

# MATANUSKA-SUSITNA BOROUGH

350 E Dahlia Ave., Palmer, Alaska 99645

TAB Packet June 5, 2020  
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## CHAIRPERSON

Joshua Cross

## MSB STAFF

Kim Sollien



## BOARD MEMBERS

Scott Adams

Jennifer Busch

Cindy Bettine

Dan Elliott

Antonio Weese

LaQuinta Chmielowski

## Transportation Advisory Board Special Meeting

### AGENDA

Conference Call line 1 (907) 290-7880

**REGULAR MEETING**

**2:00 PM**

**June 5th, 2020**

*When calling in, please mute your phone until you wish to speak. This will eliminate unnecessary noise. Thank you.*

- I. CALL TO ORDER; ROLL CALL
- II. APPROVAL OF AGENDA
- III. PLEDGE OF ALLEGIANCE
- IV. APPROVAL OF THE MINUTES
  - a. February 24<sup>th</sup> 2020
- V. AUDIENCE INTRODUCTION/PARTICIPATION
- VI. ITEMS OF BUSINESS
  - a. Staff Reports
    - i. Capital Improvements Plan 2020
    - ii. MPO RFP Update
    - iii. OS&HP RFP Update
  - b. (MSB) Subdivision Construction Manual Comments Work Session
    - Draft Resolution supporting the SCM
  - c. Driveway Ordinance Discussion and Comments
    - Draft Resolution supporting the Driveway Ordinance
  - d. Non-Motorized Facilities, ROW and MSB code – set a date for special meeting
    - TAB Resolution 19-03 Non-motorized ROW (Discussion for PC and Assembly Adoption)
    - Title 43 & 17 work session discussion about non-motorized pathways
- VII. MEMBER COMMENTS
- VIII. NEXT MEETING –
  - August 28th, 2020
  - October 30th, 2020
- XI. ADJOURNMENT

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350 E Dahlia Ave., Palmer, Alaska 99645

## CHAIRPERSON

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## BOARD MEMBERS

Scott Adams  
Jennifer Busch  
Cindy Bettine  
Dan Elliott  
Antonio Weese  
Emily Dodge

## Transportation Advisory Board Special Meeting Minutes Lower Level Conference Room

**REGULAR MEETING** **9:00 AM** **February 24th, 2020**

### I. CALL TO ORDER; ROLL CALL 9:07 am

Josh Cross, Antonio Weese, Jennifer Busch, Dan Elliott, Cindy Bettine, Kim Sollien MSB staff, Scott joined the meeting via conference line at 9:15 am

Guests- Jamie Taylor, Fred Wagner, Eileen Probasco - MSB staff, David Post Mat-Su ADOT

### II. APPROVAL OF AGENDA

**MOTION: Josh Cross moved to add minutes to the agenda; seconded by Antonio Weese.**

**VOTE: Motion passes unopposed.**

**Approval of Minutes:**

**MOTION: Jennifer Busch moved to approve the January 24, 2020 Minutes, seconded by Antonio Weese.**

**VOTE: Motion passes unopposed.**

### III. PLEDGE OF ALLEGIANCE

### IV. AUDIENCE INTRODUCTION/PARTICIPATION

David Post presented on the STIP and gave handouts of a PowerPoint asking the TAB to send a letter providing public comments on the STIP by the deadline March 20<sup>th</sup>.

The 9 CTP MSB road projects that scored will be added to the STIP by an amendment in March.

### V. ITEMS OF BUSINESS

#### a. Driveway Permit Ordinance Review 9:00 am-9:30 am

**MOTION: Cindy Bettine moved to hold off on adoption of the DO until we are clear on how the grandfather rights are being recognized and how the MSB will handle those who have applied for a permit but never got confirmation that the permit was granted or denied; seconded by Jennifer Busch.**

**MOTION AMENDMENT: Josh Cross moved to amend the motion to request clarity from the MSB staff on how the Driveway Ordinance recognizes the status of driveways pre-1984, how landowners pre-2011 and post 2011 are being notified that**

they need a driveway permit and clarify the process to follow up with landowners who have applied for a permit but were not notified of approval or denial. Once we have this clarification, we can move forward and approve the resolution.

**VOTE: Motion passes as amended.**

**b. (MSB) Subdivision Construction Manual Comments Work Session 9:30am -11:00am**

**MSB staff – Eileen Probasco, Fred Wagner, and Jamie Taylor gave a short presentation on the SCM actions to date.**

**MOTION: Cindy Bettine moved** to include LRSA 20-10, as a contingency of the TAB Resolution in favor of the SCM if they add additional language about lift standards and moisture and density control; **seconded by Dan Elliott.**

**VOTE: Motion passes unopposed.**

Action-TAB comments will be organized and sent to the SCM committee

**Discussion:**

**TAB Reso and comments need to be sent to all the boards**

**Big topic - Non-motorized / pedestrian pathways discussion** we knew this would not be popular.

**Action** - host a work session for TAB on Title 17 trail design standards inclusion and title 43 conservation subdivisions.

**Action-** Bring back the TAB resolution for non-motorized pathways

**MOTION: Josh Cross moved** to send TAB's comments to the planning department to be considered and reviewed by the SCM Committee.

**MOTION AMENDMENT: Josh Cross amended the Motion,** to send the TAB comments to all appropriate boards and commission, so they see our comments. (parks and rec, planning commission, RSA etc...).

**VOTE: Motion passed unopposed.**

**Discussion-** the SCM Committee was not a officially appointed / sanctioned board by the MSB Assembly. Therefore, changes as revisions to the SCM should be approved by the indivisial boards and commissions and not by the SCM committee.

**MOTION: Cindy Bettine moved,** that the draft resolution in support of the SCM be drafted at our next meeting, **seconded by Antonio Weese.**

**VOTE: Motion passed unopposed.**

**Action By Jamie Taylor-** once all the comments are received and incorporated, the SCM committee can host another meeting to show RSA and TAB the changes.

**VI. Capital Improvements Plan 2020 Nominations 11:00am-12:00pm**

**MOTION: Cindy Bettine moved** to move the CIP nominations to the next meeting,

**VOTE: Motion passed unopposed.**

**VII. MEMBER COMMENTS**

**Cindy Bettine:** I would like a work session of title 17 & 43, to discuss her other comments related to pedestrian pathways and all the ways to include them in code. We need a sponsor to respond to our pedestrian pathways resolution. We need a presentation from David Post or Allen Kemplen on the STP stuff.

**Dan Elliott:** I would like to point out that the discussion at the SCM meeting to discuss the lift it happened at a meeting where not everyone was there. There were no road specialists, or road superintendents invited so the change happened without all interested parties present.

