideration. | |

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| orridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
| 866 | 2/10/2023 | Email | Yoko | Collier-Sanuki | | Thank you for leading public involvement for the FNSB Comprehensive Roads Plan. We did not participate in the Community Open House held on January 21, 2023, as we werer not aware of it until afterwards and wish it had been advertised more widely to the public and all who would be affected. We are writing to you because we oppose the proposed two Minor Collectors: #151 and #366. The former connects Becker Ridge Rd to Taroka Drive, which runs below our property, and the latter connects Becker Ridge Rd to Taroka Drive, which runs below our property, and the latter connects Becker Ridge Rd to a roke we write we oppose the worst orads, if not the worst, in the area. In fact, Taroka Dr. is only 15ft wide in places, and does not even meet the FNSB Code's requirement or 20ft width with minimum shoulder of 2ft for minor collectors. Please do not make the condition of Taroka Dr. worse than they are by funneling yet more traffic onto them. If there is a need for Becker Ridge Road to connect to Chena Ridge Road. There is on traffic access between Becker Ridge Rd and North Becker Ridge Road and North Becker Ridge Road and North Becker, it is consider re-opening the connecting area between Becker Ridge Road and North Becker Ridge Road and North Becker, Ridge Rd and North Becker Ridge Rd, and in fact North Becker Ridge Rd is posted 'No Trespassing' near the entrance from Chena Ridge Rd, blockng any part of it from public use. | f |
| 66 | 1/22/2023 | Public meeting | Kathy | Bertram | | Own 6 acres, no intention of subdividing. Back onto Becker Ridge. Literally runs through our house and has been there for 60 years. Extremely steep. Ida - less than 20 feet | Thank you for your comments. Corridor 366 would only be constructed if the owners of that |
| | | sticky note | | | | wide - minor collectors into dirt road? Why? | parcel decide to subdivide. It does not currently cross the existing residential structure on the parcel as aligned in the plan. Corridor 366 is feasible to construct given adjustments based on survey data during the subdivision process, based on an engineering analysis. |
| 366 | 1/23/2023 | Public meeting sticky note | Mark | Bertram | | Own 6 acres, no intention of subdividing. Back onto Becker Ridge. Literally runs through our house and has been there for 60 years. Extremely steep. Ida - less than 20 feet wide - minor collectors into dirt road? Why? | Thank you for your comments. Corridor 366 would only be constructed if the owners of that parcel decide to subdivide. It does not currently cross the existing residential structure on the parcel as aligned in the plan. Corridor 366 is feasible to construct given adjustments based on survey data during the subdivision process, based on an engineering analysis. |
| 66 | 1/24/2023 | Public meeting sticky note | Dave | Ferree | | Becker Ridge - Ridge of BLM land should not be developed roads. Residents currently maintain the road - can't candle the additional traffic. BLM has not done anything to maintain. Slow development - If these routes were in RSA then that would change the game | Thank you for your comments. Corridor 366 would only be constructed if the owners of that parcel decide to subdivide. It is likely feasible to construct given adjustments based on survey data during the subdivision process, based on an engineering analysis. If developed, the road would need to be adopted into an existing service area for road maintenance, which would also bring additional revenue into the adopting RSA as new homes are developed. |
| 369 | 2/9/2023 | Email | Jane | Hannah | | The hill on Taroka Dr which would connect to "minor collector road 151" was measured by Stuzmann Engineering Assoc in 2007 to have roadgrades of 15.5% on the north sidd of the switchback and 16.6% on the south side of the proposed intersection which violates both the road grade and intersection policies. The connection of "minor collectors 151 and 366" is dangerous and an extreme hazard to both Ida Ln and Taroka Dr residents. In addition, Taroka Dr and Ida Ln are not FNSB platted borough roads where they intersect each other and Chena Ridge Rd. The Comprehensive Road Plans map that was sen to my home announcing the proposed new corridors does not have Taroka Dr and Ida Ln connecting to Chena Ridge Rd at All. The map shows the proposed minor collector roads connecting to Taroka Dr and Ida Ln and Taroka Dr and Ida Ln connecting to Chena Ridge Rd at All. The map shows the proposed minor collector roads connecting to Taroka Dr and Ida Ln and then simply ending with no further connection to any road on the map. I would appreciate legal clarification of this area of your road map. In conclusion, Becker Ridge Rd is classified as a "major collector". Proposed roads "151 and 366" are classified as "minor collectors" and Chena Ridge Road is classified as "arterial". These roads would be connected by may of Taroka Dr and Ida Ln and Taroka Dr and Ida Chena Ridge Road is classified as "arterial". These roads would be connected by ony of Taroka Dr and Ida In and Sef" for the safety of Taroka Dr and Ida Ln any requirements in terms of road width, shoulders, road grade, intersection grade or road condition. This road planning is a serious hazard to residential health and well being. I vehemently oppose the proposed "minor collector roads 151 and 366" for the safety of Taroka Dr and Ida Ln residents. I submit that roads 151 and 366 be officially removed from the FNS Road Corridor and Functional Classification Plan. I also formally request a community meeting to discuss the proposed plans. | the parcels it crosses are subdivided by the property owners. Based on an engineering analysi and site visit, 366 is feasible to construct to FNSB standards given small adjustments to alignment during the subdivision and plating process. Corridor 151 has been removed from the plan due to topographical challenges and feasibility concerns brought up by the community and verified through engineering analysis and a site visit. |

| Corridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
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| | Jac | lonn keceived | st name | Last name | | | nesponsey new Addressed in newsed inteps |
| 7 | 2/7/2023 | Email | Jane | Hannah | | #4. This photo shows ida Lane intersection with Taroka Dr at the top of the hill. There is a stop sign now at the end of ida Ln. This is a hazardous totally blind intersection and residents of ida Lane have to physically slowly inch onto Taroka Dr before they can see if the road is clear because of the opposing slope of Taroka Drive and the angle of the intersection. This is a extremely dangerous intersection taken from Taroka Dr as it approaches Chena Ridge Rd. The steep grade of ida Ln is visible on the left in photo #5 in front of the house. The blind intersection taken from Taroka Dr as it approaches Chena Ridge Rd. The steep grade of ida Ln is visible on the left in photo #5 in front of the house. The blind intersection is clearly apparent due to the steepness of ida Lane and the angle of the intersection. These photos portray the wooden stakes across the road which measure the width of Taroka Dr at only 15ft with no shoulders whatsoever as one approaches this Ida Lane intersection. In the winter, the roadway width is much narrower due to snow banks. #7 and #8. These photos depict the blind curve on Taroka Dr adjacent to the Ida Ln intersection. The road sign is visible in photo #8. This curve becomes flooded during breakup or heavy rain which narrows the roadway to one lane. #9 and #10. Taroka Dr is measuring 15ft 9in at the driveway of1592 Taroka Dr. Wooden stakes with measuring tape are visible just beyond the driveway in photo #9. #11. This photo shows two cars passing each other on a dry roadbed. In winter months Taroka Dr and Ida Ln are both one lane roads. Cars on both roads must stop and pull over at driveways to pass one another along the entire length of both roads. Water trucks and fuel trucks frequent both roads and are a serious hazard all year long. #12. The start of the downhill where Taroka Dr approaches the road width was measured at 18 ft at the start of the downhill narrowing to 14 ft at the switchback where "151" would intersect. The | Thank you for your comments. Like all planned corridors, Corridor 366 will only be develope the parcels it crosses are subdivided by the property owners. Based on an engineering analy and site visit, 366 is feasible to construct to FNSB standards given small adjustments to alignment during the subdivision and platting process. Corridor 151 has been removed from the plan due to topographical challenges and feasibility concerns brought up by the community and verified through engineering analysis and a site visit. |
| 68 | 2/8/2023 | Email | Jane | Hannah | | #13 and #14. This is the view from the switchback looking up at the top of the steep grade. The stake measurement in photo #13 measures the width at 17ft Sin. No shoulders. #15-18. These photos depict the condition of Taroka Dr in 2022 in winter conditions. *The first photo shows the blind curve with flooding reducing the roadway to one lane as described in photo #8. A car needed to be towed out of the overflow. Mail service to Taroka Dr was halted for a week as the road was deemed too dangerous. *The second photo shows the 16.5% grade on the downhill after the switchback. As clearly seen, the roadbed has deteriorated from the 2007 photos and is now mud and sand. Awheel Drive is necessary year round to navigate this hill which is often one lane. The road width by Stuzmann Engineering Assoc in 2007 was measured as 14 feet before the pictured malibox. *The second photo shows the one lane road conditions and deteriorated roadbed that is now sand and mud with no remaining topcoat or gravel. *The fourth photo shows the road damage from winter runoff on the hill where the proposed "minor collector 151" would intersect at the switchback. In summary, are proposed roads "minor collector 151 and 366" reasonable and feasible? The photos, data and residents testimony show they are not. A similar proposed road connecting to Taroka Dr. The photos demonstrate that the roadbed on Taroka Dr has deteriorated significantly since 2007. Taroka Dr and Ida Ln are dangerous roads navigated by residents who know each other and the intriccies of the road, so we drive slowly and cautiously, being one lane much of the year due to snow banks and mud, we know top pullower to pass at driveways and we yield to traffic navigating the hills. Water trucks and fuel trucks frequent the road and are hazardous with the limited road traffic at present. Neither road can handle additional traffic. In addition, Taroka Dr and Ida Ln are donarks currently do not meet borough | Thank you for your comments. Like all planned corridors, Corridor 366 will only be develope the parcels it crosses are subdivided by the property owners. Based on an engineering anal and site visit, 366 is feasible to construct to FNSB standards given small adjustments to alignment during the subdivision and platting process. Corridor 151 has been removed from the plan due to topographical challenges and feasibility concerns brought up by the community and verified through engineering analysis and a site visit. |
| 72 | 2/1/2023 | Paper Form | Bruce | Bridwell | | This is not preferred but does make sense to create additional second way out of the Moose Mtn residential area. Perhaps another route following the trail from Monte Verde cul-de-sac to Waldheim might make sense. | A connection between the end of Monteverde and the Waldheim cul-de-sac was considere but would be too steep in grade to meet FNSB road standards. Corridor 372 is feasible to construct to FNSB road standards based on an engineering analysis and given small adjustments to alignment during the platting and subdivision process. |

| NSB Roads Pla | n: Public Comme | nt Tracker, Janu | ary-February 2 | 023 (January 20) | 23 Draft Corridor Ma | ps-specific) | |
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| rridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
| | 1/22/2023 | Email | Greg | Grajew | GMC RSA Commissioner | As we discussed, here are my comments as one of the Road Service Commissioners for the Goldstream Moose Creek (GMC) subdivision. Our Service Area covers 11.8 miles with around 500 residents spanning Moose Mtn. and tributaries as well as down Spinach Creek: Hardluck, Photon, Keystone and Frenchman. If the main effort of this "plan" is to provide alternate exits for single egress roads, the proposed 273 and 372 "minor collector" as mentioned in the map below do not provide | |
| | | | | | | any alleviation for us should our main "escape" route down Moose Mtn. be blocked. I don't know where the other end of 273 terminates but FVI the Old Murphy Dome Road is not maintained in winter. If you propose that in 20 years this may change, the way off this mountain would be what? 20 miles to Fox, a proposed link up to 372 down an imaginary tie-in to Coyote Trail or Jones Road? Both of those roads are in bad shape, not to mention that to accomplish this you would need to traverse existing hiking trails, private lands, GVEA power lines and right of way, permafrost and at the end, those roads are no more capable of handling the proposed interase traffic than we can. Minor collector 372 ending at the cul de sac on Monteverde East will saturate it while providing no alleviation to residents requiring an alternate "escape route" should Moose Mtn. be blocked. | added into the existing service area to provide tax revenue to support the maintenance or additional road miles. |
| | | | | | | Given current resources (yearly budget), we barely manage to maintain the roads in our service area. We currently have around 111 households on Moose Mtn. and tributaries, representing 57.2% of all residents in our service area. | |
| | | | | | | Our primary concern is safety and maintaining these roads accessible year round. The proposal to, down the road, plan on adding more houses (that will then have to be included in an as yet TBD Service Areal not to mention the road destruction incurred by heavy equipment coming up Moose Mtm, and Monteverde East to "lay" these roads make it untenable for this Service Area. Personally I don't see adding 50 or more homes to our existing service area feasible. Additionally, should the proposed new subdivision be in another service area, we wouldn't get any compensation for the increase road use. I'm not sure what the general Road Commissioners consensus would be, but personally, I'm not interested in doubling my workload especially since I see no benefit for the residents of Monteverde East nor our Service Area. | |
| | | | | | | My conclusion is that this plan provides absolutely no benefits to our Service Area, from either a safety, road service manageability or quality of life approach and I'm therefore against this proposal as what concerns "minor collector" 273 and 372. | |
| | 1/21/2023 | Email | Rodney | Guritz | | Like 273, development of this route would put undue pressure on Moose Mountain and Monteverde Road, which as stated for 273 is a safety issue. Moose Mountain cannot sustain a dramatic increase in traffic without widening and other improvements, at great expense. Route 372 must either cross steep grades or wrap around northeast facing slopes. Connections to Waldheim, Jones, or Old Murphy Dome may not be practical. However, at least this route does not conflict with a popular trail. | Corridor 372 will only be constructed if the parcels that it crosses subdivide. It is feasible construct to FNSB road standards based on an engineering analysis and given small adjustments to alignment during the platting and subdivision process. If the parcels surrounding Corridor 372 subdivide and develop in the future, additional residences can added into the existing service area to provide tax revenue to support the maintenance c existing and additional road miles. |
| | 2/4/2023 | Email | Linda | DeFoliart | | I hike extensively in this area and a lot of this terrain seems unsuitable for a sustainable road. For example you have Windy Creek and O'Connor Creek with slopes that, from the vegetation, appear to be underlain with permafrost. My concern here is the quality of the area roads. Ivory and Jones Rd are terrible during break-up and much of the summer - it lasts for months and at times are barely drive-able with anything but a high-clearance 4WD. After a snowfall, it can take a few days for these roads to be plowed. I don't know if the problem is money or if M&M Construction is spread too thinly. But I don't see how adding more roads and more traffic is going to do anything but make this already sketchy situation intolerable. I would need to see absolute figures and get assurances from our road commissioner that what you propose is feasible and won't make the current situation any worse. From the comments Greg Grajew (Moose Mt road commissioner) made during the open house, he has the same concerns I do. I understand the Borough wanting to develop property but please consider the comments of the people who live here and use these roads every day. | Corridor 372 will only be constructed if the parcels that it crosses subdivide. It is feasible construct to FNSB road standards based on an engineering analysis and given small adjustments to alignment during the platting and subdivision process. If the parcels surrounding Corridor 372 subdivide and develop in the future, additional residences can added into the existing service area to provide tax revenue to support the maintenance or existing and additional road miles. |
| | | | | | | | |
| | 1/21/2023 | Email | Rodney | Guritz | | Like 273, development of this route would put undue pressure on Moose Mountain and Monteverde Road, which as stated for 273 is a safety issue. Moose Mountain cannot sustain a dramatic increase in traffic without widening and other improvements, at great expense. Route 372 must either cross steep grades or wrap around northeast facing slopes. Connections to Waldheim, Jones, or Old Murphy Dome may not be practical. However, at least this route does not conflict with a popular trail. | Corridor 372 will only be constructed if the parcels that it crosses subdivide. It is feasible construct to FNSB road standards based on an engineering analysis and given small adjustments to alignment during the platting and subdivision process. If the parcels surrounding Corridor 372 subdivide and develop in the future, additional residences can added into the existing service area to provide tax revenue to support the maintenance or existing and additional road miles. |
| | 1/19/2023 | Paper Form | William | Hao Jr | | Increased traffic on Monteverde Rd. creates a safety hazard. Goldstream Moose Creek Service Area cannot accommodate it. This will divert attention from roads in the Spinach Creek Subdivision. | Corridor 372 will only be constructed if the parcels that it crosses subdivide. It is feasible construct to FNSB road standards based on an engineering analysis and given small adjustments to alignment during the platting and subdivision process. If the parcels surrounding Corridor 372 subdivide and develop in the future, additional residences can added into the existing service area to provide tax revenue to support the maintenance existing and additional road miles. |

