

## APPENDIX 3 – CRITERIA FOR PLANNING AND PRIORITIZING TRAILS

Planning and project prioritizing criteria were applied in the development of this plan. The criteria for planning trail development described below and noted in Chapter 1 was used to help identify critical trail issues and guide in developing recommendations for trail improvements throughout the Municipality. Using the planning criteria, recommendations for each trail type were made within the Anchorage, Chugiak / Eagle River and Turnigan Arm areas as illustrated in Chapters 2, 3 and 4.

Similar criteria was applied to prioritize identified trail projects stemming from the recommendations and the Areawide Trails Plan maps. These project prioritizing criteria are more simplistic, in that they are fewer in number but incorporate the intent of the planning criteria. These project prioritizing criteria were developed, reviewed and applied by the Trails Plan Review Group (TPRG) to prioritize approximately 300 identified projects into a list of the top 50 as illustrated in Chapter 10.

### I. CRITERIA FOR PLANNING TRAILS

#### A. TRAIL CONNECTIONS

Trails need to be continuous to function as an adequate transportation system. Emphasis must be placed on identifying trail segments that are part of the continuous trail system. Priority has been placed on construction of missing segments.

#### B. TRAFFIC GENERATORS

It is essential to determine areas where trail and pedestrian traffic will begin and end. These “trail traffic generators” should include residential, institutional, commercial, educational, industrial, entertainment, employment, and recreational centers, other modes of transportation, the greenbelt and open space system.

#### C. ROAD DEVELOPMENT

The trail system must be recognized as an integral part of the overall transportation system and should be developed in conjunction with road improvements. This is a goal of the Intermodal Surface Transportation Efficiency Act (ISTEA). A transportation corridor must include trails, routes, and sidewalks as a part of roadway development when an anticipated use can be documented and it is part of an adopted Trails Plan.

#### D. COORDINATION AND COOPERATION

There must be an effort to coordinate public and voluntary or private resources in the development of the Anchorage trail system. There are many clubs and organizations oriented to specific trail uses. The organization and interests of these clubs might vary, but a number of them, such as the Nordic Skiing Association of Anchorage, the Anchorage Snowmobile Club, and the Alaska Sled Dog and Racing Association have been actively involved in trail promotion, construction and maintenance. These organized volunteer efforts provide an important part of the solution to Anchorage’s trail needs and problems and should be encouraged. Furthermore, there needs to be more coordination and cooperation between public agencies when more than one agency has authority concerning a potential trail.

#### E. POPULATION CHARACTERISTICS

Current population figures and projected changes should be used to determine the appropriate quantity, funding, and type of trails for the different parts of the community. Also, trails should be constructed that serve the needs of various populations. For example, those in multi-family living situations with no automobiles may have need for pedestrian walkways and sidewalks that connect to transit. On the other hand, residents in more rural areas with large lots may need bike trails and routes that enable users to commute to town.

**F. DIFFERENT SKILL LEVELS OR CAPABILITIES**

An urban trail system should provide for the needs of all groups including the young, elderly, disabled, novices, and skilled users.

A consideration of the anticipated cost of a project must be weighed against the need for and anticipated use of a trail. At the present time houses are taken in order to widen the roads. One day, trails may be considered an important enough transportation improvement that the same consideration will be given to especially important trails.

**G. ENVIRONMENTAL CONCERNS**

Soils, drainage, wetlands, avalanche hazard, seismic risk, flooding potential, stream setbacks, air quality impacts, visual resources, topography, existing and potential land use, zoning, and land ownership should be evaluated during trail corridor selection.

**H. COST AND COST-EFFECTIVENESS**

Estimated construction and operating costs as well as funding sources are important criteria in determining if and where a facility is built. However, care should be used to ensure that important trails are not eliminated solely using cost as a determinant. Other criteria are also critical in determining appropriateness and priority of trail projects.

Management authority conflicts occur when one agency has responsibility for trail planning and another (such as a utility company or road planning agency) has responsibility and control over a right-of-way ideal for a trail corridor, but used for other purposes. Often these other agencies may have sound reasons, such as added maintenance and safety liabilities, for opposing trail usage of the right-of-way. In these situations, an agreement needs to be worked out between the two agencies in which the object is to maximize the public's benefit.

**I. MULTIPLE USE**

Often the same trail can accommodate many uses and purposes. A single trail can be designed to perform a utilitarian, recreational, educational, or scenic function. A trail system should allocate appropriate space to each user group, as well as include segments of trail devoted to as wide a spectrum of interests as practical and feasible.

