

- There is a desire for compatible trail crossings; biking representatives see the combined TOA Trail and the Campbell Creek Trail as a gravel or asphalt trail, but would like to see the Old Rony Trail kept dirt as far as possible before it crosses 48th Avenue.
- There are conflicts on multi-use trails between fast moving commuters and slower recreational users.
- Right now bicycles on the street are supposed to follow vehicle rules; bicycles on the sidewalks are supposed to follow pedestrian rules. This is confusing to cyclists and the general public.
- When Seward Highway improvements fix gap in bike trail there will be increased use of Campbell Creek Trail.
- There is little single-track available; there is a desire for single track because it gives more technical challenges, is more exciting, more natural experience.
- Orienteering and single-track mountain biking are not compatible uses, but some areas appeal to both user groups.
- Single-track trails are most desirable on higher ground (not wet areas); the mountain biking community realizes that these feeder trails (such as TOA Trail) are needed in order to access their single-track trails in the woods.
- There is a desire to create separate loops as well as a single-track for a longer distance through the woods (Tudor Road to the Hillside area).
- Phase 2 to look at connectivity and compatible users.
- Free riders or steep downhill mountain biking: not a strong following; there are some trails being built unofficially; most of the mountain biking in the community is cross country riding.
- Idea was presented to the mountain biker representatives to develop trail standards for the different user groups to create a strong voice among trail users (single-track mountain biking; equestrian; runners; hikers).
- Moose Ridge area of FNBP is a great mountain biking area; these trails were developed for skijoring, but are rarely used for that.
- Wider/smoother trails makes mountain bikes go faster.
- Brown bear is a current example of a single-track trail built by these mountain bike advocates.
- Is there compatibility between bikers and other users on the same trail in the winter time? Currently, multipurpose trails have skiers, bikers, runners, and skijorers all on the same trail (except for dog mushers).

Debrief with Parks and Recreation Department: 3:30 p.m.

*(Jeff Dillon, Monique Anderson, Holly Spoth-Torres)*

- Jeff presented his concepts of the recreational functional diagram for the upland area to the south of 48th Avenue and between the existing wetland areas. He showed trace overlays of the road alignment and how the upland area could work as a trailhead.

- Jeff noted that design standards in the Public Land Institute (PLI) Plan require each development in the PLI to have a certain percentage of open space; the 3500 Tudor Road Master Plan could amend this to the percentage of open space within the entire open space area.
- Create a permanent trail corridor for the trail that may combine the Campbell Creek Trail and the TOA Trail on the north side of 48th Avenue; create the proper buffer for this trail--separate it far enough from the roadway and any new development.
- Create a contiguous open space as opposed to a disconnected ecosystem of islands of saved wetlands that do not function properly; trade-off of permanent trail corridor and buffer for less open space requirement for each development area
- MOA Parks and Recreation Department would like to see the language on the design standards for the 3500 Tudor Road Master Plan; standards for types of land uses permitted in the 3500 Tudor Road Master Plan have not been developed at this time.
- Moving toward single use trails (develop a master plan for these types of trails).
- Overpass at Campbell Airstrip Road/Tudor Road intersection makes a logical connection north to residential areas, Cheney Lake, Nunaka Park, Russian Jack and then back onto the Chester Creek Trail system.
- As a part of the Phase 2 work for Troy:
  - Develop trail standards for each user group
  - Trail crew specifications: what do the specs look like for developing a trails construction crew (smaller equipment types)
  - Hilltop Ski Area Chalet as a Nordic Ski Center as well as a downhill skiing facility
  - Access into Chugach State Park
  - Connectivity across Tudor Road
- Create a lighted trail connection from the South Bivouac Trailhead over to the Gasline Trail and onto the Hillside trail system.
- Noted that ASDRA feels they have lost ground on every project.
- Single-track trails are also attractive to older walkers.
- Would like to see increased use of Hillside ski area during summer.

## MEMORANDUM

**To:** John Smith, PM&E  
Holly Spoth-Torres, Municipality of Anchorage Parks and Recreation  
Troy Duffin, Alpine Trails Inc. W.O. D59344

**From:** Kevin Doniere

**Date:** December 14, 2006

**Subject:** Second Series of Meetings: Stakeholder/Technical Advisory Group/Far North Bicentennial Park User Group Meeting Notes

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On October 16 and 17, DOWL Engineers (DOWL) and Troy Duffin (Alpine Trails Inc.) conducted a second series of meetings related to the trail connections across the proposed 48th Avenue road corridor. During those two days, the following activities took place related to the trail connections across 48th Avenue and the trails of Far North Bicentennial Park (FNBP):

- Technical Advisory Group (TAG) meeting was held.
- The FNBP User Group meeting was attended as our public meeting for the project, as DOWL and Alpine Trails Inc. presented the proposed trail crossing options (1. Earthen Overpass Concept; 2. Overpass/Underpass Concept; and 3. Bridged Roadway Concept) with the previous road alignment that went through one of the ball fields.
- Stakeholder meetings were held with Heritage Land Bank (HLB), Alaskan Sled Dog and Racing Association (ASDRA), Nordic Skiing Association of Anchorage (NSAA), Mountain Bike/Single-Track Advocates/Women's Mountain Bike and Tea Society (WOMBATS), and the Municipality and Anchorage (MOA) Parks and Recreation Department.