| Corridor # | Date | Form Received | ary-February | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
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| 2 | 1/22/2023 | Email | Felix | Krause | road commissioner | My name is TFelix Krause. For 21 years I have lived at 3655 Keystone Road (99709) and currently I am serving as a road commissioner of this subdivision. With much concern I have followed the newest "Future Road Corridor"-Plan that FNSB is proposing. I do not know if you are aware that the maintenance of Moose Mountain Road (collector road) has been a point of contention for many years. Moose Mountain Road has very | Corridor 372 will only be constructed if the parcels that it crosses subdivide. If the parcels surrounding Corridor 372 subdivide and develop in the future, additional residences can be |
| 2 | 2/8/2023 | Email | Briana | Franz | | walkers, dog mushers, bikers, and snow machines. Building a road here would destroy the value of these trails used year round by local residents. | Corridor 372 will only be constructed if the parcels that it crosses subdivide. It is feasible to construct to FNSB road standards based on an engineering analysis and given small adjustments to alignment during the platting and subdivision process. If the parcels surrounding Corridor 372 subdivide and develop in the future, additional residences can be added into the existing service area to provide tax revenue to support the maintenance of existing and additional road miles. Trail and road conflicts in this area can be mitigated throu a planned shared trail/road corridor, as also noted in the Trails Plan. |
| 2 | 2/9/2023 | Web Form | Stephanie | Wight | | skiers, walkers, dog mushers, bikers, and snow machiners. Building a road here would destroy the value of these trails used year round by local residents. Furthermore, I am also concerned with the ability for moose mountain to be able to sustain increased traffic volume of these added roads. Moose mountain already has difficulty sustaining the level of traffic it receives. Not only is the road quality a concern but the safety of those driving it as well. Moose mountain is a narrow and steep road that sees vehicles going off the road both to the up and downhill sides of the mountain. Increased traffic will create increased risk for accidents to both residents and skiers using the buses for recreation. Road #273 and #372 would negatively impact current residents on moose mountain. | Corridor 372 will only be constructed if the parcels that it crosses subdivide. It is feasible to construct to FNSB road standards based on an engineering analysis and given small adjustments to alignment during the platting and subdivision process. If the parcels surrounding Corridor 372 subdivide and develop in the future, additional residences can be added into the existing service area to provide tax revenue to support the maintenance of existing and additional road miles. Trail and road conflicts in this area can be mitigated throu a planned shared trail/road corridor, as also noted in the Trails Plan. |
| 2 | 2/7/2023 | Email | Kristy | Howk | | on our narrow roads which have no shoulders. It is very steep, slippery in the winter months and was not built for through traffic. As it is now, it can be treacherous passing large delivery trucks hauling water and fuel not to mention the ski buses each weekend during winter. Presently, cars and buses have been sliding into the ditches trying to avoid each other. With an increase in through traffic and with the probability of increased traffic speeds and unfamiliarity with local conditions a real safety issue will most likely arise. | Corridor 372 will only be constructed if the parcels that it crosses subdivide. It is feasible to construct to FNSB road standards based on an engineering analysis and given small adjustments to alignment during the platting and subdivision process. If the parcels surrounding Corridor 372 subdivide and develop in the future, additional residences can be added into the existing service area to provide tax revenue to support the maintenance of existing and additional road miles. Trail and road conflicts in this area can be mitigated throu a planned shared trail/road corridor, as also noted in the Trails Plan. |

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| 72 | 2/7/2023 | Email | Murray | Howk | Commissioner, Goldstream Moose Creek Service Area | In regards to the the Draft FNSB Comprehensive Roads Plan connectors 273 and 372 all Road Commissioners contacted from the Goldstream Moose Creek Service Area strongly apposed to the two minor connectors #'s 273 and 372 within our service area. * If developed as designed #273 and #272 will put an unnecessary burden on our limited budget. Through traffic congestion would substantially degrade Moose Mountain and Monteverde roads, creating increased washboarding, pot holes and snow removal on such a steep incline. These problems exist presently. Contractor call outs to repair this increased damage are very expensive. * Saftey. Moose Mountain roads narrow width is barely adequate, especially in the winter with steep grades. Due to contractor delays Moose Mountain roads become narrower in winter. The roadway's width is easily compromised with snow berms crowding the center line during winter storms. Downhill traffic must pull over, giving way to ski buses, fuel and water trucks which often have to chain up to access the top of the hill. Buses and cars routinely slide into the steep ditches. * Crime. While not usually considered in road construction design, at present, Moose Mountain enjoys a very low crime rate, which we believe is directly related to not having a connector through road. Anyone considering crime probably knows that there is no outlet and force them to backtrack with a greater chance of being identified. * Public use trail. Increased use of the major public use trail system located on #273, needs careful consideration. This trail system is used by ski, like, liking, snowmachining and dog sledding. A connector road must use that is presently used for these activities. Parking at the trail head presently uses the existing private road at the top of Moose Mount Rd. This is becoming more of an issue. In winter this trail traditionally requires Old Murphy Dome Road to remain unplowed. If developed a portion of this trail system would be lost. * A better use of the land. Instead of pushing a | Corridor 372 will only be constructed if the parcels that it crosses subdivide. It is feasible to construct to FNSB road standards based on an engineering analysis and given small adjustments to alignment during the platting and subdivision process. If the parcels surrounding Corridor 372 subdivide and develop in the future, additional residences can be added into the existing service area to provide tax revenue to support the maintenance of existing and additional road miles. Trail and road conflicts in this area can be mitigated throu a planned shared trail/road corridor, as also noted in the Trails Plan. |
| 2 | 2/10/2023 | Email | Eleanor | Boyce | | 2. Safety and maintainability considerations [proposed corridors 273, 372] Moose Mountain Road is very narrow with steep drop offs (Kris Howk), and is graded between 8-10% from the intersection at the base to the top of the mountain and can be dangerous to vehicles without chains or studs during spring freeze/thaw cycles (Roger Evans). Increased artific on it would create a possible safety hazard for the public and land owners (Kris Howk). As I personality own a 4VD vehicle with good traction and studded titres, I find Moose Mountain road to be adequately maintained - by which I mean, for half the summer we deal with washboard and dust, and year-round we experience delays in grading and snow clearing due to limited maintenance funds (understandable) and the FNSB-procured contractor not having adequate staff/equipment to respond promptly. These road conditions persist from year to year despite having a team of engaged, dedicated road commissioners, and are representative of many hilliside roads in Goldstream Valley which have similar grades and approaches to maintenance. Any mid-winter freezing rain event (and these are likely to be more frequent in future due to climate change) may require chaining up even a 4VD, studded- tire vehicle until the contractor is available to spread gravel. Added traffic will make Moose Mountain road less safe and more difficult to maintain even to its current standard. I vould argue that the page 17 FNSB Future Road Corridor Selection Criteria category "Economic: Feasibility" should not only require that a road be reasonable/feasible to construct, but also that it be reasonable/feasible to maintain. | Corridor 372 will only be constructed if the parcels that it crosses subdivide. It is feasible to construct to FNSB road standards based on an engineering analysis and given small adjustments to alignment during the platting and subdivision process. If the parcels surrounding Corridor 372 subdivide and develop in the future, additional residences can be added into the existing service area to provide tax revenue to support the maintenance of existing and additional road miles. Trail and road conflicts in this area can be mitigated throu a planned shared trail/road corridor, as also noted in the Trails Plan. |
| 2 | 2/13/2023 | Email | Lisə | Jodwalis | | First, a big thank you to all of the planning team for your hard work putting the plan together, seeing it through multiple drafts, and engaging in extensive public participation. My comments specifically address the area of Goldstream Valley bounded by Goldstream Road on the south and Old Murphy Dome on the north. My husband and I have lived in the Waldheim Drive neighborhood since 1985 and have used the local trails and neighborhood paths every year since in all seasons. I see that some adterations were made in the final draft. Wy concerns are with the designation of ANY roads and subdivisions in an area fraught with landscape challenges. These were identified and commented on by area residents as part of the proposed O'Connor Creek Re-ion in 2018. The Windy Creek drainage has extensive permafrost and thaw and erosion are highly visible. Those of us wha are long-term residents can point to the obvious signs, many of which have emerged in just the past 5-10 years. Routes 22 and 375 extend Jones Road north and this is probably unsupportable: Windy Creek to COnnor Creek Trail crossing suffered a serious erosion event about 4 years ago that created and eupe nough to drop a school bus into. More evidence of erosion and thaw is common along lower Windy Creek and all along the O'Connor Creek Trail as evidence by leaning trees, deeper dips, and recent gullying. My greatest concern is that the Roads Plan in general advocates for future development in an area that is increasingly at risk from adverse weather events that make maintenance costs prohibitive for road service areas and make mergency evacuation iffe-threatening. The last decade and especially the last year have seen extreme weather. The 26 December 202 rain-on - snow event made the entire neighborhood inpassable for 2 weeks. The windstrom of 25 July 2022 dropped well over 20 big spruce and birch on Waldheim Drive. In May 2011 the Moose Mountain Fire came terrifyingly close to residences. Although human-caused, the burned area is still highly flammable and th | Thank you for your detailed comments. The Roads Plan does not advocate for or discourage development in any specific areas of the borough. Rather, it's purpose is to guide road siting and development in the most orderly fashion to prepare for if and when development does occur. The FNS Assembly has final say on when, whether, and how FNSE-owned lands, suc as the large parcels surrounding Corridors 273 and 372, are developed. The Roads Plan has a horizon of approximately 20 years between updates. While Assembly members frequently, Roads Plan provides a longer-term planning outlook and vision for future road connections. The goal of the plan is to identify through detailed analysis and community input, the most logical and feasible locations for new future subdivision roads. The Roads Plan does not trig any road development immediately. As a second-class borough with limited roads powers, a subdivision process to provide access to their newly-created lots. |
| 5 | 2/1/2023 | Paper Form | Bruce | Bridwell | | This is not preferred but does make sense to create additional second way out of the Moose Mtn residential area. Perhaps another route following the trail from Monte Verde cul-de-sac to Waldheim might make sense. | A connection between the end of Monteverde and the Waldheim cul-de-sac was considered but would be too steep in grade to meet FNSB road standards. Corridor 375 is a corridor fro the 1991 Roads Plan that was realigned in this update to better match the underlying topography. It would only be developed if the parcels that it crosses subdivide. |

