

CHAPTER 10 — IMPLEMENTATION

For the Areawide Trails Plan to be effective, its recommendations must be carried out throughout the municipality. This chapter includes a discussion of:

- identification of trail rights-of-way
- the AMATS planning process in relation to trails
- enforcement
- trail implementation responsibilities
- other required studies
- plan revision process, and
- priority projects for funding

I. TRAILS RIGHT-OF-WAYS

A dedicated right-of-way is probably the most critical feature for any trail because without it the trail is subject to elimination by other land uses. A majority of the trails in the Municipality have no formal dedication and therefore are potentially subject to being lost. These existing non-dedicated trail easements and many potential trails will require the protection of some form of dedication that will vary according to the status of the land.

Trails located within municipal parks, greenbelts, open spaces, and recreation areas are usually as safe as the area itself. Trails located on public lands, however, are subject to a variety of threats. Dedicated parkland can be turned to another public use by a vote of the Assembly and this new use may eliminate the existing trails. Land use can interrupt or eliminate trails on public land designated for specific functions, such as school sites, airports, railroads, streets and highways, watersheds, and military bases. A change in recreation use may affect a designated trail such as the relocation of the Spencer Loop (cross country ski trail) to accommodate more down hill skiing. Greater protection would be afforded by incorporation of trail locations in master plans with changes to these trail locations possible only in accord with a revised master plan approved by the Planning and Zoning Commission.

With the continued development of the Anchorage area, the possibilities for expanding the system of open space and greenbelt trail corridors are diminishing. Consequently, many of our future trails will need to be identified in conjunction with our roadway system. In many parts of the Municipality, street and highway rights-of-way are already being used for transportation and recreation purposes by a variety of trail users. These include pedestrians, bicyclists, equestrians, runners, sled-dog mushers, and cross-country skiers. Non-motorized trail activities should be accepted as legitimate uses on a trail within a road right-of-way. A comprehensive trail system is an integral part of a multi-modal transportation system and should be included during planning and budgeting for future road projects.

Right-of-way constraints may make constructing separated trails along existing roadways difficult and present a challenge to winter maintenance needs for keeping snow off sidewalks and trails.

All planned trail routes should be evaluated to ensure there is adequate right-of-way available for construction.

A. TRAIL RIGHT-OF-WAYS IN UTILITY AND CREEK MAINTENANCE EASEMENTS

The following agencies are responsible for trail maintenance. However, operational/administrative responsibilities may be delegated to or assumed by other municipal agencies. For example, in the Anchorage Bowl, while the Department of Public Works has the responsibility for maintenance of separated trails in the road right-of-way, the Department of Cultural and Recreational Services actually performs the maintenance.

Public utilities such as natural gas, electric power, telephone, and sewer, occupy easements for the purpose of providing and maintaining essential services within the community. These easements cross both private and public properties and require the signed permission of the landowner or administrator, for other than the intended easement use.

Generally, the landowner grants the easement for the specific purpose that was intended and no other. Pedestrian or other forms of trail access are usually not permitted, although they often occur where there is either no physical impediment or attempt by landowners to restrict access.

Easements can be dedicated for trail or related purposes, but require the permission of the land-owner and the utility for such use. This might require financial compensation. Other leaseholders of easements must also be consulted for their approval, to avoid conflicting uses that could damage either the utility or trail.

Nevertheless, there are many utility easements that could provide trails where it otherwise would not be possible to achieve them, and where no significant conflict would result. Large lot subdivisions or other large tracts represent areas in which many landowners continue to allow trail access in easements designated for other purposes.

Utility easements would seem to provide a logical means of providing for trail access. They frequently provide the only open area for a trail system not tied to roadways, and the width of the easement is often adequate. They have the added advantage of linking neighborhoods with other neighborhoods, and with schools, commercial centers, parks and open spaces. It is important to realize that the primary purpose of the utility easement is to provide for the utility. All efforts should be made to work with the utility to ensure that the utilities do not incur undue expense or maintenance problems.

Trails should not be assumed to be appropriate for all utility easements. Trails in easements often pose threats to adjacent property owners. Siting of trails in utility easements should be closely coordinated with the community. The following types of easements could be developed to accommodate potential trail systems.

