

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: January 12, 2022 12:20 PM

Date

January 12, 2022

Time

11:45

Project Information

Project Name

Peterson to 56th improvement to walking path

Name of Person Submitting the Nomination

John Miller

Affiliation

ASD Pupil Transportation

Phone Number

907-742-1226

Email Address

miller_john@asdk12.org

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

If the footpath was improved it would allow many elementary students to walk to and from school instead of taking a bus. Big savings for the school district. A well lit walk way with the metal stairs like used at 12th and near "S" street would mean less maintenance then a covered set of stairs.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Yes

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

NON-motorized: the school bus would no longer have to go into this neighborhood. Currently goes in off of Dowling at Rowan and/or Dow. Dowling has heavy traffic. Not having a bus in this area would be a big improvement for bus safety; however, students walking to school

internally could be seen as unsafe by parents. With the trail being improved, it would bring this area into a walking boundary for Tudor Elementary.

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

I mentioned putting in stairs instead of a ramp. A ramp would mean more maintenance. So, not so good for bicycles. A ramp would be great for bicycles.

Are there any pedestrian related safety concerns in or near the project location?

No

What are the pedestrian related safety concerns?

Are there any vehicular and non-motorized related safety concerns in or near the project location?

No

What are the vehicular and non-motorized related safety concerns?

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

No

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Yes

How is the project expected to reduce vehicular congestion?

No full sized school buses in the neighborhood.

Is the project expected to help separate truck (freight) and non-motorized uses?

Yes

How is the project expected to help separate truck (freight) and non-motorized uses?

Students and others will be walking to school away from Dowling and heavy traffic. Pedestrians will have a safe way to get to Tudor Elementary and the bike trail along Campbell creek.

Is the project expected to improve the bicycle network?

Unknown

How is the project expected to improve the bicycle network?

Is the project expected to improve the pedestrian network and ADA accessibility?

Unknown

How is the project expected to improve the pedestrian network and ADA accessibility?

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Unknown

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Campbell creek trail. Tudor elementary school

Is the project expected to promote or include transit improvements?

Unknown

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

School bus will not have to be used.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

One less elementary bus, less air pollution.

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

Adding a well lit connection will improve pedestrians access for those who live in that neighborhood to Campbell creek trail and Tudor. A short connector with potentially huge benefit.

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: January 13, 2022 8:21 PM

Date

January 13, 2022

Time

19:43

Project Information

Project Name

DeArmoun Dead Man's Curve Pedestrian Improvements

Name of Person Submitting the Nomination

Christine Bingham

Affiliation

none

Phone Number

9075756887

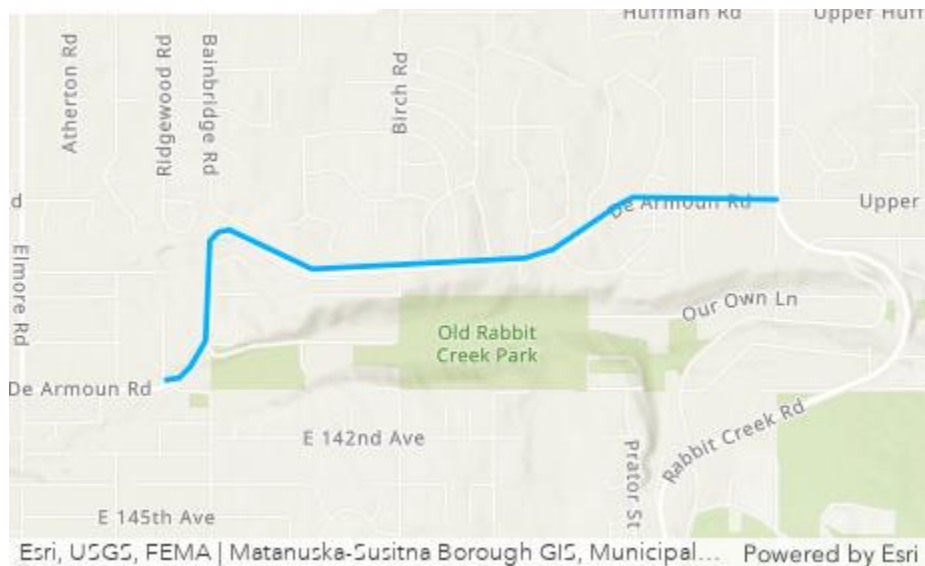
Email Address

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

There are no sidewalks or even shoulders from Hillside Dr down to E 140th Avenue on DeArmoun Rd. In some places in this section of DeArmoun, the ditch decline starts almost immediately where the pavement and yellow line ends. This not only cuts off foot/bike traffic from above E 140th on DeArmoun from the lower portion of the road, it is also an unsafe situation for children waiting for, walking to, or leaving a bus stop, especially in wintertime. The dangerous curve section is a "use at your own risk" portion of the road (even for motorized vehicles in winter) that makes biking or walking to South High School a perilous prospect. This project would provide a wide paved shoulder on the north side of DeArmoun Road to connect with the current paved section below E140th Avenue. The new paved shoulder would extend all the way up DeArmoun Rd to Hillside Drive. Some north side guardrails would need to be removed or pushed back further away from the road.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Yes

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

The DeArmoun Rd deadman's curve is notorious in the area for cars and trucks going into the ditch in the winter. A shoulder for the road would widen the road in emergencies such as a truck slipping at the curve.

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Nowhere for a bike to go up or down the DeArmoun Rd deadman's curve but to be in the road itself...no shoulder or sidewalk to ride. Quite a dangerous situation and a shoulder would really help.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

Pedestrians must currently walk in the road itself, no shoulder or sidewalk. This is especially frightening in the wintertime when it's icy, in the dark, and for children waiting for the bus that have to cross DeArmoun or walk down to another street off DeArmoun for their bus stop, often having to walk in the roadway itself in the winter. The deadman's curve is also scary for pedestrians, who must walk in a ditch full of tall plants or snow, or chose to walk in the road and risk the vehicle traffic.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

All the curves and hills in this stretch of DeArmoun make reacting to pedestrians or bikes in the roadway (because there is no sidewalk/shoulder for them to use) a sudden and perhaps dangerous thing.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Unknown

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Yes

How is the project expected to reduce vehicular congestion?

Vehicles slowing to a crawl to follow behind a bike in the narrow roadway will be a thing of the past because the bikes can use a safer option, a paved shoulder.

Is the project expected to help separate truck (freight) and non-motorized uses?

Yes

How is the project expected to help separate truck (freight) and non-motorized uses?

Keeps pedestrians/bikes off the road.

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

It will join up the paved shoulder on Hillside Drive with the paved shoulder below E 140 Ave on DeArmoun Rd.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

It will be safer for pedestrians, including ADA folks, to use DeArmoun Rd since they will no longer have to be "in" the road, but could use a shoulder.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Unknown

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

large lot residential

Is the project expected to promote or include transit improvements?

Unknown

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

This project may expect to improve air quality by giving people in the area safe options to travel other than by vehicle. Kids could bike or walk to South High School for school. Parents and families could walk to the school to use the tennis courts, fields, or track. Neighbors down the road could visit each other by walking or biking instead of a car ride.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Unknown

How is the project expected to help implement the MOA Climate Action Plan?

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Unknown

How is the project expected to improve sidewalk or off-street facilities?