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| · | 2/4/2023 | Email | Linda | DeFoliart | | I hike extensively in this area and a lot of this terrain seems unsuitable for a sustainable road. For example you have Windy Creek and O'Connor Creek with slopes that, from the vegetation, appear to be underlain with permafrost. My concern here is the quality of the area roads. Ivory and Jones Rd are terrible during break-up and much of the summer - it lasts for months and at times are barely drive-able with anything but a high-clearance 4WD. After a snowfall, it can take a few days for these roads to be plowed. I don't know if the problem is money or if M&M Construction is spread too thinly. But I don't see how adding more roads and more traffic is going to do anything but make this already setchy situation intolerable. I would need to see abolute figures and get assurances from our road commissioner that what you propose is feasible and won't make the current situation any worse. From the comments Greg Grajew (Moose Mt road commissioner that what you propose is feasible and won't make the Borough wanting to develop property but please consider the comments of the people who live here and use these roads every day. | Corridor 375 is a corridor from the 1991 Roads Plan that was realigned in this update to bet match the underlying topography. It would only be developed if the parcels that it crosses subdivide. If the parcels surrounding Corridor 375 subdivide and develop in the future, additional residences can be added into the existing service area to provide tax revenue to support the maintenance of existing and additional road miles. |
| | 2/13/2023 | Email | Lisa | Jodwalis | | First, a big thank you to all of the planning team for your hard work putting the plan together, seeing it through multiple drafts, and engaging in extensive public participation. My comments specifically address the area of Goldstream Valley bounded by Goldstream Road on the south and Old Murphy Dome on the north. My husband and I have lived in the Waldheim Drive neighborhood since 1985 and have used the local trails and neighborhood paths every year since in all seasons. Is see that some emterate into the final draft. My, concerns are with the designation of ANY roads and subdivisions in an area fraught with landscape challenges. These were identified and commented on by area residents as part of the proposed O'Connor Creek Re-Zone in 2018. The Windy Creek at mage has extensive permafrost and thaw and erosion are highly visible. Those of us who are long-term residents can point to the obvious signs, many of which have emerged in just the past 5-10 years. Routes 22 and 375 extend Jones Road north and this is probably unsupportable: Windy Creek at the O'Connor Creek Trail as evidenced by leaning trees, deeper dips, and recent gullying. Wy greatest concern is that the Roads Plan in general advocates for future development in an area that is increasingly at risk from adverse weather events that make maintenance costs prohibitive for road service areas and make emergency evacuation life-threatening. The last decade and especially the last year have seen extreme weather. The 26 December 2022 rain-on-snow event made the entire neighborhood impassable for 2 weeks. The windstorm of 25 July 2022 dropped well over 20 big spruce and they eneral area sees semi ulighting strikes each summer. Adding new roads and residences in the Windy and O'Connor Creek Arianage is suill put people at extreme weather. The 26 December 2022 rain-on-snow event made the entire neighborhood impassable for 2 weeks. The windstorm of 25 July 2022 dropped well over 20 big spruce and the general area sees semi pulipting strikes each sum | In this update. Corridors in the Roads Plan can be adjusted to address topographical issues during the subdivision process if the alternative corridor meets the same intent as the orig identified in the plan. The Roads Plan is high-level and long-range plan to identify beneficia connections across the FNSB. At the time of subdivision, on-the-ground survey data will be considered to inform the feasibility of corridors, like 22/375. |
| | 1/23/2023 | Email | Natalie | Howard | | My name is Natalie Howard and I have concerns based upon the revised maps with the projected road coming through my property located at Tract A in Section 21, Township I South, Range 3 East, Fairbanks Meridian, according to the amended Supplemental Cadastral Survey Plat Hield July 7, 1986 as Plat NO. 86-90. The proposed corridor 382 gees through my property, and would completely destroy any value if I choose to subdivide the property. At this time if it at the "Future Study" stage and not yet a part of the comprehensive plan. I am writing today to state my opposition to a road being placed across my property in a manner that corridor 382 is placed. I request all "Future Study" lines be removed from my property. I have concerns for the manner in which this was done. First, a survey was conducted to begin the study for corridor 382. Under Alaska Statute 34 65.020 notice must be given to the land owner prior to a survey on their property. This allows access for purposes of determining the locations of existing markers or boundaries. In this case, however, it appears the proposed study (corridor 382) encompassed an even more detailed new survey of my land without notice or permission. This shall also serve as my formal notice that at this time 1 do not consent to any new survey of my land for this or any other purpose. The proposed comprehensive plan by the assembly is binding - the plan is no longer merely good ideas and guidance (or assembly approval would not be necessary). It becomes a firsb policy statement. On page 23 the plan goes on to state "road corridors in the plan will only be dedicated on private property at the time that landowners subdivide" At the time a private owner wishes to subdivision of the land. It is important that we all better understand this proces. I happened to hear about the "proposed future study outside of the project area" included in this comprehensive plan that impacts will be built first as a subdivision of the land. It is important that we all better understand this proces. | It no longer traverses the private property located at Tract A in Section 21, Township I Sou Range 3 East, Fairbanks Meridian. As a future study corridor concept, Corridor 382 indicate general connection traversing primarily public lands between the Two Rivers and North Pe areas. A more detailed corridor alignment will require additional analysis during a future R Plan update before it can be officially included as a Minor or Major Collector in the Roads I |

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| 1 | 2/2/2023 | Web Form | Robin | Dale Ford | | I live on Amanita Rd. and would like to express my opposition to the FNSB Proposed Roads #331 and #404. Neither of these corridors serves the residential neighborhood in the Amanita and Esro Rd. area. With the increased mining exploration and activity near this area, I am very suspicious of the motives for these corridors. BTW, Esro Rd. is a private road. | Amanita road is currently a public road and cul-de-sac that is longer than the FNSB's road standards allow, causing concerns about emergency services and resident access. Corridors 331 and 404 address the cul-de-sac length issue by providing additional ingress/egress connections from Amanita Rd to ESRO Rd and to future Hopper Creek. |
| 4 | 2/3/2023 | Web Form | Amber | Masters | | I was reading over this roads plan. I understand that proposed roads may not be constructed if land is not subdivided? Right? I live on Amanita and my main concern is who will maintain the additional roads in this plan? Will the addition of the two new roads connecting Amanita be landowners' responsibility? Why go through the expense to create more problematic potentially orphan roads? It seems the road plan and the RSA are in contrast to one another. But maybe I am missing something it does not appear Amanita is in the MPA in the RSA. | Proposed corridors in the Roads Plan will only be developed if the parcels they cross or are adjacent to subdivide. For corridors 331 and 404 that connect to Amanita Rd, these roads would need to be adopted into an existing RSA for road maintenance. New residences along these corridors would contribute tax funds to the RSA for the maintenance of the new and existing road miles in the RSA. |
| 14 | 2/4/2023 | Web Form | Carolyn | Thomas | | I own 10 acres on Amanita Road, intersected by the road. In no way will I ever consider allowing the borough to develop my land as an access to Esro/Hopper Creek/Smallwood Trail (#s 310, 331 &404). I have no intention of subdividing. There is no sewer, water or natural gas infrastructure out here and no prospect of seeing such in the future. Residents rely on well or hauled water, septic tanks, outhouses and various fragile as evidenced by an increasingly deep drainage on the southeast corner of my lot that trapped a moose calf 2 years ago, and an enormous sinkhole, summer of 2022 on the property adjacent to my northeast corner. We are already threatened by the prospect of mining in an area roughly 1/2 mile from our homes. Amanita Rd has already been negatively impacted by the recently published Trails Plan, non-residents with off road vehicles abusing the road residents maintain, endangering pedestrians and animals as they pass, ignoring posted speed warnings. It is my understanding that once developed, the roads in a Secondary Borough all under the responsibility of a Rural Service Area, and the landowners would carry the burder of additional taxes to support the RSA. Amanita Road has numerous renal tenants who would not necessarily be impacted by increased property taxes. Thank you for the opportunity to comment, but again, I will not ever allow road development through my land. | |
| 4 | 2/3/2023 | Email | Tom | Duncan | ME, PE Holaday- Parks Inc | 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 innopranthy I have comments on d4a st his 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 | Thank you for your comments. Proposed Corridor 404 would only be developed if the landowners of the adjacent parcels decide to subdivide. It is included in the plan to provide alternate ingress/egress from Amanita, which is currently a cul-de-sac longer than FNSB standards allow. |
| 14 | 2/6/2023 | Web Form | David | Wolfe | | My wife and I are against establishing roadways #331, #310, and #404. #310 - Amanita and #404 - Boreal Heights Lane are private roads the residents maintain. These two roadways are narrow and usually one vehicle wide. Emergency vehicles would have no problem navigating them. Still, we are concerned about added traffic and pollution from dust in the summer and keeping the road open during the winter with more snow. We do NOT want these roadways coming into this area. Thank you | Thank you for your comments. Like all proposed corridors in the Roads Plan, if the parcels the Corridors 331 and 404 cross or are adjacent to never subdivide, the roads will not be developed. Corridor 310 is being maintained in the plan because Amanita Road currently exis as a cul-e-sac longer than FNSB standards, raising issues for both emergency services and resident access. |
| 4 | 2/6/2023 | Web Form | Donna | Wolfe | | My wife and I are against establishing roadways #331, #310, and #404. #310 - Amanita and #404 - Boreal Heights Lane are private roads the residents maintain. These two roadways are narrow and usually one vehicle wide. Emergency vehicles would have no problem navigating them. Still, we are concerned about added traffic and pollution from dust in the summer and keeping the road open during the winter with more snow. We do NOT want these roadways coming into this area. Thank you | Thank you for your comments. Like all proposed corridors in the Roads Plan, if the parcels th Corridors 331 and 404 cross or are adjacent to newer subdivide, the roads will not be developed. Corridor 310 is being maintained in the plan because Amanita Road currently exi as a cul-de-sac longer than FNSB standards, raising issues for both emergency services and resident access. |

| FNSB Roads Pla | n: Public Commer | nt Tracker, Janu | ary-February 2 | 023 (January 2023 | B Draft Corridor Ma | ps-Specific) | |
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| Corridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
| 404 | 2/10/2023 | Email | Donna | Wolfe | | Boreal Heights Lane is a private road upgraded and maintained by the residents who live on Boreal Heights Lane. My husband and I are against connecting this road, 404, to Dark Hollow and Hopper Creek roads. We bought property in this area because we wanted privacy, clean air, and quiet living. We enjoy having only one way in and out of our neighborhood, this keeps crime down and people who have no reason to be in the area out. It's interesting that the FNSB has chosen this time to start opening this area up to subdividing, when Avidian Gold, and most likely Fort Knox, are planning extensive gold mining all over this area. It would be unconscionable for the FNSB to sell property without informing buyers about the planned gold mining. Amanita is also upgraded and maintained by residents. The FNSB wants to put these roads - who is going to maintain them? I'm against widening Amanita, 310, or having more traffic on it. I am also against putting in a road from Esro, 331, and connecting it to Amanita, 310. Who is going to maintain this road, and is this road being put in to benefit the mining companies? The timing seems a bit suspicious. We don't need anymore traffic on Amanita or Boreal Heights Roads I'm also against any road going behind my property. Please leave our beautiful, quiet neighborhood alone! | Thank you for your comments. Like all proposed corridors in the Roads Plan, if the parcels that Corridor 404 crosses or are adjacent to never subdivide, the road will not be developed. Corridor 404 is being maintained in the plan because Amanita Road currently exists as a cul-de sac longer than FNSB standards, raising issues for both emergency services and resident access. Corridor 404 can provide an additional ingress/egress point for both residents and emergency services in the future. |
| 404 | 2/10/2023 | Email | Darla | Theisen | | Any chance on reviewing the 331 and 404 proposed rds. How would they be laid out? How to travel on them. Is this in the overflow and sloughing areas? | Thank you for your comments. Corridors 331 and 404 have been sited based on analysis of detailed aerial imagery, lidar, and topographical data. At the time of land subdivision, on-the- ground survey data will also be considered to develop the exact alignment and design of these roads. At that time, adjustments can be made to address topography and other challenging conditions, as long as the alternative alignments meet the same intent as the original corridors identified in the plan. |
| 405 | 1/21/2023 | Email | Andria | Bond | | H ₁ I am not able to attend the meeting today due to illness, but wanted to voice my concern about one portion of the proposed plan. We live in Salcha on Grieme Rd and are concerned about the possible extension of the road. Though not currently on the trails plan to the best of my knowledge, sprint mushing trails have existed here for well over 30 years. It is the reason a number of us in the neighborhood moved here. We've been here about 10 years and are concerned about this road and losing trail access, as it would cross our trail. The neighborhood is already becoming immersely more developed over the last year, so those of us who have invested our lives into living in a location with excellent trails we can access are understandably worried about toing what we have invested so much into. I had been talking with the Parks & Rec department last summer about getting the trails designated and on the map and am honging to have concrete map data to bring them this spring after gesi-ng the system this winter when we can access all the muskeg. We may be just a handful of mushers, but this road advould definitely threaten our competitive racing teams viability and our way of life. We train our teams out there from November through April and many traveling mushers also use the trails in race season February-April. Please consider this when making your final decision. Another thing your agifes it that whole area is a total swamp and very wet for half of the year. I can't imagine it being cost effective to put a road right there. It would be constantly sinking in. | constructed if the adjacent parcels subdivide. Corridor alignments in the Roads Plan are not se in stone and can be adjusted during the subdivision and platting process to address trail |
| 405 | 1/21/2023 | Email | Gary | Markley | | I'm writing in opposition of the proposed road plan for a subdivision off Grieme road. We moved here specifically for trail access to outdoor activities and super dog mushing sking trails. This road would cut off our access to these splendid trails and sever our needs for trails. This route is also very wet and swampy and a road would be very costly and upkeep high. Please vote no. | |
| 405 | 2/1/2023 | Email | Margie | Schwartz | | That 405 corridor goes thru a lot of very serious wetlands. I can tell you for a fact that most of the houses back there at the end of Grieme has the water table sitting only at 3 feet. They have some serious and chronic septic issues back in there. And I know anything immediately east of Salcha Star is also ID'd as wetlands going north from the base of the hill on the opposite side of Johnson Rd. A few years back, someone must've punched a bore hole or something in the lot across from where Salcha Star goes north off Johnson, and there was enough pressure that it put water across the road and made it hell for people to drive thru in the extreme cold, literally freezing brakes to the point of disabling a vehicle from movement. DOT had to build an ice dam a couple seasons. I'm not sure if Ed Plumb is still with National Weather Service here, but he was one of the guys that did a flyover Salcha during the 2008 floods and took aerials of that area back in there. I was able to orient the photos for the audience since he wasn't familiar. To be blunt, it sounds like the Borough is indeed pencil-whipping OUT the areas they designated as flood areas with the 2008 update of the flood plain between Boondox and EleSon AFB and the Old Rich through there. That's just a bad idea. To do any construction along that 405 corridor is about as dumb as trying to turn Johnson Road into a real road. The ground is bad, and no one who has property dissected by Johnson Road was ever given a corrective deed or anything. The plat that's for the road is pretty much only a Record of Survey and not an actual road project. No one seems to know when it went from being a military road to being maintained by the State. Nothing else seems to have been documented. Additionally, if EleIson in fact expects to bring in another 54 F-35 are BY FAR louder than the Falcon ever would be. That said, stick some data collectors out there and do a noise study next summer when Cope T comes to town. | constructed if the adjacent parcels subdivide. Corridor alignments in the Roads Plan are not se in stone and can be adjusted during the subdivision and platting process based on on-the- ground survey data to address trail conflicts and detailed topographical conditions, such as |