It is important to recognize that all users are not mutually compatible and planning should be careful to ensure that the different needs of the users are considered. There are few circumstances where a single trail can be used by all user groups. Perhaps the only examples of such would be in very low use and sparse population areas.

**J. NON-DEDICATED TRAILS**

Existing non-dedicated trails are often lost during land development. These trails should be identified and legally dedicated as a part of the planning and platting process. Trails on Heritage Land Bank land should be legally dedicated in conjunction with any conveyance of these lands to private parties. For instance, significant stretches of trail that are undisturbed could be set aside as parts of the capital improvement identification process and slated for acquisition, while other segments of trail could be set aside by a subdivision process. The former types of trails include those along water courses that could be part of greenbelts. The latter type of trail includes generalized routes that should be set aside within a subdivision; such trails could be incorporated into the subdivision design to foster good site planning.

## K. SAFETY

Personal safety is consistently identified as an important element for increasing the amount of trail use and the quality of the trail experience. Safety hazards are inherent in all situations, especially involving human activities. Many of these hazards can be anticipated and reduced by careful planning and design. The following location and design measures may reduce hazards:

- Remove hazardous objects through routine maintenance.
- Post signs marking potential hazards until they can be removed.
- Develop an educational program that emphasizes individual responsibilities and describes potential hazards, safe and unsafe practices.
- Thin vegetation along existing trails to the extent needed to allow views to trails in the urban Anchorage area.
- Provide trail lighting that is in conformance with the Municipality of Anchorage Department of Public Works Design Criteria Manual.

## L. LAND USE AND MANAGEMENT AUTHORITY CONFLICTS

Trails may create conflict with neighboring land uses. Trails are sometimes perceived as facilities that attract people who are thought to be a threat to the privacy, security, and safety of a neighborhood. In other cases, it is not the typical trail user who is perceived as a threat, but those who might be able to use a neighborhood trail to gain entry to homes and property. This type of conflict can be dealt with through the planning and design process with citizen involvement. These conflicts can usually be alleviated to everyone's satisfaction. Public surveys have shown that before a trail is constructed up to 75% of the neighbors may feel that the trail represents a problem. However, after the trail was constructed, the number of neighbors who felt it was a problem dropped to 5%.

## M. ROAD AND RAILROAD CROSSINGS

Road and railroad crossings are a very important consideration in trail corridor selection. If alternative locations for a trail corridor are available, the one with the fewest road crossings should be considered. However, when a trail must cross freeways, expressways, high volume arterials, railroad tracks, or at mid-block, a grade separation structure may be the only possible or practicable treatment. A system of underpasses and overpasses for use by pedestrians and other trail users will permit the development of continuous trail system, reconnect neighborhoods with schools, shopping, and parks, and reduce some of the negative impacts busy streets have upon the community.

Wherever a pedestrian crossing is established, it should also be constructed to accommodate bicycles, disabled persons, and other trail users where feasible. Along certain trail corridors, particularly greenbelts, open space corridors, waterways, and linear parks, grade separation structures should be established to ensure there are no on-grade road/railroad crossings.

## N. ACCESSIBILITY

All trails should be designed to recognize the requirements of the Americans with Disabilities Act (ADA). Consideration must be given to the following:

### 1. ADAA Guidelines

The ADAA Guidelines must be considered with respect to location and design of trail projects with federal funding. While some criteria may be difficult to meet given the limitations of steep terrain, the maximum possible compliance with the ADAA guidelines must be considered.

Also, all ADA requirements for signage, trail-heads, curb requirements, clearances, grades, and surfacing must be considered. While some criteria may be difficult to meet given the limitations of steep terrain, the maximum possible compliance with the ADAA Guidelines must be provided.

## 2. Challenge Levels

Challenge levels should be determined for Anchorage recreational trails. This philosophy has been embraced by the U.S. Forest Service in the development of their Recreation Opportunity Spectrum (ROS) system. This system respects the endemic character of trails based on function, setting, and expectations of accessibility. In this system the word “primitive” is used rather than the word “natural.” Application of this system is described in “Design Guide for Universal Access to Outdoor Recreation (Draft October 1992).” This system divides opportunity spectrums based upon the premise that:

- people purposefully choose settings for their recreation activities,
- choices are made with the expectation of achieving particular recreation experiences,
- it is desirable, from a macro-planning perspective, to present a diverse spectrum of activity

and recreation setting opportunities, ranging from highly developed to primitive, from which people may choose.

