

Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

Appendix B: Public Involvement Summary

SUMMARY OF PUBLIC ENGAGEMENT

The following table summarizes activities conducted during the development of the Recreational Trails Plan Update. Summaries and any associated reports are provided for activities bolded in the table.

Citizens Advisory Group (CAG) Meeting 1	Monday, June 17, 2024
Technical Working Group (TWG) Meeting 1	Monday, June 24, 2024
Community Trails Online Survey	July–August 2024
CAG Meeting 2	Tuesday, October 15, 2024
TWG Meeting 2	Monday, October 21, 2024
Public Workshop #1 C-ER – Goals, Issues & Opportunities	Wednesday, November 20, 2024
Public Workshop #1 ANC – Goals, Issues & Opportunities	Thursday, November 21, 2024
Stakeholder Meetings:	January – March 2025
Eklutna Inc.& Native Village of Eklutna	Friday, January 10, 2025
Single Track Advocates	Monday, January 13, 2025
Chugach State Park	Monday, January 13, 2025
Alaska Sled Dog Racing Association	Tuesday, January 14, 2025
Alaska Trails	Wednesday, January 15, 2025
Bureau of Land Management	Thursday, January 16, 2025
Nordic Ski Association of Anchorage	Thursday, January 16, 2025
Anchorage Park Foundation	Friday, January 31, 2025
Chugiak Dog Mushers Association	Wednesday, February 19, 2025
Chugach Mountain Bike Riders	Thursday, February 20, 2025
Chugiak–Eagle River Nordic Ski Club	Thursday, February 20, 2025
Joint Base Elmendorf–Richardson	Friday, March 7, 2025
TWG Meeting 3	Monday, March 17, 2025
Joint CAG #3 and TWG #4 Meeting – Systemwide Recommendations	Monday, June 2, 2025
Public Outreach Event – Bear Paw Festival	Friday, July 11, 2025
Joint CAG #4 and TWG #5 Meeting TWG 5 – Draft Recommendations and Implementation Chapters	Monday, December 15, 2025
Public Comment Period for Draft Plan	January 28 – March 31, 2026

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Public Workshop #2 – Anchorage – Public Review of Draft Plan Anchorage	Wednesday, January 28, 2026
Public Workshop #2 – Chugiak-Eagle River – Public Review of Draft Plan	Thursday, January 29, 2026
AMATS BPAC Meeting – informational presentation	Monday, February 2, 2026
AMATS TAC Meeting – informational presentation	Thursday, February 5, 2026
Stakeholder Meetings:	
MOA Heritage Land Bank	March 23, 2026
Nordic Ski Association of Anchorage	March 25, 2026
Joint Base Elmendorf-Richardson	March 24, 2026
Mayor's Office Representatives	April 23, 2026
Alaska Railroad Corporation	April 27, 2026
Approvals (Resolutions to be attached following approval)	
Eagle-River Chugiak Parks & Recreation Board of Supervisors	
Anchorage Parks & Recreation Commission	
AMATS Technical Advisory Committee	
AMATS Policy Committee	



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

COMMUNITY ADVISORY GROUP

Meeting #1 Summary

WHO, WHAT, WHEN, WHERE

Municipality of Anchorage (MOA) & AMATS Areawide Trails Plan Update

Community Advisory Group (CAG)

Monday, June 17th, 2024 from 6pm to 7:30pm

Dr. Lidia Selkregg Chalet at Russian Jack Springs Park

Virtual through MS Teams and Telephone

MEETING OBJECTIVE

Introduce everyone to the trails planning process and begin to develop shared visions, issues, and opportunities for trails in Anchorage and Chugiak-Eagle River.

ATTENDING MEMBERS

Community Advisory Group

Britta Hamre

Courtney Schwartz – *on Phone*

Devin Kelly – *Absent*

Dorn Van Dommelen

Grace Johnston – *Absent*

Latanya (Tanya) Odden

Mary Dean Broussard

Oksana Poonka

Sadie Arneson

Shawna Nelson – *Virtual*

Suki Miller – *Absent*

Thomas Azzarella – *Absent*

MOA & AMATS Project Team

Nicolette Dent, MOA Parks & Recreation

Jeff Urbanus, Chugiak-Eagle River Parks & Recreation

Taylor Keegan, MOA Parks & Recreation

Aaron Jongenelen, AMATS

Chelsea Ward-Waller, MOA Project Management & Engineering

Consultant Project Team

Van Le, R&M Consultants

Bryant Wright, R&M Consultants

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COMMUNITY ADVISORY GROUP

Meeting #1 Summary

SUMMARY

Introductions & Icebreaker

This first Community Advisory Group (CAG) meeting was held in person at the Dr. Lidia Selkregg Chalet at Russian Jack Springs Park. Two CAG members attended telephonically or virtually via Teams.

Nicolette started the CAG meeting by introducing herself and the project team. Van then led the CAG introductions by asking everyone to say their name and an early, formative memory of using trails during childhood or adolescence. The following is a summary of responses heard.

- I grew up in Anchorage and have good memories of skiing on trails in the Abbott Loop area. Now I teach Junior Nordic skiing.
- We use the trails in the Chugiak area for skiing and hiking with our kids. The Junior Nordic community has been great for our family.
- I grew up in Talkeetna and have memories of being outside in Willow and doing the Nancy Lake canoe trail with my family.
- I grew up on the East Coast and was part of Camp Fire Girls and Blue Birds. We would walk the trails and make up songs.
- I grew up in California and have good memories of camping and spending time outdoors.
- I have 30 years of living in Alaska and using the trails, especially for orienteering and skiing. I even appreciate trail-less natural spaces.
- I grew up in Soldotna and spent time on the Tsalteshi trails skiing

Planning Process

Van provided a brief overview and power point of the why the 1997 Plan needs to be updated since it is almost 30 years old. The Anchorage and Chugiak-Eagle River community has changed in terms of demographics and trail uses since the 1997 Plan was adopted. She indicated that the plan update process includes working with the Technical Working Group (TWG) and this group, the CAG, over the next two years. Nicolette added detail about the scope of the project to include Municipal trails within the AMATS boundary. The process and schedule graphic provides a full overview of the process.

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COMMUNITY ADVISORY GROUP

Meeting #1 Summary

Roles & Responsibilities

Van explained that the role of the CAG will be to assist Parks and Recreation staff and the planning team in the development of a comprehensive trails plan for Anchorage and Chugiak-Eagle River. Over the next year, CAG members will be expected to participate in 4 to 5 meetings, represent the broad interests they serve at each meeting, review materials and offer comments and feedback, help to publicize the public planning process and serve as a liaison. A printed handout of CAG member roles, responsibilities and meeting expectations was handed out.

System-level issues & opportunities

Nicolette guided CAG members through an exercise to brainstorm the most pressing issues, and opportunities on the Anchorage trail system. CAG members recorded their ideas on sticky notes/post-it notes that were placed on boards around the room.

ISSUES

Facility availability and quality

- Lack of signs
- Drainage
- Parking
- Bathrooms
- Lack of connections
- Bad pavement in summer
- Lack of trash cans

Management

- Trash
- Upkeep

Crime & Safety

- Homelessness
- Rogue trail construction
- Perceived safety

Social Etiquette

- Multi-Use Conflict
- User conflict

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COMMUNITY ADVISORY GROUP

Meeting #1 Summary

THREATS

Management

- Perceived safety
- Housing crisis
- Climate change requires different maintenance

Resources

- Funding
- Aging infrastructure
- Boom & bust of economy
- Private landowners

Social/Cultural

- Community sense of ownership
- Sense of what's "enough"
- Changing demographics

Uses/Activities

- Changing use patterns (new tech like e-bikes and fat tire bikes)
- Niche user groups

OPPORTUNITIES

Climate and Land

- Winter!
- Learn from other Nordic places
- Neighboring landowners: Much of land surrounding Anchorage is publicly owned and/or owned by few owners.

Economic

- Funding: Grant cycles; Awareness that it's essential infrastructure; Public health partnerships
- Recreational tourism (e.g. Long Trail, destinations for visitors)

Social/Cultural

- Commuting (transportation)
- Demographics: Aging population & changing needs
- Health benefits
- Accessibility

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COMMUNITY ADVISORY GROUP

Meeting #1 Summary

Technological

- Changing use patterns (e.g. e-bikes)
- Tech: new data available about users and conditions

Visioning Exercises

Vision for 5-Year Horizon

The project team asked members to think 5 years into the future and come up with a newsworthy headline about trails they would like to see in the local newspaper. The following is the list of headlines generated by the group:

1. "MOA has fully staffed parks and streets departments"
2. "NSAA and MOA in cooperative grooming and development program"
3. "MOA Establishes trailless "wilderness" area in Far North Bicentennial Park"
4. "Dena'ina Language is basis for Trails rebrand and revamp"
5. "Trails improvements start with Denaina naming"
6. "Fish Creek Trail Connection Completed"
7. "Downtown Trail Connection Completed"
8. "MOA Establishes funding for active transportation pavement maintenance"
9. "How many marshmallows do you want? Hot Chocolate at Westchester Lagoon"
10. "Public and Private Investment in Anchorage trail system is at an all-time high"
11. "Parks and Rec bond quadrupled – voters support massive maintenance upgrades across the municipality"
12. "Miracle in Anchorage – bathrooms with running water"
13. "Anchorage voted #1 city for winter recreation"
14. "Anchorage residents can now bike from West to East in Midtown"
15. "Anchorage trail users can now use bathrooms along the trails"
16. "Middle school bike club successfully navigates the Moose Loop"
17. "Girl goes to park and uses clean restroom and doesn't get lost"
18. "Muni breaks ground on AK Long Trail "
19. "6/15/2026: Anchorage unveils a plan to provide a world class trail system that is accessible for everyone from 8–80. This will support kids on bikes, people in wheelchairs, using all terrain rollers."
20. "Hyder Street becomes a trail for pedestrians, bicyclists, strollers. There are public bathrooms, food trucks, playgrounds, & seating."
21. "Ribbon Cutting for the Northern Coastal Trail Extension"

Vision for 20-Year Horizon

The project team asked members to think 20 years into the future and come ONE CHANGE they would like to see in that future, or if they left and came back. The following is the categorized list from CAG members.

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COMMUNITY ADVISORY GROUP

Meeting #1 Summary

Connectivity

- Girdwood to Eagle River connection with Bathrooms.
- Expansion of trails in Eagle River–Chugiak.
- Trail/Natural Hwy overpass connecting both sides of Mirror Lake/Edmonds Lake Park.
- Trails connecting Mat-Su to Girdwood and beyond.
- Whole city connected.
- Zero active transportation fatalities in MOA in last 5 years or more.

Trail Destination Identity

- Anchorage is a trails destination.
- A truly holistic trail system.
- Community events.
- Safe, maintained trails that are accessible from every neighborhood.
- Anchorage trails are a worldwide destination for nature lovers, Audubon, plant societies, etc.

Safe and Inviting Experience for All

- Everyone feels safe on MOA trails.
- Hyder Street becomes a trail for pedestrians, bicyclists, strollers. There are public bathrooms, food trucks, playgrounds, & seating.

Comprehensive and Inclusive Wayfinding

- Alaska Native names for trails & trailheads.
- Native trail names.
- Consistent and multi-lingual wayfinding.
- Far North Park has well-labeled access points.
- All trails with European style trail markers (more, regular, & consistent signage).
- Prioritized maintenance for active transportation (all types!).
- More informative signs about what makes a place special (e.g. bog, bird, plant, fault line, etc.).

Nature is Preserved

- Natural state preserved as much as possible.

Next Steps & Action Items

The project team thanked the CAG for their time and gave a brief overview of next steps including:

- An online community survey will be released in July to inform the trails plan
- Next CAG meeting will be in September with email correspondence only through the rest of the summer
- A public workshop is planned for the fall – anticipated for October timeframe

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TECHNICAL WORKING GROUP 1

Meeting 1 Summary

WHO, WHAT, WHEN, WHERE

Municipality of Anchorage (MOA) & AMATS Areawide Trails Plan Update

Technical Working Group (TWG)

Monday, June 24, 2024

11:30am to 1pm

Fairview Recreation Center (1121 E 10th Ave, Anchorage, AK 99501)

Virtual Option through MS Teams

MEETING OBJECTIVE

Introduce everyone to the trails planning process and begin to develop shared visions, issues, and opportunities for trails in Anchorage and Chugiak-Eagle River.

ATTENDING MEMBERS

Technical Working Group

Janice Tower

Brandon Telford

Kerry Lynch

Kourosh Partow

Adam Schwartz

Zoe Seppi – *Work Absence*

Zak Hartman

Dante Petri – *Virtual*

Nancy Pease

Natalie Kiley-Bergen

Craig Norman

MOA & AMATS Project Team

Nicolette Dent, MOA Parks & Recreation

Jeff Urbanus, Chugiak-Eagle River Parks & Recreation

Taylor Keegan, MOA Parks & Recreation –
Virtual

Aaron Jongenelen, AMATS

Chelsea Ward-Waller, Project
Management & Engineering CIP Program –
Absent

Consultant Project Team

Van Le, R&M Consultants

Bryant Wright, R&M Consultants – *Virtual*

Erik Jones, Bettisworth North

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TECHNICAL WORKING GROUP 1

Meeting 1 Summary

MEETING SUMMARY

Introductions & Icebreaker

This first Technical Working Group (TWG) meeting was held as a hybrid meeting to accommodate schedules. The project team hosted the meeting at the Fairview Recreation Center and virtually via Teams.

Nicolette started the TWG meeting by introducing herself and the project team. Van then led the TWG introductions by asking everyone to say their name and their favorite thing about trails either from using trails anywhere in the world, from childhood or from local trails.

The following is a summary of TWG member highlights about trails:

- Sense of community for activities like skiing and opportunity to build new communities, like biathlon.
- Anchorage trails is a truly low-stress experience throughout Anchorage and is easy to use with kids.
- Trails are safe and comfortable transportation option.
- Trails open up the outdoors and wilderness to families.
- Whenever I leave town, I miss the trail system the most and have yet to find a trail system like this anywhere else.
- I get to see people enjoy what I make.
- Our trails are so accessible so it's easy to pick up a new sport. Trails are free, in contrast to club trails on the east coast.
- Working with the MOA to make trails safer and more accessible.
- Value of trails as transportation.
- How accessible trails are, probably more than anywhere else in the country.

Planning Process Overview

Van provided a brief overview of the why the 1997 Plan needs to be updated since it is almost 30 years old. The Anchorage and Chugiak-Eagle River community has changed in terms of demographics and trail uses since the 1997 Plan was adopted. She indicated that the plan update process includes working with the Community Advisory Group (CAG) and this group,

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TECHNICAL WORKING GROUP 1

Meeting 1 Summary

the TWG, over the next two years. The process and schedule graphic provides a full overview of the process.

Roles & Responsibilities

Van noted that each TWG member had a binder with a copy of the agenda, process and schedule graphic as well as the Roles and Responsibilities. TWG members asked what the process is for including what was recommended from the 1997 Plan as well as other existing plans such as the 2006 Parks, Open Space and Natural Areas Plan. Van responded that the process includes an existing plan review and applicability to this plan update as well as an audit to evaluate what policies or recommendations should be carried forward.

System-Level Issues & Opportunities

This exercise with the TWG helped identify from their perspective the most common problems on the trails. The following is a summary of the post it note exercise that was completed by the TWG in person and through MS Teams, using the MIRO virtual post it note platform.

Connectivity

- Multi-use connectivity is needed
- Connections to street network – sometimes limited or improvement connections force trail users to make unsafe choices
- Disconnected neighborhoods/trails that don't connect
- Wayfinding – some inconsistencies across park systems, lots of tourists scratching their heads

Safety

- Safe Access
- Existing arterial crossings have narrow and dark tunnels
- Safety for small, unlit tunnels
- Unsafe crossings especially at multi-lane streets
- Safety of user groups
- Lack of safe walk/bike routes to schools
- E-scooters/E-bike safety issues
- Wildlife interactions
- ADA accessibility
- Lighting for trails for winter and safety

Maintenance, Management and Funding

- Aging infrastructure – much of what was built in 80s nearing end of life
- Maintenance funding gets denied in favor of new construction in the AMATS budget

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TECHNICAL WORKING GROUP 1

Meeting 1 Summary

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- Trail maintenance and repair is needed for pavement, many surface types seasonally
 - Volunteers: limited funding capacity of non-profits and their volunteers can't fill in budget gaps
 - Need standards for design and maintenance equipment
 - Trash and water quality impacts
 - Asset Management Condition – need inventory of trail assets for best maintenance and to manage user conflicts
 - Do we need divided – directional trails on the Coastal Trail?
 - Crowding – when do we go to unidirectional?
 - Spreading users out – some areas draw huge numbers, others not so much
 - Congestion – popular trails become worse because of high demand. Size facilities for the use they get
 - User conflicts – bikes and pedestrians (dog walkers, other walkers) move at different speeds
 - Trail etiquette education/enforcement on multi use trails
 - Land use and ownership conflicts where trails are needed
 - Lack of funds/political will/process to develop non-motorized easements
 - Unclear who maintains non-motorized easements off roadways

Design Considerations

- Environmental impacts of user created trails
- Trails could be wider in places
- Trails should accommodate multiple skill levels

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TECHNICAL WORKING GROUP 1

Meeting 1 Summary

Opportunities for System-Wide Improvements

This exercise helped identify from the TWG's perspective opportunities to solve the identified issues in the previous exercise. The following is a summary of the post-it note exercise that was completed by the TWG in person and through MS Teams, using the MIRO virtual post-it note platform.

Connecting Daily Activities

- Love Trails – high enthusiasm across all user groups/neighborhoods
- Trails are a signature draw for tourists and workforce recruitment
- Safe routes to schools
- Connecting key trails and neighborhoods
- Lack of non-motorized connections to parks and trailheads
- Expanding non-motorized networks from major trails – out as envisioned in AMATS non-motorized plan
- Create public transportation connections to Kincaid/Hillside
- Undeveloped parks bringing trails to neighborhoods (Connecting neighborhoods)

Community and Agency Partners

- Work with the Park Service
- More community engagement with Community Councils
- Combining groomed and plowed sections in parallel to accommodate skiers and bikes/PEDs
- Working with more Tier 1 Schools so all Anchorage students know the trail system
- New collaborative organizations (Alaska Mountain Bike Assoc)
- Partnership with other user groups
- Strong Community culture of stewardship and support

Trails as Economic Development Tool

- Retail Oriented Development –leverage Anchorage's best assets through agency coordination and improved/more amenities
- Seeking transportation funds to improve and expand networks

Expand Existing Assets

- Greenbelt space available to widen trails
- South Anchorage Coastal Trail – a dream deferred
- Existing network of trails is a really solid foundation of trails to build on
- Riparian greenbelt trails still possible in South Anchorage

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TECHNICAL WORKING GROUP 1

Meeting 1 Summary

- Need toilets at more trailheads
- Need more parking to relieve pressure at trailheads
- Lack of parking is an issue at some locations
- Trail Easements and Right of Way Opportunities
 - Greenbelt trails lack ROW or easement – adds complexity to funding requests
 - Use of ARR ROW – funding issues because Muni can't spend money in ROW
 - Under Title 21, the preference for pedestrian ROW is ignored in favor of easements
 - Many undeveloped ROW and easements could provide connections

Where are the Issues & Opportunities?

TWG Members used large scale maps to show where there are existing issues and constraints with trails and where future opportunities have potential. The following is a summary of all the map comments by geographic area.

Chugiak/Eagle River

- Biathlon Range in Section 25
- Eklutna Trail Access from Beach Lake Park
- JBER Trail Access from Beach Lake Park
- Culvert under road to connect E/W Trails in Beach Lake Park
- Extension of trails in Beach Lake Park
- NE Section of Beach Lake Park is out of Eklutna Land
- Viewing crossing area in Beach Lake Park
- Extend parking (winter) in SE area of Beach Lake Park
- Currently no connection from Beach Lake Park to Old Glenn Bike Path
- Mixed use trail around Beach Lake
- Northern Coastal Trail Extension from Beach Lake Park to Mirror Lake
- Access trail is trespass (Birchwood)
- Major trail is trespass (Mirror Lake SW Area)
- More multi use needed in Mirror Lake
- Connect Bike Path all the way to Eklutna (from Mirror Lake area)

Eagle River

- Better connection to/thru Eagle River from Glenn Highway Bike Path (VFW Rd)
- Café crossing on Eagle River Road
- Eagle River Bike Path along Eagle River Road
- RHM Valley Access!!!

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TECHNICAL WORKING GROUP 1

Meeting 1 Summary

North Anchorage

- Small tunnels at Margaret Eagan Sullivan Park and Minnesota Drive
- Need a better connection to Government Hill (from Ship Creek Area)
- N. Coastal Trail (East side of Government Hill)
- Old Tunnel at Lake Otis Pkwy and Tikishla Park
- More dirt trails in Chester Creek (Tikishla Park area)
- Better Route to UAA sidewalk from Goose Pake Park
- High volume area for walking (University Lake Park)
- Better Route to Ship Creek! (from Russian Jack Springs Park to Davis Park)
- Extend Ship Creek Trail to Glenn Hwy
- Connect Parks on Beaver Pl and Debarr Rd.
- Connect Cheney Lake Trail to Baxter Road
- Existing Trail (From Debarr Rd park over Creekside Center Dr.)
- Awful gate on Muldoon Rd near Pioneer Dr.
- Go North from Far North Bicentennial Park
- Connect across JBER to Krome Dome
- Disconnecting neighborhoods east of Muldoon Rd.
- Boundary Trail east of Muldoon Rd.
- Connect Bike Path to Green Belt at Centennial Park

Central Anchorage

- Connect Connors Lake to Campbell Creek
- W 88th Ave – Undesirable on Street Connection x2
- Bad connection at the corner of Victor Rd and Dimond Blvd.
- Non-Motorized Corridor to connect affordable neighborhoods to parks and commercial centers (along W 92nd Ave from Ruth Arcand Park to Dimond Blvd)
- Trees to buffer path -C St. (W 92nd area)
- Non-Motorized Corridor to connect to Huffman Town Center (from Johns Rd)
- Bad connection at E 46th and Lake Otis Pkwy
- Two Bridges in Campbell Park near Elmore Road
- Connect for FNB to Taku link (Lore Rd and Lake Otis Pkwy Area)
- PED crossing – Traffic Light Needed for dangerous PED crossing at Elmore and Abbot Loop Community Park
- Better Wayfinding and trail infrastructure for wetlands in Far North Bicentennial Park.
- Single track expansion in Far North Bicentennial Park.

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TECHNICAL WORKING GROUP 1

Meeting 1 Summary

West Anchorage

- Connect Kincaid to Campbell Creek Trail!
- Trail to Potter (South Anchorage Coastal Trail) from Kincaid Park
- Connect to Campbell from Connors Lake Park
- Crossing to park from path (over Jewel Lake Rd. at Connors Lake Park)
- Connect Roosevelt Dr. Park and A Street Park along W 40th Ave
- Connect Campbell Creek to Midtown at E International Airport Rd and Old Seward Hwy
- Erosion needs long term solution at Point Woronzof
- Lights needed along trail at Earthquake Park
- Trail is over capacity near Margaret Eagan Sullivan Park
- Connect Fish Creek Trail!
- Connect Margaret Eagan Sullivan Park to Fish Creek
- Widen Chester Creek tunnels at Minnesota Drive
- Connect Chester Creek Sports Complex to Midtown
- Connect Eastchester to park on 15th Ave and Sitka St
- Widen Chester Creek Tunnel at Tikishla Park

South Anchorage

- Extend the South Anchorage Coastal Trail!
- Coastal Trail extension, at long last
- Use RR for North-South Commute
- Need a recreation corridor along Old Seward Highway
- ROW potential connection to Highland Trail
- 50 yards missing easement at Potter Heights Dr.
- Easement that could connect a ¾ mile long cul-de-sac (Potter Heights Dr)
- Suspension Bridge to future Potter Marsh Watershed Park at Bulgaria Dr.
- HLB land parking/trailhead to Stewart Trail and CSP (at Potter Heights Dr)
- Future Potter to Peaks Trail (along Potter Creek)
- Need parking for Stewart Trail
- N.M. bridge for school access (over Rabbit Creek at Riverton Ave)
- Existing trail ends with no crossing (DeArmoun Rd near Mulligan Rd)
- Need bridge for N.M. (E 140th Ave)
- Need connection to greenbelt part of Old Rabbit Creek Park
- Need pathway up to CSP (along Upper DeArmoun)
- Low-use road is suitable as non-motorized pathway (along Old Rabbit Creek Rd)
- Future trailhead in Section 36 near Rabbit Creek Rd.

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TECHNICAL WORKING GROUP 1

Meeting 1 Summary

- Existing easements future trail to CSP (along Rabbit Creek)
- Implement Section 36 Master Plan
- Storck Park future trailhead to Section 36
- Crossing and safe route to school (Golden View Dr.)
- Easement for potential greenbelt/neighborhood trail to school (along Rabbit Creek Rd, east of Golden View Dr.)
- Safe route to park and school from Jamie Ave going west

Visioning – 20 years fast-forward

The project team asked members to think 20 years into the future and come up with their BUCKET LIST for trails and trail experiences. The following is the list from TWG members:

- Moose Loop as a “BAANA” – 20 feet wide, mode separated, fully grad separated from traffic.
 - i. See Finnish Baana concept
 - ii. See Wash Park in Denver
- Trail oriented development including residential and retail built around the trail networks with users as their core customers
- Separated, Bespoke maintenance. Maintenance should look different for runners, walkers, bikers, fat tire bikes, skiers, strollers etc.
- Coastal Trail from Anchorage to Wasilla/Palmer
- Biathlon Range at Beach Lake
- Bike/Multi-use trail to Eagle River Nature Center
- I would like to ride my bike along the length of the Chugach Front Range
- I'd like to ride my bike off highway from Talkeetna to Seward or Homer on a separated pathway
- I want a bucket load of money to fund soft surface trail maintenance. Separate sustainable fund for maintenance
- Upgrade major trails (Campbell Creek, Chester Creek, Coastal etc.) to Baana style network with wider width, space designated for all users (bike, walk etc.)
- Grade separated crossing with arterials and collectors with MLK Jr Boulevard trail crossing as an example
- Provide groomed and plowed areas parallel to each other on major trails
- Public transit (bus, van, etc) access to regional parks (Kincaid, Hillside) and Chugach State Parks trailheads with capacity to bring bikes, skis etc.
- North and South extensions of the Coastal Trail
- Greenway connections east-west and north-south through Midtown

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TECHNICAL WORKING GROUP 1

Meeting 1 Summary

- Winter maintenance on greenbelts that accommodates multi-use bike, walk, kicksled, dogs as well as skiing
- South Coastal Trail extension along the coast as much as possible. Possibly use the Alaska Railroad right of way from the Rabbit Creek Rifle Range to Oceanview/Johns Park
- Potter to McHugh Turnagain Arm Trail loop
 - i. Potter to McHugh Peak Trail: Mountains to Sea – a greenbelt corridor
 - ii. Potter Section House/South Potter Marsh has a major trailhead with historic section house, wildlife viewing and access to Turnagain Arm Trail and Potter Marsh Watershed Park
- 92nd Ave non-motorized corridor: Abbott Road to Minnesota Drive and connect to Campbell Creek Trail
- Long-term predictable maintenance funding for soft-surface trails
- Non-motorized connections to major muni parks, schools, and Chugach State Parks from all neighborhoods
- Extend Rabbit Creek greenbelt trail to Chugach State Park – ride/walk through Griffin Park from DeArmoun Road to Chugach State Park
- Ride my bike from Hatcher's Pass to the Hope Junction safely! Combo of bike path and trails – the farther the better!
- Full trail/path connections to all major greenbelt trails and major trail systems with South Anchorage loop connections and 4-5 robust E-W routes
- Bike commuting to/from Midtown and Downtown within safe and secure bike infrastructure and places to secure bikes.
- Keep fee dry hiking in Far North Bicentennial to reduce wetland impacts and habitat
- Establish safe, wide, groomed "mushing only" trails
- Build additional dry land trails for fall trainings due to changing climate
- To have professionally built trails with slopes and width required to run larger grooming equipment
- Standardized soft trail class designations. IE: MOA Far North Bicentennial improvements 2011
- Streamline the process for soft trails maintenance approvals

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TECHNICAL WORKING GROUP 1

Meeting 1 Summary

Q&A

The following is a summary of the questions and answers by the TWG and project team.

Q: Can you explain the difference between the CAG and TWG?

A: The Community Advisory Group (CAG) is made up of residents of Anchorage and Chugiak-Eagle River with a general and broad interest in trails and the plan update. They mostly represent neighbors and trail users. the TWG is made up of interested members with a technical background in trail maintenance, development and user group organizations. The CAG help to determine what will go in the plan while the TWG will help with how the visions, goals and objectives and polices can be achieved through the plan.

Q: Can we review the 1997 Plan somewhere?

A: Yes, all digital documents including the 1997 Areawide Trails Plan are available on the project website, publicinput/rectrails.com.

Q: What is the Approval Process and what is the TWG's role in this?

A: The Recreational Trails Plan is funded through AMATS and will go through the AMATS approvals process. The CAG and TWG will review and make recommendations to the Parks Commission, then the AMATS committees including the AMATS Technical Advisory Committee (TAC) and the final approval at the Policy Committee (PC).

Wrap Up & Next Steps

The project team thanked the TWG for their time and gave a brief overview of next steps including:

- An online community survey will be released in July to inform the trails plan
- Next TWG meeting will be in September with email correspondence only through the rest of the summer
- A public workshop is planned for the fall – anticipated for October timeframe



ISSUES

CONNECTIVITY

- Volunteers
- Funding
 - Discontinued funding capacity of state & local governments
 - Max funding and recruitment for natural resource centers
- Discontinuation of funding
 - Discontinuation of funding for natural resource centers
 - Discontinuation of funding for natural resource centers
- Discontinuation of funding
 - Discontinuation of funding for natural resource centers
 - Discontinuation of funding for natural resource centers

SAFE ACCESS

- Unsafe crossings esp. at multi-lane streets
- Safety of our users
 - ADA accessibility
 - Asphalt intersections
- Safety for small children
- Block of safe walk/bike routes to schools
- E-scooter E-bike safety issues
- Wildlife interactions
- Lighting on trails for winter and safety

MAINTENANCE

- Trail maintenance
 - Trail maintenance
 - Trail maintenance
- Trail maintenance
 - Trail maintenance
 - Trail maintenance
- Trail maintenance
 - Trail maintenance
 - Trail maintenance
- Trail maintenance
 - Trail maintenance
 - Trail maintenance

USER CONFLICT

- Crowding - when do we go to uni-directional
- Do we need divided-direction trails on coastal trails?
- Accommodating skill levels
- User conflicts
 - User conflicts
 - User conflicts
- Trail etiquette on multi-use trails

Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

TECHNICAL WORKING GROUP 1

Meeting 1 Summary

AGENCY COORDINATION

Under Title 21, the preference for Fed ROW is ignored in favor of easements

Lack of funds/paid trail will/process to develop non-motorized easements

Unfunded trail will, even if funded, may not be successful

Lack of N.M. connections to parks & trailheads

Unclear who maintains non-motorized easements off roadways

Use of ARR ROW - Funding issues, Boulders, etc. may be a good thing in ROW

AMENITIES

OK need toilets at more trailheads

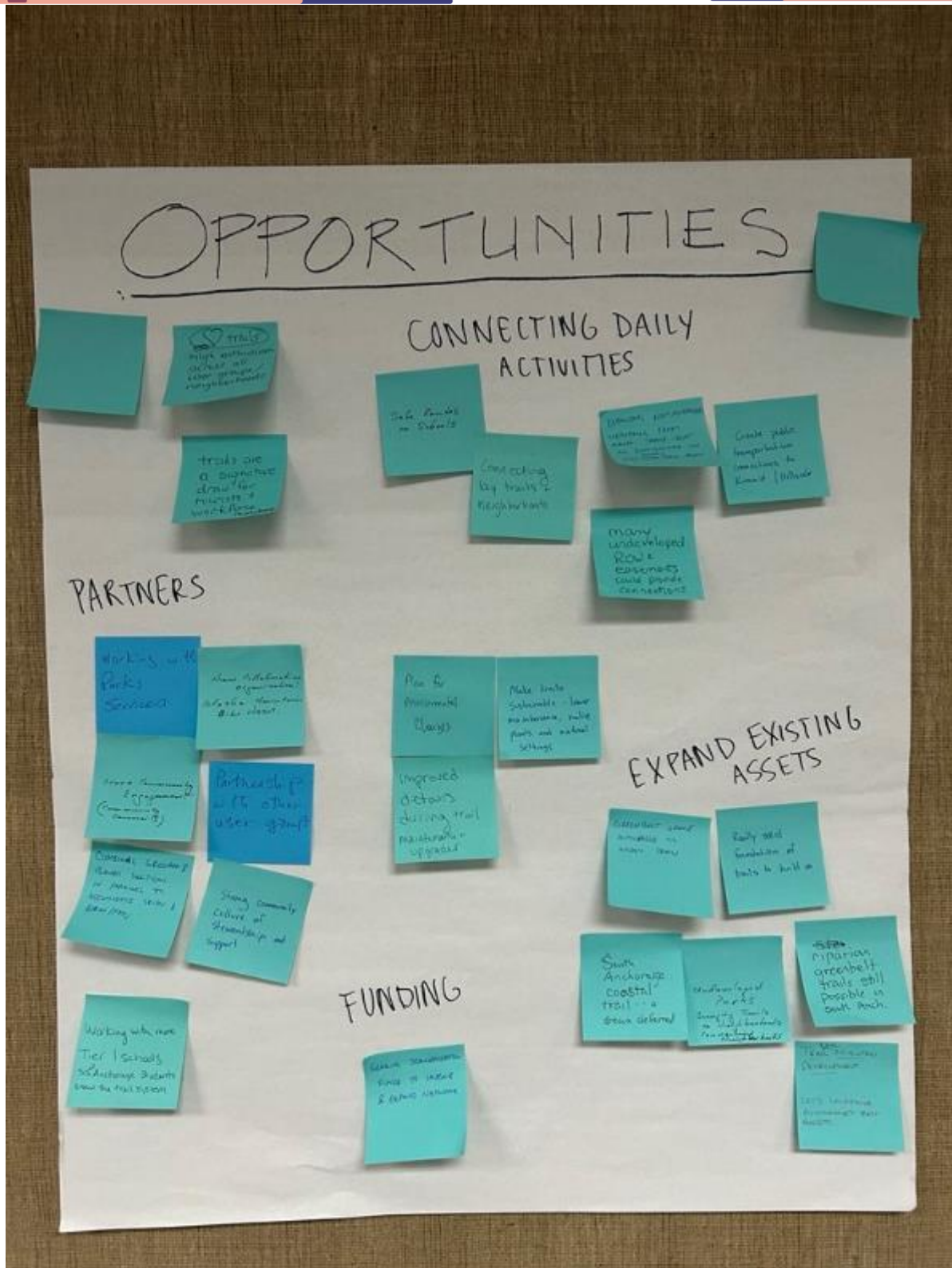
Parking pressure at trailheads

Adding 10-20% at SW (needed)

Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

TECHNICAL WORKING GROUP 1

Meeting 1 Summary



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

COMMUNITY TRAILS SURVEY

July-August 2024

WELCOME TO THE TRAIL USE SURVEY!