**Jen Busch:** no comments

**Antonio Weese:** no comments

**MOTION: Josh Cross moved** to extend the meeting to 12:15; **seconded by Cindy Bettine.**

**VOTE: Motion passed unopposed.**

**MOTION: Josh Cross moved** to hold a special meeting to discuss the STIP and CTP with ADOT, continue SCM discussion draft the resolution, and to have the CIP discussion on March 27<sup>th</sup> 9 am.; **seconded by Dan Elliott.**

**VOTE: Motion passed unopposed.**

**Next scheduled meeting April 24<sup>th</sup>**

**VIII. ADJOURNMENT**

**MOTION: Jen Busch moved** to adjourn the meeting; **seconded by Cindy Bettine.**

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Joshua Cross, Chair

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DATED

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Kim Sollien, Clerk

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DATED

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## MATANUSKA-SUSITNA BOROUGH

350 E Dahlia Ave., Palmer, Alaska 99645

### CHAIRPERSON

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### BOARD MEMBERS

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Emily Dodge

Dan Elliott

Antonio Weese

### Transportation Advisory Board SCM comments 2.26.2020

1. A04.1(b) - recommend making it clear who is responsible for calculating the ADT. Section 15 discusses how to calculate the ADT. Suggest revising the first sentence in A15 to read, "The applicant shall use the following formula to determine..." and moving the entire A15 section ahead of A04.
2. A05 - first sentence abruptly ends.
3. Table A-1 footnote 2 - suggest adding the word "minimum" at the beginning of the sentence before ROW.
4. Table A-1 - Suggest having two rows for shoulder width. One for paved shoulders, one for gravel shoulders. Include 2 foot gravel shoulders for Residential classification. For the Sub-collector and Collector classification, suggest 2 foot paved followed by 2 foot gravel shoulders.
5. A13 - Recommend adding the MUTCD as governing reference that shall be followed.
6. C02.5(c) - The DOT&PF successfully builds roads where they limit the horizontal layers of uncompacted material to 8" Why are we increasing that to 24"? We are setting up the taxpayers to pay the bill for repairing these roads that will settle and require increased maintenance after they are constructed and before the design life is reached. Recommend following the DOT&PF requirement of 8" horizontal layers.
7. C02.5(e) - the 90% and 95% compaction requirements are too low and are not what is typically done in an engineered road design. Suggest changing these to 95% and 98%, respectively, of the Modified Proctor.

8. C02.5(f) - 2 inches of asphalt over 2 inches of base course seems thin for a collector. This section is more for a driveway. I would expect to see something in the range of 3.5 - 4 inches of HMA over 4 inches of base course. Suggest revisiting this so that the taxpayers are not paying to rehab roads prior to the end of their design life.
9. Figure C-1 - same as #8 above. The typical structural section for the roadway will be driven by existing geotechnical conditions which will vary at each road location. Suggest requiring a geotechnical investigation with recommendation for each site.
10. The goal of the SCM is to promote a safer transportation system but it would appear they have left out accommodations for non-motorized
11. Can we ask for roads to be designed offset from the center line so we would have room to offer at least one 4ft shoulder on one side.
12. The SCM seems to have a residential focus. What about commercial development, don't we also need standards for them that are different than residential?
13. Design deviation paragraph needs to be firmer.
14. Is there a way to offer a benefit an incentive to a developer who is willing to put in a pedestrian pathway?
15. I would like to request that the TAB resolution in support of a policy in consideration for non-motorized transportation w/in the Borough maintained ROW as well as the resolution passed by the Parks, Rec and Trails committee be included in all communication to other boards and commissions that will be commenting on the SCM. I will send you a copy of the PRT's resolution.
16. I would like staff to expand A12 on page 13. And have a discussion regarding how it done in other communities. I would like an estimate of the per lot cost if non-motorized traffic is accommodated.
17. It has been suggested that a PUE be put on each piece of property or on one side of the road. I recall during the title 27 subdivision code (now 45) a discussion in which would allow the code for housing/structure to be less than 20 feet from the road if a PUE was put in for sidewalks or trails. What can be done to allow this.
18. Two comments from RSA members last night had suggestions. One suggestion was to add 3 to 5 feet to the road ( 63 or 65 feet) to accommodation non-motorized. And the other was to allow it in the utility ROW or make the ditches wider and flatter. Can these be considerations?  
C. A cyclist ask if bike lanes can be added to the side of the road, stripped and marked like many cities have done; this is typically on both sides of the road on Arterials.
19. during the Platting Board discussion, platting board members commented that within the last two meeting, they had approved two large subdivision in the same area that will greatly change density. They wanted to know why they were not informed at their first meeting that another large subdivision

was going to be before them very soon. They had concerns that the impact were to great for what is fast becoming a Residential Collector. As I recall, no current traffic counts were available.

20. Where in the manual does it require current traffic counts. In order to decide what design criteria (page 6) the new road will be built at? Should different standards beyond 60 feet or larger ROW's if the new subdivision is going to access a road named in the LRTP as a future collector or Arterial? Enough ROW to allow for a separated path like Bogart Extension in Palmer or the Sheldon that MSB built between Fishhook and (almost to Pitman)? Like the two subdivision just approved off Tex Al. Is page 19, B05 intended to handle this.

21. Section E. Easements. Add Pedestrian Easements.

22. find statics of pedestrian and motorized accidents.

23. Remove #6 on page 1, A01. I do not believe this is the purpose of this manual. It is not an economic stimulus program.

24. After hearing from both TAB and LRSAAB members, TAB suggests a revision of CO2.5 (c) embankment construction in the January 23, 2020 SCM final draft pgs. 20 / 21 concerning the placement depth of materials in a lift up to 24 inches. This version was created during the last couple meetings. The original version was still in the Jan. 13 draft at 8 inches which more closely follows DOT practices.

Staff Comment for consideration

Title 43.20.281 of the MSB code allows a developer to have smaller lot size if they are dedicating public opens space. Maybe language for non-motorized pathways can be included in that clause.

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**DRAFT**

**LOCAL ROAD SERVICE AREA ADVISORY BOARD  
RESOLUTION 20-01**

**A RESOLUTION BY THE MATANUSKA-SUSITNA BOROUGH LOCAL ROAD  
SERVICE AREA ADVISORY BOARD TO THE BOROUGH PLANNING DIRECTOR  
REGARDING APPROVAL OF THE DRAFT SUBDIVISION CONSTRUCTION  
MANUAL CONDITIONED ON AMENDMENT**

**WHEREAS:** The current Draft update of the Subdivision Construction Manual (SCM) is a long-overdue improvement and generally acceptable, this Board has serious concerns with portions of Section CO2.5, Embankment Construction, as follow:

**WHEREAS:** A significant problem with many roads, both old and new, throughout the Borough is weak and/or unstable subgrades; and

**WHEREAS:** The normally acceptable (and DOT standard) maximum uncompacted subgrade lift depth is 12 inches, with a compacted density of 95%; and

**WHEREAS:** The allowance of an unspecified quantity of subgrade particles of 6-inch diameter (ie., "cobble") or more (eg., 10-inch-plus diameter "boulders"), coupled with the 20-inch compacted lift depth proposed, raises experience-bought questions about the at-depth accuracy of density tests, even with nuclear densimeters; and

**WHEREAS:** Normal design of subgrade traffic load dispersal sections (eg., the top 6 inches of this section) requires that maximum particle diameter be no more than 50% of the section depth to prevent traffic-induced migration of the largest particles to the road surface; and

**WHEREAS:** The normal practice nation-wide is to include watering of the fill layer both prior to and during compaction to ensure retention and distribution of the material fines (sand, silt, clay) as "binder" among the gravel particles, but there is no mention of watering in this draft; Now Therefore

**BE IT RESOLVED:** That the LRSAAB can approve the draft SCM provided that Sections CO2.5 (c) and (e) are Amended as follows:

CO2.5(c) "Place material meeting, or verify in-situ material meets, the requirements for Subbase specified in subsection CO7 to a minimum compacted depth of 20 inches with the upper 6 inches having no material with a diameter larger than ~~6~~ 4 inches. Place embankment in horizontal layers not to exceed ~~24~~ 12 inches (uncompacted) for the full width of the embankment and compact as specified before the next lift is placed. Compaction shall start at the outer edges of the road prism and proceed inward to roadway centerline."