### TAG Meeting

October 16, 2006: DOWL Training Room 1:30 p.m.-3:30 p.m.

#### Meeting Attendees:

- Kevin Keeler, Bureau of Land Management
- Lisa Hozapfel, RTCA
- Lori Schanche, MOA Public Works
- Holly Spoth-Torres, MOA Parks and Recreation
- Monique Anderson, MOA Parks and Recreation
- Jeff Dillon, MOA Parks and Recreation
- John McCleary, MOA Parks and Recreation
- Jack Mosby, Alaska Trails, Inc.
- Thede Tobish, MOA
- Jim Galanes, HLB Representative
- Troy Duffin, Alpine Trails Inc.
- Maryellen Tuttell, DOWL
- Kevin Doniere, DOWL

#### Meeting Notes

- Make sure the Campbell Creek Trail is buffered as much as possible from the roadway; make it as natural as possible.
- Concern that there may not be enough money in the budget to implement the plan developed.
- Accommodate dog mushers.

- Use upland area, ball field lots as good access points.
- Need to resolve snow issues through underpass.
- Maintenance costs should be included in this plan.
- Animals/humans on overpass may be a conflict.
- “Stay grounded” to enhance user experience.
- Take care of traditional uses--mushers.
- User groups need to come together with larger solution.
- Most meeting attendees preferred the undercrossing concept.

### **FNBP User Group Meeting Notes (Public Meeting Presentation)**

October 16, 2006: Campbell Creek Science Center

DOWL and Alpine Trails Inc. presented three concepts for the trails in the 48th Avenue Roadway Corridor Study Area to the members of the community. Attending the meeting were various stakeholders including the ASDRA, mountain bikers, cross-country skiers (NSAA), walkers, hikers, and a horseback rider. A total of 20 to 25 community members attended the meeting. The following three trail concepts were presented:

1. **Earthen Overpass Concept** - an overpass that crosses over 48th Avenue with soil and vegetation on top of it that would accommodate both trail users and wildlife for crossing the road safely;
2. **Overpass/Underpass Concept** - the trail users would be provided a trail going over 48th Avenue with a separate crossing for wildlife going under the roadway, as well as dog mushers, for three days out of the year;
3. **Bridged Roadway Concept** - trail users and wildlife would be directed under a section of roadway that was bridged up to 13 feet tall.

After presenting the three trail concepts, Troy Duffin (Alpine Trails Inc.) gave a broader overview of the 48th Avenue Trails Plan and explained how the alignment of these trails would influence larger trail planning issues in the future. After the presentation, the stakeholders took a closer look at the boards, asked questions, and wrote comments on pads of paper beside each concept. In addition, a comment form was provided, and individuals were encouraged to write responses to topics listed on the form. The following is a list of comments written for each concept by the members of the community:

#### **Concept 1: Earthen Overpass**

- If you can make this work, it's great.
- Great concept! There are multiple trail users including wildlife.
- Pedestrian, biking, skiing users generally prefer overhead crossings rather than tunnels or under bridges.

- Separated trail on south side and buffer away from road so that snowplows don't pile snow on top.
- We need a park entrance/gateway for people to access FNBP from the north.
- Can we share parking at the ball fields? Can we park in lots used by new city buildings?
- If you're looking for a trailhead with parking in any alternative, use Chuck Albrecht fields existing parking or try to share with municipality buildings on the north side.
- A problem of this alternative is that when the budget people look at it, the overpass could be trimmed to 12 feet to match the bridge over Tudor and the split grade for the dog trail can be deleted.
- Best option of the three. Work to make the overpass as wide as possible.
- Best option for Tour of Anchorage (TOA) 75 feet to 100 feet would be wonderful.
- In all alternatives send the road around the north of the ball fields.

### **Concept 2: Overpass/Underpass Concept**

- Campbell Creek trail is very popular in winter and summer. It should be separated from 48th Avenue as much as possible for aesthetics and for snow grooming in winter. Trail separation is far more valuable than a median strip.
- Campbell Creek Trail junction with tour junction should provide for smooth flow to north or south.
- Overpass should curve out over low wetlands to allow road to pass beneath with minimal earth movement. Curved bridge clears potential roundabout.
- Separate wildlife underpass far enough from trail overpass so road can be elevated above wetland yet be able to dive beneath trail overpass (section sketch of wildlife overpass with curved trail bridge across proposed 48th Avenue that reflects curve of roundabout).
- I don't like sharing overpass with big wildlife like bears and moose, and they don't like to share trails with humans.
- Mushing trail is too close to 48th Avenue.
- Move underpass for mushing trail to south of overpass and avoid going under Tour Trail overpass altogether.
- Get rid of underpass under bike path Tour Trail overpass. Mushing trail crosses ski trail in one place and does not cross Campbell Creek Trail.
- Put road around Albrecht ball fields to save ball fields and put paved bike trail around too. This could slow traffic to maintain 35 miles per hour speed.
- Define trail corridor and legally protect it.