The Anchorage Metropolitan Area Transportation Solutions (AMATS) and the Municipality of Anchorage Parks & Recreation Department are updating the Recreational Trails Plan (Trails Plan). The Trails Plan guides decision-making on the protection, development, and management of trails. Your participation in this survey will help the Trails Plan better reflect the ideas of people living in Anchorage, Chugiak, and Eagle River.

The survey will take approximately 10 minutes to complete. All responses will be anonymous.

More info and updates at www.publicinput.com/rectrails. Thank you for your time!

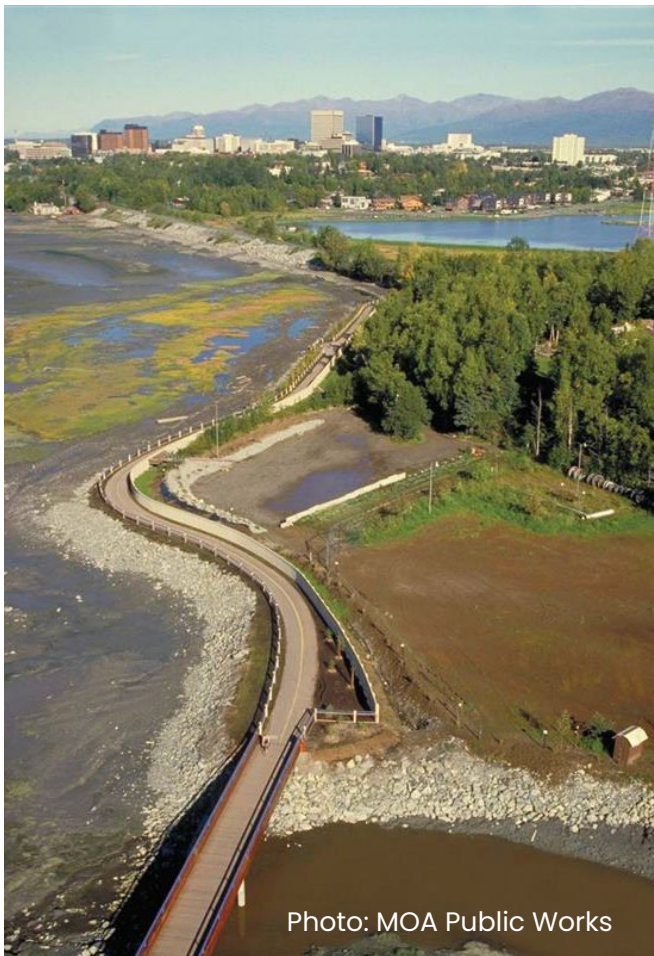


Photo: MOA Public Works

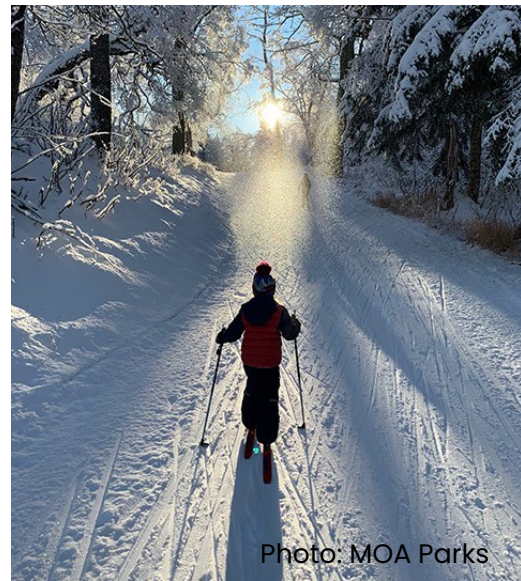


Photo: MOA Parks



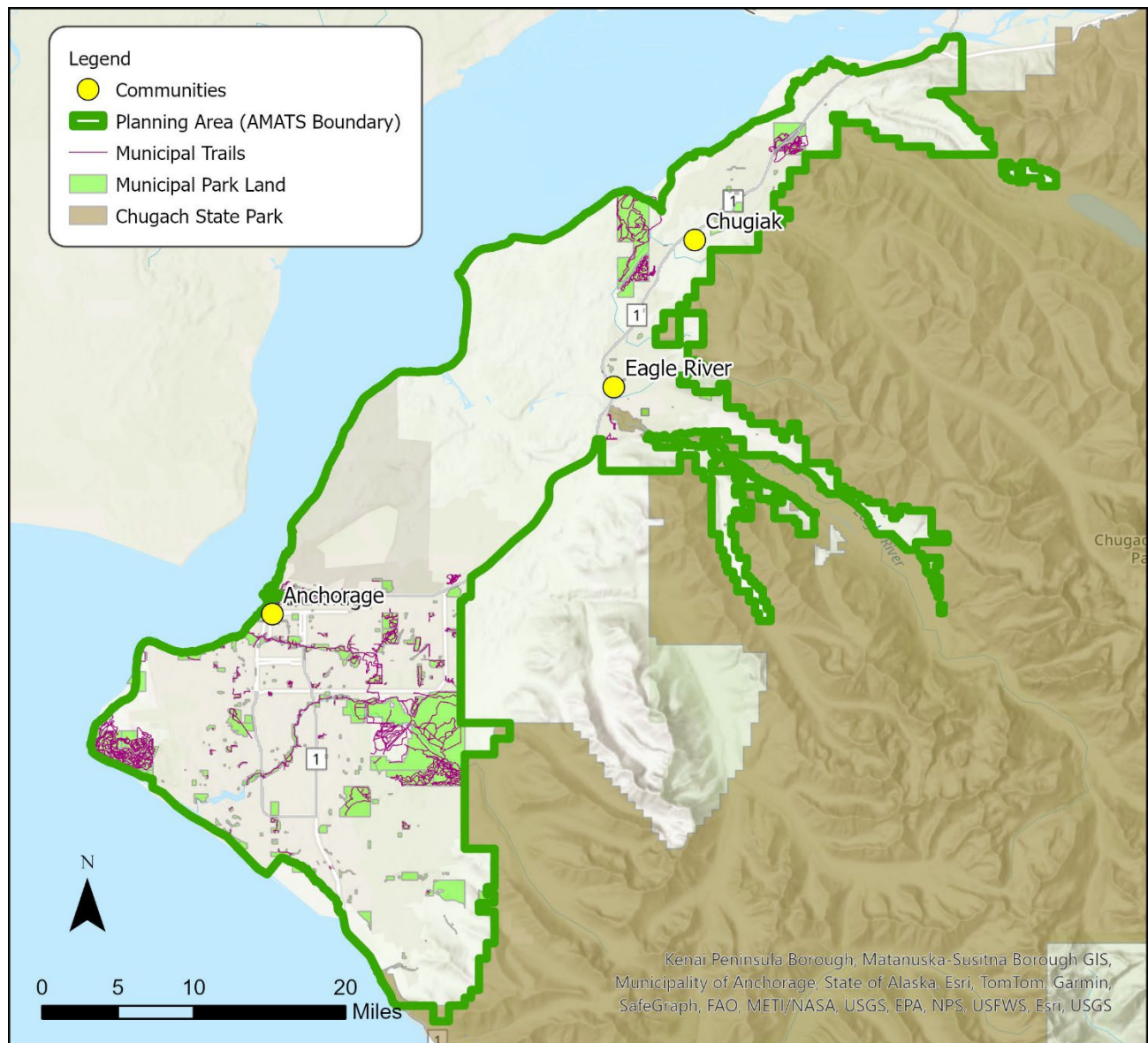
Photo: Anne Raup ADN



IMPORTANT NOTE ABOUT THE PLANNING AREA

READ THIS!!! DON'T SKIP!!!

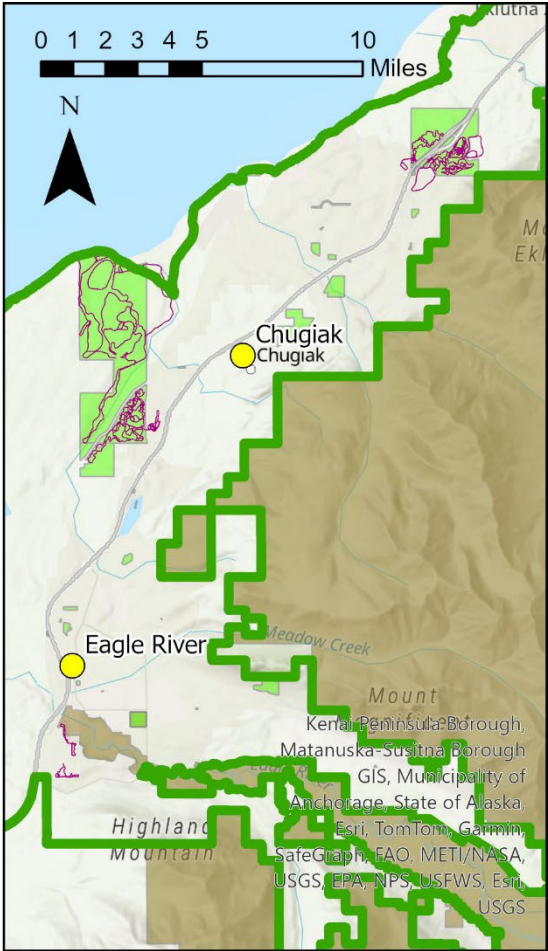
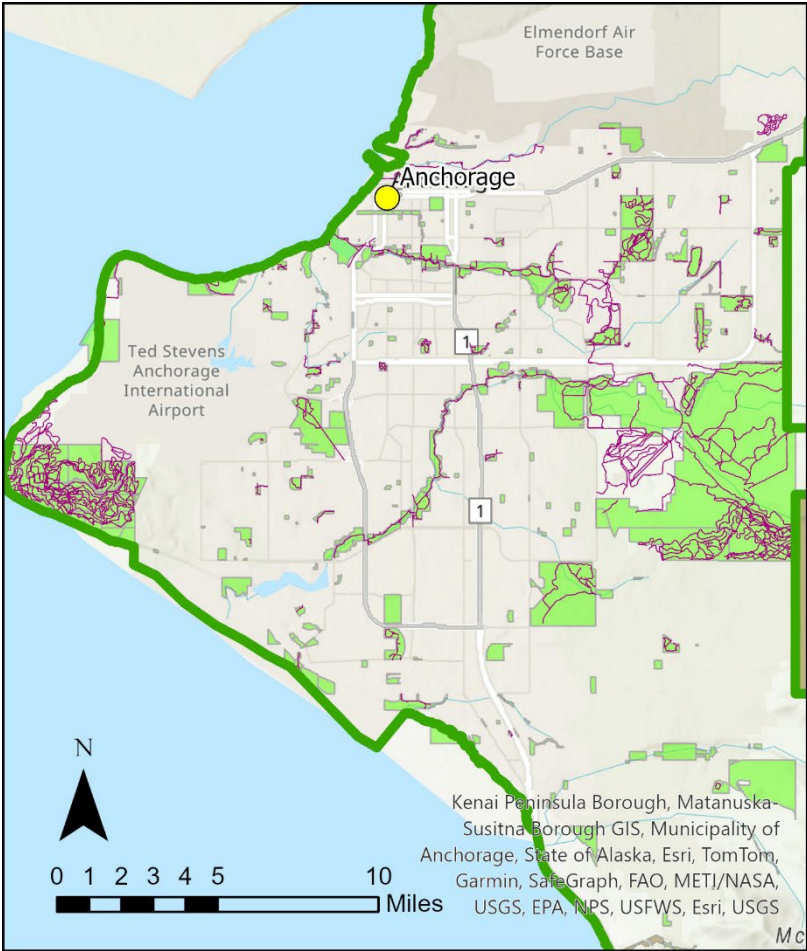
The survey asks about you and your experiences with urban trails within the developed areas of Anchorage, Chugiak, and Eagle River. It does NOT ask about your experiences in Chugach State Park. Refer to the interactive map below to review the Anchorage Metropolitan Area Transportation Solutions (AMATS) planning area.





Anchorage and Chugiak-Eagle River

COMMUNITY TRAILS SURVEY



YOUR TRAIL USE

1. Do you use trails in Anchorage, Chugiak or Eagle River within this planning area?

Within the green boundary line shown on the map, NOT including the Chugach State Park.

- ☐ Yes
- ☐ No

If "No," please skip ahead to question #6 on page 7.



2. How do you usually get to trails in the Anchorage Bowl or Chugiak-Eagle River areas?

Select all that apply.

- ☐ I drive in a personal vehicle
- ☐ I walk, bike, or ski to the trail
- ☐ Public transportation/transit
- ☐ Other: _____

3. Why do you use the trails?

There are many reasons you might decide to recreate on local trails in the developed areas of Anchorage, Chugiak and Eagle River (remember, NOT Chugach State Park!).

Considering your usual trail visits, **please rate how important are each of these experiences in motivating you to use the trails.**

<i>Motivating Experiences</i>	<i>Not at all important</i>	<i>Not very important</i>	<i>Neutral</i>	<i>Somewhat Important</i>	<i>Extremely Important</i>
Getting exercise or keeping physically fit					
Improving mental health or reducing stress					
Challenging myself					
Being close to nature					
Explore new places or environments					
Escaping crowds or experiencing solitude					
Teaching or sharing outdoor skills with others					
Socializing with family or friends					
Using or testing my equipment					
Foraging and gathering wild plants					
Getting to work or school or running errands					
Doing something thrilling or exciting					
Exercising my pets					
Other Reason (write in):					



4. How often did you use trails last SUMMER (or when there's NO snow on the ground) for each of the following activities?

Please select the option that best represents how frequently you participated in each trail activity.

	<i>Not at all</i>	<i>A few times (5 or fewer)</i>	<i>Monthly</i>	<i>Multiple times per month</i>	<i>Weekly</i>	<i>Multiple times per week</i>	<i>Daily, or almost daily</i>
Walking or Hiking							
Walking the Dog							
Running							
Road Bike							
Mountain Biking							
Pedal-Assisted Electric Biking							
BMX Biking							
Push Dogsled/Cart							
Roller-Skiing							
Roller Skating/Blade							
Skateboarding							
Horse Riding							
Other (<i>write in</i>):							



5. How often did you use trails in town last WINTER (or when there IS snow on the ground) for each of the following activities?

Please select the option that best represents how frequently you participated in each trail activity.

	Not at all	A few times (5 or fewer)	Monthly	Multiple times per month	Weekly	Multiple times per week	Daily, or almost daily
Walking or Hiking							
Walking the Dog							
Running							
Winter Biking (standard tires)							
Fat-Tire Biking							
Pedal-Assisted Electric Biking							
Dogsledding							
Nordic Skiing (Classic Style)							
Nordic Skiing (Skate/Freestyle)							
Kicksledding							
Snowshoeing							
Other (write in):							



Anchorage and Chugiak-Eagle River

COMMUNITY TRAILS SURVEY



BARRIERS AND ISSUES

6. What barriers make it difficult to use trails in the Anchorage, Chugiak, or Eagle River areas?

Based on your experience on local trails, rate the degree to which each of these issues presents a barrier to you using or enjoying the trails in Anchorage, Chugiak and Eagle River.

Barriers you may experience:	Does not apply to me	Not a barrier	Somewhat of a barrier	Moderate barrier	Extreme Barrier
I don't know enough about the trails (where they are, what's allowed, how difficult they are, etc.)					
The trail is too far away.					
The trail does not go where I want or need it to.					
My friends, or family are not interested in using the trail.					
There is no restroom at the trailhead					
I am afraid I might get lost because the directional signs are confusing or don't exist.					
The trail or trailhead won't have the right amenities (parking, restrooms, lighting, benches, etc.)					
The trail is not usable with my wheelchair, scooter or mobility aid.					
The trails are too difficult for me or my friends or family members.					
The kind of trail I want to use is not available.					
I don't have or can't afford the right equipment.					
I don't see people like me on the trails or I don't feel welcome on the trails.					



Anchorage and Chugiak-Eagle River

COMMUNITY TRAILS SURVEY



Barriers you may experience:	Does not apply to me	Not a barrier	Somewhat of a barrier	Moderate barrier	Extreme Barrier
I am worried about being embarrassed or that I won't know what I'm doing.					
I feel unsafe near traffic or crossing the street.					
I am worried about hurting myself on the trail.					
The trail is in bad shape.					
I'm concerned about safety or comfort in harsh or extreme weather.					
I don't like how other people are using the trail.					
I worry I might encounter dangerous wildlife on the trail.					
I worry I might encounter unsafe or unpredictable people on the trail.					
Other (write in):					

7. In your opinion, what are the most important issues facing trails in Anchorage and Chugiak-Eagle River today?

Select what you think are the top three trail issues. Select only three.

- | | |
|---|--|
| ☐ Insufficient funding for trail maintenance | ☐ Lack of regulations and/or enforcement |
| ☐ Conflicts between trail users | ☐ Not enough trails overall |
| ☐ Feeling unsafe on trails | ☐ Don't have the right types of trails |
| ☐ Negative community attitudes toward trails | ☐ Not enough parking at trailheads |
| ☐ Need trails that support all ages and abilities | ☐ Not enough signs to find your way |
| ☐ Missing connections between trails and trail systems | ☐ Trails are too crowded |
| | ☐ Not enough amenities (restrooms, benches, etc.) |
| | ☐ Unsure |
| | ☐ Other: _____ |



8. Please briefly explain your answer to the above question or tell us if there is another more important issue not listed.

YOUR SUGGESTIONS

9. What are your biggest priorities for improving trails in the Anchorage, Chugiak, and Eagle River areas?

Select what you think are the top three trail priorities

- | | |
|--|--|
| ☐ Construct more multi-use trails | ☐ Improve accessibility for people using wheelchairs, scooters, or other mobility aids |
| ☐ Construct more trails for one specific activity | ☐ Minimize conflicts between different trail users |
| ☐ Connect existing trail systems | ☐ Provide more and better information on where trails are located (ex. maps and guides) |
| ☐ Improve summer trail conditions (ex. Resurfacing, repaving, cutting overgrowth, etc.) | ☐ Increase education on how to use trails and proper etiquette |
| ☐ Improve signs to find your way | ☐ Increase safety on trails |
| ☐ Increase parking | ☐ Keep trails clean and free of trash |
| ☐ Provide more trailhead amenities (e.g. restrooms, benches, trash cans) | ☐ Unsure |
| ☐ Increase winter grooming (packed snow, ski tracks) | ☐ Other: _____ |
| ☐ Improve winter plowing on paved trails | |



10. Which of the following is the most important to do over the next 20 years for trails in Anchorage, Chugiak, and Eagle River?

Pick ONE.

- ☐ Improve the existing trail system
- ☐ Connect the missing links between trails and trail systems
- ☐ Expand the trail system (build new trails)
- ☐ Do nothing

11. How would you like to see the trail system expand in the Anchorage, Chugiak, and Eagle River areas?

Select all that apply.

- ☐ More non-motorized, multi-use trails
- ☐ More trails for specific uses (ex. singletrack for mountain biking, ski only, horseback riding, dog team/mushing only, etc.).

Please Specify Use: _____

- ☐ Unsure or don't know
- ☐ We have enough trails already
- ☐ Other: _____

12. Some cities, like Seattle and Philadelphia, have a small soda tax (a tax on sugary drinks) to help pay for public services like health, education, and recreation.

How supportive would you be of a similar tax if it provided funding specifically and only for local trails and parks?

- | | | | | |
|--|--|----------------------------------|---|---|
| ☐ Strongly Oppose | ☐ Somewhat Oppose | ☐ Neutral | ☐ Somewhat Favor | ☐ Strongly Favor |
|--|--|----------------------------------|---|---|



Anchorage and Chugiak-Eagle River

COMMUNITY TRAILS SURVEY

13. In the space below, please elaborate on any of your responses or let us know of other issues or ideas that should be addressed in this Trail Plan.

Final questions on next page →



ABOUT YOU

14. What is your zip code?

Write the five-digit zip code of your physical address or residence. We use this information to make sure we are reaching many neighborhoods in the planning area.

Zip Code: _____

15. What is your age group?

- | | | | |
|---|--|--|--|
| ☐ Under 16 years | ☐ 26 – 35 years | ☐ 46 – 55 years | ☐ Over 65 years |
| ☐ 16 – 25 years | ☐ 36 – 45 years | ☐ 56 – 65 years | |

16. Are there children under 18 years of age in your home?

- ☐ Yes
- ☐ No

17. What is your race or ethnicity?

- | | |
|--|--|
| ☐ White | ☐ Native Hawaiian or Other Pacific Islander |
| ☐ Black or African American | ☐ Hispanic, Latino, or Spanish |
| ☐ American Indian and Alaska Native | ☐ Two or More Races |
| ☐ Asian | ☐ Prefer not to answer |

18. What is your gender identity?

- | | |
|--------------------------------|---|
| ☐ Man | ☐ Non-Binary |
| ☐ Woman | ☐ Prefer not to answer |

19. Do you have access to a car for transportation?

- ☐ Yes
- ☐ No

Thank you for your time and feedback! Your input will steer the development of the updated Anchorage and Chugiak-Eagle River Recreational Trails Plan.

Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

ONLINE COMMUNITY TRAILS SURVEY

Results Report, January 2025

INTRODUCTION

AMATS and the Municipality of Anchorage Parks and Recreation Department are updating the 1997 Recreational Trails Plan to reflect current trail needs of Anchorage and Chugiak-Eagle River residents and to plan for the years ahead. The Recreational Trails Plan will serve as the local government's guide for the management, maintenance, and development of trails.

PURPOSE

The purpose of the survey was to identify trail use patterns, motivations, barriers, and priorities among local users of MOA-managed trails within the AMATS planning boundary.

METHODS

The Community Trails survey was conducted during the summer and fall of 2024. The survey instrument contained 19 questions and was available online and in print. The online survey used the ArcGIS Survey123 platform and was accessed through a web link. The paper version was available at various MOA public facilities and distributed at local events, including 4 additional translations of the paper version in Hmong, Tagalog, Samoan, and Spanish.

The survey was open to anyone to participate from July 18 through December 9, 2024. Links to the survey were shared with local stakeholders who advertised the survey to their constituents. These included members of the project's Community Advisory Group and Technical Working Group, AMATS email contact list, other local trail user organizations, and the Federation of Community Councils newsletters. The link was available on the project website, the Parks and Recreation department website, and on Parks and Recreation and AMATS social media pages.

Physical flyers were posted at frequented public bulletin boards throughout the community including at coffee shops, libraries, recreation facilities, and popular trailheads. The planning team hosted three in-person outreach tables, including two sessions at the Pena Park Farmers Market and one session at the Mountain View Library in August and September 2024. The survey was also available and noticed at the public workshops for the Plan Update in early November.

The instructions outlined the purpose and scope of the survey, which was to gather respondents' experiences with urban trails within the developed areas of Anchorage, Chugiak, and Eagle River. It specifically told participants that questions were NOT about trails in Chugach State Park.

Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

ONLINE COMMUNITY TRAILS SURVEY

Results Report, January 2025

RESULTS

DESCRIPTIVE STATISTICS & DEMOGRAPHICS

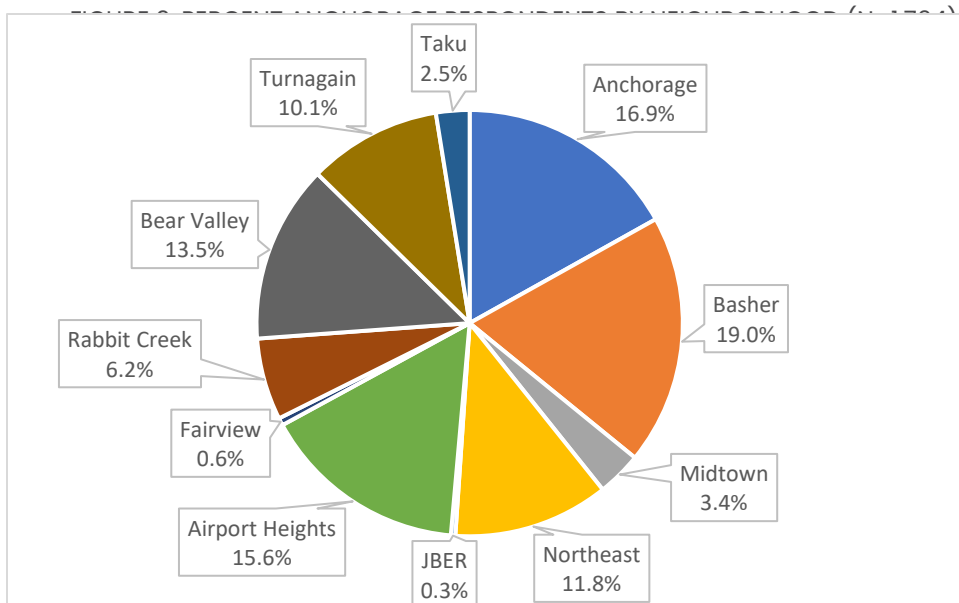
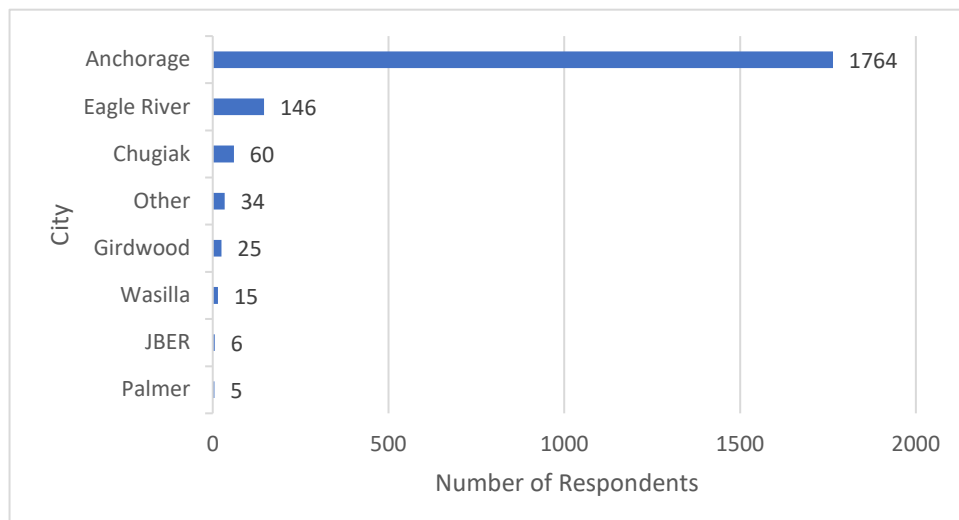
RESPONSE RATE

There was a total of 2,055 responses to the survey.

WHO RESPONDED TO THE SURVEY?

98% of respondents said they use trails in the area. Figures 1 and 2 describe the geographic distribution of respondents. **86% of respondents were from Anchorage.** Participation from specific neighborhoods in Anchorage is provided in Figure 2.

FIGURE 1: GEOGRAPHIC DISTRIBUTION OF SURVEY RESIDENTS



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

ONLINE COMMUNITY TRAILS SURVEY

Results Report, January 2025

Figures 3 through 5 describe the race, age, and gender distribution of respondents.

75% of survey respondents identify as White and 2% of respondents identified as Alaska Native or American Indian. 15% of survey respondents chose not to provide their race.

Respondents were mostly over the age of 25, with only 3% of respondents in the age 16–25 year category and less than half a percent under 16 years.

FIGURE 5: RACIAL/ETHNIC DISTRIBUTION

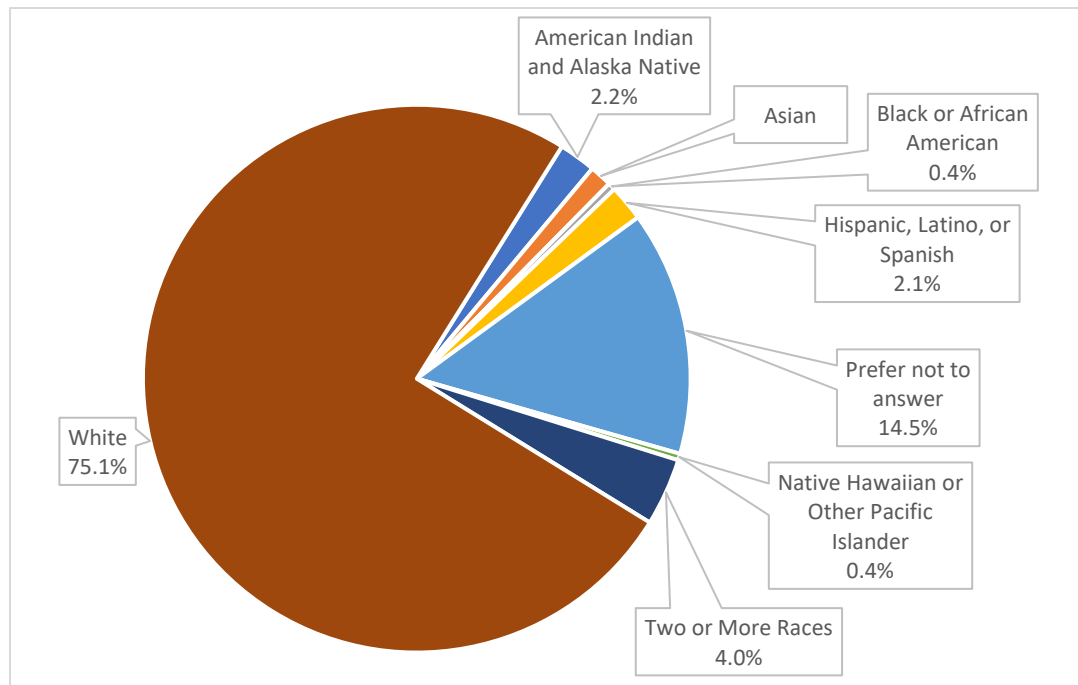


FIGURE 4: AGE DISTRIBUTION OF SURVEY RESPONDENTS

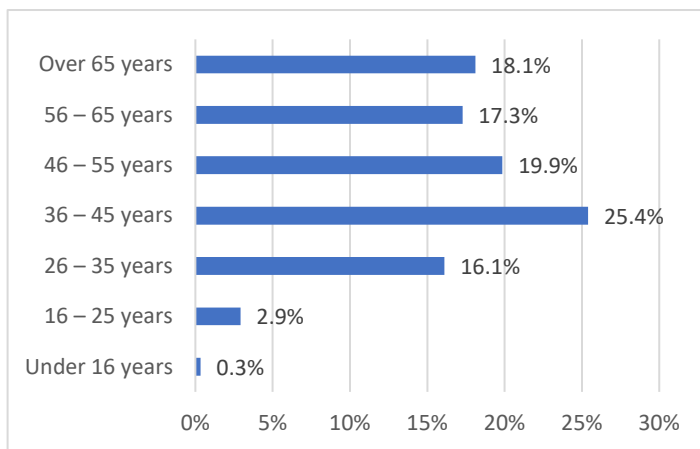
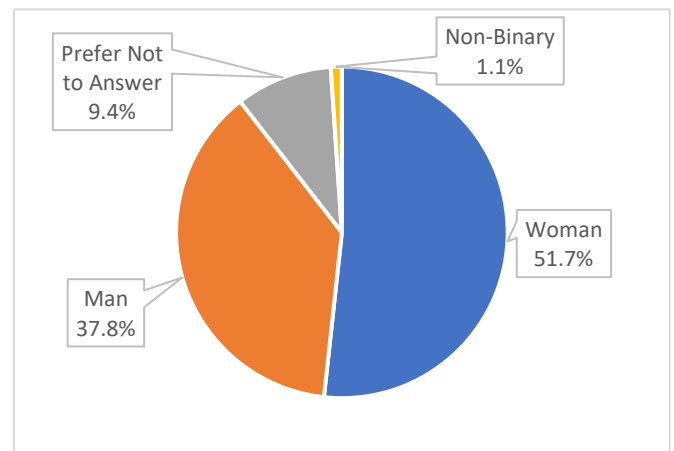


FIGURE 3: GENDER DISTRIBUTION OF RESPONDENTS



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

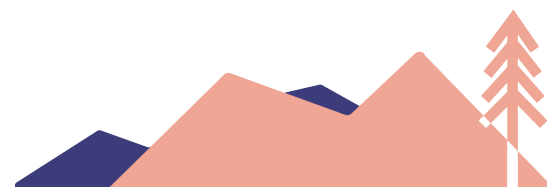
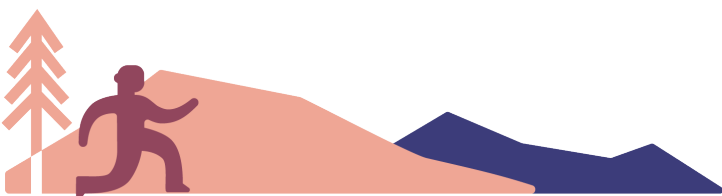
ONLINE COMMUNITY TRAILS SURVEY

Results Report, January 2025

NOTE ABOUT DEMOGRAPHICS

Parks and Recreation used typical department outreach methods for this survey (social media, flyers, pop-ups, and stakeholder-based outreach). Therefore, the population captured in this survey is not reflective of Anchorage as a whole and should be interpreted carefully alongside the information about age, geographic distribution, and trail user type.