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

Unknown

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: January 31, 2022 10:27 AM

Date

January 31, 2022

Time

09:59

Project Information

Project Name

Brayton Road Ped/Bike Pathway

Name of Person Submitting the Nomination

Julie Coulombe

Affiliation

Huffman/O'Malley Community Council

Phone Number

9077484377

Email Address

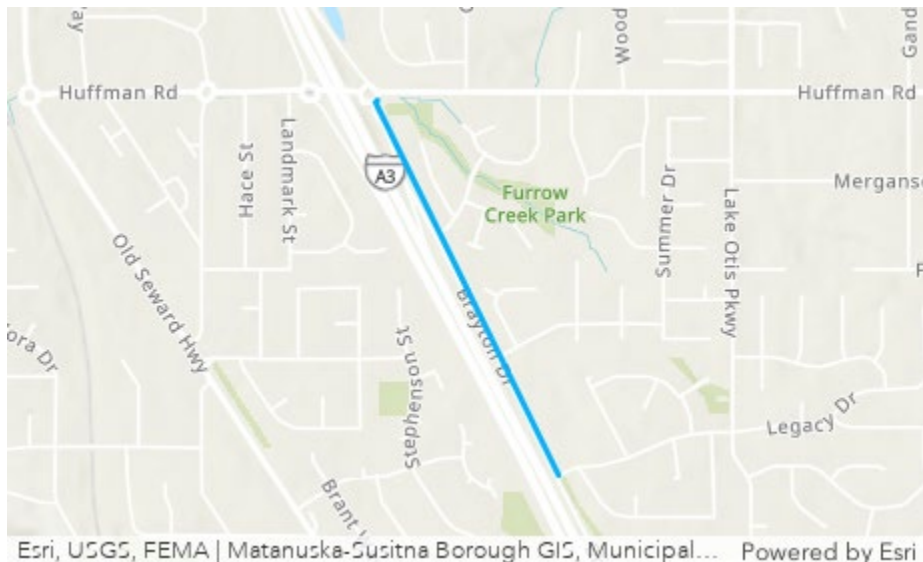
coulombe.julie@yahoo.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Need: Brayton frontage road is bounded by New Seward to the West, and residential streets, a church, and an elementary school to the East. Many people including children walk along the roadway. From DeArmoun to Legacy there is a paved bike/pedestrian path. From Legacy to Huffman there is only a narrow worn track on the side of the road, too close to traffic for safety. Project Scope: Extend pathway along Brayton Road between Legacy and Huffman. A pathway currently exists between DeArmoun and Legacy. This would complete a gap in the pedestrian infrastructure. This is a segment frequently used and would benefit nearby subdivisions, a church, and Rabbit Creek Elementary. This is non-controversial.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Yes

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

The dirt path that pedestrians currently use gives no space between them and the vehicles exiting the off ramp of the Seward Highway and onto Huffman Rd.

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

The dirt path currently used is not big enough for bikes. Therefore bikes are riding on the side of the road with no shoulder. The current situation gives no space between them and the vehicles exiting the off ramp of the Seward Highway and onto Huffman Rd.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

The dirt path that pedestrians currently use gives no space between them and the vehicles exiting the ramp off the Seward Highway and onto Huffman Rd.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

The dirt path that pedestrians currently use gives no space between them and the vehicles exiting the ramp off the Seward Highway and onto Huffman Rd.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

No

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

No

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

Yes

How is the project expected to help separate truck (freight) and non-motorized uses?

The dirt path that pedestrians currently use gives no space between them and the vehicles exiting the off ramp of the Seward Highway and onto Huffman Rd. The proposed bike path will separate the vehicles and pedestrians.

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

It will connect the existing bike/walk path to Huffman Road.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

It will connect the existing bike/walk path to Huffman Road.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Unknown

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

The area is low density residential. It is crucial that a safe walkway/bike path is provided for families in the area that walk/bike to school and other activities.

Is the project expected to promote or include transit improvements?

No

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

Encouraging people to walk and ride their bike by connecting to a main road (Huffman).

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Yes

How is the project expected to improve systemwide VMT?

Encouraging people to walk and ride their bike by connecting to a main road (Huffman).

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Unknown

How is the project expected to help implement the MOA Climate Action Plan?

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

It will connect the existing bike/walk path to Huffman Road and eliminate the need to walk on the side of the road with no separation between pedestrian and vehicles.

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 3, 2022 12:29 PM

Date

February 3, 2022

Time

11:39

Project Information

Project Name

W. 16th Avenue staircase to Chester Creek Bike Trail

Name of Person Submitting the Nomination

Patrice Parker

Affiliation

South Addition Community Council

Phone Number

9077483098

Email Address

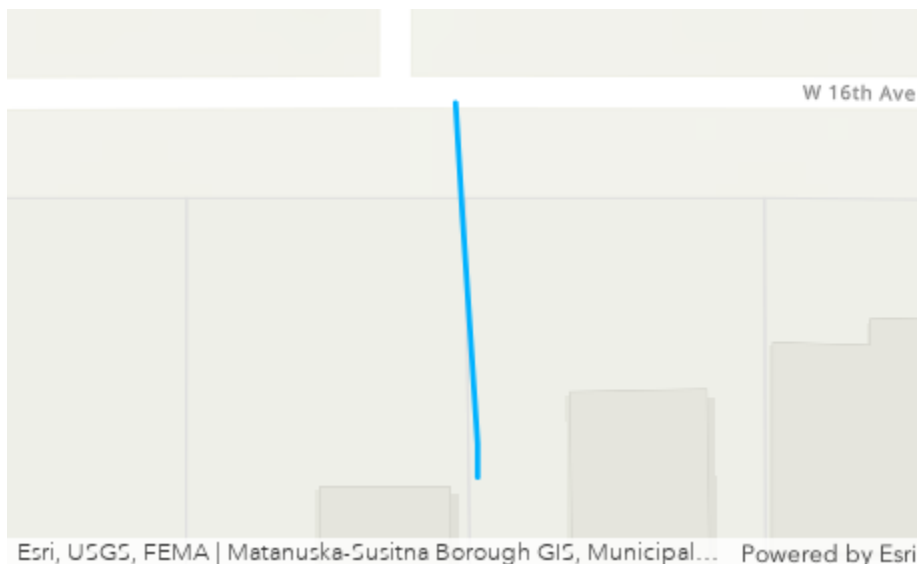
patrice.parker@gmail.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

The covered wooden staircase from W. 16th Avenue, on the east side and parallel to I Street, to the Chester Creek Bike Trail below, is in dire need of replacement. The entire structure looks unstable and uneven, and the stairs are failing. They are not at right angles to the supporting structure. Instead, they lean one way or another, or slope downhill. Sometimes they come loose. . Last summer I called and reported a hole that had developed at the top of the entrance to the staircase. The pavement had broken and the soil beneath had eroded downhill. It was fairly deep and would've caused a serious accident if someone stepped into it in the dark. The stairs are well-loved and well-used, and provide necessary access to and from the neighborhood and downtown. But they are increasingly dangerous.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

No

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

No

What are the bicycle related safety concerns?

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

As stated above, the staircase is in severe disrepair and threatens the pedestrians who use it.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

No

What are the vehicular and non-motorized related safety concerns?

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

No

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

No

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

No

How is the project expected to help separate truck (freight) and non-motorized uses?

Is the project expected to improve the bicycle network?

No

How is the project expected to improve the bicycle network?

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

It would improve the pedestrian network from downtown to the Chester Creek bike trail. As far as ADA accessibility, it would not add accessibility. If a paved trail was installed beside the staircase, it could provide access for both bicycles and be ADA accessible.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Yes

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

It would support pedestrian access to transit stops. It would add value to traditional neighborhoods and mixed use development.

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

See statements above.

Is the project expected to promote or include transit improvements?

