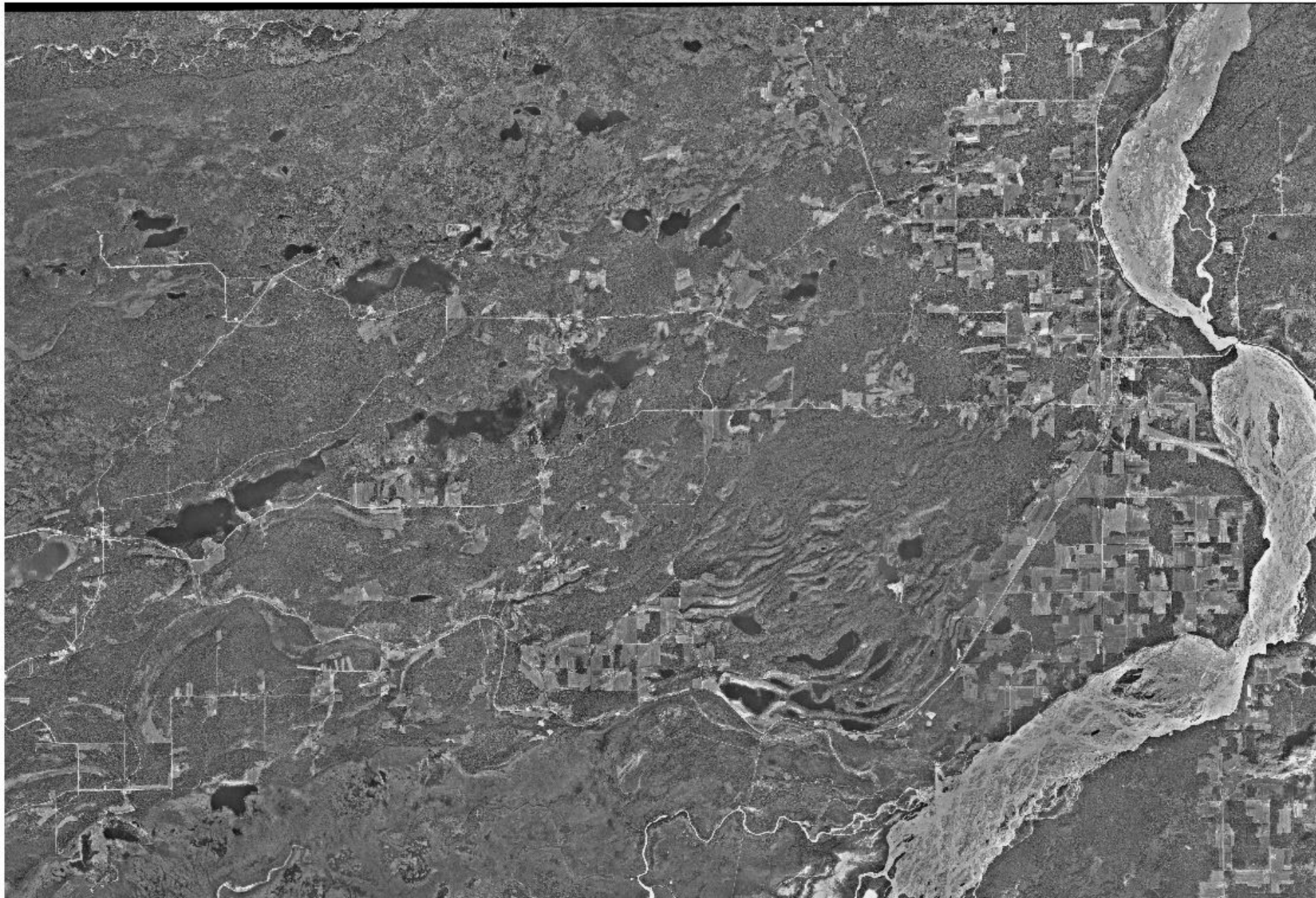


OFFICIAL STREETS AND HIGHWAYS PLAN (OSHP)

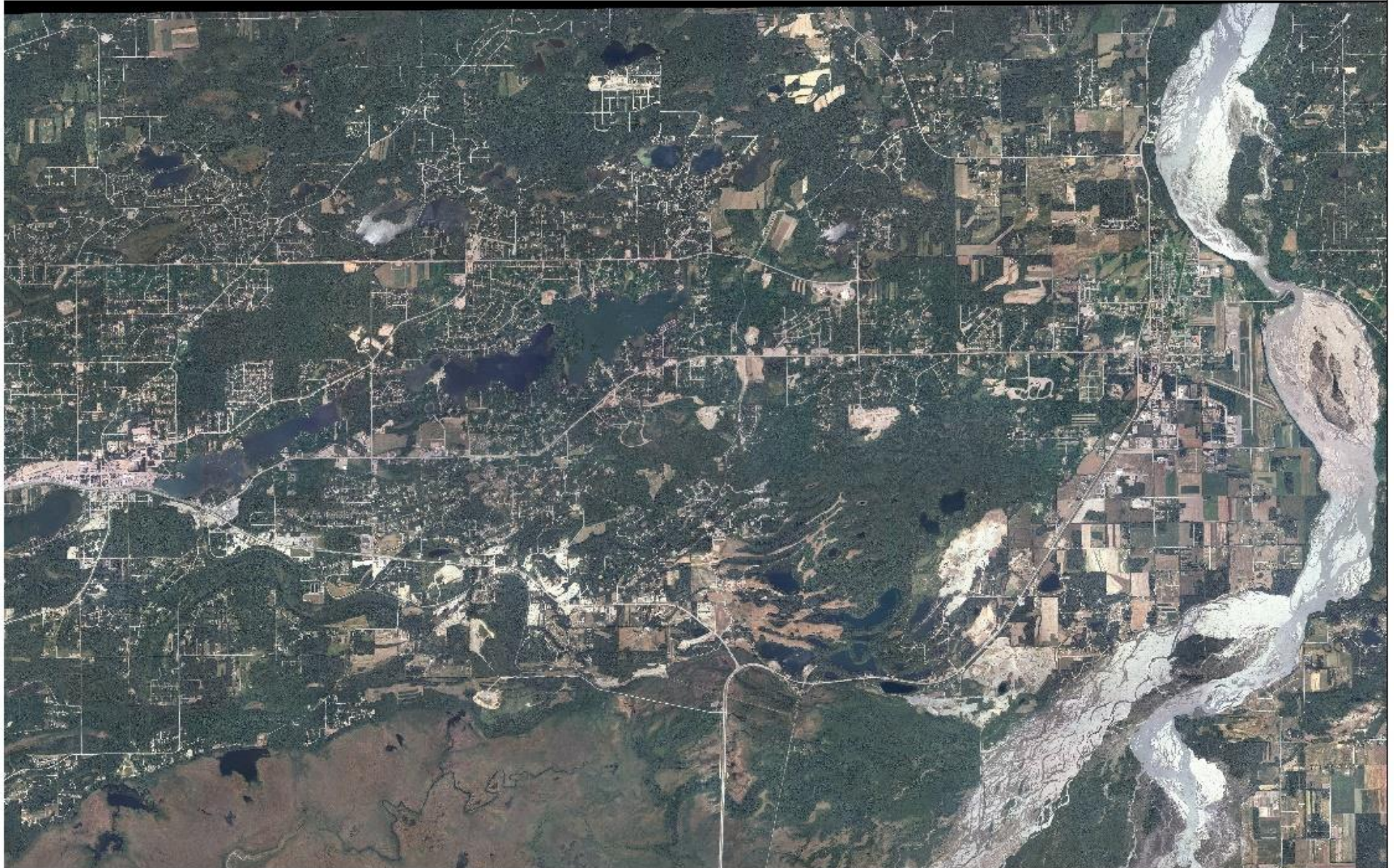
2022 UPDATE



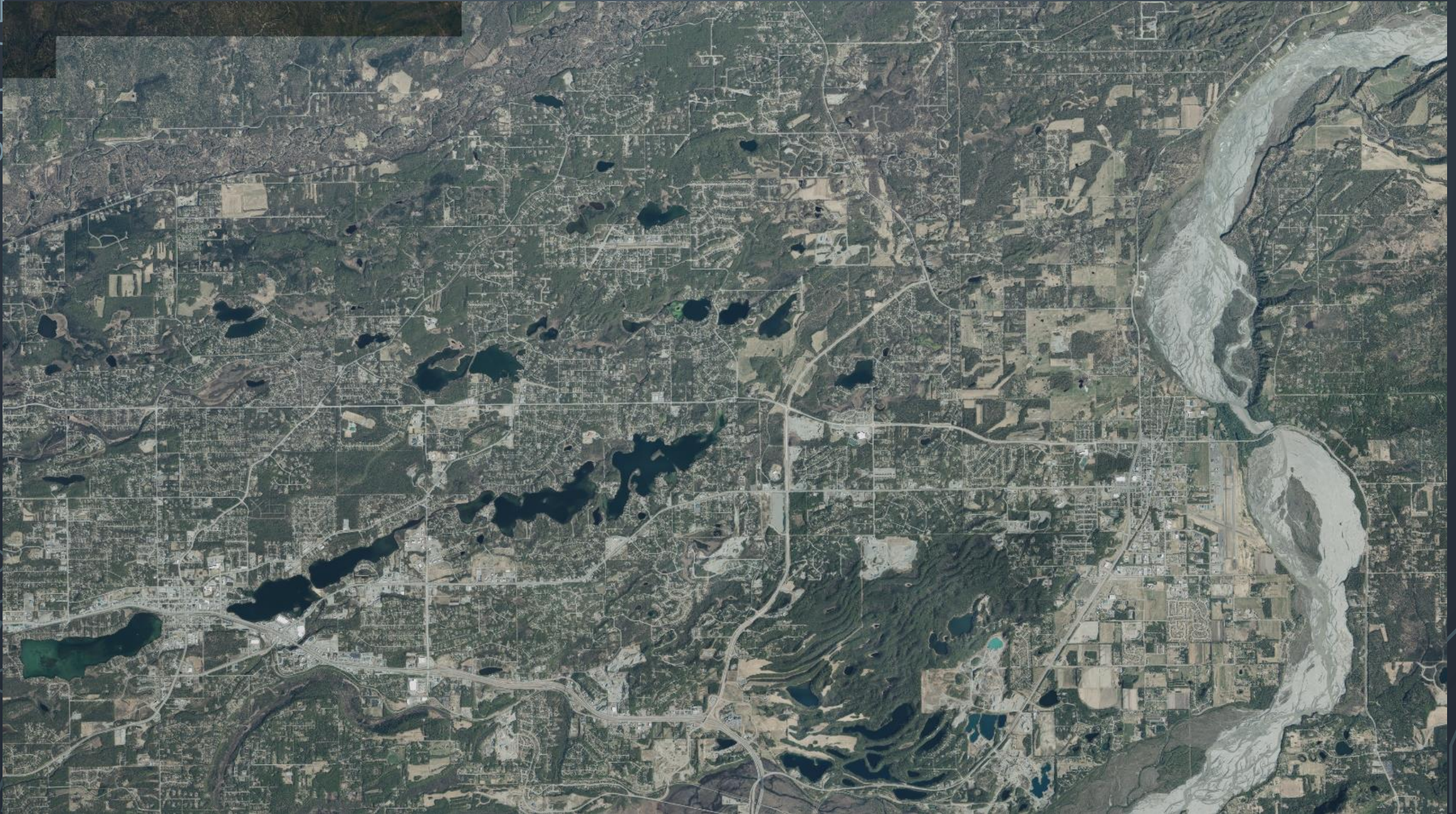
CORE AREA 1949



CORE AREA 1996



CORE AREA 2021



TRANSPORTATION GOALS

2021 STRATEGIC PLAN

- Managing Growth
 - Promote key road arterials
 - Identify needed public infrastructure

COMPREHENSIVE PLAN

- Develop an integrated highway and arterial surface transportation system.
- Complete functional plans that address each mode of transportation.