### **Concept 3: Bridged Roadway Concept**

- Bridges over all wetlands.
- Take ball fields down (sized).
- Noise travels further with road elevated. Visual impact more from elevated road.
- Concept 3 separates trails well-snow throw must be controlled.
- Skiers, pedestrians, and bikers prefer an overhead (bridge) crossing; however, this can be made to work. Trail maintenance is not funded like road maintenance. If adequate funds are available, the problems of maintaining snow under a bridge can be solved. Now, the users maintain trails in winter, so problems are significant from our perspective but minor if put in the context of road maintenance.
- High cost of long road trestle is likely to make this option less feasible than the others. Or if it is feasible, it will likely reduce the amount spent on trails.
- Mushing trail needs to be permitted and elevated in Class A off Boniface curve.
- If this option is selected, put lights and snowmaking equipment (possibly portable to use on other tunnels) for underpass of winter trails.

### **Stakeholder Meeting Notes**

October 17, 2006: DOWL Large Conference Room

NSAA (Nordic Ski Association of Anchorage) - 8:00 a.m.

*(Attendees: John Quinhurst and Gordon Wetzel)*

- Winter Festival site? Where is it located? Is this in the Capital Improvement Projects (CIP) for Parks?
- Trail - The TOA Trail is in bad shape and needs improvements from the South Fork of Campbell Creek Bridge to Tudor Road.
- Gravel/crowned - larger issue needs for this project area.
- Realign trail? What is the best location?
- Above-grade crossing of 48th Avenue is preferred and is the first choice.
- Underpass option is okay and they can make it work, although it will require more trail maintenance, and the snow spray and snow harvesting issues would need to be addressed.
- Trailer user conflicts: foot traffic ruins groomed trails, and increase in use will cause more conflicts.
- TOA is trail connector to FNBP and Chester Creek area.
- Trailhead at Chuck Albrecht Ball Fields parking lot: accommodates more users.

- Dog walkers (designate an off leash area if trailhead is developed in upland area).
- Gravel path tills up with grooming of trail.
- NSAA currently harvests snow by using a sled pulled with snow machine with a half culvert that scoops snow.
- Possibility for snow gun for snow making in an underpass situation?
- Irrigation line in median? Could tie into this to create snow in tunnel/underpass.
- Tap into a hydrant for water use (for making snow).
- ASDRA tries to avoid conflict so they run in the evening or early morning.
- Signage: strong need for signage; the trails are poorly marked.
- Trailheads can create bandit trails (social trails).
- Provide wide enough trail for trail users including bikers, walkers, and skiers.
- Identify conflicts between dog mushers and skiers.
- Continue Campbell Creek Trail along the south side of 48th Avenue extension to Boniface Parkway.
- Skiers noted that they rarely see mushers in area, but it would be a loss to the city to have the mushers feel like they are pushed out and have to leave the FNBP area.

HLB: 9 a.m.

*(Attendee: Jim Galanes)*

- Issues with underpass: snow dumping/harvesting snow is difficult to do.
- Needs to be a dedicated trail corridor north of 48th Avenue.
- Agreement between MOA and HLB for an easement (no access agreement) in this trail corridor area to the north of 48th Avenue.
- HLB historically creates trail easements that say that they can move trail at HLB's expense.
- Small movement of people who don't want to see a trailhead in the area of the uplands - some people don't want increased access to FNBP.
- Show trailhead concept in uplands area (what Jeff Dillon had sketched).
- Utilize dog mushing trails as multi-use? Does this work and make sense? Is it reasonable to use dog mushing trails in summer by other user groups? Are dog mushers opposed to this? Have we asked the dog mushers this question?
- Separated crossing important for dog mushers (under) TOA Trail.

- Show Campbell Creek Trail continuing to the east; what is the width of separated trail?
- Campbell Creek Trail - bring back up onto bridge and then off bridge as separated trail.
- Where do project limits end? How much/how far south do we improve the TOA Trail?
- Getting snow under bridge - can we develop an access road? Large truck to dump snow down under bridge (provide for ten-wheeler trucks).
- Bridged roadway concept preferred.
- Snow dump access road adjacent to bridge (trucks to back down).
- State of Alaska Department of Transportation and Public Facilities (DOT&PF) maintenance yard – do they have desire to trade land?
- Guaranteed alignment for green space corridor (TOA/Campbell Creek Trail on north side of 48th Avenue).
- DOT&PF maintenance facility - research the opportunity of trading land; this maintenance facility in the park becoming a trailhead.
- Will work better to have a comprehensive plan to address all needs of all users.
- An overcrossing is not as good because of the amount of exposed trail, length of ramps, and need to push a lot of snow to make it hold on top.