CO2.5(e) Between sentences 2 and 3 insert: "Provide a watering plan to be followed during compaction for prior approval by DPW."

APPROVED BY (Majority) (Unanimous) VOTE ON \_\_\_\_\_

Stephen Edwards , chair \_\_\_\_\_

Mike Shields, secretary \_\_\_\_\_

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**MATANUSKA-SUSITNA BOROUGH**  
**TRANSPORTATION ADVISORY BOARD RESOLUTION NO. TAB 20-03**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH TRANSPORTATION ADVISORY BOARD SUPPORTING AN ORDINANCE AMENDING MSB 43.05.015 (B) 3 TO ADOPT THE 2020 SUBDIVISION CONSTRUCTION MANUAL

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WHEREAS, the Assembly adopted Resolution 17-003 requesting an update of the 1991 subdivision construction manual; and

WHEREAS, the MSB planning department, capital projects department and public works department worked together and created a "first revision" public review draft document and distributed it for public review and comment; and

WHEREAS, as a result of the first revision draft, an informal working group was formed, consisting of subject matter experts including MSB staff, RSA and TAB representatives, utilities, engineers, surveyors, road builders and developers; and

WHEREAS, the working group met 26 times between July 2018 and January 2020 and created a second revision draft document, for further review and submittal to the appropriate boards; and

WHEREAS, the working group adopted their resolution 20-01 recommending approval of the 2020 Subdivision Construction Manual, and that the Assembly consider a variety of other actions concerning land use, subdivisions, transportation issues and road funding at a future date.

WHEREAS, the Transportation Advisory Board as reviewed and discussed the Subdivision Construction Manual and is suggesting the following recommended changes to the Subdivision Construction Manual prior to its approval by the Planning Commission and the Assembly:

- 1) Motion to approve the inclusion of the RSA resolution into our resolution
- 2)
- 3)
- 4)

NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Transportation Advisory Board hereby recommends adoption of an ordinance amending MSB 43.05.015(B)3 to adopt the 2020 Subdivision Construction Manual with our suggested amendments.

BE IT FURTHER RESOLVED, that the board supports the additional recommendations of the subdivision construction manual working group as outlined in their resolution.

ADOPTED by the Matanuska-Susitna Borough Transportation Advisory Board this \_\_\_\_ day of \_\_\_\_\_, 2020.

\_\_\_\_\_  
JOSHUA CROSS, Chair

ATTEST

---

KIM SOLLIEN, PLANNING SERVICE  
MANAGER/CLERK

DRAFT

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CODE ORDINANCE

Sponsored by:  
Introduced:  
Public Hearing:  
Action:

**MATANUSKA-SUSITNA BOROUGH  
ORDINANCE SERIAL NO. 20-\_\_\_\_**

AN ORDINANCE OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY ADOPTING MSB 11.12 DRIVEWAYS STANDARDS IN ORDER TO ENSURE DRIVEWAYS WITHIN BOROUGH RIGHTS-OF-WAY MINIMIZE NEGATIVE IMPACT TO DRAINAGE, MAINTENANCE, AND SAFETY OF THE TRAVELING PUBLIC.

---

BE IT ENACTED:

Section 1. Classification. This ordinance is of a general and permanent nature and shall become a part of the Borough Code.

Section 2. Adoption of chapter. MSB 11.12 is hereby adopted to read as follows:

11.12.010 INTENT

11.12.020 DEFINITIONS

11.12.030 APPLICABILITY

11.12.040 APPLICATION PROCEDURES

11.12.050 GENERAL STANDARDS

11.12.060 LOW VOLUME DRIVEWAY STANDARDS

11.12.070 HIGH VOLUME DRIVEWAY STANDARDS

11.12.080 TRAFFIC IMPACT ANALYSIS

11.12.090 TRAFFIC IMPACT MITIGATION

11.12.100 WAIVER OF STANDARDS

11.12.110 NONCONFORMING DRIVEWAYS

## 11.12.120 VIOLATIONS, ENFORCEMENTS, AND PENALTIES

### 11.12.010 INTENT

(A) This chapter is intended to establish a permit process and standards for driveways within Borough rights-of-way. Minimum standards are provided for proper placement and design of driveways in order to ensure drainage, maintenance, movement and safety of the traveling public.

(B) All driveways are considered encroachments under MSB 11.10 and are subject to the requirements therein.

(C) Issuance of a permit under this chapter grants the permittee no right, title, or interest within Borough rights-of-way. The Borough reserves the right to deny, modify, or revoke any permit issued under this chapter.

### 11.12.020 DEFINITIONS

(A) For the purpose of this chapter, the following definitions shall apply unless the context clearly indicates or requires a different meaning.

“Corner clearance” means the distance between an intersection and driveway, not including tapers or curve returns.

"Curb cut" means a ramp built into a curb to allow the driveway to ramp down from the curb height to the pavement surface.

"Curve return" means the curve located at the end of a driveway connecting the driveway edge to the roadway edge.

"Design vehicle" means the largest type of vehicle that frequently accesses the roadway from a driveway.

"Design year" means the year that is 10 years after the anticipated opening date of a development.

"Driveway" means a type of encroachment, as defined by MSB 11.10.010(A), that provides access to Borough rights-of-way or easements.

"Driveway width" means the distance across the driveway at the furthest point of curvature from the roadway, typically within the right-of-way, measured at right angles to the centerline of the driveway surface.

"Edge clearance" means the distance measured from the property corner to the near edge of the driveway surface at the right-of-way line, not including curve returns.

"Functional area" means the physical area of an intersection and the area extending both upstream and

downstream which includes perception-reaction distance, maneuver distance, and storage length.

"High volume driveway" means a driveway which accesses a parcel containing uses which generate more than 10 vehicles during the peak hour.

"Level of Service (LOS)" means a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. Six LOS, from A to F, are used to represent a range of operating conditions with LOS A representing the best operating conditions and F the worst.

"LOS A" means vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream, passing demand is well below passing capacity, drivers are delayed no more than 30 percent of the time by slow moving vehicles.

"LOS B" means the ability to maneuver a vehicle is only slightly restricted; passing demand approximately equals passing capacity, and drivers are delayed up to 45 percent of the time; the level of physical and psychological comfort provided to drivers is still high.