Unknown

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

Any access for pedestrians encourages the use of sidewalks and trails and in many cases makes automobile use discretionary.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

Less need for motorized vehicles improves the climate.

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

It is an off-street facility providing access from sidewalks to bike trails and also to other parts of Anchorage. It provides access from South Addition to Valley of the Moon, both the sidewalks up to Fireweed Lane and Spenard and the bike trail both east and west.

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

Unknown

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 7, 2022 1:21 PM

Date

February 7, 2022

Time

11:12

Project Information

Project Name

Eagle River AMATS Nomination MTP#418

Name of Person Submitting the Nomination

Camilla Hussein-Scott

Affiliation

Chugiak Eagle River Parks & Recreations Board of Supervisors

Phone Number

(907) 727-7723

Email Address

camillahussein@gmail.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Rehabilitate the Eagle River Road (ERR) Bike Path from the Old Glenn Highway/ Artillery Road to just east of Hillcrest Lane. Include pathway sweeps at driveways. Extend the Eagle River Road Bike Path from just east of Hillcrest Lane to Mile Hi Ave. with a new section of a physically separated bike path. The proposed improvements would serve residents and their children by providing improved non-motorized, outdoor access to schools, recreation facilities, shopping, and safe travel to and from residential areas east of ERR to Mile Hi Ave. at Mile 3. As part of the improvement proposal, we suggest including a pedestrian bridge over ERR at Wren Lane to accommodate a new connection to Ravenwood Elementary School for students and their parents to safely cross ERR as they walk or bike to and from school. There is no access to the neighborhoods northeast of ERR. This project will improve connectivity between neighborhoods to Eagle River businesses and Ravenwood Elementary.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Yes

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Numerous freight trucks frequently traverse the project area to deliver to Eagle River Walmart, P& M Garden Services, and residential construction sites. The project location is the only access road to residential neighborhoods east of Mile Hi Ave and up valley to the Eagle River Nature Center at Mile 12.

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Bicyclists traveling downhill on the existing path from Genora Street at Mile .9 to the Meadow Creek Bridge at Mile .3 are in danger of suffering injuries from a fall caused by tree roots growing through the pavement disintegrating the treadway due to weather and time. Bicyclists and pedestrians use the existing bike path or ERR to access residential areas east of Mile Hi Ave. and the Eagle River Nature Center. ERR has many driveways and roads that lead into residential neighborhoods beyond Hillcrest Lane. This project will provide a safer alternative for bicyclists and pedestrians traveling the 45-mph highway west of P&M and through the newly busy intersections at Eagle River Lane and Wren. The same concern applies to the 55-mph highway between P&M and Mile Hi Ave. A new, physically separated bike path and improved path pavement will significantly enhance public safety in the project area.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

Pedestrians who walk to the Eagle River Walmart, the three schools or parks in the area, must walk alongside a 45 mph highway east of Hillcrest Lane, then through two busy intersections at Eagle River Lane and Wren, to reach the residential areas west of Mile Hi Ave. There are many driveways and roads that lead into residential neighborhoods along that stretch of ERR.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

In addition to the issues listed under freight, bicycle, and pedestrian safety, the intersections of ERR at Eagle River Lane and Wren Lane have seen an increased amount of vehicle traffic and pedestrian crossings due to residential development and parents dropping their children off at school. There is also increased traffic associated with P& M nursery on weekends and vehicles traveling to the Eagle River Nature Center.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Yes

What are the emergency response and non-motorized use related safety concerns?

If a bicyclist falls on the extremely hazardous portion of the bike path between Genora Street and the Meadow Creek Bridge, they may go unseen until the next person comes along. This portion of the path cannot be seen from ERR or adjacent residences. Heavy turning traffic into residential areas and Ravenwood Elementary School at Wren Lane and Eagle River Lane intersections that lead into Driftwood Bay has resulted in numerous vehicle accidents.

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Yes

How is the project expected to reduce vehicular congestion?

Pedestrians and bicyclists traveling on the side of the highway or waiting to cross the highway in the 1 mile between Hillcrest Lane and Mi High Ave. frequently cause a slow down in traffic.

Is the project expected to help separate truck (freight) and non-motorized uses?

Yes

How is the project expected to help separate truck (freight) and non-motorized uses?

It will provide pedestrians and bicyclists a safe alternative to walking or riding on the side of the highway.

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

It will repair a hazardous portion of the worn-out path and extend the existing path by a mile.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

It will repair a hazardous portion of the worn-out path with improved pavement and extend an existing path by a mile.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

No

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

Yes

Please identify the Land Uses associated with this project.

Is the project expected to promote or include transit improvements?

Yes

How is the project expected to promote or include transit improvements?

It will provide an alternate mode of transportation to and from the core areas and provide a component of "park and ride" options in the future.

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

This will develop a significant non-motorized corridor leading to the eastern portion of ERR residential areas accessible by bikes with these improvements. It will not only serve Eagle River communities, but it will also welcome visitors from all corners of the world to use a non-motorized means to reach the Eagle River Nature Center and experience the splendor of what the area has to offer. This project is expected to have no impact on environmentally sensitive areas.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Yes

How is the project expected to improve systemwide VMT?

This will develop a significant non-motorized corridor leading to the eastern portion of ERR residential areas accessible by bikes with these improvements. It will not only serve Eagle River communities, but it will also welcome visitors from all corners of the world to reach the Eagle River Nature Center. It will provide an alternate mode of transportation to and from the core areas and provide a component of "park and ride" options in the future.

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

According to the MOA Climate Action Plan, this project will: 1. Continue to expand and connect non-motorized transportation facilities. Fund and implement policies and projects recommended by the Anchorage Non-Motorized Plan. 2. Make it easier for people to walk,

bike, or use mobility aids by improving coordination and developing strategies with other agencies (e.g., lighting, winter maintenance of sidewalks, bike pathways, and lanes). 3. Prioritize safe routes to school to improve access and appeal of neighborhood schools.

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

It will provide one mile of new path/sidewalk physically separate from the highway and improve a heavily used bike path and sidewalk that connects residential neighborhoods to the Eagle River business district and schools.

Is the project expected to implement natural based solutions?

No

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 7, 2022 3:47 PM

Date

February 7, 2022

Time

15:31

Project Information

Project Name

- o South Birchwood Loop: Old Glenn Highway to Hidden Hill Ct. Separated Bikeway

Name of Person Submitting the Nomination

James Starzec

Affiliation

DOT&PF

Phone Number

9072690507

Email Address

james.starzec@alaska.gov

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

This project is identified as a High Priority bicycle project in the AMATS Non-Motorized Plan. It would add a separated bicycle facility to a roadway identified as having a LTS 4 level of traffic stress.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Yes

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Per 2017 Anchorage Freight Mobility Study: "Concerns also have been expressed regarding the ability to accommodate trucks safety on South Birchwood Loop Road given its narrow width..." (pg66). Increased freight activity due to gravel production and available industrial land significantly conflicts with non-motorized users. This project would provide a safe and comfortable facility for all NM users.