1. Trunk Sewer Lines

These are among the widest of utility easements and usually follow very gentle terrain with uniform grades. Such clearings are well suited for several well-separated trail types, such as walking trails, cross-country ski trails, equestrian trails, running trails, and bicycle trails. An agreement with the responsible agency is necessary in locating, constructing, and maintaining trails using trunk sewer easements.

2. Lateral Sewer Lines

These easements are narrower than trunk sewer lines, but the grade of lateral sewer lines is generally quite flat along the ground surface, making them suitable for trail corridors. Lateral sewer lines, in performing their function, follow the back lot lines through subdivisions or sometimes, subdivision streets. These easements can be developed for trail use if the back lot line is not used as an alley and if all property owners agree to alter their easement to include trail access.

3. Natural Gas Lines

These easements generally follow road right-of-ways within and between subdivisions. It would be possible to develop easements for trail access in those instances where they follow back lot lines or lines between subdivisions. The development of trail access in these corridors would require the agreement of both the utility company and the affected property owners.

4. Telephone and Power Lines

These utilities generally follow road right-of-ways between subdivisions. The development of trail access in these corridors would require the agreement of both the utility companies and affected property owners. Design and construction of trails near these utilities must recognize the burial requirement that must be maintained for the utility. Also, excessive fill over the utility and the surfacing type may make maintenance costly.

Location of trails under overhead lines has several considerations. Guys and poles increase liability and safety considerations. Also, clearances must be adhered to for all potential trail users. Equestrians in particular may not meet the clearance needs in some situations.

5. Eklutna Waterline

The Eklutna Waterline provides an excellent opportunity to site trails along much of its length. In some areas the width of the available easement may accommodate numerous user groups. It is important however to recognize that land ownership resides with private property owners, not the utility. Arrangements must be worked out with the property owner before use can be permitted. Also, it is necessary to consider the impacts of trail use to private property owners. Some Many will be opposed to the use of the waterline corridor for to all trail users. However, many homeowners may object to motorized use, but not to non-motorized use. Noise and air pollution are major factors.

B. TRAIL RIGHT-OF-WAYS IN ALASKA RAILROAD CORPORATION RIGHT-OF-WAY

The Alaska Railroad right-of-way travels the Anchorage Bowl from north to south, and extends farther, connecting Palmer with Portage and points beyond. The right-of-way is generally 200 feet wide, although only a small amount of the width is actually occupied. Liability, safety, and space for future expansion were used as criteria in establishing the right-of-way width by the Alaska Railroad.

It is recommended that a trail corridor be established in cooperation with the Alaska Railroad Corporation within the railroad right-of-way. The 1983 Coastal Trail Route Study details some of the concerns that need to be resolved to eliminate user conflicts on Alaska Railroad right-of-way and recommends the following guidelines to help ameliorate these concerns:

- Tunnel crossings should be used instead of other types of crossings wherever possible.
- On-grade crossings should have automatic gates that provide for gate arm closure whenever a train approaches, and pre-formed panels should be installed to eliminate the possibility of people being caught in the tracks.
- A signing system must be installed warning trail users to stay off tracks.
- A minimum distance of 75-feet between trail and track is appropriate in those areas where the train is traveling at high rates of speed and a minimum of 35-feet at low speeds.
- The municipal attorney and legal counsel for the Alaska Railroad should negotiate an agreement wherein the Municipality of Anchorage agrees to hold the Alaska Railroad harmless in the event of accidents within the trail easement on the railroad right-of-way.

Congress passed an important amendment of the National Trails System Act on March 28, 1983. It is intended to turn “rails into trails.” Abandoned railroad rights-of-way can make enjoyable trails, especially since the reason for earlier conflicts, the railroad itself, has been removed. Usually by the time a right-of-way has been abandoned, there is often nothing left for a trail. The amendment addresses this problem by getting the track turned into a trail before it is even abandoned.

When a railroad wants to abandon a section of track, it must file a request with the Interstate Commerce Commission. The ICC and the Department of Transportation must then publicize the request. If a state or local government, or even local private organization, willing to manage the trail comes forward during the process, it can “take custody” of the corridor. The organization need only pay the taxes on the land and secure liability insurance. The new law directs that the ICC consider this use a “non-abandonment” of the right-of-way, which gets first priority over other potential uses of the land.