Cyclists (WOMBATS; Single-Track Advocates; bike commuters) - 10:00 a.m.

*(Attendees: Mike Mitchell, Anchorage Trail/Greenway Coalition; Rose Austin; Tim Woody)*

- Bike community - keep bike lanes on the roadway at roundabout (Tudor Centre Drive/48th Avenue); continuous bike lanes from south Anchorage to Medical Center area are desired.
- Overpass/raised trail crossing is preferred (Mike Mitchell).
- Earthen overpass provides excellent viewing for spectators for races (skiing, mushing, biking, etc.).
- Desire to have bicycle facilities (bike lanes; trails) year-round because there are winter commuters on bicycles; promote more bicycle commuting.
- Bicycle trail users feel squeezed out of places to go--that's why others are found on dog mushing trails.
- Move Campbell Creek Trail out away from roadway at ball fields.
- Campbell Creek Trail near mushing trails provides an opportunity for viewing.
- Cyclist thought that a trail underpass would encourage more vandalism/delinquency (graffiti, broken glass).



- Darkness/hidden aspect of bridged roadway.
- What's the grade getting up to the curved bridge?
- Research the shared use of parking lots on future municipal facilities before developing more parking areas – use existing facilities instead of a new trailhead (Chuck Albrecht Fields).
- There is a concern of long-term encroachment into FNBP as future developments occur.
- Consider the trail crossings at the existing ball fields driveway – how to design them; continue flow through the area with the least amount of conflicts.
- Bicycle racks are desired throughout the park (FNBP).
- Security issues – there is a desire for increased security throughout the park and at trailheads.
- Concerns regarding budgets and ending up with a "glorified culvert" undercrossing.
- Rose Austin (WOMBATS, Single-Track Advocates) preferred the natural overcrossing, for reasons of snow holding, width to accommodate more users, visibility, and user pleasure.

ASDRA - 1:30 p.m.

*(Attendees: Susan Wagon; Ken Ford)*

- Grade-separated crossings are important/desired.
- Connection needs to be made, once mushing trails cross under the Abbott Loop Extension (ALE), for the two-mile run cutoff near ball fields.
- DOT&PF maintenance facility - could this potentially be a trailhead in the future?
- Last road crossing at DOT&PF maintenance facility road will become more dangerous with increased use of this area.
- Separated trail is preferred (between other users).
- Trailhead at uplands? This will cause conflict with dog mushing trails; a grade-separated crossing helps this situation.
- 1970s mushers pushed for preservation of the park.
- Dog mushing teams train at all hours – day and night.
- Where are commuter and other pressures coming from?
- Scope issues for Phase 2.
- Trailhead could happen in uplands with design consideration.
- Less people on dog mushing trails if organized and directs trail users (controlled movement).

- If ball field fences could move in, that would help dog mushers go on the outside of the existing ball fields.
- It would be best to shelter the dog mushing trails from view (less visibility, then less activity on their trails from other users).
- Cannot skate ski on their 8-foot-wide groomed trails.
- Dog mushing trails are typically 10 to 12 feet wide; they thought that skiers could not skate ski on trails groomed at 8 feet wide.
- Volunteer group doing trail signage (state grant) for dog mushing trails.
- MOA to designate trails as dog mushing (possibly dedicate these trails?).
- Moveable physical barrier at Fur Rondy connection to discourage year-round use and that could be moved for dog mushing events during the Fur Rondy.
- Dedicate trails - keep them in one place; important for dog mushers to keep trails in one place since it takes time and a lot of effort to establish these trails.
- Avoid sharp turns for dog mushing; 100-foot radius is a minimum.
- Slatted or louvered snow fence designed as a part of the bridge roadway concept--this would protect the trail from snow with sand and gravel being plowed onto it.
- Raise the underpass trails so it's not sunken.
- Utilize wide areas for snow farming.
- Where are pinch points, crossing points, and future connectivity north to south?
- Structures to stand behind for moose protection.
- How tall should underpass be in order to be comfortable for trail users?
- Make sure the north wetlands do not dry up.
- Can ball field parking be used as a winter trailhead?
- Roadway corridor planting on the south side in order to block the sun from melting the snow.
- Create a shoulder made of dirt besides the asphalt trail for winter use (Campbell Creek Trail on south side of 48th Avenue to the east of Tudor Centre Drive intersection and at the extension of Campbell Creek Trail on the north side of 48th Avenue).
- Extend separated trail (on the south side of 48th Avenue) to the east up to Boniface Parkway.
- Separate the trails and make sure there is adequate signage.
- How do sidewalks fit in with the bike path, footpath, etc.?