WHAT IS AN OSHP?

An aerial photograph of a road network, likely in a rural or semi-rural area, with various colored lines overlaid. The lines include a dense grid of yellow lines, a network of orange lines, a few blue lines, and a single purple line. A prominent red line runs vertically through the right side of the map. The background is a grayscale aerial view showing terrain, roads, and some buildings. The text "WHAT IS AN OSHP?" is overlaid in the top left corner in large white letters.

A “road-map” for Borough roads...

**A MAP THAT IDENTIFIES FUTURE ROAD
CONNECTIONS AND ROAD UPGRADES
NECESSARY TO SAFELY AND EFFICIENTLY
ACCOMMODATE OUR GROWING
POPULATION AND ITS TRANSPORTATION
NEEDS.**



OSHP GOALS



Promote safe & efficient travel



Reduce traffic congestion

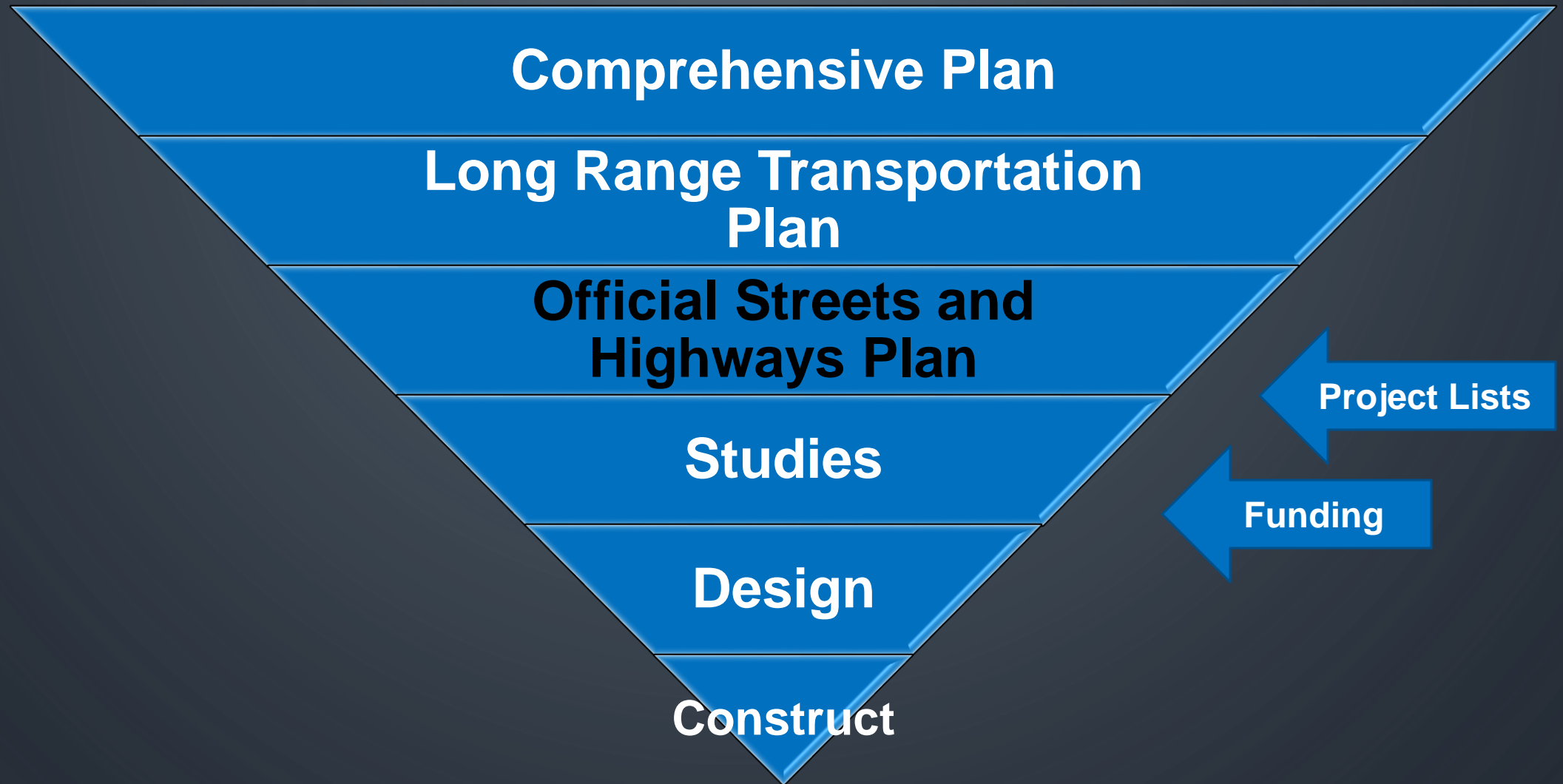


Lower road project costs



Improve quality of life

Where does the OSHP fit in the road building process?





WHAT DOES THE UPDATE OSHP INCLUDE?

- **Connectivity Recommendations**
- **Functional Classification Recommendations**
- **Primary Intersection Recommendations**

CONNECTIVITY

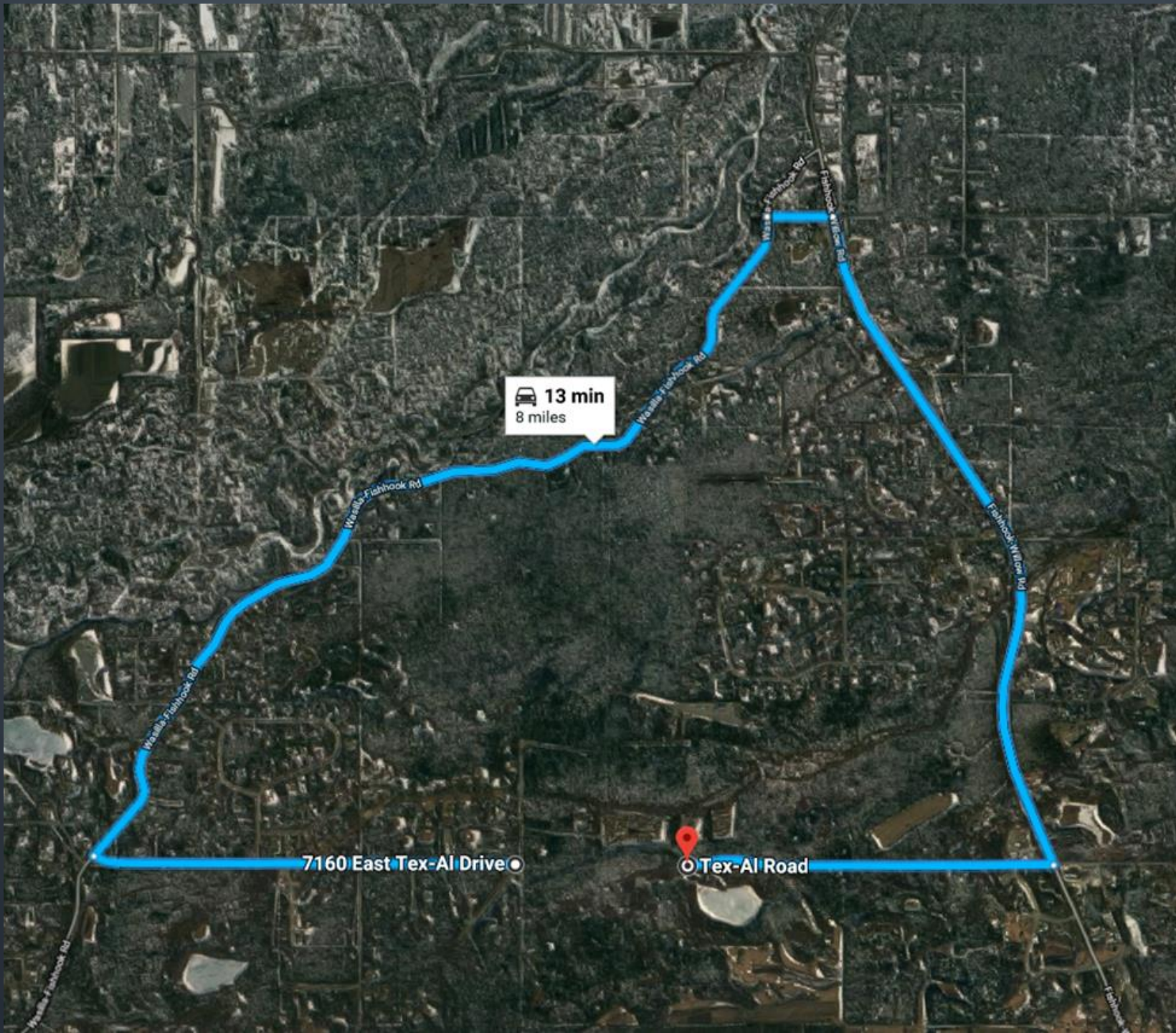
Why are we Preserving Road Corridors for the Future?

