THE STATE
of ALASKA
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

DESIGN & ENGINEERING SERVICES
HIGHWAY DESIGN GROUP

PO Box 196900
Anchorage, AK 99519-6900
Phone Number: 907 269 0639
Toll Free: 800 770 5263
TDD: 907 269 0473
TTY: 800 770 8973
Fax Number: 907 269 0654
Web Site: dot.state.ak.us

January 30, 2019

Ms. Eryn Boone, Supervisor
Girdwood Board of Supervisors
P.O. Box 390
Girdwood, AK 99587

SUBJECT: Alyeska Highway Pathway Sweeps at Stop Bars

Dear Supervisor Boone,

Our Department agrees there are always more options we can add to address pathway concerns along Alyeska Highway. The key will always be how much those options cost compared to the newly built pathway in place, and can they be delivered and maintained with the reduced staff we have in the area?

Department representatives have been to the community several times for meetings on this subject during design and construction. We met at the end of construction July 10, 2017 with many community members of the Girdwood Land Use Committee. We biked the route and observed users able to safely use the full pathway width and shy from traffic when desired. We listened and we agreed to do more by completing striping showing the path edge across sidestreets and filled the sharp corners raised at that time. We next responded on April 24, 2018 to the same GBOS concerns expressed in your newest letter.

Most recently we met with the Girdwood Fire Chief and a Municipal manager November 16, 2018 regarding the Seward Highway, and the Alyeska pathway subject came up. We agreed to consider additional striping and signing messages to address ongoing concerns, ideally to be placed in summer 2019. Those additional potential changes have since been reviewed and found to not be consistent with our current standard and beyond our current ability to install/maintain.

The capital project work is done as stated in our April 2018 letter to GBOS. There is no remaining funding to rebuild the pathway or make additional modifications. The last project significantly changed road width and continuously flowing ditches and pipes at great cost. The most reasonable next steps appear to be minor traffic control changes within the resources we have and consistent with our standards. This will be a difficult consideration recognizing decreasing maintenance budgets and minimal field staff available.

Pathway sweeps have been a design standard for DOTPF since 1986. A major Anchorage safety study in 2005 showed most bicycle crashes involve right turning vehicles at unsignalized intersections and driveways. This led to continued use of sweeps on major roads in the MatSu, Anchorage, and Kenai using the same detail used on Alyeska Highway. Projects have built them on Knik-Goose Bay Road, the Parks Highway, Palmer-Wasilla Highway, Tudor Road, Muldoon Road, and the Kenai Spur Highway to name just a few.

Several Anchorage roadways are top ranking bicycle crash corridors due to the lack of sweeps. Most notable is Lake Otis Parkway. For this reason, sweeps have been recognized as future project needs in the MOA Bicycle Plan since 2007.

Sweeps maximize visibility between both parties. National guidance in AASHTO and NACTO note visibility is an important safety tool. These guides acknowledge a higher likelihood of either the bicyclist or the motorist not seeing or stopping for each other when a pathway crosses a sidestreet well ahead of the expected STOP bar. Visibility is the reason the Alyeska pathway design uses sweeps at the larger sidestreets with STOP bars. We did try to minimize sweeps rather than apply them to all sidestreets. We used buffers only after further clearing and YIELD to Bikes signs at very low volume sidestreets.

The use of sweeps means more likely stopped vehicles and lower risk to bicyclists in this zone between the lane and 15 feet. This is supported by historical crash outcomes reviewed in 2005. WSDOT Diagram 1-1 submitted by GBOS shows this same sweep in concept. Using Diagram 1-1 from the edge of vehicle lane, a stopping motorist's eye is 31 feet from the edge of lane. Yet, the design standard for a motorist stopping and looking both ways is 15 to 17 feet. This reflects the most likely observed stopping point for a motorist. There is a higher risk of a moving vehicle and a moving cyclist conflicting further back from the roadway where sight distance is typically less, as is typical of Lake Otis Parkway for example.

Our Department's design also is more consistent with the rules of the road and yielding. Crossing driveways requires due care by both parties. National design guidance and standards recognize that due care by both of the two parties is not always a high probability. That means that crossing a sidestreet further back has a higher likelihood of higher vehicle speed upon conflict. While crossing closer to the stop bar, the odds are better that vehicle speed is closer to zero when not looking first, and a bicyclist is more likely to use due care when crossing a sweep after a "chicane" than shooting straight across a sidestreet.

Our Department agrees we need to regularly take stock of our methods over time. Sweeps were updated in 2005 based upon extensive crash study showing roads such as Lake Otis Parkway had many bicycle crashes without sweeps. Projects from that time forward moved pathways closer to the roadway where sidestreet motorist stopping was more likely. This safety review was the basis for the 2007 MOA Bike Plan summaries and sweep adoption.

Since then, we have looked back at performance over the last decade, producing an updated report (copy attached) re-evaluating the sweeps method. This report was underway and completed shortly after project construction, with Girdwood concerns part of our consideration. What we find is that sweeps are not strongly better or worse than buffered crossings to date in terms of crash performance.

We do show that sweeps have less serious crashes at sidestreets than buffered paths, but the data over a decade is too small to make this conclusive. The data strongly shows that sidestreet motorists not yet at a stop are the number one conflict, especially for the bicyclists approaching from the right. In 2017, using a data driven approach, we have "split the difference" by modifying our design to move the path the width of the shoulder back from the travel lane. This balances the path user's desire for separation and the design standard for a motorist stopping and looking both ways distance of 15 to 17 feet. This design also better accommodates the use of the shoulder as a class A bike lanes in the future.

I look forward to attending the next GBOS meeting, please let me know when and where that will take place, to discuss the above and anything else of interest.

Very Respectfully,

James E. Amundsen, P.E.
Chief, Highway Design Group
Central Region

Attachments - 1

cc: Mayor Ethan Berkowitz, Municipality of Anchorage
Senator Cathy Giessel, Senate District X,
Representative Jennifer Johnston, House District X,
Assemblyman John Weddleton,
Assemblywoman Suxanne LaFrance
David Kemp
Scott Thomas

MEMORANDUM

STATE OF ALASKA

Department of Transportation and Public Facilities
Central Region-Division of Design and Engineering Services
Highway Design Section

To: Jim Amundsen, Chief
Highway Design Section

Date: June 28, 2017

Thru:

Phone No.: 269-0639

From: Scott E. Thomas, P.E.
Central Region Traffic Engineer

Subject: CR-T-1 Pathway Sweeps and Stop Bar Review

In 1986 and 1990, DOT/PF managers formally implemented pathway "sweeps" closer to main roads, in front of stop bars (attached). This is a safety measure to minimize crashes that are primarily due to sidestreet approach vehicles and right turning vehicles from the mainline. This method was illustrated in the 1990 AASHTO Bicycle Design Guide (Fig 22) and remains similar in the 2011 AASHTO Bicycle Design Guide (Fig 5-4) and Chapter 1210 of the Highway Preconstruction Manual (Fig 1210-4).

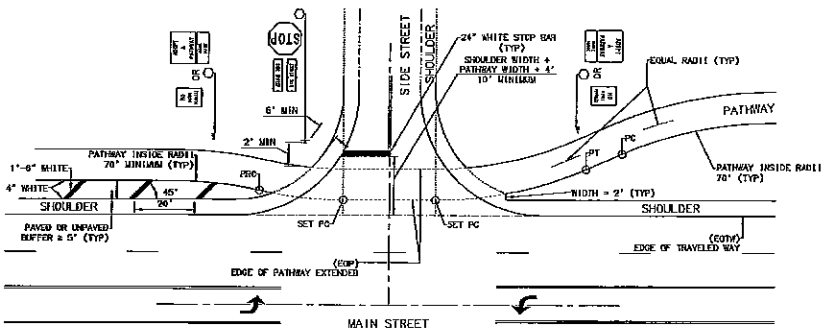
Staff conducted a decade long crash review of bicycle crashes at various STOP controlled crossing types. The final results still do not have enough data to show significant benefits or disbenefits. However, it remains obvious sight triangles are improved at sweeps, sidestreet vehicles are more likely to be stopped, and the speed at the point of conflict is reduced for all parties. Even so, projects with sweeps occasionally result in calls of concern for bicycling close to traffic, especially children. This is the same concern as for sidewalks next to major arterials. Buffers are preferred by casual and less experienced users. Regardless of the design solution, ITE best practice findings are that younger children (<=10 yrs) need to be supervised near traffic.

Based on the information above, CR-T-1.03 is significantly modified to place sweeps adjacent to the road shoulder rather than into part of the shoulder (as has been done since at least 2004). This separates uses into dedicated independent "lanes" and avoids shared use between conflicting parties. It allows future bike lanes or shoulder bikeways to be easily retrofitted. This does result in pushing the stop bar and driver's eye further back than the AASHTO design guideline of 14.4 to 17 feet from edge of traveled way. There is no apparent or strong crash increase is observable in the data when the stop bar is an additional 5 to 8 feet back. It is still desirable to keep stop bars as close to AASHTO guidelines as possible. Vehicles can stop at the stop bar first, then creep forward as needed to clear the pathway in order to see further down a roadway.

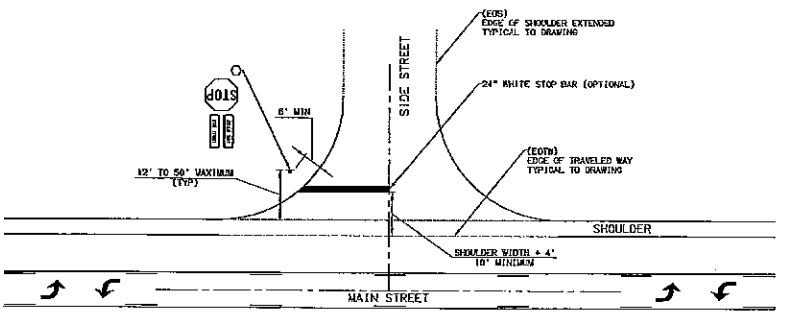
CR-T-1.10 is the new version and still conforms with the original 1986 recommendations.

Attached: CR-T-1.10 Unsignalized Intersection STOP and Crossing detail
Feb 23, 1990 Sidewalk/Pathway Intersection Features Memo
June 27, 2017 Bicycle-Vehicle Crashes at Approach Type (2003-2012)

CR-T-01.10



TYPICAL UNCURBED RETURN WITH PATHWAY



TYPICAL UNCURBED RETURN WITHOUT SIDEWALK

UNCURBED INTERSECTION NOTES: (IN PRIORITY ORDER)

SIGNING:

1. LOCATE STOP SIGN SO IT IS VISIBLE TO APPROACHING TRAFFIC AND NEAR THE STOP BAR.
2. PROVIDE 2' OF CLEARANCE BETWEEN EDGE OF STOP SIGN PANEL AND EDGE OF PATHWAY OR SIDEWALK.
3. PROVIDE 6' OF CLEARANCE BETWEEN EDGE OF STOP SIGN PANEL AND EDGE OF SIDE STREET.
4. PLACE PATHWAY REGULATORY SIGNS AT COLLECTOR OR ARTERIAL ROADWAY JUNCTIONS, TYPICALLY GREATER THAN 1000 VEHICLES A DAY, OR SIDE STREETS CONNECTING THROUGH TRAFFIC TO OTHER COLLECTORS OR ARTERIALS.
5. "NO MOTOR VEHICLES" SIGNS ARE NOT REQUIRED WITHIN THE MUNICIPALITY OF ANCHORAGE.
6. SEE PLANS FOR PATHWAY SIGNING REQUIRED AT SIDE STREETS.

STRIPING:

1. STOP BARS ARE NOT REQUIRED WHEN NO PATHWAY OR SIDEWALK IS PRESENT. SEE PLANS.
2. LOCATE STOP BAR 4' MINIMUM BEHIND THE WIDTH OF PATHWAY.
3. BREAK CENTERLINE STRIPING WITHIN INTERSECTIONS WHICH HAVE DEDICATED TURN LANES.
4. CONTINUE CENTERLINE STRIPING THROUGH INTERSECTIONS WITH CENTER TWO-WAY-LEFT-TURN-ONLY LANES OR WHEN THERE ARE NO LEFT TURN LANES.
5. CONTINUE LANE "SKIP" STRIPING THROUGH INTERSECTIONS.
6. DELETE OUTERMOST EDGE OF TRAVELED WAY STRIPING AT INTERSECTIONS OR WRAP EOTW STRIPING TO SIDE STREET EOTW.
7. MATCH SIDE STREET STRIPING IF STRIPING IS PRESENT.

REVISIONS		
Date	Description	By
09/16/13	NOTES ADDED	SET
12/10/14	RADII/REVISED NOTES	SET
06/23/15	CED: ADA TILES NOT REQ	SET
06/10/17	XWALK BUFFER	SET

SHEET 1 OF 2

State of Alaska
Department of Transportation
& Public Facilities

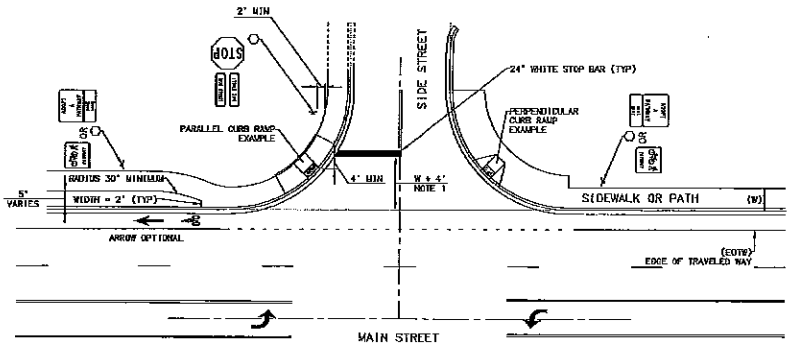
UNSIGNALIZED INTERSECTION
STOP AND CROSSING

APPROVED

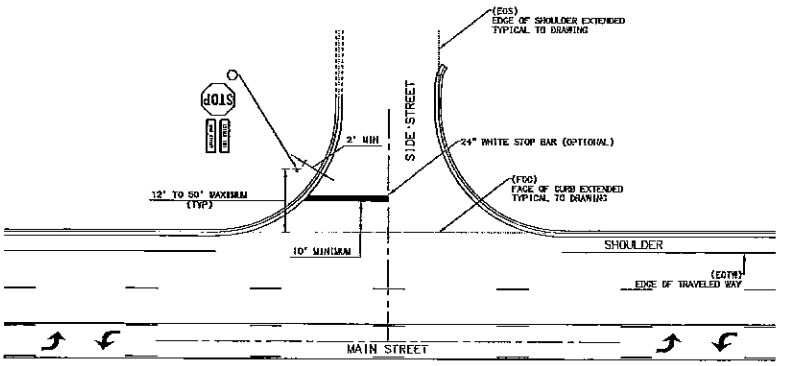
Date 06/10/17

CR-T-01.10 Sheet 1 of 2

CR-T-01.10



TYPICAL CURBED RETURN WITH SIDEWALK



TYPICAL CURBED RETURN WITHOUT SIDEWALK

CURBED INTERSECTION NOTES:

SIGNING:

1. LOCATE STOP SIGN SO IT IS VISIBLE TO APPROACHING TRAFFIC AND NEAR THE STOP BAR.
2. PROVIDE 2' OF CLEARANCE BETWEEN EDGE OF STOP SIGN PANEL AND EDGE OF PATHWAY OR SIDEWALK.
3. PROVIDE 6' OF CLEARANCE BETWEEN EDGE OF STOP SIGN PANEL AND SIDE STREET FACE OF CURB.
4. PLACE PATHWAY REGULATORY SIGNS AT COLLECTOR OR ARTERIAL ROADWAY JUNCTIONS, TYPICALLY GREATER THAN 1000 VEHICLES A DAY, OR SIDE STREETS CONNECTING THROUGH TRAFFIC TO OTHER COLLECTORS OR ARTERIALS.
5. "NO MOTOR VEHICLES" SIGNS ARE NOT REQUIRED WITHIN THE MUNICIPALITY OF ANCHORAGE.
6. SEE PLANS FOR PATHWAY SIGNING REQUIRED AT SIDE STREETS.

STRIPING:

1. STOP BARS ARE NOT REQUIRED WHEN NO PATHWAY OR SIDEWALK IS PRESENT. SEE PLANS.
2. LOCATE STOP BAR 4' MINIMUM BETWEEN THE TOE OF CURB RAMP AND EDGE OF STOP BAR OR A DISTANCE OF THE WIDTH OF THE SIDEWALK OR PATHWAY PLUS 4'.
3. BREAK CENTERLINE STRIPING WITHIN INTERSECTIONS WHICH HAVE DEDICATED TURN LANES.
4. CONTINUE CENTERLINE STRIPING THROUGH INTERSECTIONS WITH CENTER TWO-WAY-LEFT-TURN-ONLY LANES OR WHEN THERE ARE NO LEFT TURN LANES.
5. CONTINUE LANE "SKIP" STRIPING THROUGH INTERSECTIONS.
6. DELETE OUTERMOST EDGE OF TRAVELED WAY STRIPING AT INTERSECTIONS OR WRAP EOTW STRIPING TO SIDE STREET EOTW.
7. MATCH SIDE STREET STRIPING IF STRIPING IS PRESENT.

REVISIONS		
Date	Description	By
06/07/13	SHEET NUMBERS AND DRAWING	SET
08/16/13	NOTES ADDED	SET
12/20/13	REVISED NOTES	SET
6/20/17	REVISED NOTES	SET

SHEET 2 OF 2

State of Alaska
Department of Transportation
& Public Facilities

UNSIGNALIZED INTERSECTION
STOP AND CROSSING

APPROVED
Date 06/20/17

TECHNICAL MEMORANDUM

STATE OF ALASKA

Department of Transportation and Public Facilities
Central Region-Division of Design and Engineering Services
Highway Design Section

To: File

Date: June 27, 2017

Thru: Scott E. Thomas, P.E. SeT
Central Region Traffic Engineer

Phone No.: 269-0648

From: Sarah Salvucci, Eng. Asst. SS
Highway Design-Traffic and Safety

Subject: Bicycle-Vehicle Crashes at Approach Type (2003-2012)

Per 1986 memorandum, Central Region of the Alaska Department of Transportation and Public Facilities established sweep type approaches as standard practice at stop sign controlled intersections. A study exploring the relationship between approach type at intersections and frequency of crashes was conducted to examine the effects of those guidelines over time. Findings indicate the density of intersections may be more influential than approach type. Otherwise the type of design used is currently inconclusive in Alaska.

Police reported bicycle-vehicle crashes at stop sign controlled intersections from 2003-2012 were categorized as one of five sidewalk approach types in terms of distance from the roadway at the intersection. If inadequate information was available, the crash was labeled as unknown. The five classifications were buffer, minimal buffer, no buffer, sweep, and other. In this paper sidewalk refers to both pathways and sidewalks; no distinction was made to limit unnecessary variables.

The term buffer was applied to a sidewalk located more than five feet from the edge of the roadway with no change on approach to an intersection. Minimal buffer was used to describe when the sidewalk was less than five feet, but not adjacent, to the roadway. No buffer was the case when the sidewalk was adjacent to the roadway. Sweep was used when the sidewalk was farther from the roadway between intersections and then swept with the edge flush to the roadway at intersections. The term other denoted those intersections not possible to place in any of the above four classifications.

Google Earth was used to categorize intersection corners at the time of crash occurrence by utilizing the historic feature. A total of 169 bicycle-vehicle crashes were classified at stop sign intersections in Central Region from 2003-2012. Of those, 159 occurred within the Municipality of Anchorage. In order to compare the crash results with the relative occurrence of each type, all stop sign controlled intersections, regardless of crashes, on 22 arterial roads in Anchorage were classified using the same categories as the crash data. This was done by using 2016 Google Earth to ensure consistent and clear images across the city. A total of 1366 intersection corners were categorized. On the 22 selected roads, there were 131 bicycle-vehicle crashes.

Figure 1 compares bicycle-vehicle crashes from 2003-2012, to the frequency of each approach type on 22 roads in Anchorage. Crashes appear to occur at approach types at roughly the same frequency as the number of approach types occur around the city. No buffers are where crashes occur the most, but they are also the most frequent type of approach in Anchorage. No buffers appear to have a slightly higher proportional amount of crashes than approach type while buffers

have slightly less crashes than proportional approach type. Sweeps and minimal buffers both have a similar crash occurrence to their physical occurrence in Anchorage.

In the scatter plot in Figure 2, there does not appear to be a clear trend for each sidewalk approach type. The overall trend seems to be the more approaches per mile, the more crashes occur per mile, regardless of individual sidewalk approach type. No buffer crashes occur most often on intersection dense roads around town and have almost all instances of more than one crash per mile.

Noticeable in Figure 3, there are few of each type of bicycle-vehicle crashes at stop sign controlled intersections with the exception of the no buffer category. Significant results are hard to derive from small sample sizes.