Overall, the survey likely reflects residents who are more comfortable using trails than the average resident.



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

ONLINE COMMUNITY TRAILS SURVEY

Results Report, January 2025

TRAIL USE IN ANCHORAGE AND CHUGIAK-EAGLE RIVER

WHY DO WE USE TRAILS?

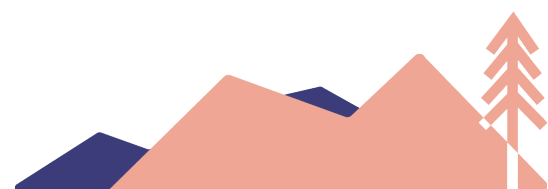
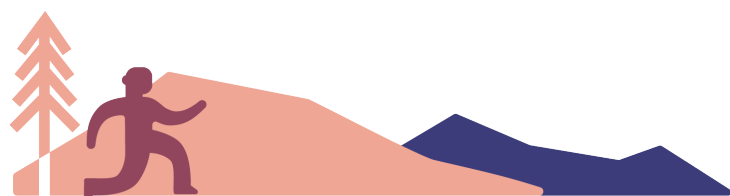
Respondents were asked to consider their usual trail visits and rate the importance of 14 different experiences in motivating the respondent to use the trails. A five-point Likert-type scale was used where 1 = “not at all important,” 3 = “neutral,” and 5 = “extremely important.”

Based on average ratings, **health-related experiences or outcomes were the most important**, with **improving mental health** or reducing stress (4.70) and **getting exercise** or keeping physically fit (4.69) as the top two, **followed by being close to nature** (4.67).

<i>Motivating Experiences</i>	<i>Average rating</i>	<i>Variance</i>	<i>Standard Deviation</i>
Improving mental health or reducing stress	4.70	0.326	0.571
Getting exercise or keeping physically fit	4.69	0.291	0.539
Being close to nature	4.67	0.348	0.590
Escaping crowds or experiencing solitude	4.19	0.714	0.845
Socializing with family or friends	4.10	0.856	0.925
Explore new places or environments	4.03	0.678	0.823
Challenging myself	3.91	0.840	0.917
Doing something thrilling or exciting	3.60	1.165	1.079
Exercising my pets	3.36	2.647	1.627
Teaching or sharing outdoor skills with others	3.28	1.258	1.122
Using or testing my equipment	3.22	1.289	1.135
Getting to work or school or running errands	2.97	1.936	1.391
Foraging and gathering wild plants	2.49	1.503	1.226
Other Reason (write in):	SEE BELOW		

Other Explanations:

Respondents could also write in their own motivations, but most of the responses in the “other” category would be considered activities or types of trail use (“birding,” “horseback riding,” “mushing,” etc.) rather than general experiences. Trail uses or activities are explicitly addressed in later questions.



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

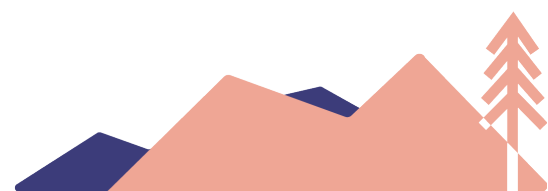
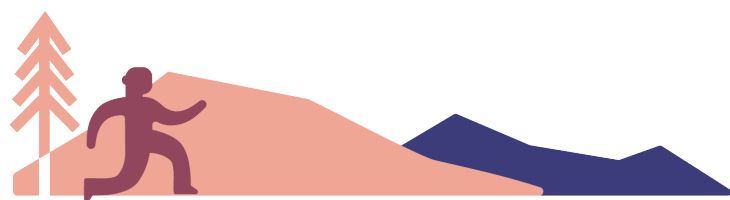
ONLINE COMMUNITY TRAILS SURVEY

Results Report, January 2025

WHAT DO WE DO ON THE TRAILS IN THE SUMMER?

The top five most popular summer trail activities (at least once per week) are walking or hiking, walking the dog, mountain biking, road biking, and running. Nearly all respondents said they walk on the trails at least a few times per year during snow-free months.

Activity	Not at all	A few times (5 or fewer)	Monthly	Multiple times per month	Weekly	Multiple times per week	Daily, or almost daily
Walking or Hiking	2.4%	10.4%	5.2%	14.8%	14.7%	30.3%	22.2%
Walking the Dog	40.4%	8.5%	2.7%	6.6%	6.6%	16.4%	18.9%
Mountain Biking	33.5%	14.1%	5.1%	10.6%	10.4%	19.7%	6.5%
Road Bike	31.7%	14.5%	6.1%	13.5%	10.4%	17.1%	6.7%
Running	48.0%	13.4%	3.8%	7.4%	8.3%	14.3%	4.9%
Pedal-Assisted Electric Biking	87.7%	3.9%	0.6%	1.5%	1.6%	3.1%	1.6%
Horse Riding	95.1%	0.9%	0.2%	0.6%	0.6%	1.7%	0.9%
Roller-Skiing	93.9%	2.3%	0.6%	1.0%	0.8%	0.9%	0.5%
Skateboarding	94.3%	2.8%	1.0%	0.7%	0.3%	0.4%	0.6%
Push Dogsled/Cart	96.5%	1.4%	0.5%	0.5%	0.5%	0.6%	0.2%
Roller Skating/Blade	92.8%	4.4%	1.1%	0.7%	0.4%	0.5%	0.2%
BMX Biking	98.1%	0.9%	0.4%	0.2%	0.3%	0.2%	0.1%
Other (write in):	19.3%	8.7%	5.9%	12.8%	9.2%	21.4%	22.4%



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

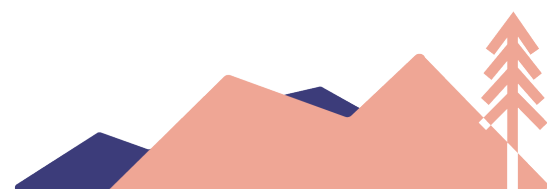
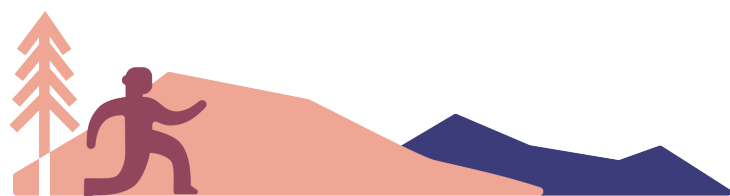
ONLINE COMMUNITY TRAILS SURVEY

Results Report, January 2025

WHAT DO WE DO ON THE TRAILS IN THE WINTER?

The top five most popular winter trail activities (at least once per week) are walking or hiking, walking the dog, Nordic skiing (classic or skate), and fat-tire biking. More than 90% of respondents indicated they walk on the trails at least a few times per year during snowy/winter months.

Activity	Not at all	A few times (5 or fewer)	Monthly	Multiple times per month	Weekly	Multiple times per week	Daily, or almost daily
Walking or Hiking	9.1%	14.9%	7.7%	14.9%	14.3%	25.2%	13.9%
Walking the Dog	43.6%	7.2%	3.3%	7.7%	6.0%	15.2%	17.0%
Nordic Skiing (Classic)	35.0%	13.1%	5.0%	12.9%	12.0%	18.0%	3.9%
Nordic Skiing (Skate)	50.1%	8.2%	3.1%	7.4%	8.1%	18.2%	4.9%
Fat-Tire Biking	50.2%	7.4%	3.7%	8.5%	6.6%	15.7%	7.8%
Running	61.7%	11.8%	4.4%	6.7%	5.8%	7.9%	1.7%
Winter Biking (standard tires)	84.6%	7.1%	1.6%	2.2%	1.4%	2.0%	1.1%
Snowshoeing	72.1%	15.8%	3.2%	5.0%	2.3%	1.4%	0.3%
Kicksledding	92.2%	4.0%	0.9%	1.3%	1.1%	0.4%	0.2%
Pedal-Assist Electric Bike	95.7%	1.6%	0.5%	0.6%	0.3%	0.9%	0.5%
Dogsledding	96.4%	1.1%	0.3%	0.7%	0.3%	1.1%	0.3%
Other (write in):	31.3 %	12.8%	5.1%	11.2%	8.9%	15.5%	15.0%



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

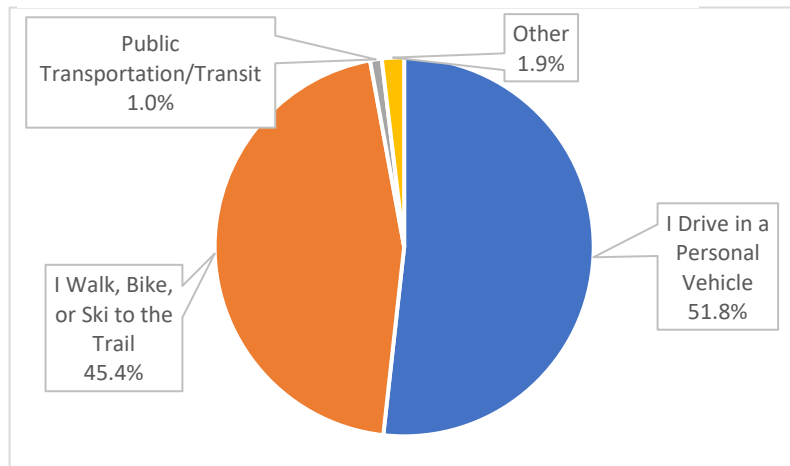
ONLINE COMMUNITY TRAILS SURVEY

Results Report, January 2025

HOW DO WE GET TO TRAILS?

Over half of respondents drive a personal vehicle as their main way (mode) of getting to trails. Walking, biking, or skiing was the second most popular mode.

FIGURE 6: MODES OF TRANSPORTATION BY RESPONSE



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

ONLINE COMMUNITY TRAILS SURVEY

Results Report, January 2025

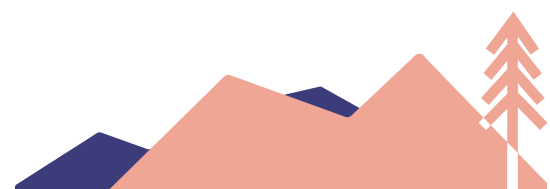
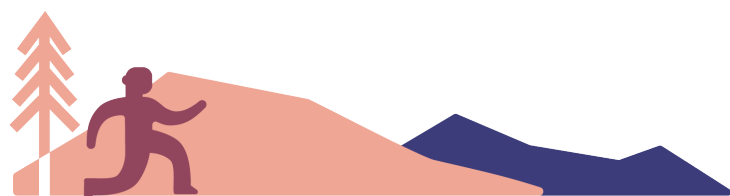
BARRIERS TO TRAIL USE

The survey asked participants to consider what social or environmental issues make it harder to use local trails. The survey provided 19 potential barriers which respondents could rate as “not a barrier,” “somewhat of a barrier,” a “moderate barrier,” or an “extreme barrier.”

Respondents most frequently rated “encountering unsafe or unpredictable people on the trail” as at least somewhat of a barrier to trail use, followed by the trail being in bad shape, not liking how other people are using the trail, and feeling unsafe near traffic or crossing the street.

BARRIER COMPARISONS

Barriers you may experience:	Not a barrier or does not apply	Somewhat of a barrier	Moderate barrier	Extreme Barrier
I worry I might encounter unsafe or unpredictable people on the trail.	31.1%	32.8%	19.9%	15.2%
The trail is in bad shape.	51.2%	35.7%	8.6%	3.2%
I don't like how other people are using the trail.	53.0%	30.6%	10.1%	5.3%
I feel unsafe near traffic or crossing the street.	57.8%	22.5%	10.9%	7.1%
The trail does not go where I want or need it to.	61.3%	25.0%	9.8%	2.6%
I worry I might encounter dangerous wildlife on the trail.	62.0%	28.9%	5.8%	2.1%
The trail or trailhead won't have the right amenities (parking, restrooms, lighting, benches, etc.)	64.9%	22.7%	8.9%	2.2%
The trail is too far away.	68.1%	23.1%	6.2%	1.4%
I'm concerned about safety or comfort in harsh or extreme weather.	71.1%	21.1%	4.6%	1.9%
I don't know enough about the trails (where they are, what's allowed, how difficult they are, etc.)	73.3%	18.6%	5.6%	1.3%
I am afraid I might get lost because the directional signs are confusing or don't exist.	73.9%	18.4%	5.0%	1.4%
The kind of trail I want to use is not available.	79.4%	12.7%	4.5%	2.1%



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

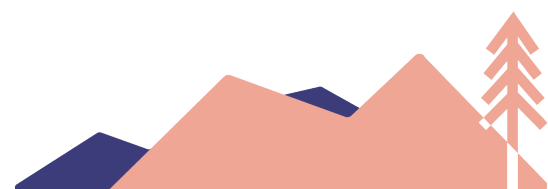
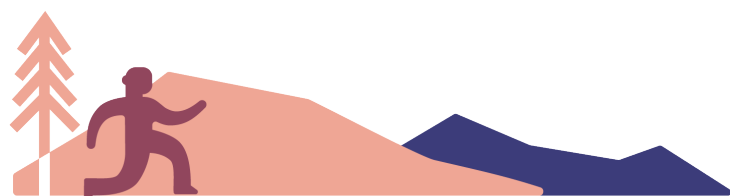
ONLINE COMMUNITY TRAILS SURVEY

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Barriers you may experience:	Not a barrier or does not apply	Somewhat of a barrier	Moderate barrier	Extreme Barrier
I am worried about hurting myself on the trail.	82.2%	14.7%	1.4%	0.6%
My friends, or family are not interested in using the trail.	84.9%	10.9%	2.6%	0.4%
I don't have or can't afford the right equipment.	87.4%	8.5%	2.4%	0.7%
I don't see people like me on the trails or I don't feel welcome on the trails.	87.7%	7.1%	2.1%	1.6%
I am worried about being embarrassed or that I won't know what I'm doing.	88.6%	7.9%	1.6%	0.6%
The trails are too difficult for me or my friends or family members.	90.3%	6.8%	1.5%	0.3%
The trail is not usable with my wheelchair, scooter or mobility aid.	96.2%	1.0%	0.6%	0.9%

OTHER EXPLANATIONS:

Respondents were able to write in their own barriers and elaborate. 511 respondents described barriers to trail use. Safety was a top barrier with concerns including unauthorized camps along the trails, bike speeds and collisions, unleashed dogs, and interactions with traffic and wildlife.



ONLINE COMMUNITY TRAILS SURVEY

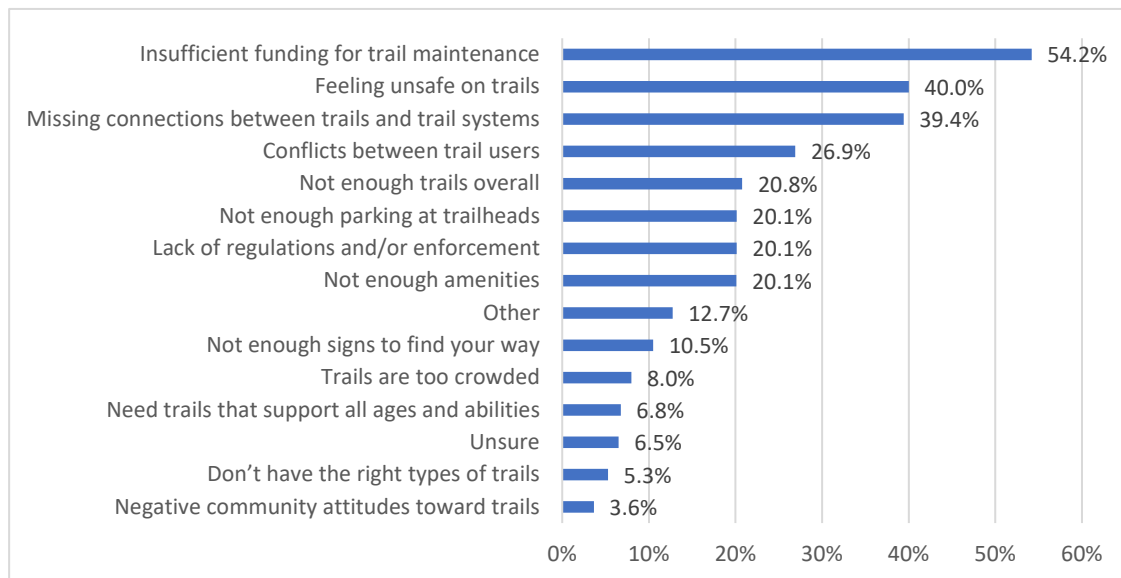
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COMMUNITY PRIORITIES

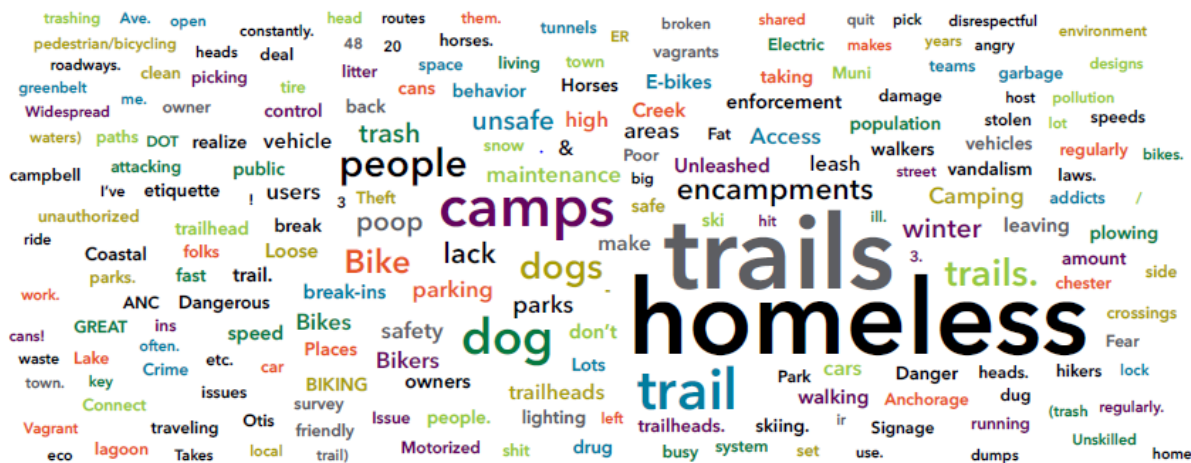
MOST IMPORTANT ISSUES FACING TRAILS

When asked to select the three most important issues facing local trails, respondents reinforced similar responses about perceived barriers. Trail maintenance funding was the most cited issue (selected by 54%), followed by feeling unsafe on trails (40%) and missing connections between trails (40%).

FIGURE 7: MOST IMPORTANT ISSUES FACING TRAILS BY RESPONSE



Those who chose 'Other' had the opportunity to describe their top issue. If a respondent wrote in their own challenge, these often matched the top themes of maintenance and safety. The following word cloud was autogenerated in Survey123; the more frequently a word was used, the larger it appears in the word cloud:



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

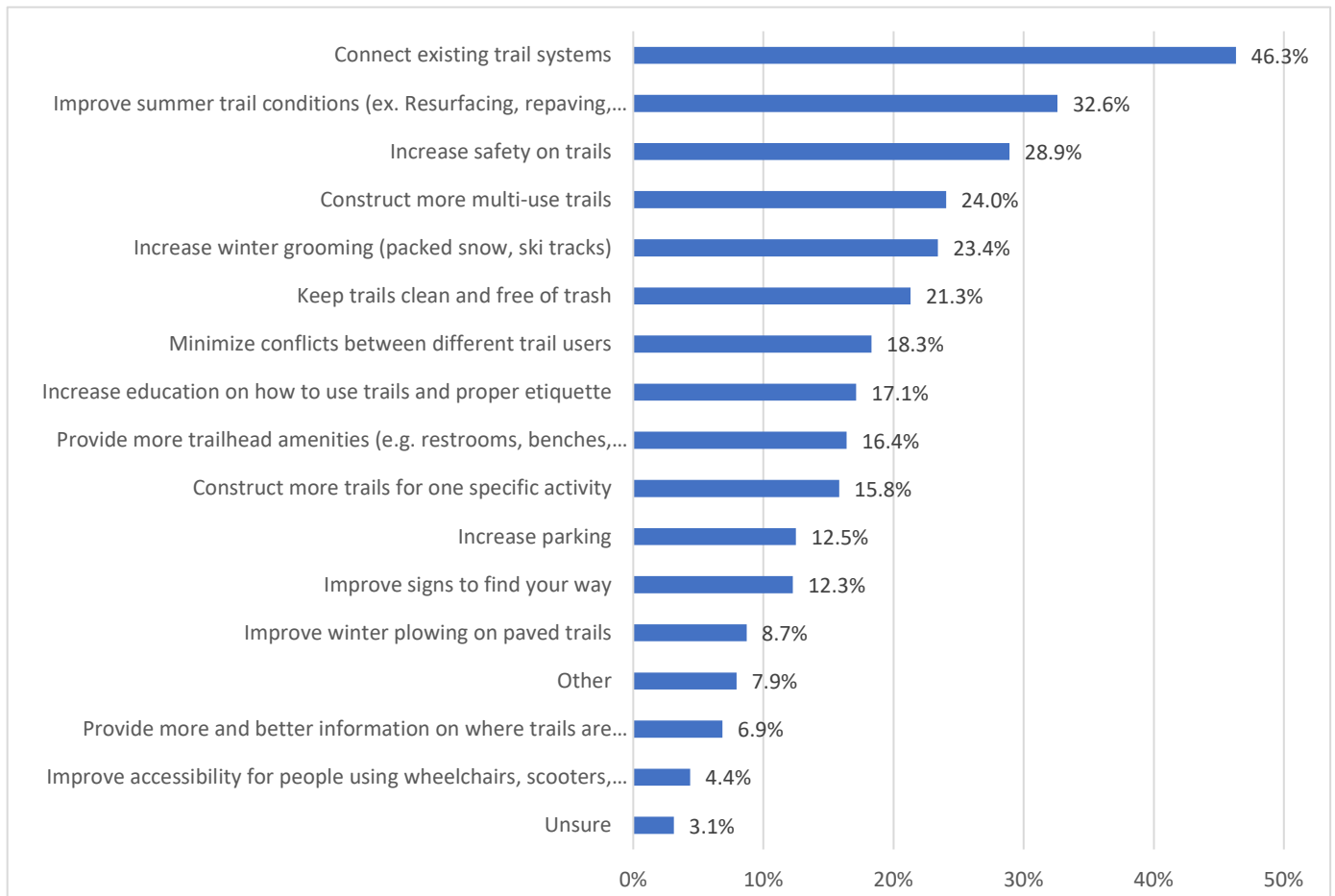
ONLINE COMMUNITY TRAILS SURVEY

Results Report, January 2025

TOP PRIORITIES FOR IMPROVING TRAILS

When asked about their priorities for trails, respondents reinforced themes of connecting existing trails, improved trail conditions, and increased safety.

FIGURE 8: TOP PRIORITIES FOR IMPROVING TRAILS BY RESPONSE



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TOP LONG TERM PRIORITIES FOR TRAIL SYSTEM

When asked to consider big-picture priorities, respondents favored connecting missing links between existing trail systems over improving or expanding the system.

When considering expansion options, respondents favored non-motorized multi-use trails over user-specific trails (mushing, skiing, etc.).

FIGURE 9: LONG TERM PRIORITIES BY RESPONSE

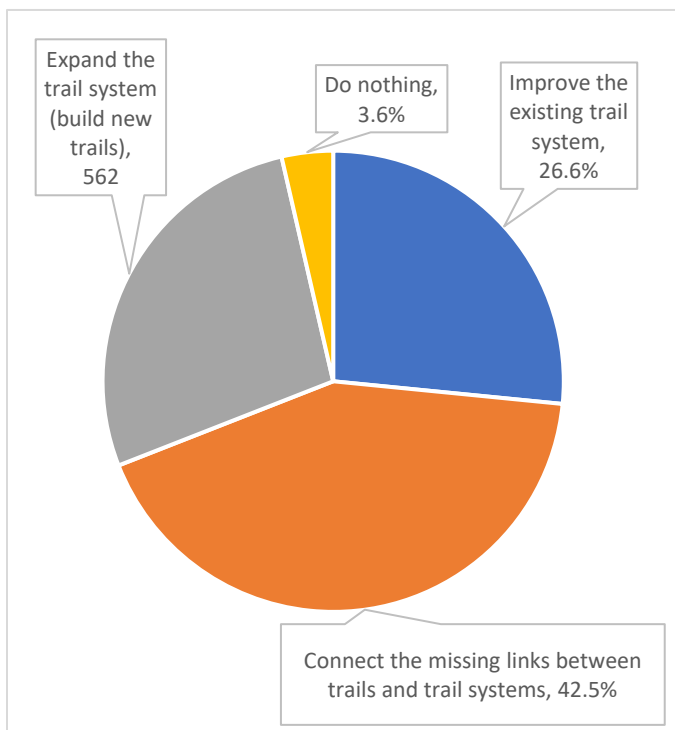
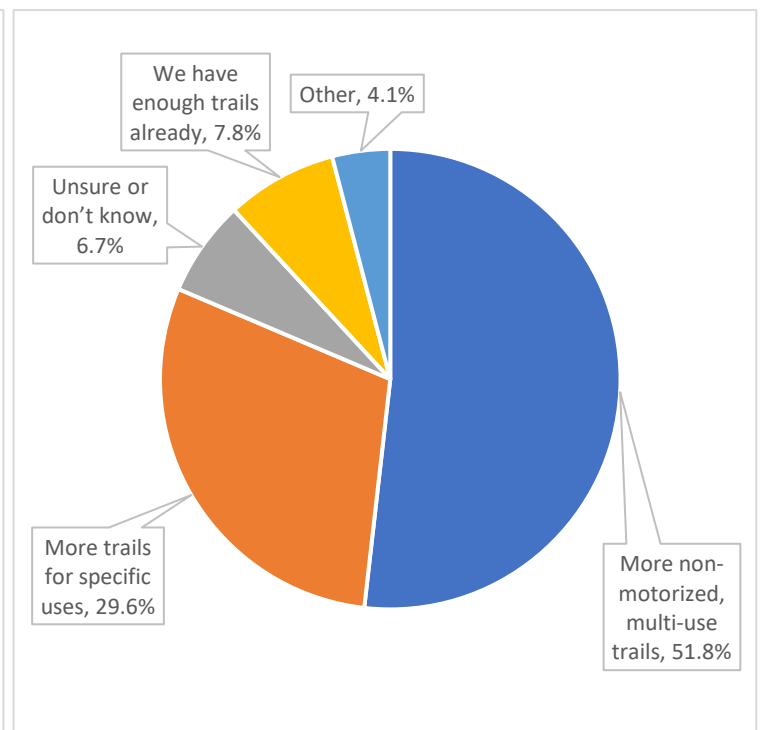


FIGURE 10: HOW THE TRAIL SYSTEMS SHOULD EXPAND



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

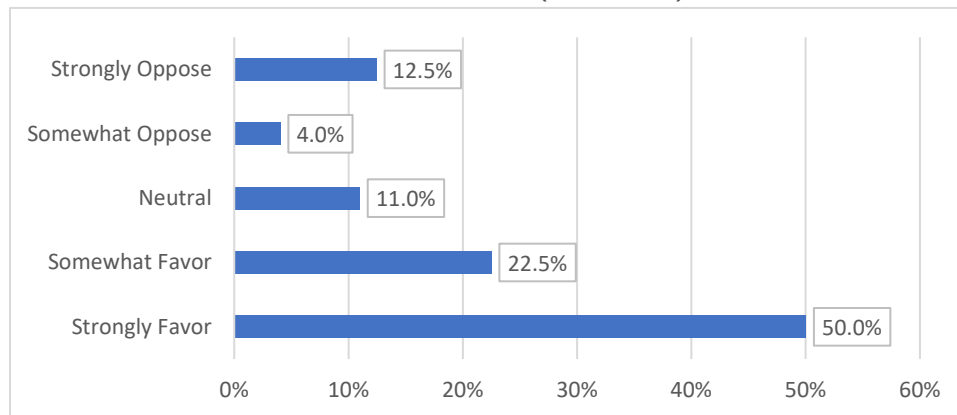
ONLINE COMMUNITY TRAILS SURVEY

Results Report, January 2025

HOW TO FUND TRAILS

Respondents were asked whether they would support a hypothetical funding mechanism such as a soda tax to go toward local trails. About 50% of respondents strongly favored the idea, 23% were somewhat in favor, and 17% were opposed.

FIGURE 11: SUPPORT FOR SMALL SODA TAX (OR SIMILAR) TO PUBLIC SERVICES

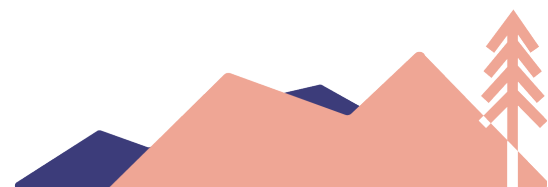
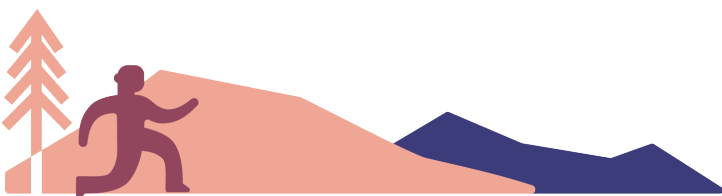


In the open-ended comment section, many respondents noted that they would not support a soda tax model because it may place more burden on lower-income populations. Other suggestions that some respondents would support included user fees (i.e. trail pins, equipment tax), parking fees at trailheads, progressive taxes (income-based tax), or a tourist-focused tax:

- “A sin tax is inherently regressive and forces poorer people to shoulder a heavier proportional burden of paying for these amenities. I would support a progressive tax to fund local trails and parks.”
- “I’d rather see a modest sales tax that allows everyone to chip in, including users who don’t live in the muni.”

Some respondents also expressed frustration with a lack of clarity on how existing taxes benefit specific public goods:

- “I don’t believe a tax would raise money for the intended purpose. I think it all goes to the general fund and then gets used for whatever. That does not instill a lot of confidence that taxes money will be used for the intended purpose.”



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

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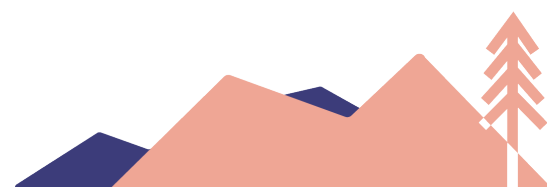
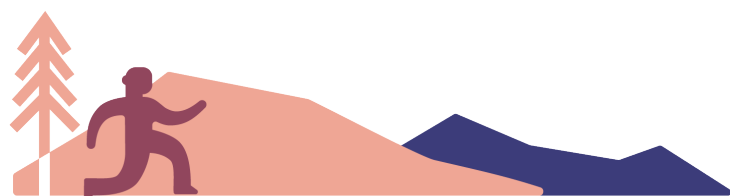
OTHER ISSUES OR IDEAS

Respondents could add any ideas or issues they would like to address in their own words. Respondents often used this opportunity to restate many of the common themes in this survey: feelings of safety or concerns about unauthorized camps (148 mentions) a need for more funding (112 mentions), interventions to promote better trail etiquette (99 mentions), improving maintenance of trails (93 mentions), and connecting trails (75 mentions).

SUMMARY

Overall, results of the survey suggest the trail user community is most concerned about safety, trail conditions, and establishing missing connections between trails. Trail users in the AMATS area use the trails frequently and for diverse reasons and many are willing to pay for quality maintenance.

When resources are available for...	AMATS & MOA Parks should consider prioritizing...
Trail Improvement	Trail maintenance Safety features (lighting, signage, sightlines, etc.)
Trail Expansion	Connect missing links Multi-use trails
Trail Management	Safety-related regulations (camping and speed regulations, etc.)
Trail Maintenance	Winter grooming Litter removal (glass, trash, pet waste, etc.)



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

COMMUNITY ADVISORY GROUP

Meeting #2 SUMMARY

AMATS MOA Rec Trails Plan Update Community Advisory Group, Meeting #2

October 15, 2024

5:45pm to 7:15pm

Fairview Recreation Center

MEETING OBJECTIVE

To collaboratively develop a shared vision statement and define goals and objectives for our Anchorage and Chugiak-Eagle River trails.

ATTENDING MEMBERS

Community Advisory Group

Courtney Schwartz
Devin Kelly (*individual meeting*)
Grace Johnston
Latanya (Tanya) Odden
Mary Dean Broussard
Sadie Arneson
Shawna Nelson
Suki Miller (*individual meeting*)
Thomas Azzarella
Dorn Van Dommeien

AMATS/MOA Project Team

Nicolette Dent, MOA Parks & Recreation
Jeff Urbanus, Chugiak-Eagle River Parks & Recreation
Taylor Keegan, MOA Parks & Recreation
Aaron Jongenelen, AMATS
Chelsea Ward-Waller, MOA Project Management & Engineering

Consultant Project Team

Van Le, R&M Consultants
Bryant Wright, R&M Consultants
Taryn Oleson-Yelle, R&M Consultants

AGENDA

1. Welcome
2. Review Planning Process & Progress to Date
3. Present Preliminary Survey Themes (partial)
4. Review and Refine Vision
5. Goals & Objectives Work Session
6. Next Steps & Action Items
 - a. Next CAG Meeting
 - b. Technical Working Group (TWG) Oct 21
 - c. Wrap Up

SUMMARY

The second meeting with of the Community Advisory Group (CAG) was held in a hybrid format, with most attendees participating in person at the Fairview Recreation Center and other project team and CAG members participating virtually via Teams.