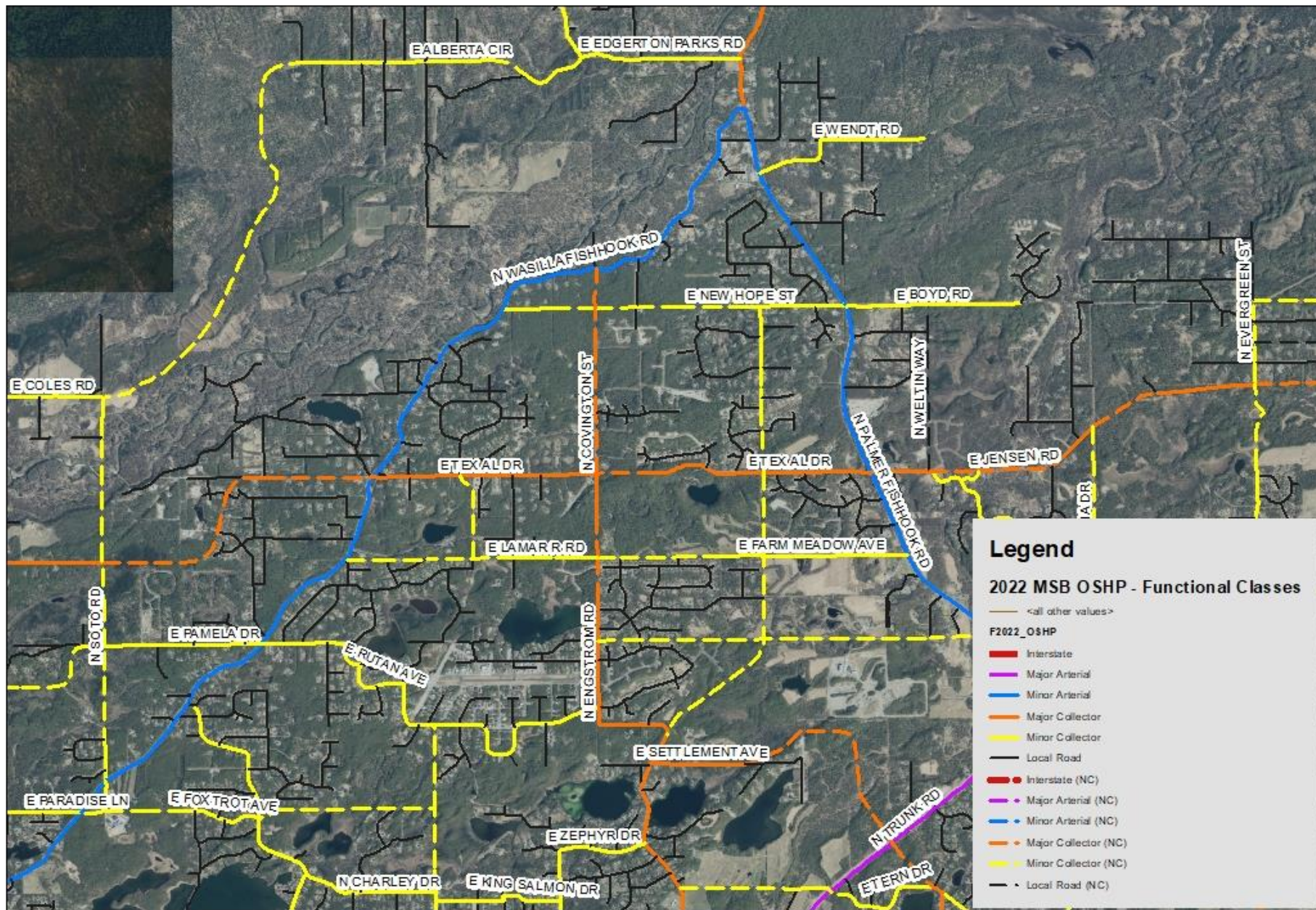


Here is an example:

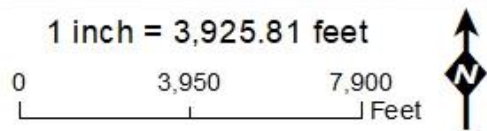
Shows why a connected road
system is important

I s s u e





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FUNCTIONAL CLASSIFICATION

Functional Classification – is used to identify the use and characteristics of a road segment. It is the link between planning and engineering.

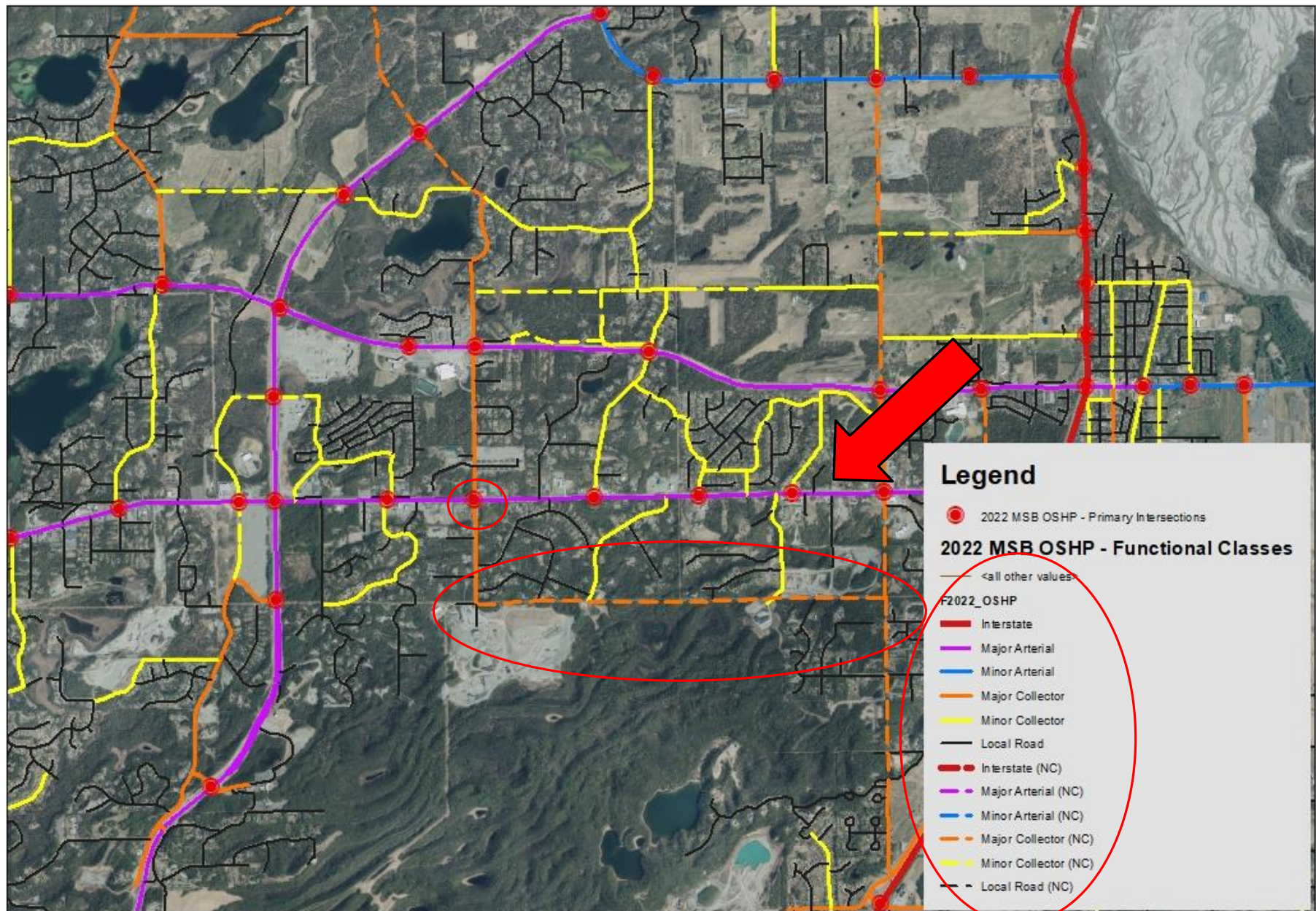
Classification	Approximate Speed	Example
Interstate	55-65 MPH	Parks Highway
Major Arterial	55 MPH	Trunk Road
Minor Arterial	35-45 MPH	Seldon Road
Major Collector	35-45 MPH	Hollywood Road
Minor Collector	30-35 MPH	Smith Road
Local Road	15-35 MPH	Most subdivision roads

An aerial, black and white photograph of a roundabout. The roundabout has a central island covered in dense vegetation. Several cars are visible on the roads approaching and circulating around the roundabout. The image is overlaid with a dark, semi-transparent rectangular box in the center, which contains the text "PRIMARY INTERSECTIONS". On the left and right sides of this box, there are stylized blue line graphics that resemble circuit board traces or network connections, with small circles at the end of the lines.

PRIMARY INTERSECTIONS

I s s u e





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1 inch = 3,143.33 feet

0 3,150 6,300 Feet



OSHP PROCESS

Existing Conditions Study

- Current Road infrastructure
- Existing Plans
- Existing Development
- Physical Constraints to Road Connectivity (water, slope, etc.)

Future Growth Study

- Where people will likely live and work in the future
- Where traffic will occur in the future

**Connectivity, Functional Class,
and Intersection
Recommendations**

**Official Streets and Highways
Implementation Plan**

**Technical
Steering
Committee**



TECHNICAL STEERING COMMITTEE MEMBERSHIP

[AKDOT&PF](#)

Allen Kemplan

Scott Thomas

[City of Palmer](#)

Brad Hanson

Chris Nall

[City of Wasilla](#)

Archie Giddings

[Matanuska-Susitna Borough School District](#)

Tony Weese

[Matanuska-Susitna Borough](#)

Brad Sworts

Mike Campfield

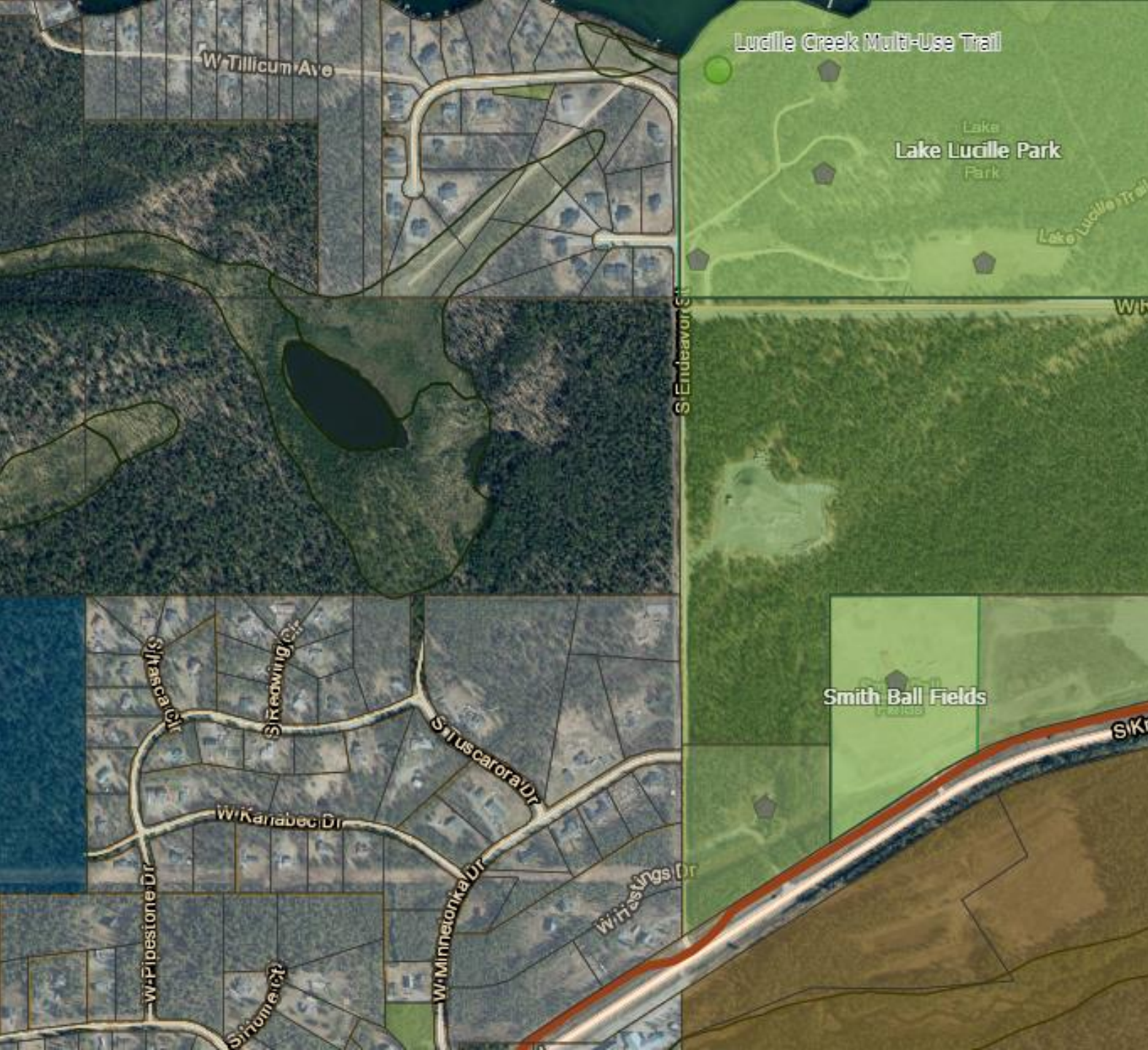
Jamie Taylor

Anne Dollard

Kenny Kleewein

Fred Wagner

Alex Strawn



CONTENTS OF EXISTING CONDITIONS STUDY

- MSB GIS Background Data
 - Existing Roads
 - Parcels and ROW Maps
 - Wetlands and Waterbodies
 - Topography
 - Separated Pathways
- Project lists (Capital Projects List, RIP, LRTP, Bond Lists)
- Plans
- Land Use
- Recent Developments

OSHP PROCESS

Existing Conditions Study

- Current Road infrastructure
- Existing Plans
- Existing Development
- Physical Constraints to Road Connectivity (water, slope, etc.)