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Per 2017 Anchorage Freight Mobility Study: "Concerns also have been expressed regarding the ability to accommodate trucks safety on South Birchwood Loop Road given its narrow width..." (pg66). Increased freight activity due to gravel production and available industrial land significantly conflicts with non-motorized users. This project would provide a safe and comfortable facility for all NM users. As noted earlier, the level of stress rating for this corridor is LTS 4.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

Per 2017 Anchorage Freight Mobility Study: "Concerns also have been expressed regarding the ability to accommodate trucks safety on South Birchwood Loop Road given its narrow width..." (pg66). Increased freight activity due to gravel production and available industrial land significantly conflicts with non-motorized users. This project would provide a safe and comfortable facility for all NM users. As noted earlier, the level of stress rating for this corridor is LTS 4.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

Per 2017 Anchorage Freight Mobility Study: "Concerns also have been expressed regarding the ability to accommodate trucks safety on South Birchwood Loop Road given its narrow width..." (pg66). Increased freight activity due to gravel production and available industrial land

significantly conflicts with non-motorized users. This project would provide a safe and comfortable facility for all NM users. As noted earlier, the level of stress rating for this corridor is LTS 4.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Unknown

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Unknown

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

Yes

How is the project expected to help separate truck (freight) and non-motorized uses?

A separated bikeway would separate trucks and non-motorized users.

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

This project implements an AMATS Non-Motorized Plan High Priority Bike Project.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

Pedestrians would be able to utilize this facility.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Unknown

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

Yes

Please identify the Land Uses associated with this project.

Is the project expected to promote or include transit improvements?

No

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

Project would promote non-motorized transportation options.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

Project supports Objective 6F.

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

It will create a new off street facility.

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 7, 2022 10:37 PM

Date

February 7, 2022

Time

22:00

Project Information

Project Name

Pedestrian and Bicycle Pathway – East side of LaTouche Street between Benson and Northern Lights Blvd

Name of Person Submitting the Nomination

David Evans

Affiliation

none

Phone Number

907-519-4150

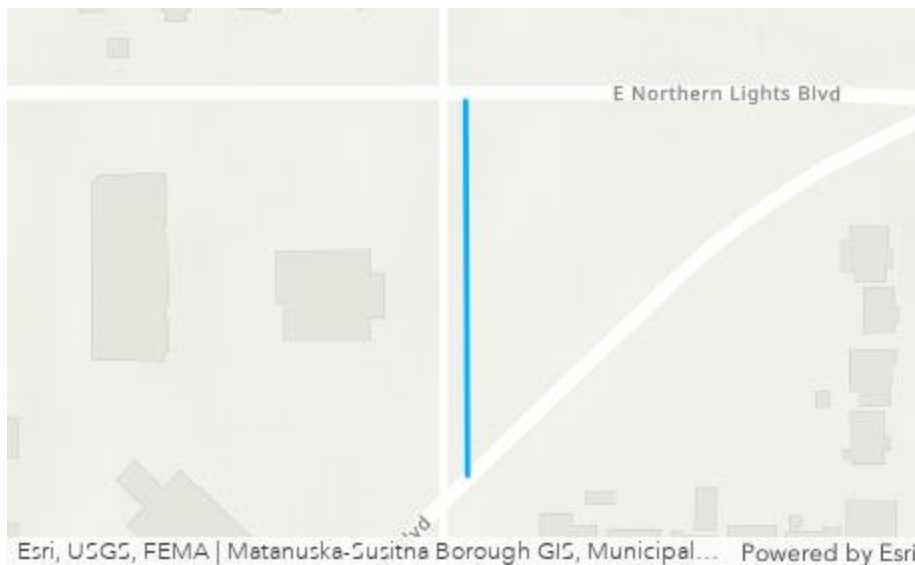
Email Address

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

This project will construct a pathway on the east side of LaTouche between Benson and Northern Lights, add crosswalk lights, and add crosswalk striping. This project was Rogers Park Community Council's (RPCC) top ranked State of Alaska project in the RPCC Capital Improvement Project 2021 survey. Even though there is a sidewalk on the east side of LaTouche Street south of Benson and north of Northern Lights, there is no pathway on the east side of LaTouche between Benson and Northern Lights. Currently, north or south-bound non-motorized traffic on the east side of LaTouche must cross LaTouche twice to reach their objective. This is a safety issue for such non-motorized traffic, increasing their exposure, and it impedes motorized traffic turning west from LaTouche onto Northern Lights.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Unknown

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

See the project description.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

See the project description.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

See the project description.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Unknown

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Unknown

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

Unknown

How is the project expected to help separate truck (freight) and non-motorized uses?

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

See project description.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

See project description.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Yes

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

The project is expected to improve non-motorized access within a "Transit-supportive Development" zone and to a "Traditional Neighborhood Design" zone.

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Not in Chugiak-ER area.

Is the project expected to promote or include transit improvements?

Unknown

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

Yes, to the extent it improves and encourages non-motorized modes.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Yes

How is the project expected to improve systemwide VMT?

Yes, to the extent it improves and encourages non-motorized modes.

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

Yes, to the extent it improves and encourages non-motorized modes.

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

See project description.

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

Unknown

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 8, 2022 12:09 PM

Date

February 8, 2022

Time

11:17

Project Information

Project Name

South Birchwood Loop: Hidden Hill Ct. to Birchwood Spur Rd. Separated Bikeway

Name of Person Submitting the Nomination

James Starzec

Affiliation

DOT&PF

Phone Number

907-269-0507

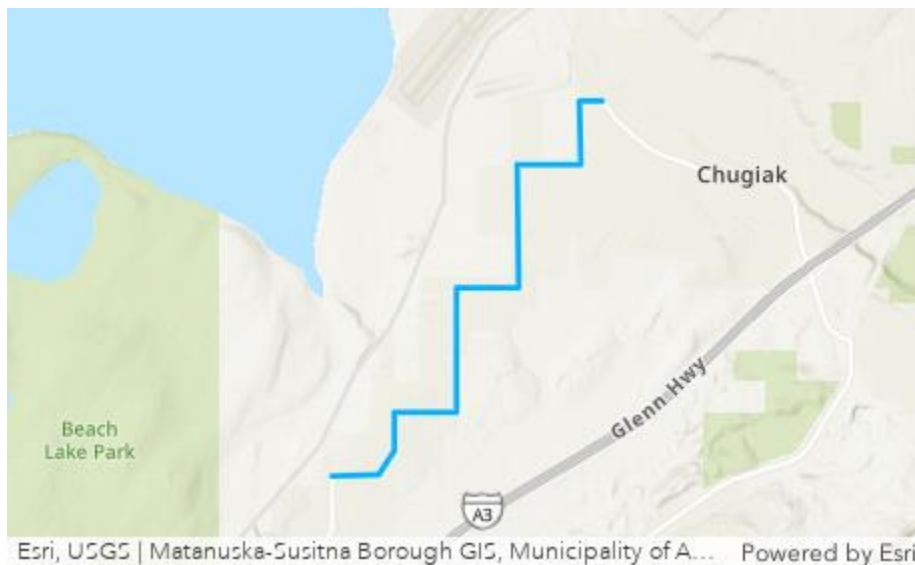
Email Address

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Project would execute Project Number 69 of AMATS Non-Motorized Plan. A separated bikeway in this corridor would greatly improve conditions for cyclists in the community and encourage greater non-motorized transportation use. Currently, the project area has no non-motorized infrastructure, and the provided shoulder is not wide enough to accommodate either pedestrians or cyclists.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Yes

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

The 2017 Freight Mobility Study states: "Concerns also have been expressed regarding the ability to accommodate trucks safety on South Birchwood Loop Road given its narrow width and the geometrics of intersections...". This study recognizes that safety issues related to

running freight operations in this corridor exist independently of the interaction between freight and NM activities. Once NM conflicts are included, safety issues increase substantially. This project would create a safer environment for both motorized and non-motorized users, and alleviate actual and perceived conflicts between NM and freight traffic.