- Meeting wrap up: the inventory analysis should include: (1) connectivity to all other land uses and how they fit together, (2) plans to reflect trailhead and access to trails, and (3) setting up a maintenance endowment.
- Disturbed by notion of public trailhead and parking lot in open upland area.
- “We can’t go anywhere else (mushers); they (all other users) can.
- A center trailhead would make it too intuitive for others to access their trails.
- No preference on type of 48th Avenue road crossing.
- Once set, dedicate the trails (for permanence) and sign as for mushing only.

Parks and Recreation Department Debrief – 2:30 p.m.

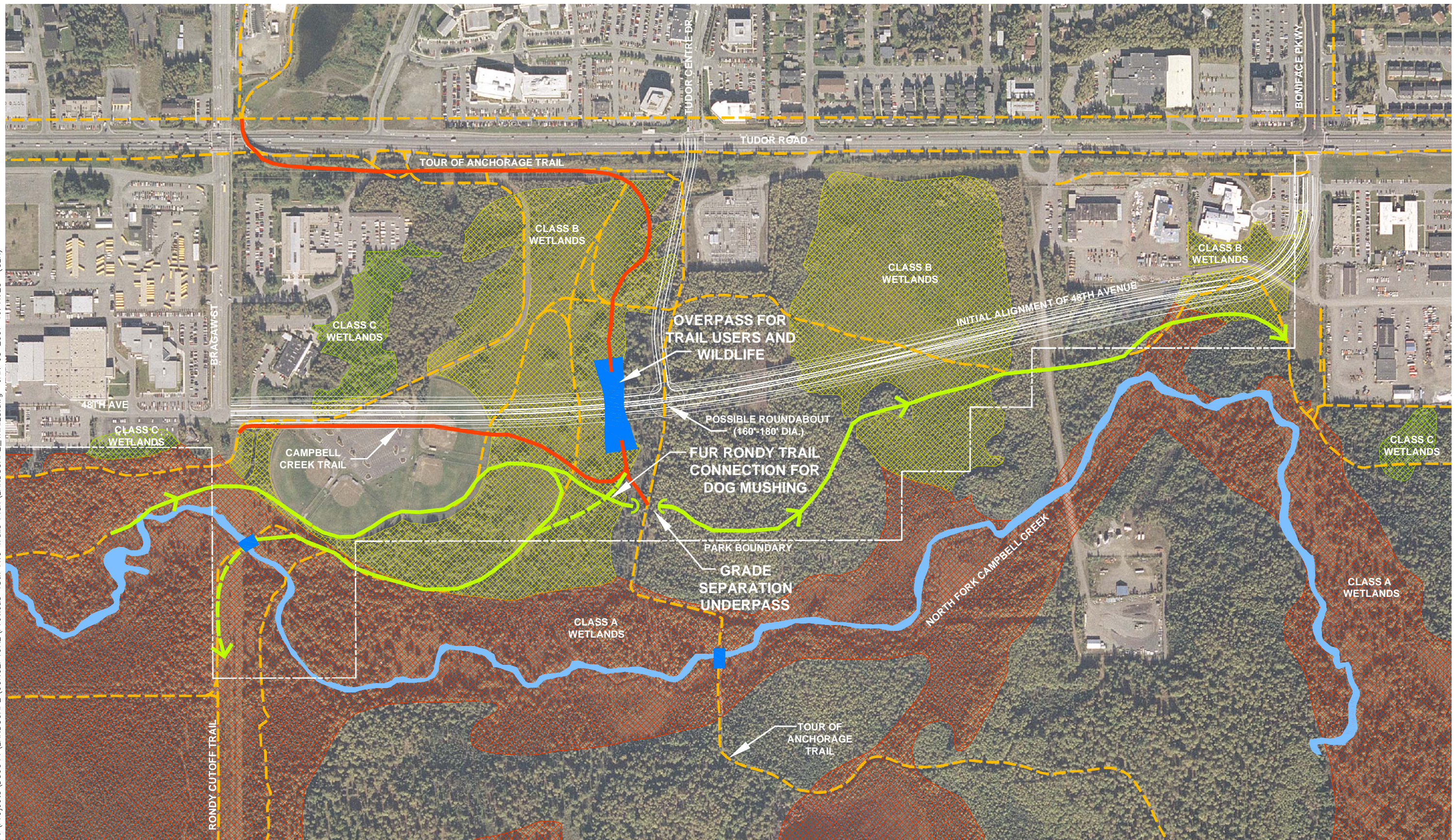
*(Attendees: Jeff Dillon; Monique Anderson; Holly Spoth-Torres)*