Future Growth Study

- Where people will likely live and work in the future
- Where traffic will occur in the future

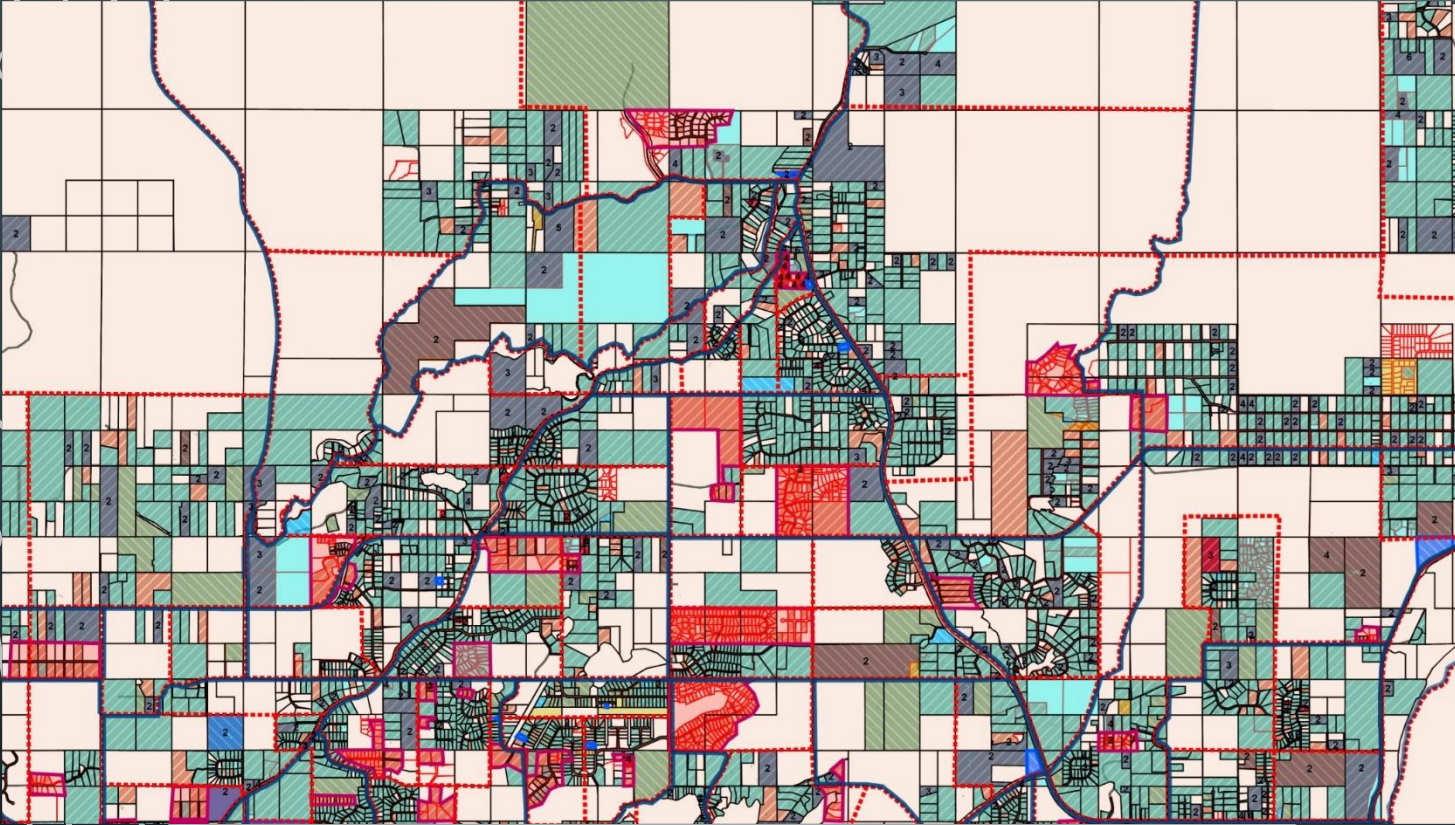
**Connectivity, Functional Class,
and Intersection
Recommendations**