This system defines activities, settings, and experiences as urban, rural, roaded natural, semi-primitive, or primitive. Within each are different levels of development and expectations of accessibility. In Anchorage, the full spectrum of activities, settings, and experiences occur. It is appropriate that Anchorage develop recreational trails respecting this approach.

## O. COMPATIBILITY OF TRAIL USES

Compatibilities between trail uses vary greatly. Since multiple use of trails is encouraged, careful consideration of compatibilities must take place. Table 3, presents a description of the compatibility of various summer and winter activities.

## II. CRITERIA FOR PRIORITIZING TRAIL PROJECTS

The process for prioritizing projects was initiated by first compiling a list of all potential projects, see the following list. From the list of approximately 300 potential projects, each of the twelve members from the Trails Plan Review Group (TPRG) individually reviewed, scored and selected their top projects. A “short list” was then compiled consisting of roughly the top one-third of the priority projects. From the “short list” the TPRG then again reviewed and score these 130 or so projects to created a final top 50 project list that is identified in Chapter 10. Below is the weighted criteria used to rank and score projects.

- Trail represents missing link to other trails
- Trail provides a connection to another trail
- Trail solves a safety concern
- Project protects an established trail
- Trail is a multi-use trail
- Project is a trailhead
- Project would be a new trail
- Trail has significant scenic or aesthetic value
- Trail enhances the geographic mix on trails in the Municipality

Areawide Trails Plan: Potential Trails and other Pedestrian Projects

| Project Name   | Area  | Type                                   |
|--|-------|--|
| 5th Avenue   | NE    | bike route                             |
| 5th East of Muldoon Rd.  | NE    | sidewalk                               |
| 6th Ave. Izembeck to Glacier Bay   | NE    | sidewalk                               |
| 10th Ave.: Muldoon to Valley   | NE    | sidewalk                               |
| 11th Ave. East of Muldoon Rd.  | NE    | sidewalk                               |
| 12th Ave. East of Muldoon Rd.  | NE    | sidewalk                               |
| 16th Ave. Barrier Free Sidewalks   | NW    | sidewalk                               |
| 16th Ave: East of Muldoon to State   | NE    | sidewalk                               |
| 20th Ave: Lake Otis to Sunrise Dr.   | NE    | walkway                                |
| 22nd Ave: Eagle to Gambell   | NW    | sidewalk                               |
| 23rd Ave: C to Barrow  | NW    | sidewalk                               |
| 25th, 26th, 27 Ave. Arctic to Spenard Rd.                                    | NW    | sidewalks                              |
| 30th, 31st, 32nd,33rd, 34th: Wisconsin to Turnagain                          | NW    | sidewalks                              |
| 35th Ave and McRae: Wisconsin to Spenard Rd.                                 | NW    | paved trail w/roadway                  |
| 36th Ave: Patterson to Muldoon ( <i>completed</i> )                          | NE    | paved trail                            |
| 36th Ave: Lk Otis to Spenard Rd.   | NW/NE | paved trail                            |
| 36th Ave: Lois to Minnesota Dr.  | NW    | paved trail w/roadway                  |
| 40th Ave: A St. to Denali  | NW    | paved trail w/roadway (not on the map) |
| 88th Ave: Jewel Lake to Blackberry   | SW    | sidewalk and paved trail               |
| 92nd Ave: Minnesota to King  | SW    | paved trail w/roadway (not on the map) |
| 100th Ave: Minnesota Dr. to Old Seward                                       | SW    | paved trail w/roadway                  |
| A-C Couplet (North-South Trail)  | NW    | paved trail w/roadway                  |
| Abbott Loop Rd: Campbell Creek. to Abbott Rd. with grade separated crossing  | SE    | paved and unpaved trails w/roadway     |
| Abbott Loop Rd: Park entrance to trailhead-east side equestrian              | SE    | unpaved trail                          |
| Abbott Loop Rd: Trailhead to Abbott Rd.-Equestrian                           | SE    | unpaved trail                          |
| Abbott Road: Lake Otis to Birch  | SE    | unpaved trail                          |
| Aero Ave: Northern Lts Blvd. to Lakeshore Dr.                                | NW    | paved trail w/roadway                  |
| Aero Ave: east side sidewalk\westside trail                                  | NW    | sidewalk\trail                         |
| Airport Hts. School Stairs: 15th/Norene, 16th/Sunrise                        | NE    | walkway                                |
| Arctic Blvd: Dimond to 100th   | SW    | paved trail w/roadway                  |
| Arctic Blvd: Raspberry to Dimond   | SW    | paved trail w/roadway                  |
| Arctic Blvd.: Commuter Bike Route  | NW/SW | bike route                             |
| Arlene: 88th to Dimond Blvd.   | SW    | paved trail w/roadway                  |
| ARR. Trail: Coastal Trail to Northern Lights Blvd.                           | NW    | paved trail                            |
| ARR. Trail: Northern Lights to Tudor Rd.                                     | NW    | paved trail                            |
| ARR. Trail: O'Malley to Coastal Trail South Extension (overpass at O'Malley) | SW    | paved trail                            |
| ARR. Trail: Dimond to O'Malley (overpass at Dimond)                          | SW    | paved trail                            |
| ARR. Trail: Tudor to Dimond  | NW/SW | paved trail                            |
| Augustine: Chandalar to Lake George  | NE    | sidewalk                               |