| | | | | | 23 Draft Corridor Ma | | |
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| orridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
| 5 | 2/2/2023 | Email | Margie | Schwartz | | With regard to the 405 section of the map some suggestions I may or may not have tossed out there: Deceleration lanes from the south, merge lanes going north for Salcha School- blind corner with a northbound, blind rise. There is also some dangerous passing going over Munson Slough bridge both directions. Johnson Road - Stop sign runners Grieme Road - (since this is also where the community well resides, vehicles merge laden) Stop sign runners Salcha River SP- deceleration lane from the south. Also install a slow moving traffic/merge sign southbound on the north approach of the Salcha River bridge. Deceleration lanes from the north for Stringer/Loop Rd - this is a very bad passing spot, even though the pavement is marked for passing, in both directions. Howell Rd Old Rich Hwy across from Johnson Rd (extend the north merge lane from Johnson Rd to just past Old Rich Rd, if put in) The un-named road that juts north at the end of Grieme used to be where the USAF had its old Marker Beacon for the south approach. It was removed as technology improved and rendered it obsolete. Old Beacon Road would be a good name if (again) that wetland were to be developed. That's a rough hike back in there. | Thank you for these suggestions and identification of concerns. The Roads Plan primarily pla for the location of new subdivision road connections and corridors in the FNSB. It does not identify improvements for state-maintained roads and highways such as the Richardson. |
| 05 | 2/4/2023 | Email | Tom | Duncan | ME, PE Holaday- Parks Inc | 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. I would also ask that if this is made an official ROW that the road be put back on its correct easement - 3. It currently crosses a portion of my private property. 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 RO | Thank you for your comments. Proposed Corridor 404 would only be developed if the landowners of the adjacent parcels decide to subdivide. It is included in the plan to provide alternate ingress/egress from Amanita, which is currently a cul-de-sac longer than FNSB standards allow. |
| 05 | 1/27/2023 | Public meeting sticky note | | | | Powerline running perpendicular to proposed corridor. 15 acres bought in 1979. 70 acres new with Denali would be ok. DNR land sale in Aug - 2,000 acres sulliwood. | Thank you for your comments. The planning team will investigate the utility line conflict. Power lines cross roadways throughout the borough and the State. If going through a road design process there needs to be 20.5 feet of clearance under the lines (Per Alaska Preconstruction Manual Table 1130-1). |
| nanita | 2/6/2023 | Web Form | Donna | Wolfe | | My wife and I are against establishing roadways #331, #310, and #404. #310 - Amanita and #404 - Boreal Heights Lane are private roads the residents maintain. These two roadways are narrow and usually one vehicle wide. Emergency vehicles would have no problem navigating them. Still, we are concerned about added traffic and pollution from dust in the summer and keeping the road open during the winter with more snow. We do NOT want these roadways coming into this area. Thank you | Thank you for your comments. Like all proposed corridors in the Roads Plan, if the parcels t Corridors 331 and 404 cross or are adjacent to never subdivide, the roads will not be developed. Corridor 310 is being maintained in the plan because Amanita Road currently ea as a cul-de-sac longer than FNSB standards, raising issues for both emergency services and resident access. |
| manita | 2/10/2023 | Email | Darla | Theisen | | 3.Is there a planned connection between Amanita and Gilmore Trail? | Thank you for your question. In this update of the Roads Plan, there is not currently a connection planned between Amanita and Gilmore Trail. Very early on in the Roads Plan update, a corridor in this area was considered, but was later removed due to topographical challenges and trail conflicts. A future update to the Roads Plan could potentially add a connection here, if there is a need identified for it. |

| NSB Roads Pla | n: Public Commer | nt Tracker, Janu | ary-February 2 | 2023 (January 202 | 23 Draft Corridor Ma | ps-Specific) | |
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| orridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
| cker Ridge | 1/22/2023 | Email | Sharon | McLeod | | I was not able to attend the meeting at the Ken Kunkle Center yesterday, so am submitting my comments to you via email. I'm concerned about the map page that shows Becker Ridge Road, off Chena Ridge and Festival. First: The map shows Becker Ridge going all the way from Cripple Creek Subdivision to Chena Ridge. It does not do that. There's about half a mile that is completely undeveloped and frequently blocked off by owners above the undeveloped area. That full stretch of road is about 2 miles; roughly a mile of from Chena Ridge north road traverses Federal land; the remainder traverses private property. Second: The map completely ignores the name of the road from Chena Ridge to that undeveloped area. That two mile section of road is legally known as North Becker Ridge Road (formerly known as The Old FAA Road). There are several of us who live on North Becker Ridge Road. It is not in a Road Service Area, because the land is owned by the Bureau of Land Management, and the Federal Aviation Administration (FAA) has authorized use of roughly the first mile via Air Navigation Site Withdrawal No. 18 and via Public Land Order 874 in 1958 (formerly the Civil Aeronautics Administration). Once upon a time FAA had a contract agreement withforst. Haskes Department of Transportation and Public Facilities to maintain the road. That, however, has not been in force since the early to mid-1980s. Us local residents hire a contractor to take care of hardpack removal in the spring, and everyone pays their allocated share, based on percentage of road driven. I am the informal contractor thiring person and bill payer, and collect money from the remainder of the residents to pay for the work. To be able to travel the road in the winter, a couple road residents use a truck plow, and a Kubota tractor with a blower on the front. FAA rarely does anything. In the summer, we are often on the road doing brushing work and on one occasion, hired a small backhoe to put diffue baskin since they had deteriorated so badly that water fr | Thank you for your comments. The FNSB GIS data does show the lack of connection between Becker Ridge Road and North Becker Ridge Road as a dashed instead of solid black line. This symbology did not transfer well to the scale of the large printed maps available online and at the January public meeting. The undeveloped section between Becker Ridge and North Becke Ridge Road is platted as a public right-of-way but is yet 'unconstructed.' |
| ecker Ridge | 1/22/2023 | Email | Sharon | McLeod | | Third: Showing that North Becker and Becker are connected originated sometime in the early 1980s with Herb Mann who I believe was the head of FNSB Planning back then. Everyone on our road fought it, knowing it would bring trouble – which it has. Because the land is federally owned, it will be quite a long time (50 or more years?) before it will ever be able to be in other governmental or private hands. FAA will have to have changed its aircraft guidance system to do away with the VORTAC at the top of North Becker That VORTAC governs all air traffic at Fairbanks International hirport, jets and small planes alike. Should FAA do away with the VORTAC at the top of North Becker that VORTAC governs all air traffic at Fairbanks International hirport, jets and small planes alike. Should FAA do away with the VORTAC, it is a long and arduous process for them to dispose of or re-permit the property in some fashion. And it has been in force, per the federal withdrawals for FAA to use the acreage up here, for 65 years already. In general: I am the only person on the road who has a driveway that circles my house. As such, when someone is misdirected by whatever mapping feature their phones use, I have large vehicles needing to use my driveways on they don't have to back down the entire one to two miles of road, depending on how far they have driven. These have included Alaska Fire Service Forestry trankers when there was a fire a few years ago near the top of Crippic Cree Subdivision, bely dumps loaded with gravel that were also headed to somewhere near the top of Fiddle/Festiva./Ridgeview, a misdirected ambulance, and several private vehicles towing long trailers. Typically, I can hear the backing up or trying to turn around process and go up to the road to let them know they can use my driveway in order to make it back to Chena Ridge The erroneous mapping needs to be fixed to reflect that the two distinct roads are not connected. Thank you for considering my comments. | |
| nena Hot | 2/3/2023 | Email | Randall | Miller | | I would like to opine with regards to the proposed Road Plan in the areas along Chena Hot Springs Rd where I have owned a cabin home for over 45 years. I would specifically like to speak to the proposed roads in TINE, TINZE, and TINSE, just North of Chena Hot Springs Rd between miles 4 and 16, from Esro Rd to Two Rivers. Much of this forest land is located on North slope and valley land which is an area of continuous and discontinuous permafrost, covered in typical black spruce, and tundra, as well as mixed forest types. This type of land has been shown to be extremely difficult and expensive to build and maintain roads of any type. During a period of progressive global warming which we have witnessed over the last 3 decades there has been increasing melting of the region in which road construction is planned, as noted on the maps of these townships in the proposed plan. In the FNSB we have noted the inability to maintain stable roads in this type of forest soil type. Chena Hot Springs Rd itself is a prime example, as it has required continuous expensive maintenance ever since it was paved in all areas where there is permafrost, notable along little Chena Prong. Unfortunately we do not have the technology, nor the resources to build and maintain roads in this type of forest/soil type. The damage that will be caused in the proposed connectors along the North slope of Little Chena Prong, miles 4-12 of CHSR, and in the Smallwood and Iowa Creek drainages will be irreparable. The cost will be profibitive, and the danger to the flora and flana of this once pristine area will be profound. There has been progressive degradation of this area by relatively small logging operations, and recreational disregard of this fragile forest/soil type . To develop roads in this area will be a costly endeavor that will not be sustainable over the next several decades. I request that a moratorium be instituted in all North slope and permafrost valley land along the Chena Hot Springs Rd, until such time that we have the | Thank you for your comments. The Roads Plan plans for future subdivision roads through the plating and subdivision process. It does not trigger any road development until the point in time when a landowner decides to subdivide. Much of the land north of Chena Hot Springs Road on north-facing slopes is already in private ownership. If these owners decide to subdivide and develop their land, the Roads Plan helps ensure access to their property and identifies planned road alignments that are most feasible and have the least potential negati impacts (environmental, maintenance). The Roads Plan cannot direct or limit development in specific areas, but instead provides orderly direction for road development when subdivision occur. |
| ter Dome | 1/28/2023 | Public meeting sticky note | | | | Develop Ester Dome. It's closer to Town and NOT swamp | Thank you for your comments. The Roads Plan cannot direct or limit development. Rather, it plans for road connections for the time when landowners decide to subdivide their property Corridors such as 213 near Ester Dome would only be developed if the parcels it crosses subdivide. |

| Corridor # | | | | | | ps-Specific) | |
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| corridor # | Date | Form Received | First name | Last name | Affiliation | | Response/How Addressed in Revised Maps |
| General | 1/30/2023 | Email | Jeanie | Cole | | Hi, I am having trouble getting the fillable online comment form to work. When I input my first comment, it populates the same comment into all the lines of the form. If I try over writing the comment on the second line, it erases my previous comment and populates all the lines with my second comment. | N/A |
| | | | | | | If I download the form and save it to my desk top, it does the same thing. If I save it as a PDF, it is no longer fillable. | |
| | | | | | | Any advice on how to make the form work? I am using a Mac computer. | |
| General | 1/18/2023 | Web Form | Beverly | Hormann | | First, are any of these proposed connectors to be built when the plan is adopted? It looks to me that most of these connectors are located in existing service areas. What per centage of the proposed connecters are not in service areas? Will proposed connecters built in service areas be financed by the service area itself? Who will pay for connecters not in service areas? | Because the FNSB is a second-class borough, it does not have direct road powers. Roads in the FNSB are developed by those who subdivide land through the subdivision and platting proces. Thus, no road development will be immediately triggered when the plan is adopted because road development occurs when an owner subdivides land. Any proposed connections not in existing service areas are financed by the developer or owner who is subdividing the land, and then long-term maintenance is provided by the RSA, with additional tax revenue provided by new residences along the corridor. Long-term maintenance of connectors outside of existing service areas will be achieved by expanding a nearby service area to include the new roads. |
| General | 2/1/2023 | | | | | Correct FNSB Eielson AFB Regional Growth Plan Planning and Zoning page 8. Figure 2: Land ownership in the vicinity of Eielson AFB to correctly reflect ownership. | N/A - comment refers to a different plan. |
| General | 2/1/2023 | | | | | Correct PNSE Eleison Are regional Growth Plan Planning and Zoning page 8, Figure 2, Land Ownership in the vicinity of Eleison Are to Correctly reflect Ownership. | ny A - comment refers to a omerent plan. |
| General | 2/7/2023 | Email | Sue | Sherif | | My first concern is the part of the plan that shows acquiring right-of-way to connect the northern portions of Esro and Amanita Roads off Chena Hot Springs Road. The link theoretically meets the criteria established in the plan to provide alternate methods for emergency service and delivery vehicles on roads that have only one way in and out, but given the nature of the two roads, neither of which is in a formal service area, I can't think that this connection would be 1. economically feasible to build and maintain year round or 2. in rough winter conditions would actually serve this criteria. My second concern is: As the plan clearly states the borough does not have road building or maintenance powers, so I find it ironic that the plan seems to be geared to the proliferation of new roads or connectors that, outside of service areas, will be difficult if not impossible to maintain. The plan glosses over this problem, by outlining the stages of road development, and saying that the new roads can be annexed into existing service areas, but skips the reality of the fact that roads like Amanita that are long, steep, and not up to standards are "orphans" for a reason. Until the Borough addresses this problem, that there is no way to establish new road service areas or compel an existing road service area to expand or the Borough decides it has outgrown its second class status (or the Legislature changes the definition of the powers of a second-class borough), I am puzzled what this exercise in planning for more miles of difficult to maintain roads, like the proposed Esro - Amanita link, is worth. I do appreciate the process that the borough used in developing its proposals, especially the open houses and the interactive maps for public input and also the opportunity to comment now. | Thank you for your comments. The Roads Plan does not promote or trigger road developmen in any specific areas. Because of the FNSB's second-class status, all suddivision roads are developed by Indowners/developers when they suddivide their property. This ensures that a new parcels have legal access. The Roads Plan provides direction on the most logical locations for future road connections. New future road connections, once constructed, would need to be adopted into an existing service area for maintenance based on state law. |
| General | 2/8/2023 | Email | Bob | Henszey, Ph.D. | Branch Manager, Conservation Planning Assistance, US Fish & Wildlife Service | Hi Shelly, Yes, our FWS Program (Conservation Planning Assistance) would welcome the opportunity to discuss the draft FNSB Comprehensive Road Plan. Providing early comments before alignments are finalized is the best way to minimize potential adverse impacts to fish and wildlife. If the FNSB can share the shapefiles for the draft plan, Amy can quickly review the proposed updates for potential concerns. The proposed future plans to extend Lawrence Road to Chena Hot Springs Road is one, but I assume that will have a separate planning process. I helped the FNSB with their recent Land Suitability Analysis update, so I know some of the physical features we look for may be accounted in the proposed road plan, but there are other features we consider when reviewing project plans not included in the FNSB LSA. Some concerns can easily be addressed simply by initiating construction before or after the bird breeding season to avoid affecting birds that have selected a nest site for the breeding season (i.e., they can go elsewhere if not committed to a site for the season). | Thank you for your comments. The proposed Future Study Corridor 382 connecting Laurence to Chena Hot Springs Road would require additional analysis and planning before it becomes proposed minor or major collector corridor in an update of the Roads Plan. At this time, as a Future Study Corridor, it primarily follows public lands and shows the intent, but not the exact alignment of a potential future planned road corridor. |
| General | 2/1/2023 | Web Form | Bill | Witte | | Hello Shelly- In reference to an interconnected road network and public safety. Speaking to my neighbors they generally are opposed to an interconnected road system - they mostly want to live at the end long dead end roads. In truth long dead end roads inhibit evacuations and fire response. Fire planners from south central AK and elsewhere, have suggested and established roadway easements which are dedicated to emergency response only. Except during emergency fire responses the roads are gated off from public access. The public has their privacy but an interconnected mesh network of roads is available during an emergency. | Thank you for your comments. This is an interesting idea that Community Planning could take into consideration for future Roads Plan updates. |
| General | 1/16/2023 | Email | Bill | Witte | | Hi Shelly- Reading these on a phone so I might have missed something but what are the thin green lines? Not obvious in the map key but they look like trails? Example below. [Message includes a screenshot of one of the maps] | Yes. Trail alignments from the FNSB's recent Comprehensive Trails Plan update are indicated on the Roads Plan Quadrant maps as thin green lines. |