- Schedule to be set for complete trail crossing recommendations (Troy/Kevin/Maryellen).
- Overpass option - wide enough for ease of visibility (ability to see from one side of overpass to the other) with enough soil on top to support vegetation.
- Bridged roadway is the MOA Parks and Recreation Department preferred alternative.
- Issues to address for the bridged roadway concept:
  - crude snow (snow that is being plowed from the roadway that has sand and gravel in it, thus degrading the integrity of any groomed trail below).
  - light element (increase light under the bridged roadway to eliminate any security issues or vandalism issues).
  - seasonal changes (snow hauling/dumping – provide an easier way to harvest snow and place in underpass; ice on the trail in the spring is another issue for trail users).
- Maintenance - snow would be dumped by municipality in this area? Is this possible from the street maintenance crew?
- MOA Parks and Recreation Department truck to dump snow in this location; provide access for MOA Park and Recreation two-ton truck for dumping snow operation.
- Uplands as future community park (20 to 30 years out).
- Potential park maintenance facility in 3500 Tudor Road area.
- Is it possible to move fencing in so that dog mushing trails could go around the ball fields as originally intended?
- Trail corridor on north side of 48th Avenue where the combined Campbell Creek Trail and TOA Trail will be located – parks director thought that the land (or authority of the land) should be transferred over to the MOA Parks and Recreation Department to manage.

- Show concept of trailhead in the uplands area and at existing ball field lot (where does bike trail go); how does trail work through the existing parking lot and a proposed parking lot at a future trailhead (in uplands area).
- Preference is bridged roadway (set up standards, parameters).
- Call Shawn Dooley about snow plowing on bridged roadway roundabout.
- As part of the recommendation, we need to spell out what is NOT acceptable as far as the crossing and trails go. For example, we must make it clear that a smaller tunnel or undersized overpass will be unacceptable. Explain that an overpass would be acceptable as a second choice, but only if done right.
- The combined Campbell Creek and TOA trails on the north side of 48th Avenue will be a good corridor for the protection of wildlife, water flows, and a buffered trail experience.

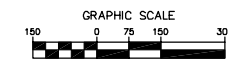


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- MULTI-USE TRAILS (CAMPBELL CREEK/TOUR OF ANCHORAGE)
- DOG MUSHING TRAILS
- - - EXISTING TRAILS