In this way the public gets a trail corridor, and the railroad's right-of-way is protected in case service on the line ever becomes practicable again. The railroad is also free of any responsibility or liability while the corridor is in use as a trail. For local jurisdictions, the provision eliminates the main road blocks to turning rails to trails by providing an easy way to get title to the land and removing the need to find large sums of money to pay for it.

C. TRAIL RIGHT-OF-WAY ACROSS PRIVATE PROPERTY

The purchase of trail rights-of-way from private owners is usually expensive. However, much of the land in the Anchorage area is privately owned. This situation results in the need to acquire trail rights-of-way from private property owners in some instances.

D. TRAILS IN STATE SECTION LINE EASEMENTS

State section line easements fall under the joint jurisdiction of the State Department of Transportation and Public Facilities and the Department of Natural Resources. The State DOT&PF Right-of-Way Office has indicated that section line easements could be used for trail development. A written proposal describing the proposed trail project and section line easement to be developed would have to be submitted to the two state agencies for review. Each project would be reviewed on a case-by-case basis. The decision would weigh input from adjacent property owners.

E. RECOMMENDATIONS

1. Trail rights-of-way shall be dedicated on public lands if the trail is shown in the Areawide Trails Plan.
2. The Municipality, in cooperation with the utility companies, other governmental agencies, and underlying property owners shall identify current utility easements on which trails could be developed and areas of future utility easements that should have eventual trail access.
3. The Municipality shall pursue an agreement with the Alaska Railroad to establish a trail corridor within their right-of-way.
4. The Municipality shall pursue acquisition of private property where necessary to complete a greenbelt system or a planned link in the overall trail system.
5. The Municipality of Anchorage shall "take custody" of the railroad right-of-way for a trail corridor should any of the right-of-way be abandoned.
6. Before rights-of-way or section line easements are vacated, their potential for trail development shall be investigated.

II. ANCHORAGE METROPOLITAN AREA TRANSPORTATION STUDY (AMATS)

The Intermodal Surface Transportation Efficiency Act of 1991 requires each city over 50,000 population to develop a comprehensive and continuing transportation planning process in cooperation with the state government.

The State of Alaska and the Municipality of Anchorage jointly and cooperatively participate in the Anchorage Metropolitan Area Transportation Study (AMATS). Through the AMATS process, the two agencies cooperatively plan the improvement of Anchorage's roadway, transit, and trail systems. Participation in the AMATS process fulfills a federal requirement that enables the Municipality of Anchorage to receive, in 1996, approximately \$45 — \$50 million each year from the U.S. Department of Transportation for all types of transportation projects.

The Policy Committee (PC) guides the AMATS process, formulates planning policy and objectives, and monitors the implementation of transportation plans. The Policy Committee has five voting members. These are the Mayor of Anchorage, two Municipal Assembly members, the Regional Director of the Alaska Department of Transportation and Public Facilities (DOT&PF), and the Regional Administrator of the Alaska Department of Environmental Conservation.

The AMATS Technical Advisory Committee (TAC), consists of seven voting members: the Municipal Director of Community Planning and Development, the Municipal Director of Public Transportation Director, the Municipal Director of Public Works, Municipality's Environmental Services Manager, a representative from the Alaska Department of Environmental Conservation Air Quality section, the DOT&PF's Central Region Chief of Planning, and a member of the Citizens' Air Quality Advisory Committee. Together, they advise the Policy Committee on technical aspects of planning issues and procedures and supervise the preparation of planning documents.

The third AMATS committee, the Citizens Advisory Committee (CAC), is a public body that advises the Policy Committee on transportation issues and sponsors certain AMATS public meetings. In Anchorage the CAC is the Planning and Zoning Commission.

A multi-year program of transportation improvements must be prepared and reviewed at least bi-annually so that the Anchorage area can qualify to receive funding from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Trails are eligible for federal funding and must be considered on all federal-aid highway projects.

AMATS staff are responsible for developing the Transportation Improvement Program (TIP). The purpose of the TIP is to provide the basis for the State and Municipality's capital improvement programs for transportation. Its function is to ensure a closer relationship between the urban transportation planning process and the program of projects advanced for implementation with federal assistance. The TIP represents a comprehensive multi-modal plan of development over a three-year period. It is developed from the AMATS Long-Range Transportation Plan for the Anchorage Bowl, the Highway Safety Improvement Program (HSIP), the Areawide Trails Plan, and others.