Nicolette began the meeting with a welcome statement and provided a brief overview of the project's purpose and progress to date since the first CAG meeting in June. Taryn then reviewed the project schedule and shared that the online community survey has been extended through the first public workshops, scheduled for November 20th and 21st to encourage more diverse participation. Questions that will be asked at the public workshop include some from the survey and intent of activities are compatible with the intents of the survey; the survey can function as a virtual extension of the public workshop.

Bryant then shared the following preliminary themes that are emerging from the more than 1,300 survey responses, as of September 27th. These themes were selected for discussion as they should help inform the development of our draft vision, goals, and objectives for the plan.

Top BENEFITS

- Mental health
- Exercise
- Close to nature

Top ISSUES

- Maintenance
- Safety
- Connectivity

Top BARRIERS

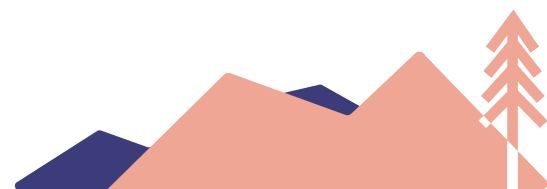
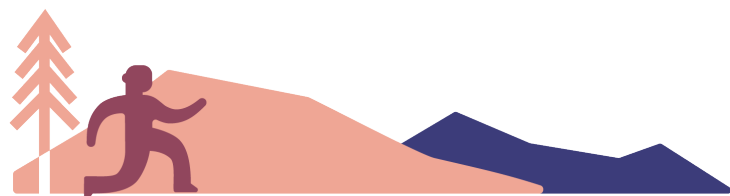
- ACCESSIBILITY: For those who use a mobility aid.
- SAFETY: Unpredictable people, traffic, street crossings
- CONFLICT: How others use the trail
- TRAIL CONDITION

Top PRIORITIES

- CONNECT existing trail systems
- Improve SUMMER trail conditions
- Increase SAFETY on trails
- More MULTI-USE trails

Questions were asked and answered about the survey results and advertisement methods planning between now and the survey closing at the end of November. Nicolette shared that a variety of prizes have been added (win via random drawing with an email) to encourage participation and that she is planning on some tabling events at various locations around town. CAG members were asked to distribute updated flyers that will be sent to members by Nicolette in the coming weeks that advertise both the public workshops and survey.

Taryn then explained the purpose of a vision statement for the Recreational Trails Plan and stressed the importance of articulating goals and objectives for the future trail network and program, as they are intended to be clear statements of values and priorities which will guide



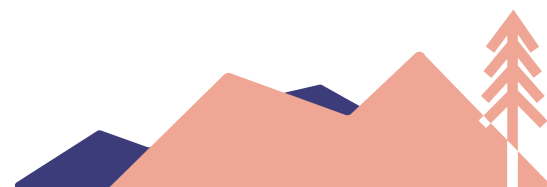
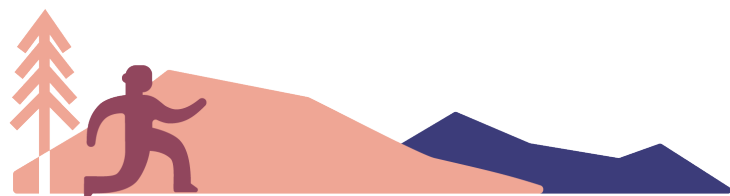
the development of the rest of the plan including recommendations and future funding decisions.

Nicolette and Taryn then facilitated open discussion on the draft vision statement, goals, and objectives with CAG members. CAG members were given a handout version of the same content that was provided in poster-size on the wall at the front of the room. Taryn and Nicolette recorded edits and took notes on the large-format posters during discussion and Bryant did so using an online tool, Miro, which was screen shared for those attending virtually.

The draft content on the following pages was provided to the CAG to edit, delete, add, and modify however needed to represent their recreational values. Feedback, discussion, and edits to the draft content are summarized below each section in (*color*).

Discussion continued for the rest of the meeting and CAG members were asked to continue editing and making suggestions over the next week and submit their 'homework' via email to Taryn. Nicolette reminded the group of the upcoming public meetings and request to share the public notices when they are sent out.

The meeting concluded at the scheduled time of 7:15 PM.



VISION STATEMENT

Declaration of long-term aspirations for where we want our trail system to be.

COMPONENTS

Who? Anchorage and C-ER residents & visitors of all ages and abilities

What? Trails that are safe, inviting, well-maintained, for beginners and experts, for many activities

Where? Anchorage and C-ER, neighborhoods and urban core, from mountains to coast

When? Year-round, during summer and winter

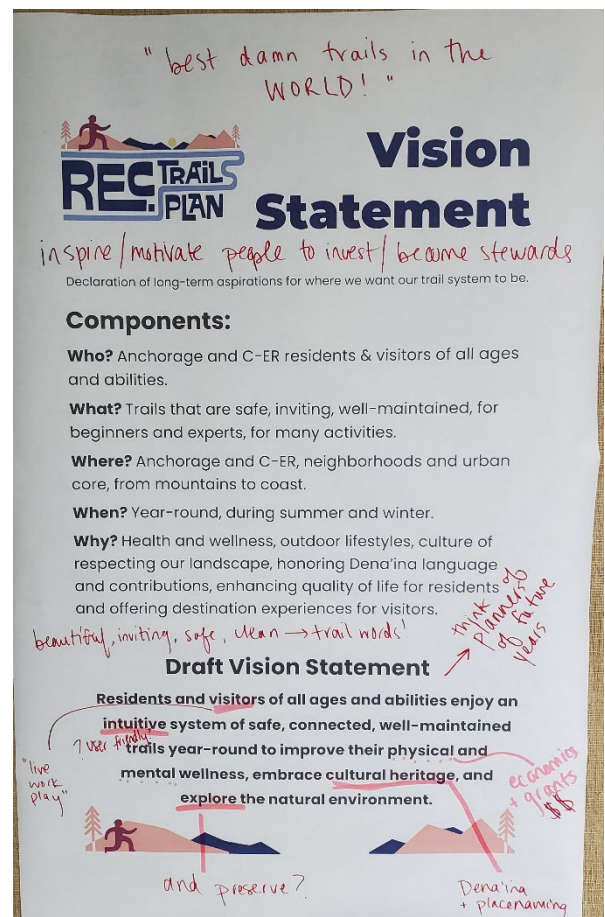
Why? Health and wellness, outdoor lifestyles, culture of respecting our landscape, honoring Dena'ina language and contributions, enhancing quality of life for residents and offering destination experiences for visitors.

DRAFT VISION STATEMENT

Residents and visitors of all ages and abilities enjoy an intuitive system of safe, connected, well-maintained trails year-round to improve their physical and mental wellness, embrace cultural heritage, and explore the natural environment.

Meeting Comments:

- Vision lacks a 'punch', our trails are 'kick-ass' and the vision statement should be a passion statement.
 - "The best darn(damn) trails in the world"
 - Inspire/motivate people to invest/become stewards
 - What words do we want to associate with the trails? "Beautiful, inviting, safe, clean" Spectacular? Adventurous, Invigorating, Inspiring?
 - "A system that celebrates urban Alaska"
- Ensure that it is forward thinking, the draft could be describing parts of the trail network we have now.
- Groomed really well and maintained
- Areas without trails to preserve natural areas



- The inclusion of “Visitors”, is it intentional to include an economic and tourism role for our trails? “Live Work Play”
- “Intuitive” or “Well-Marked?” – One is more general, one more specific to signage. Intuitive can be interpreted multiple ways. May mean the system has a logical, ordered layout (e.g. a grid); could mean users know what to expect (non-intuitive example: Service ski trail rules); could mean easy or user-friendly, don't have to plan ahead to use them; “I have no idea where I am” is NOT an indicator of intuitiveness; easy-to-navigate; wayfinding is important though not always intuitive – standardization might end up being a goal or objective.
- “Physical & Mental” – or just “wellness?” – Physical and Mental are both big drivers for economic investment in trails and outdoor rec. RecRx!!!
 - –Economics and Grant \$\$
- “Cultural Heritage” – Where did this nod come from? Like the acknowledgement of trails' role in cultural identity and history of people who use the trails.
 - –Dena'ina and place naming.
- “Explore” – and preserve?
- Dorn's big dreams: Trails to cafes, pubs, etc.
- Missing categories?
- “Expansion” (is this covered under connections & variety?)
- Funding?

DRAFT GOALS & OBJECTIVES

CONNECTIVITY

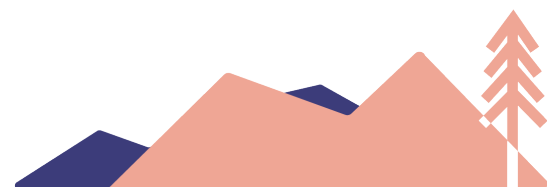
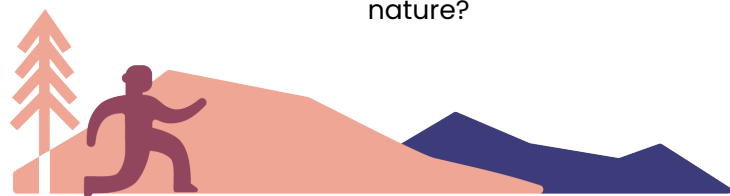
Goal: To provide a geographically distributed, convenient, and integrated system of trails that link neighborhoods, areas of public activity, and recreational destinations.

Objectives:

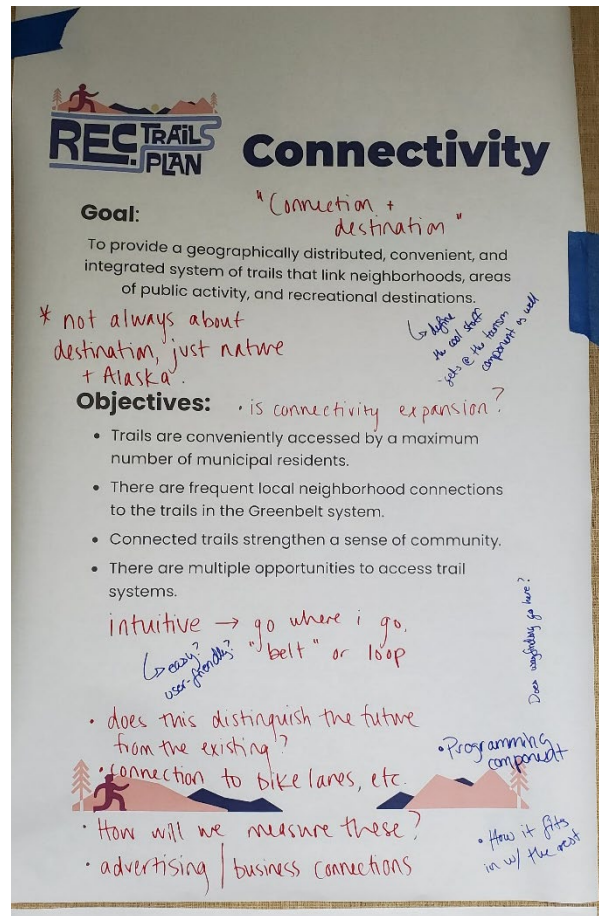
- Trails are conveniently accessed by a maximum number of municipal residents.
- There are frequent local neighborhood connections to the trails in the Greenbelt system.
- Connected trails strengthen a sense of community.
- There are multiple opportunities to access trail systems.

Meeting Comments:

- “Connectivity” – “Connection and Destination”
- *Not always about destination, just nature and Alaska
- “Destinations” – define the cool stuff – gets tourism component as well
 - –Where are the key destinations? Tourism hot spots? General connection to nature?



- -Advertising/business connections
- "Where" do we need to connect? "Who" needs to go there?
 - -Look for opportunities to make connections where they don't already exist.
 - -Connection to bike lanes, etc.
- What's the metric that tells us we are achieving this? What is our standard and what indicates success? Where do we need to work on these specifically?
- Intuitive -> go where I go, "belt" or loop
 - -easy? User-friendly?
- Does wayfinding go here?
- Does this distinguish the future from the existing?
- Programming component
- How it fits in with the rest
- Expansion looks different in ANC Bowl vs. ER/Chugiak
- Wellness -> (can be) more holistic than health
- Equitable - trails ≠ equitable access
 - -i.e. someone doesn't have gear
 - -can objectives spell out what equitable is?

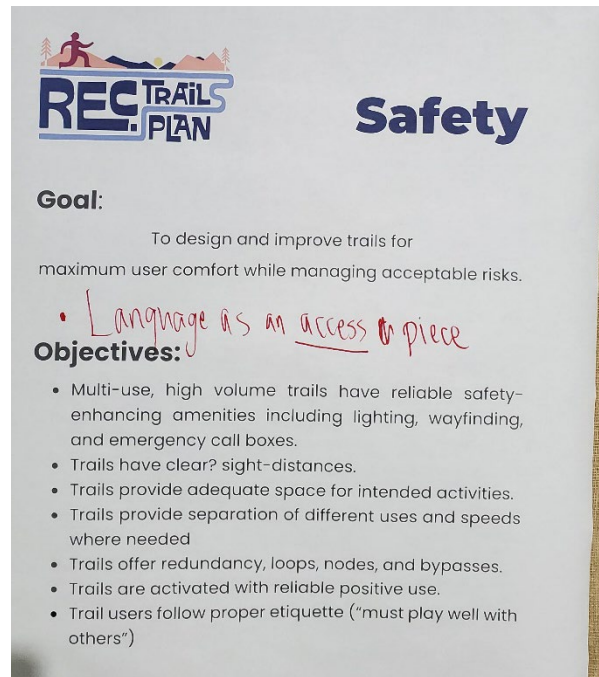


SAFETY

Goal: To design and improve trails for maximum user comfort while managing acceptable risks

Objectives:

- Multi-use, high volume trails have reliable safety-enhancing amenities including lighting, wayfinding, and emergency call boxes.
- Trails have clear? sight-distances.
- Trails provide adequate space for intended activities.
- Trails provide separation of different uses and speeds where needed
- Trails offer redundancy, loops, nodes, and bypasses.
- Trails are activated with reliable positive use.
- Trail users follow proper etiquette ("must play well with others")



Meeting Comments:

Language as an important component to access

QUALITY

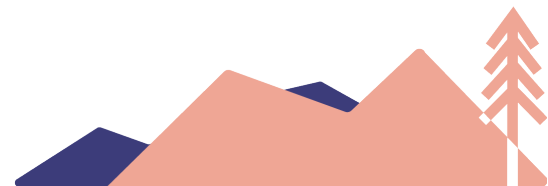
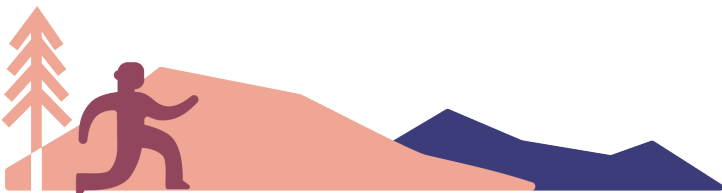
Goal: To provide high quality trails year-round throughout the Anchorage and Chugiak-Eagle River trail systems

Objectives:

- Trails have reliable, continued maintenance to promote comfort and safety of all trail users.
- Maintenance efforts are determined through a documented prioritization process and programed accordingly.
- Public partnerships with user groups and individuals for trail maintenance are encouraged and formalized.
- Trails minimize environmental disturbance, build sustainable landscapes, and preserve habitat for native plants and wildlife
- The trail system fosters strong public stewardship.

Meeting Comments:

Was not directly reviewed in meeting – review as part of homework.



HEALTH

Goal: To offer equitable opportunities for all to improve their physical and mental health by enjoying nature and community on recreational trails

Objectives:

- Trails are essential infrastructure for healthy communities / Trails are a quality-of-life enhancing essential infrastructure.
 - Greenbelt trail system is an essential part of Anchorage land use today and in the future.
- Provide multiple highly accessible facilities that offer a variety of experiences.
 - Mobility limited persons can experience nature and community on trails.
- Manage the trail program to ensure it is responsive and meets representative needs of the community.
- Trails provide opportunity to find nature and pause from city life while staying close to home.

Meeting Comments:

"Who" are we planning for?

"Why" do we provide trails?

"Wellness" is a term used often (Tanya)

"Equity" on trails: Is "equitable" divisive? What does it add in the goal? Use this term more explicitly- where do we need to improve equity, to make sure disadvantaged peoples have the resources to overcome barriers to access/use trails?

-Maybe move from the goal category into an objective.

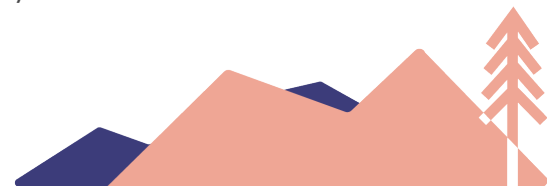
"Consultation" with disadvantaged groups may be an objective to help improve/ensure equity.

VARIETY

Goal: To provide a wide range of trail opportunities to accommodate varying activities, abilities, users, and experiences.

Objectives

- There are convenient opportunities for challenge and leisurely activities on trails.
- The network provides multi-use and specific use trails.
 - Most trails should be multi-use, but specific use trails are provided when user groups are incompatible.
 - Users don't feel like they are competing for space.
 - Everyone knows where to go for their favorite activity.

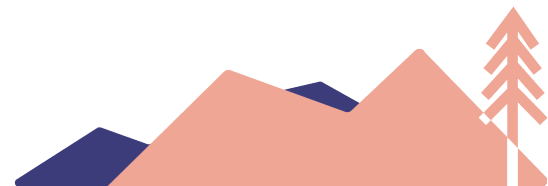
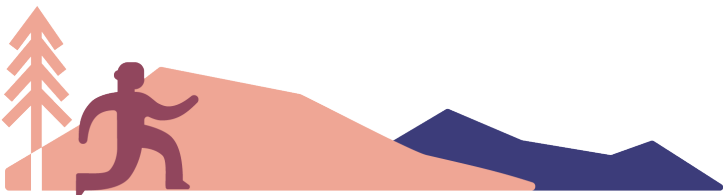


- Trail design for specific user groups provides safer experiences.
- Experiences...
- Trail etiquette...
- User Group Coordination...

Meeting Comments:

Concept of expansion of trail system may fit into this category.

Was not directly reviewed in meeting – review as part of homework.



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

TECHNICAL WORKING GROUP

Meeting #2 SUMMARY

AMATS MOA Rec Trails Plan Update Technical Working Group, Meeting #2

October 21, 2024

4:00pm to 5:30pm

Fairview Recreation Center

MEETING OBJECTIVE

To collaboratively develop a shared vision statement and define goals and objectives for our Anchorage and Chugiak-Eagle River trails.

MEMBERS

Community Advisory Group

Adam Schwartz
Brandon Telford
Craig Norman
Dante Petri
Janice Tower
Kourosh Partow
Kerry Lynch
Nancy Pease
Natalie Kiley-Bergen
Zak Hartman
Zoe Seppi

MOA Project Team

Nicolette Dent, MOA Parks & Recreation
Jeff Urbanus, Chugiak-Eagle River Parks & Recreation
Taylor Keegan, MOA Parks & Recreation
Aaron Jongenelen, AMATS
Chelsea Ward-Waller, MOA Project Management & Engineering

Consultant Project Team

Van Le, R&M Consultants
Bryant Wright, R&M Consultants
Taryn Oleson-Yelle, R&M Consultants

AGENDA

1. Welcome & Introductions
2. Review Planning Process & Progress to Date
3. Review Preliminary Survey Themes
4. Review and Refine Vision
5. Goals & Objectives Work Session
6. Next Steps & Action Items
 - a. Next TWG Meeting
 - b. Public Workshops Nov 20 (ANC) & 21 (C-ER)
 - c. Wrap Up

SUMMARY

The second meeting of the Technical Working Group (TWG) was held in a hybrid format, with all TWG attendees participating in person at the Fairview Recreation Center. Bryant participated virtually.

Nicolette began the meeting with a welcome statement and facilitated introductions. She then provided a brief overview of the project's purpose and progress to date since the first TWG meeting in June. Taryn then reviewed the project schedule and shared that the online community survey has been extended through the first public workshops, scheduled for November 20th and 21st to encourage more diverse participation. Questions that will be asked at the public workshop include some from the survey and intent of activities are compatible with the intents of the survey; the survey can function as a virtual extension of the public workshop.

Bryant then shared the following preliminary themes that are emerging from the more than 1,300 survey responses, as of September 27th. These themes were selected for discussion as they should help inform the development of our draft vision, goals, and objectives for the plan.

Top BENEFITS

- Mental health
- Exercise
- Close to nature

Top ISSUES

- Maintenance
- Safety
- Connectivity

Top BARRIERS

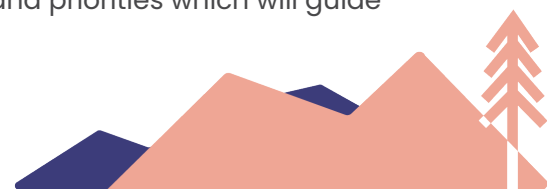
- ACCESSIBILITY: For those who use a mobility aid.
- SAFETY: Unpredictable people, traffic, street crossings
- CONFLICT: How others use the trail
- TRAIL CONDITION

Top PRIORITIES

- CONNECT existing trail systems
- Improve SUMMER trail conditions
- Increase SAFETY on trails
- More MULTI-USE trails

Questions were asked and answered about the survey results and advertisement methods planning between now and the survey closing at the end of November. Nicolette shared that a variety of prizes have been added (win via random drawing with an email) to encourage participation and that she is planning on some tabling events at various locations around town. TWG members were asked to distribute updated flyers that will be sent to members by Nicolette in the coming weeks that advertise both the public workshops and survey.

Taryn then explained the purpose of a vision statement for the Recreational Trails Plan and stressed the importance of articulating goals and objectives for the future trail network and program, as they are intended to be clear statements of values and priorities which will guide



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

TECHNICAL WORKING GROUP

Meeting #2 SUMMARY

the development of the rest of the plan including recommendations and future funding decisions.

Nicolette and Taryn then facilitated open discussion on the draft vision statement, goals, and objectives. TWG members were given a handout version of the same content that was provided in poster-size on the wall at the front of the room. Taryn and Nicolette recorded edits and took notes on the large-format posters during discussion, while Bryant did so virtually using an online tool, Miro.

The content on the following pages was provided to the TWG to edit, delete, add, and modify however needed to represent their recreational values. Feedback, discussion, and edits to the draft content are summarized below each section.

Discussion continued for the rest of the meeting and TWG members were asked to continue editing and making suggestions over the next week and submit their 'homework' via email to Taryn. Nicolette reminded the group of the upcoming public meetings and request to share the public notices when they are sent out.

The meeting concluded at the scheduled time of 5:30 PM.

VISION STATEMENT

Declaration of long-term aspirations for where we want our trail system to be.

COMPONENTS

Who? Anchorage and C-ER residents & visitors of all ages and abilities

What? Trails that are safe, inviting, well-maintained, for beginners and experts, for many activities

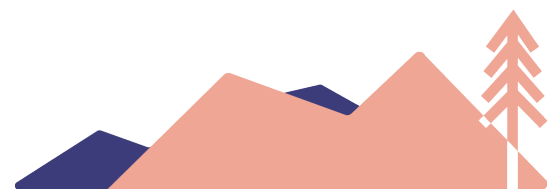
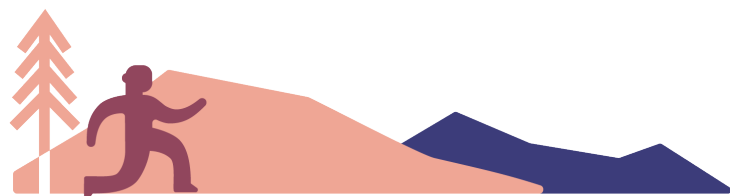
Where? Anchorage and C-ER, neighborhoods and urban core, from mountains to coast

When? Year-round, during summer and winter

Why? Health and wellness, outdoor lifestyles, culture of respecting our landscape, honoring Dena'ina language and contributions, enhancing quality of life for residents and offering destination experiences for visitors.

DRAFT VISION STATEMENT

Residents and visitors of all ages and abilities enjoy an intuitive system of safe, connected, well-maintained trails year-round to improve their physical and mental wellness, embrace cultural heritage, and explore the natural environment.



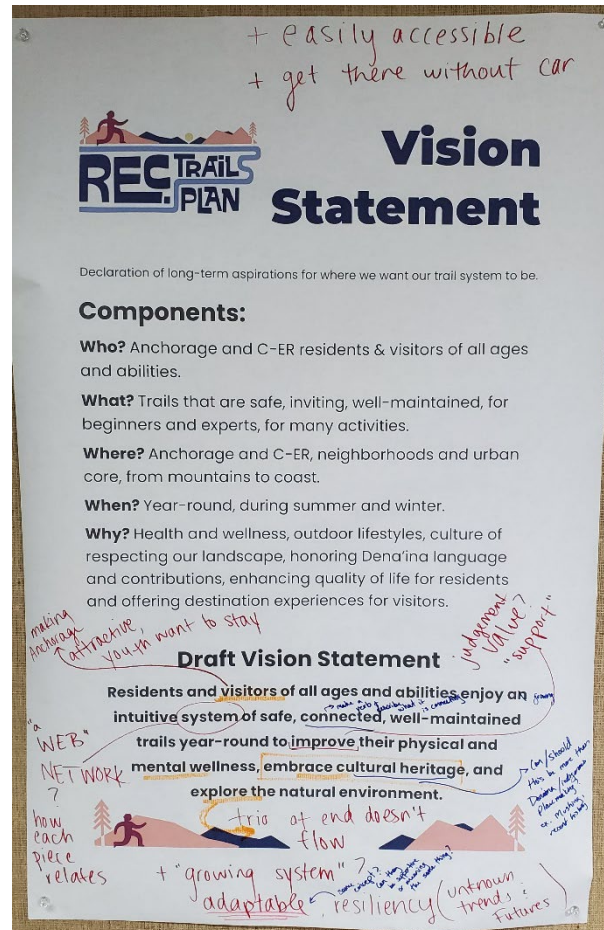
Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

TECHNICAL WORKING GROUP

Meeting #2 SUMMARY

Meeting Comments:

- +Easily accessible
- Nancy: How can proximity to trails reduce dependency on vehicles? Equity & Health. Appalling to have to drive to the trail.
 - Also, "easily accessible:" Being close (time) and not having to get in a car/bus.
 - Get there without car
- "Visitors" – making Anchorage attractive; youth want to stay
 - Who is the trail system for?
 - We want to develop in a way that attracts visitors, and new residents.
- "system" – "a WEB", NETWORK?
 - how each piece relates
 - "network" instead of "system"
- "connected" – make a verb and describe what it is connecting
- "improve" – judgement value? "support"
- "embrace cultural heritage" – Can/should this be more than Dena'ina/indigenous place making? Ex. Mushing, recent history
 - Meant to be a nod to efforts like indigenous place naming, but could take a different direction.
 - What about trail use history & culture? E.g. Using trails for transportation, who uses trails, who our community of trail
 - "Trail use culture"
- "mental wellness, embrace cultural heritage, and explore" – trio at the end doesn't flow
 - Does the end flow very well? Workshop that trio. Is "improve" the right word, or is "support" better? Is it judgmental to tell them to improve?
- + "growing system" adaptable, resiliency (unknown trends and futures)
 - Is adaptable the same concept? Can they be supportive or meaning the same thing?
 - What will the needs be in 20yrs, and how will they change?
 - How will environmental conditions change, and how will our management adjust accordingly?



- Tell us what we want trails to deliver.
- General Note: Should the theme words be rephrased into value statements for the benefit of defining what we mean by this? Defining them may put less pressure on the objectives to define it, and instead make the objectives very actionable.

DRAFT GOALS & OBJECTIVES

CONNECTIVITY

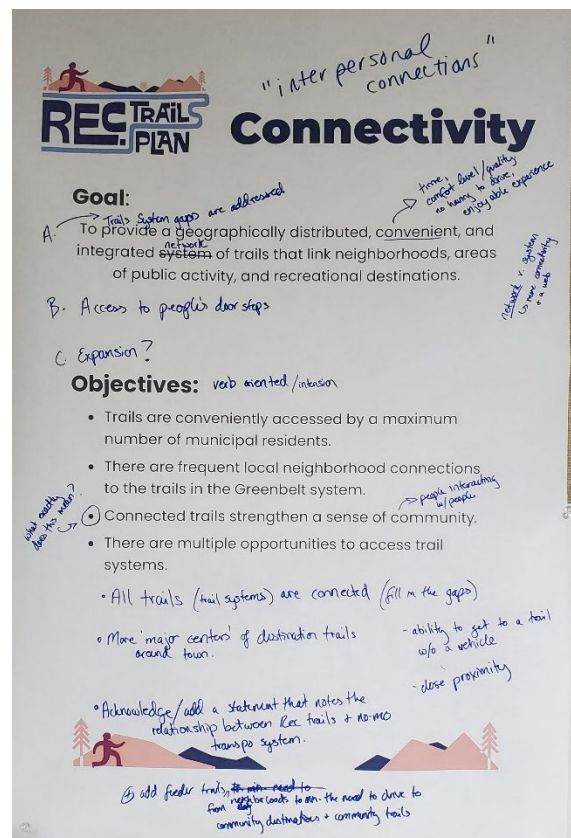
Goal: To provide a geographically distributed, convenient, and integrated system of trails that link neighborhoods, areas of public activity, and recreational destinations.

Objectives:

- Trails are conveniently accessed by a maximum number of municipal residents.
- There are frequent local neighborhood connections to the trails in the Greenbelt system.
- Connected trails strengthen a sense of community.
- There are multiple opportunities to access trail systems.

Meeting Comments:

- "Connectivity" – "interpersonal connections"
- Different Connectivity goals, consider splitting or adding to make more explicit:
 - A. Trails System gaps are addressed
 - B. Access to people's doorsteps
 - C. Expansion?
- "convenient" – time, comfort level/quality, no having to drive, enjoyable experience
- Network vs System – more connectivity and a web
- Objectives – make verb oriented/intension
 - **"Strengthen** a sense community by connecting people to each other via trails"
 - -People interacting; interpersonal connectivity.
 - -What would be the performance measure for this?
- "Connected trails strengthen a sense of community." – What exactly does this mean?



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

TECHNICAL WORKING GROUP
Meeting #2 SUMMARY

- -community = people interacting with people
- WHERE are we trying to connect? For example, Hillside is not connected to other systems.
 - -Connect major trail hubs, but also make sure there are enough destinations distributed throughout town.
 - -Keep geographical distribution in mind.
 - -All trails (trail systems) are connected (fill in gaps)
- More “major centers” of destination trails around town
 - -ability to get to a trail without a vehicle
 - -close proximity
- Acknowledge/add a statement that notes the relationship between Rec Trails and Non-MO transportation system
- Suggested Objective: Add feeder trails from neighborhoods to minimize the need to drive to community destinations and community(greenbelt) trails
- ACCESS: Are we also talking about access? This is different than “filling the gaps.”
 - -Split this into two goals?
- Interconnectivity (fill in gaps; e.g. Lake Otis trail crossing)
- Access (bring people to trails; e.g. making trails accessible to all)
- To what degree do Park funds vs Transportation funds facilitate these connections?
 - -This will rely on PARTNERS.
 - -Need a clear distinction between “trails” that are the responsibility of Parks, and “sidewalks & pathways” that are the responsibility of other jurisdictions.

SAFETY

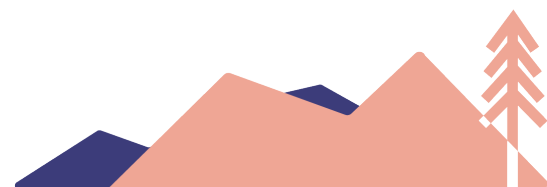
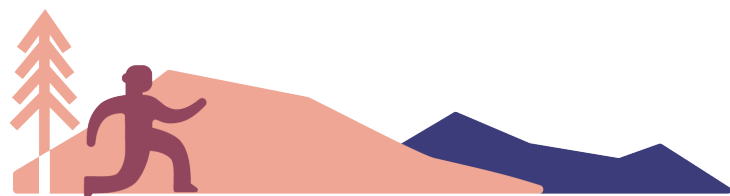
Goal: To design and improve trails for maximum user comfort while managing acceptable risks

Objectives:

- Multi-use, high volume trails have reliable safety-enhancing amenities including lighting, wayfinding, and emergency call boxes.
- Trails have clear? sight-distances.
- Trails provide adequate space for intended activities.
- Trails provide separation of different uses and speeds where needed
- Trails offer redundancy, loops, nodes, and bypasses.
- Trails are activated with reliable positive use.
- Trail users follow proper etiquette (“must play well with others”)

Meeting Comments:

“Trails provide adequate space for intended activities.” – One-way travel?



QUALITY

Goal: To provide high quality trails year-round throughout the Anchorage and Chugiak-Eagle River trail systems

Objectives:

- Trails have reliable, continued maintenance to promote comfort and safety of all trail users.
- Maintenance efforts are determined through a documented prioritization process and programed accordingly.
- Public partnerships with user groups and individuals for trail maintenance are encouraged and formalized.
- Trails minimize environmental disturbance, build sustainable landscapes, and preserve habitat for native plants and wildlife
- The trail system fosters strong public stewardship.