INITIAL TRAIL CROSSING CONCEPTS FROM OCTOBER 16,17 MEETINGS  
**EARTHEN OVERPASS CONCEPT**



**DOWL**  
 ENGINEERS  
 4041 B STREET ANCHORAGE, ALASKA 99503

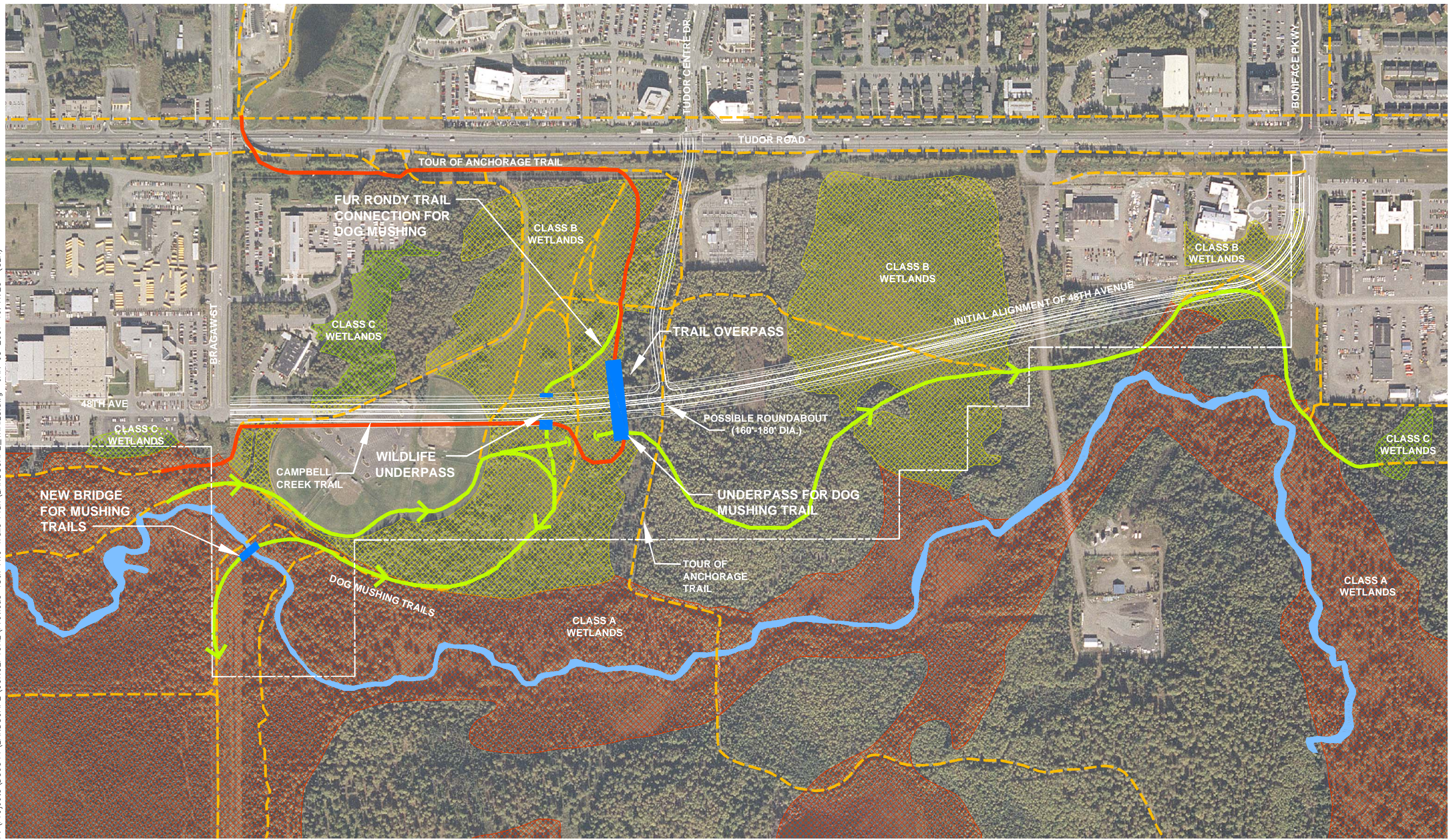






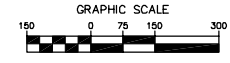


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- MULTI-USE TRAILS (CAMPBELL CREEK/TOUR OF ANCHORAGE)
- DOG MUSHING TRAILS
- - - EXISTING TRAILS