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Currently, the project area has no non-motorized infrastructure, and the provided shoulder is not wide enough to accommodate either pedestrians or cyclists. The AMATS 2019 Non-Motorized Plan shows this corridor to have a level of traffic stress of LTS 4, the highest stress level in the analysis.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

Currently, the project area has no non-motorized infrastructure, and the provided shoulder is not wide enough to accommodate either pedestrians or cyclists. The AMATS 2019 Non-Motorized Plan shows this corridor to have a level of traffic stress of LTS 4, the highest stress level in the analysis.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

Currently, the project area has no non-motorized infrastructure, and the provided shoulder is not wide enough to accommodate either pedestrians or cyclists. The AMATS 2019 Non-Motorized Plan shows this corridor to have a level of traffic stress of LTS 4, the highest stress

level in the analysis. This project would create a safer environment for both motorized and non-motorized users, and alleviate actual and perceived conflicts between NM and vehicular traffic.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Unknown

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Unknown

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

Yes

How is the project expected to help separate truck (freight) and non-motorized uses?

A separated bikeway would by definition separate freight and NM users.

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

This project would construct new bicycle infrastructure where none currently exists. It also directly supports the implementation matrix of the Non-Motorized Plan.

Is the project expected to improve the pedestrian network and ADA accessibility?

Unknown

How is the project expected to improve the pedestrian network and ADA accessibility?

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

No

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

Yes

Please identify the Land Uses associated with this project.

Is the project expected to promote or include transit improvements?

No

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

This project will encourage NM transportation options in the community which helps to reduce emissions.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

This project directly supports Objective 6F of the MOA Climate Action Plan.

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

This project will construct new off-street facilities throughout the corridor.

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 8, 2022 2:28 PM

Date

February 8, 2022

Time

14:19

Project Information

Project Name

South Birchwood Loop: Birchwood Spur Rd. to Old Glenn Highway Separated Bikeway

Name of Person Submitting the Nomination

James Starzec

Affiliation

DOT&PF

Phone Number

907-269-0507

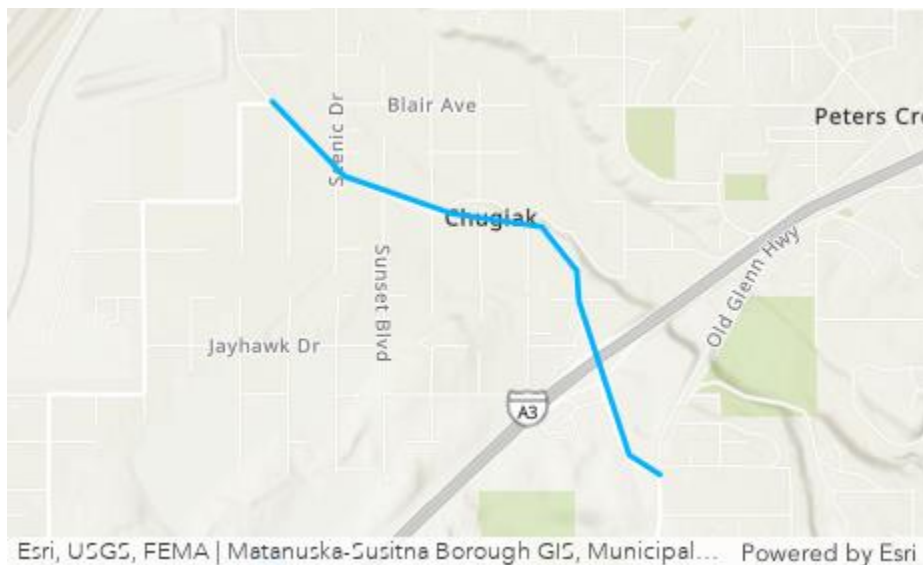
Email Address

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Project would execute Project Number 71 of AMATS Non-Motorized Plan. A separated bikeway in this corridor would greatly improve conditions for cyclists in the community and encourage greater non-motorized transportation use. Currently, the project area has no non-motorized infrastructure, and the provided shoulder is not wide enough to accommodate either pedestrians or cyclists.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Yes

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

The 2017 Freight Mobility Study states: "Concerns also have been expressed regarding the ability to accommodate trucks safety on South Birchwood Loop Road given its narrow width and the geometrics of intersections...". This study recognizes that safety issues related to

running freight operations in this corridor exist independently of the interaction between freight and NM activities. Once NM conflicts are included, safety issues increase substantially. This project would create a safer environment for both motorized and non-motorized users, and alleviate actual and perceived conflicts between NM and freight traffic.

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Currently, the project area has no non-motorized infrastructure, and the provided shoulder is not wide enough to accommodate either pedestrians or cyclists. The AMATS 2019 Non-Motorized Plan shows this corridor to have a level of traffic stress of LTS 4, the highest stress level in the analysis.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

Currently, the project area has no non-motorized infrastructure, and the provided shoulder is not wide enough to accommodate either pedestrians or cyclists. The AMATS 2019 Non-Motorized Plan shows this corridor to have a level of traffic stress of LTS 4, the highest stress level in the analysis.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

Currently, the project area has no non-motorized infrastructure, and the provided shoulder is not wide enough to accommodate either pedestrians or cyclists. The AMATS 2019 Non-

Motorized Plan shows this corridor to have a level of traffic stress of LTS 4, the highest stress level in the analysis.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Unknown

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Unknown

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

Yes

How is the project expected to help separate truck (freight) and non-motorized uses?

By definition, a separated bikeway would separate freight and non-motorized users.

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

This project would construct new bicycle infrastructure where none currently exists. It also directly supports the implementation matrix of the Non-Motorized Plan.

Is the project expected to improve the pedestrian network and ADA accessibility?

Unknown

How is the project expected to improve the pedestrian network and ADA accessibility?

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

No

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

Yes

Please identify the Land Uses associated with this project.

Is the project expected to promote or include transit improvements?

No

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

Improving the NM facilities in this area would likely shift some user's mode from vehicular to NM, reducing vehicle emissions and improving air quality.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

This project directly supports Objective 6F of the plan.

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

This project will construct a new off-street facility.

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 8, 2022 3:49 PM

Date

February 8, 2022

Time

15:37

Project Information

Project Name

L Street Guardrail

Name of Person Submitting the Nomination

Will Corbridge

Affiliation

None

Phone Number

9072448347

Email Address

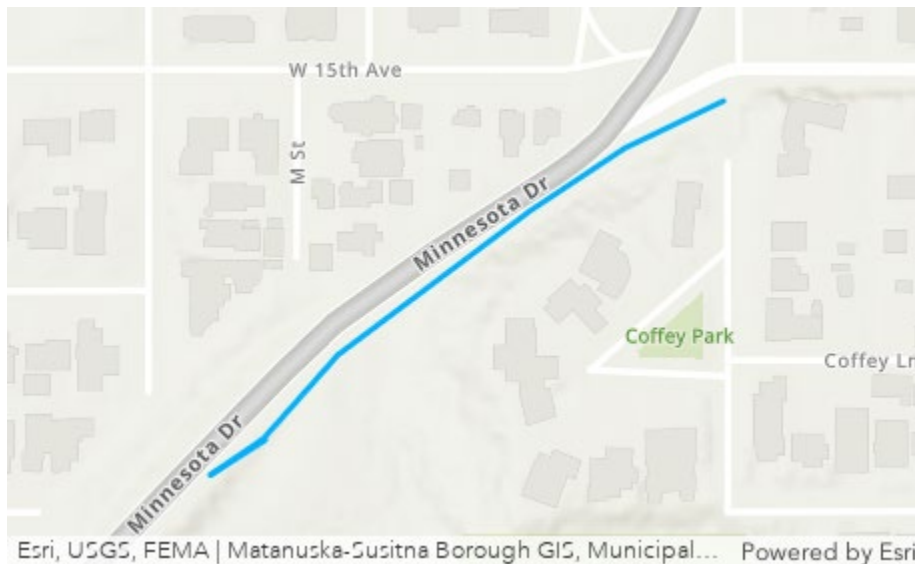
Corbridge.will@gmail.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

The path that parallels east side of southbound L street, immediately south of 15th, needs a protective guardrail. Traffic on L street goes around a corner at this location, with cars frequently losing control on ice and ending up in the bike path several times per winter. This is north of the green belt tunnel under L Street.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Yes

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Trucks can end up on path, killing pedestrians and cyclists

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Vehicles can end up on path killing pedestrians and cyclists

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

Vehicles can end up on path killing pedestrians

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

Vehicles can end up on path killing non motorized users

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

No

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

No

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

Yes

How is the project expected to help separate truck (freight) and non-motorized uses?