Meeting Comments:

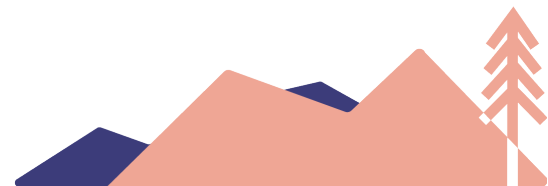
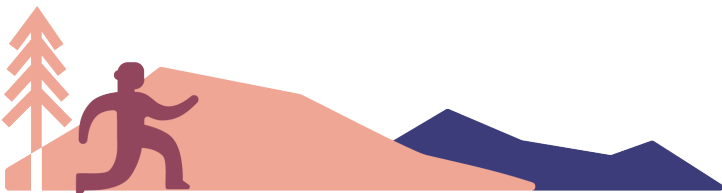
- "Quality" – Maintenance and Design and Aesthetics
 - -We want a high-quality experience. Maintenance is a means to an end.
- Don't forget **design** --> Aesthetic, performance, safety.
- Should this include experience objectives and goals?
- "reliable" – predictability
- "Maintenance efforts are determined through a documented prioritization process and programed accordingly." – Adaptable
- "Trails minimize environmental disturbance, build sustainable landscapes, and preserve habitat for native plants and wildlife" – Can be a limitation to trail development and improvement
- Programming component
- Massage language about "environmental disturbance..."

HEALTH

Goal: To offer equitable opportunities for all to improve their physical and mental health by enjoying nature and community on recreational trails

Objectives:

- Trails are essential infrastructure for healthy communities / Trails are a quality-of-life enhancing essential infrastructure.
 - Greenbelt trail system is an essential part of Anchorage land use today and in the future.
- Provide multiple highly accessible facilities that offer a variety of experiences.
 - Mobility limited persons can experience nature and community on trails.



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

TECHNICAL WORKING GROUP

Meeting #2 SUMMARY

- Manage the trail program to ensure it is responsive and meets representative needs of the community.
- Trails provide opportunity to find nature and pause from city life while staying close to home.

Meeting Comments:

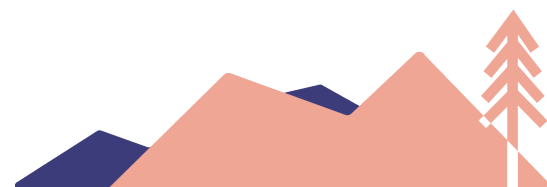
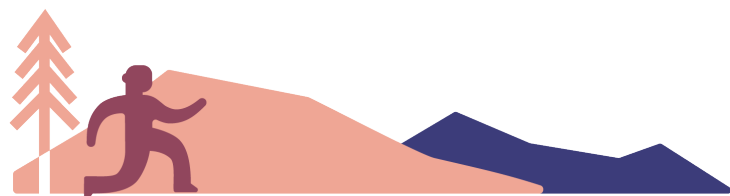
- Goal->Value Statements->Objectives
- Change "improve" to "support"? Or "support and improve"?
- "physical and mental" – like to keep them separate
 - Keep "mental health" explicit. Destigmatize and vest it in the plan.
- "community" – need objectives about this
 - include big events as well as two individuals making eye contact when passing?
- "Trails are essential infrastructure for healthy communities / Trails are a quality-of-life enhancing essential infrastructure." <-- Is this a value? Or how do you measure this?
- "Trails are funded/invested in."
- "Trails are protected."
- "Trails are integrated into land use plans or designs."
- "Trails are **INVESTED IN AND PROTECTED AS** essential infrastructure for healthy communities / Trails are a quality-of-life enhancing essential infrastructure."
- Social component? Health benefits of interpersonal connections, having and sharing common spaces.
 - For example, the large community events/gatherings, and seeing your neighbors by chance on your backyard trails. Remember how crowded the Coastal Trail was during COVID pandemic.

VARIETY

Goal: To provide a wide range of trail opportunities to accommodate varying activities, abilities, users, and experiences.

Objectives

- There are convenient opportunities for challenge and leisurely activities on trails.
- The network provides multi-use and specific use trails.
 - Most trails should be multi-use, but specific use trails are provided when user groups are incompatible.
 - Users don't feel like they are competing for space.
 - Everyone knows where to go for their favorite activity.
 - Trail design for specific user groups provides safer experiences.
- Experiences...
- Trail etiquette...
- User Group Coordination...



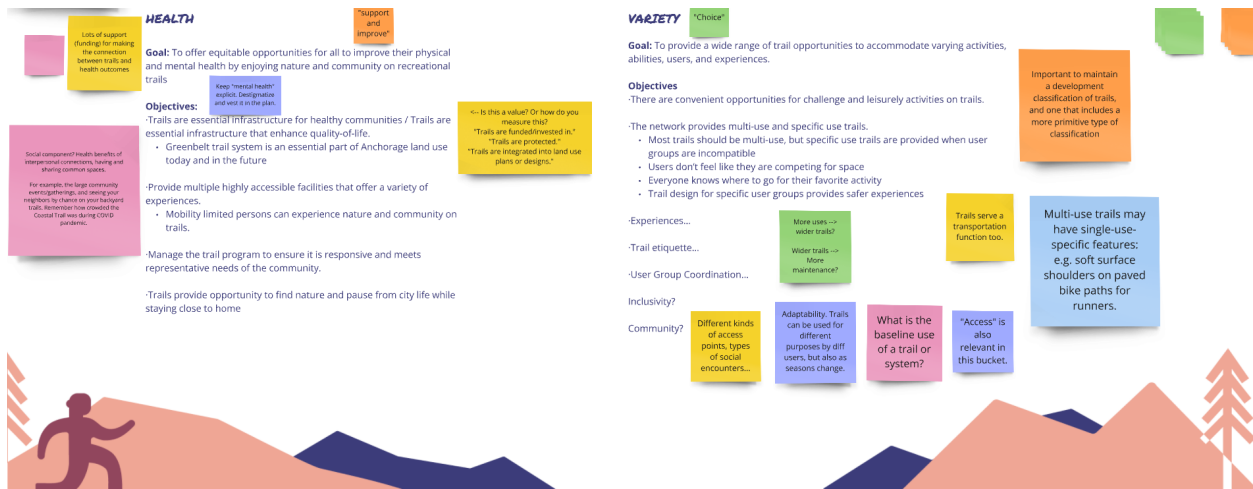
Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

TECHNICAL WORKING GROUP

Meeting #2 Agenda

Meeting Comments:

- VARIETY – “CHOICE”
- *Make sure there is some acknowledgement of the transportation component to Rec Trails. (Trails serve a transportation function too.)
- Multi-use trails may have single-use-specific features: e.g. soft surface shoulders on paved bike paths for runners.
- “Users don’t feel like they are competing for space”
- This should be evaluated
- Applies to safety, quality, and others
 - Primitive opportunities as well as well-built
 - Trail classification is important
 - Important to maintain a development classification of trails, and one that includes a more primitive type of classification
 - Community component could be in here as well
 - Is this more of a value than a goal?
 - More uses --> wider trails? Wider trails --> More maintenance?
 - “Access” is also relevant in this bucket.
 - What is the baseline use of a trail or system?
- Adaptability. Trails can be used for different purposes by diff users, but also as seasons change.
- Different kinds of access points, types of social encounters...



TWG MEETING 2 MIRO BOARD SCREEN CAPTURE

Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

PUBLIC WORKSHOP #1

CHUGIAK-EAGLE RIVER SUMMARY

AMATS MOA Rec Trails Plan Update Public Workshop #1 – Chugiak/Eagle River

November 20, 2024

6:30pm to 8:30pm

Beach Lake Chalet

MEETING OBJECTIVE

To collaboratively develop a shared vision statement and define goals and objectives for our Anchorage and Chugiak-Eagle River trails.

ATTENDANCE

28 people signed in on paper and 5 people signed in online using the QR code. See Sign-In Sheets for Public Attendance

MOA Project Team

Nicolette Dent, MOA Parks & Recreation

Jeff Urbanus, Chugiak-Eagle River Parks & Recreation

Aaron Jongenelen, AMATS

Consultant Project Team

Van Le, R&M Consultants

Bryant Wright, R&M Consultants

Taryn Oleson-Yelle, R&M Consultants

Rachael Selby, R&M Consultants

MEETING MATERIALS

- Project Fact Sheet
- Maps of existing parks and trails in the AMATS boundary
- Informational Boards on the Purpose of the Plan, Vision, Goals and Objectives, and 1997 Rec Trails Plan
- Interactive Boards for attendees to indicate their barriers to trail use and priorities for improving trails.
- Comment Forms

Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

Public Workshop – Chugiak/Eagle River

Meeting #1 Summary

SUMMARY

The Public Workshop was held in Chugiak/ER at the Beach Lake Chalet. Attendees were invited to learn about the Rec Trails Plan update and participate in several activities including:

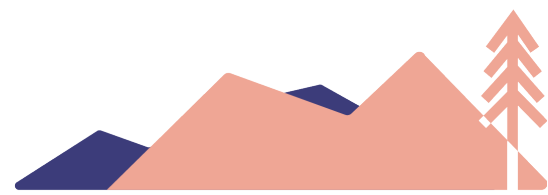
1. Review and comment on the draft Plan vision, goals and objectives;
2. Indicate what makes it difficult to use trails;
3. Indicate priorities for spending public resources on trails; and
4. Identify issues and opportunities for the trails on maps of the existing network.

As attendees entered the workshop, they were greeted at the sign-in table, provided a project Fact Sheet, and oriented to the layout and form of the workshop. Members of the project team were available throughout the room to facilitate activity stations, answer questions and engage in conversation. Comment forms were available on multiple tables and a kid's color and Trails Plan Mad-Lib activity station was also provided.

The following comments were received at activity stations.

Draft Vision, Goals and Objective Boards:

- Safety Goal:
 - Pedestrian Lighting
 - Have police arrest illegal dog walkers AND hunters on the Beach Lake Trails.
- Other
 - Preserve our high-quality single use trail and rec areas, systems – multiuse has its place but doesn't allow the high quality we have created
 - Protect existing uses
 - Bike Trails:
 - Winter bike trails
 - Adaptive MTB Trails
 - Bike trail to Eagle River Nature Center
 - Direct federal Hwy funds to starting Birchwood Loop paved Bike Trail
 - Continue developing MTB and Fat Bike trails but don't allow it to conflict too much with other [users]
 - Public Information:
 - Good Maps and Complete GIS Inventory
 - Central resource for maps and reference materials
 - Winter Maintenance & Trail Use:
 - Plowed winter walking trails, separated from bike trails.
 - Groomed winter multiuse trails
 - Preserve and support our groomed, lighted ski trail systems
 - Beach Lake:

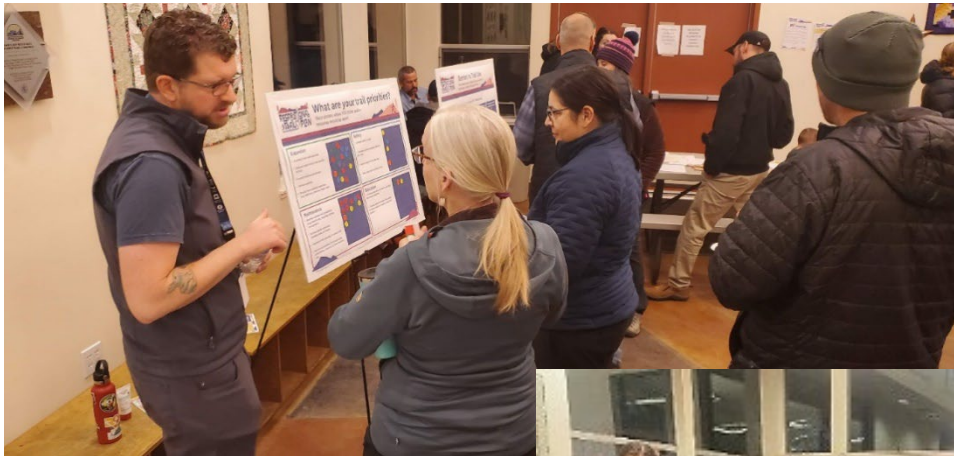


Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

Public Workshop – Chugiak/Eagle River

Meeting #1 Summary

- LOVE beach lake lodge – many happy memories
- Preserve Beach Lake's top-notch mushing system. Need separation due to nature of dog teams
- Beach Lake fishing – a big user is immigrant communities who might not come to meetings
- Access:
 - Pack raft access – ER is a jewel for pack rafts
 - Secure Ram Valley access
 - Secure Coastal Trail from mouth of Peters Creek north to Eklutna
- Dogs:
 - Provide more dog waste stations – its changing dog owner culture for the better
 - Dog Walking in Beach Lake is special, long-standing, and heavily used.
 - More designated dog walking areas (needed as one our society grows more dog wary)



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

Public Workshop – Chugiak/Eagle River

Meeting #1 Summary

Barrier to Trail Use Activity Board:

Participants selected their top three things that make it difficult to use trails by placing dots on the board, visual representing areas of priority. Missing connections was the most selected barrier to trail use, followed by lack of parking at trailheads, user conflicts and lack of trails overall.

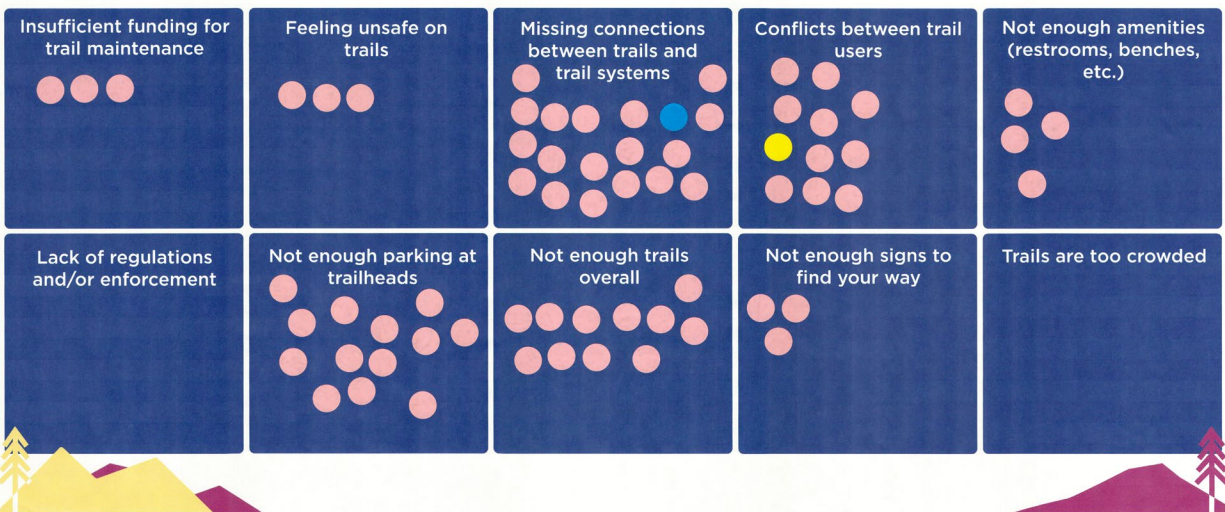
Insufficient Funding for Trail Maintenance 3	Feeling unsafe on trails 3	Missing connections between trails and trail systems 19	Conflicts between trail users 11	Not enough amenities (restrooms, benches, etc.) 4
Lack of regulations and/or enforcement 0	Not enough parking at trailheads 13	Not enough trails overall 11	Not enough signs to find your way 3	Trails are too crowded 0



Barriers to Trail Use

What things make it difficult to use local trails in Anchorage, Chugiak, and Eagle River?

Place a dot next to your TOP THREE barriers.



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

Public Workshop – Chugiak/Eagle River

Meeting #1 Summary

Trail Priorities

Participants indicated where they would prioritize the allocation of public resources by distributing 4 dots representing their 'budget' (each sticker being 25%) onto four categories on the board. Expansion (36 votes) and Maintenance (25 votes) efforts were the most prioritized areas. Safety was the third most prioritized with 15 votes and Education received 6 votes.



What are your trail priorities?

Place stickers where YOU think public resources should be spent.

Expansion

- Construct more multi-use trails
- Construct more trails for one specific activity
- Connect existing trail systems
- Increase parking
- Provide more trailhead amenities (e.g. restrooms, benches, trash cans)

Handwritten note: 16-24 10-25 5-15 2-10

Safety

- Increase safety on trails
- Minimize conflicts between different trail users
- Improve signs to find your way
- Keep trails clean and free of trash

Handwritten note: Put on sign -> Direction known for Safety! Warning signs on Eagle Run!

Maintenance

- Improve summer trail conditions (e.g. resurfacing, repaving, cutting overgrowth)
- Increase winter grooming (packed snow, ski tracks)
- Improve winter plowing on paved trails
- Improve accessibility for people with wheelchairs, scooters, or other aids

Handwritten note: Cut All the brush & trees & blowing into Glenn Hwy Bike trail EVERY YEAR

Education

- Increase education on how to use trails and proper etiquette
- Provide more and better information on where trails are location (maps and guides)



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

Public Workshop – Chugiak/Eagle River

Meeting #1 Summary

In addition to the board prioritization activity, attendees used M&Ms to vote for “Which is the most important to do over the next 20 years for trails in Anchorage, Chugiak, and Eagle River?” Each participant was giving one package of fun sized M&Ms to allocate amongst the three jars labeled with actions that could be taken.

The final prioritization was:

1. Connect the missing links between trails and trail systems – Total M&M Count – 125
2. Expand the trail network (Build New Trails) – Total M&M Count – 91
3. Improve the Existing trail network – Total M&M Count – 44



ĀAnchorage and Chugiak-Eagle River Recreational Trails Plan Update

Public Workshop – Chugiak/Eagle River

Meeting #1 Summary

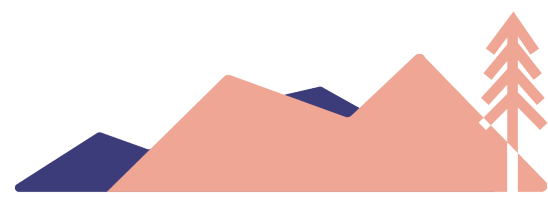
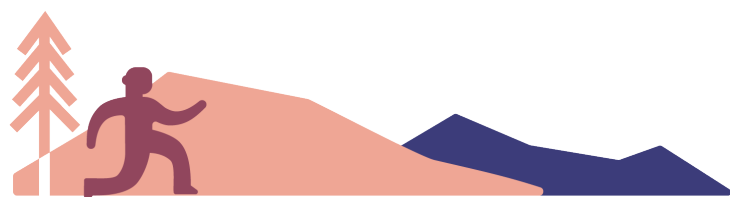
Comment Maps

Maps of the AMATS boundary showing existing roadways, parks and trails were provided on tables. Attendees were encourage to draw on the maps, write their comments on sticky notes, and place dots representing a comment theme on the map. Comment themes were “Connect, Expand, Improve, and Issues.”

The following are the comments left on the maps, organized by geographic area. Scans of the comment maps are available as attachments.

Birchwood, Chugiak, Eklutna Valley

- Connects:
 - Add additional bike optimized trails in Mirror Lake Park
 - Continue the bike path from Ladybug Rock to Eklutna Lake! (Agree – one must ride on high way North of Edmonds Lake)
 - Bike/walking path needs to be added along Birchwood Spur-for safety and to connect to bike path
 - More Bike/Hikeable trails in the Beach/K Area
 - Connect Mirror Lake to Thunderbird Falls
 - Extend Thunderbird Falls Trail up valley and up north side of Mt. Eklutna/Bean Mtn
 - Birchwood Loop Rd needs safe, comfortable place to walk (wide shoulder/separated pathway). Also: Agree!
 - Connect existing Beach Lake trails to Coastal Trail – no need to offer new crossing
- Issues:
 - Hillside Park – No warning sign that you’re on the way to a downhill – only hikers trail. When you get there, no-one wants to turn around – so we all walk down the DON’T WALK HERE trail
- Expand:
 - Additional trails on currently undeveloped parkland by the inlet. Continued excellent maintenance on existing trails.
 - Adaptive MTB Trails.
 - Build single-track bike trails in Beach Lake Park. Most of the parks is dedicated to mushing – very few people do this.
 - Need a few bike only trails, especially in winter
 - MTB trails at Beach Lake -> activate summer use of park
 - PAMTS along all creeks per ANILCA land exchange
 - Parcel north of Birchwood Airport at the end of Margaret Mielke St: What is the Muni’s thoughts on this parcel? It would be nice to make more accessible and potentially expand. Also: This is the Anchor for the Coastal Trail.



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

Public Workshop – Chugiak/Eagle River

Meeting #1 Summary

- Mouth of Peters Creek is amazing, please encourage multi-use trail development, parking lot expansion, picnic tables? Great for hiking, photography, skiing, snow-mobles and ATVS, biking, etc.
- Acquire greenbelt property for Coastal Trail
- More MUSHING ONLY trails in Beach Lake Park.
 - Protect dog mushing trails for sole use of dog mushing. Not for biking or multiuse. Multiuse makes it impossible to use for dog mushing.
 - Protect exclusive mushing trails where newly developed multi-use trails intersect.
- Hiker/Bike access to the Knik at Beach Lake
- Beach Lake Park: We need trails that people can ski-jor on. Also: two agreements to the statement
- Beach Lake (Iditarod) Trail from coast to Section 25.
- Expand/enhance Ptarmigan Trailhead: outhouses, signage
- Improve:
 - Pedestrian waiting along trail on Old Glenn
 - Biathlon Range
 - Section 25 SW corner: Improve trailhead access, it's a swamp in the winter.
 - Improve bike path along highway
 - Improve the Ptarmigan parking lot would relieve pressure off Baldy Trailhead
 - ER/Chugiak does a fantastic job keeping the parks open and maintained, especially Loretta French. Any chance they can add the Beak Lake mushing parking lot to the list?
 - Peter's Creek Trailhead



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

Public Workshop – Chugiak/Eagle River

Meeting #1 Summary

- No parking. Can be an issue with residence near trailhead. Also: yes!
- Due to lack of parking, discourage use, direct users to Ptarmigan Trail.
Also: Agree
- Prohibit trapping on Ptarmigan Trail. Too risky for dogs who are attracted to bait and side trails.
 - Keep Chugiak dog friendly! Very much appreciate the many trails and parks where dog walkers are welcomed.
- Task Parks and Rec to implement trails (posted in backcountry)

Eagle River

- Connects:
 - Connect N. Wren with S. Wren. Also: Yes!!!
 - MTB trails at ER High School connecting to MTB trails planned in CSP in E.R. Campground
 - Connect Yosemite and Eagle River High School to Lions Park along the Loop Road.
 - ERHS/Yosemite ski trails were welcome addition–too bad they don't connect. Makes for 2 short loops, especially with loss of Mental Health loop and lack of connects between Yosemite and Campground. Yosemite and Campground could be easily connected.
 - Continue Rec. Pathway from Hillcrest to ER Nature Center.
Separated/protected. Paved. Not on shoulder of ER Road.
 - Bike Path along Eagle River Road all the way to Nature Center.
 - Iditarod Trail is under Eagle River Road. Build separated bike path to Nature Center and sign as I.N.H.T. (Iditarod)
 - No recreational bike path next to Eagle River Road from Eagle River Loop to ER Nature Center
 - Access to Nature Center
 - Access to State Park
 - Separated bike path along ER Road from Walmart to Nature Center.
Also: checkmark
 - Please put in a Recreation path from ERNC to Eagle River Loop Rd. Also: 3rd this request!
 - Add Recreation bike path from Loop Road to ERNC
 - North Fork Access could access so much more... Social trail running
 - From the end gets muddy, prone to falling in the river.
 - Maybe an opportunity for an upgrade to improve hiking and protect shoreline.
 - Could potentially loop back along slough to parking.
- Issues:
 - Kids can't get to Ravenwood on North side of ER Road. Too dangerous for a crossing guard.



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

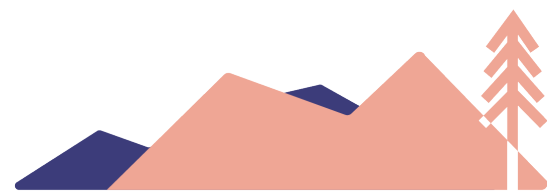
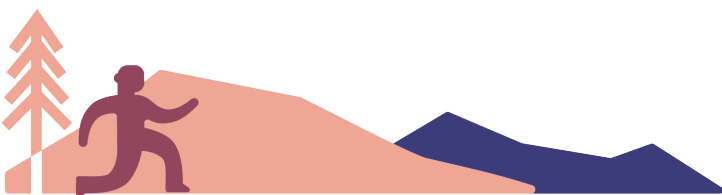
Public Workshop – Chugiak/Eagle River

Meeting #1 Summary

- Lack of maintenance has made day use area trail area a little sad. Fence falling into river, overgrown, generally unkempt for devel rec area.
- At ERHS – what's up with mental health land?
- Missing loop of trail not shown at ERHS (South of ski trails)
- Need to resolve trespass when accessing Barbara Falls (happens with you're coming up from the confluence at the bridge)
 - Boardwalk needs to be improved (state)
- Funny the map shows direct route up Hunter Pass, now there's road-like switchbacks. Do people use those? Machine-made trails no doubt economical to build, but sure are ugly in the alpine.
- Park access on N. Shore continues to disappear with development. Social trails, old Iditarod...
- Expand:
 - Add permanent boardwalk across Swan Park
 - Make sure access to Ram Valley happens! No access to Ram Valley, a tragedy. This is extremely high value rec. terrain. (+1 checkmark)
- Improve:
 - Improve access around private property and Swan Pond
 - Bridge across South Fork Confluence to connect trail.
 - Add Wallace Ranch to Chugach S.P. or C-ER parks!
 - Trash can and porta potty at Mile High Parking area. Require Chugach State Park stickers to park-help pay for maintenance
 - Meadow Cr Trespass trail? Camping and fire risks.
 - Fix the access road to Briggs Bridge. A sign would be nice too.
 - Briggs Bridge pedestrian path does not connect to south side river trail. This could be improved
 - Ask AWWU or whoever plows Campground Rd to leave one lane unplowed to enable skiing from gate or ERHS to [C.G Eagle River]
 - Stop plowing from [Poage] to campground
 - Improve condition of bike path along Glenn Highway.
 - Bike Access on Muktuk/Marsten trail
 - Improve and expand parking at Harp Mountain Trailhead. (+4 checkmarks)
 - MTB access to Marsten Trail @ South Fork
 - More MTB and Fat bike access to ERNC

North Anchorage

- Connects:
 - Connect Coastal Trail and Ship Creek Trail
- Issues:
 - Winter maintenance at Goose Lake Park is incompatible for most uses, links are plowed, but Goose Lake Trail is groomed.



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

Public Workshop – Chugiak/Eagle River

Meeting #1 Summary

- Improve:
 - Lights! So we can get between Chester and RJ
 - Need at least a few bike only trails (near Far North Bicentennial Park)
 - Need bathroom at TH Campbell Airstrip and N and S Bivouac
 - Bike path in poor condition and too close to the Glenn (Muldoon to Boniface)

Central Anchorage

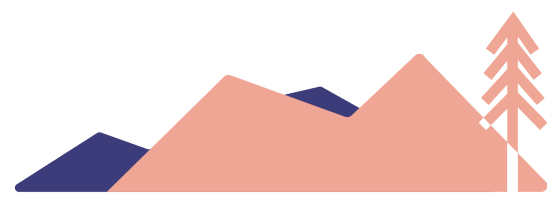
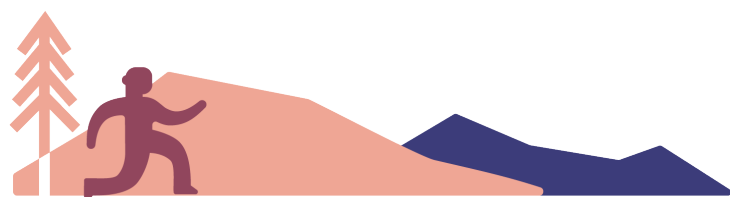
- Connects:
 - Connect trail at Victor Rd/W Dimond Blvd to Kincaid Park
 - Connect existing trails at Lake Otis Pkwy/E 47th Ct
- Issues:
 - Hillside Park – No warning sign that you're on the way to a downhill – only hikers trail. When you get there, no-one wants to turn around – so we all walk down the DON'T WALK HERE trail

West Anchorage

- Connects:
 - Add/Connect separate bike path to complete Moose Loop from Dimond to Kincaid.
 - Connect Fish Creek Trail
- Expand:
 - Expand MTB Trails in Kincaid
 - Bike to playground at Kincaid

South Anchorage

- Expand:
 - Add/Connect: separated bike path along the Seward Hwy for eventual connection to the Bike Path @ Indian
 - MTB Trails in Section 36



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

PUBLIC WORKSHOP #1

SUMMARY

AMATS MOA Rec Trails Plan Update Public Workshop #1 – Anchorage

November 21, 2024

5:30pm to 8:00pm

Spenard Rec Center

MEETING OBJECTIVE

To gather feedback on a shared vision statement, goals, and objectives for our trail network and identify existing issues and opportunities.

ATTENDANCE

41 people signed in on paper and 5 people signed in online using the QR code. See Sign-In Sheets for Public Attendance

Consultant Project Team

Van Le, R&M Consultants

Bryant Wright, R&M Consultants

Taryn Oleson-Yelle, R&M Consultants

Rachael Selby, R&M Consultants

MOA Project Team

Nicolette Dent, MOA Parks & Recreation

Jeff Urbanus, Chugiak-Eagle River Parks & Recreation

Aaron Jongenelen, AMATS

Chelsea Ward-Waller, MOA Project Management & Engineering

MEETING MATERIALS

- Project Fact Sheet
- Maps of existing parks and trails in the AMATS boundary
- Informational Boards on the Purpose of the Plan, Vision, Goals and Objectives, and 1997 Rec Trails Plan
- Interactive Boards for attendees to indicate their barriers to trail use and priorities for improving trails.
- Comment Forms

Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

Public Workshop - Anchorage
Meeting #1 Summary

SUMMARY

The Public Workshop was held in Anchorage at the Spenard Rec Center. Attendees were invited to learn about the Rec Trails Plan update and participate in several activities including:

1. Review and comment on the draft Plan vision, goals and objectives;
2. Indicate what makes it difficult to use trails;
3. Indicate priorities for spending public resources on trails; and
4. Identify issues and opportunities for the trails on maps of the existing network.

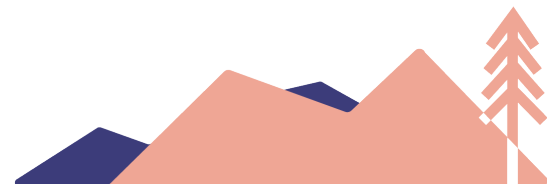
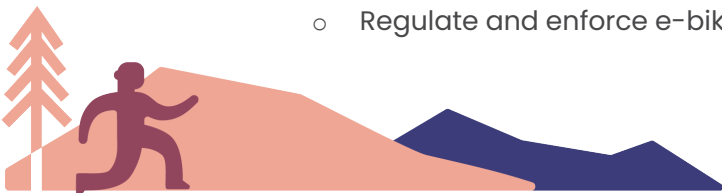


As attendees entered the workshop, they were greeted at the sign-in table, provided a project Fact Sheet, and oriented to the layout and form of the workshop. Members of the project team were available throughout the room to facilitate activity stations, answer questions and engage in conversation. Comment forms were available on multiple tables and a kid's color and Trails Plan Mad-Lib activity station was also provided.

The following comments were received at activity stations.

Draft Vision, Goals and Objective Boards:

- Vision
 - Seamless – Does this include neighbors? State Parks and BLM
- Connectivity Goal
 - Connect to everyday destinations: schools, groceries, park, restaurants, coffee, etc.
- Quality of Life Goal
 - economic development, residents and visitors, attracting/retaining people, events, tourism
- Safety Goal
 - Safe – more non-motorized, user access from neighborhoods
 - Safer crossings of major roads to access trails. Safer intersections and driveway access points
- Variety Goal
 - Objective E. – Prefer this objective be phrased in a more positive manner. Word “limited” used twice. I don’t care for that.
 - Objective E. –How about “trail users with limited mobility have a wide variety of options”?
 - Objective E. – suggest “Differently abled trail users have a wide variety of options.”
- Other comments shared not specific to a goal or objective:
 - Regulate and enforce e-bikes

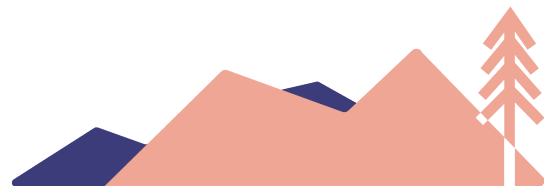
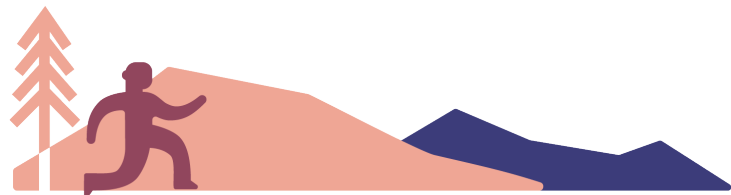


Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

Public Workshop - Anchorage

Meeting #1 Summary

- E-bike rules, winter only bike trails
- Speeding e-bikes a definite concern for trail safety
- Address conflicts with dogs – leashed areas, off-leash areas, dog waste disposal, etc. Dog food tax? 😊
- Maintain what we have vs. new trails
- Let's take advantage of the new Chugach Access Service Area Bond passed in 2023, \$4 million authorized in 2024. Muni trails and land to facilitate access to Chugach State Park.
- Open up an official dialogue with JBER
- Signs at all creek crossings with creek name in current usage and original (native) name with pronunciation
- Public toilets at trailheads!
- Make sure there is enough parking, especially at highly used areas
- Increased space from road ways, even a few feet green space between sidewalks helps. More the better.