INITIAL TRAIL CROSSING CONCEPTS FROM OCTOBER 16,17 MEETINGS  
**OVERPASS / UNDERPASS CONCEPT**



**DOWL**  
 ENGINEERS  
 4041 B STREET ANCHORAGE, ALASKA 99503

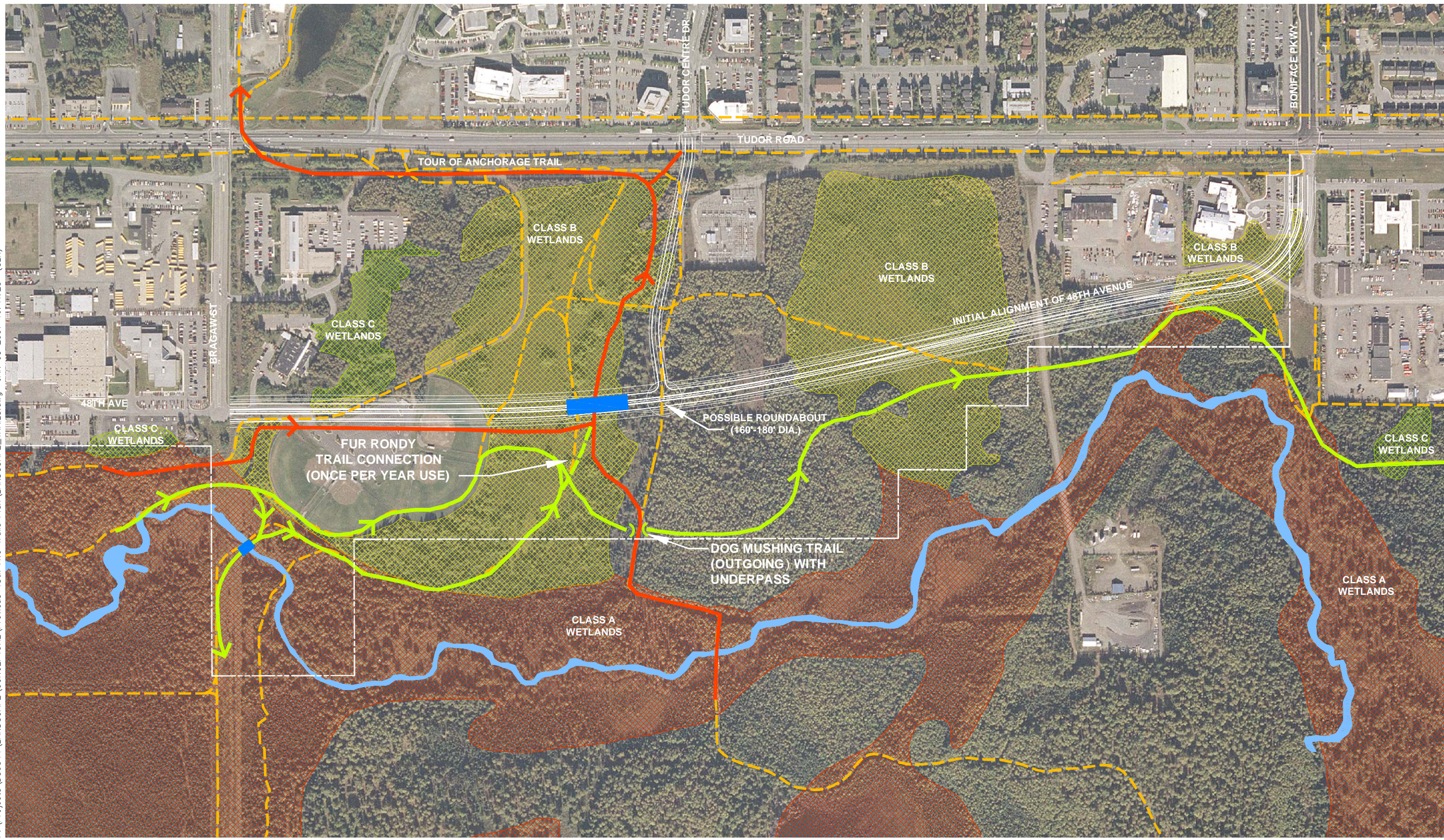






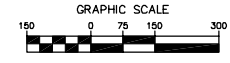


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- MULTI-USE TRAILS (CAMPBELL CREEK/TOUR OF ANCHORAGE)
- DOG MUSHING TRAILS
- - - EXISTING TRAILS

INITIAL TRAIL CROSSING CONCEPTS FROM OCTOBER 16,17 MEETINGS  
**BRIDGED ROADWAY CONCEPT**



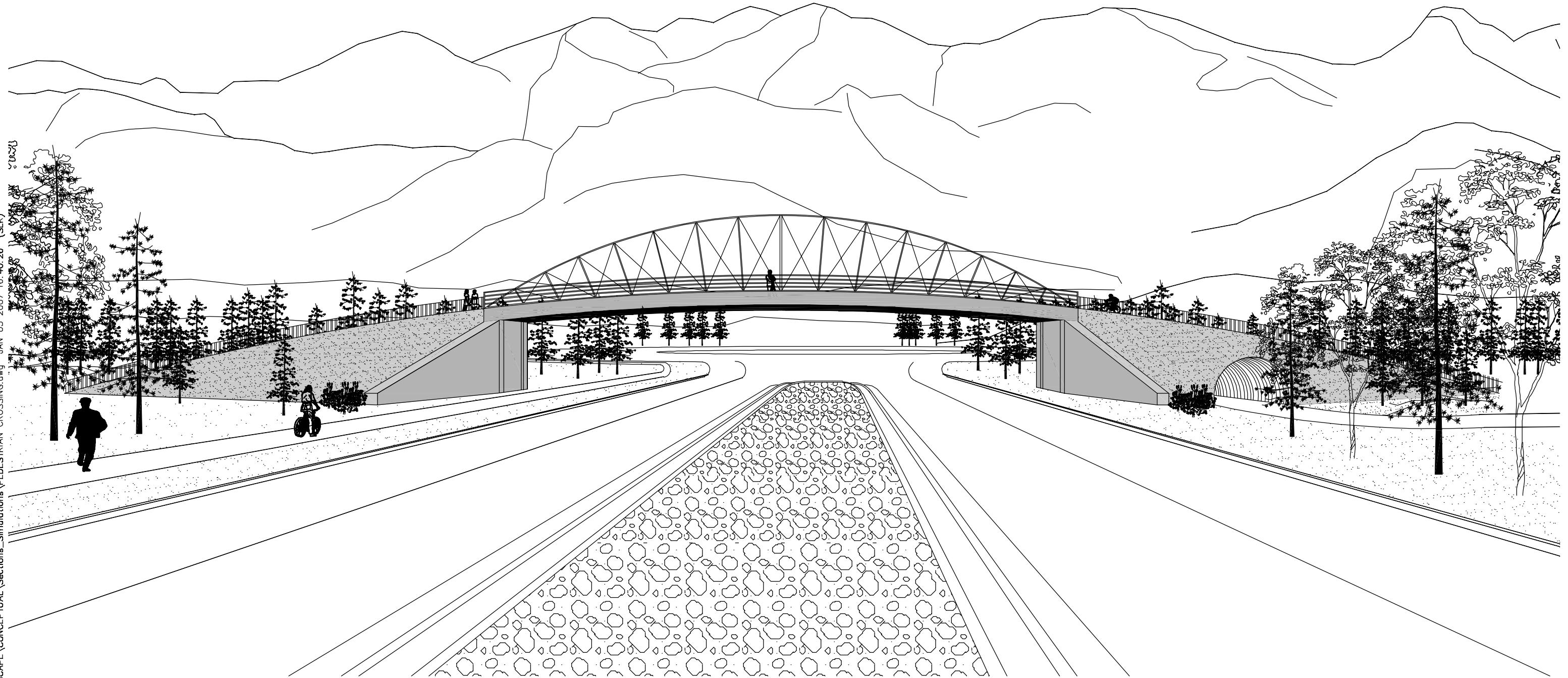
**DOWL ENGINEERS**  
 4041 B STREET ANCHORAGE, ALASKA 99503







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INITIAL TRAIL CROSSING CONCEPTS FROM OCTOBER 16,17 MEETINGS  
**TRAIL OVERPASS CONCEPT**