"LOS C" means the ability to maneuver a vehicle is noticeably restricted and lane changes require more care and vigilance on the part of the driver; percent time delays are up to 60 percent; traffic will begin to back-up behind slow moving vehicles.

"LOS D" means the level at which speeds begin to decline with increasing traffic flow, density begins to increase somewhat more quickly, passing demand is very high while passing capacity approaches zero, and the driver experiences reduced physical and psychological comfort levels; the percentage of time motorists are delayed approaches 75 percent, even minor incidents can be expected to back-up traffic because the traffic stream has little space to absorb disruptions.

"LOS E" means the roadway is at capacity; the percentage of time delay is greater than 75 percent, passing is virtually impossible, as there are virtually no usable gaps in the traffic stream; vehicles are closely spaced, leaving little room to maneuver, physical and psychological comfort afforded to the driver is poor.

"LOS F" means that traffic is heavily congested with traffic demand exceeds traffic capacity, there is

a breakdown in vehicular flow, and vehicle delay is high.

"Lot" means the least fractional part of subdivided lands having limited fixed boundaries and having an assigned number, or other name through which it may be identified.

"Low volume driveway" means a driveway which accesses a parcel containing uses which generate less than or equal to 10 vehicles during the peak hour.

"Parcel" means a lot or contiguous group of lots in single ownership or under single control, usually considered a unit for purposes of development.

"Passenger vehicle" means a vehicle falling under classes 1 through 3 of the Federal Highway Administration vehicle classification definitions.

"Peak hour" means a one-hour period representing the highest hourly volume of vehicle trips generated by the development.

"Qualified professional" means a professional civil engineer or other professional registered with the State of Alaska under A.S. 08.48 qualified to practice the type of work required by this chapter.

"Roadway" means the portion of a road that includes driving lanes and shoulders.

"Roadway Classification" means the type of roadway or right-of-way as determined by the Public Works Director, based on current constructed roadway standard, current functional classification of the road, and the intended functional classification in accordance with the most current MSB Long Range Transportation Plan and MSB Official Streets and Highways Plan. Types of roadway classification include local, collector, and arterial.

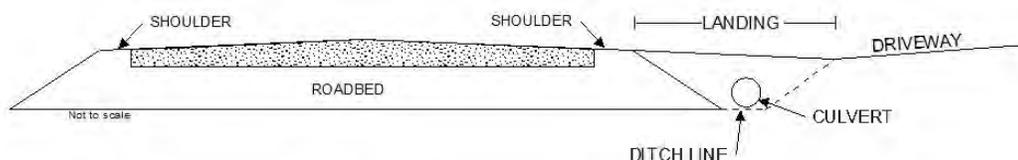
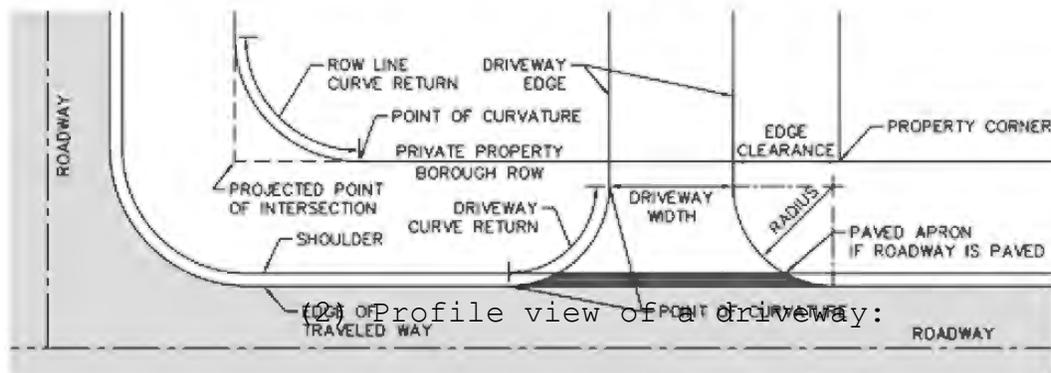
"Single-unit truck" means a vehicle falling under classes 4 through 7 of the Federal Highway Administration vehicle classification definitions.

"Traffic Impact Analysis" means a specialized engineering study performed by a qualified professional civil engineer which determines the degree or extent to which proposed land use developments, and the traffic they are expected to generate, will affect the adjacent or surrounding transportation system.

"Vehicle trip" means a single or one-direction vehicle movement exiting or entering a development.

(B) The following diagrams are a visual representation of terms used within this chapter:

(1) Plan view of a driveway:



(C) In instances where a word is not included in this section nor in the applicable section, reference will be made first to MSB 17.125, followed by the most recent publication of "The Illustrated Book of Development Definitions" then to "The Zoning Dictionary" by Lehman and Associates, then to "Webster's New Universal, Unabridged Dictionary."

### 11.12.030 APPLICABILITY

(A) The following require a driveway permit from the Borough:

- (1) Existing, unpermitted driveways;
- (2) Construction of new driveways;
- (3) Physical modifications to existing driveways; or
- (4) Change in land use requiring a different

standard from that which the driveway permit was issued.

(B) A permit is not required for driveways constructed or reconstructed by Borough or state projects.

(1) Any physical modification thereafter requires a permit under this chapter.

#### **11.12.040 APPLICATION PROCEDURES**

(A) An application for a driveway permit may be initiated by a property owner or the owners' authorized agent. An application for a driveway permit shall be filed on a form provided by the Borough.

(1) The application for a driveway permit shall be accompanied by an appropriate filing fee as established by the assembly, payable to the Borough.

(2) All driveway application shall include the following items:

- (a) street being accessed;
- (b) driveway dimensions;
- (c) pathway or sidewalk dimensions, if applicable;
- (d) culvert type, diameter, and length, if applicable;
- (e) expected completion date;

(f) driveway surface type;  
(g) proposed land use;  
(h) estimated peak hour and average daily traffic generated by the use;

(i) Residential developments can assume a vehicle trip generation rate of 1 peak hour vehicle trip per dwelling unit,

(ii) Other developments shall use the most recent edition of the Institute of Transportation Engineers Trip Generation Manual, and

(iii) Local vehicle trip generation rates determined by a professional civil engineer registered by the state of Alaska may be used as a substitute for the Institute of Transportation Engineers Trip Generation Manual.

(3) In addition to items within paragraph (2) of this subsection, driveway applications for high volume driveway and low volume driveways required to be designed by a qualified professional shall include the following items:

(a) design vehicle;  
(b) driveway sight triangles for driveways that access a parcel containing uses which

generate more than 10 vehicles per hour (VPH) during the peak hour; and

(c) driveway plan and profile, containing sufficient information to demonstrate that all the applicable standards of this chapter are met, prepared and stamped by a qualified professional.

(4) In addition to items within paragraph (2) - (3) of this subsection, driveway applications for uses generating more than 50 vehicles during the peak hour shall submit a turn lane warrant analysis prepared by a professional civil engineer registered by the State of Alaska.