Due to the sample size of the bicycle-vehicle crashes it is difficult to assert one type of approach is better than another. Each approach type appears to have roughly proportional crashes to physical occurrences in Anchorage. It appears higher density of stop sign controlled intersections is a stronger indicator to crashes than sidewalk approach type. No buffers have the most crashes and occur the most frequently on intersection dense roads. Buffers have less proportional total crashes. Sweeps and minimal buffers both have few crashes, making them hard to characterize due to the lack of data.

Additional decades of data would be helpful to form significant conclusions. Furthermore, future research could expand the data set by observing relative conflict between the different user groups. Strava, an app used to track individual running and bicycling, could be useful to determine relative bicycle use. Adding data on bicycle usage levels per sidewalk type would help to compute and compare crash rates based on exposure to conflict. This would be similar to how vehicular crash rates are compared.

Attachments:

Figure 1: Bicycle-Vehicle Crashes Relative to Sidewalk Approach Occurrence on Select Roads in Anchorage
Figure 2: Bicycle-Vehicle Crashes on Sidewalk Approaches at Stop Sign Controlled Intersections
Figure 3: Severity of Bicycle-Vehicle Crashes at Stop Sign Controlled Intersections
Example of Each Sidewalk Approach Type
Bicycle-Vehicle Crash Data

Figure 1

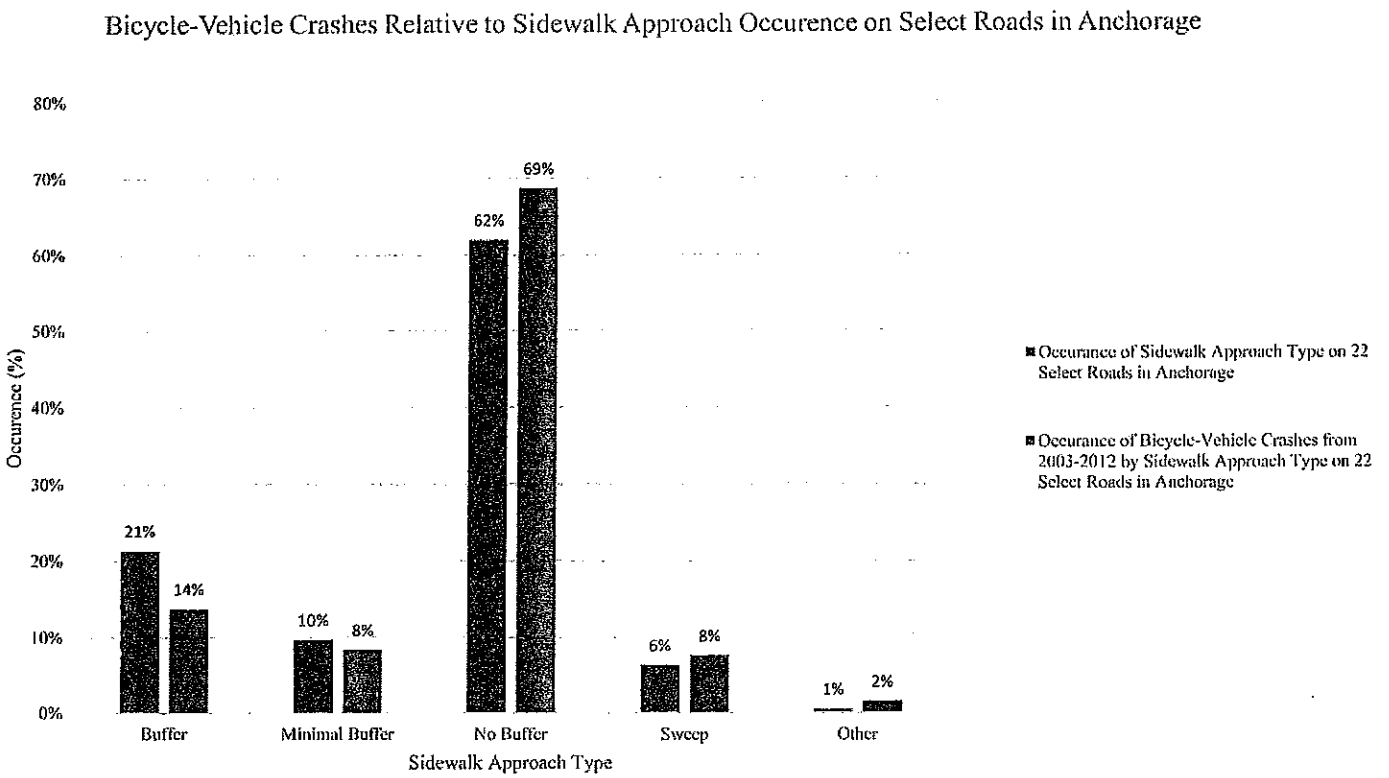

Bicycle-Vehicle Crashes Relative to Sidewalk Approach Occurence on Select Roads in Anchorage
80%
70%
60%
50%
40%
30%
20%
10%
0%
Occurence (%)
21%
14%
10%
8%
62%
69%
6%
8%
1%
2%
Buffer
Minimal Buffer
No Buffer
Sweep
Other
Sidewalk Approach Type
Occurance of Sidewalk Approach Type on 22 Select Roads in Anchorage
Occurance of Bicycle-Vehicle Crashes from 2003-2012 by Sidewalk Approach Type on 22 Select Roads in Anchorage

Figure 2

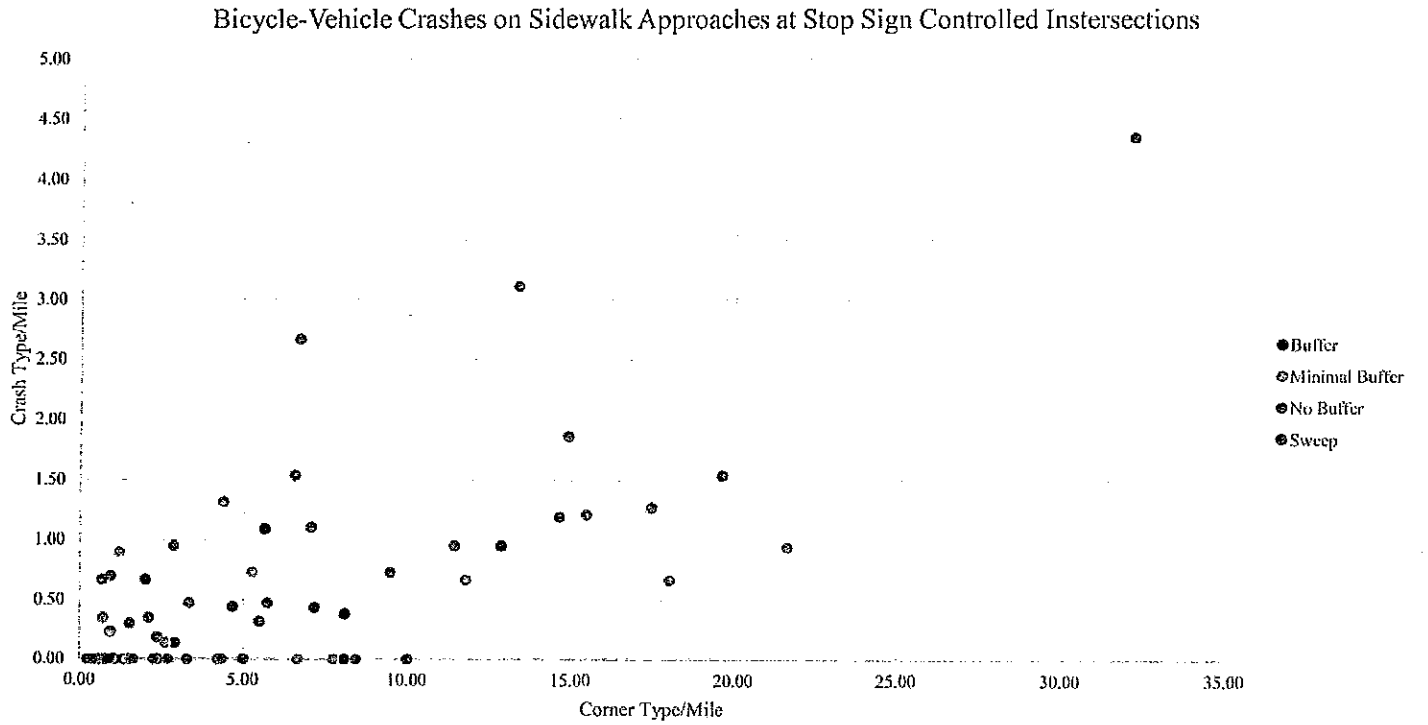
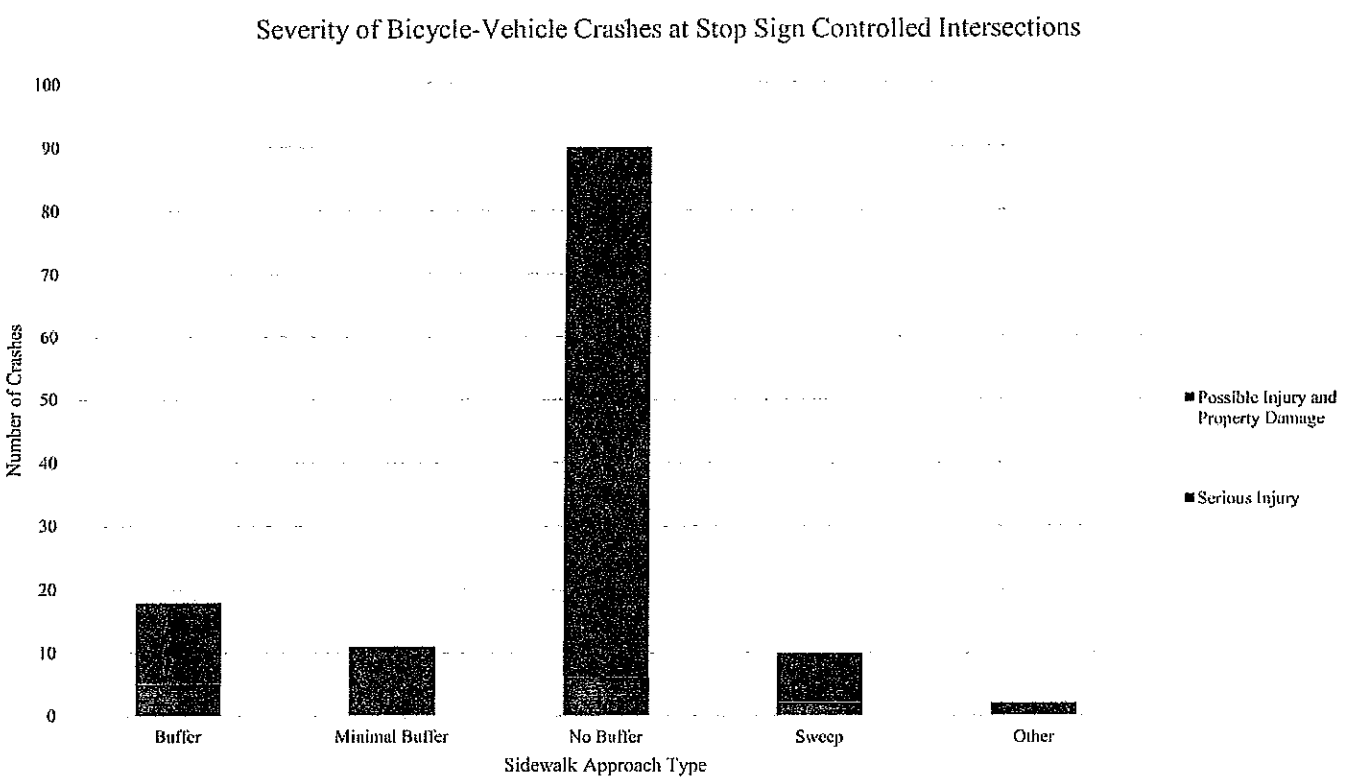
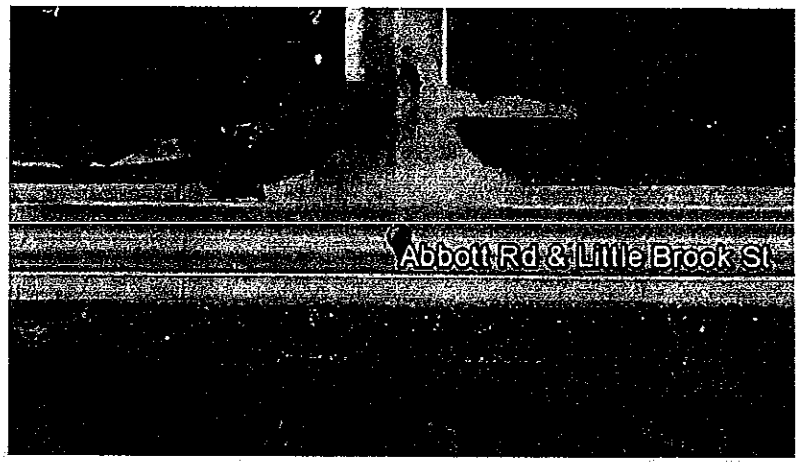
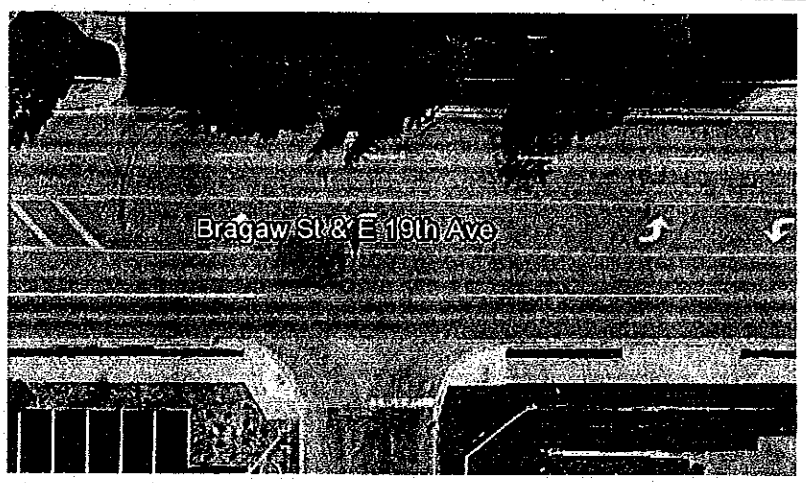
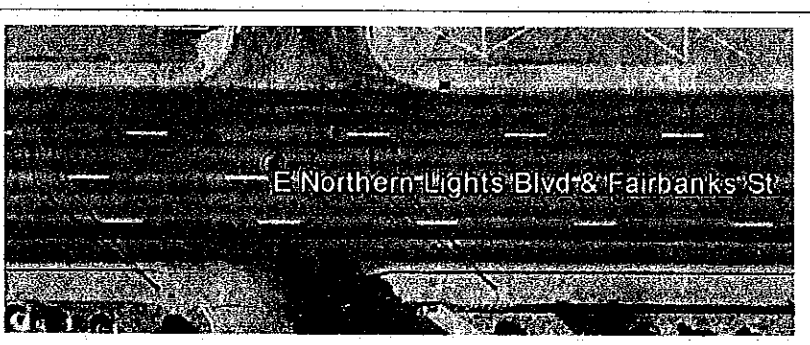
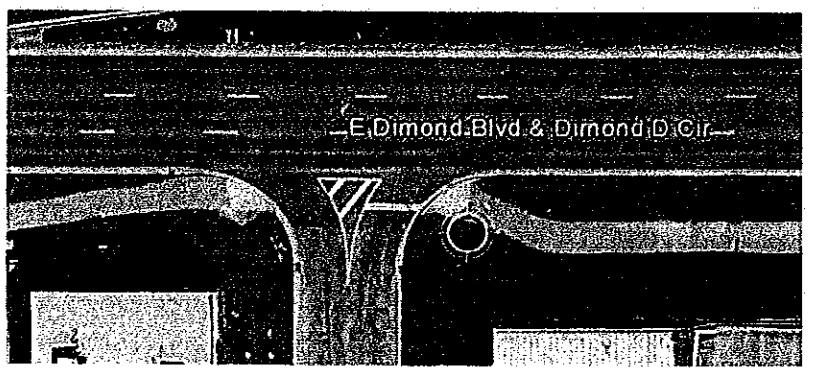

Bicycle-Vehicle Crashes on Sidewalk Approaches at Stop Sign Controlled Instersections
Crash Type/Mile
5.00
4.50
4.00
3.50
3.00
2.50
2.00
1.50
1.00
0.50
0.00
0.00
5.00
10.00
15.00
20.00
25.00
30.00
35.00
Corner Type/Mile
Buffer
Minimal Buffer
No Buffer
Sweep

Figure 3


Severity of Bicycle-Vehicle Crashes at Stop Sign Controlled Intersections
Number of Crashes
100
90
80
70
60
50
40
30
20
10
0
Buffer
Minimal Buffer
No Buffer
Sweep
Other
Sidewalk Approach Type
Possible Injury and Property Damage
Serious Injury

Example of Each Sidewalk Approach Type

Buffer	
Minimal Buffer	
No Buffer	
Sweep	

ACCNUM	PCASENUM	CDSRTE	ACCMI	Year	Mon	Day	ACCTIM	STREET	CROSSSTREET	INTER	REFUN	INTERDII	RDJUNCT	NU	ACCSEVERI	TO	M/	MII
200304493	317403	134542	0.74	2003	4	1	1428	10TH AVE_NB	C STREET_EB	0		AT INT	NOT APP	4-WAY INT	1	PROPERTY	0	0	0
200306911	328529	134542	0.21	2003	5	29	1655	10TH AVE EB	GAMBELL ST N	0		AT INT	NOT APP	UNKNOWN	1	NON-INCAI	1	0	1
200706262	737818	133700	0.637	2007	7	31	1714	DIMOND D CIR	DIMOND BLVD	0		AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
200961280	9053215	134552	0.35	2009	10	26	847	12TH AVE	N ST	0		AT INT	NOT APP	4-WAY INT	1	NON-INCAI	1	0	1
201097300	10032732	134548	1.09	2010	7	13	1453	W 13TH AVE	C ST	0		AT INT	NOT APP	T - INTERSE	1	PROPERTY	0	0	0
201257232	12-022640	134548S1	0.14	2012	5	17	1700	13TH	G ST	0		AT INT. W/		4-WAY INT	2	NON-INCAI	1	0	1
201257158	12-022260	134240	0.562	2012	5	15	1315	16TH AVE.	C ST.	0		AT INT. W/		4-WAY INT	2	NON-INCAI	1	0	1
200314690	W356408	134241	0.47	2003	10	20	1706	1LTH AVE_WB	BRAGAW ST	0		AT INT	NOT APP	4-WAY INT	1	NON-INCAI	1	0	1
200911053	9046661	134241	0.47	2009	9	18	1623	16TH	BRAGAW	0		AT INT	NOT APP	4-WAY INT	1	NON-INCAI	1	0	1
200705755	735311	133921S4	0	2007	7	17	1458	27TH AVE WB	LAKE OTIS PKV	0		AT INT	NOT APP	4-WAY INT	1	NON-INCAI	1	0	1
200611602	646711	133921	0	2006	9	29	1133	27TH AVE W/B	MINNESOTA D	0		AT INT	NOT APP	T - INTERSE	1	PROPERTY	0	0	0
201090578	10037802	133700	0.637	2010	8	11	1536	DIMOND BLVD	DIMOND D CI	0		AT INT	NOT APP	T - INTERSE	1	INCAPACIT	1	1	0
200407790	427392	134770	1.73	2004	6	15	957	36TH AVENUE	RHONE CIRCLE	0		AT INT	NOT APP	4-WAY INT	1	NON-INCAI	1	0	1
200506254	522192	134770	0.97	2005	5	23	1758	36TH NB	A STREET WB	100	FEET	WEST	T - INTERSE	1	PROPERTY	0	0	0
201077225	10024314	134770	1.73	2010	5	26	1936	E 36TH AVE	RHONE ST	0		AT INT	NOT APP	4-WAY INT	1	NON-INCAI	1	0	1
201097402	10030220	134770	0	2010	6	29	1245	36TH AVE	MINNESOTA D	0		AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
201095614	10021453	133950S1	1.37	2010	5	10	1440	4TH AVE	BRAGAW ST	0		AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
200908340	9033994	134330	0.19	2009	7	7	1700	20TH AVE	ARCTIC BLVD	0		AT INT	NOT APP	4-WAY INT	1	PROPERTY	0	0	0
200607285	634095	134115	0.12	2006	7	18	1900	42ND AVE	LAKE OTIS PKV	0		AT INT	NOT APP	DRIVEWAY	1	PROPERTY	0	0	0
201097497	10024462	134115	0.12	2010	5	27	1545	42ND AVE	LAKE OTIS PKV	0		AT INT	NOT APP	4-WAY INT	1	NON-INCAI	1	0	1
200706167	737262	134440	0.639	2007	7	28	1805	SITKA ST SB	E 5TH AVE EB	0		AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
200705405	733439	134600	0.647	2007	7	6	2237	6TH AVE WB	B STREET SB	0		AT INT	NOT APP	4-WAY INT	1	NON-INCAI	1	0	1
200707364	743875	133835	0.56	2007	9	4	1800	76TH AVE WB	EVANDER AVE	0		AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
200707779	745832	133750	2.475	2007	9	15	1335	JEWEL ALKE RD	BLACKBERRY S	0		AT INT	NOT APP	T - INTERSE	1	PROPERTY	0	0	0
201203335	1201543	133807	0	2012	6	15	1345	AMBASADOR D	ELMORE RD	0		AT INT	NOT APP	T - INTERSE	1	PROPERTY	0	0	0
201251450	12-049681	133807	0	2012	10	17	1741	ELMORE	AMBASSADOR	0		AT INT. W/		T - INTERSE	2	INCAPACIT	1	1	0
200408601	430824	BORO04	0	2004	7	4	1838	88TH AVENUE	WALMART	0		NOT A	NOT APP	NOT A JUN	1	PROPERTY	0	0	0
200505843	520073	BORO04	0	2005	5	10	1643	E 57TH EB	OLD SEWARD	0		AT INT	NOT APP	NOT A JUN	1	NON-INCAI	1	0	1
200505914	520571	BORO04	0	2005	5	13	1722	POTTER RD	ARCTIC BLVD	0		AT INT	NOT APP	T - INTERSE	1	NON-INCAI	2	0	2
200509673	534176	BORO04	0	2005	8	1	1537	E 50TH WB	OLD SEWARD	0		AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
200811213	8025278	BORO04	0	2008	6	2	1157	CENTERPOINT	36TH	0		AT INT	NOT APP	T - INTERSE	1	PROPERTY	0	0	0
201095428	10031522	BORO04	0	2010	7	6	1405	15TH TERRACE	CORDOVA	0		AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
201177462	11-027008	BORO04	0	2011	6	11	1825	E. NORTHERN L	NICHOLS STRE	0				T - INTERSE	2	NON-INCAI	1	0	1
201177466	11-027035	BORO04	0	2011	6	11	2103	RASPBERRY	SERVICE RD	0				T - INTERSE	2	NON-INCAI	1	0	1
201180956	11-046324	BORO04	0	2011	10	4	1730	ARCTIC SPUR R	RASPBERRY RO	0				T - INTERSE	2	NON-INCAI	1	0	1
201258108	12-028692	BORO04	0	2012	6	21	1706	34TH	C STREET	0				4-WAY INT	2	NON-INCAI	1	0	1