**Official Streets and Highways
Implementation Plan**

**Technical
Steering
Committee**

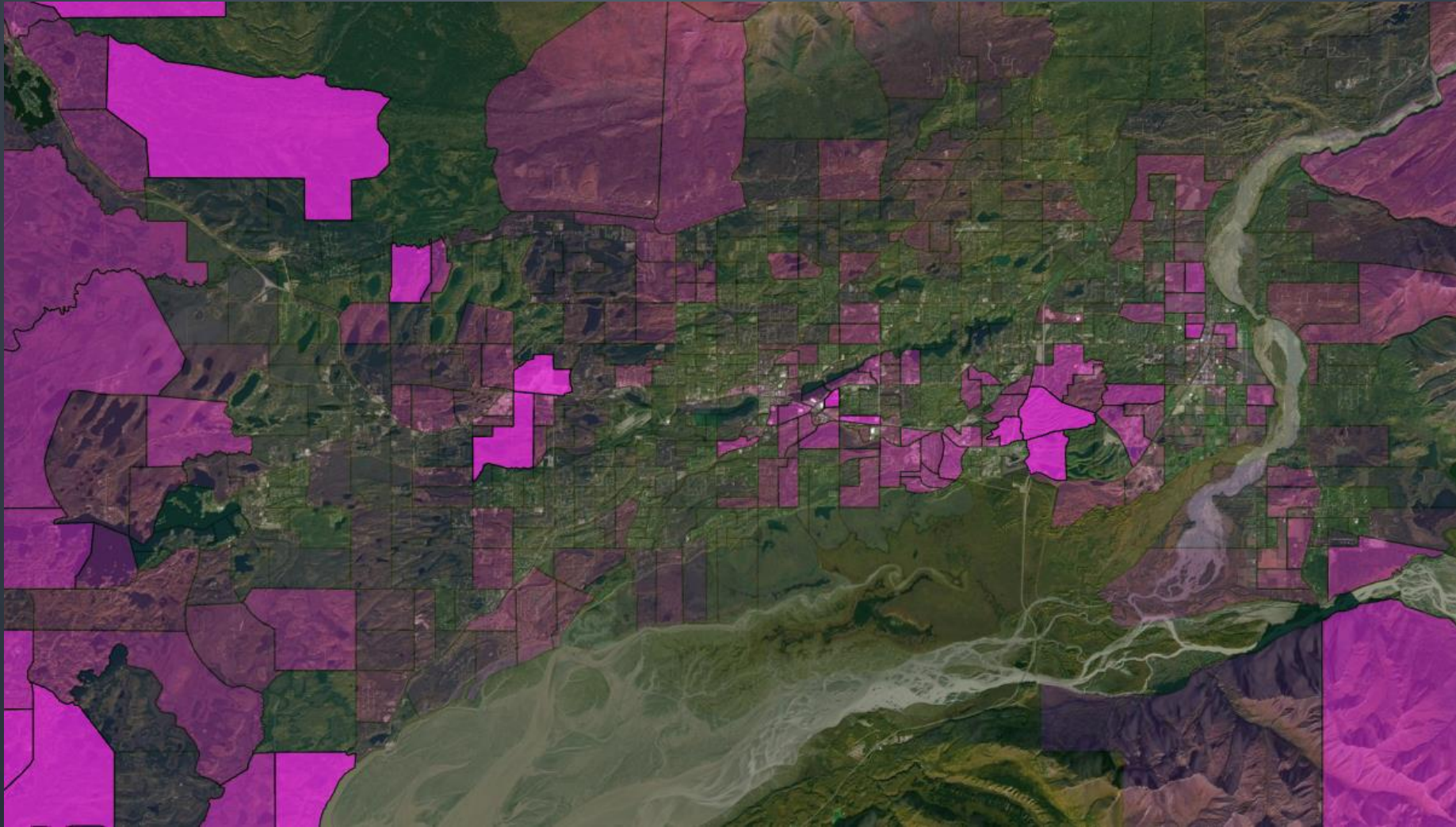


GROWTH STUDY PROCESS

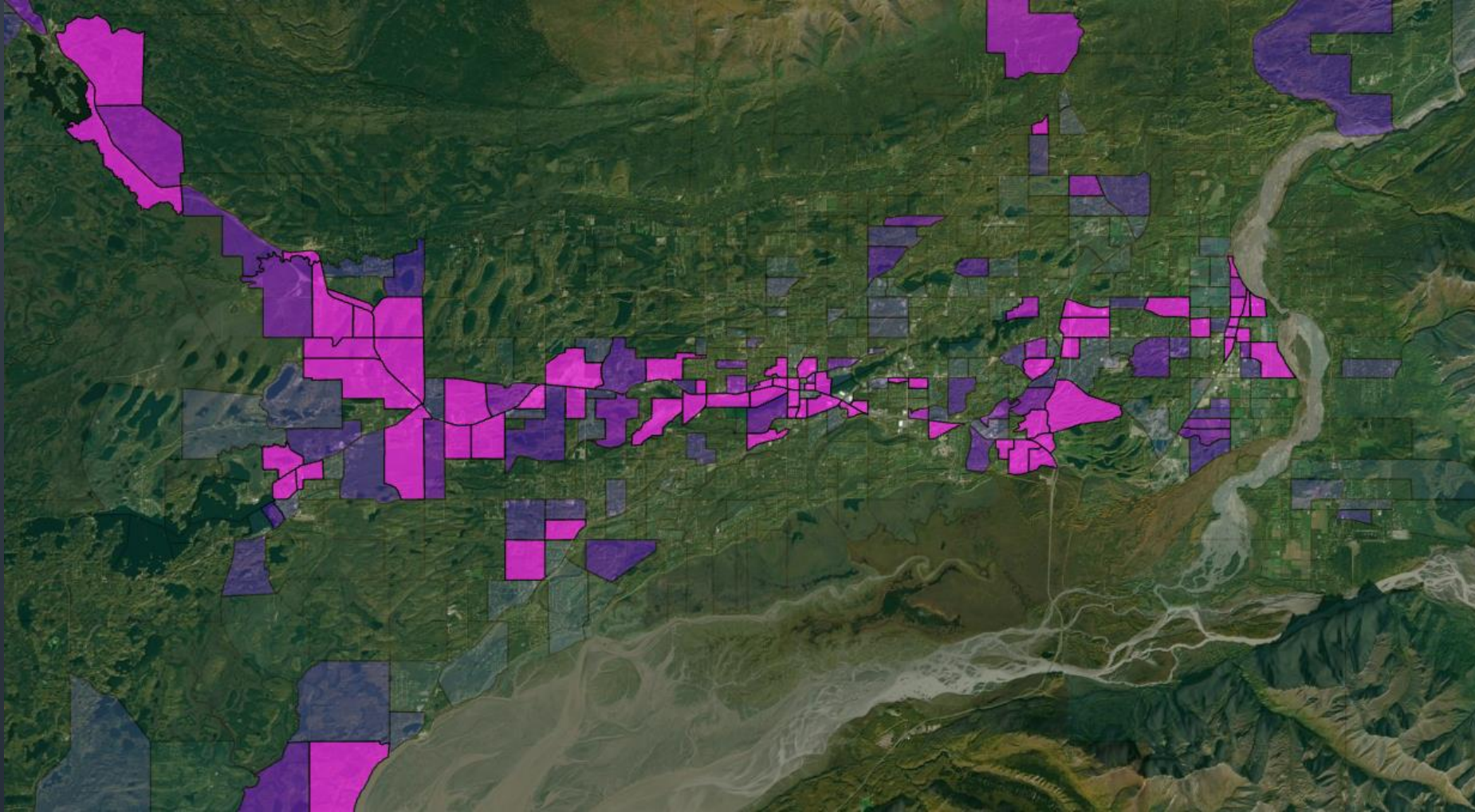


- Steps:
 - Visualize population growth projections
 - Distribute growth using AMATS travel demand model
 - Repeat for employment projections
 - Remove constrained lands (land that likely won't be developed)

HOUSEHOLD GROWTH: 2013-BUILDOUT



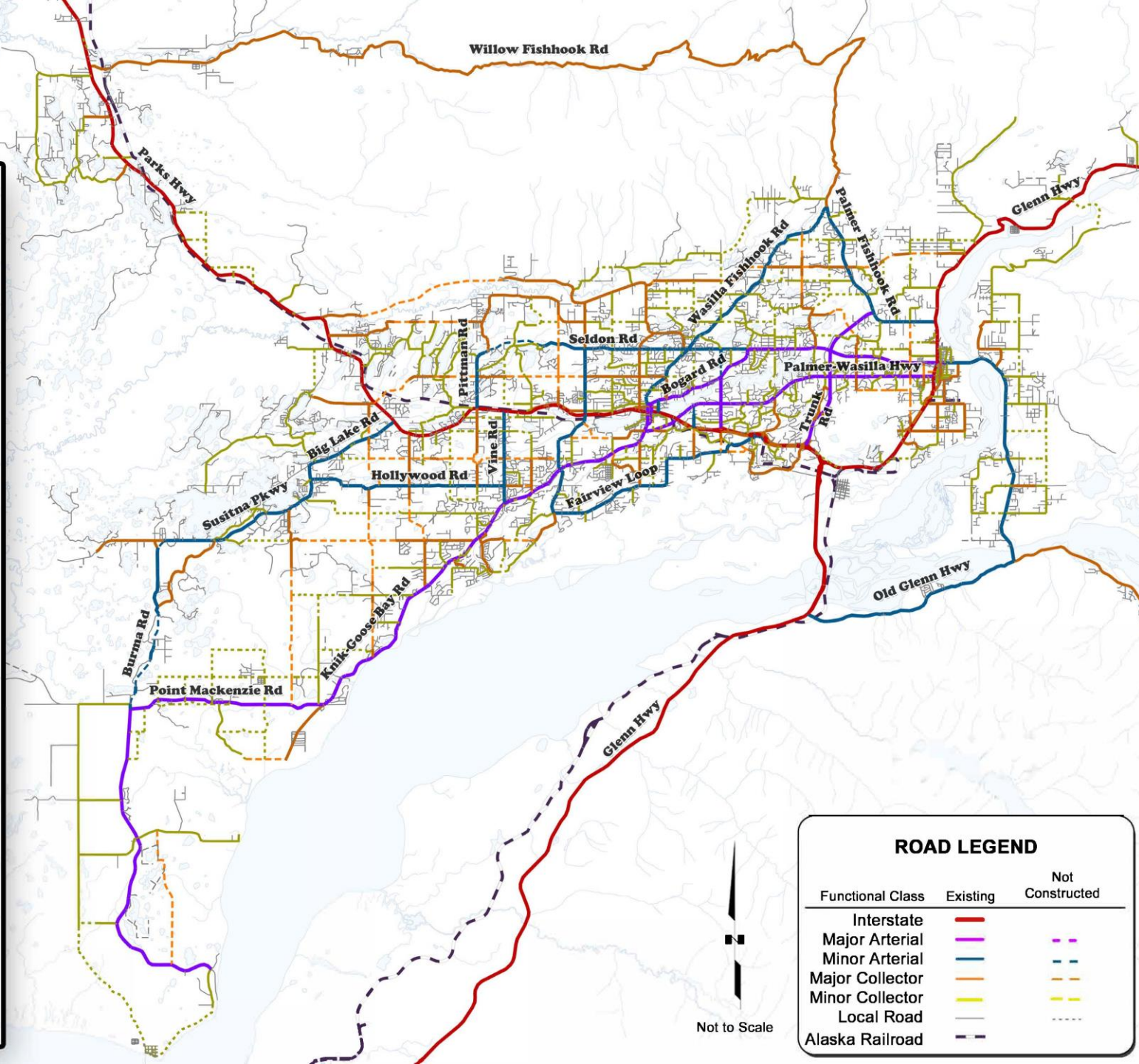
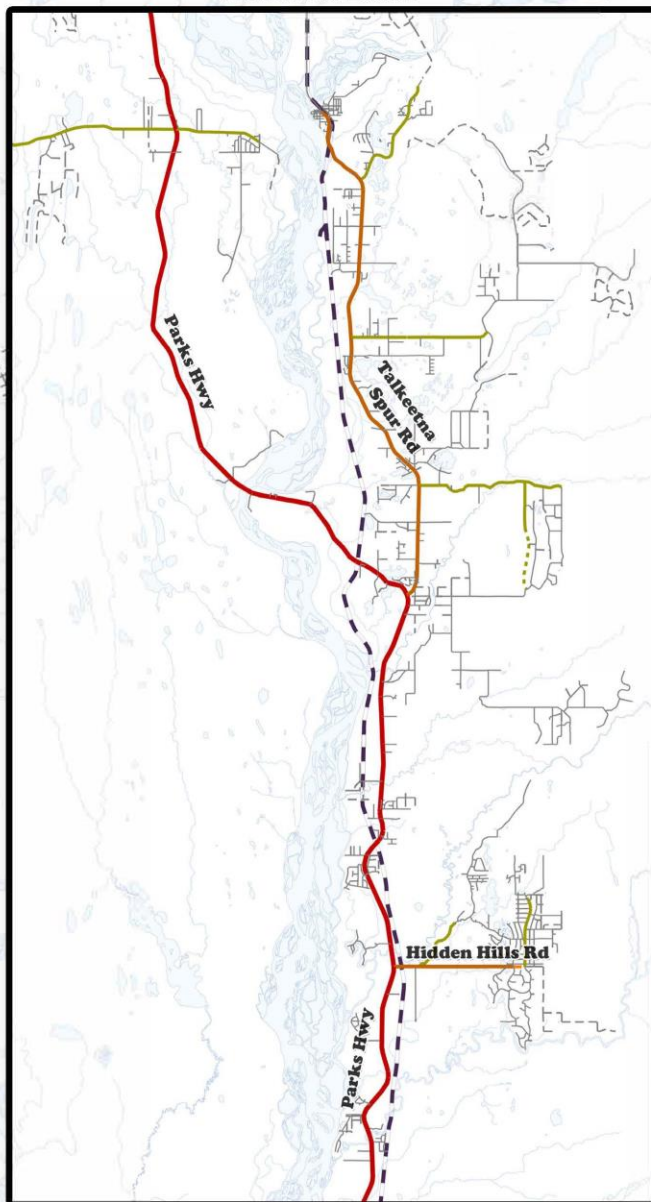
EMPLOYMENT GROWTH: 2013-BUILDOUT





Matanuska-Susitna Borough
Official Streets and Highway Plan (OS&HP)

Talkeetna Detail



ROAD LEGEND

Functional Class	Existing	Not Constructed
Interstate		
Major Arterial		
Minor Arterial		
Major Collector		
Minor Collector		
Local Road		
Alaska Railroad		





OTHER IMPORTANT ROAD PROJECTS...

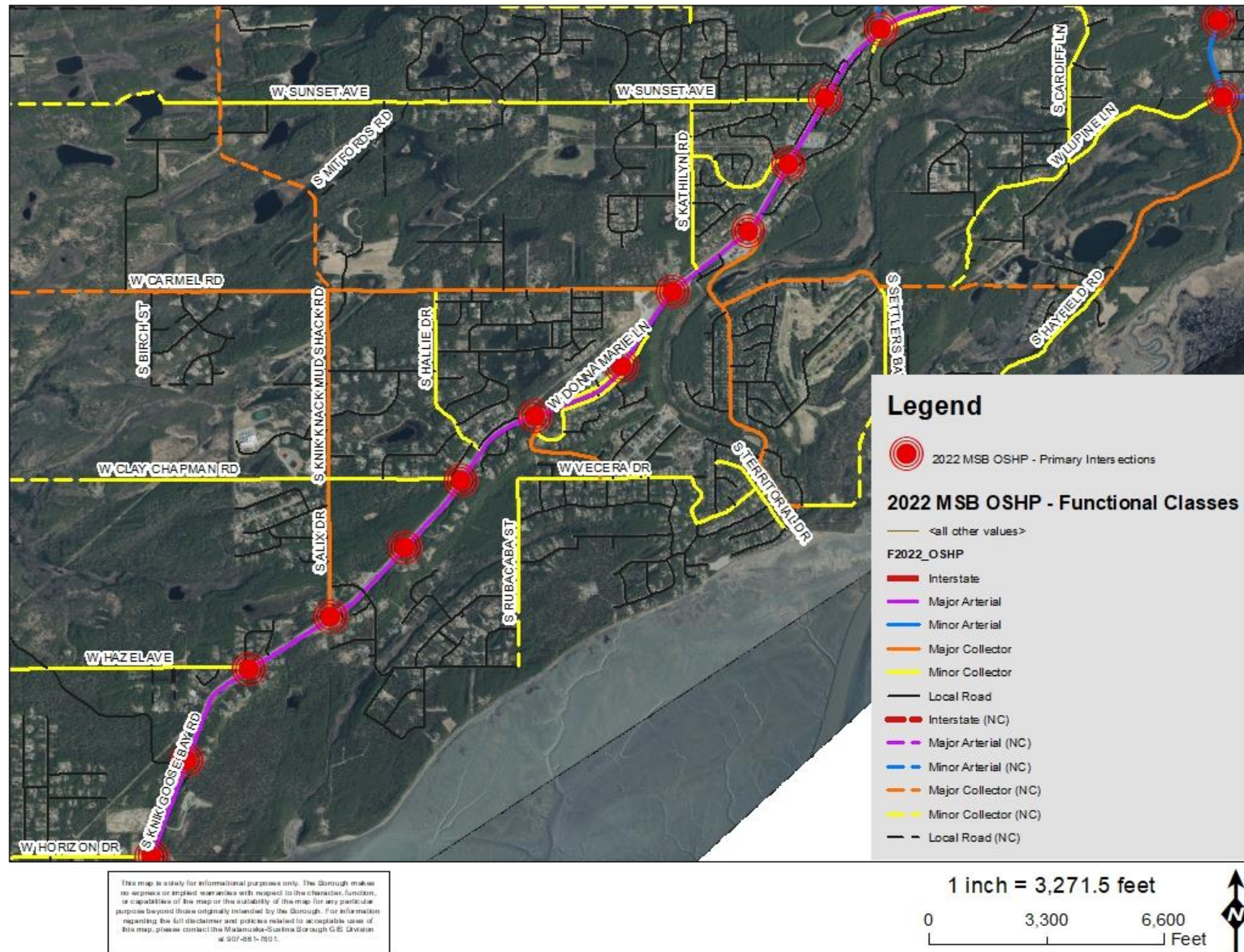
- Knik Arm Bridge
- West Susitna Access
- Wasilla Bypass
- Big Lake Bypass
- Willow Bypass
- Major Non-Road projects

HOW IS THE OSHP USED?