The AMATS Long-Range Transportation Plan and the Transportation Improvement Program should include trails as important elements, both as stand-alone and integrated projects. The Areawide Trails Plan considers trails to be important modes of transportation that should be included in the Municipal Capital Improvement Program, as well as in all major AMATS plans and programs. Many of the recommendations for trails in this Plan took into account recommended roadway projects in the Long-Range Transportation Plan and the Transportation Improvement Program. By doing so, both roadway and trail improvements can be effectively integrated at the time of project design, funding, and construction.

A. RECOMMENDATIONS

1. The Anchorage Metropolitan Area Transportation Study (AMATS) Policy Committee should adopt the Areawide Trails Plan as an integral part of the Anchorage Bowl and the Chugiak/Eagle River Long-Range Transportation Plan.
2. The implementation of the transportation trail recommendations in this Areawide Trails Plan should be coordinated with the development of the AMATS Transportation Improvement Program (TIP).

III. ENFORCEMENT

The implementation of the Areawide Trails Plan must not only focus on the physical trail system, but must also consider the personal security of the trail users. Design and locational criteria can affect trail safety, and public awareness and involvement. These passive techniques are usually very effective and should be the cornerstone of a trail safety program.

Security of trails is generally the responsibility of trail users. Anchorage police and Alaska State Troopers have difficulty responding to problems on or involving trails, placing increased emphasis on the need for citizen involvement. Citizen volunteer policing has become very popular in many park management areas, most notably with Alaska State Parks trailheads in the Anchorage area (Park Watch). A ‘trail watch’ program for Municipal trails could be instituted by the Department of Cultural and Recreational Services.

The remoteness of many situations, and the recurrence of vandalism and violence in some of Anchorage’s larger parks has raised the issue of law enforcement capabilities in these parks. While volunteers can be helpful, many areas need law enforcement officers. Specific areas of problems and times that incidents occur should be evaluated and the areas patrolled during those periods of time. Officers should have access to the means of patrolling these areas, including snowmobiles and motorbikes.

Another area that receives little enforcement relative to the need is in the realm of maintenance of pedestrian ways. The Anchorage Municipal Code, Sections 24.80.050 and 24.80.090, require property owners to maintain pedestrian ways. Enforcement of this code is required to ensure safe and necessary movement of pedestrians.

A. RECOMMENDATIONS

1. The Department of Cultural and Recreational Services should develop a “Trail Watch” program.
2. The Municipality of Anchorage Police Department and the Alaska State Troopers should work with the Department of Cultural and Recreational Services for the development of a program for patrolling trails during identified times. Vehicles appropriate to the work should be provided.

IV. TRAIL IMPLEMENTATION RESPONSIBILITY

A. THE DEPARTMENT OF CULTURAL AND RECREATIONAL SERVICES (DCRS)

The Department of Cultural and Recreational Services presently has a trails function which includes have all of the following:

- promote trails and trail related facilities;
- be the contact body, within the Municipality, for all matters involving trail uses, including complaints;
- coordinate volunteer labor with agencies, groups and citizens to plan, develop, improve, and maintain trails;
- secure financial assistance to develop and maintain trails;
- keep abreast of literature in trail design, development, and maintenance;
- develop a standard technical manual for the development and maintenance of trails;
- analyze and study existing trails;
- develop and conduct user surveys;
- establish a public information campaign. on trails and trail safety;
- help establish priorities for funding and construction of trails;
- help start a program of trail right-of-way acquisition;
- work for trail dedications on private lands;
- coordinate and conduct safety programs and classes, including bicycle safety, with the Anchorage Police Department, the Anchorage School District, and private organizations;
- review subdivision plans, planned unit developments, rezoning requests, and other Title 21 requests for compliance with the Trails Plan;
- serve as support staff for a Trails Oversight Committee.