ACCNUM	PCASENUM	CDSRTE	ACCMI	Year	Mon	Day	ACCTIM	STREET	CROSSSTREET	INTER	REFUN	INTERDII	RDJUNCT	NU	ACCSEVERI	TO	M/	MII
200307213	330449	134330	0.13	2003	6	8	1517	ARCTIC NB	W 19TH	0	AT INT	NOT APP	4-WAY INT	1	PROPERTY	0	0	0
200408655	431191	134330	0.88	2004	7	6	1644	ARCTIC	31ST_WB	0	NOT A	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
200510798	541263	134100	1.191	2005	9	12	1719	BENSON BLVD	EIDE ST S/B	0	AT INT	NOT APP	OTHER	1	INCAPACIT	1	1	0
200708897	751055	133780	0.73	2007	10	17	603	ARLENE ST NB	W 88TH AVE E	0	AT INT	NOT APP	4-WAY INT	1	NON-INCAI	1	0	1
200512809	545223	134140	4.092	2005	10	4	1626	LAKE OTIS PKW	79TH AVE EB	0	AT INT	NOT APP	T - INTERSE	1	PROPERTY	0	0	0
200412349	446615	134553	0.24	2004	9	30	1651	BARROW ST N/	E 6TH AVE E/B	0	AT INT	NOT APP	4-WAY INT	1	PROPERTY	0	0	0
200906629	9024600	133700	1.679	2009	5	20	734	DIMOND BLVD	CARNELIAN ST	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
200806866	8037812	134750	1.64	2008	8	13	1200	NORTHERN LIG	LILY ST	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
201177980	11-030093	134779	0.38	2011	6	29	1300	UAA DR	ALUMNI DR	0	AT INT. W/		T - INTERSE	2	NON-INCAI	1	0	1
200307969	334663	134700	0.17	2003	6	30	1300	BONIFACE PKW	42ND AVE EB	0	AT INT	NOT APP	OTHER	1	PROPERTY	0	0	0
200510962	543034	134700	0.26	2005	9	22	1658	BONIFACE NB	40TH EB	0	AT INT	NOT APP	OTHER	1	NON-INCAI	1	0	1
200312127	351946	133950S1	0.49	2003	9	25	1600	BRAGAW ST SB	16TH AVE WB	0	AT INT	NOT APP	4-WAY INT	1	PROPERTY	0	0	0
200412970	448964	133900	0.787	2004	10	15	1521	MULDOON RD	LITTLE DIPPER	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
200408104	428745	134771	0.28	2004	6	22	2109	36TH	LOIS __NB	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
201251398	12-037589	133950S1	0.49	2012	8	10	1333	BRAGRAW	16 TH AVE	0	AT INT. W/		4-WAY INT	2	INCAPACIT	1	1	0
200606106	627188	133203	0	2006	6	11	1329	BRIARWOOD D	DIMOND BLVD	0	AT INT	NOT APP	T - INTERSE	1	PROPERTY	0	0	0
200309655	341304	134341	2.26	2003	8	2	1652	C STREET NB	20TH AVE WB	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
200608783	635028	134341	1.58	2006	7	25	810	C STREET WB	10TH AVE	0	AT INT	NOT APP	4-WAY INT	1	NON-INCAI	1	0	1
201098246	10045934	134341	3.19	2010	9	25	133	C STREET	34TH AVE	0	AT INT	NOT APP	4-WAY INT	1	NON-INCAI	1	0	1
201171408	11-036910	134341	2.649	2011	8	9	1414	C STREET	FIREWEED BLV	250	FEET	SOUTH	DRIVEWAY	2	INCAPACIT	1	1	0
200706137	737092	133916	0	2007	7	27	1814	CENTENNIAL C	PECK AVE EB	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
200806175	8034603	134810	0.1	2008	7	25	1455	COMMERCIAL	W CHIPPERFIE	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
200804339	8028075	134551S3	0.61	2008	6	17	1951	CORDOVA_ST	TUDOR RD	0	AT INT	NOT APP	OTHER	1	NON-INCAI	1	0	1
200607658	631460	134100	1.015	2006	7	5	1124	BENSON BLVD	CHEECHAKO S	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
200309169	339053	134500	2.44	2003	7	22	1813	DEBARR RD WI	ATKINSON DR	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
200500468	51421	134770	1.91	2005	1	10	1722	36TH WB	LOCARNO NB	0	AT INT	NOT APP	NOT A JUN	1	PROPERTY	0	0	0
201096064	10026245	134500	3.2	2010	6	6	2224	DEBARR_RD	ENTRANCE TO	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
201105390		134500	0.3	2011	8	8	2000	DEBARR RD	AK REGIONAL	0	AT INT	NOT APP	DRIVEWAY	1	PROPERTY	0	0	0
200311437	348891	133700	0.99	2003	9	10	1206	DIMOND BLVD	C STREET	150	FEET	EAST	DRIVEWAY	1	INCAPACIT	2	2	0
201098866	10045444	134130	1.242	2010	9	22	1621	LAKE OTIS PKW	W CAMPUS DI	0	AT INT	NOT APP	4-WAY INT	1	NON-INCAI	2	0	2
200706051	736529	133700	0.977	2007	7	24	1751	DIMOND BLVD	C STREET	200	FEET	EAST	DRIVEWAY	1	INCAPACIT	1	1	0
200308819	337792	134140	1.737	2003	7	16	1434	LAKE OTIS PKW	42ND AVE WB	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
200711478	739608	133700	0.936	2007	8	10	2048	300 W DIMONI	COSTCO ENT	0	AT INT	NOT APP	NOT A JUN	1	NON-INCAI	1	0	1
200803756	8024431	134140	1.737	2008	5	28	1630	LAKE OTIS PKW	42ND AVE	0	AT INT	NOT APP	4-WAY INT	1	NON-INCAI	1	0	1
200909328	9037977	133700	0.622	2009	8	2	1147	DIMOND BLVD	KING ST	700	FEET	WEST	T - INTERSE	1	NON-INCAI	1	0	1
200909435	9038596	133700	0.124	2009	8	5	1914	DIMOND BLVD	BRIARWOOD I	0	AT INT	NOT APP	OTHER	1	NON-INCAI	1	0	1

ACCNUM	PCASENUM	CDSRTE	ACCMI	Year	Mon	Day	ACCTIM	STREET	CROSSSTREET	INTER	REFUN	INTERDII	RDJUNCT	NU	ACCSEVERI	TO	M/	MII
200911048	9046711	133700	1.008	2009	9	18	2107	DIMOND	C STREET	500	FEET	EAST	OTHER	1	NON-INCAI	1	0	1
200806274	8035117	134140	1.737	2008	7	28	1900	LAKE OTIS_PKV	E 42ND_AVE	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
201178576	11-033212	133700	0.124	2011	7	18	1709	DIMOND BLVD	BRIARWOOD	0	AT INT. W/		T - INTERSE	2	NON-INCAI	1	0	1
200709099	751874	134516	0.42	2007	10	22	1045	NORTHWAY DF	DEBARR RD W	0	AT INT	NOT APP	T - INTERSE	1	INCAPACIT	1	1	0
200608795	6035471	134557	0.78	2006	7	27	1705	E STREET WB	6TH AVE	0	AT INT	NOT APP	T - INTERSE	1	PROPERTY	0	0	0
200509356	531962	133899	3.528	2005	7	20	641	TUDOR RD SB	FLORINA ST EE	250	FEET	WEST	DRIVEWAY	1	INCAPACIT	1	1	0
200911137	9047142	133698	0.08	2009	9	21	1340	EIDE ST SB	BENSON BLVD	0	AT INT	NOT APP	4-WAY INT	1	PROPERTY	0	0	0
200906295	9022984	133735	3.508	2009	5	11	1706	ELMORE RD	AMBASSADOR	0	AT INT	NOT APP	4-WAY INT	1	NON-INCAI	1	0	1
201257190	12-022480	133735	3.228	2012	5	16	1743	ELMORE RD	EAST TUDOR R	300	FEET	SOUTH	DRIVEWAY	2	NON-INCAI	1	0	1
200611613	646769	134120	1.28	2006	9	29	1804	W FIREWED LA	545 FIREWEEI	0	AT INT	NOT APP	NOT A JUN	1	NON-INCAI	1	0	1
201076957	10031982	134120	1.44	2010	7	9	954	FIREWEED LN	DORBRANDT S	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
200705520	734070	134116	0.27	2007	7	10	1552	FLORINA ST SB	TUDOR RD	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
200806411	8035756	134100	1.077	2008	8	1	753	BENSON BLVD	DAWSON ST	0	AT INT	NOT APP	4-WAY INT	1	NON-INCAI	1	0	1
200408875	432416	134200	0.479	2004	7	12	1918	GAMBELL NB	10TH AVE EB	0	AT INT	NOT APP	4-WAY INT	1	NON-INCAI	1	0	1
200909895	9040968	134100	1.077	2009	8	18	1235	BENSON BLVD	DAWSON ST	0	AT INT	NOT APP	4-WAY INT	1	INCAPACIT	1	1	0
200308517	336472	134140	5.724	2003	7	9	2143	LAKE OTIS PKW	RIDGEMONT D	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
200606342	629004	134343	0.06	2006	6	21	1100	HOLLYWOOD D	ASH PL	0	AT INT	NOT APP	4-WAY INT	1	PROPERTY	0	0	0
200308557	336609	134105	0.25	2003	7	10	1537	HYDER ST_SB	9TH AVE	0	AT INT	NOT APP	4-WAY INT	1	NON-INCAI	1	0	1
200906022	9020895	134750	6.31	2009	4	30	1337	W NORTHERN	MINNESOTA_	400	FEET	WEST	OTHER	1	NON-INCAI	1	0	1
200805818	8032720	133750	2.393	2008	7	14	1720	JEWEL LAKE_RI	CHEVIGNY_ST	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
201257072	12-021321	134117	0.19	2012	5	9	1723	FOLKER	TUDOR	0	AT INT. W/		4-WAY INT	2	NON-INCAI	1	0	1
201250968	12-020777	134730	0	2012	5	6	1433	CHECKMATE	TUDOR	0	AT INT. W/		T - INTERSE	2	INCAPACIT	1	1	0
200906638	9024719	133950S1	0.88	2009	5	20	1740	SAN JERONIMC	BRAGAW ST	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
200805679	8031930	133220	1.379	2008	7	9	2032	KLATT RD (NEV	HILLTOP	0	AT INT	NOT APP	4-WAY INT	1	NON-INCAI	1	0	1
200305015	320690	134454S2	0.11	2003	4	18	1801	KLEVIN ST_WB	MT VIEW DR	0	AT INT	NOT APP	4-WAY INT	1	NON-INCAI	1	0	1
200305760	324300	134140	0.814	2003	5	7	1733	LAKE OTIS SB	27TH WB	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
201098052	10031141	133750	1.899	2010	7	4	1009	JEWEL LAKE RD	LAKEWAY ST	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
200807325	8040154	134544	0.97	2008	8	27	805	11TH AVE	A STREET	0	AT INT	NOT APP	4-WAY INT	1	PROPERTY	0	0	0
200309508	340638	134140	1.737	2003	7	30	1522	LAKE OTIS PKW	42ND AVE	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	2	0	2
200509080	535455	134140	4.313	2005	8	8	1737	LAKE OTIS EB	AZZURITE NB	0	AT INT	NOT APP	T - INTERSE	1	PROPERTY	0	0	0
200909651	9039702	135241	0.32	2009	8	11	1707	GLENN NB-N E	NORTH EAGLE	0	AT INT	NOT APP	T - INTERSE	1	PROPERTY	0	0	0
200607602	630340	134140	1.737	2006	6	28	1729	LAKE OTIS PKW	E 42ND AVE	0	AT INT	NOT APP	4-WAY INT	1	NON-INCAI	1	0	1
200705123	732152	133700	0.222	2007	6	29	1059	DIMOND BLVD	OLD SEWARD	150	FEET	EAST	T - INTERSE	1	INCAPACIT	1	1	0
200612173	647622	134140	2.099	2006	10	4	806	LAKE OTIS PKW	HOMESTEAD C	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
200805812	8032666	133724	2.271	2008	7	14	1119	ABBOTT RD	LITTLE BROOK	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
200906333	9023138	134140	0.657	2009	5	12	1154	LAKE OTIS PKW	MAPLE AVE	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1

ACCNUM	PCASENUM	CDSRTE	ACCMI	Year	Mon	Day	ACCTIM	STREET	CROSSSTREET	INTER	REFUN	INTERDI	RDJUNCT	NU	ACCSEVERI	TO	M/	MI
201257554	12-024821	134140	1.737	2012	5	30	1517	LAKE OTIS	42ND	0	AT INT. W/	T - INTERSE	2	NON-INCAI	1	0	1
201099168	10035925	134104	0.15	2010	7	31	1734	LOIS DR	SPENARD RD	0	AT INT	NOT APP	4-WAY INT	1	NON-INCAI	1	0	1
200508386	531500	134300	1.24	2005	7	17	1713	MINNESOTA DI	36TH SB	0	AT INT	NOT APP	T - INTERSE	1	PROPERTY	0	0	0
200910768	9045195	134300	6.28	2009	9	10	1549	MINNESOTA	BENSON	100	FEET	NORTH	OTHER	1	NON-INCAI	1	0	1
201097445	10028157	134300	5.57	2010	6	17	2030	W 41ST AVE	MINNESOTA D	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
201099061	10024405	134300	6.34	2010	5	27	1045	MINNESOTA DI	N LIGHTS BLVI	150	FEET	SOUTH	T - INTERSE	1	PROPERTY	0	0	0
200805879	8033078	135228	0	2008	7	16	1625	CREST VIEW LN	EAGLE RIVER F	0	AT INT	NOT APP	4-WAY INT	1	NON-INCAI	1	0	1
200605036	620353	133900	2.671	2006	5	3	1759	MULDOON RD	5TH AVE WB	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
201177542	11-027572	133900	1.595	2011	6	15	758	MULDOON	20TH	0	AT INT. W/	T - INTERSE	2	NON-INCAI	1	0	1
201238809		133900	2.402	2012	10	12	1545	MULDOON RO	OLD HARBOR	0	AT INT	NOT APP	4-WAY INT	1	NON-INCAI	1	0	1
200705305	732870	134750	0.06	2007	7	3	1513	NORTHERN LIG	MULDOON RD	330	FEET	WEST	DRIVEWAY	1	NON-INCAI	1	0	1
200707110	742692	134750	7.67	2007	8	28	1854	HOWE PLACE N	NORTHERN LI	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	3	0	3
200805956	8033438	134750	0.06	2008	7	18	1613	NORTHERN LIG	MULDOON_RI	300	FEET	WEST	T - INTERSE	1	NON-INCAI	1	0	1
200906261	9021482	135225	2.07	2009	5	3	1536	EAGLE RIVER R	CREST VIEW L	0	AT INT	NOT APP	4-WAY INT	1	NON-INCAI	1	0	1
200305874	324909	134500	2.56	2003	5	10	2232	DEBARR RD	EDWARD ST	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
200907582	9029647	134750	2.76	2009	6	17	734	NICHOLS ST	NORTHERN LI	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
201095158	10034524	134750	4.87	2010	7	23	1435	NORTHERN LIG	FAIRBANKS ST	0	AT INT	NOT APP	OTHER	1	NON-INCAI	1	0	1
201095219	10036582	134750	2.96	2010	8	4	1253	E NORTHERN L	ARCA DR	0	AT INT	NOT APP	CROSSOVE	1	NON-INCAI	1	0	1
201177310	11-025968	134750	0.68	2011	6	5	1754	BRITTANY	NORTHERN LI	0	AT INT. W/		4-WAY INT	2	PROPERTY	0	0	0
200610828	643376	134140	2.704	2006	9	10	1643	LAKE OTIS PKW	PAGO PAGO A	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	2	0	2
200511537	544384	135200	0.753	2005	9	29	1852	HANSON WB	OLD GLENN H	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
200705548	734221	135200	0.603	2007	7	11	1525	OLD GLENN HV	PARK PLACE	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
200706078	736700	135200	1.013	2007	7	25	1630	BOWEN CIRCLE	OLD GLENN H	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
200907565	9029530	135200	1.433	2009	6	16	1507	NORTH JUANIT	OLD GLENN A	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
200805478	8030831	133200	3.609	2008	7	3	1743	OLD SEWARD_	GOLDENBERR	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
200806588	8036698	133200	2.856	2008	8	6	2021	HANES ST	OLD SEWARD	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
200907389	9028446	133200	2.856	2009	6	10	1239	HANES ALLEY	OLD SEWARD	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
201076816	10036960	133200	6.974	2010	8	6	1355	OLD SEWARD H	EXIT OF 4800	0	AT INT	NOT APP	NOT A JUN	1	NON-INCAI	1	0	1
201090540	10031057	133200	7.004	2010	7	3	2058	48TH AVE	OLD SEWARD	0	AT INT	NOT APP	OTHER	1	INCAPACIT	1	1	0
200406816	422477	133500	0.112	2004	5	18	1042	OMALLEY	OMALLEY CTR	0	AT INT	NOT APP	OTHER	1	NON-INCAI	1	0	1
200405757	416951	134310	0.72	2004	4	13	15	SPENARD RD E	FOREST RD NB	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
200307710	333555	134140	2.704	2003	6	24	1807	LAKE OTIS PKW	PAGO PAGO D	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
200806540	8036864	133917S1	0.04	2008	8	5	1838	PECK AVE	MULDOON RD	0	AT INT	NOT APP	4-WAY INT	1	NON-INCAI	1	0	1
200507506	527469	133899	1.557	2005	6	24	1534	TUDOR RD	DENALI ST	350	FEET	EAST	T - INTERSE	1	NON-INCAI	1	0	1
200413323	449884	134452	0.38	2004	10	21	1430	PRICE ST S/B	PARSONS AVE	0	AT INT	NOT APP	4-WAY INT	1	NON-INCAI	1	0	1
200307526	332589	133765	2.11	2003	6	19	1910	RASPBERRY RD	NB WHITEHAL	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1

ACCNUM	PCASENUM	CDSRTE	ACCMI	Year	Mon	Day	ACCTIM	STREET	CROSSSTREET	INTER	REFUN	INTERDII	RDJUNCT	NU	ACCSEVERI	TO	M/	MI
201076471	10032746	133857	0.09	2010	7	13	1604	REKA DR	KATRINA CI	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
201076239	10038854	130000	125.2	2010	8	17	1334	SEWARD HWY	22ND AVE	0	AT INT	NOT APP	OTHER	1	NON-INCAI	1	0	1
201234697		133899	1.354	2012	6	22	1715	TUDOR ROAD	CORDOVA STR	0	AT INT	NOT APP	4-WAY INT	1	NON-INCAI	1	0	1
200506822	524185	134310	1.39	2005	6	4	1312	SPENARD RD SI	WYOMING DR	0	AT INT	NOT APP	4-WAY INT	1	NON-INCAI	1	0	1
200909943	9041215	134310	1.18	2009	8	19	1653	SPENARD RD	WOODLAND D	0	AT INT	NOT APP	4-WAY INT	1	NON-INCAI	1	0	1
201178756	11-033949	134310	1.18	2011	7	22	2003	WOODLAND DI	SPENARD RD	0	AT INT. W/		T - INTERSE	2	NON-INCAI	1	0	1
200306291	326629	133908	0	2003	5	19	1650	TELEPHONE AV	DENALI ST	0	AT INT	NOT APP	4-WAY INT	1	PROPERTY	0	0	0
200707941	746551	134463	0.13	2007	9	19	1735	THOMPSON RI	SCHODDE ST	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
200312811	355203	133899	0.848	2003	10	13	1840	TUDOR WB	BERING NB	0	AT INT	NOT APP	4-WAY INT	1	NON-INCAI	1	0	1
200411888	445146	133745	0.38	2004	9	21	1922	VICTOR RD	OLYMPIC DR V	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
200963829		133745	0.18	2009	9	12	1900	VICTOR ROAD	MINERVA WA	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
201096394	10036641	133899	0.568	2010	8	4	1750	TUDOR RD	COPE STREET	0	AT INT	NOT APP	T - INTERSE	1	NON-INCAI	1	0	1
201176600	11-021106	133899	3.345	2011	5	7	1706	E. TUDOR ROA	GRUMMAN ST	0	AT INT. W/		T - INTERSE	2	PROPERTY	0	0	0
201256712	12-018677	133899	1.865	2012	4	24	1359	TUDOR	JUNEAU	0	AT INT. W/		T - INTERSE	2	NON-INCAI	1	0	1
200708943	751306	133899	3.864	2007	10	18	1558	TUDOR RD SB	TUDOR CENTE	0	AT INT	NOT APP	4-WAY INT	1	NON-INCAI	1	0	1

Scott T.