- Design new roads at appropriate intersection locations
- Guide and standardize road design
- Preserve ROW for future roads
 - Create Connectivity
 - Create Access



DESIGN NEW ROADS AT APPROPRIATE INTERSECTION LOCATIONS





GUIDE AND STANDARDIZE ROAD DESIGN



PRESERVE ROW FOR FUTURE ROADS

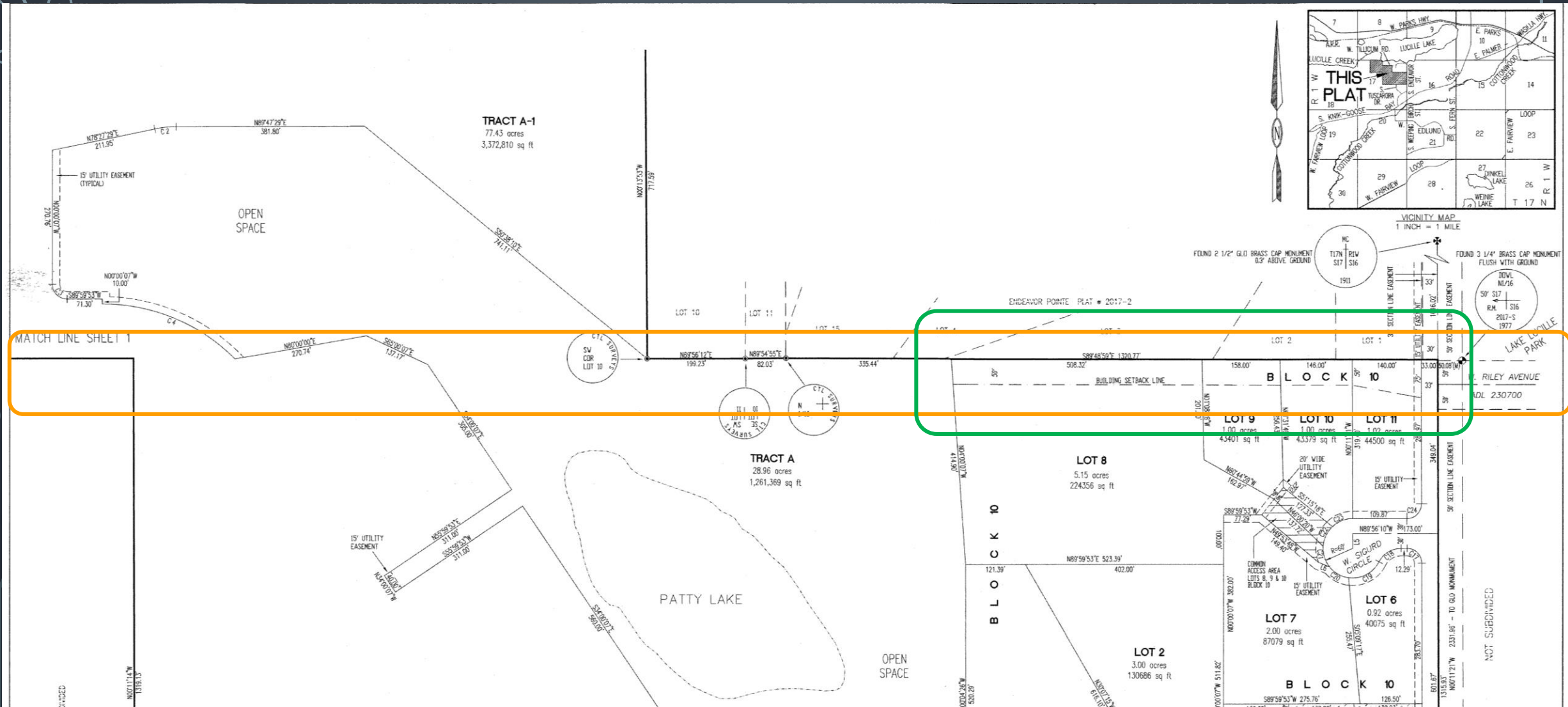
SUBDIVISION CONSTRUCTION MANUAL(SCM)

B05 Future Corridors

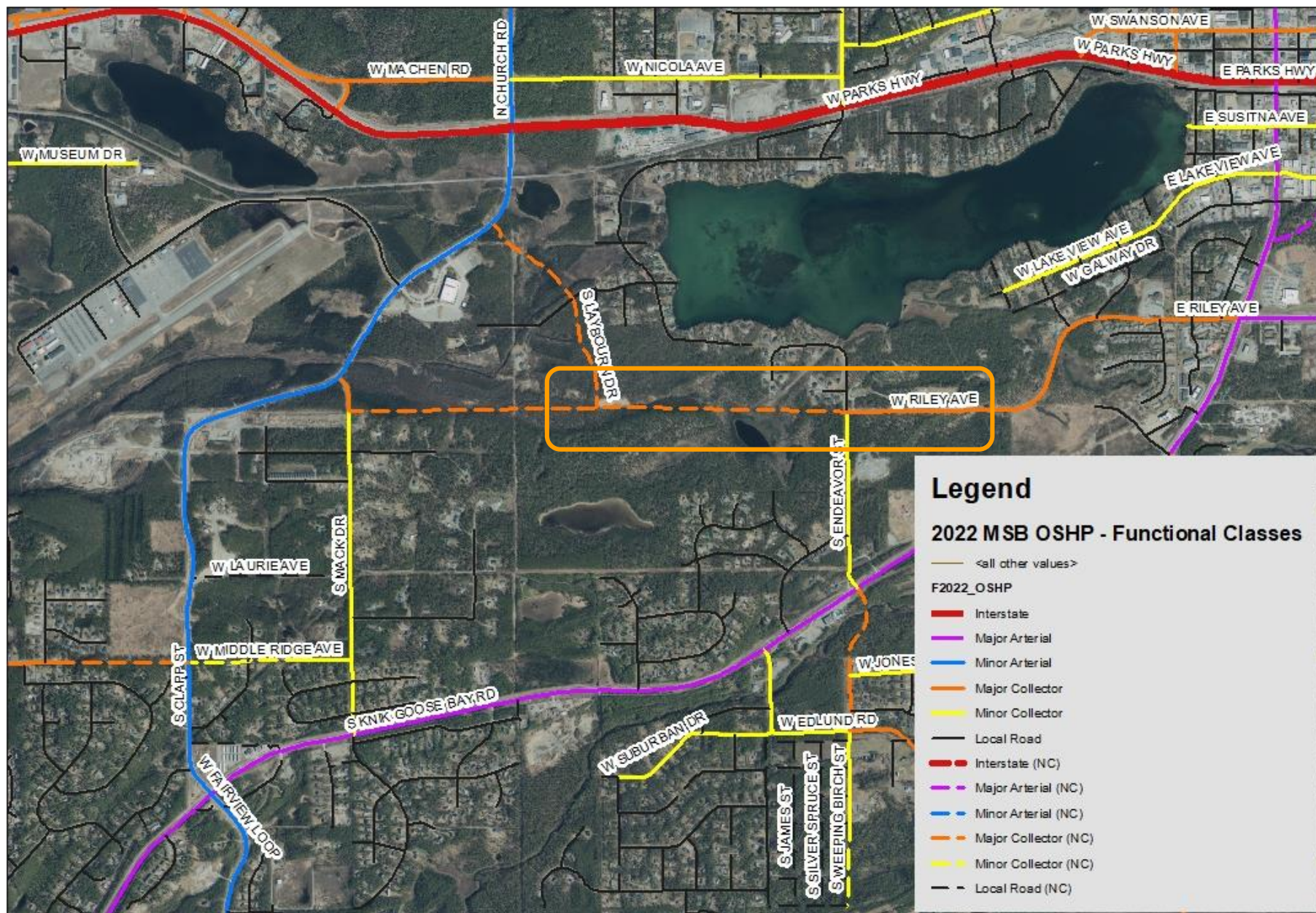
Subdivisions shall be designed in a manner that does not conflict with the Long Range Transportation Plan or the Official Streets and Highways Plan.

Subdivisions containing future road corridors identified in the LRTP or OSHP are encouraged to include the future road corridor as part of the road layout of the subdivision.

VALLEY RIDGE SUBDIVISION - EXAMPLE



Example



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PUBLIC MEETINGS

- Local Road Service Area Advisory Board
 - Two meetings
- Transportation Advisory Board – Two meetings
- Platting Board – Two meetings
 - Amendment proposed and incorporated into the plan
- Planning Commission - Two Meetings
- Assembly- Two Meetings



PUBLIC OUTREACH

FEBRUARY 16, 2022 - MARCH 31, 2022

- Website and public comment tool
 - Over 1700 interactions
 - 31 comments – all responded to individually
 - Comment themes
 - General opposition to new road connections
 - New road connections, alternative alignments, or clerical changes
 - Maintenance on existing roads

Share your feedback.

Is there anything we missed?

Are there other roads we will need?

Place a point on the location you would like to talk about.*



Road Classifications (Approximate Speed Limit)

Interstate (55-70 MPH)	Major Collector (35-45 MPH)	Minor Collector (30-35 MPH)
Major Arterial (55 MPH)	Minor Arterial (35-45 MPH)	Local Road (25-35 MPH)

Dashed lines represent "non-constructed" (NC), or future, roads.

Name of the road:*

If the road is non-constructed, name the closest road.

QUESTIONS?