B. THE DEPARTMENT OF PUBLIC WORKS

The Department of Public Works should have the following trail functions:

- promote trails in road right-of-ways;
- ensure that all trails in road right-of-ways indicated on the Trails Plan are constructed;
- maintain all trails within road right-of-ways;
- keep abreast of literature in trail design, development, and maintenance;
- help establish priorities for funding and construction of trails;
- ensure that the Design Criteria Manual reflects design criteria for trails that are consonant with the Areawide Trails Plan.

C. THE DEPARTMENT OF COMMUNITY PLANNING AND DEVELOPMENT

The Department of Community Planning and Development should have the following trail functions:

- plan for areawide trail networks;
- revise the Areawide Trails Plan as needed;
- maintain a set of trail maps of a large scale;
- assist the Trails Oversight Committee;
- coordinate trails planning with the AMATS process;
- provide staff for review of trails in site plan reviews of collectors and greater;
- compile and analyze trail data on an on-going basis.

D. THE PLANNING AND ZONING COMMISSION

No trails in parks of greater than 1 1/2 acre are to be routed and re-routed unless they are in accordance with an approved park plan that has been reviewed and approved by the Planning and Zoning Commission.

E. TRAILS PLAN OVERSIGHT COMMITTEE

Proper coordination of trail issues requires a standing intergovernmental committee that can address the many areas of concern. The purview of this committee should be to:

- encourage balanced development of facilities to meet the demonstrated needs of all users;
- resolve user conflicts on Anchorage trails via arbitration, cooperation or compromise;
- provide education and procedures for trail users;
- provide guidance concerning user fees where appropriate;
- engage with organized motorized interests to initiate a public education program for the development of responsible use of motorized vehicles;
- encourage all trail development to take place within established plans, regulation, rules, ordinances, laws, and guidelines, whether or not it is paid for by public, private, or volunteer efforts;
- publish a trail book, including etiquette among users;
- review and recommend summer and winter maintenance in line with proposed summer and winter use and budgets;
- work with operating agencies and the public to find maintenance funds for all recommended trail projects;
- prepare a list of specific natural trails in the Municipality that should receive top priority for designation or dedication;

- review and revise the priority construction list, if necessary, yearly, including reviewing the inclusion of new trails such as the Urban Core Loop Trail, trails in Southport, a trail from Golden Eagle Drive to Mount Baldy, and extension of the Eagle River Greenbelt trails to the inlet; and
- work with volunteer organizations and non-profits to facilitate special events, such as fund raisers, races, competitions, training sessions, new development, and repair parties.

The committee members of this group would include at a minimum representatives from 1.) the Turnagain Arm area, 2.) the Anchorage Bowl, 3.) the Chugiak-Eagle River Area, 4. motorized trail users, 5.) non-motorized trail users, 6.) runner or pedestrian, 7.) nordic skier, 8.) bicyclist, 9.) the Department of Community Planning and Development, 10.) the Department of Public Works, 11.) the Anchorage School District, 12.) the State Department of Transportation & Public Facilities, and 13.) the State Division of Parks & Outdoor Recreation. The Department of Cultural and Recreational Services would provide staff for the committee. The Mayor would appoint the committee members with Assembly concurrence.

The Department of Community Planning and Development recommends that the establishment of the Trails Oversight Committee (TOC) or staff to a TOC be addressed as an operating budget issue by the administration.

V. OTHER REQUIRED STUDIES

Special studies are needed to further define trail requirements in particular areas of the community. They are also needed to evaluate policies that could lead to better coordination between trail development and transportation and land use planning activities. A number of studies are necessary to supplement and complement this plan. The following efforts are required to carry forward the intent of this plan:

A. FAR NORTH BOCENTENNIAL PARK MASTER PLAN UPDATE

A plan is needed to resolve numerous trail needs, concerns and conflicts in the Far North Bicentennial Park. Among the issues needing to be addressed are those needs of cross country skiers for a cross-park tie from Hillside Park to Tudor Road, interests of dog mushers for protection of existing trails, interests of skijorers for adequate trails for their activities, and the compatibility of all of these interests with each other and with other park users.

B. PEDESTRIAN ACCESSIBILITY AND MOBILITY ASSESSMENT

A study regarding pedestrian access throughout the Anchorage Bowl should be completed and adopted. Much work has been put into the identification of pedestrian issues for a comprehensive pedestrian network.