Guardrail = separation

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

This is a bike path - protection makes it more likely to be used

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

Protected path is more likely to be used

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Yes

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Improved safety of human powered transport in the neighborhood and green belt

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Anchorage

Is the project expected to promote or include transit improvements?

No

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

Improved human powered travel option

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Yes

How is the project expected to improve systemwide VMT?

Better alternative to vehicle travel

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

Better alternative to vehicle travel

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

Guards path

Is the project expected to implement natural based solutions?

No

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 8, 2022 3:50 PM

Date

February 8, 2022

Time

14:28

Project Information

Project Name

Boundary Ave.: Boniface Parkway to Muldoon Road Separated Bikeway

Name of Person Submitting the Nomination

James Starzec

Affiliation

DOT&PF

Phone Number

907-269-0507

Email Address

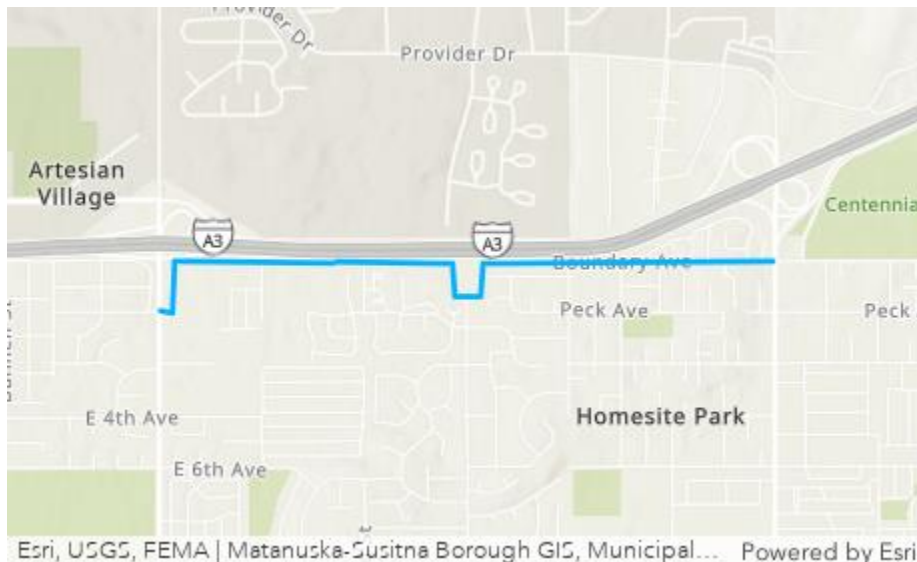
james.starzec@alaska.gov

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Project would execute Project Number 76 of AMATS Non-Motorized Plan. A separated bikeway in this corridor would greatly improve conditions for cyclists in the community and encourage greater non-motorized transportation use. The area surrounding this roadway has seen a significant increase in housing and density without any additional NM infrastructure. Currently, the majority of the project area's non-motorized facilities consist of a six foot shoulder, with a dilapidated sidewalk from Oklahoma to Muldoon .

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Yes

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Truck traffic to and from AWWU's Turpin Septage Receiving Station increases stress on NM users. A separated bikeway would significantly reduce this conflict.

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

The roadway speed limit is 45MPH, but traffic frequently exceeds that due to long straightaways, few driveways and little to no traffic enforcement. The Non-Motorized Plan indicates the Level of Traffic Stress in this corridor is predominantly LTS 3 & 4.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

The roadway speed limit is 45MPH, but traffic frequently exceeds that due to long straightaways, few driveways and little to no traffic enforcement. The Non-Motorized Plan indicates the Level of Traffic Stress in this corridor is predominantly LTS 3 & 4.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

The roadway speed limit is 45MPH, but traffic frequently exceeds that due to long straightaways, few driveways and little to no traffic enforcement. The Non-Motorized Plan indicates the Level of Traffic Stress in this corridor is predominantly LTS 3 & 4.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Unknown

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Unknown

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

Yes

How is the project expected to help separate truck (freight) and non-motorized uses?

A separated bikeway would ensure freight and non-motorized users would be separated.

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

This project would construct new bicycle infrastructure where only paved shoulders currently exists. It also directly supports the implementation matrix of the Non-Motorized Plan.

Is the project expected to improve the pedestrian network and ADA accessibility?

Unknown

How is the project expected to improve the pedestrian network and ADA accessibility?

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Yes

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

The bikeway would provide a significantly improved NM corridor access to Muldoon Road, a designated Transit Supportive Development area.

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Light Industrial/Commercial, Compact Mixed Residential-Low, Compact Mixed Residential-Medium, Single Family and Two Family.

Is the project expected to promote or include transit improvements?

Yes

How is the project expected to promote or include transit improvements?

Project would improve access to routes 31 and 25.

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

Project would increase the likelihood of users choosing NM options over vehicular travel, reducing emissions and improving air quality.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

Project supports Objective 6F of the plan.

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

Project would construct new off-street facilities.

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 8, 2022 4:38 PM

Date

February 8, 2022

Time

16:15

Project Information

Project Name

o East Eagle River Loop Road: Frontage Rd to Hesterberg Road Separated Bikeway

Name of Person Submitting the Nomination

James Starzec

Affiliation

DOT&PF

Phone Number

907-269-0507

Email Address

james.starzec@alaska.gov

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Project would execute Project Number 128 of AMATS Non-Motorized Plan. A separated bikeway in this corridor would greatly improve conditions for cyclists in the community and encourage greater non-motorized transportation use. This roadway is a four lane, median separated arterial with only paved shoulders as non-motorized facilities. A separated bikeway would provide a much safer and less stressful alternative for cyclists and connect the area to the Glenn Highway pathway.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

No

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Large sections of this corridor have a 55 MPH speed limit, with the only NM facility being the paved shoulder. Shoulders are also used for snow storage throughout the winter months. These issues create significant safety concerns. The entire corridor has a level of traffic stress of LTS 4.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

Large sections of this corridor have a 55 MPH speed limit, with the only NM facility being the paved shoulder. Shoulders are also used for snow storage throughout the winter months. These issues create significant safety concerns.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

Large sections of this corridor have a 55 MPH speed limit, with the only NM facility being the paved shoulder. Shoulders are also used for snow storage throughout the winter months. These issues create significant safety concerns.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Unknown

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Unknown

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

Yes

How is the project expected to help separate truck (freight) and non-motorized uses?

A separated bikeway would, by design, separate freight and non-motorized users.

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

This project would construct new bicycle infrastructure where none currently exists. It also directly supports the implementation matrix of the Non-Motorized Plan.