MEMORANDUM

State of Alaska
Department of Transportation & Public Facilities

TO: John J. Burkholder, P.E.
Gerry W. Kintz, P.E.
Frank J. Lombardo, P.E
Carl A. Nelson, P.E.
Jeanne A. Lematta, P.E.

FROM: Michael R. Tooley
Design Section Chief
Design Section III

DATE: February 23, 1990

FILE NO: 1040

TELEPHONE NO: 266-1700

SUBJECT: Sidewalk/Pathway Intersection Features

There has been considerable discussion concerning where sidewalks/pathways should cross low volume approach roadways. The primary concern is bicycles not stopping and being struck by a vehicle.

A meeting between Messrs. Steven Horn, Jim Childers and John Burkholder developed guidelines for consideration. The discussion focused on what type of approach would require the sidewalk/pathway to terminate at the radius of the intersection of a road or driveway. The Region places stop signs with stop bars at all public approaches and private approaches of major traffic generators if the development has an internal circulation network. Any low volume approach such as a private residential driveway would not normally have a stop sign/bar. It is therefore recommended that:

1. Only those approaches requiring stop signs/bars as shown on the traffic plans, will have sidewalks/pathways terminate within the radius of approaches in front of the stop bar.

2. Those approaches not requiring a stop sign/bar may have the sidewalk/pathway cross at some other location which allows good sight distance for both vehicle and bicyclist. If this cannot be provided, the sidewalk/pathway should be brought into the intersection and a stop sign/bar provided for the approach.

This procedure should be applied to new as well as existing sidewalks/pathways on all design projects.

/skm

cc: Steven R. Horn, P.E., Preliminary Design and Environmental Supervisor
Tony D. Barter, P.E., Traffic/Safety Engineer, Traffic, Safety and Utilities Section

Read & Return

Bill 11/5/86
Al
A.C. MEMORANDUM
Doug. DHB
Bob. Ree

Scotch® 7064 "Post-it" Routing-Request Pads

ROUTING - REQUEST

Please
- [x] READ
- [ ] HANDLE
- [ ] APPROVE

and
- [x] FORWARD
- [ ] RETURN
- [ ] KEEP OR DISCARD
- [ ] REVIEW WITH ME

To Don Morfield
After consulting with us Northern Region developed the attached policy for signing & marking pathway xings. I concur. Please forward to Project Managers.

Date 10/15/86 From Steve Horn

TO: Ron Tanner R.T.
Senior Traffic/Safety
Northern Region

FROM: Tim Miller
Traffic Safety Engr.
Northern Region

TELEPHONE NO: 451-2276

All
DG-3
Proj. Mngrs.
X.C. 10/20/86

SUBJECT: Signing & Marking Bike Paths

DATE: September 29, 1986

Policy for the signing and marking of bike paths is needed to insure consistency in application in the Region. In particular, the question of how to handle the case where a parallel bike path crosses a STOP sign controlled side street approach needs to be resolved.

After checking the AASHTO Bike Guide, MUTCD, and calling Steve Horn in Central Region I recommend the following standards be adopted.

1. Bikeway geometrics should include swinging the bikeway toward the highway so that the bike path crosses the side street approach in a location where the crosswalk would normally be located.

2. Stop bars, rather than crosswalks should be installed on the stopped approach.

3. Except for the case where the bikeway crosses the through highway, STOP signs should not be used on the bike path unless under special conditions (i.e. inadequate sight distance, unexpected traffic conflicts, etc.).

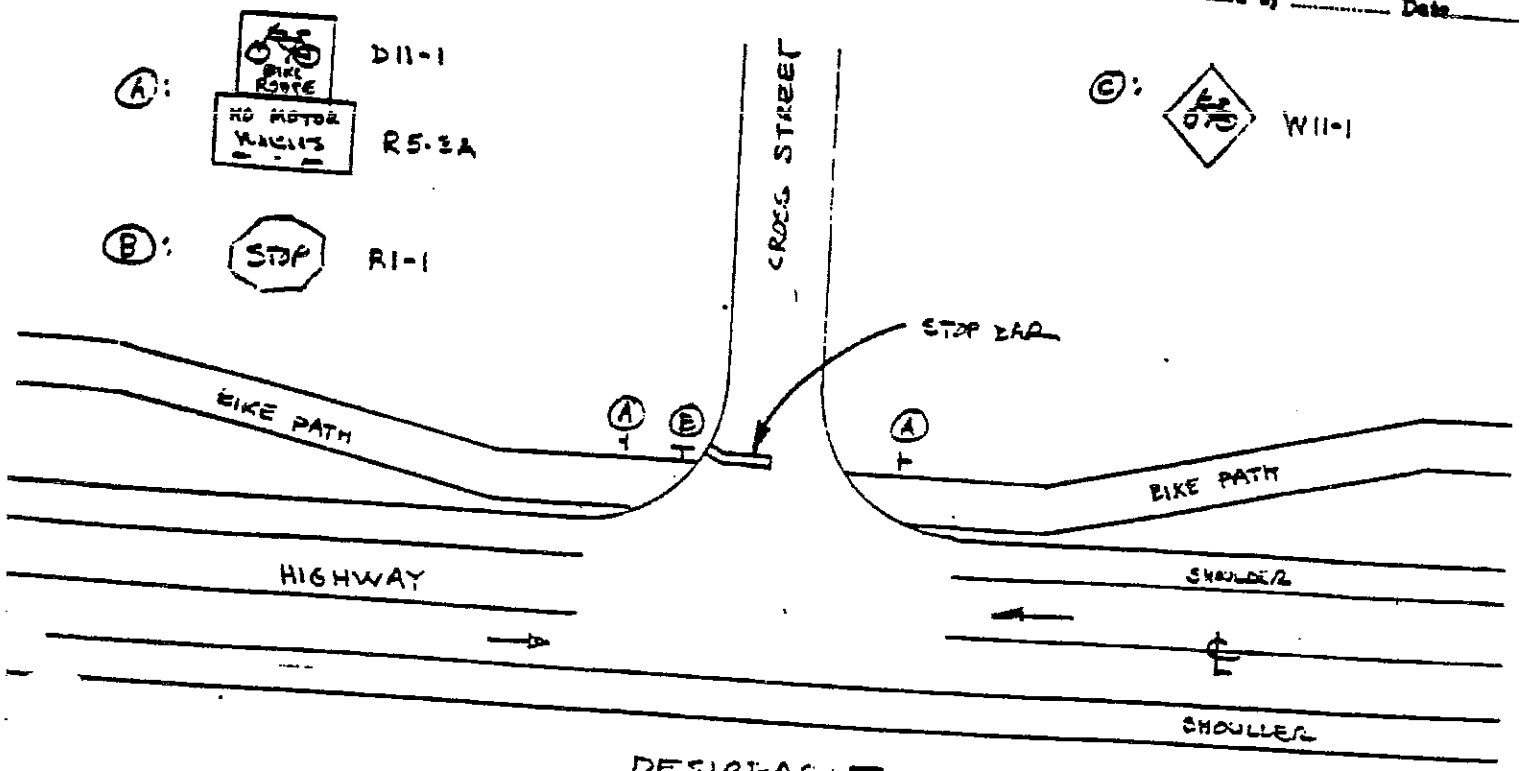
The attached drawing summarizes the signing and markings I recommend for the desirable design, undesirable design, and mid-block cases.

State of Alaska
Department of Highways

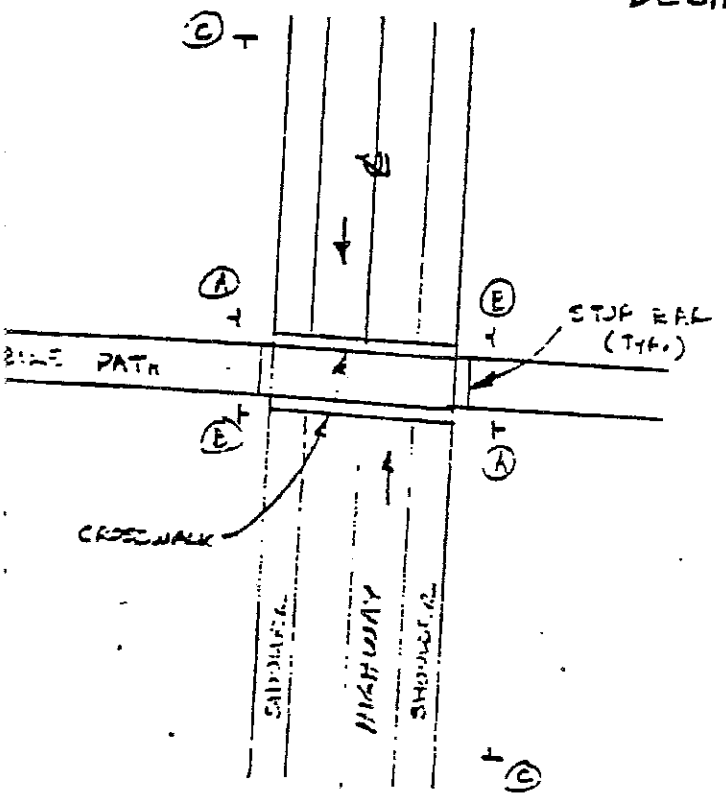
Computations

Project No. _____
Bridge No. _____
Calc. by T. MILLER Date 9-29
Checked by _____ Date _____

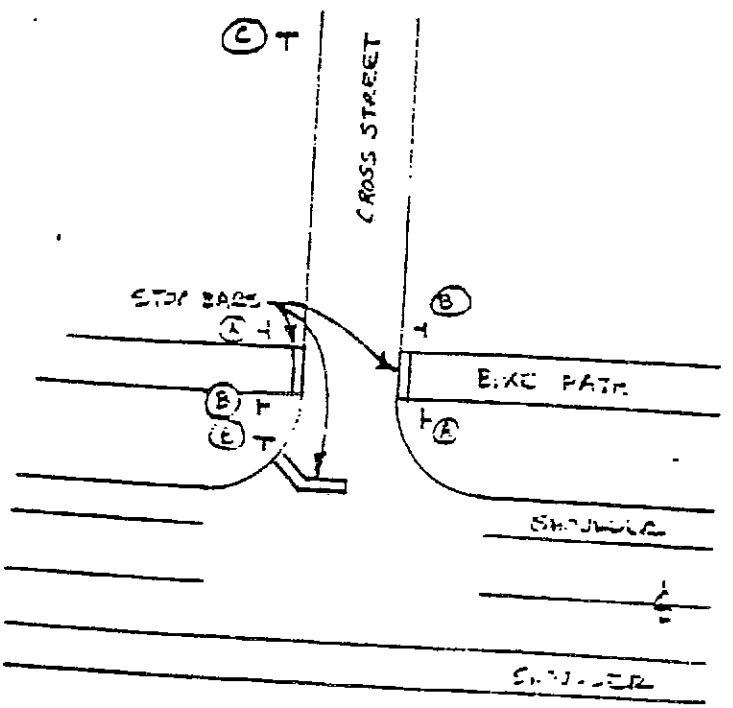
TYPICAL BIKE PATH SIGNING & MARKING



DESIREABLE



MID-BLOCK X-ING



UNDESIREABLE

MUNICIPALITY OF ANCHORAGE
GIRDWOOD ROADS, FACILITIES, PARKS & RECREATION

DATE: February 18, 2019

TO: Girdwood Board of Supervisors

FROM: Kyle Kelley, Girdwood Service Area Manager & Margaret Tyler, Parks and Recreation

SUBJECT: **Roads, Facility, Cemetery & P & R Monthly Report**

Parks

Girdwood Parks and Rec will be seeking help for work this summer!
Girdwood Parks Caretaker position (30 hours/week). This job will post in April on the MOA jobs website: https://www.muni.org/departments/employee_relations/pages/jol.aspx

SCA Internships. These jobs are currently posted on the SCA website: https://www.thesca.org/serve/position/girdwood-trail-crew-interns/po-00727254

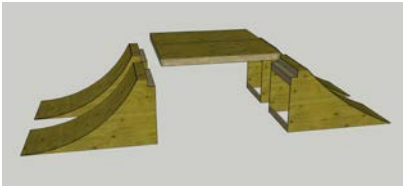
Girdwood Campground host. It looks like Emily Maxwell will re-join us this year!

Contracts:

Beautification/Parks:
Staff is handling trash collection and stocking mutt mitts. We also coordinate removal of downed trees on trails. If you see something that needs attention, please call 343-8373 or email tylerms@muni.org

Thank you Mica Wedeking, who completed two kiosks to be set up this summer at the Tennis Courts and Skate Park.

- *Little Bears Playground:* Reviewing assessment for project list in 2019.
- *Lions Club Park:* Working on a plan to add a pavilion to the Lions Club Park. Next summer we plan to complete a trail from the park to Glacier Creek.
- *Tennis Courts:* Wrapped up for the winter.
- *Skate Park*: Group met Feb 7 and has plans to work on several projects at a spring work party. The Throwdown Showdown, a fundraiser for the Skate Park held at Alyeska Resort, is scheduled for March 8 and 9. Join the fun and support the park!



Trails: Girdwood Trails Committee is compiling a list of work projects for 2019 as well as long term projects and goals. GTC plans to hold trail work parties instead of regular meetings in the summer months. Goal of these meetings will be to brush and maintain existing trails that have become overgrown with several years of lower snowfall. Long term goal is to complete a trails master plan for Girdwood.

Ski Trail grooming is on-going. This is a collaborative effort with the Girdwood Nordic Ski Club; to receive more information contact tylerms@muni.org

Closures:
Hand tram and campground are closed for the season. Both are planned to reopen in May, based on weather.

GBOS Non-profit Grants: 2018 year-end reports were due February 15, 2019. After Anchorage Assembly approves the 2019 budget and all year-end reports are received, 2019 grant contracts will be issued.

Other Grants:
KMTA Grants: $17,000 grant approved for California Creek Bridge construction. Project is on hold for the winter.

RTP Grants: Grant application for $75,000 for the next phase was tentatively approved by the ORTAB.

Social Media & Websites: We are active on Facebook as Girdwood Board of Supervisors GBOS and Girdwood Parks and Recreation. Websites are: www.muni.org/gbos; www.muni.org/gpr. Trail maps are at: www.muni.org/gprsummermap and www.muni.org/gprwintermap.

Cemetery:

Open house to review the Draft Schematic Design Plan is currently scheduled for THU Feb 28 at 7PM in the Girdwood Community Room.

Roads

Roads Status: The road conditions continue to stay in a full winter mode with snow, rain and ice on any given day or hour.

Work completed since last GBOS meeting:

- Plow outs
- Sanding
- Pile ice off paved roads

Major project updates:

Little Bears/Glacier City Hall Replacement project:

- The project estimates to around $ 2.0 million
- GBOS has approved to move this forward as Bond proposition in the 2020 election
- Both buildings would be demolished and one structure would be built for both the garage and Day Care facility
- Little Bears is a financial partner and is proactive in fundraising efforts to contribute the project
- Karen Zaccaro Company ECI is providing pro bono service for the Pre-development of a new Little Bears facility at the same location.
- The new building will remain MOA owned
- Current work: Concept design, Meeting MOA Capital projects to begin design and cost estimate proposals , ready to move forward with code text change to make the project work, Parking code change needed, Financing coordination

Expenses and Budget:

Undesignated Fund Balance for the Girdwood Service Area: $198,385.00 as of July 31, 2018

Roads: Road Expenditures by Month:

Month	2017	2018	2019
January	$69,501.60	$37,768.21	$45,726.50
February	$51,470.39	$38,100.50	
March	$28,108.66	$33,570.94	
April	$34,856.29	$53,832.30	
May	$34,992.43	$35,768.06	
June	$63,412.35	$58,073.29	
July	$29,944.81	$57,131.25	
August	$40,310.06	$46,797.14	
September to 15th	$11,307.78	$42,902.75	
October	$40,485.28	$47,671.51	
November	$14,486.25	$24,825.25	
December	$45,554.63	$88,113.63	
Total thru December:	$495,035.23	$564,554.53	$45,726.50

Public works operation budget expended for 2019: $74,125.16 of $1,056,713.00 = 7%
2018 Capital Roads Project fund (406): $150,000.00

Parks:

2018 Expended Budget: $8203.46 of **$**318465.00 = 3%
2018 Capital Park Project (406) Reserve Fund available: $68,643.00
2018 Community Room Capital Reserve Fund (406): $74,000.00
Funds encumbered for the Ped Crosswalk light: $143,000.00

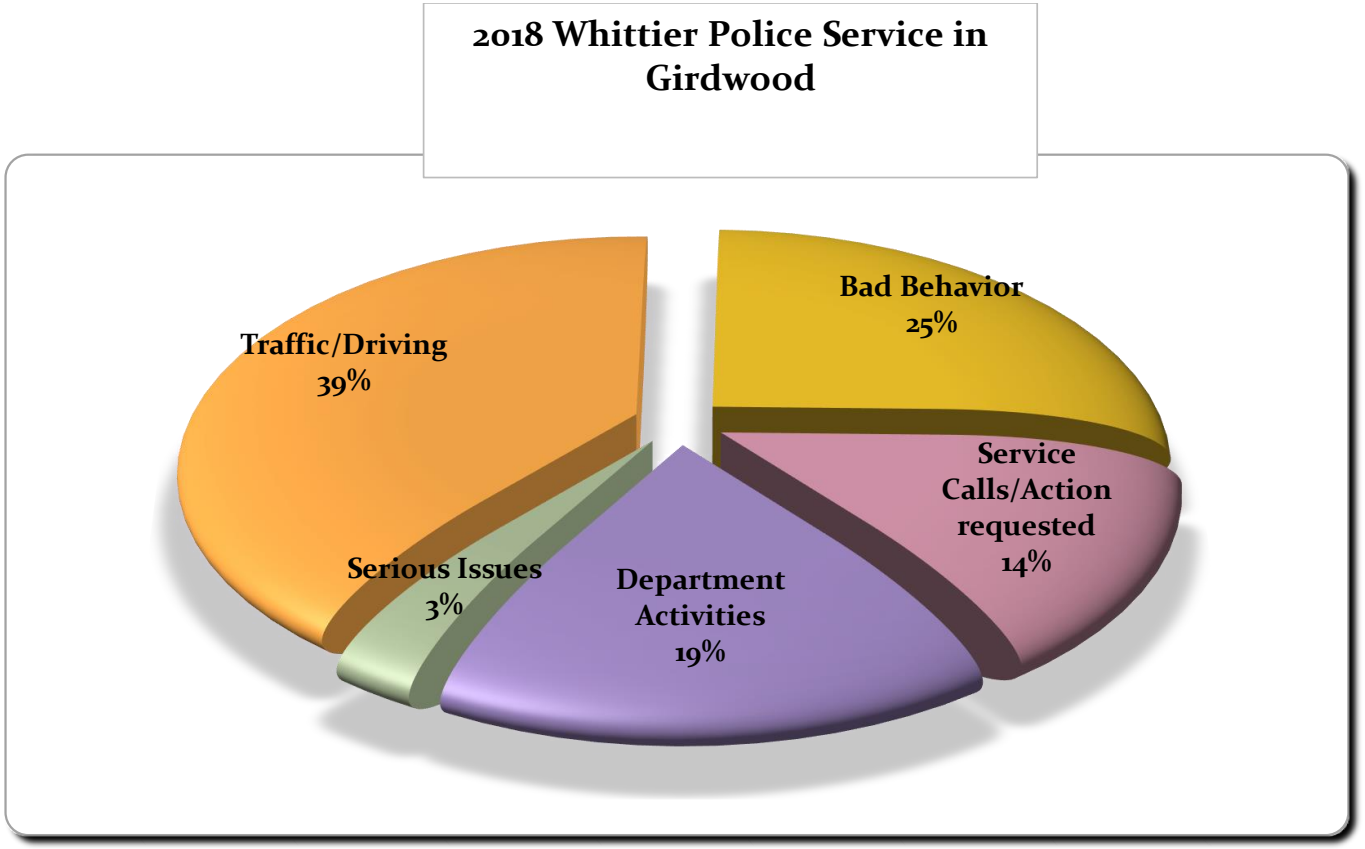
Police:

2018 Expended Budget: $1055.56 of $635,309.00 = 6%

Fire:

2018 Expended Budget: $185,014.23 of $1,119,146.00 = 16%

Policing Type	Percent of calls
Serious Issues	3%
Traffic/Driving	39%
Bad Behavior	25%
Service Calls/Action	14%
Department Activities	19%



DRAFT

Submitted by: ASSEMBLY
Prepared by: Assembly Counsel
For reading: _____, 2019

ANCHORAGE, ALASKA
AO No. 2019–____

AN ORDINANCE OF THE ANCHORAGE MUNICIPAL ESTABLISHING CONSISTENT PROTOCOLS FOR STORAGE AND HANDLING TRASH/GARBAGE AND FURTHER PROVIDING FOR FINES AND PENALTIES.