| FNSB Roads Pla | an: Public Commer | nt Tracker, Janu | ary-February | 2023 (January 202 | 3 Draft Corridor M | laps-Specific) | |
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| Corridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
| General | 2/8/2023 | Email | Bob | Henszey | | Thanks for the opportunity to meet. Amy, Amal, and I work in the office on Mondays. The rest of the week we telework, but some of us may be able to come to town. If we do a video conference, Amal will need a phone number to call-in. She has poor internet at home. I'll let the others say when they are available, but I should be available next week at these times: •Monday, 2/13: after 1 pm •Tuesday, 2/14: anytime but 1-3 pm •Vednesday, 2/14: anytime but 1-3 pm •Thursday, 2/15: anytime but 10-11 am This is not the first time we have heard of the Comprehensive Roads Plan, but the FWS has not been contacted directly to my knowledge and we have not heard anything since 2021. On Tuesday, 0ctber 12, 2021, I spotted an opportunity to comment in the Fairbanks Daily News Miner (see attached flyer). I forwarded that notice to the FWS folks in Fairbanks so they would have an opportunity to comment. However, our team (Conservation Plannigkstance) opted not to comment for the FWS folkally. I think our workload was a bit heavy at the time. We prefer to engage early, since that's when plans are more flexible, so we really appreciate the opportunity to meet as the Plan is nearing a final version. | input on the corridors proposed in the plan. |
| General | 2/10/2023 | Email | Eleanor | Boyce | | Comments below refer to the 01-16-2023 FNSB Comprehensive Roads Plan I am Eleanor Boyce, property owner and resident in the Moose Mountain neighborhood of Goldstream Valley. The following comments are in response to the 01-16-2023 draft of the FNSB road plan. Some relevant public comments from the previous round are cited below. 1.Limited response to previous comments [General] It is clear that the FNSB Comprehensive Roads Plan is the product of a tremendous amount of work by your team, and I am grateful for your efforts and for the many opportunities to comment on the plan. However, it does appear that many previous comments are inadequately addressed in the 01-16-2023 draft, which is in conflict with the FNSB Furve Road Carlier Calectony "Social: Public Input" (see page 17). A glaring example: I refer you to Figure 4 on Page 6, which shows a comment, "Awesome idea for a road going through from Miller Hill Road to Miller Hill Extension." As the September-October 2022 round of public input generated ~21 comments specifically addressing proposed road corridor 64, and 19 of those were clearly opposed [plus 1 concerned and 1 skeptical]). find this to be a particular poor choice of public input example. More than being a poor choice, I wory it may be representative of the degree to which the fall 220 zo nud of public comments has not (or not yet) been incorporated into the FNSB Comprehensive Roads Plan. I encourage your team and the steering committee to take as much time as necessary to address the many concerns that have been raised. | Thank you for your comments. The Roads planning team is currently in the process of developing responses to the comments received from the public in fall and winter 2022-2023. Once complete, the comment trackers with responses will be posted on the project website. Corridor 64 is a connection originally planned in the 1991 Roads Plan. Because it has long been planned as a Major Collector, direct access for properties to Miller Hill and Miller Hill Ext has been disallowed to support this potential connection should the parcels it crosses and are adjacent to subdivide in the future. The Roads Plan does not trigger subdivision or road development, but directs road siting based on planning and engineering analysis for if and when landowners decide to subdivide their property. Public Input into the corridor has been mixed throughout the Roads Plan process, with both strong support and strong opposition to the proposed road for different reasons. |
| General | 2/10/2023 | Email | Eleanor | Воусе | | 4.Feasibility concerns [28, 31, 36, 64, 69, 72, 73, 94, 251, 273, 279, 287, 295, 372] The fall 2022 round of comments included 43 comments that mentioned concerns about the feasibility of constructing or maintaining proposed corridors due to climate change, grade, permafrost, drainage, etc. 1 am particularly concerned about the plan for corridor 372 which transects a steep hillside of black spruce. I oppose this corridor and agree with Roger Evans' description of this route as, "a steep, high altitude black spruce permafrost zone, with evidence of slumping showing just above the creek below. A road cut through there would cause excessive thawing, slumping and probably mud flows into the creek." | Thank you for your comments. The Roads planning team has completed detailed evaluations of feasibility including desktop and GIS data analyses, engineering modelling using InfraWorks for specific corridors, and following you nisues identified by the public through additional reviews and site wisits. Many areas of the FNSB pose challenges for road construction due to wetlands, permafrost, and steep grades. The Roads Plan does not and cannot limit development in specific areas. All it does is direct road siting for if and when landowners do decide to subdivide and develop their land. The Roads Plan works to ensure that all landowners will have legal access to their properties. In the absence of the plan, roads could be constructed in locations that have not been thoroughly vetted and analyzed for feasibility o other issues. |
| General | 2/10/2023 | Web Form | Ariane | Glover | | The draft plan legend in the map shows a pink/salmon color for the minor collector roads, but the actual maps appear to show these connections in gold (as did the previous maps). There seems to be an inconsistency with the colors in the legends/maps that needs to be corrected. | Thank you for your comments. Noted very slight color difference between the key and minor collector lines on maps. |
| General | 2/10/2023 | Web Form | Ariane | Glover | | Goal 5 should be an integral part of all road development. Safe access for cyclists and pedestrians is critical for residents and healthy communities. Wide shoulders should be planned for, bike lanes or bike paths expregated from roads with safe, necessary connections are critical for commuters who choose not to drive. Rumble strips should be used, as appropriate, when bike paths cannot be segregated from roads. Adequate lighting for the safety of both motorists and non-motorized users is equally important. Routes that connect areas of interest, as well as connections to public transit should be prioritized, particularly between North Pole and Fairbanks to allow North Pole residents a non-motorized or public transit option to travel to Fairbanks. An increase in non-motorized users for commuter and recreational access is important for supporting other Borough priorities, such as healthy air quality and outdoor recreation during both winter and summer seasons. Thank you for including this goal. Please ensure it is considered in all aspects of road plan development and not just as an after-thought. | |
| General | 2/10/2023 | Web Form | Ariane | Glover | | I submitted several comments for the Comprehensive Road Plan Maps through the Online Comment Box submission option. I attempted to use the Fillable Comment Form, but every time I entered a comment, it duplicated it in every open box on the comment form (there seems to be some kind of error with the format least on my Safari browser). Anyways, after I submitted comments, I realized I had no confirmation email on what I had submitted or even that it was received (although the comment box said it was sent after I submitted it). Maybe just a suggestion for future plans & public comments, if possible, it would be great if the comment form sent you a confirmation email showing what was submitted for the commenter's records (just in case for some reason it doesn't go through on your end). Looking forward to seeing the outcome of the plan. Thanks to everyone for their hard work on this. | Thank you for your comments. The planning team will consider this for future plans and rounds of public input. |

| | in: Public Comme | nt Tracker, Janu | ary-February | 2023 (January 20 | 23 Draft Corridor Ma | ps-Specific) | |
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| orridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
| ieneral | 2/12/2023 | Web Form | Leigh | Pagel | | For the 2022 comprehensive road plan will there be another public comment period? Due to my line of work, I was unaware of the situation and didn't find any information in my letterbox. Thank you, | Yes, there will be an additional and final public comment period in Summer 2023. |
| General | 2/13/2023 | Web Form | Todd | Воусе | | Just back from cruise to New Zealand and Australia. I quickly reviewed the Road Plan revisions and once again did not see that any of my prior suggestions for modification's were included. So, I will not be submitting any for this comment period. As a member of the advisory group, the only time I got feedback was the call-in where the consultant went through all the proposed changes. That answered some of my concerns on why certain segments were omitted, but quite a bit remained unanswered. I may continue to participate if there are future meetings, but did not have time or the inclination to do so before the current comment deadline. I'll be up that way for a few weeks towards the end of this month. Maybe I'll try to set up a brief meeting with you, on this matter, and to shoot the breeze. | Thank you for your comments. At the time of your review, the Roads planning team had not yet integrated edits into the Roads Plan narrative, and was primarily focused on updates to t maps. There will be an additional public review and comment period in Summer 2023. |
| General | 2/10/2023 | Email | Darla | Theisen | | 1. Change the word "orphan" rds. to non government rds. | Thank you for your comment. The term "orphan road" will be maintained in the plan becaus it is commonly used and understood to refer to such roads without a public maintenance authority. |
| General | 2/10/2023 | Email | Darla | Theisen | | 4.If a proposed corridor is removed from the 1991 plan in the new plan and the corridor has already been dedicated (to follow the 1991 plan) and is not being used as such, upon request by the adjacent landowner(s), the FNSB will sponsor the vacation before the Platting Board. This gets to rectifying a taking that is no longer necessary | Thank you for your comment. This has been added as Action 1.1.B in the Roads Plan. |
| General | 1/29/2023 | Public meeting sticky note | Marianne | Stolz | | Less Development, more use of what we already have. | Thank you for your comment. The Roads Plan cannot limit or direct development of subdivisions or roads. It serves the purpose of guiding development when landowners do decide to subdivide their properties. |
| General | 1/31/2023 | Public meeting sticky note | | | | More green (park) | Thank you for your comment. No change identified. |
| General/Economi c Feasibility | 1/21/2023 | Email | Ryan | Hunt | tech, project | Shelly, It was nice to connect with you today and share my thoughts on this Comprehensive Roads plan. As I mentioned, I work for 3-Tier Alaska, a Land Surveying, Civil and Environmental Engineering firm, where I have been helping dozens of people every year subdivide parcels of land for 19 years. We serve both small mom and pop parcels and large commercial developments alike. People often call us to subdivide their property, while they typically have their own vision on how that will look and how easy it should be. The first two things I look at are the zoning for minimum area lot sizes and if they are going to conform with the Borough Title 17 subdivision General Road Requirements, which can be tricky to navigate and very hard for a laymen homeowner to understand why this criteria even applies to them and why they have to have an engineer analyze their road that's been there for decades and possibly pay to uggrade it. Now, the new draft Comprehensive Roads Plan is introduced. I have personally worked on a handful of these areas in the past and can honestly say it can be a challenge to tell the landowner they need incorporate this in their plans. In general, it appears most people are hyper focused on where these roads will be. From what I see so far, the Steering Committee Members are doing well at determining practical areas to facilitate the function of getting to certain parts of twon effectively and satisfies most of the Focus Areas. What I seen discussed or solved in the report is the Economic Feasibility Plan. On Page 3, there is a statement that indicates this is guidance for the physical road development through FNBSC T5.5.110.A. From my experience, Comprehensive Road Plan Moy often does get dedicated, but the landowner will often find a way to minimize costs and not construct the road is planned to go. I recommend before this Comprehensive plang test adopted, that the economic portion of this be discussed in length and produce a solid plan that addresses the ROW area given to the public and a fiscal p | |