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|---|----------|-----------------------------------|
| Bancroft Pk. to Tudor Elementary School                   | NW       | paved trail/not on map            |
| Baranof Ave: East Eagle River Loop to Lieselotte Cir.     | C/ER     | paved trail w/roadway             |
| Barbara Street sidewalk                                   | NW       | sidewalk                          |
| Barrier Free Sidewalks                                    | NW/NE    | sidewalks                         |
| Barrow St: 23rd to Fireweed                               | NW       | sidewalk                          |
| Baxter Rd: McGill to No. Lts. Blvd.                       | NE       | paved trail w/roadway             |
| Baxter: No. Lts. Blvd. to Tudor Rd <i>(completed)</i>     | NE       | paved trail w/roadway             |
| Beach Lake Park Trailhead                                 | C/ER     | trailhead                         |
| Beach Lake Park Nature/Interpretation                     | C/ER     | interpretive trail                |
| Beach Lake Park-Trail Dedication outside Park             | C/ER     | dedication                        |
| Beach Lk. Road/2 Underpasses                              | C/ER     | xing                              |
| Beaver Pond Trail   | TA       | unpaved trail                     |
| Beaver Pond Trail: Interpretive                           | TA       | interpretive trail                |
| Birch Rd: Huffman to DeArmoun                             | SE       | unpaved trail                     |
| Birchwood Airport-Dedicate Trails                         | C/ER     | dedicated trail                   |
| Birchwood Loop (North)                                    | C/ER     | unpaved                           |
| Birchwood Loop (South)                                    | C/ER     | unpaved                           |
| Bird Creek Regional Park & Trailhead <i>(completed)</i>   | TA       | trailhead                         |
| Bird Creek Regional Park Snowmobile Pkg/Trail Imps.       | TA       | snowmachine                       |
| BMX Track   | ?        | ?                                 |
| Boniface Parkway  | NE       | bike route                        |
| Boniface Pkwy: Sidewalk/bike trail, No. Lts. blvd. to 4th | NE       | paved trail/sidewalk              |
| Abbott Loop Rd and Abbott-Eques. Xing                     | SE       | unpaved/grade seperated xing      |
| Brochure for Areawide Trails                              | Areawide | N/A                               |
| Business Park. Blvd. pedestrian improvements              | C/ER     | sidewalks & paved trail w/roadway |
| Business Park Blvd-Transit Ctr. to Farm Ave.              | C/ER     | sidewalk                          |
| California Creek Trail                                    | TA       | unpaved trail                     |
| Campbell Creek Trail: Old Seward to Tudor                 | NE       | paved trail                       |
| Campbell Ck. Trail access, ADA, Interpretive trails       | SW/NW    | interpretive trail                |
| Campbell Ck. Reconst., Extend to ARR                      | SW       | paved trail                       |
| Campbell Ck. Dimond to Far No. FBCP                       | SW       | paved trail                       |
| Checkmate: Tudor to Emmanuel                              | NE       | sidewalk                          |
| Chester Ck. Trail widen (Gambell to Coastal Tr.)          | NW       | paved trail                       |
| Chester Ck. Trail Reconst: Seward Hwy to Goose Lk         | NE       | paved trail                       |
| Chester Ck. Trail Connect to Tudor Xing.                  | NE       | paved trail                       |
| Chester Ck. Trail: Enlarge Tunnel at Spenard Rd.          | NW       | grade seperated xing              |
| Chester Ck. Trail: Enlarge Tunnel at Minnesota Dr.        | NW       | grade seperated xing              |
| Chester Ck. Trail Muldoon to 17th                         | NE       | paved trail                       |
| Chester Ck. Trail Lighting                                | NE/NW    | lighting                          |
| Chester Ck. Trail Paved disabled, east of Lk Otis         | NE       | paved trail                       |
| Chester Valley Park Trails/Bridges                        | NE       | paved trails                      |
| Chugiak/Eagle River Hillside Trail (Chugach Rim)          | C/ER     | unpaved trail                     |
| Chugiak Elem. School: Sidewalk/Xwalk to Old Glenn         | C/ER     | sidewalk/ paved trail             |