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

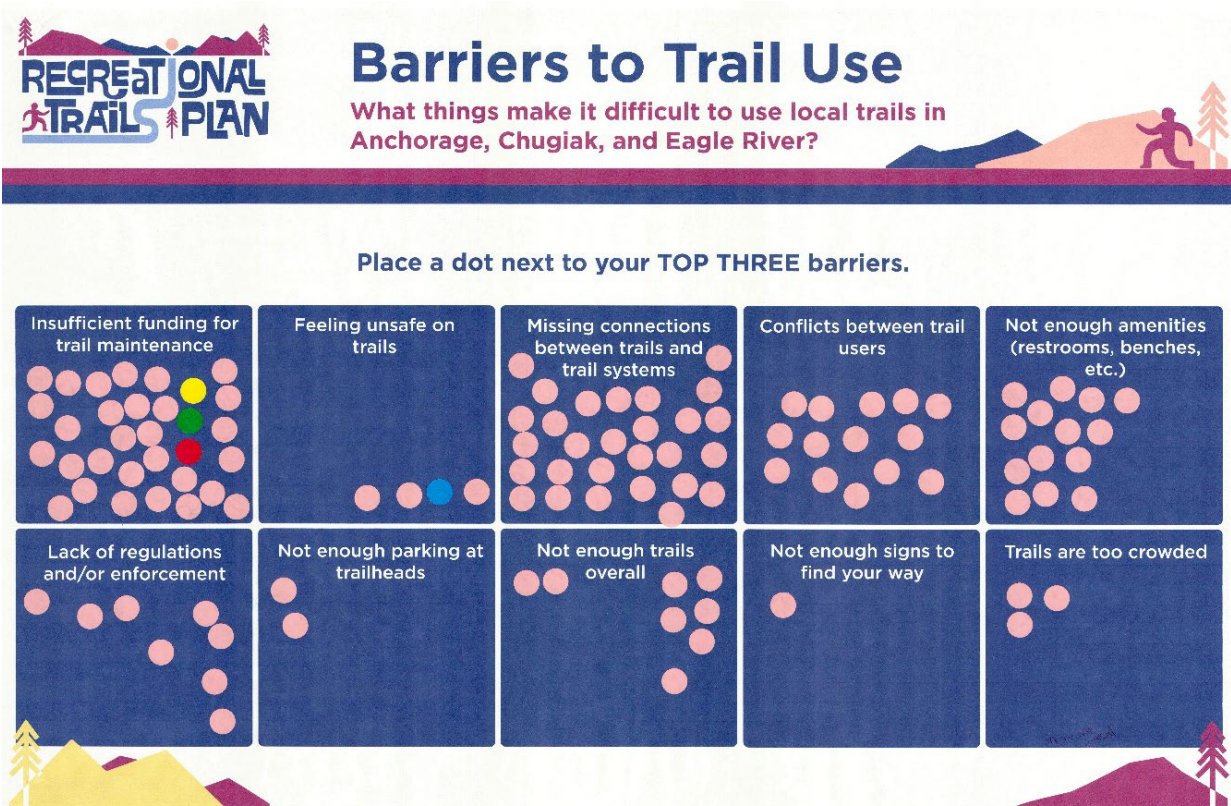
Public Workshop - Anchorage

Meeting #1 Summary

Barrier to Trail Use Activity Board:

Participants selected their top three things that make it difficult to use trails by placing dots on the board, visual representing areas of priority. Insufficient funding for trail maintenance and missing connections between trails and systems were the most selected barriers to trail use. Trail user conflicts and lack of amenities were identified the next most significant barriers.

Insufficient Funding for Trail Maintenance 32	Feeling unsafe on trails 4	Missing connections between trails and trail systems 28	Conflicts between trail users 14	Not enough amenities (restrooms, benches, etc.) 14
Lack of regulations and/or enforcement 8	Not enough parking at trailheads 2	Not enough trails overall 8	Not enough signs to find your way 1	Trails are too crowded 2



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

Public Workshop - Anchorage

Meeting #1 Summary

Trail Priorities

Participants indicated where they would prioritize the allocation of public resources by distributing 4 dots representing their 'budget' (each sticker being 25%) onto four categories on the board. Expansion (52 votes) and Maintenance (50 votes) efforts were the most prioritized areas. Safety was the third most prioritized with 24 votes and Education received 19 votes.

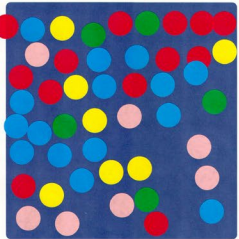


What are your trail priorities?

Place stickers where YOU think public resources should be spent. *Distribute 4 stickers however you choose!*

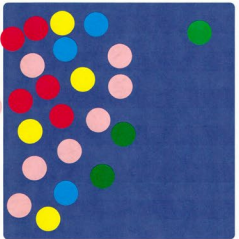
Expansion

- Construct more multi-use trails
- Construct more trails for one specific activity
- Connect existing trail systems
- Increase parking
- Provide more trailhead amenities (e.g. restrooms, benches, trash cans)



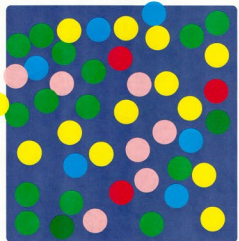
Safety

- Increase safety on trails
- Minimize conflicts between different trail users
- Improve signs to find your way
- Keep trails clean and free of trash



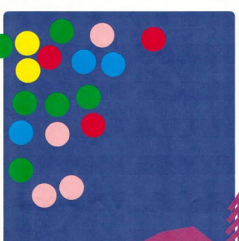
Maintenance

- Improve summer trail conditions (e.g. resurfacing, repaving, cutting overgrowth)
- Increase winter grooming (packed snow, ski tracks)
- Improve winter plowing on paved trails
- Improve accessibility for people using wheelchairs, scooters, or other mobility aids



Education

- Increase education on how to use trails and proper etiquette
- Provide more and better information on where trails are location (maps and guides)





Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

Public Workshop - Anchorage

Meeting #1 Summary

In addition to the board prioritization activity, attendees used M&Ms to vote for “Which is the most important to do over the next 20 years for trails in Anchorage, Chugiak, and Eagle River?” Each participant was giving one package of fun sized M&Ms to allocate amongst the three jars labeled with actions that could be taken. This provided a visual representation of the most important actions to the entire group.

The final prioritization was:

1. Connect the missing links between trails and trail systems
2. Improve the Existing trail network
3. Expand the trail network (Build New Trails)



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

Public Workshop - Anchorage

Meeting #1 Summary

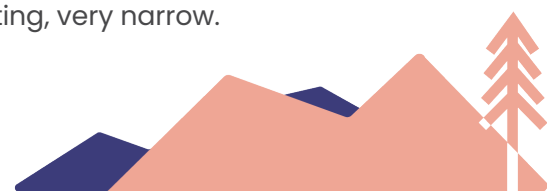
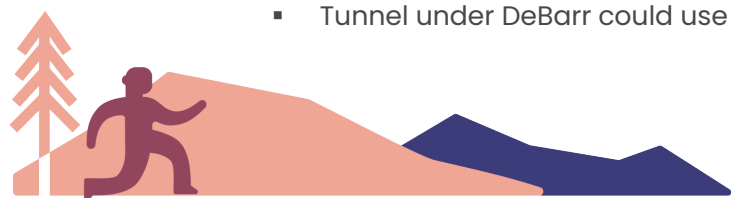
Comment Maps

Maps of the AMATS boundary showing existing roadways, parks and trails were provided on tables. Attendees were encouraged to draw on the maps, write their comments on sticky notes, and place dots representing a comment theme on the map. Comment themes were "Connect, Expand, Improve, and Issues."

The following are the comments left on the maps, organized by geographic area. Scans of the comment maps are available as attachments.

North Anchorage

- Connects:
 - Coastal Trail
 - Connect Coastal Trail and Ship Creek Trail (2 yellow dots placed)
 - Extend Ship Creek Trail
 - Connect 9th Ave to Coastal Trail
 - Finish connecting Fish Creek
 - There isn't a great connection between Government Hill and Downtown/rest of Anchorage trails.
 - Connection along E. 6th Ave between two small parks
 - Turnagain Parkway to Lake Hood (3 yellow dots placed)
 - Connect existing Fish Creek Trail to existing trail at Spenard. Continue trail along Fish Creek to existing trails at the end of Chugach Way
 - Connect Chester Creek Trail north to 15th Avenue along Sitka St. (new trail please and bridges)
 - Tikishla Park – New trail bridge please (at E. Northern Lights/UAA Dr)
 - Smarter connection across Lake Otis (E 48th Ave)
 - Trails to schools for the East Side.
 - Manifest the moose! (Connectivity, safety, signage)
 - Greenbelt Trail from DeBarr Road to Foxhall Dr.
 - Build the Perimeter Trail
 - Part of the foothills trail we should have from FNBP to Potter Marsh
- Issues:
 - Coastal Trail and Chester Creek Trail aren't wide enough for all users
 - Lights along Coastal Trail
 - Repair dangerous curve at Fish Creek – Bumpy pavement, blind corner, heavily used by a variety of folks
 - Chester Creek Trail
 - At Minnesota: Tents and trash, litter – dumping and food waste for feeding ducks, needs outhouse
 - At Chester Creek Sports Complex: Dark, safety, homeless camps
 - Eastchester Park: Sense of safety issue, need loop for senior center
 - Tunnel under DeBarr could use maintenance and lighting, very narrow.



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

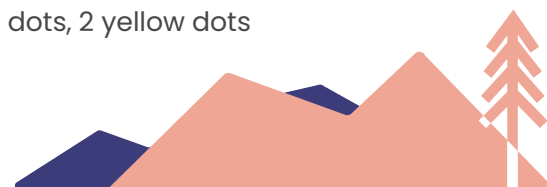
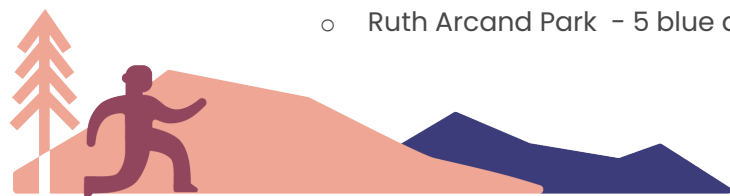
Public Workshop - Anchorage

Meeting #1 Summary

- Expand:
 - Fish Creek Trail
 - Bartlett single track pup track for kids
- Improve:
 - This is out of parks, but advocating for protected bike lanes/expanded sidewalks to provide trail connections and accessibility between inner city and main trails would be nice.
 - Re-work/clear/improve the trails below West High (near Westchester Lagoon)
 - In general, need more trash cans where people congregate on Chester Creek Trail, especially west side. Many have been removed by the city.
 - Tikishla Park:
 - There are some great social trails in Tikishla Park, but they're a bit boggy in places. A very little bit of improvement would be great (improve the [area])
 - The lowest trail class should be super low impact...just tread improvement, or very limited clearing.
 - Improve wayfinding/signage to trails in UMED
 - Give East High permission to make a better loop from their field into this area.
 - Russian Jack Springs Park:
 - Paved trails in RJ Park are incredibly bumpy and full of cracks, making them hazardous and dangerous. They need to be repaired. (2 blue dots placed)
 - Tweak to make a contiguous 5km ski loop on south side ->good for neighbors, East Skiers, Jr. Nordic skiers. Signage on loop once built.
 - Connect loops in RJ Park better
 - Davis Park
 - Centennial Park

Central Anchorage

- Connects:
 - Connect existing trails at Lake Otis Pkwy/E 47th Ct – 7 yellow dots and one red
 - Fix this crossing. Also: I 2nd this! And one checkmark.
 - Connect the existing trail to Campbell Lake so public can get there.
 - Label and expand legal public access points to Campbell Lake
- Issues:
 - No snow dump in Connors Lake Park
 - Seward Highway frontage road bike lanes.
 - Expand Abbot-Tudor and improve
 - Connect – Fireweed to Tudor and Abbot to DeArmoun
 - University Lake Park
 - Give ½ of Lake back to birds, beavers, and non-dog people.
 - Build bridge at narrow part.
 - Ruth Arcand Park – 5 blue dots, 2 red dots, 2 green dots, 2 yellow dots

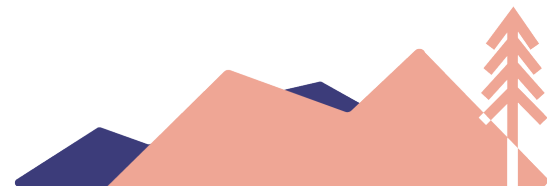
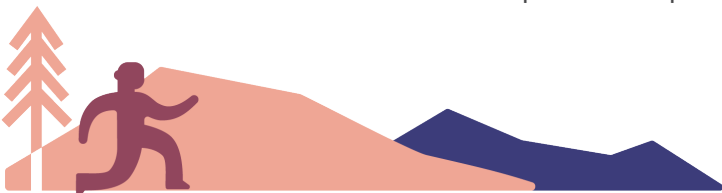


Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

Public Workshop - Anchorage

Meeting #1 Summary

- Continue bike path through Elmore to connect Abbott/O'Malley
 - Paved pedestrian path allow Elmore between Abbott and O'Malley
- On Abbott – Crosswalk? Light? Need safe crossing from neighborhood north of Abbott to Ruth Arcand.
- Connecting neighborhoods on the north side of Abbot to Ruth Arcand. Many pedestrians and bikers cross daily and the number of vehicles and speed of travel is EXTREMELY dangerous.
- Safe crossing into Ruth Arcand for pedestrians and bikers, please
- Need safe access across Abbott
- Abbot Loop Community Park – 3 blue dots, 1 yellow dot
 - Needs a traffic light at Abbott Loop Community Park. This is DANGEROUS for cars and pedestrians alike!
 - Roundabout at access (Coventry/Elmore) – need better way to access park
 - Reduce speed (35mph) on Elmore and/or put a light in at Coventry to allow safe access crossing to ballfields
- A multiuse trail through FNBP to Service/Hillside from Elmore?
- Elmore/BLM Road – Roundabouts at access points (maybe two?)
- 6 Issues marked in FNBP
 - This is Heritage Land Bank Land
 - Pretty sure this section of land around the Campbell Creek Science Center is BLM Managed Lands
 - Trail user conflict – MTB/Fat tire and other users
 - If dog sleds can't safely stop (as the sign warns) then they're too dangerous to run a few yards away from off-leash dogs
- Expand:
 - Campbell Creek Trail isn't wide enough for all users (Bikes, peds, etc.) (North of Taku Lake)
 - Hillside Park (2 Greed Dots placed)
 - Winter Only bike trails??
 - The bike trails are nice, but there are enough! Leave some woods pristine!
 - STA Hillside Phase 3! (greed dot placed)
 - Agreed! This area was slated for singletrack trails. It is prime parkland for designed singletrack trails because it's a hillside.
 - FNBP
 - Extend separated ped/bike path further south from Campbell Airstrip along the road all the way to Stuckagain Heights
 - Please add signal lights for ped/bike crossings at N/S Bivouac and at Campbell Airstrip Rd/Basher



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

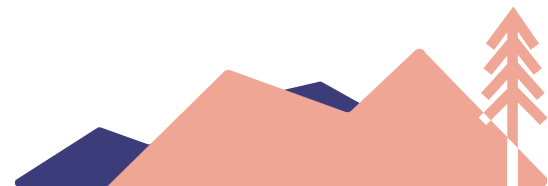
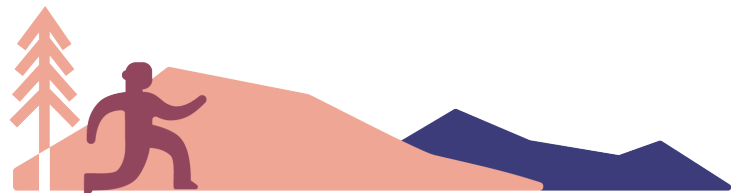
Public Workshop - Anchorage

Meeting #1 Summary

- Love this!
 - These areas are prime orienteering land. Great for winter only trails, but those should be managed so that they remain winter only and so no new summer trails are created.
- Improve:
 - Existing trail at Old Seward Highway/E 54th Ave – Trail surface is really rough – especially under roads
 - Jeff Dusenbury Bike Park – Finish it!
 - Yes, keep it going!
 - Better signs in Hillside Park and FNB

West Anchorage

- Connects:
 - Add/Connect separate bike path to complete Moose Loop from Dimond to Kincaid.
 - Connect Fish Creek Trail
 - Fish Creek Trail connection
 - Don't forget AMATS Railroad Spenard Trail
 - Connect Campbell Creek Trail to park along Fairbanks, Eagle, and Denali Streets
 - Connect 36th to Tudor/Brayton Drive Frontage Rd for Bikes
 - Manifest the moose!
 - Finish Coastal Trail
 - Extend the coastal trail to Potter!!!
 - Agree to Cambell connect to Kincaid to Potter
- Issues:
 - E-bikes in the summer with lots of trail users and people getting impatient is so dangerous and there are a lot of near misses – there should be no bikes on the most congested trails.
 - Upgrade/improve connecting trail along West Northern Lights Blvd from Nathaniel Ct and Earthquake Park parking lot.
 - Connect Campbell Creek Trail access across Lake Otis in a better way! Also: I second this.
 - Moose Loop signage from Campbell Creek to Kincaid on 88th and all of the other roads on the route
- Expand:
 - Expand MTB Trails in Kincaid
 - Bike to playground at Kincaid
 - Bike lane on Northern Lights and Benson. I think it would help a ton!
 - Protect trail access to coastal trail near Clithero (Birding Hotspot)
 - Protect trail access – Airport Expansion



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

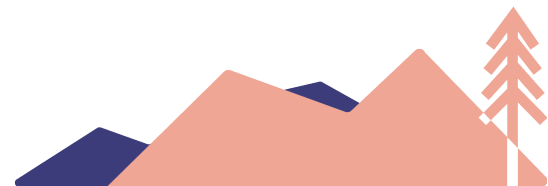
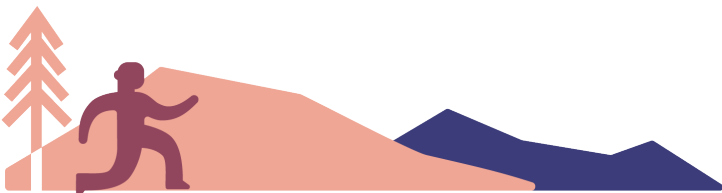
Public Workshop - Anchorage

Meeting #1 Summary

- Coastal trail access from Woronzof Rd (by Clithero Center) to Coast Trail (i.e. – Trailhead)
- Create a gravel trail 3'–4' wide paralleling Coast Trail from Kincaid to Point Woronzof (multi-use). Also: I second that.
- Improve:
 - Shore up bluff at P. Woronzof – Airport should help fund this
 - Let's daylight Fish Creek (as listed in goals of Area Plan) and put a Fish Creek Trail in across town (we need an East/West corridor!)
 - More bridges and underpasses for non-motorized transport across all major roads and highways
 - Improve winter maintenance to Jodhpur Park
 - Kincaid Park (4 green dots)
 - Please improve and upgrade ski/XC signage – which way should people ski?!
 - Kincaid needs a skills development park
 - Build a bike park (JUMPS!) in Kincaid. Expand summer single track over be Lekish Trails to connect Mighty Bike trail to Middle Earth and at Coastal Trail
 - Bike park at Kincaid. Perfect to practice skills. Need to find a good spot for this, thanks.
 - Create multi-use connecting from Middle Earth up to the stadium via Mize Loop. Also: I'd second that and +2
 - Raspberry TH needs bathroom (or 2)
 - Improve Connors Lake Park connection at Raspberry Rd.

South Anchorage

- Connect:
 - Old Rabbit Creek Park
 - Parking!
 - Could be a great place for South High XCR to run if could access (is there private property blocking access?)
 - Connecting trail to Bird to Gird segment from Anchorage.
 - Start it somewhere in Potter Valley Hood? Also: 3 additional YES!
- Issues:
 - Safe crossing over the train tracks at Oceanview Bluff Park
 - Old Seward bike path stops and changes side of road without crosswalk or signage on busy road (at DeArmoun)
 - Park on Echo Canyon Road – Parking/+Bus?, 2–4 or more, Also need bus system to help connect people and bikes to parks
 - Needs trailways for commuting and traveling to parks and connecting trails by Potters Marsh



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

Public Workshop - Anchorage

Meeting #1 Summary

- Expand:
 - Extend Coastal Trail from Kincaid to Potter – 4 yellow dots and 1 green dot
 - Elevated 10' or so trail over marshland out of private lots to connect to potter
 - Section 36 – 6 green dots placed
 - Expand, more trails-MTB
 - Implement Section 36 Master Plan. Includes ski trails, MTB trails, access to Storck Park and Bear Balley School
 - Small park on Romania Dr
- Improve:
 - Carr-Gottstein Park – no parking, not ADA accessible

Birchwood, Chugiak, Eklutna Valley

- Expand:
 - Add trail following the highway from Old Glenn Interchange to South of Mirror Lake
 - Expand trails at Beach Lake Park
 - Upgrade signage all through this park, please.

Eagle River

- Issues:
 - North of Hylen Crest Park – Who owns and maintains this trail? Are MTBs allowed (if not, why not?)
- Expand:
 - Create pedestrian path from Eagle River Nature Center to Eagle River. Also: X2



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

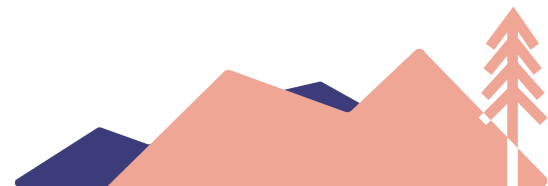
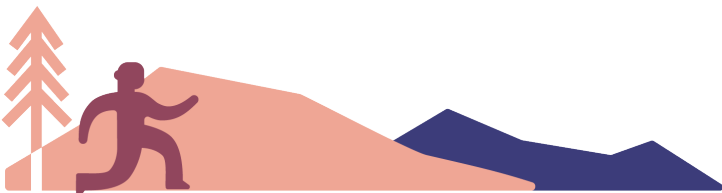
Public Workshop - Anchorage

Meeting #1 Summary

Comment Forms

Supplementing the other ways of providing input on the Rec Trails Plan to the Project Team, general comment forms were available throughout the room. The following comments were received:

1. Main priorities include connecting Fish Creek and expand it to make east/west corridor. Connect Kincaid to Potter. Connect Ship Creek and Coastal Trail. Acknowledge winter only bike trails. Fix Campbell Creek crossing over Lake Otis. Advocate for protected bike lanes to connect major trails and rec areas with inner city population centers and areas with lacking greenspace. Expand winter grooming to keep trails commutable (not only for rec). Connect Chester and Campbell via Lake Otis better.
2. Our major greenbelt trails aren't wide enough. In the summer there isn't enough space for 2-way multi-use traffic. It's a real safety problem. In the winter there are many uses that would benefit from a plowed path. Maybe there could be enough width for both a groomed and a plowed path. Not only should the trails be wider but in some places we could separate bikes/peds.
3. Winter maintenance of Chester, Coastal, Campbell Trails:
 - a. Priority should be groomed (preferably by a Pisten Bully, so some snow can be moved to the side, to hasten spring melt)
 - b. Future goal: widen the paved sections so there can be a skate lane(and classic tracks!) And a narrower plowed down to asphalt lane.
 - c. I do not support plowing these trails down to asphalt for all modes of transportation, most of the time, under the current maintenance practices.
4. Not in favor of plowing paved trails. Calling groomed trails "ski-only" is inaccurate. Groomed trails are great for "active transportation."
5. Lighting on all greenbelt trails please! Coastal Trail is dark and isolated feeling in winter. Winter maintenance on greenbelt trails – is there a method that serves multi-use? Ski-only on Chester Creek groomed trails impedes active transportation. Can we patch together greenbelts with right of ways and setbacks over time? In east *midtown and south Anchorage greenbelts weren't planned and now we have impediments to get through private land.



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

Public Workshop - Anchorage

Meeting #1 Summary

- Flyer handed to Project staff by attendee:

A HIGHWAY UP CHESTER CREEK!

Several Rogers Park neighbors want to make you aware of an upcoming meeting of importance to us all. Your attendance and comments will make a difference.

The Alaska Department of Transportation is study Connections between the Seward to Glenn Highways. **One of these alternatives will be a route up Chester Creek.**

All alternatives on the project will be presented **December 10, 2024 from 4:30 PM. to 6:30 PM. at the Anchorage Senior Activity Center. A project team presentation will begin at 5:00 PM.** Initial alternatives were presented to the public and agencies in February 2024. The refined alternatives to be presented at the meeting were tweaked based on public and agency comment. The project team now wants your input on these refined alternatives.

The Chester Creek alternative has some of your neighbors concerned. This alternative was described in the February 2024 Alternatives report as creating "...a continuous freeway... connecting the Glenn and Seward Highways **elevated, spanning over the (Chester Creek) greenbelt, trail, and creek on a viaduct (long bridge)** and connecting to the Seward Highway at Fireweed Lane..." (Source: https://sewardglennconnection.com/documents/Alternative%20Report_020624.pdf)

The viaduct (long bridge) across the Chester Creek greenbelt is of concern to us. The relevant portion of Figure 27 from the Alternatives report is shown below. The project team recently met with your neighbors and Rogers Park Community Council reps; this alternative with minor modifications is still in the plan.



If you are concerned about the impacts, we hope you will attend the meeting in person or provide comments online at: www.sewardglennconnection.com

Disclaimer: This notice was printed and mailed by concerned neighbors and does not reflect an official position of Rogers Park Community Council (RPCC).

Although this is not an RPCC official position, the "concerned neighbors" include two members of the RPCC transportation committee, which attempts to keep the neighbors informed of projects such as these. If you live in the RPCC area, you can stay abreast of proposed actions affecting the neighborhood by joining the RPCC

Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

Public Workshop - Anchorage

Meeting #1 Summary

7. Annotated comments on 1997 Areawide Trails Plan provided to staff by an attendee:

Areawide Trails Plan

Chapter 2

VIII. SLED DOG MUSHING TRAILS

Anchorage citizens cherish their historical tie to Alaska's truly indigenous sport of sled dog mushing. Symbolic of Alaska's heritage, dog mushing offers a great deal of appeal to the public. The importance of sled dog teams to the development of Alaska prompted the 1971 Alaska State Legislature to designate sled dog mushing as the official state sport.

In the early days of Anchorage, settlers, trappers, and miners used sled dog teams as a common means of transportation. In those days, sled dog trails boasted a more substantial mileage in Anchorage than did roads.

The rapid growth of development in Anchorage during the intervening years has eliminated many of the open areas that once contained sled dog trails. Now only remnants of the original trails remain. Every effort should be made to protect sled dog trails so that dog mushing can continue to be a recreational pursuit in the Anchorage Bowl.

Virtually all programs and events in sled dog mushing in the Anchorage Bowl relate to competitive racing. ^{reduction +} Tudor Track and the Alaska Sled Dog and Racing Association host weekly senior and junior races from January through April. Some of the major races each year include the ~~Women's Championship Race~~ ^{Junior WC} and the Fur Rendezvous World Championship Open. The Fur Rendezvous and the start of the Iditarod Trail Sled Dog Race are the only events that do not originate at the ~~Tudor Track~~ ^{Tozier}.

A. EXISTING TRAILS AND FACILITIES

There are few opportunities for sled dog mushing in the Anchorage Bowl. Most of the sled dog mushing trails originate from the Alaska Sled Dog and Racing Association Headquarters located on ~~Tudor Road~~ ^{Dr. Martin} ~~between Lake Otis Boulevard and Bragaw Street~~ ^{18+ LKJR}. This 19-acre site serves as a "trailhead" access to some 18 miles of sled dog mushing trails in Far North Bicentennial Park.

The Anchorage Fur Rendezvous sled dog racing trail is a 25-mile loop that begins on Fourth Avenue in the Downtown area, follows Cordova Street to the Chester Creek Greenbelt, continues to Alaska Pacific University property, then traverses along a power line easement and a public use easement to Tudor Road where it crosses into Far North Bicentennial Park. Far North Bicentennial Park contains the major portion of this trail, as well as the most natural and scenic segment. Anchorage Assembly Resolution No. 54-76, passed in May of 1976, recommends the dedication of the Anchorage Fur Rendezvous Sled Dog Racing Trail in its present location. It also confirms the Municipality's intent to keep this trail open and usable. The Tudor Road Crossing at Bragaw is part of the sled dog racing trail. ^{now a over bridge pass}

B. DEMAND ANALYSIS

Sled Dog mushing is the Alaska State sport. Throughout the community, mushing is popular as a spectator sport. The Fur Rendezvous race is the most widely attended spectator event in Anchorage with approximately 100,000 persons watching the race annually.

C. ISSUES

The major problems facing sled dog mushing in the Anchorage Bowl are further encroachments on existing trails and conflicts with incompatible uses.

Far North Bicentennial Park is the single most important location for dog mushing in the Anchorage Bowl. The protection of the trails within the park is important for the survival of the sport in Anchorage. Although the trails are adopted by Assembly ordinance, ensuring there are adequate bridges, crossings, and intact, dedicated trail easements is important for the continuance of safe dog mushing. ~~There are currently many conflicts between competing mushers and other users on the bridge over Campbell Creek.~~ ^{Now a separated multiuse bridge}

Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

Public Workshop - Anchorage

Meeting #1 Summary

Chapter 2

Areawide Trails Plan

D. RECOMMENDATIONS

- ✓ 1. All sled dog trails in Bicentennial Park should have a base of packed dirt or frozen ground.
- ✓ 2. The existing 18-mile sled dog mushing trails within Far North Bicentennial Park, in addition to the section used for the Fur Rendezvous World Championship, should be dedicated for future use in their entirety.
- ✓ 3. Any rerouting of the existing trails shall only be undertaken after a revision of the Areawide Trails Plan and an update of the *Far North Bicentennial Park Plan*.
4. Grade-separated crossings should be built at all ^{vehicular} road crossings and at any high-use trail intersection to increase safety to trail users. In particular, this applies to ~~Campbell Airstrip Road~~ *DOT Driveway*.
5. Priorities for development of sled dog mushing trails should include:
 - ~~Campbell Creek bridge to provide separation from other users~~
 - ~~Fur Rendezvous Sled Dog Mushing Trail to connect with the Tudor Road Crossing.~~ *completed*

Bridge maintenance on the trail system with increase flows + erosion

IX. SKIJORING USES

Skijoring involves skiing with harnessed dogs, providing skill enhancement and conditioning for both skier and dog. Several years ago, very few people were aware of skijoring; today it is a recognized winter sport that is growing in popularity. The North American Skijoring and Ski Pull Association (NASSPA) maintains trails for skijoring and conducts educational clinics and organized tours and races.

A. EXISTING TRAILS

Existing trails used by skijors include segments at Far North Bicentennial Park known as Run Rover, Moose Meadows and the Moose Ridge trails. These trails are about seven to eight kilometers in length, respectively. The Far North Bicentennial trail includes a segment aligned with the "Spencer Loop" that then travels down the Campbell Creek corridor. Approximately six to seven kilometers of maintained trails are also found in the Connors Bog area with connections to Dela Vega Park (see Figure 2.8). In addition, the Chester Creek Trail and the Tony Knowles Coastal Trail are popular with skijors.

B. DEMAND ANALYSIS

Skijoring is a rapidly growing sport in the Anchorage Bowl. The demand for lighted trails for training and races is increasing as the sport grows. Most recent polling information indicates that 2.5 percent of the households surveyed include a member that participated in skijoring in 1992. There are currently 135 Anchorage members in the North American Skijoring and Ski Pull Association (NASSPA).

C. ISSUES

The issues relating to skijoring in the Anchorage Bowl are centered on available sites and compatibilities with other trail user groups. Skijors see the need for more groomed, technically challenging trails. They also desire a shared-use plan that would provide for use of the groomed, designated cross-country ski trails, however, this use would degrade the track quality and compromised safety when dogs use the groomed trails. Separation of these uses would seem to be a better solution.

Multi-use trail development, usage and maintenance in Far North Bicentennial Park will continue to be an issue with skijors, as well as cross-country skiers, equestrians and other users. Continuing cooperative planning and maintenance is important, as noted from past meetings of members from the Anchorage Nordic Ski Association and NASSPA. The dedication of a skijoring trail should be addressed through future planning of Far North Bicentennial Park. Scheduling skijoring access to lighted trails the night before trails are groomed, provided that trails are cleaned of all dog droppings, was discussed during the public review of this Plan. The issue is to provide skijors with challenging lighted trails on which to practice and train.

For Safety Design ~~at~~ within Bike trails to minimize crossings to areas of high visibility and 90° angles

Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

Public Workshop - Anchorage

Meeting #1 Summary

Chugiak

Chapter 3

Areawide Trails Plan

C. RECOMMENDATIONS

1. Trails along Eklutna River, Little Peters Creek, Peters Creek, Fire Creek, and Eagle River should be formally designated for equestrian use in the summer and trailheads should be established for equestrians.
2. Easements should be acquired to accommodate existing equestrian trails near the Birchwood Airport and along utility easements west of the New Glenn Highway.
3. Unpaved cross-country ski trails and dog mushing trails that are dry and well drained should be designated for equestrian use from June 1 to November 1. Trails belonging in this category include the Hillside Corridor, Fire Creek, the Peters Creek Greenbelt east of the New Glenn Highway, the unpaved portions of the coastal trail, the South Fork of Eagle River, and the dog mushing/equestrian trail within the Eagle River Greenbelt Corridor. However, in Beach Lake Park, equestrian use should be discontinued by August 1.
4. Agreements with utilities and landowners should be acquired to provide equestrian use of the Eklutna Water Line utility corridor.
5. Priorities for equestrian facilities include:
 - Access and trails into Chugach State Park
 - Dedication of trails in the Eklutna waterline easement
 - Dedication of trails in the Birchwood area
 - Connections to Loretta French Park
 - Hillside Corridor

VIII. SLED DOG MUSHING TRAIL USERS

Dog mushing is an important activity to many people in Chugiak-Eagle River. The large lot sizes predominant in the area and the rural character of development provide opportunities to keep dog teams. Dog mushing is also an important commercial activity to many people in Eagle River. Dog mushing is a component of the tourism market and area merchants enjoy secondary effects through the sale of food and gear.