Adam Bradway

Planner

907-861-8608

Adam.Bradway@matsugov.us



Learn More:

<https://oshp-msb.hub.arcgis.com/>

**MATANUSKA-SUSITNA BOROUGH
TRANSPORTATION ADVISORY BOARD
RESOLUTION SERIAL NO. TAB 22-01**

**A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH TRANSPORTATION
ADVISORY BOARD IN SUPPORT OF THE MATANUSKA-SUSITNA BOROUGH 2022
OFFICIAL STREETS AND HIGHWAYS PLAN UPDATE.**

WHEREAS, the Matanuska-Susitna Borough Transportation Advisory Board advises the Assembly on transportation-related issues; and

WHEREAS, the Official Streets and Highways Plan (OSHP) is a transportation planning tool that identifies future road corridors and road upgrades necessary to accommodate the Borough's growing population and its transportation needs; and

WHEREAS, the OSHP is a map-based chapter of the Borough's 2035 Long Range Transportation Plan; and

WHEREAS, the 2022 OSHP update map was developed by a technical assessment of land uses, population growth, commercial investment, and trip generation to determine the infrastructure needs of communities now and into the future; and

WHEREAS, reserving future road corridors and identifying upgrades to existing roads identified in the OSHP within the platting process, reduces future right-of-way costs by minimizing building conflicts and addressing road network deficiencies before they happen; and

WHEREAS, the implementation of the OSHP as drafted will

enhance road safety, reduce congestion, reduce negative impacts on neighborhoods, and lower transportation costs; and

WHEREAS, the 2022 OSHP update provides a thoughtful, proactive, and comprehensive basis for planning, platting, and transportation infrastructure investment decisions.

NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Transportation Advisory Board hereby recommends adoption of the 2022 Matanuska-Susitna Borough Official Streets and Highways Plan Update.

ADOPTED by the Matanuska-Susitna Borough Transportation Advisory Board this 23rd day of May, 2022.

 5/25/22

Antonio Weese, Vice Chair

ATTEST:

 5/24/2022

Kim Sollien, Planning Services Manager
Staff Support

**MATANUSKA-SUSITNA BOROUGH
PLATTING BOARD RESOLUTION No. 2022-25**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH PLATTING BOARD
RECOMMENDING ADOPTION OF THE Matanuska-Susitna Borough 2022
OFFICIAL STREETS AND HIGHWAYS PLAN UPDATE.

WHEREAS, the Official Streets and Highways Plan (OSHP) is a transportation planning tool that identifies future road corridors and road upgrades necessary to accommodate the Borough's growing population and its transportation needs; and

WHEREAS, the OSHP is a part of the Borough's Long Range Transportation Plan, is map-based, and focuses on road infrastructure needs; and

WHEREAS, the OSHP provides a thoughtful, proactive, and comprehensive basis for planning, platting, and transportation infrastructure investment decisions; and

WHEREAS, the Borough's Subdivision Construction Manual states that, "Subdivisions shall be designed in a manner that does not conflict with the Long Range Transportation Plan or the Official Streets and Highways Plan"; and

WHEREAS, the OSHP will help the Platting Board preserve future road corridors; reducing right-of-way costs by minimizing building conflicts and addressing road network deficiencies before they happen; and

WHEREAS, subdivisions depend on a functioning road network for access; and

WHEREAS, the OSHP will support subdivision and development by planning and preserving space for a robust collector road network; and

WHEREAS, implementation of the OSHP will enhance road safety, reduce congestion, reduce negative impacts on neighborhoods, and lower transportation costs.

NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Platting Board does hereby recommend adoption of the 2022 Matanuska-Susitna Borough Official Streets and Highways Plan Update.

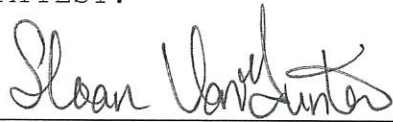
BE IT FURTHER RESOLVED, the Platting Board requests that the following language on page 30 and 31 of the Technical Report and Implementation Plan be removed, "To not conflict with the OS&HP, a subdivision must be built such that roads and connections shown in the OS&HP are either built along with the subdivision or built in the future with allowable ROW width for the future alignment. This ROW width would be clear of all features that would prevent the construction of a road that fulfills the desired function of the road in the OS&HP." And be replaced with, "Building setbacks prohibiting the location of any permanent structure within the future corridor may be voluntarily designated on the final plat.

The area within the future road corridor shall be excluded from usable septic area calculations. The area within the future road corridor and building setbacks shall be excluded from usable building calculations."

ADOPTED by the Matanuska-Susitna Borough Platting Board this 2nd day of June, 2022.


Wilfred Fernandez,
Platting Board Chair

ATTEST:


SLOAN VON GUNTEN,
Platting Board Clerk

(SEAL)



NO: McCabe

YES: Leffel, Bosh, Leonard, Cottini, Koan, Fernandez

**MATANUSKA-SUSITNA BOROUGH
TRANSPORTATION ADVISORY BOARD RESOLUTION NO. 22-04**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH TRANSPORTATION ADVISORY BOARD RECOMMENDING APPROVAL OF AN ORDINANCE AMENDING MSB 43.05.015 PURPOSE AND SCOPE TO REFERENCE THE 2022 SUBDIVISION CONSTRUCTION MANUAL.

WHEREAS, in August 2020, the Matanuska-Susitna Borough Assembly adopted a significant revision to the Subdivision Construction Manual; and

WHEREAS, after working with the new manual for a construction season, both staff and the development community-identified modifications that will clarify the requirements of the manual; and

WHEREAS, the modifications consist of general cleanup, modification of standards, and clarification of acceptable engineering techniques. Specifically, the changes can be summarized as follows:

1. General cleanup and clarification
2. Removed the number of lot and length restriction on residential streets before it becomes a residential Sub collector
3. Modified standards for turnarounds and paved aprons
4. Clarified compaction standards and added requirements for testing methods

5. Require the use of NOAA rainfall data for all locations and added standards on how to use the data

6. Allow developers to put drainage facilities within utility easements while providing protections for future and existing utility facilities

7. Modified standards for water quality associated with the treatment of runoff

8. Modified downstream evaluation and mitigation criteria for flood hazards

9. Added requirements to the flood bypass design requirements

10. Added standards for ditch stabilization

11. Added minimum freeboard for all ditches

12. Added culvert gauge standards

13. Added energy dissipation requirements at culvert outlets

14. Added soil infiltration facility standards

15. Added pre-approved runoff calculation methods

16. Modified warranty timeframes to work better for both DPW and developers

17. Added inspection deadline for Subdivision Agreements

18. Removed appendices for example construction plan and paving special provision.


NOW, THEREFORE, BE IT RESOLVED that the Matanuska-Susitna Borough Transportation Advisory Board recommends amending MSB 43.05.015 Purpose and Scope to reference the 2022 Subdivision Construction Manual with the following conditions:

1. Prohibit drainage detention/retention facilities within utility easements for new subdivisions; and
2. Incorporate recommendations contained within Department of Public Works Memorandum dated May 11, 2022; and
3. Ensure all utilities are notified and had an opportunity to provide input; and
4. Require a maximum 12-inch lift thickness for subbase as described in C02.5(c) for new or upgraded roads.

ADOPTED by the Matanuska-Susitna Borough Transportation Advisory Board this 23 day of MAY, 2022.


Joshua Cross, Chair

ATTEST:


Kim Sollien, Planning Services

Manager

6-6-2022
Meeting handout
by Bill Tucker

Gateway Community Council
Board Resolution 2018-01

A RESOLUTION IN SUPPORT OF PRIORITIZING EFFORTS TO RESOLVE
TRAFFIC CONGESTION ON S. ABBY BOULEVARD AND NELSON ROAD IN
THE RANCH SUBDIVISION AREA THAT IS WITHIN THE GATEWAY
COMMUNITY COUNCIL BOUNDARIES

Whereas, the Gateway Community Council (GCC) recognizes that congestion on S. Abby Boulevard and Nelson Road is a long-standing problem, dating back several years to the construction of Machetanz Elementary, the development of the Ranch subdivision and other nearby subdivisions; and

Whereas, the GCC recognizes that more than 4,000 cars a day have been recorded traveling S. Abby Boulevard and that the extension of S. Trunk Road extension has alleviated a portion - about one quarter of that traffic - but the road is still congested and unsafe; and

Whereas, S. Abby Boulevard was constructed as a subdivision road with limited right-of-way, narrow travel lanes, no shoulders, minimal ditching and was not designed to carry the traffic volume of a collector road; and

Whereas, the constriction of traffic on S. Abby Boulevard at the intersection of Fairview Loop causes additional congestion further south on Nelson Road; and

Whereas, traffic coming to and from Machetanz school regularly backs up onto Nelson Road; and

Whereas, this issue has been looked at extensively by the Mat-Su Borough in a 2009 Mat-Su Borough Reconnaissance Report that looked at the C2 option of extending Nelson Road to Fairview Loop, and also by William Tucker (Parks Highway Investors) who submitted a more extensive proposal that included realigning Fairview Loop; and

Whereas, the traffic is a safety hazard, causes extensive time delays for residents, school buses and emergency responders, and the issue has not been resolved despite several years of review by borough staff and administration since it was identified; and

Whereas, the Mat-Su Borough has included this issue in both its Long Range Transportation Plan (LRTP) and Capital Improvement Plan (CIP); and

Whereas the 2009 borough reconnaissance report was limited in scope to solving the Abby Boulevard/Nelson congestion problem and did not include area wide traffic problems; and

GCC

Gateway Community Council

Mat Su Borough Council
Community Area

Whereas, Goal 1 of the Core Area Comprehensive plan is to "foster a pattern of land development that protects the appealing features of the Core Area..."; and,

Whereas, Policy 1-B of the Core Area Comprehensive Plan is to "promote an orderly land use pattern suited to the demand for attractive settings in which to live, work, shop, learn, play and carry on other daily activities, and,

Now therefore be it resolved that the GCC encourages the Mat-Su Borough Assembly at its upcoming July 31 meeting to include funding in the 2018 proposed bond package that will provide a solution to this S. Abby Boulevard and Nelson Road congestion issue; and

Now therefore be it further resolved that the borough examine and determine solutions to traffic safety and congestions issues in the broader Fairview Loop area from Seward Meridian Parkway east to Trunk Road.

Approved by unanimous consent of the GCC Board on this date

July 10, 2018



Stephanie Nowers, President
Gateway Community Council



Denny Seveyko secretary

GCC

Gateway Community Council

Mat Su Borough Council
Community Area

KNIK-FAIRVIEW COMMUNITY COUNCIL RESOLUTION

A RESOLUTION TO SUPPORT THE CONSTRUCTION OF THE NELSON ROAD-ALT FOR ACCESS TO THE MACHETANZ ELEMENTARY SCHOOL.

WHEREAS, a western collector/arterial access to the Machetanz Elementary School is necessary for safety and to reduce excess traffic in the currently used route to the west and north through narrow, residential streets; and

WHEREAS, a route has been proposed utilizing Nelson Road in the Northwest corner of The Ranch Subdivision, extending then through Valley Block and Concrete property (via the proposed Sweeping Vista Subdivision), than North over Fairview Loop Road to an intersection with E. Fireweed Road that is most appropriate; and

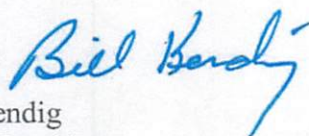
WHEREAS, the proposed route also eliminates the current dangerous intersection of Old Matanuska Road, the Alaska Rail Road and Fairview Loop Road.