C. ALASKA RAILROAD RAILS WITH TRAILS STUDY

The possibility of an agreement with the Alaska Railroad should be investigated for the use of the Alaska Railroad right-of-way for trail use. "Rails with Trails: Sharing Corridors For Recreation and Transportanegotiations." by the Rails to Trails Conservancy should form the basis for the development of the study and

D. GIRDWOOD TRAIL MANAGEMENT PLAN

The Municipality should assist the Girdwood Board of Supervisors with the development of a trail management plan to address long-term trail usage within the Girdwood valley. While few conflicts currently exist, growth within the valley and increased recreation area demands of Anchorage will place pressure on the use of lands for motorized and non-motorized use. An overall plan is needed that addresses the needs of the Girdwood community as a whole.

E. CHUGIAK-EAGLE RIVER TRAILS

A field study of the trail alignments and trail heads needs to be performed for the Chugiak-Eagle River trails, including the Hillside Trail. Additional planning efforts are recommended within 2 years.

VI. PLAN REVISION PROCESS

The Areawide Trails Plan is a working document that needs to grow and adapt to the increasing changes taking place in the Anchorage community. The trails planning process must be on-going and dynamic. The Plan must be kept current through periodic review and close monitoring of changing needs and priorities.

In order to evaluate whether the various assumptions made in developing the trails plan are still valid, it will be necessary to compile and analyze data on an on-going basis. The types of data collected should include trail user counts, attitude surveys, recreational equipment sales, land use characteristics, transportation and land use planning activities, and Comprehensive Plan changes. Other data should include: trail incidents, trail accidents, trail damages, and trail maintenance requirements.

In order to maintain an effective planning process, the general public must also play an active role. The public can be involved through the Parks and Recreational Advisory Commission, the Eagle River-Chugiak Parks and Recreation Commission, and the Girdwood Board of Supervisors public meetings. Also, staff will attend meetings with Community Councils, trail-user groups, and various other interested organizations.

The Department of Community Planning and Development shall monitor the Areawide Trails Plan every 3 years and update as necessary.

VII. PRIORITY PROJECTS FOR FUNDING

Implementation of the Areawide Trails Plan through identification of agency responsibilities, funding and other resources is only part of the process. Establishing project priorities is also necessary. The prioritizing of all potential projects was done with assistance of the Trails Plan Review Group (TPRG). The TPRG prioritized the projects in the following manner. Approximately 300 projects shown on the Areawide Trails Plan maps and included in the recommendations in the text were considered, see appendix 3 for complete list of potential projects. Each member of the TPRG made a list of the trails they felt were most important to be constructed in the next 20 years. These individual lists were compiled into a “short” list, which comprised more than 130 trails. The TPRG then discussed and decided on criteria for prioritizing each of these trails. The project criteria for prioritizing projects was based on similar criteria used for planning trails. The project prioritization criteria used were as follows:

- the trail represents a link to other trails,
- the trail is a connection to another trail,
- the trail solves a safety concern,
- the project protects an established trail,
- the trail is a multi-use trail,
- the project is a trail head,
- the trail would be a new trail,
- the trail has significant scenic or aesthetic value, or
- the trail enhances the geographic mix of trails in Anchorage.

Each trail on was given a numerical ranking for each of the above criteria and the top 50 trail projects were determined. The projects listed below represent the top 50 trail projects in alphabetical order, that deserve priority consideration for implementation. The cost estimates are rough for planning purposes only, no or limited design / engineering work has been completed for most projects listed.