A. EXISTING TRAILS

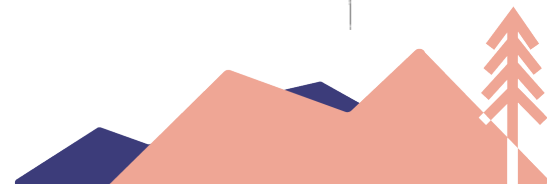
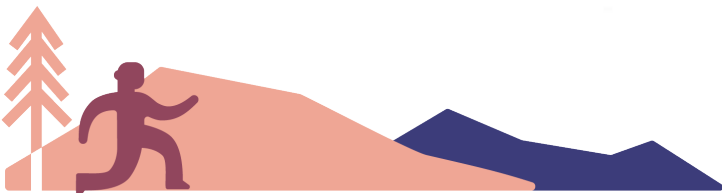
Regularly used mushing areas include Eagle River, Birchwood Airstrip to South Birchwood Loop, Beach Lake Park, Eklutna Lake and Clunie Lake.

The Chugiak Sled Dog Mushers Association has constructed over 20 miles of trail in the Beach Lake area. In addition to these 20 miles of trail, loops of trail extend into Fort Richardson where the military controls permission for their utilization. As part of these 20 miles, loops extend south out of Beach Lake Park to Clunie Lake and east out of Beach Lake Park to the mouth of Fire Creek.

The Beach Lake sled dog trails extending from Beach Lake Park to the south end of Clunie Lake are groomed with non-profit grant fund (see Figure 3.2). In addition to daily winter use by mushers and weekend use for organized races, these trails support the annual Eagle River Classic Sled Dog Race, the run operated in conjunction with Eagle River's Bear Paw Festival, and will support the Arctic Winter Games.

B. ISSUES

Snowmobiles are not permitted on Beach Lake trails. Their use creates moguls that injure the shoulders and wrists of dogs. Also, snowmobiles have collided with dog teams. Snowmobiles must be restricted from traveling onto Beach Lake trails.



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

TECHNICAL WORKING GROUP

Meeting #3 Summary

AMATS MOA Rec Trails Plan Update Technical Working Group, Meeting #3

March 17, 2025

11:30am to 1:00pm

Virtual via Teams

MEETING OBJECTIVE

To discuss proposed design classifications for trail development in the MOA and define considerations for selecting or prioritizing trail projects to be recommended in the plan.

MEMBERS

Technical Working Group

Adam Schwartz
Brandon Telford
Craig Norman
Dante Petri
Janice Tower
Kourosh Partow
Kerry Lynch
Nancy Pease
Natalie Kiley-Bergen
Zak Hartman
Zoe Seppi

MOA Project Team

Nicolette Dent, MOA Parks & Recreation
Jeff Urbanus, Chugiak-Eagle River Parks & Recreation
Taylor Keegan, MOA Parks & Recreation
Aaron Jongenelen, AMATS
Chelsea Ward-Waller, MOA Project Management & Engineering

Consultant Project Team

Van Le, R&M Consultants
Bryant Wright, R&M Consultants
Taryn Oleson-Yelle, R&M Consultants

AGENDA

1. **Welcome & Introductions** 5 Mins
2. **Review Planning Process & Progress to Date** 10 mins
 - a. Review Results of Public Workshop & Survey
 - b. Stakeholder Interviews
3. **Workshop Draft Trail Classifications** 45 mins
 - a. Purpose – new trail classifications & DCM
 - b. What guides trail builders/designers are using now
 - c. Review & discuss Draft MOA Trail Classifications
4. **Discussion: What more do we need from our greenbelt system?** 25 min
5. **Next Steps & Action Items** 5 mins
 - a. Recommendations Development
 - b. Next TWG Meeting + Public milestones

Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

COMMUNITY ADVISORY GROUP

Meeting #2 Agenda

SUMMARY

The third meeting of the Technical Working Group (TWG) was hosted in a virtual format.

Taryn began the meeting with a welcome statement and facilitated introductions and meeting objectives. Specifically, how is the TWG describing and communicating different types of trails and trail experiences.

The meeting presenter then switched to Nicolette where she gave progress updates and takeaways from the survey and workshops since the last TWG meeting took place on October 21st, 2024. Nicolette then moved into a Miro board exercise where the mapped results from the survey and workshop were displayed. This section then transitioned into a brief discussion of how to better extrapolate result to identify various factor. Questions were answer to the best of the project teams abilities.

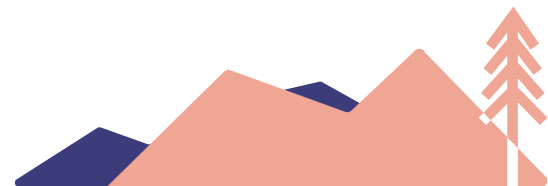
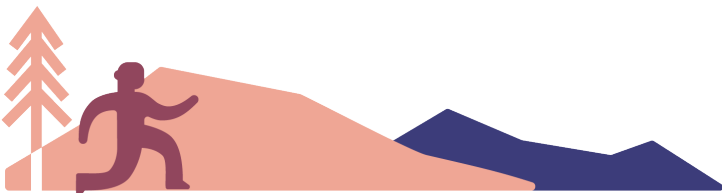
The meeting then transitioned into discussing the meeting objective through a screen shared Miro board exercise of draft MOA trail classifications. This activity revolved around identifying what trail design standard and/or guidance members of the TWG are using versus what was currently understood by the project team. The TWG then provided comments and feedback and a member of the project team made notes on the Miro.

Draft New MOA Trail Classification Miro Comments

Maps

- Curious about user conflict. What kinds of issues are included in these heat maps? Are there more details available, like where conflicts are occurring specifically? E.G. Are conflicts between users (walking vs bike speed) on the Coastal Trail confirmed? Can widening the trail address this conflict?
 - **Map Interpretation:**
 - Colored areas show where the most individual comments were posted.
 - Lines show where there is a specific trail corridor that received a lot of comments.
- What happens if we combine issues and improve? The comments have a lot of overlapping themes but couldn't remember if there was a reason, we separated them.
 - **Response:** Same with maintenance and safety. Much fewer comments in there that are similar.

Overall Draft Trail Classification

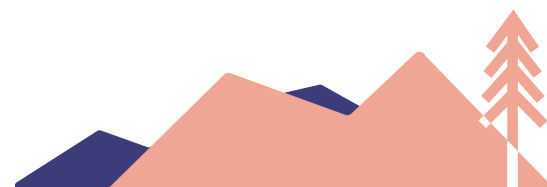
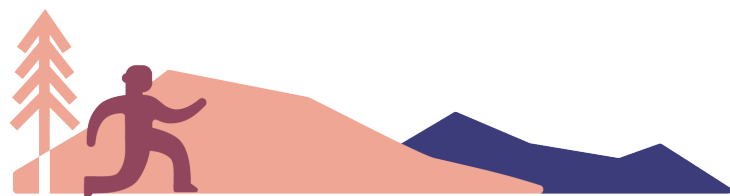


Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

COMMUNITY ADVISORY GROUP

Meeting #2 Agenda

- What goes into deciding what is an appropriate category, or specific dimensions? Are visitor counts relevant indicators?
 - **Response:** Yes, visitor counts (peak use, peak hours, frequency of conflicts, etc.) are considered in many design guidelines we might reference. Also plays into maintenance, and maintenance needs and equipment may influence design guidelines (e.g. heavily used winter trail may need more grooming or plowing maintenance, so that trail must accommodate that equipment).
- Ensure guidelines are driven by user needs and desired experience, not just whatever is a common standard.
- How do Summer and Winter classes relate? How do the classes relate to maintenance?
 - **Response:** Not necessarily. Most are intended to match up but there are outliers. For example, Russian Jack golf course is not really a trail in the summer but class 5 winter.
- Multi-use trails – consider how the uses may change from summer to winter.
- What goes into deciding what is an appropriate category, or specific dimensions? Are visitor counts relevant indicators?
 - **Response:** Yes, visitor counts (peak use, peak hours, frequency of conflicts, etc.) are considered in many design guidelines we might reference. Also plays into maintenance, and maintenance needs and equipment may influence design guidelines (e.g. heavily used winter trail may need more grooming or plowing maintenance, so that trail must accommodate that equipment).
- To what degree is this plan addressing finding ROW to improve access to trail systems?
 - **Response:** This plan not addressing that in detail. This will require a multi-agency effort.
 - **Response:** This is more of an issue in Eagle River, where lack of trails is a problem, whereas in Anchorage, finds to maintain and manage existing trails is a limiting factor.
- This plan should at least identify existing but undeveloped ROW and easements. If they are not used, or at least signed, they are subject to becoming blocked off by private encroachments. What effort is this plan making to identify existing public easements or ROW where there is a need for



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

COMMUNITY ADVISORY GROUP

Meeting #2 Agenda

connectivity? I'd like to clarify that lack of trails in South Anchorage is a problem. There are few recreation corridors, and few roadside pathways.

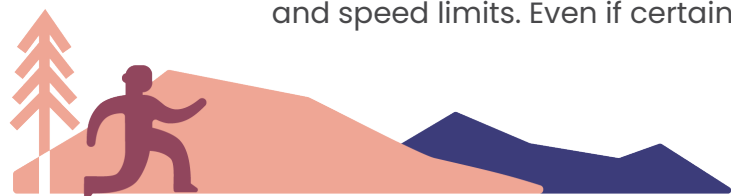
- As folks are thinking about their experience on our trails, wanted to highlight the 12~14-foot pathway width and user experience on Campbell Creek Tr around Taku Lake for a good comparison.
- When I am riding with a group this section totally changes our dynamic - pulling up alongside each other to chat, etc.
- When I am riding with a group this section totally changes our dynamic - pulling up alongside each other to chat, etc.
- When trails reach that width, they become a social experience BUT they require avoidance maneuvering when groups take up the whole trail. Trails as wide as roads also diminish the experience of the natural setting. Can the trail design standards recognize the alternative of paired single-direction trails to accommodate heavy volumes of users? This can provide social use but also preserve the nature experience.
- Wide paved trails should offer an unpaved shoulder. At one time, this was part of the design standards for wide multi-use pathways in Anchorage. Some users, such as runners and dogs, prefer not to pound the pavement and will create a path on the unpaved edge. So let's design for that, and make the unpaved shoulder durable.

Movement Framework

- Movement-Place framework:
- Where the trail is built (urban or more remote areas), may influence how the trail should be built. A Class 4 trail in one area may look very different from a Class 4 trail in another area, based on how it's being used, who is using it, and where they are moving to/from.

Summer Trails

- I think there's an opportunity with how this plan outlines and defines these classes, naming and terminology to make it more meaningful to non-technical people and also help steer the culture to recreation and away from competition and speed. We can also help people build a culture of recreation instead of transportation/sport by choosing names and descriptions that convey recreation - not beginner/advanced or traffic-related like highways and speed limits. Even if certain trails are good for long rides, commuting,



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

COMMUNITY ADVISORY GROUP

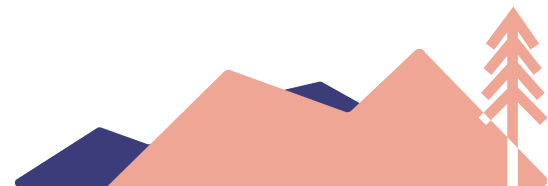
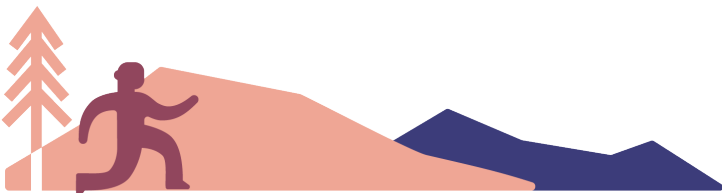
Meeting #2 Agenda

training, this plan can avoid building up those 'get out of my way' expectations that cause conflict.

- **(Class 4)** We should discuss ADA/PROWAG and how their requirements relate to our shared use paths at some point. PROWAG has minimum width requirements.
- **(Class 4)** Is transportation an implied use here? PROWAG has min req width 48" (more than 36" shown) to support passing.
- **(Class 4)** PROWAG covers rights-of-way that have a "transportation purpose." Should understand which of our trails may have that purpose and thus be subject to these requirements.
 - **Response:** And even if trails don't have that purpose, some may need to be more accessible for their recreation purpose.
- **(Class 5)** Should Designated Uses category in tables expand on types of biking intended for pathway? Mountain biking, commuter/recreational biking, winter biking, singletrack...?
 - **Response:** Yes, a lot of variety in biking particularly. E-Bikes, for example, not intended on Russian Jack singletrack.
 - **Response:** Purpose is important too- for example, commuter-purpose trails should be flatter and more accessible. Whereas some trails will have very use-specific features, like a MTB skills course (you can walk on it, but it's not the best experience).
- **(Class 5)** Something beyond Class 5 could be aspirational. We still have a lot of work to bring some trails to a proper Class 5, but the plan can lead us toward what we really want. For example, if spec'ing a new bridge, should purchase/design for what the trail aspires to be, rather than what it currently is.

Winter Trails

- Will the Trails Plan ultimately assign trails in our system with these classifications? Will there be a map of this?
 - **Response:** Yes, we are inputting that into our GIS database. Current database is incomplete. Unsure if there's a public-facing version.
 - **Response:** We will refine these recommendations as we strategize how to address issues/needs on each trail with respect to design considerations.



Meeting #2 Agenda

- [illegible]

Meeting #2 Agenda

Donovan:
Ensure guidelines are driven by user needs and desired experience, not just whatever is a common standard.

Kourosh:
Multi-use trails - consider how the uses may change from summer to winter.

Kerry: Taku is the best example of a higher class trail (level 6). It becomes almost a plaza through the whole area and people move around naturally with places off-trail to hang out and easily crossing the trail to the lake for fishing, picnic tables. It's very comfortable for everyone staying at the lake and moving through. I've never heard a complaint about conflicts here.

Probably the biggest difference to the crowded feeling at Westchester is the plaza areas. There's space at Westchester, but the lawns are generally goose poop and people don't use them as much as at Taku so everyone is crowded onto the trail

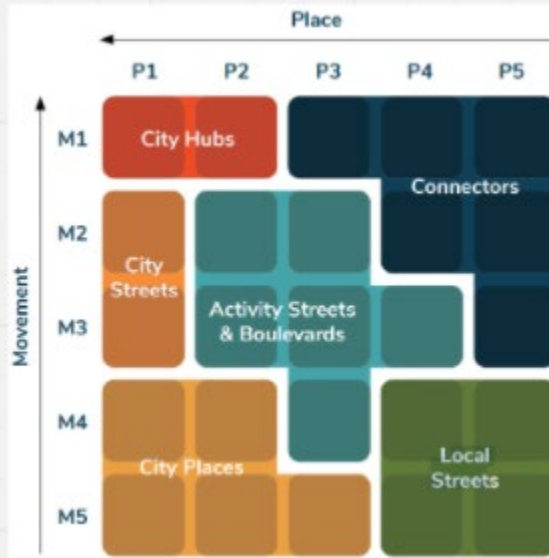
Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

COMMUNITY ADVISORY GROUP

Meeting #2 Agenda

Zak:

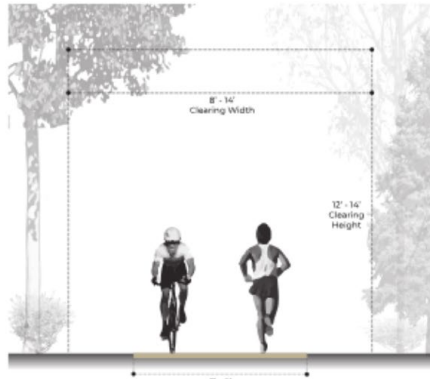
Movement-Place framework:
Where the trail is built (urban or more remote areas), may influence how the trail should be built. A Class 4 trail in one area may look very different from a Class 4 trail in another area, based on how it's being used, who is using it, and where they are moving to/from.



Trail Class Description

Wide and relatively smooth tread with few irregularities. Few obstacles with protrusions up to 2" or less. Constructed features may include steps up to 8", bridges with rails, trailhead amenities, wayfinding/kiosks, or trash receptacles. Heavy Usage.

Brandon:
We should discuss ADA/PROWING and how their requirements relate to our shared use paths at some point. PROWING has minimum width requirements.
Summer Class 4 is transportation an implied use here? PROWING has min req width 40" (more than 36")
Allowed to support parking.
PROWING covers right-of-way that have a "transportation purpose." Should understand which of our trails may meet that purpose and thus be subject to these requirements.
Target:
And even if trails don't have that purpose, some may need to be more accessible for their recreation purpose.



Trail Width	Trail Clearance	Trail Surface	Clearing Height	Designed Uses	Maintenance
3' - 8'	10' - 12' Beyond Trail Width on both sides	Imported materials or hardening of surface is common	12' - 14'	Hiker-Pedestrian, Pack & Saddle, Bicycle	Vegetation cleared to outside of Trail Width. Seasonal shoulder mowing. Clean-up after storm events as needed.



Summer Class 4
AMATS Recreational Trails Plan



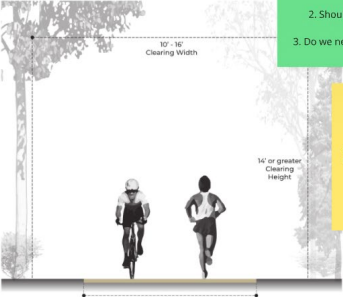
Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

COMMUNITY ADVISORY GROUP

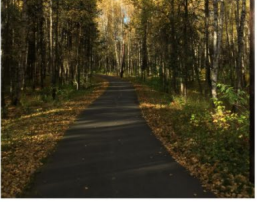
Meeting #2 Agenda

Trail Class Description

Wide and smooth tread with a highly modified surface. No obstacles, no protrusions, no steps. Constructed features may include bridges with rails, trailhead amenities, wayfinding/kiosks, trash receptacles, benches, viewpoint bump-outs, curbs, or decorative fences. Intense usage.



Trail Width	Trail Clearance	Trail Surface	Clearing Height	Designed Uses	Maintenance
5' - 10'	18" - 3' Beyond Trail Width on both sides	Uniform, firm, paved	14' or greater	Hiker-Pedestrian, Pack & Saddle, Bicycle	Vegetation cleared to outside of Trail Width. Seasonal shoulder mowing. Seasonal sweeping. Clean-up after storm events.



Brandon: Should Designated Use category in table expand on types of bikes intended for pathway? Mountain biking, serious recreational riding, serious riding, emergency.

Neo: Yes, a lot of variety in biking particularly. E-bikes, for example, not included in previous plans.

Taryn: Purpose is important too. For example, commuter purpose trails should be better and more accessible. Whereas some trails will have very specific uses. However, how much of the experience can we have, but it's not the best experience.



Taryn:
We know there are a lot of issues on trails (Greenbelt) within this class.
1. Is this Trail Class sufficient to provide the experience desired on our Greenbelt Trail?
2. Should it be modified?
3. Do we need a new trail class?

Brandon: Something beyond Class 5 could be aspirational. We still have a lot of work to bring some trails to a proper Class 5, but the plan can lead us toward what we really want. For example, if spec'ing a new bridge, should purchase/design for what the trail aspires to be, rather than what it currently is.



Summer Class 5

AMATS Recreational Trails Plan

DRAFT

MARCH 2025

Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

COMMUNITY ADVISORY GROUP JOINT CAG & TWG MEETING

Agenda

WHO, WHAT, WHEN, WHERE

Municipality of Anchorage (MOA) & AMATS Areawide Trails Plan Update

Joint Community Advisory Group (CAG) and Technical Working Group (TWG)

Monday, June 2, 2025

5:00pm to 6:30pm

- Virtual through MS Teams

MEETING OBJECTIVE

To review and discuss proposed systemwide recommendations and priority projects ahead of release for public review.

MATERIALS

- Draft Systemwide Recommendations
- Proposed new PRD Trail Classifications (to be shared at the meeting)
- Draft Priority Projects List & Map (to be shared at the meeting)

ATTENDING MEMBERS

Technical Working Group

Janice Tower

Brandon Telford – Absent

Kerry Lynch

Kourosh Partow – Absent

Adam Schwartz – Absent

Zoe Seppi – Absent

Zak Hartman

Dante Petri – Absent

Nancy Pease

Natalie Kiley-Bergen

Craig Norman – Absent

Community Advisory Group

Britta Hamre – ?

Courtney Schwartz

Devin Kelly – Absent

Grace Johnston – Absent

Latanya (Tanya) Odden

Mary Dean Broussard

Oksana Poonka

Sadie Arneson

Shawna Nelson

Suki Miller

Thomas Azzarella

Dorn Van Dommeien

Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

COMMUNITY ADVISORY GROUP

Meeting #2 Agenda

MOA & AMATS Project Team

Nicolette Dent, MOA Parks & Recreation

Jeff Urbanus, Chugiak-Eagle River Parks & Recreation

Taylor Keegan, MOA Parks & Recreation

Aaron Jongenelen, AMATS

Emily Weiser, AMATS Planner

Donovan Camp, MOA Traffic Calming Program Coordinator

Chelsea Ward-Waller, Project

Management & Engineering CIP Program – Absent

Consultant Project Team

Taryn Oleson-Yelle, R&M Consultants

Bryant Wright, R&M Consultants

MEETING SUMMARY

Welcome and Introductions

Taryn began the meeting by welcoming the group.

Review Planning Process & Progress to Date

Survey Results Overview and PRD Trail Classifications

Nicolette provided a project update, including an overview of the Public Survey results. There were over 2000 responses on the survey. She also shared the updated guidelines, including a Class 6 trail, which is a wider multi-use trail.

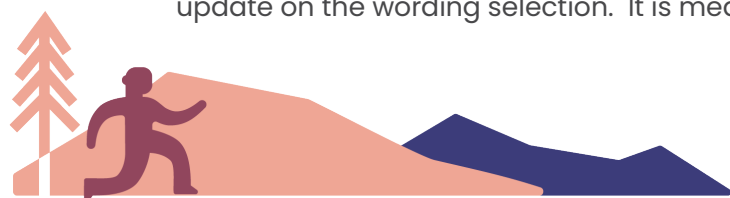
Trail Classification comments:

- *Add soft shoulders on Class 6 trails for runners.*
- *Keep users of different speeds separated to prevent accidents.*
- *Need for clear signage, including ADA users, to distinguish between user speeds.*
- *There may be different rules for winter and summer trails regarding grooming and maintenance.*
- *Nicolette noted that the current winter maintenance plan will remain unchanged, but some classifications may be updated to align with new criteria.*
- *The hierarchy of trail classes can be confusing.*
- *Question if winter classifications apply only to skiing or also to snow-cleared trails.*

Nicolette shared that in addition to the public comment, summary, and background information, a Gaps Analysis will be included.

Draft System-Wide Recommendations

Taryn presented on Draft System-wide Recommendations, providing a background and update on the wording selection. It is meant to be action statements (moving from where we



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

JOINT CAG & TWG MEETING

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are to actions that we can take to get there), meant to be Parks and Rec's work plan. There are currently 72 recommended action items. Taryn would like feedback on the action items and how they are organized (6 categories, then grouped by theme). These are not specific to a particular capital project.

Comments on Organization of the Draft System-Wide Recommendations

- *Very clear organization. Not too much preamble- good.*

Comments on the Categories

- *Question if the order of plans signifies priorities.* Clarification by Taryn that the organization is based on drafting order and suggested adding a disclosure in the introduction.
- *Proposed changing the numbering schema to use abbreviations instead of ordinal numbers.*
- *Comment on the lack of references to other adopted plans, specifically the non-motorized plan.*
- *Request for clarification on the "Primary Goal" column, which Taryn explained relates to public workshop feedback.*
- *Request to identify beginner-friendly trails and proposed creating accessible trail maps for novices.*
- *Question about how the categories will be ranked and how they relate to the CIP or bond recommendations.* Nicolette affirmed that they don't want to recreate the CIP scoring; they prefer to reference existing processes. Taylor expressed appreciation for the plan's consideration of CIP scoring and suggested creating an informational video to explain the scoring system to the public.
- *Suggestion to develop cohesive signage and wayfinding system across all trails for consistency.*

Taryn said to provide all comments and to take your time when reviewing.

Draft Priority Project List & Map

Nicolette shared the Draft Project List map, which will be interactive. She prefaced her presentation with the statement that Parks does not currently have enough resources for what they maintain. As a department, as a municipality, they are maintaining more acres of Parkland and more miles of trail than other cities of our population size and they have really limited funding streams to do that with so.

Comments:

- *Concern about the finality of the trail list, suggesting additions such as a connection along the east side of Potter's Marsh. Need to clarify the status of previous trail plans, as the current plan seems limited compared to earlier documents.*
- *Process statement 31, question of whether new easements are being overlooked for local trails. Example given of example of Title 21 in action: Little*



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

JOINT CAG & TWG MEETING

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Rabbit Creek, south of Rabbit Creek Road. Several Subdivisions platted in that area since the 1997 plan have been required to dedicate and record easements for a new trail. Trail still needs to be constructed. Nicolette stated the goal is to make the plan realistic and achievable. The current list remains in draft form, and she encourages continual public feedback on missing projects.

- *Question about involving user groups in project funding and implementation, to which Nicolette agreed, highlighting this approach as effective for the department.*
- *Concern about potential lost opportunities and emphasized the importance of including Title 21 code requirement for private developers to adhere to published trail connections.* Taylor commented that this might be outside this project's scope.
- *Potential leveraging of negotiations with major landowners during significant projects, advocating for flexibility to capture opportunities as they arise.*
- Taryn shared that Dave Whitfield, with R&M is reviewing these recommendations in relation to Title 21 and municipal zoning and planning.

Next Steps & Action Items

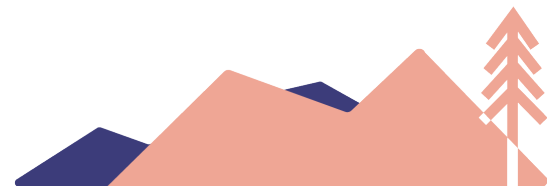
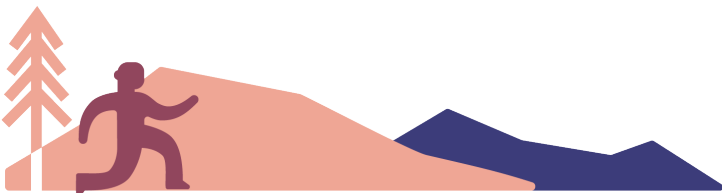
Nicolette shared the Next Steps and Action Items.

A follow up e-mail with things to look at will be sent and a deadline will be provided before going fully public.

Information needed:

- What you'd like to know more about.
- What have we not shared?
- What's missing?
- What would you change?
- Suggestions for where and when to do this type of outreach? Originally scoped a public workshop this summer, however it's summer and no one wants to go indoors at a workshop, so we're going to spread our resources out and do a couple pop up outreach events at existing events that are already happening or actually out on the trails on a nice sunny day. Possibly go heavy on flyers, QR codes, things that take people to the map and easy ways to comment but they are looking for suggestions for locations or outreach strategies, and also looking for anyone who would like to join Nicolette or Taryn or another staff member for some outreach like Pop Up Outreach, including Eagle River and Anchorage.

Taryn shared that they will be making an appearance at the Bear Paw Festival in Eagle River in July, also tabling events in Westchester, and Abilene Community Park.



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

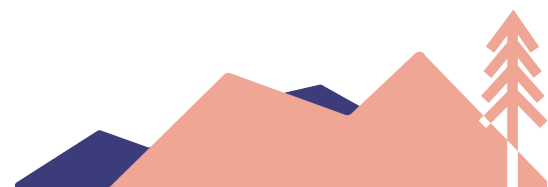
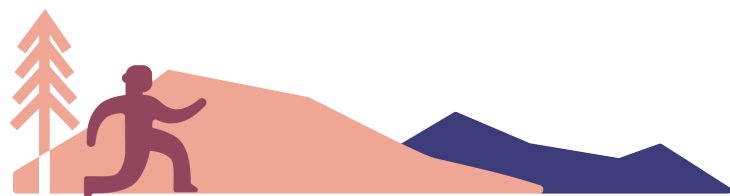
JOINT CAG & TWG MEETING

SUMMARY

Other Discussion and Comments

- *Example of cities offering tax breaks to encourage property owners to grant easements.*
- *Disappointment expressed with the limited vision of the plan, questioning its comprehensiveness and comparing it to an implementation plan rather than a long-term vision. Suggested including a more comprehensive map.*
- *Desire for a concise plan to encourage efficiency.*
- *The plan contains a lot of valuable input from the community and is ambitious.*
- *Need for clear community direction regarding connection and improvement.*
- *The plan reflects the community's priorities based on surveys and feedback, identifying realistic and attainable goals.*
- Taylor highlighted the changing economic conditions, asserting that the plan is designed to be thoughtful and realistic, aiming not to extinguish aspirations.
- *Could we have another way to denote projects that were considered? There may be a time/place when, over a 20-year period, those projects could rise to the top.*
- *There was a strong consensus within the Community Group around maintenance.*

Meeting was adjourned.



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

PUBLIC OUTREACH SUMMARY

AMATS MOA Rec Trails Plan Update

Eagle River July 11, 2025

9:00am to 5:00pm

Bearpaw Festival

MEETING OBJECTIVE

To gather feedback on drafted project recommendations, trail classifications, and systemwide recommendations.

ATTENDANCE

Consultant Project Team

Taryn Oleson-Yelle, R&M Consultants

Rachael Selby, R&M Consultants

MEETING MATERIALS

- Project Fact Sheet
- Project website flyer – with QR code to capture online comments
- Maps of existing parks and trails in the AMATS boundary
- Comment Forms

SUMMARY

The Public Workshop was held in Eagle River during the Bearpaw Festival. Attendees were invited to learn about the Rec Trails Plan update and were encouraged to visit the project website to provide feedback on the Trail Project Map, Systemwide Recommendations, and Trail Classifications.



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

JOINT CAG & TWG MEETING

Summary

AMATS MOA Rec Trails Plan Update TWG Meeting #5 / CAG Meeting #4

December 15, 2025

4:30 PM to 6:00 PM

Virtual via Teams

MEETING OBJECTIVE

To review and discuss updates to draft systemwide recommendations and priority projects ahead of Public Review Draft Rec Trails Plan.

MATERIALS

- Draft Recommendations & Implementation Chapters of the Plan – updated per summer public comment period and internal AMATS and PRD review
- Updated Draft Priority Projects Lists & interactive maps

ATTENDEES

Technical Working Group

Janice Tower

Brandon Telford

Zak Hartman

Kourosh Partow

Dante Petri

Nancy Pease

Donovan Camp

Community Advisory Group

Britta Hamre

Latanya (Tanya) Odden

Mary Dean Broussard

Sadie Arneson

Shawna Nelson

Thomas Azzarella

Dorn Van Dommeien

Project Team

Nicolette Dent, MOA Parks & Recreation
Project Manager

Taylor Keegan, MOA Parks & Recreation

Jeff Urbanus, Chugiak-Eagle River Parks & Recreation

Alan Brown, Chugiak-Eagle River Parks & Recreation

Taryn Oleson-Yelle, R&M Consultants

MEETING SUMMARY

Welcome and Introductions

Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

JOINT CAG & TWG MEETING

SUMMARY

Taryn began the meeting by welcoming the members of both the Citizens Advisory Group and Technical Working Group back. The last meeting was held in June 2025, ahead of the summer comment period for the draft recommendations. She verified that members received the updated draft plan content via email and the calendar invitation and acknowledge that a detailed review by members ahead of this meeting was not expected. Additional feedback from CAG/TWG members on the materials discussed was requested prior to January 2026, preferably within the next two weeks.

Review Planning Process & Progress to Date

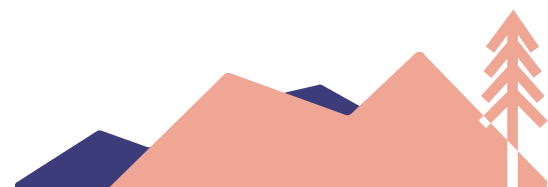
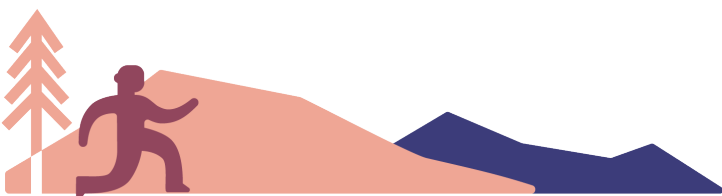
Nicolette shared the interactive comment map and noted that over 200 comments were made with the first round of draft projects released. Meeting material documents included a revised version. The project list available now is not interactive, as the team is working towards a more final draft.

Taryn explained the iterative process, from draft comment map to today's project list.

- **Comment Review Process:** Taryn described the process of reviewing each public comment, determining whether it could be incorporated into an existing project or required a new project, and then drafting or revising project descriptions accordingly.
- **Project Scoring Criteria:** Projects, both new and existing, were evaluated using a scoring system based on goals and objectives developed with the advisory group and public input, as well as the Parks Department's capital improvement project criteria.
- **Inclusion and Exclusion of Projects:** Projects were included in the final list if they reached the scoring stage, except for those outside the Parks Department's authority or already in development, which were excluded from the recommendations.
- **Expansion of Recommendations:** The review process led to the addition of over 30 new projects, significantly expanding the recommendations list and reflecting a broad range of community priorities.

Coastal Trail Extension Alignment and Vision

- The group discussed the alignment and naming of the South Coastal Trail extension, advocating for maintaining a broad vision that includes potential coastal and winter routes, while Taryn and Nicolette agreed to consider more flexible descriptions and to keep options open in the plan.
- **Concerns About Alignment and Naming:** highlighted that the current alignment is not truly coastal and suggested the plan should reflect the potential for a true coastal or winter route, rather than limiting the vision to a road-based connector.



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

JOINT CAG & TWG MEETING

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- **Historical and Future Vision:** emphasized the importance of including long-term visionary elements in the plan, noting that omitting them could hinder future opportunities for a true coastal trail extension.
- **Plan Flexibility and Communication:** Taryn and Nicolette agreed to revisit project descriptions to ensure they leave room for future coastal alignments and to clarify the intent and flexibility of the hatched lines and project categories in the plan.

Taryn then shifted the discussion to Chugiak/Eagle River project list. One of the major changes was really breaking up the idea of a North Coastal Trail Extension and what route that takes and what it looks like based on some recent studies that have been done and feedback from stakeholders and the landowners. So, the alignments that are shown on the map now have been reviewed and preliminarily vetted by those landowners and Chugiak River Parks and Rec.