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| Citation Rd: Eagle River Loop to Eagle River Lane                             | C/ER | paved trail (not on map) |
| Coastal Trail Lighting  | NW   | lighting                 |
| Coastal Trail: Dimond Blvd. to Potter Marsh                                   | SE   | paved trail              |
| Coastal Trail: Beach Lk Park to Eklutna                                       | C/ER | paved and unpaved trail  |
| Coastal Trail: through EAFB/Ft. Rich to Mouth of Peters Creek Park Beach Lake | C/ER | paved trail              |
| Coastal Trail: Kincaid to Dimond  | SW   | paved trail              |
| Coastal Trail: Mouth of Peters Creek Beach to Lake Park to Eklutna            | C/ER | paved and unpaved trail  |
| Coastal Trail: Intepretive  | NW   | interpretive trail       |
| Coastal Trail: Potter Marsh to Potter Section House                           | SE   | paved trail              |
| Coastal Trail: Widen shoulder 3 <sup>rd</sup> to Earthquake Park              | NW   | paved trail              |
| Connors Bog Skijoring   | NW   | unpaved trail            |
| Cope St. Area: Arctic/Minnes./Spen./Chugach Way                               | NW   | sidewalk                 |
| Craig Dr: Beaver St. to Nunaka School   | NE   | sidewalk                 |
| Cranberry St: Raspberry to Gladys Wood School                                 | SW   | sidewalk                 |
| Dale St. to Providence Hospital   | NE   | walkway                  |
| DeArmoun Rd: E. 140 <sup>th</sup> to Birch                                    | SE   | unpaved trail            |
| DeArmoun Rd: Elmore to E. 140th   | SE   | unpaved trail            |
| DeArmoun Rd: Seward Highway to Hillside                                       | SE   | unpaved trail            |
| DeArmoun Rd: 140th to Hillside  | SE   | paved trail              |
| Denali St: 40th to Tudor Rd   | NW   | sidewalk                 |
| Dimond Blvd: Jodphur St. to Sand Lake   | SW   | paved trail              |
| Dimond Blvd: Kincaid Pk to Jewel Lk.  | SW   | paved trail              |
| Donlina to Hoyt   | NE   | walkway                  |
| Donner Loop Collector Loop  | C/ER | sidewalk                 |
| Duben: East of Muldoon & West to Okla.  | NE   | sidewalk                 |
| E St. Walkway: Downtown to Ship Creek   | NW   | walkway                  |
| Eagle River Greenbelt: connect to Hiland Drive                                | C/ER | paved and unpaved trail  |
| Eagle River Greenbelt: connect to Eagle River Rd.                             | C/ER | unpaved trail            |
| Eagle River Greenbelt: connect to Eagle River Loop Rd                         | C/ER | paved trail              |
| Eagle River Trailhead   | C/ER | trailhead                |
| Eagle River to Mat-Su Borough Snowmobile Trail                                | C/ER | snowmachine              |
| Eagle River Loop Rd: Eagle River Rd. to Old Glenn                             | C/ER | paved trail              |
| Eagle River Loop Rd: Mills Bay to Park  | C/ER | walkway                  |
| Eagle River Loop Rd: Mile 6 to Eagle River V/C                                | C/ER | paved trail              |
| Earthquake Park Intrepretive <i>(completed)</i>                               | NE   | interpretive trail       |
| East Bluff Drive west of Gov't Hill school                                    | NW   | sidewalk                 |
| Edmonds Lk./Mirror Lk. ski & skijoring  | C/ER | park trails              |
| Eklutna Waterline: Dedicate trail   | C/ER | dedication               |
| Elmore St: 4th to Williwaw School   | NE   | walkway                  |
| Elmore St: O'Malley Rd. to Huffman  | SE   | unpaved                  |
| Elmore St: O'Malley Rd. to Huffman (Equestrian)                               | SE   | unpaved                  |
| Elmore St: Huffman to DeArmoun (Equestrain)                                   | SE   | unpaved                  |