Is the project expected to improve the pedestrian network and ADA accessibility?

No

How is the project expected to improve the pedestrian network and ADA accessibility?

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

No

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

Yes

Please identify the Land Uses associated with this project.

Is the project expected to promote or include transit improvements?

No

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

Improved cycling facilities would encourage more people to choose a NM mode rather than a vehicle, reducing emissions and improving air quality.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

This project directly supports Objective 6F of the plan.

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Unknown

How is the project expected to improve sidewalk or off-street facilities?

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 8, 2022 6:16 PM

Date

February 8, 2022

Time

18:08

Project Information

Project Name

Wright St at E Tudor Rd Pedestrian Safety

Name of Person Submitting the Nomination

Krista Scott

Affiliation

University Area Community Council

Phone Number

9073067834

Email Address

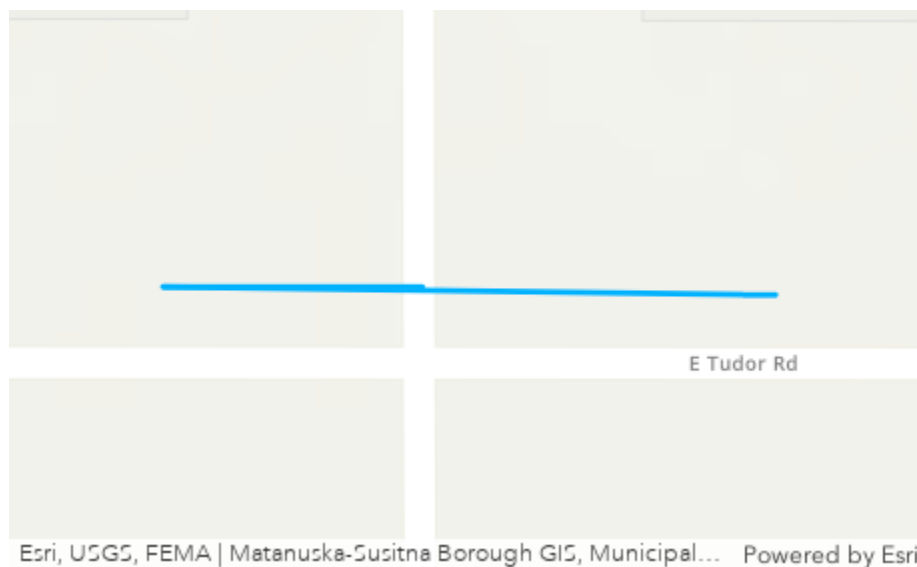
kleigh.scott@gmail.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

This project will study the alternatives for improving pedestrian safety near the Wright Street intersection with Tudor Road. The study will recommend alternatives for a pedestrian crossing that will enhance safety. There are no pedestrian crossings on Tudor Road between Lake Otis Parkway and Piper Street. Many pedestrians cross in the vicinity of Wright Street, which has led to fatal consequences.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Unknown

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

There are no bicycle lanes causing bicycles to either ride on sidewalk or road.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

Pedestrians are regularly getting hit or causing vehicle accidents.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

Vehicles turning from wright street on to Tudor conflict with motorists making U-turns to access other businesses on the north side of Tudor.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Unknown

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

No

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

No

How is the project expected to help separate truck (freight) and non-motorized uses?

Is the project expected to improve the bicycle network?

No

How is the project expected to improve the bicycle network?

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

Ultimate goal would be to reduce the amount of pedestrians getting struck by vehicles.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Unknown

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Unknown.

Is the project expected to promote or include transit improvements?

No

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

No

How is the project expected to improve air quality?

Why is the project NOT expected to improve air quality?

This is a safety related project aimed at reducing vehicular and pedestrian accidents.

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Unknown

How is the project expected to help implement the MOA Climate Action Plan?

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

Design of this area may result improvements in the sidewalk.

Is the project expected to implement natural based solutions?

No

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 9, 2022 9:59 AM

Date

February 9, 2022

Time

09:44

Project Information

Project Name

Campbell Creek Trail - Separated Grade Crossing @ Lake Otis

Name of Person Submitting the Nomination

Krista Scott

Affiliation

University Area Community Council

Phone Number

907-306-7834

Email Address

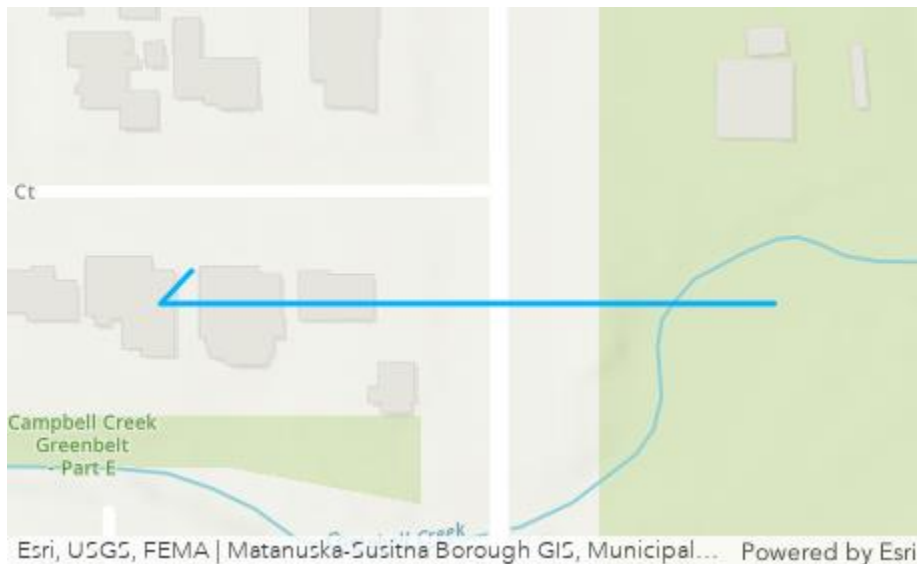
kleigh.scott@gmail.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Design and construct an elevated bike/pedestrian bridge over Lake Otis Blvd to connect the east and west portions of the Campbell Creek Trail. Provide a safe and seamless connection for the Campbell Creek trail. A new design study was completed in 2019

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Unknown

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Roadway with high volume vehicular traffic and a pedestrian and bike trail that crosses.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

Campbell Creek Trail access requires crossing a busy road with little pedestrian facilities.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

Vehicles striking pedestrians.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Unknown

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Unknown

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

Unknown

How is the project expected to help separate truck (freight) and non-motorized uses?

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

This project adds a bicycle and pedestrian overpass.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

This project adds a bicycle and pedestrian overpass. The overpass will make it easier for pedestrians with disabilities to cross the street.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Yes

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Greenway-supporting development

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Single family- two family, compact residential, park and open space.

Is the project expected to promote or include transit improvements?

Unknown

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

The project promotes and supports non-motorized transportation alternatives.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Yes

How is the project expected to improve systemwide VMT?

This project could only improve systemwide VMT, though it would likely small.

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

This project promotes non-motorized transportation alternatives.

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

The purpose of this project is to construct a bicycle and pedestrian overpass.

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

Unknown

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 10, 2022 10:19 AM

Date

February 10, 2022

Time

09:44

Project Information

Project Name

Eagle River Loop Road: Eagle River Road to Old Glenn Highway

Name of Person Submitting the Nomination

James Starzec

Affiliation

DOT&PF

Phone Number

907-269-0507

Email Address

james.starzec@alaska.gov

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Project would construct High Priority Project #128 from AMATS Non-Motorized Plan. This calls for a separated bikeway facility connecting a large residential area to the downtown Eagle River district. Current facilities along the corridor range from sidewalks to four foot shoulders. A dedicated separated bikeway would provide a safe alternative for cyclists.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

No

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Lack of a separated bikeway forces cyclists to either share the lane on a 40-45 MPH road or ride on the sidewalk with frequent cross streets and driveways. Neither option is comfortable and both present significant hazard, particularly in the winter.