TABLE 10.1 - TOP 50 TRAIL PROJECTS

Name of Trail	Area	1997 Cost Est. (\$,000)	Type
A-C Couplet (North-South Trail)	NW	1,500	trail
Abbott Loop: Campbell Creek. to Abbott Rd. with grade separated crossing	SE	1,920	trail
ARR. Trail: Coastal Trail to Northern Lights	NW	800	trail
ARR. Trail: Northern Lights to Tudor	NW	550	trail
ARR. Trail: O'Malley to Coastal Tr. (overpass at O'Malley)	SW	1,855	trail
ARR. Trail: Dimond to O'Malley (overpass at Dimond)	SW	1,760	trail
ARR. Trail: Tudor to Dimond	NW/SW	1,520	trail
Bird Creek Regional Park & Trailhead (<i>completed</i>)	TA	1000	trailhead
Business Park. Blvd. pedestrian improvements	C/ER	2,000	sidewalks
Campbell Creek Trail: Old Seward to Tudor	NE	3,500	trail
Coastal Trail Lighting	NW	1,500	lighting
Coastal Trail/Ship Creek Trail: 2 nd Ave. via Ship Creek to Glenn Highway at Boniface	NW	6,000	trail
Coastal Trail: Dimond Blvd. to Potter Marsh	SE	12,000	trail
Coastal Trail: through EAFB/Ft. Rich to Mouth of Peters Creek Park Beach Lake	C/ER	2,200	trail
Coastal Trail: Kincaid to Dimond	SW	5,000	trail
Coastal Trail: Mouth of Peters Creek Beach Lake Park to Eklutna	C/ER	9,500	trail
Coastal Trail: Potter Marsh to Potter Section House	SE	2,700	trail
Coastal Trail: Widen shoulder 3 rd to Earthquake Park	NW	620	trail
DeArmoun Road: Seward Highway to Hillside (unp)	SE	y	trail
DeArmoun: E. 140 th to Birch (unp)	SE	25	trail
Eagle River Greenbelt: connect to Hiland Drive	C/ER	90	trail
Eagle River Loop: Eagle River Rd. to Old Glenn	C/ER	950 or y	trail
Eklutna Waterline: Dedicate trail	C/ER	N/A	dedication
Elmore: Rabbit Creek. Rd. to DeArmoun, O'Malley to Abbott (unp)	SE	380	trail
Fire Creek Trail	C/ER	3,800	trail

Name of Trail	Area	1997Cost	
		Est. (\$,000)	Type
Glacier Creek: Dedicate trails	TA	N/A	dedication
Glenn Highway: Boniface to Muldoon (<i>completed</i>)	NW	640	trail
Glenn Highway: Peters Creek to Mat-Su	C/ER	4,200	trail
Glenn Hwy.: Centennial Park to Eagle River Snowmobile	C/ER	y	trail
Hillside Trail (Chugach Rim)	C/ER	1,000	trail
Huffman Rd: Birch to Elmore (unp)	SE	20	trail
Little Peters Creek Trailhead (<i>completed</i>)	C/ER	110	trailhead
Minnesota Bypass: Old Seward to Tudor	SE	2,750	trail
Moose Meadows: Dedicate trails	TA	N/A	dedication
North Birchwood Loop/Old Glenn Highway: North Birchwood interchange to Loretta French Park	C/ER	1,890	trail
O'Malley: Birch to Hillside (unp)	SE	500	trail
O'Malley: Lake Otis to Birch (p and unp)	SE	1,000	trail
Old Glenn Highway: Chugiak to Eagle River	C/ER	y	trail
Penland Parkway south side	NW	210	sidewalk
Peters Creek Safety Trail (<i>completed</i>)	C/ER	900	trail
Potter Marsh Nature Trail Extension/Connection	SE	350	trail
Rabbit Creek Road (paved)	SE	y	route
Rabbit Creek Road: Old Seward to Goldenview (unp)	SE	55	trail
Section 36 Interpretive Trails (unp)	SE	40	trail
Seward Highway: Grade Separated Crossing at Bird	TA	450	crossing
Seward Highway: Potter to Portage, non-motorized	TA	25,000	trail
Tudor Road Crossing connections to Chester Creek southwest of University Lake and to Far North Bicentennial Park (i.e. Chester Creek Trail connect)	NE	1,500	trail
University Drive: Providence to Northern Lights	NE	x	trail
Upper Huffman Trailhead	SE	15	trailhead
Windy Corner Dall Sheep viewing (<i>completed</i>)	TA	3,500	turnout
<p>KEY: SW = Southwest Anchorage Bowl SE = Southeast Anchorage Bowl NW = Northwest Anchorage Bowl NE = Northeast Anchorage Bowl C/ER = Chugiak/Eagle River TA = Turnagain Arm x = Provide as a part of roadway construction p = paved y = Provide as a part of road upgrade or maintenance unp = unpaved Costs are in thousands (<i>completed</i>) = project completed during plan approval</p>			