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| 11001 # | Date | 10mm Received | rinschanne | Last name | | Comment | Response, now Addressed in Revised maps |
| ieral/Economi asibility | 1/21/2023 | Email | Ryan | Hunt | surveyor, engineer tech, project manager with 3-Tier Alaska | Is suggest the following discussion items: - Implementing a standard Developer's Agreement, which includes the sale of lots for obtaining funds for the construction of roads, pending an engineer's estimate or cost analysis. (Similar to the City of North Pole.) - Constructed through roads that benefit the Comprehensive Roads Plan should be granted a tax incentive based on a cost analysis and/or engineer's estimate. (i.e., the quantity of lots using the road cost ratio) - Constructed through roads that benefit the Comprehensive Roads Plan should offer a percentage of the road construction be paid by the borough based on a long-term tax base analysis. - A portion of the constructed Comprehensive Roads Plan Road should be refunded, similarly to GVEA refunding a power pole cost after the development is completed, pending feasibility cost analysis. - ROW already dedicated within the comprehensive road plan should have a long-term tax retention plan to be built in the future or refunded to the constructor over time. I am currently working with the owners that are within corridor No. 34 alignment PAN 282090 (preliminary plat approval shows corridor alignment East of where it's graphically shown, within Section 15.) Also working with owner within corridor No 243, PAN 199117 and have been discussing possible subdivision and constructed road access issues at length. Both landowners have made comments about cost feasibility in those areas. I would be happy to speak to you directly about those areas and interview the landowners for prime examples in attempt to find practical solutions. | Thank you for your detailed comments. The Community Planning team will take your suggestions into consideration. |
| ystack Dr | 1/31/2023 | Email | Paul | Smith | | that is not to be included in this plan? I would also like to bring up that our home is near the very end of Leuthold Drive (1201 Leuthold). The borough has decided this section of road will not be maintained. My | Thank you for your comments. The Haystack neighborhood is outside of the current study for the FNSB Roads Plan. The Roads Plan is primarily focused on identifying the most logical/beneficial locations for future road corridors. The plan does not directly address maintenance provided by the RSA system. FNSB Rural Services would be the appropriate e to address road maintenance concerns. |
| rstack Dr | 1/31/2023 | Email | Theresa | Smith | | I have reviewed the comprehensive roads plan provided by the borough and am disappointed that nothing seems to be planned for the Haystack community. Over the years the condition of Haystack Drive and Leuthold Drive has continually declined. Yet I never hear any mention of bringing roads back into their original condition. Is this something that is not to be included in this plan? I would also like to bring up that our home is near the very end of Leuthold Drive (1201 Leuthold). The borough has decided this section of road will not be maintained. My family bough this land prior to Leuthold Drive being put in and were told the road would be maintained all the way to the end (past our driveway). As a result, we have spent a great deal of money keeping this section drivable and plan to even put more work into it this summer (having gravel hauled in and heavy equipment work). I also have issues with snow removal. I have difficulty even getting the road commissioner to do snow removal in the rest of Leuthold is graded. This happened again last week when snow removal was done. The road commissioner actually told me he was going to run a grader up this section but it was not done. This doesn't leave me with much faith in the road commissioner's word. I have drifficulty even getting the road control activates and continus sistent or when he as since resigned. This being the first time snow removal on these weeks one on these roads this winter they were starting to get narrow. I have done all the snow removal on Leuthold Drive this winter and last winter at a great expense between times when heavy equipment does snow removal so if mit very disappointing that we ard't even get any service on our short section of road. There are 5 homes on this section of road so l'm left wondering why we are left out when other roads with only one home are maintained. Sorry for the rant but any help or advice you can provide would be great. | Thank you for your comments. The Haystack neighborhood is outside of the current stud for the FNSB Roads Plan. The Roads Plan is primarily focused on identifying the most logical/beneficial locations for future road corridors. The plan does not directly address maintenance provided by the RSA system. FNSB Rural Services would be the appropriate to address road maintenance concerns. |
| thold Dr. | 2/10/2023 | Web Form | Paul | Smith | | As I have mentioned in the past, I still don't see any plans for roads in the Haystack community. Don't know what corridor this is but I'm specifically concerned with the very end of Leuthold Drive. Both Leuthold Drive and Haystack have not had any major repairs done in over 10 years. Those of us that live at the very end of Leuthold Drive have had no maintenance done. There are 5 homes on this section of road that pay plenty in taxes. My wife and 1 own 1175, 1201, and 1225 Leuthold Drive with several other homes on this section of road faring the same problems. Thankfully we did recently get snow removal done on this section. I currently plan to have heavy equipment in here with loads of rock at my own expense to ensure continued access to our homes during this summer. I should not have to do this. | Thank you for your comments. Haystack is outside of the Roads Plan study area. Addition the Roads Plan does not plan for road maintenance, but future road corridors and conne Contacting the FNSB Rural Services Department would be the best option for learning ab how to improve road maintenance for your neighborhood. |

| Corridor # | Date | Form Received | First name | Last name | Affiliation | Comment | Response/How Addressed in Revised Maps |
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| Old Murphy Dome Rd | 2/10/2023 | Email | Eleanor | Воусе | | 5.Error in classification of Old Murphy Dome road between McCall and Hattie Creek [15, 209, 262, 273, 372] I pointed out this error in my September 2022 comment but it was not addressed. The section of Old Murphy Dome Road between McCall and Hattie Creek is incorrectly classified as a current Major Collector. In fact it receives no maintenance aside from emergency summer grading as needed for wildfire response. Instead of being marked here in solid light blue, it should be changed to a dashed red line if you propose it as a future Major Collector. Since that section of road is currently used as a winter trail by mushers, snowmachines and human-powered recreators, an appropriate bypass trail of equivalent grade would need to be constructed in order to convert this stretch into a Major Collector. Please assign it a proposed road corridor number in order to track public input! If this road becomes maintained year-round, I would expect it to be heavily used by traffic from Hattie Creek neighborhoods who must currently drive via Fox. However, this would give some Old Murphy Dome road residents an alternate connection from ridge top to valley (via Spinach Creek Road) that is superior to any of the other proposed corridors (15, 209, 262, 273, 372) because it is already built. | Thank you for your comments. Old Murphy Dome Road is accurately identified as an existing Major Collector in the Roads Plan GIS and maps. In the FNSB, roads are often classified by their future rather than current function, to plan ahead for access management (limiting driveways) for the future when traffic may increase and the road may be upgraded to a higher standard. |
| Open house | 2/1/2023 | Email | Margie | Schwartz | | | Because there are only two proposed corridors in the Salcha area, a Salcha-specific open hous was not held. However, all open houses for the plan included maps of the Salcha-area road connections and residents from across the borough were invited to attend. |
| rester John | 1/14/2023 | Web Form | Monte | Landis | | North East map. Prester John and true north coordinates. The road connecting the two is King Salmon | Thank you for your comments. The FNSB will verify and correct this issue if needed. |
| Trails | 2/10/2023 | Email | Eleanor | Воусе | | 3.Trail and habitat impacts [4, 15, 20, 21, 31, 34, 36, 64, 69, 95, 191, 204, 209, 213, 217, 251, 255, 262, 273, 279, 287, 293, 295, 327, 331, 372, 375] The fall 2022 round of comments included 147 out of 312 comments with concerns about impacts to established neighborhood trails, and 23 comments regarding the negative impact to greenspace, wetlands or wildlife habitat. The new plan does not appear to address these issues. I would like to echo Karl Kassel's comment that, "Converting a trail to a road is rarely an "upgrade" unless there are alternate trail routes constructed as part of the road project and trail connectivity is maintained," and also call out Josh Horst's comment, "seems like you're simply taking existing trails and making them into roads." In short, this draft fails to take into account numerous comments addressing Selection Criteria categories, "Environmental: Wetlands, flood zones, permafrost, soils" and "Environmental: Recreation/habitat". In particular I opposed the proposed corridors 273 and 372 which disrupt highly used trail systems. I ask the steering committee to review all these corridors and determine which are inconsistent with the siting criteria due to harm caused to recreation/habitat areas, and also which are truly necessary for realistic land development. | Thank you for your comments. Throughout the Roads and Trails planning processes, FNSB staf and the supporting consultant teams have coordinated to address road and trail planning conflicts and issues. Many trail and road conflicts can be addressed proactively through these plans. Opportunities for planned shared road/trail corridors have been identified through these coordinated planning processes as noted in both plans. |

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

| FNSB Roads Plan: Public Commer | | | | | | Commont | Despense (How Addressed in Deviced Mens and Device Discussion) |
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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 | | 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 ar 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 minimize 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 adjacer landowners decide to subdivide). Once officially "public," FNSB resources could be used to bring the road up to borough roa 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 adjacer landowners decide to subdivide). Once officially "public," FNSB resources could be used to bring the road up to borough roa 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 th 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 th 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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| Corridor # / Section of the Plan | Date | Format | Includes Attachments First nar | ne Last name | Comment | Response/How Addressed in Revised Maps and Roads Plan materials |
| 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. | a 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 vehic miles travelled and connectivity in this portion of the road network. |
| 4 | 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 #64Miller 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 vehic miles travelled and connectivity in this portion of the road network. |
| i4 | 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 th 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 t 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 vehic 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 th 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, show 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 a 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] "man 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 minimize 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. | n 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 chang direction from heading north away from Old Murphy Dome Road back south towards OMD Rd. Like all proposed corridors 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 -perhapsthe 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 wi 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: | |

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| FNSB Roads Plan: Public Commer | | | | | | | |
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| 251 | 7/10/23 | Email | Х | 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 | Х | 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 t 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 | Х | Robert | Perkins | 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 maters. 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 in the plan because of the existing neighborhood in the plan because of the support potential increased future traffic and improve safety for the existing neighborhood in the plan because of the p |
| 251 | 7/10/23 | Email | Х | Robert | Perkins | entities in Alaska. CIRI does not pay taxes on those parcels. If they choose to develop those parcels, CIRI has ample resources | 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 neighborhoo |
| 251 | 7/10/23 | Email | Х | 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 rational 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 neighborhoo |
| 251 | 7/10/23 | Email | Х | 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 in the plan. |
| 251 | 7/10/23 | Email | Χ | 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.) | 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 neighborhoo |
| 251 | 7/10/23 | Email | Х | 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. |

| Corridor # / Section of the Plan | Date | Format | Includes Attachments | First name | Last name | Comment | Response/How Addressed in Revised Maps and Roads Plan materials |
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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 | 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 corridor in the plan because of the east-west connectivity benefits that it provides in an area with few existing alternatives. |
| | | | | | | 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. | |
| 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 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 neighborho |
| 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 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 of the existing nexisting neighborhood of t |
| 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 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 neighborho |
| 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 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 neighborho |
| 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 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 neighborho |
| 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 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 neighborho |
| 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 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 neighborho |
| 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 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 neighborho |

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| FNSB Roads Plan: Public Comment | Tracker, Jun | e-July 2023 | (In response to June 2023 Fi | ull Draft Plan) | | | |
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| 251 | 7/14/23 | Email | | Zav | Grabinski | 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 | 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 | | 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 | 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 | | 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 | 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 | 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 | 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 | 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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| FNSB Roads Plan: Public Comme Corridor # / Section of the Plan | Date | Format | | First name | Last name | Comment | Response/How Addressed in Revised Maps and Roads Plan materials |
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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 s 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. | |
| 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. |

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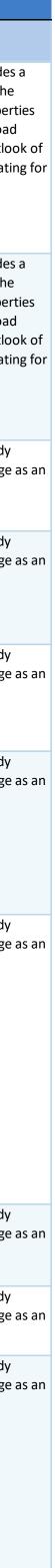
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| 331 | 6/14/23 | Email | Х | Tom | Duncan | [Not in favor.] I would like to know if the FNSB is aware that this proposed road improvement is adjacent to the boundary of the "Amanita Project" for mining prospecting. | Thank you for your comments. The 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 20 years. If neighborhood residents are concerned about industrial/mining activity in their vicinity, considering/advocating a zoning change may be the best option for limiting unwanted uses and/or development. |
| 331 | 6/14/23 | Email | Χ | Tom | Duncan | 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 | 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 20 years. If neighborhood residents are concerned about industrial/mining activity in their vicinity, considering/advocating 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 alternative connection to Chena Ridge for this area. |
| 66 | 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. | |
| 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 alternative connection to Chena Ridge for this area. |
| 66 | 7/16/23 | Email | Х | Mark & Kathy | Bertram | Note I have also attached a figure to these comments. The borough recently constructed an Infraworks 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 alternative connection to Chena Ridge for this area. |
| 166 | 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 Infraworks 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 alternative connection to Chena Ridge for this area. |
| 366 | 7/16/23 | Email | Х | 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. | e 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 alternative connection to Chena Ridge for this area. |
| 366 | 7/16/23 | Email | Х | 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 alternative connection to Chena Ridge for this area. |
| 366 | 7/16/23 | Email | Χ | Mark & Kathy | Bertram | | 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 alternative connection to Chena Ridge for this area. |