(5) In addition to items within paragraphs (2)-(4) of this subsection, driveway applications for uses generating more than 100 vehicles during the peak hour shall submit a traffic impact analysis prepared and stamped by a professional civil engineer registered by the State of Alaska.

(B) Following review of the application, the Borough will grant approval to construct or deny the proposed driveway based on whether or not it meets the standards of this chapter.

(C) Upon approval to construct, the applicant may

construct the driveway as approved and shall notify the Borough upon completion.

(D) Upon notification that construction of the driveway is complete, the Borough will issue final approval of the driveway if the Borough finds that it meets the requirements of this chapter.

#### **11.12.050 GENERAL STANDARDS**

(A) The standards within this subsection apply to all driveways regardless of land use.

(1) Driveways shall not cause adverse drainage onto the roadway.

(2) The landowner shall be responsible for maintenance of the driveway, including but not limited to culvert cleaning and thawing to ensure proper drainage.

(a) Snow removed from the driveway shall not:

(i) be placed in, or pushed across the roadway;

(ii) obstruct traffic signage or address numbers;

(iii) obstruct sight triangles; or

(iv) be placed in the right-of-way

in a manner that interferes with drainage or normal maintenance activities.

(3) The driveway landing shall have a negative 2 percent slope away from the road to the extent feasible.

(a) Where a negative slope away from the roadway is not feasible due to topographical constraints, the driveway shall be constructed in a manner that prevents water from flowing onto the roadway.

(4) Length of the driveway landing, as measured from the outside edge of the road shoulder, shall be a minimum of 10 feet.

(a) When the design vehicle is single-unit truck or larger, the borough may require a longer landing, up to 30 feet, to allow larger vehicles to come to a complete stop before entering the roadway.

(5) The first 10 feet of the driveway landing shall be installed perpendicular to the roadway to the extent feasible. A driveway may intersect the roadway at an angle no less than 60 degrees, upon approval by the Borough, if required by topographical or physical constraints.

(6) Any fill or cut slopes created within the right-of-way that are steeper than 2H:1V are not allowed unless designed by a professional civil engineer registered by the state of Alaska.

(7) Unless otherwise specified, driveways shall be installed with a minimum 16-gauge thickness, 12-inch diameter, corrugated metal pipe.

(a) If the Borough determines that a 12-inch culvert is likely insufficient to accommodate drainage, the Borough may require a larger culvert and may also require an engineering analysis to determine the size of the culvert needed to adequately handle flow from events that have a 10% chance of occurring in any given year.

(b) If the driveway crosses a stream reach which harbors fish, as determined by the Alaska Department of Fish and Game, then the culvert shall be installed in accordance with the fish passage culvert section of the MSB subdivision construction manual.

(c) The Borough may waive the requirement for a culvert if the Borough determines one is not needed to accommodate drainage.

(8) Culverts shall be installed as follows:

(a) at least one foot of culvert shall be visible at the toe of the foreslopes on each side of the driveway or with sloped end sections flush with the foreslopes;

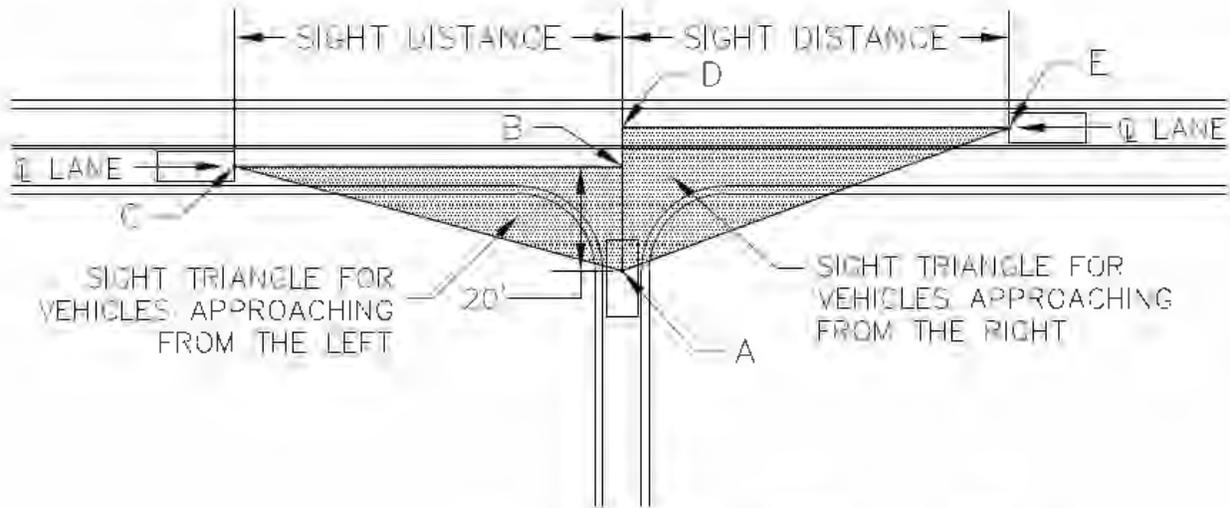
(b) culverts shall be sloped to match the ditch gradient at a minimum of 0.5 percent in the direction of flow; and

(c) culverts shall be placed in the existing ditch line or the ditch line can be modified such that the culvert is set back up to 6 feet, as long as the ditch remains entirely within the right-of-way.

(9) Driveways shall be installed and maintained to provide the required sight distance triangles as follows:

(a) The entire area of the sight triangles shown in the above figure shall be designed to provide a largely unobstructed view from point A at 3.5 feet above the roadway to all points 3.5 feet above the roadway along the lane centerlines from point B to point

C and point D to point E:



(b) The standard sight distances listed in the following table are for vehicles turning onto a two-lane undivided street. For other conditions, the standard sight distance should be calculated using Chapter 3, Section 1.1.1 of the 7th edition of *A Policy on Geometric Design of Highways and Streets* (American Association of State Highway Transportation Officials).

Standard Driveway Sight Distance (feet)									
Sight triangle	Design Vehicle	Speed limit (mph)							
		20	25	30	35	40	45	50	55
Left (B to C)	Passenger vehicle	225	280	335	390	445	500	555	610
	Single-unit truck	280	350	420	490	560	630	700	770
	Combination truck	340	425	510	595	680	765	850	930
Right (D to E)	Passenger vehicle	195	240	290	335	385	430	480	530

Single-unit truck	250	315	375	440	500	565	625	690
Combination truck	310	390	465	545	620	695	775	850

(c) Minimum sight distance in the following table shall only be used when standard sight distance cannot be obtained because of topographical or other physical constraints outside of the applicant's control:

Minimum Sight Distance (feet)								
Average grade of sight distance triangle	Speed limit (mph)							
	20	25	30	35	40	45	50	55
-10%	130	180	235	295	365	440	525	610
-9%	130	175	230	290	355	430	510	595
-8%	125	170	225	285	350	420	495	580
-7%	125	170	220	280	340	410	485	570
-6%	120	165	215	275	335	400	475	555
-5%	120	165	215	270	330	395	465	545
-4%	120	160	210	265	325	385	455	530
-3%	120	160	205	260	315	380	450	520
-2%	115	160	205	255	310	375	440	510
-1%	115	155	200	250	305	370	435	505
0%	115	155	200	250	305	360	425	495
1%	115	155	195	245	300	355	420	485
2%	110	150	195	240	295	350	415	480
3%	110	150	190	240	290	345	405	470
4%	110	150	190	235	285	340	400	465
5%	110	145	190	235	285	340	395	460
6%	110	145	185	230	280	335	390	450
7%	110	145	185	230	275	330	385	445
8%	105	145	185	225	275	325	380	440
9%	105	140	180	225	270	320	375	435
10%	105	140	180	220	270	320	370	430

(d) If minimum sight distance in the previous table cannot be obtained because of topographical or other physical constraints outside of the applicant's control, alternate mitigation such as hidden driveway or advisory speed signs shall be installed in accordance with the *2016 Alaska Traffic Manual* (Alaska Department of Transportation & Public Facilities).

