



Item Overview

Item Number: 5B

Date: 20 August 2026

To: AMATS Policy Committee

From: Emily Weiser, AMATS Non-Motorized Coordinator

Subject: Letter of support for U.S. Bicycle Route realignment

Action Requested

AMATS staff recommends that the Policy Committee approve the letter of support for the proposed realignment of U.S. Bicycle Route 97 through the AMATS area.

TAC Action

The Technical Advisory Committee recommended to the Policy Committee approval of the letter of support with the correction in Eagle River (described below) and with consideration of spur routes in the future.

Background

The U.S. Bicycle Route System (USBRS) is managed by the American Association of State Highway and Transportation Officials (AASHTO) and published by the Adventure Cycling Association. The routes are intended as suggestions for long-distance bicyclists, helping to inform them of which options are most suitable for biking through an area. [Guidelines](#) for the routes include going around (not through) population centers, using dedicated bicycle facilities (such as pathways) or very low-volume (<1000 AADT) roads, and adding scenic value to the journey. Maps and turn-by-turn directions for the routes are publicly available on the Ride With GPS website. Some localities have installed wayfinding signs specifically for the USBRS, but this is optional.

USBR 97 passes through the AMATS area and currently follows the Seward and Glenn highways directly through Anchorage and Eagle River/Chugiak. This is not the most bike-friendly option and does not align with the above guidelines. DOT&PF's Active Transportation Planner and Statewide Bicycle and Pedestrian Coordinator, Julius Adolfsson, is preparing an application to AASHTO to realign the route and has worked with MOA and AMATS staff to fine-tune the proposed realignment. The new route would use the Coastal Trail and Ship Creek Trail around the Anchorage bowl and the pathway along the Old Glenn Highway in Eagle River and Chugiak. Snapshots of the current and proposed routes are attached, and interactive versions can be accessed by clicking here for the [current route](#) and [proposed route](#).

After this item was prepared for the TAC, the materials on the agenda were forwarded to AMATS Bicycle and Pedestrian Advisory Committee members for individual consideration, as the next BPAC meeting is not until September 14th. One member noted that the route shown through Eagle River, between the Artillery and North Eagle River interchanges, is not optimal as it traverses the business district with many driveways and conflicts. Staff had intended to route along the highway path for this section, but that adjustment had not made it onto the draft route map. The intent is to make that correction prior to submitting the new route to AASHTO. One other BPAC member expressed support for the route, and no



suggestions were received from other members. While this feedback does not constitute formal action by the BPAC, it is reported here as the next BPAC quarterly meeting was not at the right time to consider the item formally prior to it coming before the TAC and PC. The item will come before the BPAC at their meeting on September 14th to give them an opportunity to provide a letter of support as a subcommittee.

DOT&PF is also seeking a letter of support from the AMATS Policy Committee for the proposed realignment, which is not required for the application but would be helpful to show support as major changes are proposed in the AMATS area. The application is due to AASHTO October 2nd.

Attached

Current U.S. Bicycle Route 97 through the AMATS area
Proposed U.S. Bicycle Route 97 through the AMATS area
Letter of Support