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|---|-------|--------------------------|
| Elmore St: DeArmoun to Rabbit Ck. Rd. to FNBP Equestrian              | SE    | unpaved                  |
| Elmore St: Rabbit Creek. Rd. to DeArmoun, O'Malley to Abbott          | SE    | unpaved trail            |
| Far No. BCP: BLM to Service High                                      | NE/SE | unpaved trail            |
| Far No. BCP: Tudor to BLM   | NE    | unpaved trail            |
| Far No. BCP: Lighting   | NE    | lighting                 |
| Far No. BCP: Trails, Dog Team Xing ( <i>complete</i> )                | NE    | grade seperated xing     |
| Far No. BCP: Trails/Bridges   | NE    | park trails              |
| Far No. BCP/Hillside Pk.  | NE    | unpaved trail            |
| Fire Creek Trail (North Eagle River to Beach Lake)                    | C/ER  | paved and unpaved trail  |
| Fireweed: Spenard to Gambell  | NW    | paved trail              |
| Fish Creek. Trail: Spenard to Northwood                               | NW    | paved trail              |
| Fish Creek Trail: Coastal Trail to Minnesota                          | NW    | paved trail              |
| Gambell/Seward Hwy: 3rd to 36th Ave.                                  | NW    | paved trail w/roadway    |
| Girdwood Nordic Trails  | TA    | unpaved                  |
| Girdwood Tidal Flat Nature Interpretive                               | TA    | interpretive trail       |
| Glacier Creek: Dedicate trails  | TA    | dedication               |
| Glenn Highway: Boniface to Muldoon ( <i>completed</i> )               | NW    | paved trail              |
| Glenn Highway: Peters Creek to Mat-Su                                 | C/ER  | paved trail              |
| Glenn Highway: connection to ER transit Park & Ride                   | C/ER  | paved trail              |
| Glenn Highway: connection via Farm Ave. to Old Glenn                  | C/ER  | paved trail              |
| Glenn Highway: connection to Mile 19 Park                             | C/ER  | paved trail              |
| Glenn Highway: connection to New Hiland Bridge                        | C/ER  | paved trail              |
| Glenn Highway: connection to Coastal Trail at Fire Creek              | C/ER  | paved and unpaved trail  |
| Glenn Highway: Snowmobile Trail-Centennial Park to Eagle River        | C/ER  | snowmachine              |
| Goldenvew: Equestrian   | SE    | unpaved trail            |
| Greatland/Chugiak Pk./Mtn (Gravel)                                    | C/ER  | unpaved trail            |
| Gregory: Rainbow to Huffman Rd  | SE    | sidewalk                 |
| Halligan to Trailer Pk.   | NE    | sidewalk                 |
| Hillside Dr.: Rabbit Creek to Abbott (Eques.)                         | SE    | unpaved trail            |
| Hillside Trail (Chugach Rim) Fire Lk Rec. Ctr to Parks Crk. Headwater | C/ER  | unpaved trail            |
| Huffman Rd.: Lake Otis to Elmore ( <i>completed</i> )                 | SE    | paved trail              |
| Huffman Rd: Timberlane to John's Rd                                   | SW    | paved trail (not on map) |
| Huffman Rd: Birch to Elmore   | SE    | unpaved trail            |
| Iditarod National Historic Trail: Mark and sign                       | TA    | interpretive trail       |
| Independence: Colony to O'Malley                                      | SE    | paved trail w/roadway    |
| International Airport Road: Arctic to Northwood                       | NW    | paved trail w/roadway    |
| Jayhawk (Gravel)  | C/ER  | unpaved trail            |
| Kincaid/Pt. Campbell Interpretive: Delta Formation                    | SW    | interpretive trail       |
| King St.: Dimond to 100th   | SW    | paved trail (not on map) |
| Klondike Ave: Pine St to Wonder Pk Sch.                               | NE    | walkway                  |
| Klondike/Kenai/Davis  | NE    | walkway                  |
| Knik River Boat Launch/Take out                                       | C/ER  | water trail              |