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| contract in y section of the Fidit | Date | i onnat includes Attachments | institutie | Lust name | | |
| 366 | 7/27/23 | Email | Mark | Bertram | 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. | |
| 372 | 6/14/23 | Email | Hawley Roger | Evans | of Monteverde Rd. unchanged, across what I know to be severe north facing permafrost/black spruce, that will surely slump | Thank you for your comments. The southern portion of corridor 372 has been realigned based on public comments to follo 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 | proposed going though private property. Boreal Heights ends at the entrance of our property (As seen in the enclosed map in | 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 move further north to connect the Hopper Creek right-of-way stub with Amanita. With this move, the corridor makes a more logi 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 | | 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 move further north to connect the Hopper Creek right-of-way stub with Amanita. With this move, the corridor makes a more logi 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 | | 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 move further north to connect the Hopper Creek right-of-way stub with Amanita. With this move, the corridor makes a more logi 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 | (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 | 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 move further north to connect the Hopper Creek right-of-way stub with Amanita. With this move, the corridor makes a more logi 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 | | move proposed corridor 404 back to it's (Corridor 38's) prior location from the 1991 Roads Plan. The corridor will be move further north to connect the Hopper Creek right-of-way stub with Amanita. With this move, the corridor makes a more logi |
| 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 move further north to connect the Hopper Creek right-of-way stub with Amanita. With this move, the corridor makes a more logi 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 | vehicle only. We do not approve of this suggested ROW to be used for further expansion to access any other properties | 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 move further north to connect the Hopper Creek right-of-way stub with Amanita. With this move, the corridor makes a more logi 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 |



| | | e-July 2023 (In response to June 202 | | | | |
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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 |
| 151, 366 | 6/13/23 | Email | Mark | Bertram | 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. 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. | 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 alternative connection to Chena Ridge for this area. |
| 151, 366 | 7/6/23 | Email | Mark | Bertram | Thanks for the response Shelly, I appreciate you sending the meeting notes that summarize the findings of the March 7 Steering Committee meeting. It is good to see an Infraworks 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 infraworks 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. | |
| 151, 366 | 7/12/23 | Email | Hawley Roger | Evans | <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. | 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 alternative connection to Chena Ridge for this area. |
| 273, 372 | 6/14/23 | Web | Hawley Roger | Evans | 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. 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" | have a high percentage of permafrost. |
| 310, 331, 404 | 7/14/23 | Email | David & Donna | a Wolfe | 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. 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. | 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 FNSB road standards. Corridor 331 provides alternate access to both Amanita and Esro Rds, which are cul-de-sacs longer th FNSB road standards allow. Corridor 404 is being maintained from the 1991 Roads Plan, and with this revision of the plan, i being moved back to its 1991 Roads Plan location connecting Amanita to platted unconstructed Hopper Creek for a valuab future east-west connection, should Hopper Creek ever be constructed. |
| 51, 349 | 7/11/23 | Email via Bill McKee | Olaf | Trauth | 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 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. | 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 Documer 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/Potlato 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 | 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. | Thank you for your comments. The criteria used to site new corridors in the plan update included considering multiple accerpoints 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. |



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| Image: Second | | Date | Format | includes Attachments | First name | Last name | comment | Response/ now Addressed in Revised Maps and Roads Plan materials |
| andInInstant of the particulation of t | finitions, Page 26 | 7/9/23 | Email | | Todd | Воусе | 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 | 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. |
| Inter- and andInter- and< | neral | 6/13/23 | Web | | Karen | Jensen | 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 | |
| and Sub S | neral | 6/13/23 | Email | | KattiJo | Deeter | 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 | information about FNSB community growth over time including housing, see the Community Research Quarterly: |
| Internal Output Outpu | eneral | 7/13/23 | Web | | David | Denton | opposed to the effects on safety, and road wear that running oversized trucks with that frequency will bring. Let the mining | 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 |
| keyske | eneral | 6/14/23 | Web | | Kevin | Bow | | A permit may be required. Please reach out to FNSB Rural Services to learn more: https://www.fnsb.gov/228/Rural-Service (907) 459-1223 or rural_services@fnsb.gov. |
| herehe | neral | 6/16/23 | Web | | Paul | Smith | taxes out here and seem to get very little for it. I have asked about this on numerous occasions and had no response. Over | 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. |
| In the present of th | neral | 7/10/23 | Email | X | Robert | Perkins | 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 | 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 |
| | neral | 7/13/23 | Email | | Tara | Hutchison | 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 | 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. |
| ieneral 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. | | | | | | | | |



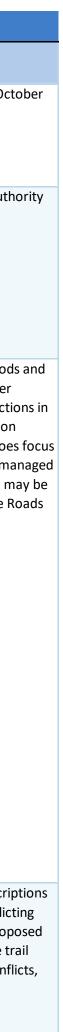
| FNSB Roads Plan: Public Commen Corridor # / Section of the Plan | Date | | Includes Attachments | First name | Last name | Comment |
|--|---------|--------|----------------------|--------------|-----------|---|
| | Date | Tormat | includes Attachments | i ii st name | Last hame | comment |
| Maps | 7/9/23 | Email | | Todd | Воусе | on some of the maps the adjacent map iden maps, it would also be helpful to include labe 04S-03E - Northern end of the Richardson Hi |
| Mine | 7/12/23 | Web | | Tom & Diane | Hansen | I get it. The big new gold mine over at Tetlin interior of Alaska. But does that really have come at the cost of |
| | | | | | | Seriously — the plan is to run 24-7 two to for 240 mile Alcan, Richardson & Steese Highwa whoever come up with that brilliant plan eve Have the planners ever driven the portion of |
| | | | | | | already looks to be a road likely seen in Little beat to hell - and that's with Toyotas, Subart What's it going to cost for the upgrades to th |
| | | | | | | importantly - what's it going to cost for the c truck travel? And still more importantly, who greatly increased heavy truck traffic in all kin |
| Mine | 7/12/23 | Web | | Tom & Diane | Hansen | Get a brain - build a train!! Seems like we've |
| | | | | | | considered building a train to the Canadian b money doing this, then they need to split the concept, "you gotta spend some money to n coming for infrastructure development from the Canadian border? It's called investing in t by an ore truck that doesn't need to be there |
| | | | | | | Or consider this bit of research done by Derr executives. Bottom line; the Tetlin mine wou the gold mine executives are going to take sl right? |
| | | | | | | https://safealaskahighways.org/tetlin-mine- It's not too late. No one has died - yet - not b in icy or blowing snow conditions. |
| | | | | | | Personally, I like the idea of investing in anot border. I'd be willing to pay a one time dedic pay for it. And then we'd have all that potent great boost to tourism travel! Think about it. |
| | | | | | | |
| None (Haystack Community) | 6/16/23 | Web | | Paul | Smith | Your comprehensive road plan maps nor any taxes out here and seem to get very little for the years these roads are getting worse and |
| | | | | | | |
| Process | 6/13/23 | Email | | KattiJo | Deeter | I'm sorry I have to send my comments throu comment box, and then that corridor numbe Chrome browser, on a PC, so it seems weird people run into this, they will be dissuaded fr |
| Process | 7/10/23 | Email | X | Robert | Perkins | The following is my letter of this April that wa not included in the most recent summary of thank the Planning Department and the may |

| | Response/How Addressed in Revised Maps and Roads Plan materials |
|--|--|
| tifiers were added, but they are missing on many, On the right hand side location els on each sheet. | Thank you for your comments. These changes have been made in the maps. |
| ighway, south of Eielson AFB should be shown as an arterial. | |
| will create a good many jobs with significant positive economic impact for the f jeopardizing my grandchildren's lives on interior highways? ur heavily laden double trailer ore trucks per hour in each direction along the ay route between the Tetlin mine and the Ft. Knox mill? Seriously??? Has | Thank you for your comments. The FNSB Roads Plan is focused on the placement of new subdivision roads and streets in borough, and does not address the use of roads owned and managed by the state such as the Richardson Hwy, Parks Hw Peger Rd, Johansen Expy, or Steese Hwy. To submit comments about the Manh Choh to Fort Knox trucking plan, please the DOT&PF Alaska Richardson Steese Highways Corridor Action Plan project website at: https://arcg.is/DTH94 |
| er heard of something called a train? f the Steese Hwy. that my grandchildren travel back and forth to school on? It e Appalachia - frost heaves, potholes, intermittently patched asphalt - basically us, Dodge Rams and Ford F150s driving it. | |
| ne roads and bridges to make them accessible to these huge ore trucks? More constant freakin' repairs that will be needed because of the constant behemoth o can tell me that my grandkids' lives are NOT going to be put at risk with the nds of winter time driving conditions?? | |
| | |
| built railroads in our nation and state before. Seems like we even seriously border once. If Kinross and whoever else wants to do this is going to make the big e cost of a railroad with the state. It's a well known business and investment make some money"! And doesn't the state have some big stimulus money in the feds - how about we invest some of those funds in building that railroad to the future (while saving my grandchildren from getting killed on the Steese Hwy e)! | Thank you for your comments. The FNSB Roads Plan is focused on the placement of new subdivision roads and streets in borough, and does not address the use of roads owned and managed by the state such as the Richardson Hwy, Parks Hw Peger Rd, Johansen Expy, or Steese Hwy. To submit comments about the Manh Choh to Fort Knox trucking plan, please the DOT&PF Alaska Richardson Steese Highways Corridor Action Plan project website at: https://arcg.is/DTH94 |
| mot Cole - someone I trust a lot more than Dunleavy or the corporate gold mine uld still be very profitable if they simply built their own mill there. True - maybe lightly less profit that way, but aren't kids' lives worth quite a bit in their own | |
| processing-plant-would-be-profitable-economical-2018-study-found/ | |
| pecause of these new huge trucks traveling on already poorly maintained roads | |
| ther railroad - take it all the way from Ft. Knox through Fairbanks to the Canadian cated income or sales tax for some specified years to help the state and business tial trade open up with Canada and the lower 48 via train. Hell, it could even be a | |
| | |
| y plans still do not cover the roads for the Haystack community. We pay a lot of r it. I have asked about this on numerous occasions and had no response. Over 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 experience 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 fut 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. |
| igh conventional email. I'm having problems with the form. I can only fill out one er and comment is auto-filled throughout the rest of the form. I am using that I'd be having this problem. It's a frustrating issue, and I worry that if other rom commenting altogether. | Thank you for sending your comments via email. For future reference, when having challenges with fillable PDF commen forms - comments are always welcome via email, phone, snail mail, or whatever tool is most convenient for commenter |
| as intended to be a comment with details on the preceding plan draft but was comments. [Which may be due to my late filing. This may be a good time to yor's office for their prompt and courteous attention to my comments.] | Thank you for your comments and letter. These comments have been included and responded to in the summer edition the comments and response tracker. |
| | |



| Corridor # / Section of the Plan | Date | Format | Includes Attachments | First name | Last name | Comment |
|---|---------|--------|----------------------|------------|-----------|---|
| Process | 6/14/23 | Email | X | Tom | Duncan | First I would like to point out that there is no reco 404 is not included in the file "May 2022 Public re Can you please explain why 404 was not addresse |
| Road Maintenance and Orphan Roads, Page 18 | 7/9/23 | Email | | Todd | Boyce | Orphan roads typically exist because historically t plating. Thus is much more common than exemp annexation process are another significant conce |
| Section 2 | 7/13/23 | Email | | Tara | Hutchison | I have two comments for the FNSB Roads Plan. The under Goal 4 – Environmental Impacts. I live off the view of, the Steese Hwy. The noise from semi-true help reduce the noise from the unnecessary use of these industrial vehicles regularly registers on the drivers that are jake braking (usually with no load jake braking for the moment. This makes me belied activity increases from hauling from out of the pirt to stop the unnecessary noise. While action 4.1.E touches on the issue of noise pic construction and I don't think accounts for areas above my house, you wouldn't necessarily realized in the summer. I believe that the language in Action 4.1.E could be division, DOT, and have even tried to contact the to place no jake braking signs. I was met with no it thought of that" and "think that would require reeresident to try to navigate a solution for. I receive to see what options are available to discourage a roads and then change the language under 4.1.E "coordinate with DOT and the cities". Otherwise, know where to start to remedy the issue. It's also |
| Trails | 6/13/23 | Email | | KattiJo | Deeter | Upsetting major trail intersections and systems is make a living by doing our sports - mushing, bikin have completely wrecked some of his most impo If there is a plan to mitigate the conflict between drawn out on future maps. |

| | Response/How Addressed in Revised Maps and Roads Plan materials |
|--|--|
| Public review draft comments & how they were addressed" | Thank you for your comments. Your comments on Corridor 404 were included and responded to in the September-Oct 2022 public comment tracker, accessible on the project website: https://fnsbroadsplan.com/wp- content/uploads/2023/06/FNSBRoadsPlan_CommentTracker_Sept-Oct2022HowAddressed.pdf |
| | Thank you for your comments. A sentence was added to the plan to clarify the role that the lack of a maintenance auth requirement at platting has had on the unmaintained road issue in the borough. |
| ive off the Old Steese Hwy just south of Hagelbarger Rd. and adjacent to, but out of emi-trucks and dump trucks is alarming. I've upgraded windows in my house to ry use of jake brakes, but to no avail and when outside in the yard, the noise from s on the decibel meter as 85-100 (hairdryer to helicopter). In winter I can give truck no load) the bird from my front deck and when they see me, they typically stop me believe that they wouldn't Jake brake if prompted. In the summer, dump truck f the pits in Fox and there is no way for me to visibly communicate with the drivers | Thank you for your comments. Action 4.1.E in the plan "Minimize the impacts of road noise pollution on neighborhood 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 acti the Roads Plan can be used to inform and develop potential borough code changes to implement better noise ippacts" doe on implementation standards. The current language "coordinate with DOT&PF and the cities to mitigate the noise impacts" doe on implementation efforts. Coordination with DOT&PF and the cities is important because the Steese Hwy is a state-ma road the FNSB has no authority over. Reaching out to an FNSB Assemblymember and discussing this issue with them m a potential mechanism for better addressing road noise pollution in the borough. Point them towards the goals in the F Plan that address this as a starting point for potential action. |
| ng, biking, or skiing. Remember Lance Mackey? These proposed changes would st important training areas. etween trails and new roads, such as rerouting the trails, I would like to see that | Thank you for your comments. The recently adopted FNSB Comprehensive Trails Plan includes details in its Trail Descri & Recommendations section (starting on pg. 50) on if, when, and how a trail would be realigned in the case of a conflic subdivision and/or road development. The Roads Plan Corridor Descriptions Document also calls out where some prop roads may conflict with trails, and notes that a shared corridor or planned crossing should be considered to minimize to impacts. Additionally, the following Goals, Strategies, and Actions in the Roads Plan directly address road and trail conf 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></tomd@holadayparks.com> |
|--------------|--|
| Sent: | Wednesday, June 14, 2023 1:59 PM |
| То: | 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. <u>Please consider Smallwood</u> 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.