WHEREAS, the Anchorage Assembly finds that improper storage and handling of trash/garbage creates attractants and potentially dangerous interactions with bears and other wildlife; and

WHEREAS, the Anchorage Assembly finds current Anchorage Municipal Code has multiple code sections providing direction for storage and managing trash/garbage which can cause confusion regarding which rules apply and create unintended conflicts with wildlife; and

WHEREAS, the Anchorage Assembly finds the purpose of this chapter is to protect the public health, safety and welfare by regulating the accumulation and storage of trash/garbage, recyclables and compostables and to prevent conditions that may create fires, health or other safety hazards; attract or harbor wildlife or pests or impair the aesthetic appearance of neighborhoods. The provisions of this chapter are intended to provide simple, clear and effective regulations that for proper storage and handling of trash/garbage, including bear resistant containers where needed, to minimize adverse interactions with bears and other wildlife; now, therefore,

THE ANCHORAGE ASSEMBLY ORDAINS:

- **Municipal Manager Authorized to Issue Rules.**

The municipal manager (or designee) may adopt rules and regulations that the manager determines are reasonably necessary to implement the requirements of this chapter.

Refuse/Solid Waste

This code section regulates how all solid waste within the Municipality of Anchorage is handled by property occupants/owners. In the event of inconsistency with other codes this code section controls. Failure to comply with any or all of these requirements is defined as a violation for each day the violation exists.

A. **All garbage cans and refuse containers shall be rodent proof, insect proof, watertight, structurally strong to withstand handling stress, and easily filled,**

DRAFT

emptied and cleaned; shall be provided with tightfitting lids in good working condition or similar closures; and shall be maintained at all times in a clean, sanitary condition. Plastic bags shall not be used without the container for on-site storage of trash/garbage or refuse except for plastic bags *containing only rubbish.*

B. Garbage and refuse containers shall be placed or stored in a manner to prevent the occurrence of spillage and littering, inside a structure or within five (5) feet of the principal (main) structure.

C. All bulk storage containers shall have tightfitting lids in good working condition.

D. The total capacity of all provided garbage and/or refuse cans and bulk storage containers shall be sufficient to meet the reasonable ordinary needs of the occupants of the dwelling.

E. Closed, secured refuse containers shall be placed for pick up the morning of collection, not earlier than 5 AM and retrieved not later than 9 PM of the same day.

F. No person shall place into the public right-of-way or yard setback any bear-resistant container that is not securely closed, regardless of whether it contains refuse attractants.

Definitions:

***Bear-resistant container* shall mean a container that meets the requirements for such a container as certified by the Interagency Grizzly Bear Committee (IGBC), or the equivalent or greater, as certified by the waste management provider.**

***Bear-resistant dumpster* shall mean a dumpster that meets the requirements for such a dumpster as certified by the Interagency Grizzly Bear Committee (IGBC), or the equivalent or greater, as certified by the waste management provider.**

***Refuse containers, or trash or garbage containers (cans)* means all trash/garbage cans, dumpsters, or similar containers designed and used to hold waste.**

***Rubbish* shall mean nonputrescible solid wastes (excluding ashes) consisting of either:**

(a) Combustible wastes such as paper, cardboard, plastic containers, yard clippings and wood; or

(b) Noncombustible wastes such as metal cans, glass and crockery.

***Violator* means any person(s), organization, company, business, corporation, property owner, tenant, contractor, contractee, lessor, lessee or other entity that handles solid waste/garbage in a manner not in compliance with the requirements of this code.**

DRAFT

In any instance where solid waste, trash/garbage or junk of any kind is placed, deposited in, on, under or adjacent a garbage can/refuse container not in compliance with this section, the owner of the property shall be responsible and is defined as a violator. If a violator, other than the property owner, handles solid waste/garbage in a manner not in compliance with the requirements of this code as described above, both the violator and property owner may be defined as violators.

Violations of the Refuse/Solid Waste Standards

These are violations of the Refuse/Solid Waste Standards

A. Garbage cans/refuse containers not meeting standards or maintained in a clean, sanitary condition.

B. Plastic bags used without the container for storage of garbage or refuse.

C. Garbage and refuse containers not placed or stored in a manner to prevent the occurrence of spillage and littering, in the front yard, or beyond (in front of) the front plane of the house (structure).

D. Bulk storage containers without tightfitting lids in good working condition.

E. Insufficient total capacity of all provided garbage and/or refuse cans and bulk storage containers to meet the reasonable ordinary needs of the occupants.

F. Placing refuse containers for pick up at any time other than the day of collection, between the hours of 5 AM 9 PM of the same day.

G. Placing unsecured (bear-resistant) refuse containers in the public right-of-way or yard setback.

H. Any failure to comply with the requirements of this code section.

Fines for violations	
First Offense	**$100.00**
Second Offense within 12 calendar months.	**$250.00**
Third and each subsequent offense within	
12 calendar months.	**$500.00**

<u>SECURE TRASH REGULATION ZONES</u>

Areas, neighborhoods, and/or specific locations that have experienced wildlife in trash, and/or; the presence of wildlife has greatly increased the likelihood of wildlife in trash; or any other potential hazard may be designated a Secure Trash Regulation Zone(s) by the Municipal Manager or his/her designee.

DRAFT

All trash/garbage containers in a Secure Trash Regulation Zone shall be Bear Resistant Containers that meet the Interagency Grizzly Bear Committee (IGBC) Standards or the equivalent or greater, as certified by the waste management provider.

Bear-Resistant Containers Required.

(a) No private owner, local agent or manager of any property, lessee leasing the entire premises, or adult occupant of a single-family dwelling, a duplex, a triplex, or a fourplex shall fail to keep all trash, garbage or refuse attractants in bear resistant containers, bear resistant dumpsters or securely stored within a house, garage, shed or other structure at least as secure as a bear resistant enclosure at all times, except when being transported from a house, garage or bear resistant enclosure for pickup. Refuse attractants transported for pickup not in a bear resistant container shall be attended, by a person remaining within 15 feet of the container at all times.

It is not a defense to a violation of this section that a container or enclosure was damaged and the owner had not received the notice under subsection (d) below.

(b) No person shall place into the public right-of-way or yard setback any bear-resistant container that is not securely closed, regardless of whether it contains refuse attractants.

(c) This section shall apply to the area designated as Secure Trash Regulation Zones (s) which require bear-resistant containers.

(d) No private owner, local agent or manager of any property, lessee leasing the entire premises, or adult occupant of a single-family dwelling, a duplex, a triplex, or a fourplex shall fail to repair a damaged container within seventy-two hours after written notification by any Municipal official, or such other time designated in the notice by the city official. No trash, garbage or refuse attractants may be stored outdoors until the bear-resistant container is repaired to the working condition as designed.

(e) Notice under this subsection is sufficient if hand delivered, emailed, mailed, or telephoned to such person, or by posting on the premises.

DRAFT

Section 5. **This ordinance shall be effective _____, , 2019, upon passage and approval by the Assembly.**

PASSED AND APPROVED by the Anchorage Assembly this _____day of _____, 2019.

_____
Chair

ATTEST:

_____
Municipal Clerk

DRAFT

Girdwood Bike Park
Master Plan

Presented by:

GIRDWOOD mtb alliance

February 11, 2019

Introduction

The Girdwood Mountain Bike Alliance (GMBA) was created in the fall of 2016 to address the need for more mountain biking opportunities in Girdwood. As mountain biking continues to grow in popularity, the hiking trails in Girdwood are becoming increasingly crowded with bikers. This presents a safety concern for both hikers and bikers alike. To mitigate this problem a group of local bike enthusiasts decided to organize and take action on something that has long been talked about and needed in our community: single-use, purpose-built bike trails. Throughout the state similar bike trails are being developed to match increased demand and trail user conflicts. Through responsible trail construction and maintenance, GMBA strives to make the sport more accessible to Girdwood's residents and visitors alike. Our goal is to continue helping Girdwood becoming a better place to live, work and play.

The GMBA mission statement is:

To develop and support opportunities for mountain biking in Girdwood, by building and maintaining trails, promoting responsible trail use and advocating for cycling in our community.

The main goal of the Girdwood Bike Park Master Plan is to illustrate and describe the vision of a "complete build-out" scenario of the Girdwood Bike Park. This document will also inform all entities involved in the approval process and serve as a working document to guide development of the Bike Park through the different phases of construction.

This Master Plan establishes how the Girdwood Bike Park will be incorporated into to the current trail network in the Girdwood Valley. The Master Plan has aimed to incorporate all aspects of the Heritage Land Bank work plan as well as the current Girdwood Area Plan and Girdwood Valley Trails Management Plan.

GMBA aims to obtain approval of the Master Plan from all reviewing entities involved such as: Girdwood Trails Committee, Girdwood Land Use Committee, Girdwood Board of Supervisors, Anchorage Urban Design Commission, Heritage Land Bank Advisory Commission and Anchorage Assembly. An approval of the Master Plan would allow the GMBA to efficiently obtain funding, schedule construction and maintenance, reduce administrative fees, and allow greater transparency to the overall vision of the bike park prior to development.

Project History

GMBA identified an area of Girdwood that would be ideal terrain and access for a proposed Bike Park. The land owner is the Municipality of Anchorage's Heritage Land Bank (HLB).

During the summer of 2018, GMBA began construction of the first trails in the Girdwood Bike Park (see Exhibit A, Girdwood Bike Park Map). Three trails in total were approved for construction. Two trails were approved as purpose-built, one-way downhill bike trails and the third trail was approved as a two-way multi-use trail to connect the "High Point" of the Girdwood Bike Park to the existing 5K Nordic Ski Loop. The "High Point" is a name given to highest elevation of the Girdwood Bike Park and where all upper downhill bike trails will originate.

In August 2018, GMBA constructed the first purpose-built, one-way downhill bike trail, named "Small House". The start of this trail is located just past the 1K turnaround on the Nordic Ski Loop and finishes just past the top of "Uncalled 4 Hill" on the Nordic Ski Loop. The trail has an approximate length of 0.2 miles. The trail was designed as a beginner level flow trail. The trail tread was constructed and hardened by excavating native mineral soils that were present under the approved trail tread and burying all unusable materials in the excavated holes. Re-vegetation of any disturbed areas outside the trail tread was accomplished by salvaging and replacing moss matting throughout construction. The trail will open in the spring of 2019 after formal recording of the trail easement and the installation and acceptance of necessary signage, by HLB.

In September 2018, construction began on the second purpose-built, one-way downhill bike trail, named "2-Cents", and was put into winter shutdown at the end of October 2018. Completion of this trail will be accomplished during the summer of 2019. This trail begins at the "High Point" and descends to the 5K Nordic Ski Loop just past the first snow stake, approximately 2K around the Nordic Ski Loop. This trail has an approximate length of 0.4 miles. This trail was designed as an intermediate/advanced level downhill flow trail, with some natural, more technical features. The trail tread was constructed and hardened by excavating native mineral soils that were present under the approved trail tread and burying all unusable materials in the excavated holes. Re-vegetation of any disturbed areas outside the trail tread will be accomplished by salvaging and replacing moss matting throughout construction. Work to be completed prior to opening of this trail involves the importing of gravel to harden specific sections of the trail where insufficient quantities of native mineral soils were present. The structure and bike features of the trail were completed during the 2018 construction. Approximately 20% of the trail tread will need to be hardened with imported gravels. This trail is planned to open in the summer of 2019 after recording of trail easement, trail signage and concurrent with the opening of "Urn-Again".

In the summer of 2019, GMBA plans to begin construction on the third approved trail in the first approval process called, "Urn-Again". This trail will connect the 5K Nordic Ski Loop at the location of the first snow stake and navigate uphill to the "High Point" of the Girdwood Bike Park. This trail was designed and approved as a multi-use, two-way trail. The current goal of this trail is to provide uphill access to the "High Point" of the Girdwood Bike Park.

As the Girdwood Bike Park is further developed, this trail will be extended to create connections to the Chugach Powder Guides (CPG) Cat Road corridor and then ultimately back to the 5K Nordic Ski Loop at its lower elevations. Once fully completed, this trail will provide the Girdwood Bike Park two alternative uphill access routes to the "High Point". This trail will also add a cross-country bike trail option to the Bike Park while creating an additional trail option for all other user groups to circumnavigate the Girdwood Bike Park and obtain views out of the forest canopy and up the Winner Creek Valley.

Bike Park Description

The Girdwood Bike Park creates greater trail connectivity, safer trail options, and desired trail types for all user groups during all seasons. The designated area of the Girdwood Bike Park, as shown in Exhibit A, was selected for several reasons.

- Maximize the use of the pre-existing trails such as the 5K Nordic Ski Loop and CPG Cat Road corridor.
- Connectivity and access to the proposed purpose-built downhill bike trails.
- Provide overall connectivity for all trail users in and around the Girdwood Bike Park
- Minimize environmental impacts by allowing easier movement of trail building equipment through the forest.

The existing CPG Cat Road will be followed once the clearing leaves the wetland meadows and is on upland terrain. Using this existing clearing reduces the environmental impact of the new trails. GMBA believes the most economical, practical and responsible way to create a trail system as described in this Master Plan is to utilize all existing infrastructure.

Adding purpose-built bike trails to the existing trail systems provides different user groups the experience they desire while minimizing environmental impacts and user conflicts.

Trail Descriptions

The design of the Girdwood Bike Park is based a system of downhill, purpose-built, bike trails that best utilize the natural terrain to provide the optimal bike riding experience. This will be achieved by incorporating a combination of machine built "flow trails", hand-built technical trails and multi-use connector trails throughout the designated Girdwood Bike Park.

A mountain bike flow trail as defined by the International Mountain Bike Association (IMBA) is as follows:

"Flow Trails take mountain bikers on a terrain-induced roller coaster experience, with little pedaling and braking necessary. This style of trail typically contains features like banked turns, rolling terrain, various types of jumps, and consistent and predictable surfaces. Conspicuously absent are abrupt corners or unforeseen obstacles. As a rider carves back and forth, and up and down, he or she develops a rhythm and flows down the trail."

Hand-built technical trails will be constructed where larger equipment cannot access. These trails will be reduced in size, and will have a smaller impact to the forest environment. They may at times utilize native bedrock as a natural riding surface as well as roots and other natural features as obstacles to navigate. These trails will generally be rated more difficult than other trails and be only for the more experienced rider.

The multi-use connector trails will create the connectivity the Bike Park needs by providing the uphill routes to the "High Point", while at the same time allowing for more of a cross-country biking experience that circumnavigates the Bike Park. This will allow all levels of bikers to ride to the "High Point", if not comfortable with steeper, more technical descents, it will provide a safer, easier route back to the lower sections of the Bike Park. The multi-use connector trails will also connect the existing 5K Nordic Ski Loop in two different locations and the CPG Cat Road Corridor allowing for all user groups to be able to safely travel around the perimeter of the entire Bike Park, while expanding the options for a wonderful trail experience in the Girdwood Valley for all trail users.

Trail Design Parameters

The Girdwood Bike Park Master Plan consists of three different proposed purpose-built bike trail types with their own design parameters. *Figure 1* is an illustration of standard bike trail design parameters provided in the Girdwood Valley Trails Management Plan. These bike trail design parameters were used as a starting point to formulate the parameters specific to the trails within the Girdwood Bike Park Master Plan.

PROPOSED Design Parameters (Sept 2008)

Trail Design Parameters provide guidance for the assessment, survey and design, construction, repair and maintenance of trails, based on the Trail Class and Designed Use of the trail. Exceptions and variances to these parameters can occur, however, when site-specific circumstances demand such exceptions.

Designed Use BICYCLE		Trail Class 1	Trail Class 2	Trail Class 3	Trail Class 4	Trail Class 5
Design Tread Width	One Lane	6" – 12"	12" – 24"	18" – 30"	24" – 48"	36" – 60"
	Two Lane	Not applicable.	Not applicable.	48 " – 60" Accommodate two-lane travel with passing lanes.	60" – 84"	72" – 120"
Design Surface	Type	Native. Rough, unstable or soft tread.	Native, with limited grading. Unstable or soft sections likely.	Native with some on-site borrow or imported materials. Some soft areas.	Likely imported or stabilized tread. Few, if any, loose or soft surfaces.	Firm, hardened surface.
	Obstacles	Rocks, logs and roots up to 6–12" common. Forced portages likely.	Embedded rock, protrusions to 6". Some portages may be needed.	Generally smooth with few protrusions exceeding 3".	Smooth, few obstacles. 1 – 2" protrusions.	No obstacles to wheeled transport.
Design Grade*	Target Range (>90% of Trail)	15% – 18%	< 12%	< 10%	< 8%	< 5%
	Short Pitch Max (Up to 200' lengths)	30% 50% on downhill-only travel.	25% 35% on downhill-only travel.	15%	10%	8%
	Max Pitch Density***	< 10% of trail	< 5% of trail	< 5% of trail	< 3% of trail	< 3% of trail
Design Cross-Slope	Target Range	5% – 10%	5% – 10%	5%	3% – 5%	3% – 5%
	Maximum					
Design Clearing	Width	24" – 36" Some vegetation may encroach into clearing area.	36" – 48" Some light vegetation may encroach into clearing area.	12" – 18" outside of tread edge.	12" – 18" outside of tread edge.	18" – 24" outside of tread edge.
	Height	6' – 7"	7' – 8"	8'	8' - 9'	8' - 9'
Design Turns	Radius	3' - 4'	4' – 6'	6' – 8'	8' – 10'	8' - 12'

* Grade variances should be based upon soils, hydrological conditions, use levels, and other factors contributing to surface stability and erosion potential. Due to effects of use on tread and erosion, steeper pitches should be carefully evaluated based on potential effects of these various factors.

** Maximum pitch density refers to the percentage of the trail that is within 5% (+/-) of the Short Pitch Maximum Grade.

Figure 1: Bike Trail Design Parameters
(Girdwood Valley Trails Management Plan, Page 37)

Listed below are the three different types of trails created for this Master Plan and a description of their parameters and how they will be incorporated into the Girdwood Bike Park.

Machine-built, single-use, one-way, downhill bike trail: The design parameters of this trail are most similar to a Class 4/5 bike trail listed above. The exact parameters of this trail type are as follows:

Design Tread Width: 48" – 72"
Design Surface: Firm, smooth, hardened tread, well drained, bike features
Design Grade: 5%-8% avg.; increased grades over short distances

Design Cross-slope: 3%-5%; increased cross-slopes for bike features
Design Clearing: 12’ wide; 8’-10’ feet high
Design Turn Radius: 12’- 18’

This type of trail will be constructed in the areas of the Bike Park that will allow a mini-excavator to easily navigate the forest environment. Native mineral soils will be used for the majority of the tread surface and be excavated from within the clearing limits. If insufficient amounts of native soils are present then imported gravel will be used to harden the trail tread creating a sustainable surface for bike traffic.

Hand-built, one-way, single-use, downhill bike trail: The design parameters of this trail are most similar to a Class 2/3 bike trail listed above. The exact parameters of this trail type are as follows:

Design Tread Width: 18” – 48”
Design Surface: Native surfaces and obstacles, natural bike features, well drained
Design Grade: 8%-10% avg.; increased grades with more difficult trail rating
Design Cross-slope: 3%-5%; increased cross-slopes due to natural terrain
Design Clearing: 12’ wide; 8’-10’ feet high
Design Turn Radius: 6’ – 12’

This type of trail will be found in the upper elevations of the Bike Park, where it is not feasible for a mini-excavator to navigate the forest environment. Native mineral soils will be used for the majority of the tread surface and be excavated from with the clearing limits. If insufficient amounts of native soils are present then imported gravel will be used to harden the trail tread creating a sustainable surface for bike traffic.