(10) The cost of redesign and construction of public infrastructure and utilities impacted by the driveway installation shall be the responsibility of the permittee.

(11) The minimum corner clearance for a driveway to a corner lot shall be 60 feet from the projected point of intersection or property corner, as measured from the driveway edge.

(a) In no case shall a driveway be located within the curve return of a constructed roadway or right-of-way.

(12) Edge clearance shall be equal to or greater than the radius of the driveway curve return.

(a) Edge clearance for flag lots with flag poles less than or equal to 40 feet wide shall have

a minimum edge clearance of 5 feet.

(b) Edge clearance does not apply to common use driveways serving two adjoining properties.

(13) adjacent driveway curve returns shall not overlap.

(14) Curb cuts shall be installed in accordance with the February 2019 *Alaska Standard Plan I-20.20* (Alaska Department of Transportation & Public Facilities).

(15) All pedestrian walkway crossings shall conform to *2006 Americans with Disabilities Act Standards for Transportation* (US Department of Transportation) and the *2016 Alaska Traffic Manual* (Alaska Department of Transportation & Public Facilities).

#### **11.12.060 LOW VOLUME DRIVEWAY STANDARDS**

(A) This section applies to driveways that access a parcel containing uses which generate less than or equal to 10 vehicles during the peak hour.

(1) Driveway Dimensions.

(a) Driveway width shall be a minimum of 10 feet and a maximum of 25 feet.

(b) The radius of the driveway curve

return shall be a minimum of 6 feet and a maximum of 20 feet.

(c) Driveways with dimensions that fall outside the standards of (a) - (b) of this paragraph shall be designed by a qualified professional and shall be designed to ensure:

(i) the driveway is the minimum width necessary to accommodate the proposed use;

(ii) snow storage equal to or greater than the driveway width at the edge of the roadway is available within the right-of-way, in the direction of anticipated snow removal, fronting the property to the extent feasible;

(iii) vehicles turning into or out of the driveway do not encroach into the opposing lane on collector or higher classification roads; and

(iv) the driveway meets all other standards within this chapter.

(2) Driveways to corner lots or lots that border two or more roadways shall gain access from the right-of-way of lowest classification when rights-of-way of multiple classifications bound a lot.

(3) Driveways fronting on paved roadway

surfaces shall have a minimum 2-foot paved apron the entire width of the portion of the driveway that intersects the roadway.

(4) Minimum distance between driveways on the same side of the street shall be in accordance with the following table:

<b>Roadway Classification</b>	<b>Distance</b>
Arterial roadways	75 feet
Collector roadways	50 feet
Local roadways	35 feet

(a) Driveway spacing shall be measured at the edge of the right-of-way, parallel to the centerline of the roadway, between the inside edges of two adjacent driveways.

(i) driveway spacing on cul-de-sacs or other turnarounds shall be measured along the edge of the right-of-way.

**11.12.070 HIGH VOLUME DRIVEWAY STANDARDS**

(A) This subsection applies to driveways that access a parcel containing uses which generate more than 10 vehicle trips during the peak hour.

(1) Driveways under this subsection shall be designed by a qualified professional.

(2) Minimum 18-inch diameter culverts with

sloped end sections are required when the ditch depth is 24 inches or deeper.

(3) Driveway dimensions.

(a) Driveway width shall be a minimum of 24 feet wide, except as provided in subparagraph (c) of this paragraph.

(b) The radius of the driveway curve return shall be a minimum of 20 feet, except as provided in subparagraph (c) of this paragraph.

(c) Driveway curve returns or driveway width may be less in certain circumstances such as angled or one-way driveways. However, the edge clearance shall be a minimum of 20 feet.

(4) Access to arterials is discouraged when other options are available.

(5) Driveways fronting on paved roadway surfaces shall have a paved apron to the furthest point of curvature from the roadway.

(6) Signage and striping, if used, shall conform to the *2016 Alaska Traffic Manual* (Alaska Department of Transportation and Public Facilities) and shall be maintained by the landowner.

(7) High volume driveways shall be separated

from intersections and other high volume driveways in accordance with the following table:

Minimum High Volume Driveway Spacing (feet)										
Classification of road being accessed	Posted speed limit or 85 <sup>th</sup> percentile speed of road being accessed (mph)	Total vehicle trip generation of subject parcel (vph)								
		11-100			101-250			> 250		
		Total vehicle trip generation of subject parcel, nearby parcel, or classification of cross street			Total vehicle trip generation of subject parcel, nearby parcel, or classification of cross street			Total vehicle trip generation of subject parcel, nearby parcel, or classification of cross street		
		local road	11-100 vph or collector	101-250 vph or arterial	local road	11-100 vph or collector	101-250 vph or arterial	local road	11-100 vph or collector	101-250 vph or arterial
Local	≤30	35	70	150	70	150	150	150	150	300
Collector	≤30	70	150	300	150	150	300	300	300	300
	>30	70	150	300	150	300	300	300	300	300
Arterial	≤40	150	300	300	300	300	600	300	600	600
	>40	150	300	600	300	600	600	600	600	600

(a) Driveway spacing shall be measured at the edge of the right-of-way, parallel to the centerline of the roadway, between the inside edges of two adjacent driveways or between the inside edges of a driveway and intersecting roadway.

(b) Driveway spacing applies to intersections and high volume driveways on the same side and opposite sides of the street.

(i) Driveway spacing does not apply to driveways or intersections on opposite sides of

streets that have a non-traversable median.

(c) Driveway access within the functional area of an intersection should be avoided when possible.

(d) Developments which produce greater than 100 vehicle trips during the peak hour may access the first 600 feet of a local road measured from the intersection with a higher classification roadway, but may only be approved upon consideration of traffic impacts on residential properties.

(e) Driveways on opposite sides of the street shall:

(i) be aligned directly across from each other to the extent feasible with a lane offset no greater than six feet; or

(ii) meet the separation distances established by the table within MSB 11.12.070(A)(7).