NOW, THEREFORE BE IT RESOLVED that the Knik-Fairview Community Council recommends that the NELSON ROAD-ALT, as shown on the attached Exhibit "A", be included in the Borough Long Range Transportation Plan; and

ADDITONALLY, BE IT RESOLVED that the Matanuska-Susitna Borough, at this time, accept all Easements and Rights-of-Way that Property Owners lying under the proposed route will donate to the Borough at no cost over drafting and surveying; and

ADDITIONALLY, BE IT RESOLVED that the Matanuska-Susitna Borough include the project in the next Road Bonding package or utilize funds granted to the Borough from the State of Alaska, which ever occurs first.

APPROVED by the Knik-Fairview Community Council at a General Membership meeting held May 2, 2018.


Bill Kendig
Board President


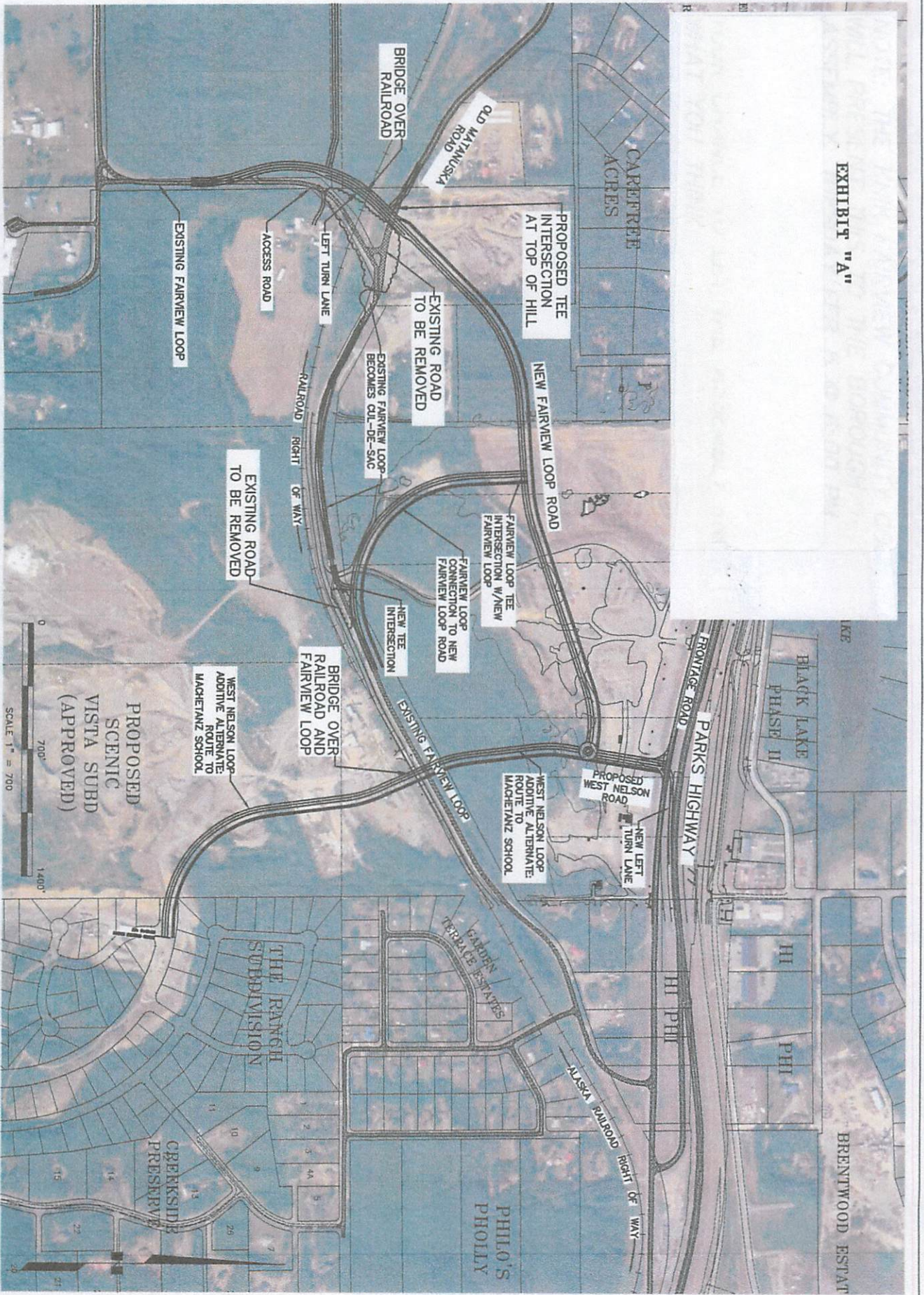

Teri Johnson
Board Secretary

EXHIBIT "A"



NEW FAIRVIEW LOOP ROAD ALIGNMENT PROJECT WITH WEST NELSON LOOP OPTION TO MACHETANZ SCHOOL

William Tucker

From: Vanhove, Todd E (DOT) <todd.vanhove@alaska.gov>
Sent: Tuesday, September 7, 2021 1:10 PM
To: 'William Tucker'
Subject: RE: Fairview Loop improvements

Bill,

I have no information to contradict anything in your letter. I believe it to be accurate as far as the information I currently have.

Todd VanHove
Chief of Planning
Anchorage Field Office
907-269-0518

From: William Tucker <wm.tucker@gci.net>
Sent: Wednesday, August 25, 2021 4:27 PM
To: Vanhove, Todd E (DOT) <todd.vanhove@alaska.gov>
Subject: Fairview Loop improvements

Todd,
Attached is a brief summary of our fourteen year journey with MSB regarding our end of the Fairview Loop. Kim Solien at MSB is managing a committee reviewing the MSB OS&HP and has asked that I provide a synopsis of the situation. I would appreciate your advising me if I have incorrectly represented the situation.
Thank you for your time.
Bill Tucker
Fairview Parks Investors

Proposed Fairview Loop Road Improvements

The Fairview Loop extends from the George Parks Highway to the Knik Goose Bay Road. Once a meandering farm road approximately 10.5 miles in length, spanning seven miles as the crow flies, the Fairview has evolved into the only east-west collector south of the Parks Highway, which it parallels but to which it rarely provides north-south connectivity. The Fairview Loop as farm road often followed the needs of the various individuals in the area, constrained by topography and without the benefit of planning. This has resulted in a number of service and safety shortcomings for the Fairview in its developing role as a rural collector.

The Alaska Department of Transportation (ADOT) first paved the Fairview forty years ago. Since that time, the Department has periodically been tasked with correcting these shortcomings. One area containing serious currently unaddressed safety and service issues is the easterly 1.5 miles of the Fairview, from where it begins at the Parks Highway frontage road through where it intersects Abby Boulevard, Old Matanuska Road, the Alaska Railroad and Linlu Lane.

CURRENT SERVICE AND SAFETY ISSUES ON THE EASTERLY 1.5 MILES OF THE FAIRVIEW LOOP:

The most obvious problem on this stretch of the Fairview comes at its conjunction with the Old Mat road intersection (mile post 0.9 to 1.0) and the Alaska Railroad crossing (mile post 1.0). The Old Mat intersection is actually three intersections in one, each of which creates grade, visibility angle and traffic control issues for the other two. Further, the westerly, most problematic portion of the intersection, is only approximately sixty feet from the unsafe 45 degree angle on-grade crossing of the Fairview over Alaska Railroad, creating potential for vehicles to be backed up from the Old Mat onto the tracks.

Another problem area, which also includes an on-grade railroad crossing, is Abby Boulevard. Originally designed to provide on-grade access over the railroad tracks to Garden Terrace Estates, a small residential development, this road was marginally adequate to serve the seventy Garden Terrace homes. Subsequently a major development to the south, the Ranch Subdivision, was proposed, with

plans to use Abby Boulevard to provide westerly ingress-egress for its anticipated thousand-plus homes. The MSB Platting Board rejected this plan, requiring the developer to find alternative westerly collector road ingress-egress, which he has thus far been unable to do. None the less, MSB administration at the time allowed a work-around through a portion of the original Ranch proposal, renamed and resubmitted as Creekside, which has resulted in funneling westerly Ranch traffic through Garden Terrace Estates, generating the problems anticipated by the Platting Board. To compound these problems, the administration at the time also chose to locate the proposed South Palmer elementary school within the Ranch subdivision, without consideration of the safety issues resultant from sending school busses over on-grade railroad crossings, or the further increased traffic from parents bringing children to school. The Ranch developer has provided an appropriate collector road system, Nelson Road, for his project, the east end of which the ADOT, at MSB request, extended to the Parks Highway and Truck Road by building a bridge over the railroad. Unfortunately, the west end of Nelson Road currently ends in a gravel pit south of the railroad, and is therefore unusable.

We understand from ADOT Traffic Safety that another area of concern should be that area of the Fairview extending south of the railroad past the Linlu Lane intersection. The Fairview at the Linlu intersection makes an abrupt ninety degree turn with a turning radius of approximately 200 feet and a gradient in excess of eight percent, neither of which are appropriate for a rural collector road. To make matters worse, in this area the Fairview follows a steep bank on its east side, leading to downhill rollovers and apparently one or more deaths. Incidentally, Fairview in this area apparently does not have a formal right-of-way, ADOT being able to claim only the area between its ditch lines.

FAIRVIEW PARKS INVESTORS (FPI) INVOLVEMENT IN THE PLANNING PROCESS

In 2007, the MSB administration acknowledged that the elementary school, on which they had already begun construction, did not have the appropriate grade separated access over the railroad for school busses from outside the Ranch Subdivision. The Fairview Parks Investors (FPI), an investment partnership, was then contacted by MSB through its Public Works Department, and requested to evaluate access potential of our real estate. The obvious solution was to

extend the west dead end of Nelson Road, the Ranch collector road, north to the railroad right-of-way along an alignment identified by the owner of that property, then over the railroad and Fairview Loop on a bridge, continuing north to the Parks Highway frontage road, a total distance of 1700 feet, thereby mitigating the Fairview/Abby Road problem and eliminating the issue of school access.. This was rejected because it did not also access the Fairview Loop. The Nelson Road extension was then combined with a concept MSB Public Works in 1985 had found desirable, which realigned the Fairview while eliminating the existing Old Mat/Fairview intersection and the 45* railroad crossing.

The concepts FPI provided were subsequently rejected in favor of extending the east end of the Nelson collector road to the Parks Highway and the Trunk Road, including the realignment of two existing frontage roads and construction of two roundabouts as well as a bridge.

In 2018, FPI was again contacted, by MSB Manager John Moosey, requesting FPI again consider the Fairview realignment and west Nelson Road extension plan, to which FPI agreed. Further contact with ADOT planners, at MSB request, indicated that MSB inclusion of these concepts in the MSB Official Streets and Highways Plan would provide appropriate direction to ADOT.

Recent planning documents have emphasized the value of thinking ahead to the future road needs of the community and reserving where possible corridors appropriate to those needs. This appears to be one of those opportunities. While FPI as an investment entity cannot commit to a major development project, it can respond to an expression of community need, though only so long as it remains in title. FPI has asked MSB and ADOT in return for assistance in realigning its properties to match the potential road corridors, and the return of real estate taken during a previous ADOT project, but no longer needed for the original purpose.

Today, public funds do not appear to be available to address the problems noted above. None the less, MSB and ADOT do have the ability, by protecting the routes identified, to protect future public ability to cure the problems afflicting this part of the Fairview Loop, for which no alternative fixes have thus far been identified.