Machine-built, two-way, multi-use trail: The design parameters of this trail are most similar to a Class 4/5, two-way bike trail listed above. Even though this is multi-use trail, the bike user group will set the deign parameters. The exact parameters of this trail type are as follows:

Design Tread Width: 72” – 96”
Design Surface: Firm, smooth, hardened, well drained
Design Grade: 5%-8% avg; 10-12% max grade over short sections, when needed
Design Cross-slope: 3%-5%; increased cross-slopes for bike specific features
Design Clearing: 14’ wide; 8’-10’ feet high
Design Turn Radius: 12’ – 18’

This type of trail will be used for all multi-use trails throughout the Bike Park. These trails will be designed and constructed to optimize uphill bike traffic efficiency, while at the same time creating an increased width to accommodate two-way, multi-use traffic.

In accordance with 5K Nordic Ski Loop user restrictions, winter biking on these trails will not be allowed. All trails will be closed during the winter months.

Trail Ratings

The Girdwood Bike Park is designed to provide a full array of trail difficulty. The organization of the trails and their associated ratings will be similar to what is found within a downhill ski area. The most difficult trails will be found in the higher and steeper terrain. As a rider descends through the park into less steep and technical terrain there will be greater options for the beginner or intermediate rider. *Figure 2* shows the trail rating system as set forth by the International Mountain Bike Association (IMBA).

Trail Difficulty Rating System

	Easiest White Circle	Easy Green Circle	More Difficult Blue Square	Very Difficult Black Diamond	Extremely Difficult Dbl. Black Diamond
Trail Width	72" or more	36" or more	24" or more	12" or more	6" or more
Tread Surface	Hardened or surfaced	Firm and stable	Mostly stable with some variability	Widely variable	Widely variable and unpredictable
Average Trail Grade	Less than 5%	5% or less	10% or less	15% or less	20% or more
Maximum Trail Grade	Max 10%	Max 15%	Max 15% or greater	Max 15% or greater	Max 15% or greater
Natural Obstacles and Technical Trail Features (TTF)	None	Unavoidable obstacles 2" tall or less Avoidable obstacles may be present Unavoidable bridges 36" or wider	Unavoidable obstacles 8" tall or less Avoidable obstacles may be present Unavoidable bridges 24" or wider TTF's 2' high or less, width of deck is greater than 1/2 the height	Unavoidable obstacles 15" tall or less Avoidable obstacles may be present May include loose rocks Unavoidable bridges 24" or wider TTF's 4' high or less, width of deck is less than 1/2 the height Short sections may exceed criteria	Unavoidable obstacles 15" tall or greater Avoidable obstacles may be present May include loose rocks Unavoidable bridges 24" or narrower TTF's 4' high or greater, width of deck is unpredictable Many sections may exceed criteria

Figure 2: IMBA Trail Difficulty Rating System
(www.imba.com/resource/trail-difficulty-rating-system)

This type of rating system of the trails is well recognizable and understood. This will provide riders the information they need to assess a trail's difficulty level prior to attempting the trail. The system will also allow riders to evaluate their own riding abilities allowing riders to progress their skills as they advance to more difficult trails. Again similar to a ski area the Girdwood Bike Park aims to provide a riding experience for all ability levels and all ages.

Trail Design and Construction

Building bike trails in Girdwood Valley can be a challenging endeavor due to the soil conditions and weather in this northern rainforest environment. The Girdwood Bike Park Master Plan focuses highly on a sustainably built trails system that minimizes the impact on the surrounding environment.

The Winner Creek Trail is highly popular trail in the Girdwood Valley that provides trails users a wilderness trail experience with little effort. GMBA analyzed the balance between providing trails specifically designed to bike riders, while maintaining large natural buffers between the Girdwood Bike Park and the Winner Creek Trail. GMBA pledges to keep the Winner Creek Trail experience undisturbed. GMBA hopes are to also draw bike riders away from using the Winner Creek Trail by providing a better bike riding experience in the Girdwood Bike Park, thus minimizing user conflicts and increasing the wilderness feel of the Winner Creek Trail.

GMBA will incorporate specific design and construction methods aimed at successfully developing a low-maintenance, sustainable bike park, while maintaining the natural feel of the forest. These design and construction methods will include:

- Properly designed trail slopes and cross-slopes to minimize trail tread erosion
- Continual drainage features allowing water to freely drain from the trail tread
- Constructing a weather resistant trail tread with a combination of native mineral soils and imported gravels
- Re-vegetation plan utilizing native soils mosses to reclaim any disturbed area outside the trail tread encouraging native growth and eliminating erosion of the surrounding area.
- Regular monitoring of trail conditions
- Performing any necessary trail maintenance in a timely manner.

The construction plan for of all trails is to use the native materials such as organic soils, trees and stumps to form the foundation of the major trail features, such as berms and jumps. Excess amounts of organic material will be buried underneath the trail tread. This burial technique will dispose of excess unusable material with minimal impact outside the trail tread zone. Burial of the unusable material also provides the means to excavate the underlying mineral soils that will comprise the tread surface, making the trail resistant to the harsh climate. In locations were native mineral soils do not exist in sufficient quantity, imported gravel will be used. Imported gravel will be delivered by wheel or

track driven barrow to easily accessible locations. Imported gravel will be delivered in sling loads via helicopter to more difficult or environmentally sensitive locations.

All construction activities are closely monitored by HLB with required meetings, inspections and reporting. First a pre-construction meeting is held to coordinate any final details between HLB and GMBA prior to construction. Then a pre-construction on-site inspection is performed of the flagged route of each proposed trail to be constructed. Once the flagged route is accepted, then construction can commence. During construction, weekly reporting is required, including progress status and photos. After major construction activities are complete a post-construction inspection is performed. This inspection will generate a punch list of items required to be completed prior to being open to the public. Once all punch list items are complete a final inspection will be performed and the trail will be open for public use.

Per agreements with HLB all trail design and construction will be performed by licensed and insured consultants and contractors. Volunteers will also be used, but will only be allowed during construction activities deemed safe and approved by HLB.

Funding

Funding of the design, construction, maintenance and operations of the Girdwood Bike Master Plan will be one on the most important aspects that will drive construction schedules, phasing and overall development timeline. GMBA is a 501(c)(3) non-profit organization. Funds will be secured through membership fees, acquisition of grants, fundraisers and donations.

GMBA currently offers a single person $20 annual membership, as well as a $30 family membership. These funds are allocated to operating costs for the organization, matching dollar amounts for grants, and provide capital to host future fundraising events.

The largest contribution to date for trail development has been through grant money. Most grants require a project to be approved and "shovel-ready" in order to apply. The final Girdwood Bike Park Master Plan approval will allow multiple years of trail construction to be eligible for grant application. This will enable GMBA to submit grant applications for future phases of construction while each current phase is being completed. GMBA will be continually applying for several grants such as:

- Federal Recreational Trail Program Grant
- Kenai Mountain Turnagain Arm National Heritage Area Grant
- People for Bikes Grant
- Rasmussen Foundation Grant
- Anchorage Parks Foundation Grant
- IMBA Grant

The last source of funding is a tax-deductible donation. GMBA offers individual as well as corporate donations, each with three levels of donations ranging from $50- $5,000+. These funds can go directly toward all phases of development as well as the growth of the Girdwood Mountain Bike Alliance and its mission for greater biking opportunities in the Girdwood Valley.

Construction Phasing

The Girdwood Bike Park Master Plan is to be completed over multiple years. Complete development of the Bike Park will solely depend on availability of funding to complete construction of new trails, while continuing maintenance and operation of existing trails.

The approval of this Master Plan will allow for continuous funding opportunities because the next phase of construction will be "shovel ready" for grant applications and will not require additional approval for each phase. Continued incremental progress of the park will provide a tangible return to members and donors encouraging additional donations and an increased member base.

A phasing plan will evaluate many different considerations and aim to provide an annual work plan that will address the most immediate needs or concerns of the trail users, as funding becomes available. A general phasing plan of the Girdwood Bike Park will be developed based on several key components, such as:

- Variety of trail difficulty ratings to appeal to all riders and all ages
- User experience for all trail user groups
- Traffic flow and interactions of different user groups
- Construction timing and access
- Trail connectivity
- Public comment
- Funding

Phasing of specific trails and/or trail areas are planned to be developed in an order as listed below. Refer to attached map in Exhibit A.

1. Trails currently approved and funded for construction
    a. Small House
    b. 2-Cents
    c. Urn-Again
2. Trails shown in RED while taking into account phasing considerations listed above.
3. The remaining section of Urn-Again as shown in Blue that follows the CPG Cat Road and provides alternate access to the "High Point"
4. Zones A, B and C

Specific phasing will be developed on a year to year basis. Prior to the beginning of each construction season. The GMBA will determine their current funding level and then propose a work plan for the upcoming season. This can include new construction as well as necessary maintenance. Submitted with the work plan will be an estimated budget to complete the year's tasks. A simple formula will be used that states that any new trail constructed must have 105% of the estimated budget prior to beginning construction. The extra 5% of the estimated budget will be allocated to deferred maintenance of the trails after construction is complete. This work plan will be submitted each year to the HLB for approval. They will have the ability to review past construction success, future plans, funding levels, necessary maintenance, etc. prior to providing an early entry permit to allow new construction to commence.

The Girdwood Mountain Bike Alliance and The Heritage Land Bank will also be entering into a Cooperative Use Agreement. This agreement will define the rules to follow through construction, maintenance and continued operations of the Girdwood Bike Park. The Cooperative Use Agreement will not only include aspects of construction phasing as stated above, but it will also include the requirement for reporting all future work plans to the Girdwood Trail Committee prior to beginning any new phase of construction. The Cooperative Use Agreement will also prompt an annual meeting with all trail managers within this proposed area, including Girdwood Mountain Bike Alliance, Girdwood Nordic Ski Club, Chugach Powder Guides, and the US Forest Service to discuss how to further improve trail development, management and operations.

Continued Public Input

The Girdwood Mountain Bike Park will be a community driven project. Continued support from the community of Girdwood is essential to the success of the Bike Park. The goal of GMBA is to keep the general public of Girdwood up to date with all current and future developments of the Bike Park. The mechanism for continued public input will be updates at the Girdwood Trails Committee and outreach with our membership base. After each year's work plan is developed and approved by HLB, it will then be reported to the Girdwood Trails Committee for comment. This comment period with the Girdwood Trails Committee will be planned to be held between April and May. The approved work plan will also be reported to our membership base at an annual membership meeting each year prior to the summer biking season. Both of these venues allow all types of trail users to comment on past construction and give suggestions for future development. GMBA is receptive to public comment and will incorporate comments, suggestions and concerns into each phase of construction as appropriate.

Operations and Maintenance

Like all non-profit mountain bike organizations, GMBA will rely heavily on its member base for trail-building and maintenance operations. Because trails cannot be built and maintained solely by volunteers, GMBA will secure 100% of estimated construction funds as well as the first year's maintenance costs for trails prior to start of construction. The money saved through the use of volunteers will be put towards future maintenance and funding of new trails.

GMBA understands that the key to a sustainable trail system is to ensure proper funding of operating trails before any future trails are constructed. GMBA will organize and perform maintenance on trails by funding professional work and using the local volunteer community. GMBA will dedicate its entire annual budget to trail maintenance and operations prior to dedicating any funds towards new construction of future trails. As future trails get built the maintenance budget will grow and thus the growth of the bike park will be determined on the ability of the GMBA to acquire funds annually greater than their maintenance budget. Once sufficient funds for new construction are saved, future trails will be proposed for construction.

Safety and Signage

The safety of all trail users within the Girdwood Bike Park is a key component for a successful recreational area for many years to come. Elements of safety will be incorporated into trail design, interaction of different users group, signage, as well as providing necessary information to assist the Girdwood Volunteer Fire Department (GVFD) in formulating rescue plans.

Safety of the Girdwood Bike Park starts with a focus on properly designed and constructed trails that allow riders of all levels to have a great trail riding experience without any unnecessary obstacles or hazards. Key aspects to safety oriented trail design and construction include:

- Thorough planning and flagging of trail alignments prior to construction.
- Separation of trails users by designating specific trails to be directional purpose-built bike trails, minimizing user conflicts
- Properly designed trail intersections that adequately reduce riders speed prior to riders exiting the directional purpose-built bike trails and entering multi-use trails.
- Extensively test riding all sections of trails and all trail features as they are being constructed.
- Providing a ride around option for the more technical features of trails. Where ride around options are not practical these trails will then be rated at the most expert level.
- Complying with all HLB inspection requests.
- Continued test riding through the life of the trail
- Maintaining, repairing or altering trails ensuring their continued safety

GMBA will develop a comprehensive signage system to assist all trail users in safely navigating the Girdwood Bike Park. Signage will also assist the Girdwood Volunteer Fire Department (GVFD) performing any necessary rescue missions. Prior to officially opening the trails to the public GVFD will be provided current trail information and access points for rescue missions. All signage will meet any requirements put forth during HLB post-construction inspections. Typical signage will include:

- Directional and informational signs to be placed at the main trailhead and at other key locations.
- Warning signs will prepare riders for more technical features
- Regulatory Signs will inform riders of direction of travel, designation of user groups, trail ratings, etc.
- Waypoint markers will be located at each trail intersection assisting in potential rescue operations should a rider be injured and local medical personnel need to locate them within the Bike Park.

Compliance with IMBA Standards

GMBA's trail plan relies heavily on the "Principles of Sustainable Trails," outlined in IMBA's book Trail Solutions: IMBA's Guide to Building Sweet Singletrack. IMBA considers a sustainable trail one that

"has very little impact on the environment, resists erosion through proper design, construction, and maintenance, and blends with the surrounding area. A sustainable trail also appeals to and serves a variety of users, adding an important element of recreation to the community."

Technical aspects of sustainable standards are outlined below in the Girdwood Valley Trails Management Plan section.

Management Plans

I. Heritage Land Bank (HLB) Work plan

The Heritage Land Bank's current 5-year work plan addresses future trail development as follows:

"strongly recommends that any new trails are proposed as a direct result of implementing a Girdwood Valley-wide trail vision, adopted as a comprehensive plan element. With varied user groups and interest both locally and regionally, it is imperative that access, parking, and user conflicts are addressed and planned for."

This Master Plan establishes how this bike park will be incorporated into to the current trail network in the Girdwood Valley. The Master Plan has aimed to incorporate all aspects of the Heritage Land Bank work plan as well as the current Girdwood Area Plan and Girdwood Valley Trails Management Plan.

The current five-year HLB work plan states several key points that HLB aims to uphold to extend the existing trail network in Girdwood in a reasonable manner. Below is a list of those key points that were thoroughly addressed in the proceeding sections.

- Increase safety and accessibility for all trail users
- Minimize user conflicts
- Define the types and location of access points to the system
- Minimize adverse environmental impacts, and
- Ensure the long-term management and maintenance of the trail network

II. Girdwood Area Plan:

Recreation is a primary concern of Girdwood land use. The first theme listed on Girdwood Area Plan's Chapter 7 (Land Use Plan) is as follows:

"development of new resort/ recreational facilities." This section continues, "besides downhill skiing, there are other recreational opportunities in the valley that could be created… in particular are summer season activities, such as, golf, tennis, hiking, mountain biking" and "The establishment of year-round destination resort/ recreational facilities in the Girdwood area can be part of a larger local and regional strategy to create a more independent and diversified economy. It can also bring additional social and recreational benefits to the area as well."

The trails proposed by the GMBA align with the Girdwood Area Plan directly by providing a summer recreational facility in an area that previously has none.

III. Girdwood Valley Trails Management Plan.

GMBA has followed the process outlined in the Girdwood Valley Trails Management Plan (Chapter 1, pg. 11).

"For trails on HLB lands, the Girdwood Board of Supervisors, Parks and Recreation, and Trails Committee all provide recommendations to the Anchorage Assembly for approval of major trail decisions, such as trail dedication, easement establishment, or new trail construction. Less major decisions require approval of the Girdwood Board of Supervisors."

Mountain bike trails will contribute to the documented social and economic benefits of trails outlined in the Girdwood Valley Trails Management Plan. Examples of these include non-motorized access to community resources, access to affordable exercise to all within the community, numerous mental and physical health benefits to outdoor exercise, appreciation of natural assets and stimulation of local economy.

GMBA trails will comply with the Girdwood Valley Trails Management Plan "sustainable standards," by utilizing trail concepts such as the half rule, maximum sustainable grade, grade reversals, durable tread surface, and outslope. These trail standards will be constructed professionally by a licensed contractor.

GMBA trails will focus on "Trail Users Experience," as it is outlined in Chapter 2 of the Girdwood Valley Trail Management Plan.

GMBA will follow all guidelines in the "Trail Design Process," section of the Girdwood Valley Trails Management Plan, including re-vegetation, signage, clearing guidelines and natural considerations.

Mountain Bike trails are in accordance with the Girdwood Valley Trail Management Plan Recommendation number one:

Health and fitness will be encouraged throughout the valley. This will be accomplished by looking for opportunities to connect users with trail options that may offer alternatives to vehicular transportation for day-to-day activities and through the consideration of trail design and trail-related facilities that enhance health and fitness. (Chapter 6, pg. 39).

APPENDIX

Exhibit A: Girdwood Bike Park Master Plan Map

GIRDWOOD BIKE PARK

MASTER PLAN

JANUARY 2019

TRAIL LEGEND

- APPROVED MULTI-USE TRAIL (.4 MILES)
- APPROVED SINGLE-USE BIKE TRAIL (.6 MILES)
- PROPOSED MULTI-USE TRAIL (1.5 MILES)
- PROPOSED SINGLE-USE BIKE TRAIL (3.5 MILES

MULTI-USE TRAIL = 6'-8' TREAD, 14' CLEARANCE

SINGLE-USE BIKE TRAIL = 4'-6' TREAD, 12' CLEARANCE

Municipality of Anchorage

P.O Box 390
Girdwood, Alaska 99587
http://www.muni.org/gbos

Ethan Berkowitz, Mayor

GIRDWOOD VALLEY SERVICE AREA BOARD OF SUPERVISORS
Jerry Fox & Robert Snitzer, Co-Chairs
Eryn Boone, Mike Edgington, Christina Hendrickson

Resolution 2019-01
Of the Girdwood Board of Supervisors
RESOLUTION OF SUPPORT
FOR THE
Girdwood Mountain Bike Alliance Bike Park Master Plan

WHEREAS, the Girdwood Mountain Bike Alliance has successfully initiated construction of mountain bike flow trails in summer 2018 and plans to complete them in 2019; and

WHEREAS, the Girdwood Mountain Bike Alliance is currently proposing a Bike Park Master Plan, which is under review by the land owner, the Heritage Land Bank, by the Urban Design Commission, and has been discussed with the community of Girdwood through the Girdwood Trails Committee, Land Use Committee and the Girdwood Board of Supervisors; and

WHEREAS, this use is consistent with the land zoned Girdwood Open Space and Girdwood Recreational Reserve in the Girdwood Area Plan and AMC Title 21 Chapter 9; and

WHEREAS, the Girdwood Trails Committee moved to not object to the Girdwood Mountain Bike Alliance Mountain Bike Park Master Plan by a vote of 16 to 2 with 3 abstentions at their February 5, 2019, Regular Meeting, and the Girdwood Land Use Committee has recommended a GBOS Resolution of Support for the Mountain Bike Park Master Plan by a vote of 14 to 1 with 4 abstaining at their regular meeting, on February 11, 2019, and

WHEREAS, the Girdwood Board of Supervisors understands that the current Bike Park Master Plan is a living document that will be updated throughout the review process.

THEREFORE, the Girdwood Board of Supervisors resolves their support for the Girdwood Mountain Bike Alliance Bike Park Master Plan in concept, recognizing that an additional Resolution of Support will be required after community review of the Urban Design Commission final packet.

PASSED AND APPROVED by a vote of XX to XX this 18^{h} day of February, 2019.

_____ _____
Christina Hendrickson, GBOS Parks and Recreation Supervisor Date

_____ _____
Attest Date

Municipality of Anchorage

Real Estate Department
Heritage Land Bank

Land Use Permit

HLB Permit: 2009-13 (2019 Renewal)

Permittee:	Girdwood Board of Supervisors (GBOS)
Address:	P.O. Box 390, Girdwood, AK 99587
Permit Area Description:	Portion of HLB Parcel 6-057F, Lot 6 Block 3 of the proposed Girdwood Industrial Park Subdivision Phase II (see attached)

This agreement is between the Real Estate Department, Heritage Land Bank, Municipality of Anchorage, hereinafter "HLB," whose address is P.O. Box 196650, Anchorage, AK, 99519-6650, and GBOS, hereinafter "Permittee."

1. Permission. The HLB does hereby grant to the Permittee a non-exclusive, revocable Land Use Permit, hereinafter referred to as "Permit," containing the right, permission and authority to enter upon HLB property in the above-described Permit Area for the limited purpose(s) of: Storage of equipment, road materials, and related activities with current road service contractor operating off of this site. Permittee shall notify the HLB of its intent to use the Permit immediately prior to its commencement of above-mentioned activities and comply with any and all restrictions placed upon it under this Permit.