(f) Driveway spacing may be reduced, as recommended by an engineer and approved by the Borough, to as low as one-half the distance specified in the minimum high volume spacing table in MSB 11.12.070(A)(7) for the following:

(i) right in/right out driveways;

(ii) when the cross street has a

non-traversable median;

(iii) one-way driveways;

(iv) driveways accessing one way streets;

(v) Driveways where the requirements of subparagraph (e) are not feasible, if the opposing driveways do not have overlapping left turns.

(v) driveways where a traffic impact analysis demonstrates capacity needs;

(vi) when sufficient mitigating factors are provided; or

(vii) Driveways that are not able to meet separation distance from other existing driveways or intersections due to physical constraints.

(B) The following is required for driveways that access a parcel containing uses which generate more than 50 vehicle trips during the peak hour:

(1) STOP signs;

(2) painted STOP bars when accessing a paved roadway where the driveway crosses bike paths or sidewalks;

(3) relocation of pathways and sidewalks in

front of STOP bars in accordance with **ADOT&PF Central Region details**;

(4) installation of right turn lanes if warranted by the 1985 *National Cooperative Research Program Report 279*, Figure 4-23 (Transportation Research Board); and

(5) installation of left turn lanes if warranted by the 1967 *Highway Record 211* (Highway Research Board).

#### **11.12.080 TRAFFIC IMPACT ANALYSIS**

(A) Driveways that access a parcel containing uses that generate traffic in excess of 100 vehicle trips during the peak hour require a traffic impact analysis which examines critical movement level of service (LOS) at the driveway and nearby roads and intersections.

(1) A traffic impact analysis for uses that generate less than 100 vehicle trips per hour may be required if the Borough determines that the traffic generated will detract from the safety of the roadway.

(a) In determining whether the access will detract from safety of the roadway the Borough shall consider:

(i) sight distance;

(ii) accident history;  
(iii) bus stops;  
(iv) road width;  
(v) functional area; and  
(vi) other traffic and safety related factors.

(b) A determination that the access will detract from safety of the roadway shall be issued in writing by the borough.

(2) The traffic impact analysis and driveway design shall be prepared by a professional civil engineer registered by the State of Alaska under AS 08.48.

(3) Level of service and operational analysis for a traffic impact analysis prepared under this section must be performed in accordance with the *Highway Capacity Manual, 6<sup>th</sup> Edition* (Transportation Research Board).

(4) The minimum acceptable LOS at intersections and on road segments both on the development's anticipated opening date and in the design year is:

(a) LOS C, if the LOS on the date of

application is LOS C or better; or

(b) LOS D, if the LOS on the date of application is LOS D or poorer; however, if the LOS is poorer than LOS D, a lower minimum LOS is acceptable if the operation of the roadway does not deteriorate more than 10 percent in terms of delay time or other appropriate measures of effectiveness from the LOS before the development's anticipated opening date.

(5) A traffic impact analysis prepared under this section must address:

(a) intersections on roadways where traffic on any approach is expected to increase, as a result of the proposed development, by at least five percent of the approach's capacity;

(b) segments of roadways between intersections where total traffic is expected to increase, as a result of the proposed development, by at least five percent of the segments' capacity;

(c) roadways and intersections where the safety of the facilities will deteriorate as a result of the traffic generated by the development;

(d) each driveway that will allow egress from or ingress to a roadway for the proposed

development;

(e) parking and circulation routes within the proposed development, to the extent necessary to ensure that traffic does not back up onto a roadway; and

(f) pedestrian and bicycle facilities that are part of the roadway to which a permit applicant seeks access.

(6) A traffic impact analysis prepared under this section must consider:

(a) projected traffic at the development's anticipated opening date, excluding the traffic generated by the development; and

(b) projected traffic at the development's anticipated opening date, including the traffic generated by the development.

(7) A traffic impact analysis prepared under this section for a development expected to generate 250 or more vehicle trips during the peak traffic hour of the adjacent roadway must, in addition to the projected traffic volumes before and after the completion of the proposed development, consider:

(a) the projected traffic in the design year for the proposed development, excluding traffic

generated by the development; and

(b) the projected traffic for the design year for the proposed development including the traffic generated by the development.

**11.12.090 TRAFFIC IMPACT MITIGATION**

(A) A traffic impact mitigation plan shall be submitted in association with the traffic impact analysis required under MSB 11.12.080.

(B) The traffic impact mitigation plan shall identify improvements, to be made by the permittee, to a roadway or intersection in order to maintain an acceptable LOS if a roadway or intersection has an:

(1) acceptable LOS, under MSB 11.12.080 (A) (3), without traffic generated by the development; and

(2) unacceptable LOS, under MSB 11.12.080 (A) (3), with traffic generated by the development:

(a) at the anticipated opening date of the development; or

(b) in the design year of the development, for a development expected to generate 250 or more vehicle trips during the peak hour of the adjacent roadway on the anticipated opening date of the

development.

(C) A traffic impact mitigation plan shall be submitted if a roadway has an unacceptable LOS under MSB 11.12.080(A)(3) without traffic generated by the development, either at the anticipated opening date of the development or in the design year of the development.

(1) The mitigation plan shall propose improvements to the roadway so the operation of the roadway does not deteriorate more than 10 percent in terms of delay time or other appropriate measures of effectiveness with the addition of the traffic generated by the development at the anticipated opening date of the development or in the design year.

(D) A traffic impact mitigation plan prepared under this section must identify all of the following:

(1) locations where road improvements are necessary to mitigate traffic impacts, including locations where the LOS is less than acceptable under MSB 11.12.080(A)(3);

(a) due to the development at either the anticipated opening date or the design year, or

(b) at either the anticipated opening date or the design year without the development and

improvements are necessary to prevent the LOS from deteriorating further;

(2) Road improvement alternatives that will achieve an acceptable LOS or minimize degradation of service below an already unacceptable LOS;

(a) on the anticipated opening date of the development, and

(b) in the design year of the development, for a development expected to generate 250 or more vehicle trips during the peak hour of the adjacent roadway on the anticipated opening date of the development;

(3) Bicycle or pedestrian access improvements necessary to accommodate bicycle and pedestrian traffic as negotiated between the Borough and the applicant; and

(4) Improvements needed for internal circulation and parking plans.

(E) The Borough will review and comment upon a traffic impact mitigation plan prepared under this section and submitted for a proposed development. The Borough will, in its discretion, request clarification or further analysis of the impacts that it considers necessary to adequately consider the risks presented to

the traveling public by the proposed development. If alternative means are proposed by an applicant for mitigation of the traffic impacts of a proposed development, the Borough will select the alternative that provides the greatest public benefit, at the least private cost, and that meets the appropriate LOS on an impacted roadway. If the Borough accepts a means of mitigation, the mitigation must be completed by the permittee as part of a construction permit issued under this title.

(F) The traffic impact mitigation plan shall ensure:

(1) internal circulation and parking layout provides sufficient queuing distance within the development between the roadway and potential internal block points so that traffic does not regularly back up onto the roadway; and

(2) impacts to pedestrian and bicycle traffic are mitigated.