FNSBRoadsPlan_June2023DraftPlan_Comments+HowAddressed

- 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, <u>and the current road is not on its correct easement See attachment 3.</u> 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 <u>only</u> to be used for those who are currently allowed to use it OR who currently have houses or property <u>directly</u> 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 ide 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, <u>and the current road is not on its correct easement See attachment 3.</u> 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 <u>only</u> be used for those who are currently allowed to use it OR who currently have houses or property <u>directly</u> 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 <u>other properties beyond Boreal Hts</u>, 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 <u>only</u> be used for those who are currently allowed to use it OR who currently have houses or property <u>directly</u> accessed using Boreal hts and can currently access them using highway vehicle only. We request this suggested ROW <u>not be allowed to be used for further expansion to access</u> any other properties nor be accessed using recreational vehicles nor for recreational purposes (This is currently not a public road ROW)

348:

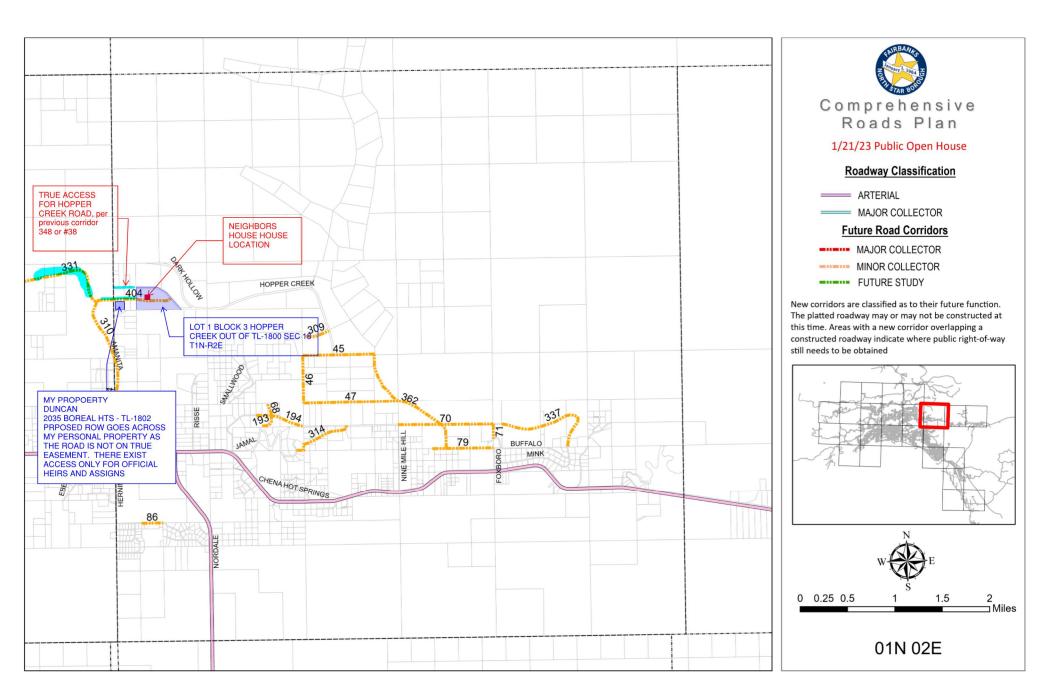
We would like to know the reason why corridor #38 was suggested or what its purpose is.

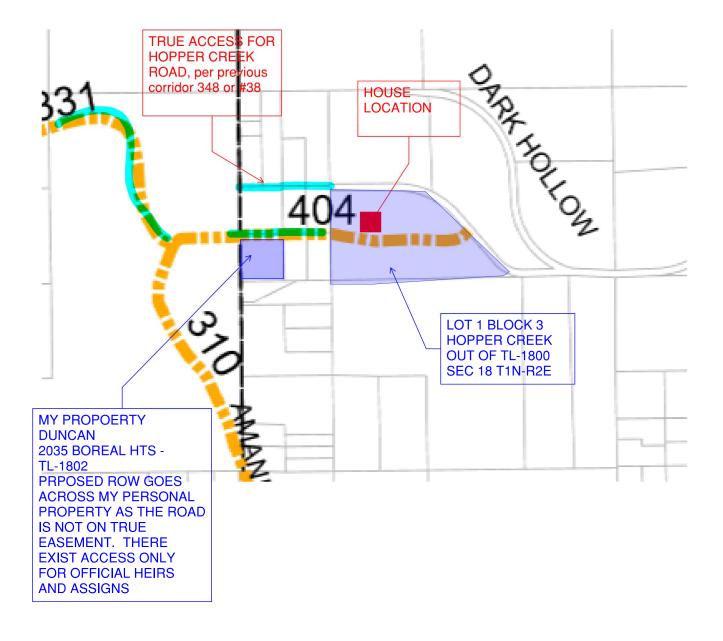
331:

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







NEEDS TO BE CORRECTED AND PUT BACK ON CORRECT EASEMENT BY FNSB IF ROAD **IMPROVEMENTS ARE TO** HAPPEN

TL-1802 TL-1816 TL-1811

SUBPO

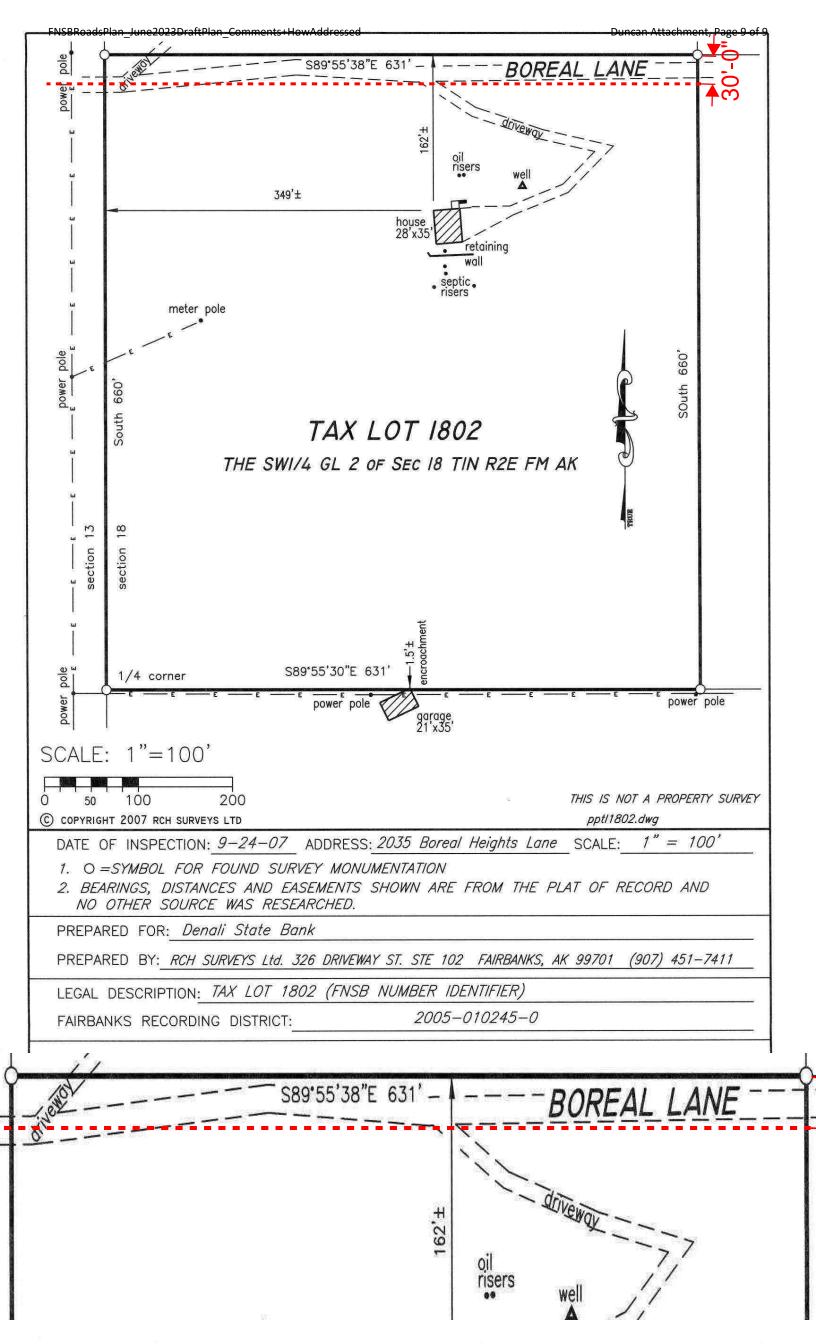
MY PROPERTY DUNCAN 2035 BOREAL HTS - TL-1802

> Legend AIRSTRIP DRIVEWAY ROADWAY SECTION TRAIL

Duncan Attachm

PIPELINE

OTHER



| From: | Robert Perkins <raperkins@alaska.edu></raperkins@alaska.edu> |
|-----------------|---|
| Sent: | Monday, July 10, 2023 3:33 PM |
| То: | 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



Fairbanks North Star Borough Roads Plan Comment Form, June 2023

How to Return Your Comment Form:

Scan or email it to Public Involvement Lead, Shelly Wade: <u>shelly@agnewbeck.com</u>

Other Ways to Comment:

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

| Kellen Spillman FNSB Co-Project Manager | Shelly Wade Public Involvement Lead |
|--|---|
| kellen.spillman@fnsb.gov | shelly@agnewbeck.com |
| 907-459-1266 | 907-242-5326 |

Your Comment(s)

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

| Corridor # | Comments |
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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 |
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|) 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@alasksa.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 <u>safety hazard to residents of Moose Trail and most of the Musk Ox Subdivision</u>.

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. <u>Route 251 should be deleted</u> <u>from the Roads Plan</u>. I will attach my earlier comments below, but here are five main reasons Route 251 should be deleted:

- 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.
- 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 <u>all</u> 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.

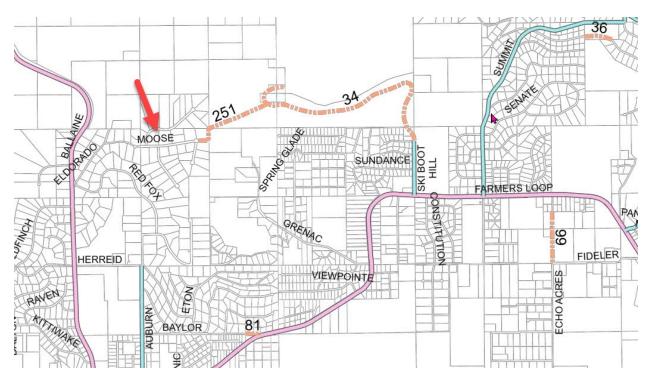
Robert A Perkins

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. <u>I</u> 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 <u>at this time</u> proposing a plan that would serve to <u>increase the hazard</u> of FNSB residents – for that <u>the FNSB is responsible</u>.

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></bertramfamily4@gmail.com> |
|--------------|---|
| Sent: | Sunday, July 16, 2023 5:10 PM |
| То: | Shelly Wade; Bill and Sharon Young; gyestrauss@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 Infraworks 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 boroughs Infraworks 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.

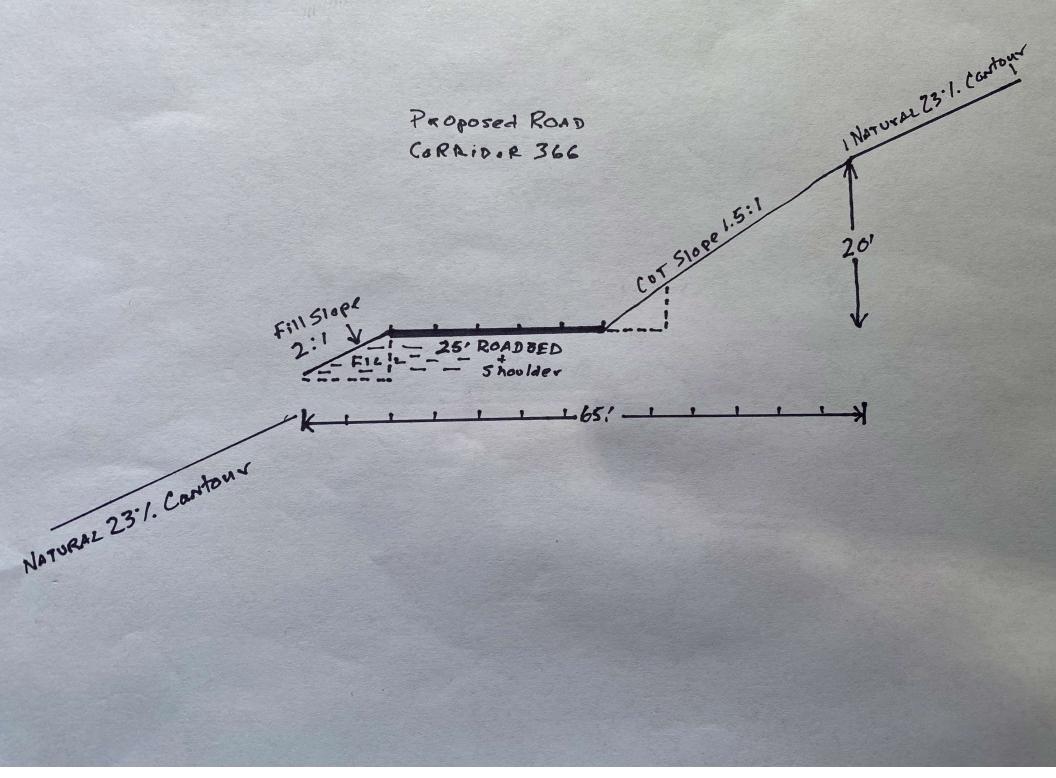
We request removal of corridor 366 from the plan which will result in a cost savings to borough taxpayers by refocusing future borough road planning efforts to areas that are practical and of benefit to the majority of affected parties.

Mark and Kathy Bertram

3560 Ida Lane, Fairbanks, AK 99709

907 347-1524

bertramfamily4@gmail.com



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

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