2. Term. This Permit shall be for a term of one (1) year, commencing on date of execution and ending December 31, 2019, provided that the HLB shall have the absolute right to terminate this Permit at any time, without cause, upon fifteen (15) days' notice to Permittee. Any continued use of the Permit Area by the Permittee after the expiration of the original term, absent prior to HLB approval, shall be deemed a trespass subject to ejectment. The Permittee may abandon the Permit Area and give up all rights under this Permit at any time. The Permittee's obligation to pay an annual fee, and any other affirmative obligations of Permittee under this Permit, shall continue until the Permittee has given written notification to the HLB that Permittee is abandoning all rights under this Permit and has removed any personal property from the Permit Area and has restored the Permit Area pursuant to Paragraph 6 of this Permit.

3. Fees. As consideration for this Permit, Permittee shall pay $2,689.33.

4. Title to property. This Permit does not create for the Permittee any interest in or title to the above-described property.

5. HLB use. The HLB reserves for itself, its successors, assigns, permittees and licensees, the right to use the Permit Area for any purpose whatsoever, subordinate to the parameters as outlined in Anchorage Municipal Code 25.40.

6. Restoration of the Permit Area. Upon the completion of the limited purpose(s) described in section 1, above, or by the date of termination, whichever first occurs, all rights or obligations contained within this Permit shall terminate except for obligations imposed by this Permit on Permittee to repair, replace or restore the Permit Area, structures or improvements thereon, and the indemnity imposed by paragraphs 8, 9 and 11 below. Structures or improvements, if any, currently existing within the Permit Area which are removed or damaged during the Permit period shall be replaced or repaired upon completion of the activities by Permittee, to the satisfaction of the HLB. Upon the expiration, abandonment, or termination of this Permit, the Permittee shall remove from and off the Permit Area all property owned or controlled by the Permittee and restore the Permit Area to its prior condition in a manner satisfactory to HLB. Upon failure to do so, the HLB may perform such work at Permittee's expense. Until said property is removed and the Permit Area restored, either by Permittee or by HLB at the Permittee's expense, this Permit and all terms contained herein, including payment of fees, shall, at HLB's option, remain in effect until said property is removed and the Permit Area is restored to its prior condition.

7. Alterations to the Permit Area, structures or improvements thereon. The general physical contour of the Permit Area shall not be altered without prior written approval from the HLB. No excavation work shall be performed upon the Permit Area. Permittee's use of the Permit Area shall not interfere with the use or operation of any facility, drainage ditch, or related facilities which may be located upon, over, or under the Permit Area. No structure, improvement or other facility, including but not limited to temporary structures and fences, may be constructed or placed in the Permit Area without prior written approval of HLB. Any construction or placement shall comply with local building and land use regulations.

8. Indemnification. Permittee agrees to indemnify, defend and hold the HLB and the Municipality of Anchorage (MOA) harmless from and against any and all claims arising, directly or indirectly, from Permittee's use and related conduct in the Permit Area or from the conduct of Permittee's business or from any activity, work or things done, permitted or suffered to be done by Permittee in or about the Permit Area. The Permittee further agrees to indemnify and hold HLB and the MOA harmless from and against any and all claims arising from any breach or default in the performance of any obligation on Permittee's part to be performed under the terms of this Permit, or from claims of any of Permittee's agents, contractors, employees, invitees, customers or visitors, and from and against all costs, attorney's fees, expenses and liabilities incurred in the defense of any such claim or any action or proceeding brought thereon. In case any action or proceeding is brought against the HLB or the MOA, Permittee shall defend the same at Permittee's expense by counsel reasonably satisfactory to HLB or the MOA.

9. Insurance. Girdwood Board of Supervisors consults with and advises the Assembly and the Mayor concerning the administration of the affairs of the Girdwood Valley Service Area and is an entity of the Municipality of Anchorage, which is self-insured and a certificate of liability insurance is hereby waived. However, contractors and subcontractors shall maintain in good standing the insurance required. Permittee shall deliver to the HLB certificates of liability insurance on or before

the effective date of this Permit or at another date as agreed to in writing by the HLB. Insurance shall cover the entire Permit Term. Permittee shall deliver to the HLB photocopies of the policy or policies of insurance, certificates of insurance, or copies of endorsements upon request by the HLB. The policy or policies purchased pursuant to this paragraph shall name HLB and Permittee as co-insureds with respect to the Permit Area and the use or business operated by Permittee on the Permit Area.

A. The Permittee shall maintain in good standing the insurance described in subsection B of this section. Before rendering any activities under the Permit, the Permittee shall furnish the HLB with proof of insurance in accordance with subsection B in a form acceptable to the MOA Risk Manager.

B. The Permittee shall provide the following insurance:
   1. Workers' compensation and employer's liability coverage in the amount of $1,000,000 as required by Alaska law. In addition, the Permittee is also responsible for complying with the laws of the state where Permittee maintains its principal place of business.
   2. Commercial general liability, including:
      $2,000,000 General Aggregate
      $2,000,000 Products/Completed Operations
      $1,000,000 Personal & Advertising Injury
      $1,000,000 Each Occurrence
      $5,000 Medical Payments
   3. Commercial automobile liability per occurrence in the amount of $1,000,000, single limit to include: owned, hired, and non-owned.

C. Policies written on a “claims made basis” must have a two (2) year tail of coverage from the completion of the contract requirements.

D. Each policy of insurance required by this section shall provide for no less than thirty (30) days advance notice to the MOA.

E. The MOA must be listed as an additional insured on all polices except Professional Liability and Worker’s Compensation Polices. The actual policy endorsement shall accompany each Certificate of Insurance.

F. All policies except Professional Liability and Worker’s Compensation shall contain a waiver of subrogation against the MOA. This policy endorsement should accompany each Certificate of Insurance.

G. Any self-insured retentions must be declared to and approved by the MOA.

10. Performance Bond. The Permittee shall provide and maintain in effect throughout the term of this Permit a performance bond in such form and in such amount as required by the HLB. The Bond amount shall be $0.00 and it shall secure Permittee’s performance of any and all of its

duties, obligations, and activities under this Permit. The HLB may adjust the bond amount, if applicable, effective on any one year 'anniversary date' following the beginning date of this Permit.

11. Compliance. Permittee shall, at its own expense, and with all due diligence, comply with all of the provisions of local, state, and federal law which are now in effect or may later be adopted by any governmental authority applicable to the Permit Area and Permittee's use thereof.

12. Taxes. During the term of this Permit, Permittee shall be responsible for and shall timely pay all personal property taxes for Permittee's personal property at the Premises. In addition, in the event that taxes are at any time imposed on Permit fee payments, Permittee shall be responsible for timely payment of such. Permittee shall be responsible for all real property and improvement taxes, assessments and charges imposed that are associated with the use of public property by private parties.

Permittee shall have the right to protest an assessment of taxes or other assessments or charges provided, prior to such protest, Permittee shall deposit with Permitter any sum in dispute, to insure payment in the event such contest is not successful.

13. Assignment. This Permit is personal to Permittee and may not be assigned or transferred in any manner, including by operation of law, without prior written consent of the HLB. Any attempt to assign or transfer this Permit shall cause an immediate termination of this Permit.

14. Notices.

A. All notices required or permitted in this Permit shall be deemed to have been fully given or made or sent in writing and deposited in the United States mail, registered or certified mail, and postage prepaid. All notices and other communications provided for herein shall be in writing and shall be delivered by hand or overnight courier service, mailed by certified or registered mail or sent by telecopy or other electronic means of communication as follows:

To HLB: ATTN: Heritage Land Bank
Municipality of Anchorage
P.O. Box 196650
Anchorage, AK 99519-6650
wwwhlb@muni.org

To Permittee: ATTN: Kyle Kelley, Girdwood Service Area Manager
Girdwood Board of Supervisors
P.O. Box 390
Girdwood, AK 99587
gbos@muni.org

B. The address for notice for either party may be changed by written notice given by that party to the other party as above provided.

15. Environmental Considerations. Permittee must, at its own expense, comply with all laws, ordinances, regulations and administrative agency or court orders relating to health, safety, noise, environmental protection, waste disposal, hazardous or toxic materials, and water and air quality. In the event any discharge, leakage, spillage, emission or pollution of any type occurs upon or from the Permit Area during the Permit Term or any holdover thereafter, Permittee shall immediately notify HLB and shall, at Permittee's own expense, clean and restore the Permit Area to the satisfaction of HLB and any governmental body or court having jurisdiction of the matter.

A. Condition of the Property. Based on HLB's use, on-site inspection, and knowledge of an information acquired about the Permit Area, and upon reasonably diligent inquiry, HLB has no knowledge, evidence or information of the possible existence of toxic or hazardous substances, as defined below, on the Permit Area property or in the Permit Area surface or subsurface soils or groundwater and that no toxic or hazardous substances are known to HLB to now exist on, in or under the Permit Area property.

B. Environmental Indemnity. Permittee agrees to indemnify, hold harmless and defend HLB against all liability, cost and expense (including, without limitation, any fines, penalties, diminution in value of the Permit Area, assessment and clean-up costs, judgments, litigation costs and attorneys' fees) incurred by or levied against HLB as a result of Permittee's breach of this paragraph or as a result of any discharge, leakage, spillage, emission or pollution on or discharged from the Permit Area, without regard to whether such liability, cost or expense arises during or after the Permit Term; provided, however, that Permittee shall not be required to indemnify HLB under this paragraph if the parties agree or a court of competent jurisdiction determines that such liability, cost or expense is caused directly and solely by the negligence of HLB, the MOA, or a third party actor who is not an agent, employee, successor, or independent contractor associated with Permittee. The foregoing indemnity shall survive the expiration or earlier termination of this Permit.

C. Toxic or Hazardous Substances. For purposes of this Permit, shall be interpreted broadly to include, but not be limited to, any material or substance that is defined or classified under federal, state or local laws as:

1. A "hazardous substance" pursuant to Section 101 of the Comprehensive Environmental Response, Compensation and Liability Act, 42 U.S.C. § 9601(14) or Section 311 of the Federal Water Pollution Control Act, 33 U.S.C. § 1321, each as now or hereafter amended;
2. A "hazardous waste" pursuant to Section 1004 or Section 3001 of the resource Conservation and Recovery Act, 42 U.S.C. § 6903, 42 U.S.C. § 6921, as now or hereafter amended;
3. A toxic pollutant under Section 307(1)(a) of the Federal Water Pollution Control Act, 33 U.S.C. §1317(1)(a);
4. A "hazardous air pollutant" under Section 112 of the Clean Air Act, 42 U.S.C. § 7412, as now or hereafter amended;
5. A "hazardous material" under the Hazardous Material Transportation Act, 49 U.S.C. §1802(2), as now or hereafter under the aforementioned laws; or

6. Presenting a risk to human health or the environment under other applicable federal, state or local laws, ordinance, or regulations, as now or as may be passed or promulgated in the future. "Toxic or Hazardous Substances" shall also mean any substance that after release into the environment and upon exposure, ingestion, inhalation or assimilation, either directly from the environment or indirectly by ingestion, inhalation or assimilation, either directly from the environment or indirectly by ingestion through food chains, will or may reasonably be anticipated to cause death, disease, behavior abnormalities, cancer or genetic abnormalities. "Toxic or Hazardous Substances" specifically includes, but is not limited to, asbestos, polychlorinated biphenyls (PCBs), petroleum based products and derivatives, flammable explosives, radioactive materials and urea formaldehyde.

D. Environmental Testing. Permittee agrees that it shall be solely responsible for all costs and expenses associated with the performance of environmental testing of the Permit Area, which may be required at the HLB's sole discretion, upon the expiration or other termination of this Permit. Such environmental testing, conducted by a recognized engineering or environmental consulting firm acceptable to the HLB, shall be the basis for determining the extent of any environmental impairment caused by the Permittee's use and occupancy of the Permit Area.

16. Default and Remedies. The occurrence of any one or more of the following events shall constitute a material default by Permittee:

A. The failure to make any payments required to be made by Permittee herein, as and when due.

B. The failure to observe or perform any of the covenants, conditions or provisions of this Permit, including the following:

1. Any general arrangement or general assignment by Permittee for the benefit of creditors;
2. Permittee becomes a debtor in bankruptcy;
3. Appointment of a trustee or receiver to take possession of substantially all of Permittee's assets;
4. Attachment, execution or other judicial seizure of substantially all of Permittee's assets;
5. Providing HLB any financial statement including a materially false financial statement from any assignee of Permittee, any successor in interest of the Permittee or any guarantor of Permittee's obligation herein, was materially false at the time given;
6. Vacation or abandonment of the Permit Area by the Permittee;
7. Failure to maintain the required insurance coverage;
8. Assignment, attempted assignment, or other transfer of this Permit without written consent from HLB;

9. Waste or damage to the Permit Area, including any storage, use, discharge, leak, spill, emission or pollution of, on, or in the Permit Area of hazardous material or petroleum products.

C. In the event of any material default by the Permittee, the HLB may at any time thereafter, without notice or demand and without limiting HLB in the exercise of any right or remedy which the HLB may have by reason of such default:

1. Terminate Permittee's rights under this Permit and pursue any remedies now or hereafter available to the HLB under this Permit in the Anchorage Municipal Code and Regulations, the laws or judicial decisions of the State of Alaska, or laws or judicial decisions of the United States; and
2. Maintain the Permittee's obligations under this Permit. In such event the HLB shall be entitled to enforce all of HLB's rights and remedies under this Permit, including the right to recover the payments due hereunder. The HLB may also pursue any other remedy now or hereafter available to HLB.

D. Any payment due from the Permittee not received by HLB when such amount shall be due.

17. No Warranties. The HLB gives no warranty, expressed or implied, that the permit area is safe, healthful or suitable for the purpose for which it is to be used under this permit. The absence of identification markers does not constitute a warranty by the HLB of no subsurface installations in the permit area.

18. Counterparts and Signatures by Email. This Agreement may be executed in counterparts, each of which shall constitute an original, and all of which together shall be deemed a single document. Signatures on this Agreement forwarded by email are intended to be the equivalent of original signatures, with the original executed Agreement thereafter to be provided promptly to the other party.

19. Miscellaneous.

A. The captions of paragraphs in this Permit are for convenience of reference only and shall not be used in the construction of any term hereof.

B. The terms of this Permit shall inure to the benefit of any successor or assign of the HLB.

C. This Permit represents the entire agreement of the parties with respect to the subject matter hereof, and it may not be modified except by an agreement in writing signed by both parties.

D. Time is of the essence with respect to any obligations to be performed under this Permit.

E. This agreement shall be interpreted under the laws of the State of Alaska. Venue is in the Third Judicial District at Anchorage.

F. Any clause herein found to be void or otherwise unenforceable may be severed, with the remainder of the Permit fully enforceable.

20. Reports. Copies of all pertinent documents generated as a result of use of the property shall be provided to the HLB at no cost. Delivery of the documents shall be within two (2) weeks of completion of the activity.

21. Special Conditions. No special conditions apply.

MUNICIPALITY OF ANCHORAGE
Heritage Land Bank Division

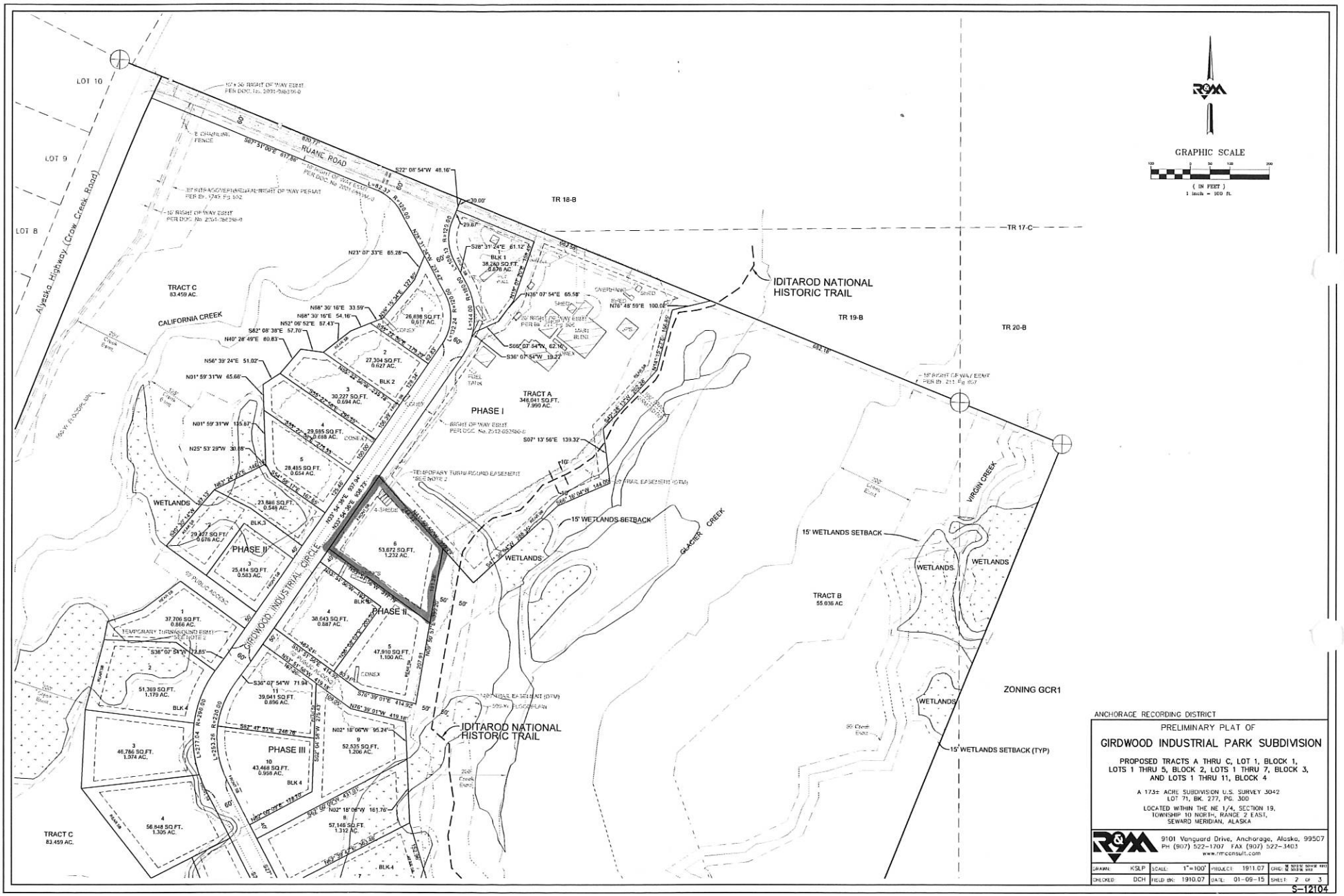
Date: _____ By: _____
Robin E. Ward
Executive Director

GIRDWOOD BOARD OF SUPERVISORS

Date: _____ _____

By: _____

Its: GBOS Chair
Address: PO Box 390, Girdwood, AK 99587
Phone No.: (907) 343-8374
E-mail: gbos@muni.org



ANCHORAGE RECORDING DISTRICT

PRELIMINARY PLAT OF

GIRDWOOD INDUSTRIAL PARK SUBDIVISION

PROPOSED TRACTS A THRU C, LOT 1, BLOCK 1, LOTS 1 THRU 5, BLOCK 2, LOTS 1 THRU 7, BLOCK 3, AND LOTS 1 THRU 11, BLOCK 4

A 173± ACRE SUBDIVISION U.S. SURVEY 3042
LOT 71, BK. 277, PG. 300

LOCATED WITHIN THE NE 1/4, SECTION 19, TOWNSHIP 10 NORTH, RANGE 2 EAST, SEWARD MERIDIAN, ALASKA

9101 Vanguard Drive, Anchorage, Alaska, 99507
PH (907) 522-1707 FAX (907) 522-3403
www.rmconsult.com

DRAWN:	KSLP	SCALE:	1"=100'	PROJECT:	1911.07
CHECKED:	DCH	FIELD BK:	1910.07	DATE:	01-09-15

SHEET 2 OF 3

S-12104

GBOS; LUP 2009-13

PROPOSAL 116

5 AAC 85.020. Hunting seasons and bag limits for brown bear.

5 AAC 92.132. Bag limit for brown bears.

Change the brown bear hunt in Unit 14C Remainder to a registration hunt with a bag limit of one bear every year as follows:

Brown/Grizzly Bear

Unit 14C Remainder

Resident and Nonresident

One bear every regulatory year by registration permit RB XXX Sept. 1—May 31.

What is the issue you would like the board to address and why?

One every 4-year bag limit for brown bear in Unit 14C Remainder.

Unit 14C Remainder within the Chugach National Forest is adjacent to Unit 7 that also includes the Chugach National Forest. Brown bear populations in both units are abundant.

The bag limit for brown bear in Unit 7 is one bear every regulatory year, September 1 – May 31, for both residents and nonresidents under the RB300 permit.

We see no reason the same bag limit and registration permit structure should not be implemented in Unit 14C Remainder.