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|---|-------|------------------------------|
| Lakeshore Dr: Lions Park to Coastal Trail   | NW    | paved trail                  |
| Lakeshore Dr: Aero to Wisconsin   | NW    | paved trail w/roadway        |
| Lee St: Eagle Rd. to Gruening School  | C/ER  | walkway                      |
| Little Peters Creek Trailhead <i>(completed)</i>  | C/ER  | trailhead                    |
| Lake George Dr: Chandalar to No. Lts. Blvd  | NE    | walkway                      |
| Lake Otis: 15th Ave. to No. Lts. Blvd   | NE    | paved trail w/roadway        |
| Lake Otis: O'Malley to Chinook <i>(completed)</i>   | SE    | roadway                      |
| Lore Rd: New Seward to Lk. Otis <i>(completed)</i>  | SE    | paved trail w/roadway        |
| MacInnes St: 36th to Tudor Rd   | NE    | paved trail w/roadway        |
| Meadow Creek: Chain of Rocks to Old Eagle Rim Rd. <i>(completed)</i>                          | C/ER  | walkway                      |
| Minnesota Bypass: Old Seward to Tudor   | SE    | paved trails                 |
| Moose Meadows: Dedicate trails  | TA    | dedication                   |
| Mtn. View: Bragaw to Boniface   | NE    | paved trail/bike trail       |
| Muldoon Road  | NE    | bike route                   |
| North Birchwood Loop/Old Glenn Highway:<br>North Birchwood interchange to Loretta French Park | C/ER  | unpaved trail                |
| Northern Lts Blvd: Lois Dr. to LaTouche St.   | NW/NE | bike route                   |
| Northern Lts Blvd: Postmark to Wisconsin  | NW    | paved trail                  |
| Northwood Dr: 88th Ave. to Dimond   | SW    | paved trail                  |
| Northwood Dr: Spenard to International Arpt. Rd   | NW    | paved trail                  |
| Oberg Rd: Peters Ck. to Old Glenn   | C/ER  | unpaved trail                |
| O'Malley Road   | SE    | bike route (not on map)      |
| O'Malley: Birch to Hillside   | SE    | unpaved trail                |
| O'Malley: Lake Otis to Birch  | SE    | paved and unpaved trail      |
| O'Malley Road: Eques. Xing at Birch   | SE    | grade seperated              |
| O'Malley Road: Eques. Xing at Bragaw  | SE    | grade seperated (not on map) |
| O'Malley Road: Rock Ridge to Birch  | SE    | paved trail                  |
| O'Malley Road: Tracer to Bragaw   | SE    | unpaved trail                |
| Old Glenn Highway: Chugiak to Eagle River   | C/ER  | paved trail w/roadway        |
| Old Glenn Highway: Peters Ck. to No. Birchwood, west (Eques.)                                 | C/ER  | unpaved trail                |
| Old Glenn Highway: So. B-wood to No. Birchwood, west (Eques.)                                 | C/ER  | unpaved trail                |
| Patterson: No. Lts Blvd. to Tudor Rd.   | NE    | paved trail                  |
| Peck Stairway West of Muldoon   | NE    | sidewalk                     |
| Penland Parkway south side  | NW    | sidewalk                     |
| Peters Creek Safety Trail <i>(completed)</i>  | C/ER  | paved trail                  |
| Peters Creek Nature Trail   | C/ER  | unpaved trail                |
| Petersburg ROW: 56th to 57th  | NE    | walkway                      |
| Pine Street: DeBarr to 20th   | NE    | paved trail w/roadway        |
| Potter Marsh Nature Trail Extension/Connection  | SE    | unpaved trail                |
| Rabbit Creek Road: East from Buffalo Street Equestrian  | SE    | unpaved trail                |
| Rabbit Creek Rd: Old Seward to Hillside   | SE    | unpaved trail                |
| Rabbit Creek Road   | SE    | paved trail w/roadway        |