(G) The Borough will, in its discretion, relax the requirements for mitigation under this section, if it finds in writing that the:

(1) roadway and intersection only marginally

achieve an acceptable LOS under MSB 11.12.080(A)(3) without the traffic generated by the development and would likely fall below an acceptable LOS within five years;

(2) traffic generated by the development results in an unacceptable LOS under MSB 11.12.080(A)(4); and

(3) cost of mitigating the impacts is disproportionate to the cost of the development.

#### **11.12.100 WAIVER OR REDUCTION OF STANDARDS**

(A) The Borough may waive or reduce specific standards of this chapter based on physical constraints associated with the property or adjacent roadway, or mitigating factors associated with a traffic impact mitigation plan.

#### **11.12.110 NONCONFORMING DRIVEWAYS**

(A) Driveways which were permitted by the Borough prior to the date of adoption of this ordinance, but which do not otherwise meet standards of this chapter, are allowed to remain in the location that they were permitted except for when a permit is required under MSB 11.12.030(A)(4).

(B) Existing driveways which were given approval to

construct, but which were not given final approval by the Borough as of the date of adoption of this chapter, are allowed to remain and may be approved under the standards that were in place at the time approval to construct was given. In cases where the standards in place at the time approval to construct was given are in conflict with this chapter, the lesser standards apply.

Section 3. Effective date. This ordinance shall take effect January 1, 2021.

ADOPTED by the Matanuska-Susitna Borough Assembly this - day of -, 2020.

\_\_\_\_\_  
VERN HALTER, Borough Mayor

ATTEST:

\_\_\_\_\_  
LONNIE R. McKECHNIE, CMC, Borough Clerk

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**MATANUSKA-SUSITNA BOROUGH**  
**TRANSPORTATION ADVISORY BOARD RESOLUTION NO. TAB 20-02**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH TRANSPORTATION ADVISORY BOARD RECOMMENDING ASSEMBLY APPROVAL AN ORDINANCE ADOPTING MSB 11.12 DRIVEWAYS STANDARDS IN ORDER TO ENSURE DRIVEWAYS WITHIN BOROUGH RIGHT-OF-WAYS MINIMIZE NEGATIVE IMPACT TO DRAINAGE, MAINTENANCE, AND SAFETY OF THE TRAVELING PUBLIC

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WHEREAS, in April of 2016 the Mat-Su Borough Assembly signed Resolution 17-003 supporting the rewrite of the 1991 Subdivision Construction Manual (SCM); and

WHEREAS, a group of subject matter experts was formed to review the document, consisting of local Land Surveyors, Civil Engineers, Developers, Homebuilders, Board Members and borough staff; and

WHEREAS, their review meetings began in June of 2018. They met 27 times over the next 18 months, and finalized the 2020 Subdivision Construction Manual; and

WHEREAS, one of the major changes to the document was that the section on Driveways was removed from the Subdivision Construction Manual and a new MSB Chapter 11.12 Driveways was created; and

WHEREAS, the draft ordinance was reviewed and approved by the SCM working group, posted on the project web page and advertised on the Planning Department and MSB Facebook pages.

NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Planning Commission hereby approves Resolution 20-07, recommending adoption of an ordinance adopting MSB 11.12 driveways standards in order to ensure driveways within borough right-of-

ways minimize negative impact to drainage, maintenance, and safety of the traveling public.

ADOPTED by the Matanuska-Susitna TRANSPORTATION ADVISORY BOARD this \_\_\_ day of \_\_\_, 2020.

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Joshua Cross, Chair

ATTEST

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Kim Sollien, Planning Services  
Manager, Staff Support

**MATANUSKA-SUSITNA BOROUGH TRANSPORTATION ADVISORY BOARD  
RESOLUTION SERIAL NO. TAB 20-04**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH TRANSPORTATION ADVISORY BOARD RECOMMENDING THE ASSEMBLY DEVELOP A POLICY REQUIRING CONSIDERATION FOR NON-MOTORIZED TRANSPORTATION WITHIN BOROUGH MAINTAINED RIGHTS OF WAY. FURTHER, THAT BOROUGH-BONDED ROAD PROJECT BUDGETS INCLUDE THE NECESSARY FUNDING TO CONSTRUCT NON-MOTORIZED TRANSPORTATION FACILITIES.

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

WHEREAS, the board recognizes the need for safe non-motorized transportation accommodations in the Borough; and

WHEREAS, non-motorized modes of transportation are becoming more widely used for commuting and recreation; and

WHEREAS, non-motorized infrastructure such as sidewalks, pathways, and trails provide numerous economic, health, and social benefits to our community; and

WHEREAS, walking and biking are the easiest and most accessible forms of physical activity; and

WHEREAS, walking and biking cannot be safely accomplished on many roadways without dedicated space; and

WHEREAS, the Matanuska-Susitna Borough (MSB) is the fastest-growing area in the State, expected to undergo a 50% increase in population over the next 25 years; and

WHEREAS, The 2016 Mat-Su Community Health Needs Assessment found that Borough residents are demanding more open spaces and

exercise opportunities; and

WHEREAS, the Borough-Wide Comprehensive Plan states "Goal (PO-1): To acquire, develop, and redevelop a system of parks, recreation facilities, community centers, and open spaces that is safe, functional, and accessible to all segments of the population."; and

WHEREAS, the Borough's Long Range Transportation Plan recommends the Borough develop an Active Transportation Master plan for bicycle and pedestrian travel; and

WHEREAS, accommodations for non-motorized transportation infrastructure have not been made along much of the Borough's road system.

NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Transportation Advisory Board hereby recommends the Matanuska-Susitna Borough Assembly develop a policy requiring:

- 1) Full consideration of non-motorized transportation needs during the planning, design, and development of the transportation network within the Borough.
- 2) Establishment of the type and function of non-motorized transportation treatments to be considered when planning, designing, and developing roads within the Borough. Such treatments include, but are not limited to, separated pathways, sidewalks, widened shoulders, shared use lanes, and alternative routes.

- 3) Accommodations for non-motorized transportation travel modes be provided within the public rights-of way when acquisition or dedication of new rights-of-way are required.
- 4) Accommodations for non-motorized transportation travel modes be provided within the public rights-of way when existing roads are to be reconstructed for the purpose of increasing capacity.
- 5) Non-motorized transportation accommodations be provided within the rights-of-way of existing roads having a classification of Residential Street or higher.
- 6) Accommodations for non-motorized transportation travel modes be provided within any road rights-of-way that will be transferred to the Borough for maintenance.
- 7) The design and construction of non-motorized transportation accommodations be included with transportation network improvement projects.
- 8) The design and construction of non-motorized transportation accommodations extend along existing roads when connecting roads are constructed.
- 9) Documentation explaining how non-motorized transportation accommodations have been incorporated into the design, planning, and development of transportation improvement projects.

10) Borough-bonded road project budgets include the necessary funding to construct the non-motorized accommodations.

ADOPTED by the Matanuska-Susitna Borough Transportation Advisory Board this \_\_\_\_ day of \_\_\_\_\_, 2020.

\_\_\_\_\_  
Joshua Cross, Chair

ATTEST:

\_\_\_\_\_  
Kim Sollien, Planning Division  
Manager/Clerk

DRAFT