She then posed to the group:

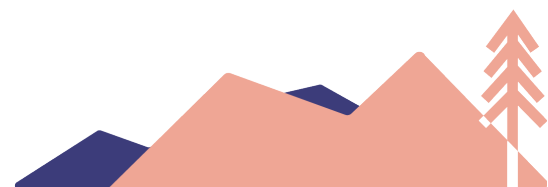
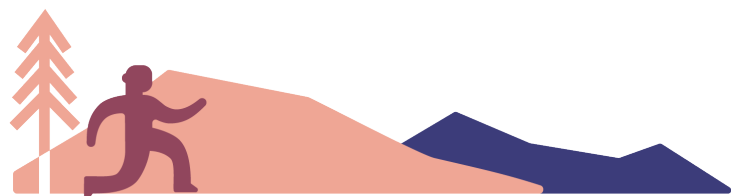
- Does anyone else have any questions or comments about the project list?
- Is the website navigable?
- Are you having any technical difficulties?
- Do the two maps make sense from what you've seen and maybe have played around with on your own?

The intent would be to release this same website barring updates that the team receives from the group in the next couple weeks. The team would be using this as the primary engagement tool again for the public to review the draft plan.

Comment: Some of the non-motorized projects, I can't find them on the map, so I don't know if I'm there. There are two maps, right? So what's what? I have an old computer so I may be having legitimate technical difficulties, but on this map for example, there is a supported non-motorized project which I was very glad to see, which was extending Elmore Rd. across to Little Rabbit Creek Bluff Park that doesn't show up on this map. So where are those projects shown?

Nicolette encouraged the group to share which projects aren't showing up by specific number and as it could be a GIS technical error. This would help the project team, as some things aren't showing up for sure.

Comment: I did find a lot of the numbers harder to see and read because the numbers fell right on top of the lines. Especially those ones in South Anchorage around Rabbit Creek and Elmore, the line goes right through and it's just more difficult to see what the number was.



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

JOINT CAG & TWG MEETING

SUMMARY

Nicolette shared that the team didn't want to discourage people by having something missing or a project not on the map. She restated that the map locations are meant to highlight our priority investments and if a location is not on the list, it doesn't mean it's not possible. Other ways that projects could move forward include, for example, nomination by community councils in this capital improvement survey nomination, nomination through neighborhood and district planning, which is happening on fully different schedules than this project. Partners get grants all the time.

Taryn reminded the group that this plan is really intended to be the primary tool for Parks and Rec but is also a tool for partnering entities. The team's goal is that this plan will help everyone apply for grants, apply for funding, apply to build the trails you want built, and how to work with parks or whoever the landowner is to help make these recreation corridors happen.

Comment: The policy section has a number of recommendations that use different verbs.

- Taryn responded: I think this was that attempt of getting rid of the word prioritize across the board. The feedback that we received, also from our internal team, was that having multiple priorities wasn't helping folks who set CIP criteria or review potential project lists.*
- Nicolette agreed: There's a lot of things people want us to prioritize and that we believe should be prioritized. And then we've also heard if you use prioritize for too many things, it's unclear. So, we did try to revise that.*

Comment: Number 34 says to support new or continued protection of easements for recreation and I'm hoping that could be rights of way and easements. I think I commented in writing earlier that our Title 21 land use code states a preference for acquiring non-motorized rights of way for a number of different reasons, but partly because an easement remains public property. I mean, yeah, private property. And then you have that difficulty of trying to figure out how to invest public money on private property and if that could be, Policy 34 should to align with our land use plan, it should favor rights of way rather than easements for recreation, non motorized access whenever possible.

Comment: Moving on to 36, you've got a great list of partners, partner agencies. I'm wondering if you could also put in there the planning board and the Planning and Zoning Commission and the reason I say that is those are the deciding agencies or entities who take advice from the municipal planning department. But you've got a planning board and planning and zoning people who might not know about trails, that have other day jobs, and they may be Realtors or whatever. I've testified before the planning board before where people on the planning board said no, we shouldn't reserve an easement or right away from that subdivision to the next one because that's too steep. No one would ever build a trail there. When in fact you could easily



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

JOINT CAG & TWG MEETING

SUMMARY

build a trail, they just don't have that technical expertise and sometimes don't understand the vision of connectivity. So, working with those two entities I think is really important to add in there and also you might want to put mental health trust in as one of the landholders that might want to work with.

Comment: Moving down to #41, which is collaborating to remove wildfire fuel sources. This is not it. It's not really. Well, it's something of a trails issue. It's also a parks issue. I would like to have parks collaborate with habitat experts as well. We've got, for example, a recently approved community wildfire protection plan that advocates fire breaks 75 feet on both sides of Campbell and Chester Creek and that really has an effect on the riparian habitat. Also, these fire breaks across swaths of the interiors of parks due to they introduce potentially invasive species and that sort of thing. So, this isn't really, in my mind, a trails issue. It's not phrased as a trails issue and it's much more complicated than trails. It has a lot to do with habitat and other park values, so not quite sure. I'll try to think of some alternative wording, but just wanted to raise that.

- Taryn responded: I think part of the reason that we included this one in there was that it was a really great opportunity for Parks to leverage other department resources for work that they were already going to be doing. I think in some cases is open the discussion for helping us create new trail opportunity through those clearing activities. I think that was part of the motive behind these emergency response. Well, that that one in particular 41.*

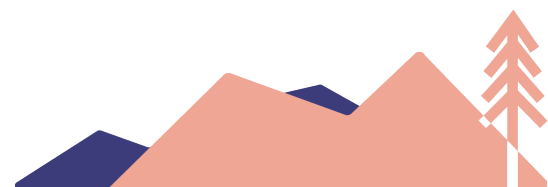
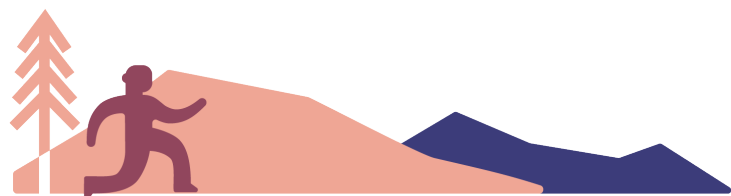
Taryn then took the opportunity to hop into maintenance. She explained that quite a bit of content was added in the Word document about maintenance practices, in particular winter maintenance, because we know that is a topic that lots of people care.

Comment/Question: Member mentioned that there was the possibility of a meeting on the maintenance of trails. It was gonna be somehow deciding on maintenance and stuff for trails in the future. We have different maintenance types and different trails that are getting built. How is that being decided?

- Nicolette responded: I don't think this plan makes recommendations for maintenance type on new trails because it feels preemptive. There is a section on maintenance, and specifically winter maintenance.*

Question: Regarding project scoring, is the maximum a trail could get or a proposal could get is 40 points? Or is there other?

- Nicolette responded: In this plan effort, yeah, we did a 40 point scale.*



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

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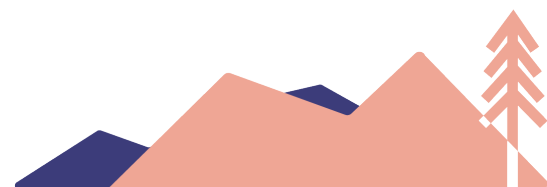
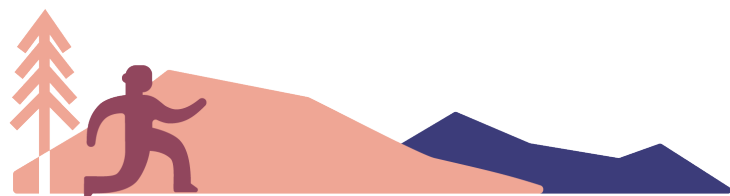
Question: Do any of the projects get imported into the map or like added to the map? Was it just the public commentary from this plan from members of the public or is there any other way that these ones were scored? Did they come from other plans or was there any other way that these projects would have gotten added to this.

- Taryn responded: We were looking at the past 97 plan, looking at some of the existing district and neighborhood plans as applicable within the Park Service area. And then primarily public comment that we've gotten through our two public comment periods so far. So that first one being the initial public workshops that were held in person and in the summer public comment period.*

Question: Can you speak to how you know there is the non-motorized kind of section planning there? How will that interact with the non-motorized plan in the future? Is it a supplement to if it's on both plans, is that to kind of raise that plan or how will they kind of interact? I guess with where overlaps and where it doesn't overlap and things like that. If you speak to that.

- Taryn responded: The overlap is absolutely a bonus. So, if it's showing up in both the non-motorized plan and the recreational trails plan as these active transportation projects that we support, we're hoping that that will factor into AMATS staff as they review and set their future funding program lists as we work through MTP updates and tips that this becomes something that they take into consideration and may impact their priority prioritization of projects. We also hope that it will help them draft scopes of work in those processes as well, so that there's that recreation or that component to those projects. I mean that once as this plan gets finalized, you know it'll be an AMATS plan and it should be reviewed and given the same consideration as their other planning documents.*

Taryn share that the project team did get a request from our interagency team from AMATS folks to see those final scores. So out of 40, this project got a 26. For example, we gave it a high, medium and low in our tables and that was really intentional because we want this to be a guiding document, but still have the flexibility for when different funding sources become available or if it matches with a partner who goes and gets a great grant. We still say this is a high priority. We don't want it to say that we're not going to pursue a project as an opportunity arises, but generally this is how we're setting our priorities. High, medium, low is the priority. The ID numbers are not a reflection of where they fall in terms of priority. So, #5 is not more important than #6. We tried to organize them geographically so the ID numbers are kind of lumped by neighborhood as you move around the AMATS area.



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

JOINT CAG & TWG MEETING

SUMMARY

Question: What about scoring reflects the timeliness of a project? And for example, with some of the very specific projects on the list, like various Campbell Creek crossings, there may be times when there's nearby road work and it just makes sense to boost that to the top and get it done. Is there any? How will that timeliness be factored into actually funding and these projects?

- Taryn responded: I think the intent here is again to remain flexible. So, it being on the list means that it's a supported project. The long, mid, short that we're seeing in the time frame here is really our anticipated time frame to implement that type of a project. Is it a long-term effort? Is it a shorter-term effort?*
- Nicolette agreed: We don't want to turn down an opportunity that made sense to coordinate a project definitely just because of something that's written here. I think time frame priority is meant to reflect those scoring criteria and time frame is our guess at how complicated the project's gonna be. Landowners, public input, etc...*

Nicolette shared that the team wanted to include the dream big projects, but needed to manage expectations around them. The public should know that those are long-term visions.

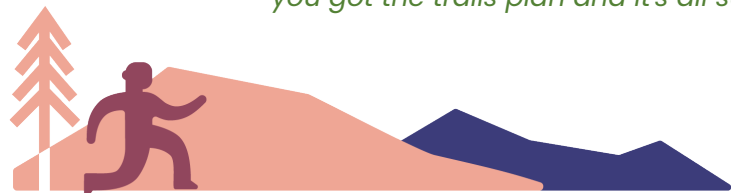
Question: Asked for clarification around similar underpass/crossing projects that scored similarly (medium) but differ on trail popularity.

- Taryn responded: We might have to go back and just verify what those final upgrades were, but there's no hard metric that we've applied here for number of anticipated users. These projects are going to come in conjunction with the road projects if the opportunity presents itself, we want to just make sure that these are prioritized. We relooked at the underpass descriptions and we're trying to right size those. So, maybe that's just a good question that we need to go back and make sure that our scores reflect that updated scope of work.*

Question: I'm just wondering how changes that have been proposed to East Chester or that will ultimately be made in Goose Lake Park planning or the Potter Marsh watershed, how do those get integrated into the trails plan ultimately? How will you ensure that what happens in the park planning process ultimately happens in trail development?

- Nicolette responded: At the end of this document we give a little proposal for how this plan should be updated in the future and acknowledge that we will continue to do park specific master planning efforts.*

Question: How do the trails identified in the master plans compete with or how are they scored and funded when you've got these individual Park Master Plans and then you got the trails plan and it's all supposed to be about what's happening within



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

JOINT CAG & TWG MEETING

SUMMARY

parks, but you've got the new trails that are going into these newer parks. They're not on any list.

- Taylor responded: So really any project that we fund through bonds, which is how we fund most of our projects and have for the last 10 years, we'll go through the CIP scoring process. They will go through the CIP scoring process, they will go to community councils for ranking and then they will get put on the capital improvement program, the six year plan and I think it's worth reiterating that we live in a time where.*

Comment: On page 21, the diagram that you have trial, the trial prioritization diagram, just it's hard to read when it's printed form and it's hard to read even on screen, so I just maybe encourage just a little the kind of WAVY curvy lines make it feel much more parkish or trailish. Just like you have to zoom it in quite a bit to get it to a point that you can read everything inside of the boxes.

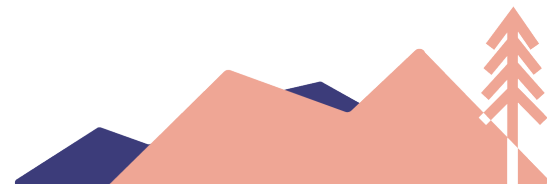
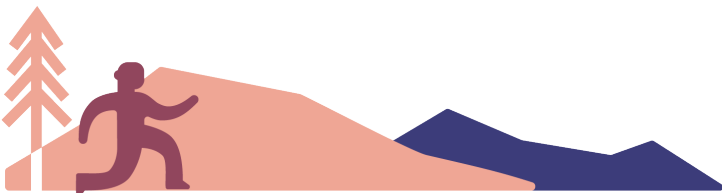
Taryn segued into the graphical layout of the plan. She shared that the team will lay out the whole document for the public review draft and make improvements to make it more friendly and have the massive tables be less clunky.

Comment: I appreciate a graphic that was available early on that explained trail classifications.

It was shared how Chugiak/Eagle River Parks and Rec operates differently when it comes to the CIP process and project nominations. capital projects are not bond funded. They outlined the unique funding structure for Eagle River Parks and Recreation, which relies on a tax levy and board-approved budgets rather than bonds, and described ongoing efforts to formalize a five-year capital plan and funding criteria.

Nicolette and Chugiak/Eagle River Parks and Rec will coordinate to have this document represent better what their capital planning project process looks like.

Comment: Some specific things that I like corrected or considered for correction or change, the most important being the Vision of keeping the Coastal Trail so far out,, at least maybe seasonally. Also....thank you for creating a much bigger vision and making it clear that although this Plan will lead to funding of certain kinds of projects, it does support and acknowledge the value of the projects not on park lands, so thank you.



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

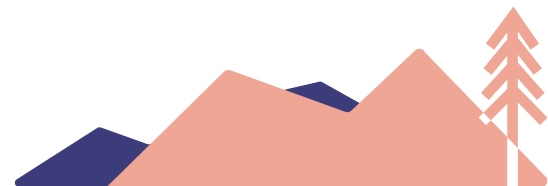
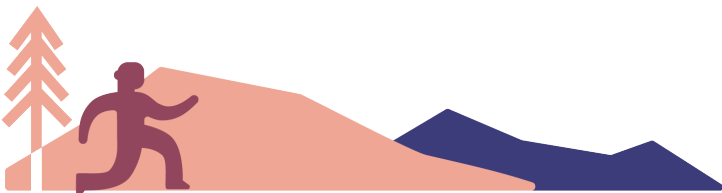
JOINT CAG & TWG MEETING

SUMMARY

FOLLOW-UP TASKS/NEXT STEPS:

- **Feedback on Draft Recommendations:** Provide specific feedback and edits on the draft recommendations document, including project descriptions, policy language, and partner agency lists. (All meeting participants)
- **Public Review Draft:** anticipated around January 23rd. Comment period will be 60 days or more.
- **Public Open Houses:** Anchorage open house at Russian Jack Chalet at a to-be-finalized location and then the following week in Chugiak/Eagle River out at Beach Lake Chalet on a TBD date.

Meeting was adjourned.



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

PUBLIC OPEN HOUSE 2 – DRAFT PLAN

SUMMARY

AMATS MOA Rec Trails Plan Update Public Open House #5- Anchorage

January 28, 2026

5:30pm to 7:30pm

Russian Jack Springs Chalet

MEETING OBJECTIVE

To present and gather feedback on the Draft Recreational Trails Plan, focusing on project recommendations and proposed new trail classifications.

ATTENDANCE

26 people signed in on paper.
See Sign-In Sheets for Public Attendance.

Consultant Project Team

Van Le, R&M Consultants

Taryn Oleson-Yelle, R&M Consultants

Rachael Selby, R&M Consultants

MOA Project Team

Nicolette Dent, MOA Parks & Recreation

Aaron Jongenelen, AMATS

Emily Weiser, Senior Planner, AMATS

MEETING MATERIALS

- Printed copies of the Draft Plan
- Printed copies of the Trails Plan Guidebooks
- Maps of existing parks and trails in the AMATS boundary, with Recommended Projects
- Informational Boards on the Purpose of the Plan, Vision, Goals and Objectives
- Informational Boards of Proposed Trail Classifications
- Comment Forms



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

Public Open House - Anchorage
Meeting Summary

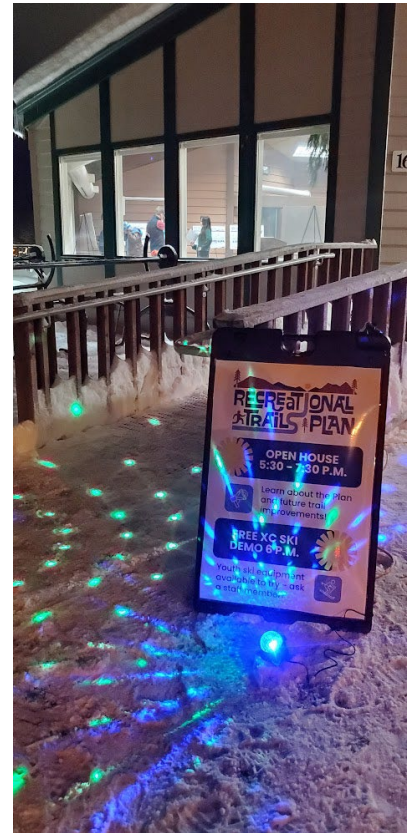
SUMMARY

The Public Workshop was held in Anchorage at the Russian Jack Springs Chalet. Attendees were invited to learn about the Rec Trails Plan Draft Plan and participate in several activities including:

1. Review and comment on the Draft Plan document
2. Review and comment on proposed Trail Project Recommendations and Non-Motorized maps
3. Review and comment on proposed Trail Classifications, emphasizing new Trail Class 6

As attendees entered the workshop, they were greeted at the sign-in table, provided an option of taking a printed copy of the Draft Plan and/or a Trail Plan Guidebook, and oriented to the layout and form of the workshop. Members of the project team were available throughout the room to answer questions and engage in conversation. Comment forms were also provided.

Parks and Rec staff also provided a free kid's ski demo and hosted an outdoor gathering space with a burn barrel, smores and hot chocolate, and games during the open house to support the event and draw more participation.

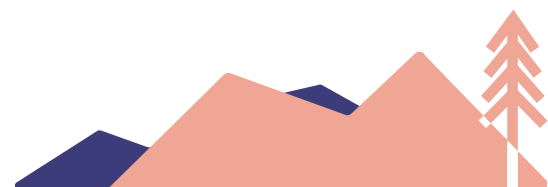
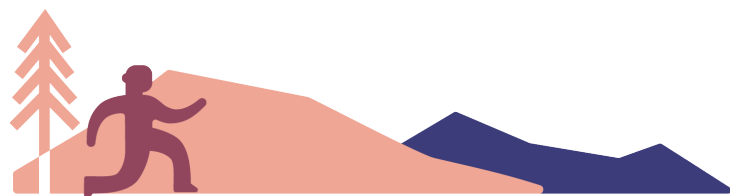


COMMENTS RECIEVED

Recommendation Maps

The following comments were received on the Project Maps:

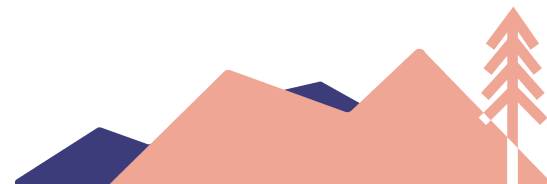
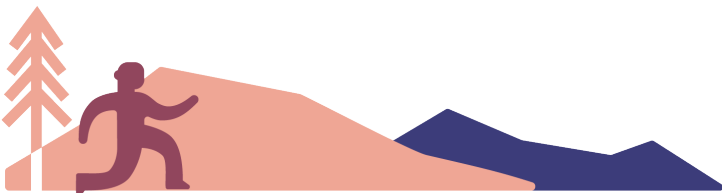
- Project ID **02**
 - Combine trails #2 (Project ID 02), #5 (Project ID 05) and #23 (Project ID 23) to address growing safety and issues around Westchester Lagoon – widen to 12 feet.
 - Combine #2 (Project ID 02), #23 (Project ID 23), and #5 (Project ID 05) – widen these trails to 12 feet to help address significant safety issues.
- Project ID **04**
 - Take out roots, repave and widen, if needed – this is on TCC CIP list
 - Collaborate with TCC on potential areas where Coastal Trail may need widening
- Project ID **05**



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

Public Open House - Anchorage
Meeting Summary

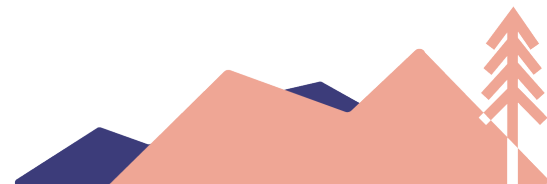
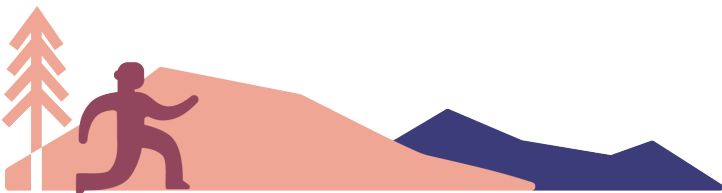
- Need to ensure any proposed widening considers private property. Mud flats/bird habitat and retention of existing trees and vegetation for erosion protection.
- FCTC Project: Turnagain CC continuing to work with Project Team to address concerns and ensure minimal impact to Natural Areas
- Need to move south part of trail east to avoid lawsuit with property owners
- Project ID **06**
 - Oppose any single-track trails in Pt. Woronzof Park. FYI: this is a high-value wildlife corridor and major airport development and relocation. Pt. Woronzof Rd will be in this general area. This area of the Coastal Trail has far fewer users than other sections of the CT – emphasis should be on wildlife use and habitat. Turnagain CC supports current Planning docs for this area.
 - Turnagain CC supports link trail between Pt. Woronzof Rd and Coastal Trail at Pt. Woronzof Rd connection.
- Project ID **10**
 - South Coastal Trail extension – make it happen
 - Prioritize community over a small group of homeowners who think public land is theirs alone.
 - Connect Kincaid Park and Campbell Creek Trail with separated paths, bike lanes, etc. This can be a shorter-term effort than full South Coastal Trail project.
- Project ID **12**
 - Section 36 access parking, trail signage
- Project ID **17**
 - Trail here in very bad shape! Roots, etc.
- Project ID **18**
 - Yes! Build N-S connector to Chester Creek Trail
 - Chester Creek Trail to Campbell Creek Trail corridor (almost) exists via Maplewood-College Village-McInnes. Just needs a light on Tudor which would also serve the fire station there. Project #18 will feed into this route (bikeway type).
- Project ID **19**
 - Replace bridge deck.
- Project ID **23/29**
 - Tunnel upgrades needed



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

Public Open House - Anchorage
Meeting Summary

- Other comments shared not on a specific project recommendation:
 - **Point Woronzof Overlook**
 - This should be TOP PRIORITY to protect Coastal Trail: address erosion at this location!
 - **Margaret Eagan Sullivan Park** (South Side)
 - Support West High Step to improve trails north west of trail (North of Hillcrest)
 - Going to apply for Challenge Grant from Park Foundation to clean up/rehabilitate the natural area
 - **Kincaid Park**
 - Kincaid NOMO 16 – pave single track from Raspberry Road to Jodhpur/Kincaid Road. Can be used as Roller ski Loop. *New Project
 - ↑ Great idea, also good for cyclists.
 - **Campbell Lake access**
 - Identify public access to Campbell Lake
 - **Tikishla Park area**
 - Trail to 20th Avenue safety issue (roots, etc.)
 - Link Anchor Park to Trail (not on L.O.) – see AMATS plan
 - Keep wooded trails Class 1. +1
 - **Russian Jack Springs**
 - New hard-surface trail on west side of RJ with tunnel under DeBarr permitting a loop around park.
 - More ski trails in North Russian Jack.
 - RJ “north loop” Nordic trails – brush out, fix worst of uneven surfaces, improve frequency of grooming in winter.
 - **Ruth Arcand Park connections**
 - Independence Park Trail system to middle school and elementary school.



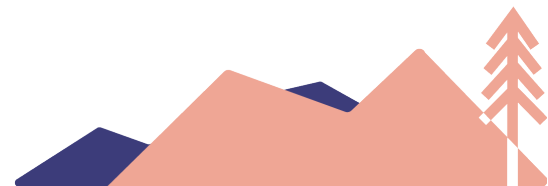
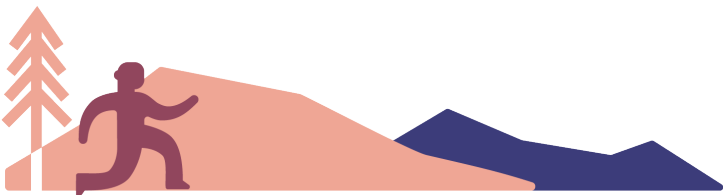
Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

Public Open House - Anchorage
Meeting Summary

Comment Forms

Supplementing the other ways of providing input on the Rec Trails Plan to the Project Team, general comment forms were available throughout the room. The following comments were received:

1. Project **ID 47** – with the nonmotorized connections, please consider adding a safe and convenient pedestrian crossing at Lake Otis where Chester Creek Trail passes. This would increase connections and reduce unsafe pedestrian crossings and increase public safety. Highly support this. Please continue improving the asphalt trail that has deteriorated in Russian Jack Park between the Chalet and the access to Nunaka Valley neighborhood. Please continue addressing homeless/overstays in the parks to reduce contamination and increase safety in the parks. Russian Jack has seen an increase in encampments and contamination.
Project **ID 41** – yes please improve Cheney Lake for the water issues on the trail – build a [fountain] of other water feature on the area with springs.
Project **ID 36+35** – Highly supportive of the Russian Jack improvements
Project **ID 8** – Love the Kincaid Plan update concept for multiple recreation options including biathlon!
2. Please add a connector to Project **ID 16 Non Motorized**. Pave a path to Jodhpur from the Raspberry Road multi-use path to the little parking lot at Jodhpur and Kincaid Road.
3. 1. Resurface trail from Chester Creek Trail to Tikishla to Nichols Park.
2. Connector trail from Sitka Park to Chester Creek – very wet soil – Project #18
3. Some sort of warning sign on west side of Lake Otis just before Oak Street to tell people the side walk stops and there is no more trail or sidewalk. A person can't get on the trail unless they cross Lake Otis – which can be very busy. Also, they can't get to the trail because the trail/ side walk ends above a lake – Hillstrand Lake.



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

PUBLIC OPEN HOUSE 2 – DRAFT PLAN

SUMMARY

AMATS MOA Rec Trails Plan Update Public Open House 2 – Chugiak

January 29, 2026

5:30pm to 7:30pm

Beach Lake Chalet

MEETING OBJECTIVE

To present and gather feedback on the Draft Recreational Trails Plan, focusing on project recommendations and proposed new trail classifications.

ATTENDANCE

8 people signed in on paper. See Sign-In Sheets for Public Attendance.

MOA Project Team

Nicolette Dent, MOA Parks & Recreation

Jeff Urbanus, ER-C Parks & Recreation

Consultant Project Team

Taryn Oleson-Yelle, R&M Consultants

Rachael Selby, R&M Consultants

MEETING MATERIALS

- Printed copies of the Draft Plan
- Printed copies of the Trails Plan Guidebooks
- Maps of existing parks and trails in the AMATS boundary, with Recommended Projects
- Informational Boards on the Purpose of the Plan, Vision, Goals and Objectives
- Informational Boards of Proposed Trail Classifications
- Comment Forms



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

Public Open House – Chugiak-Eagle River Meeting Summary

SUMMARY

The Public Workshop was held in Chugiak at the Beach Lake Chalet. Attendees were invited to learn about the Rec Trails Plan Draft Plan and participate in several activities including:

1. Review and comment on the Draft Plan document
2. Review and comment on proposed Trail Project Recommendations and Non-Motorized maps
3. Review and comment on proposed Trail Classifications, emphasizing new Trail Class 6

As attendees entered the workshop, they were greeted at the sign-in table, provided an option of taking a printed copy of the Draft Plan and/or a Trail Plan Guidebook, and oriented to the layout and form of the workshop. Members of the project team were available throughout the room to answer questions and engage in conversation. Comment forms were also provided.

Recommendation Maps

The following comments were received on the Project Maps:

- Project ID 12
 - Update Project 12 description to remove CASA reference and add Ptarmigan Valley trailhead.
- Project ID 63
 - CSP Plan includes mountain bike trails in the ER greenbelt.
- Project ID 64
 - Not conceptual – we have approved (by UDC) route.
- Project ID 66
 - Maybe #66 should be a hatch?
- Project ID 72
 - Maintenance agreements?
- Other comments shared on Trail Recommendations not on a specific project recommendation (but applicable to Non-Motorized Project ID 4):
 - Multi-use trail along Eagle River Road extend from Hillcrest to Nature Center.



Anchorage and Chugiak-Eagle River Recreational Trails Plan Update

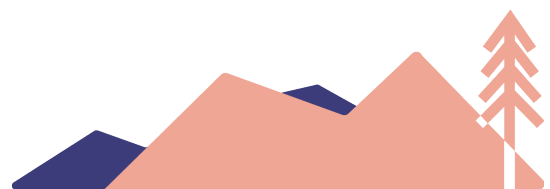
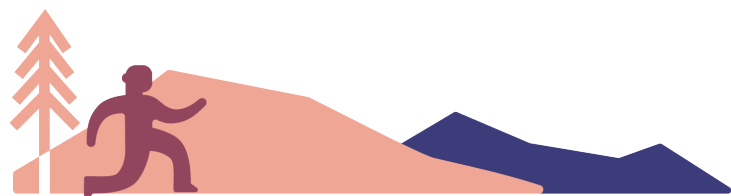
Public Open House – Chugiak-Eagle River

Meeting Summary

Comment Forms

Supplementing the other ways of providing input on the Rec Trails Plan to the Project Team, general comment forms were available throughout the room.

No comment forms were received.





BICYCLE & PEDESTRIAN ADVISORY COMMITTEE

Monday, 02-Feb-2026

6:30-8:30pm

[Microsoft Teams Meeting](#)

BPAC AGENDA: 2 February 2026

1. Call to Order/ Roll Call

2. Public Involvement Announcement:

Welcome to the AMATS Bicycle and Pedestrian Advisory Committee meeting. Public comments are welcome and encouraged, with 3 minutes given to each speaker. After the committee discusses each item, members of the public will be invited to comment.

*Housekeeping items: for virtual attendees, please keep your cameras off unless speaking. For those attending by phone, please press *6 to mute or unmute yourself.*

3. Approval of Agenda

4. Approve Meeting Minutes: [September 2025](#), [December 2025](#)

5. Action Items

- A. [Item Brief: Committee letter on Vision Zero action \(revised\)](#)
- B. [Item Brief: Committee comments on draft 2050 MTP Amendment #2, 2023-2026 TIP Amendment #4, and 2027-2030 TIP](#)

6. General information

- A. [Transit on the Move](#) update & public comment period (Feb 2 – April 19)
- B. [Glenn Highway & Hiland Rd Interchange Improvements](#)
- C. [Recreational Trails Plan](#)
- D. AMATS Non-Motorized Safety Campaign update
- E. MOA [Annual Traffic Report](#) (2024)

7. Committee Comments

8. Public Comments

9. Adjourn

Next Committee Meeting: June 1st



TECHNICAL ADVISORY COMMITTEE

Thursday, February 05, 2026

1:00-3:00p

Hybrid Meeting

In-person: Training Room

4700 Elmore Road, Anchorage, AK 99507

Virtual: [Microsoft Teams](#)

907-519-0237 Conference ID: 747 887 677#

TAC AGENDA: 5 February 2026

1. Call to Order/ Roll Call

2. Public Involvement Announcement:

Welcome to the AMATS Technical Advisory Committee meeting. Public comments are welcome and encouraged, with 3 minutes given to each speaker. After the committee discusses each item, members of the public will be invited to comment.

Housekeeping items: for virtual attendees, please keep your cameras off unless speaking. For those attending by phone, please press 'star' 6 to mute or unmute yourself.

3. Approval of Agenda

4. Approve Meeting Minutes: [1-8-2026](#)

5. Action Items:

- A. [Item Brief: 2023-2026 Funding Program \(TIP\) Admin Mod #5](#) [2026 Revised HSIP Funding Plan](#)
- B. [Item Brief: AMATS 2026 Safety Targets](#)
- C. [Item Brief: 2026 Public Transportation Safety Targets](#)
- D. [Item Brief: AMATS Climate Action Plan](#) [Fact Sheet](#) [Appendix](#)
- E. [Item Brief: Seward Highway 98.5 to 118 Draft Environmental Assessment](#) [Staff Comments](#)

6. Informational Items:

- A. Rec Trails Plan Presentation – Limited to 10 minutes
- B. [Q1 2026 Obligation Report](#)
- C. [Project Status Report](#)
- D. Next TAC Meeting Overview

7. Committee Comments

8. Public Comments

9. Adjourn

Important Dates and Events

Technical Advisory Committee – 5 March 2026

Policy Committee – 19 February 2026

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