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|---|----------|-----------------------------|
| Regency Drive   | C/ER     | sidewalk                    |
| Rovenna St: 70th to 76th ( <i>completed</i> )   | SW       | sidewalk                    |
| Russian Jack School North Access  | NE       | walkway                     |
| Russian Jack Springs: Skijoring Trails  | NE       | paved and unpaved trails    |
| Russian Jack School: Reka to 20th   | NE       | walkway                     |
| Sadtler/Sue Tawn/Skyline (Gravel)   | C/ER     | unpaved trail               |
| Sand Lake Park Trail Connects   | SW       | walkways/paved trail        |
| Schroeder/Iris/Rachel (Gravel)  | C/ER     | unpaved trail               |
| Section 16 Snowmobile Trails  | SE       | snowmachine                 |
| Section 16 Connection to Abbott Rd/Hillside Pk. Trails  | SE       | unpaved trail               |
| Section 36 Interpretive Trails  | SE       | interpretive trails         |
| Seward Highway: Frontage Rd. (Homer to Brayton)   | NE/SE    | bike routes                 |
| Seward Highway: Xing to Indian  | TA       | grade seperated/paved trail |
| Seward Highway Trail: Bird to Indian (North)  | TA       | unpaved trail               |
| Seward Highway: Xing to Bird  | TA       | grade seperated xing        |
| Seward Highway: 68th Ave. Overpass  | SW/SE    | not on map                  |
| Seward Highway: 76th Ave. Overpass  | SW/SE    | not on map                  |
| Seward Highway: 92nd Ave. Overpass  | SW/SE    | not on map                  |
| Seward Highway: International Airport Rd Overpass   | NW/NE    | paved trail w/roadway       |
| Seward Highway: Bike Route to Portage   | TA       | bike route                  |
| Seward Highway: Potter to Portage, non-motorized  | TA       | unpaved trail               |
| Ship Creek Trail: 2 <sup>nd</sup> Ave.<br>via Ship Creek to Glenn Highway at Boniface         | NW       | paved trail                 |
| Sitka Pk. Trail Connection ( <i>completed</i> )   | NE       | unpaved trail               |
| Smaldon St: Gladys Wood Sch. north alley  | SW       | walkway                     |
| Southport Blvd: Washinton to Klatt  | SW       | paved trail w/roadway       |
| Spenard Rd: Minnesota to Chester Creek  | NW       | paved trail w/roadway       |
| Strawberry Rd: Jewel Lake to Northwood  | SW       | paved trail w/oadway        |
| Sunflower Dr: No. Lts. Blvd. to College Gate  | NE       | walkway                     |
| Tikishla Park Chester Creek Trail Connects  | NE       | paved trail                 |
| Tikishla Park Lighting, Trail Connects  | NE       | lighting                    |
| Tikishla Park Neighborhood Trail Connects   | NE       | paved trail                 |
| Tikishla Park Connection to School  | NE       | paved trail or walkway      |
| Timberlane Dr: Klatt to Huffman   | NE       | paved trail w/roadway       |
| Trail Widening within MOA   | Areawide | paved trails                |
| Tudor Elementary west to Seward Hwy. Frontage Rds   | NE       | walkway                     |
| Tudor Rd Crossing: Far North Bicentennial Park to Chester Creek<br>Trail ( <i>completed</i> ) | NE       | grade seperated xing        |
| Tudor Road Route  | NE       | bike route                  |
| Turnagain Blvd sidewalks: No. Lts. Blvd. to Spenard   | NW       | sidewalks                   |
| Turnagain School So. Access   | NW       | walkway                     |

|   |    |                       |
|---|----|-----------------------|
| University Lake connect to Chester Ck. Trail          | NE | unpaved trail         |
| University Lake Lakeshore Trail                       | NE | unpaved trail         |
| University Lake Trailhead and Trail                   | NE | trailhead             |
| University Drive: Providence to Northern Lights Blvd. | NE | paved trail           |
| Upper Huffman Trailhead                               | SE | trailhead             |
| Virgin Creek Trail                                    | TA | unpaved trail         |
| Wagon Trail   | TA | unpaved trail         |
| Whitney Rd: Ocean Dock Rd. to Post Rd                 | NW | paved trail w/roadway |
| Wickersham to Bartlett                                | NE | walkway               |
| Wickersham to Dimond                                  | NE | walkway               |
| Windy Corner Dall Sheep viewing <i>(completed)</i>    | TA | turnout               |
| Winner Creek Trail                                    | TA | unpaved trail         |
| Wisconsin: No. Lts. to 43rd <i>(completed)</i>        | NW | paved trail w/roadway |

Key:

SW - Southwest Anchorage  
 NW - Northwest Anchorage  
 C/ER - Chugiak/Eagle River

SE - Southeast Anchorage  
 SW - Southwest Anchorage  
 TA - Turnagain Arm

Paved trail = multi-use paved trail  
 Unpaved Trail = multi-use unpaved