PROPOSED BY: Resident Hunters of Alaska (HQ-F18-024)

****

PROPOSAL 117

5 AAC 85.015. Hunting seasons and bag limits for black bear.

Extend the hunting season for black bear in the Joint Base Elmendorf-Richardson Management Area in Unit 14C as follows:

Joint Base Elmendorf-Richardson (JBER) proposes to extend the black bear hunting season for 5 AAC 85.015. Unit 14C Joint Base Elmendorf-Richardson (DL455) to encompass the entire open season for black bears in Unit 14C: **Sept. 1—Jun 15** [APR. 15—JUN15]

What is the issue you would like the board to address and why? JBER would like to extend the black bear hunting season to encompass the entire open season for black bears in Unit 14C. For safety purposes during military training activities, portions of JBER are closed to the public while training occurs. Due to military training requirements, access to portions of JBER for the 2016 black bear hunt was curtailed for majority of the hunting season for safety to the military and public. To provide hunters with the greatest opportunity to have a successful hunt on JBER, we propose extending the open season dates of the hunt.

PROPOSED BY: Joint Base Elmendorf-Richardson (HQ-F18-010)

****

hunters an opportunity to take bears in a much safer way. Since most hunters harvest bears from a tree stand, the trajectory of the projectile is in a downward direction, eliminating a stray bullet from traveling far. It also provides a better opportunity for hunters by attracting the animal to a planned location where it would draw them away from more populated areas. Many Anchorage citizens were concerned over last year's many interactions between residents and bears. Panic in some after hearing of the death of a 14-year-old hiker. Over 30 animals were killed by ADF&G, police and residents claiming they or their property was in danger in the Anchorage area last year alone.

PROPOSED BY: Phillip Calhoun (EJ-F18-767)

****

PROPOSAL 121

5 AAC 92.044. Permit for hunting bear with the use of bait or scent lures.

Allow the harvest of bear with the use of bait in Unit 14C Remainder as follows:

Add Unit 14C Remainder to the list of areas under 5 AAC 92.044 where black bear baiting is allowed April 15 – June 30.

We also ask the Board of Game to consider allowing brown bear baiting from April 15 – May 31.

What is the issue you would like the board to address and why?

Bear baiting not allowed in Unit 14C Remainder.

Both black and brown bear hunting is allowed in Unit 14C Remainder for both residents and nonresidents and there is no closed season for black bear in Unit 14C Remainder.

Unit 14C Remainder is adjacent to Unit 7 and within the Chugach National Forest. Bear baiting is allowed in Unit 7 within the Chugach National Forest. There is no reason we can see that bear baiting is restricted in 14C Remainder. The area is fairly remote, there are plenty of bears, and opening up more baiting opportunities will help spread out bear baiters.

PROPOSED BY: Resident Hunters of Alaska (HQ-F18-023)

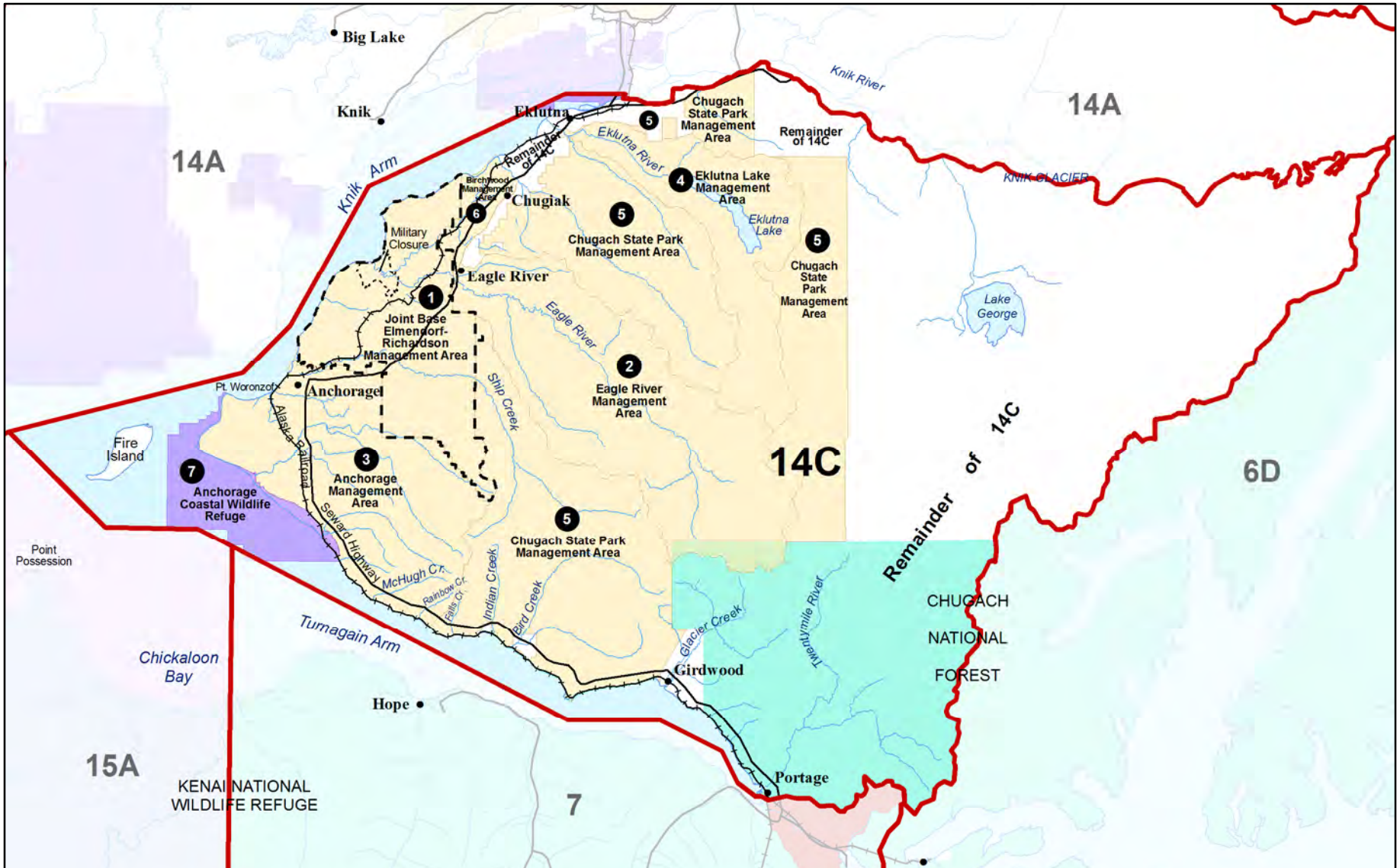
****

PROPOSAL 122

5 AAC 92.003. Hunter education and orientation requirements.

Require hunter education for small game hunting in the Joint Base Elmendorf-Richardson Management Area in Unit 14C as follows:

Joint Base Elmendorf-Richardson (JBER) proposes to be added to the list of areas identified requiring hunters to successfully complete a Basic Hunter Education course in the first paragraph of requirements for all hunters on page 13.



Unit 14C

Anchorage-Eagle River

Region 2

0 4.5 9 18 Miles

Game Management Units / Special Management Areas

- Closed Areas
- Controlled Use Areas
- Management Areas
- State Refuges, Sanctuaries, & Critical Habitat Areas
- Other State Lands
- National Parks
- National Preserves & Other Federal Lands
- Unit Boundary
- Subunit Boundary
- City Boundary
- Military Boundary
- Military Closure
- Tangle Lakes Archaeological District
- Roads
- Railroads
- Trails

U:\wc\regbook_MPS\MXD_2016\L.mxd 1/19/2017 skt

Girdwood Parks and Recreation

2019 Final Budget with 1st qtr revisions included

		2018 Line Item Totals	2018 Detail	2019 Line Item Totals		2019 Detail	2019 1st Quarter Revision	2019 comments
	Non-Labor	**$7,245.00**		**$7,345.00**	4.77%	**$7,345.00**	**$7,345.00**	
501010	Seasonal Park Caretaker		$6,455.00			$6,555.00	$6,555.00	1.5% increase if the current employee returns
501040	Annual Leave		$219.00			$219.00	$219.00	
501105	FICA/Medicare Taxes		$556.00			$556.00	$556.00	Part-time position, 20 hours a week
501130	Unemployment Insurance		$15.00			$15.00	$15.00	
511000	**Operating Supplies**	**$29,822.00**		**$22,000.00**	14.29%			
	Campground		$100.00			$1,000.00	$1,000.00	Campsite Maintenance
	Volley Ball Court		$1,000.00			$0.00	$0.00	New Sand
	Park Improvements		$5,000.00			$3,000.00	$3,000.00	Gravel, Paint, Hardware, Power washer
	Skate Park		$6,000.00			$5,000.00	$5,000.00	rebuild ramps.
	Hand Tram		$3,000.00			$3,000.00	$3,000.00	Annual maintenance needs (new rope, parts, painting)
	Ball Field		$7,000.00			$4,500.00	$4,500.00	Infield dirt, New outfield fence line and general repairs
	Tree Removal		$2,000.00			$2,000.00	$3,000.00	Migate hazardous trees
	Disc Golf		$500.00			$500.00	$500.00	Weed wacking, general maintenace
	Forest Fair Park		$500.00			$0.00	$0.00	
	Trails- Materials		$3,000.00			$2,000.00	$2,000.00	Improved signage and materials to build new bridges/drainages/trend
	Trails- Winter grooming equipment							Grooming Maintenance
	Maintenance Tools		$1,722.00			$1,000.00	$1,000.00	Screws, drill set, hand saws, misc. tools and parts
	Soccer Field Reseed		$0.00			$0.00	$2,995.00	Areate and reseed 50,750 square feet
511170	**Fuel**	**$3,500.00**	$3,500.00	**$3,000.00**	1.95%	$3,000.00	$3,000.00	trails grooming and power maintenance equipment
511380	**Repair & Maint Supplies**	**$4,000.00**		**$5,500.00**	3.57%			
	Playground improvements		$3,000.00			$5,000.00	$5,000.00	Estimated repairs following assessment of the playground
	Beautification		$1,000.00			$500.00	$500.00	Soil, fertizler, stakes, gloves
530360	**Repair & Maint Contracted**	**$6,600.00**		**$6,600.00**	4.29%			
	Window cleaning Contract		$600.00			$600.00	$600.00	facility windows
	Turf & Trash Contract		$6,000.00			$6,000.00	$6,000.00	Lawn maintenance
550080	**Public Utility Services**	**$20,000.00**	$20,000.00	**$20,000.00**	12.99%	$20,000.00	$20,000.00	Enstar, dumpsters, Chugach
560010	**Insurance**	**$400.00**	$400.00	**$400.00**	0.26%	$400.00	$400.00	Volunteer coverage
540060	**Participant Support**	**$500.00**	$500.00	**$500.00**	0.32%	$500.00	$500.00	Supplies for volunteer efforts
540100	**Donation to Non-profjt Org**	**$50,000.00**		**$50,000.00**	32.47%			
	FVCS Funding		$20,000.00			$20,000.00	$20,000.00	Partnership Funding to FVCS to assist in providing recreation programs for the Girdwood service area

Girdwood Parks and Recreation

2019 Final Budget with 1st qtr revisions included

		2018 Line Item Totals	2018 Detail	2019 Line Item Totals		2019 Detail	2019 1st Quarter Revision	2019 comments
	Grants		$30,000.00			$30,000.00	$30,000.00	Annual amount for Non-profit grants
	GBOS Grant: KEUL		$4,920.00					Has requested $8,000.00
	GBOS Grant: Girdwood Art Institute		$3,640.00					Has requested $6,000.00
	GBOS Grant: Little Bears		$7,100.00					Has requested $12,045.00
	GBOS Grant: Challenge AK		$6,860.00					Has requested $15,000.00
	GBOS Grant: Alyeska Ski Club		$3,540.00					No request in 2019
	GBOS Grant: Glacier Valley Transit		$3,940.00					Has Requested $5,000.00
540150	**Advertising**	**$1,000.00**	$1,000.00	**$1,000.00**	0.65%	$1,000.00	$1,000.00	maps, signs, grant ads, Milepost ad etc
540160	**Printing and Binding**	**$150.00**	$150.00	**$0.00**	0.00%	$0.00	$0.00	
540640	**Contractual Service to Others**	**$38,000.00**		**$45,000.00**	29.22%			
	Invasive Weeds Work		$5,000.00			$5,000.00	$5,000.00	may be used to leverage RAC grant funding
	Porta Potties		$8,000.00			$8,000.00	$8,000.00	
	4 Weeks Trail Work with SCA		$25,000.00			$32,000.00	$32,000.00	Trail only work 4 weeks this year instead for a crew of 6 SCA
3819	Interest Other							
2000	**Non-Labor Total**	**$153,972.00**	$183,972.00	**$154,000.00**	46.86%	$154,000.00	$157,995.00	
3900	**Contributions to Others**							
3901	**Girdwood Parks Capital Improvement fund**	**$76,000.00**	$76,000.00	**$76,000.00**	23.12%	$76,000.00	$150,000.00	Add to Parks captial improvement fund
	Total Direct Cost	**$237,217.00**	$260,528.00	**$237,345.00**	72.22%	$237,345.00	$315,340.00	
	Inter Government Charges (IGC)							
600120	IGC OEO - Contract Compliance	$166.00		$166.00			$168.00	Department of Management and Budget sets the IGC's
600240	IGC Reprographics	$1,319.00		$1,319.00			$1,302.00	
600320	IGC Purchasing services	$3,973.00		$3,973.00			$4,175.00	
600360	IGC Payroll	$188.00		$188.00			$179.00	
600370	IGC Accounts Payable	$754.00		$754.00			$1,218.00	
600460	IGC Peoplesoft Support	$2,197.00		$2,197.00			$976.00	
601010	IGC Facilities - Girdwood	$9,740.00		$9,740.00			$9,680.00	
601040	IGC Facilities - Areawide	$48,690.00		$48,690.00			$48,390.00	
601890	SAP Support Center IGC	$27,035.00		$27,035.00			$10,553.00	
605023	IGC Horticulture	$3,845.00		$3,845.00			$3,845.00	
605023	IGC General Liability	$300.00		$300.00			$313.00	
605540	IGC Workers Compensation	$112.00		$112.00			$116.00	

Girdwood Parks and Recreation

2019 Final Budget with 1st qtr revisions included

		2018 Line Item Totals	2018 Detail	2019 Line Item Totals		2019 Detail	2019 1st Quarter Revision	2019 comments
6000	**IGC Total**	**$98,319.00**		**$98,319.00**	29.91%		**$80,915.00**	
9000	Revenues	$7,000.00		$7,000.00			$7,000.00	
	Total Cost	**$328,536.00**		**$328,664.00**			**$389,255.00**	
	Difference from 2018 to 2019 Budge	**$ 128**						
	Mill Rate estimate (Based on 2018 Assessments)	**0.59**						

Girdwood Police service
GBOS 2018 Final Budget

		2018	2019	2019 1st qtr revision	% of the Budget	2019 Comments
	Non-Labor					
530380	Whittier Police contract	618,000.00	618,000.00	618,000.00		
530380	CPI increase			15,000.00		CPI increase for 18' was $12,360.00
540280	Rental of ACS building	12,000.00	12,000.00	12,000.00		
540640	Car Towing and misc police items	5,000.00	5,000.00	5,000.00		Towing cars, Wildlife disposal, signs, PSA's
	Non-Labor Operating Total	**$ 635,000**	**$ 635,000**	**$ 650,000**	99.95%	
	IGC's					
	IGC OEO - Contract Compliance	$ 11	$ 11	$ 11		
	IGC Purchasing Services	$ 264	$ 264	$ 277		
	IGC Accounts Payable	$ 13	$ 13	$ 21		
	IGC's Total	**$ 288**	**$ 288**	**$ 309**	0.05%	
	Direct Cost Grand Total	**$ 635,288**	**$ 635,288**	**$ 650,309**	100.00%	
	Mill Rate estimate (Based on 2018 Assessments)		1.14	1.16		

Procedure for considering Out of Area Requests for hearing and action

Introduction & Overview:

Anchorage Municipal Code 2.40.030.E: The municipality recognizes the Girdwood Board of Supervisors as the community council ex-officio, which serves the Girdwood Community Association/Land Use Committee boundary area depicted on Map 10 located in section 2.40.090.

Occasionally there are requests for action not related to Girdwood Valley Service Area budget items of: parks and recreation, roads, cemetery, public safety and fire department and/or pertaining to items originating outside of the Girdwood Valley. These items must be represented a community sponsor*; action is voted on at Land Use Committee (LUC), and passed to the Girdwood Board of Supervisors (GBOS) for further consideration and action. This process typically requires two months (four meetings) and a majority vote of both LUC and GBOS to complete.

Process:

Petitioner must determine if they are seeking group action from LUC/GBOS or if they are seeking action by individuals in the area. If individual action is requested, the petitioner should speak under Public Comment at the Girdwood Public Meetings requesting that individuals take action. Public comment is limited to 3 minutes.

If action from the LUC/GBOS is requested, the item will follow LUC/GBOS procedures:

A. Introduction at LUC and GBOS as New Business

Item will be brought to the LUC and GBOS as New Business for introduction. This introduction should not last more than 5 minutes, plus Questions/Answer period. If the item does not have a community sponsor*, the petitioner must find one before it can be brought back to LUC and GBOS as Old Business for a potential vote.

B. Hearing at LUC and GBOS as Old Business

After one month, items with a community sponsor can come back for hearing and review by the LUC and GBOS to request action as Old Business. At least one week prior to the LUC meeting, the community sponsor must provide draft language of the Resolution of Support. LUC will hear the topic and will vote whether or not to recommend action by the GBOS. If LUC votes in favor of the action, the draft resolution language will be reviewed by a member of the GBOS and the community sponsor to create a final draft. At the GBOS Old Business hearing, the topic will be discussed, including the recommendation of the LUC and proposed final language.

In the event that LUC and GBOS disagree on the outcome, a special meeting to resolve their differences will be called, as outlined in the GBOS Rules and Procedures and LUC Operating Principles.

*A community sponsor is any member in the community who meets the requirements as a voting member of the Girdwood Land Use Committee. A voting member is any person eighteen (18) years of age or older who has been a resident and/or property owner, business owner or designated representative of a non-profit association who has resided in, owned property in, owned a business located in, or operated as a non-profit association for ninety (90) days or longer in Girdwood Valley.

Application for Dimensional Variance

Municipality of Anchorage
Planning Department
PO Box 196650
Anchorage, AK 99519-6650

PETITIONER*		PETITIONER REPRESENTATIVE (if any)	
Name (last name first) Swanson, Robert B. Jr & Csaszar-Swanson, Sandra M.		Name (last name first)	
Mailing Address PO Box 111671,		Mailing Address	
Anchorage, AK. 99511			
Contact Phone – Day 907-227-4606	Evening 907-227-4606	Contact Phone – Day	Evening
Fax 907-349-2555		Fax	
E-mail sgcrob@pobox.alaska.net		E-mail	

*Report additional petitioners or disclose other co-owners on supplemental form. Failure to divulge other beneficial interest owners may delay processing of this application.

PROPERTY INFORMATION

Property Tax # (000-000-00-000): 076-072-09-000		
Site Street Address: 119 Stowe Drive, Girdwood, AK.		
Current legal description: (use additional sheet if necessary) Alyeska Basin #5 BLK 20 Lot 11		
Zoning: GR-2	Acreage: .339 (14,784 sf)	Grid #: SE4916

PETITIONING FOR

Dimensional variance to place rock retaining wall and fill a maximum of 12'-4" into 25' Stream Setback to construct an elevated building pad.

CODE CITATIONS

AMC 21. 07.020B.9

AMC 21.

I hereby certify that (I am)(I have been authorized to act for) owner of the property described above and that I am petitioning for variance in conformance with Title 21 of the Anchorage Municipal Code of Ordinances. I understand that payment of the application fee is nonrefundable and is to cover the costs associated with processing this application, and that it does not assure approval of the variance. I understand that the burden of evidence to show compliance with the variance standards rests with me, the applicant. I also understand that assigned hearing dates are tentative and may have to be postponed by Planning Department staff or the Zoning Board of Examiners and Appeals for administrative reasons.

Signature ☒ Owner ☐ Representative (Representatives must provide written proof of authorization) Date 1/29/19

Robert B. Swanson Jr.
Print Name

Accepted by:	Poster & Affidavit:	Fee:	Case Number:	Requested Meeting Date:

GBOS/LUC Quarterly Joint Meetings

These meetings began in 2014, in part to discuss together the Community Council issue

Joint meetings are not addressed in the GBOS Rules & Procedures or the Land Use Committee's Operating Principles.

GBOS LUC Joint meetings were held in March 2018 and January 2019 (December meeting moved to accommodate GBOS/GFR Joint meeting)

Joint meetings can be called at any time, by either body.

Under the Quarterly schedule, the next GBOS LUC Joint meeting is tentatively scheduled April 15 at 6PM, prior to Regular GBOS meeting.

Recommend that the LUC and GBOS consider the meeting schedule "as needed, but not less than twice annually".