Are there any pedestrian related safety concerns in or near the project location?

Unknown

What are the pedestrian related safety concerns?

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

Lack of a separated bikeway forces cyclists to either share the lane on a 40-45 MPH road or ride on the sidewalk with frequent cross streets and driveways. Neither option is comfortable and both present significant hazard, particularly in the winter.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Unknown

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Unknown

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

Yes

How is the project expected to help separate truck (freight) and non-motorized uses?

A separated bikeway facility would provide cyclists an option other than a lane of traffic, creating separation between freight and a NM use.

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

This project is located on a corridor with a Level of Traffic Stress rating of LTS 4, the highest on the scale. Separated facilities provide more comfortable travel, and this facility would help to reduce the LTS and encourage NM modes. The project is identified in the AMATS NMP as a high priority.

Is the project expected to improve the pedestrian network and ADA accessibility?

Unknown

How is the project expected to improve the pedestrian network and ADA accessibility?

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

No

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

Yes

Please identify the Land Uses associated with this project.

Is the project expected to promote or include transit improvements?

Yes

How is the project expected to promote or include transit improvements?

The project would connect a highly developed residential area to Route 92 and would further encourage transit use.

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

The project would reduce barriers to cycling in the area and promote mode shift from motorized vehicles to bicycles. This would reduce vehicle emissions and improve air quality.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

This project supports Objective 6F of the plan.

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Unknown

How is the project expected to improve sidewalk or off-street facilities?

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 11, 2022 10:15 AM

Date

February 11, 2022

Time

09:40

Project Information

Project Name

Old Seward Highway: Huffman Road to O'Malley Centre Drive Separated Bikeway

Name of Person Submitting the Nomination

James Starzec

Affiliation

DOT&PF

Phone Number

9072690507

Email Address

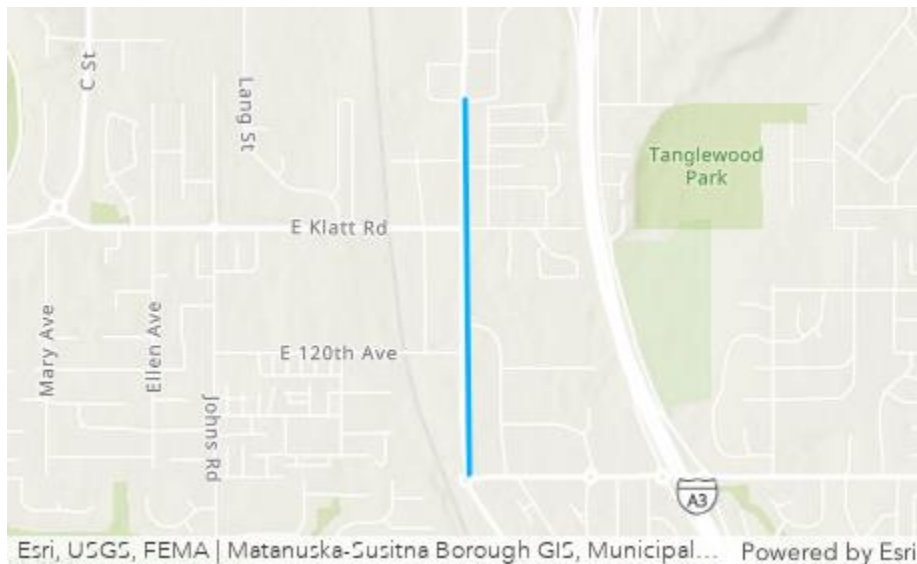
james.starzec@alaska.gov

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Project would deliver Project Number 232 of the AMATS Non-Motorized Plan. A separated bikeway would give cyclists a safe, dedicated facility that would encourage mode shift away from motorized vehicles. The project would also connect adjacent neighborhoods to two significant commercial districts.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Unknown

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

The corridor where the project takes place has a Level of Traffic Stress rating of LTS 4, the highest stress level. Hazards related to multiple driveways and cross streets could be reduced with a high visibility, dedicated separated bikeway.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

Mixing of pedestrians and cyclists, particularly high speed commuter cyclists, creates safety hazards on existing facilities in the area. A separate bikeway would reduce stress and improve safety for all users.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

High traffic volumes, multiple driveways and other distractions increase the likelihood of conflict between vehicular and non-motorized users in the area. A separated bikeway would provide a highly visible and protected facility for cyclists that would increase safety for all users.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Unknown

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Unknown

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

Yes

How is the project expected to help separate truck (freight) and non-motorized uses?

A separated bikeway would by definition improve separation between freight and non-motorized users.

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

The project would create new infrastructure dedicated to bicycles where none currently exists. It is an identified High Priority project in the NMP, and is also along a corridor shown to have high demand.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

Providing a separated facility for cyclist would remove them from the existing NM facilities, reducing conflicts with pedestrians.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Yes

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Project provides access to and through a Greenway Supporting Development area.

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Town Center, Greenway Supporting Development, Light Industrial/Commercial, Regional Commercial Center, Compact Mixed Residential-Low.

Is the project expected to promote or include transit improvements?

Unknown

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

The project would provide an attractive NM facility that would encourage mode shift away from vehicular travel, reducing emissions and improving air quality.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

Project directly supports Objective 6F in the plan.

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Unknown

How is the project expected to improve sidewalk or off-street facilities?

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 11, 2022 10:55 AM

Date

February 11, 2022

Time

10:47

Project Information

Project Name

Dale St Pedestrian Improvements - Tudor Rd to 40th Ave

Name of Person Submitting the Nomination

Krista Scott

Affiliation

University Area Community Council

Phone Number

9073067834

Email Address

kleigh.scott@gmail.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

This project would install pedestrian facilities. No pedestrian facilities exist. The need was identified by the University Area Community Council and it is their number 3 priority.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Unknown

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Vehicle strikes are a concern.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

There are not currently pedestrian facilities on this section of road.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

There are not currently pedestrian facilities on this section of road.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Unknown

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Unknown

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

Unknown

How is the project expected to help separate truck (freight) and non-motorized uses?

Is the project expected to improve the bicycle network?

Unknown

How is the project expected to improve the bicycle network?

Is the project expected to improve the pedestrian network and ADA accessibility?

Unknown

How is the project expected to improve the pedestrian network and ADA accessibility?

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Unknown

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Commercial corridor and compact mixed residential medium

Is the project expected to promote or include transit improvements?

Unknown

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

The project would promote pedestrian and bicycle use.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Unknown

How is the project expected to help implement the MOA Climate Action Plan?

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

The purpose of the project is to add sidewalks and off-street facilities.

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

Unknown

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 11, 2022 11:05 AM

Date

February 11, 2022

Time

10:56

Project Information

Project Name

UAA Dr Pedestrian Undercrossing

Name of Person Submitting the Nomination

Krista Scott

Affiliation

University Area Community Council

Phone Number

9073067834

Email Address

kleigh.scott@gmail.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Construct a pathway underneath UAA Drive. The existing crosswalk on UAA Drive is a disruption to traffic flow on this busy collector street. The project need was identified by the University Community Council.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Unknown

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

Unknown

What are the bicycle related safety concerns?

Are there any pedestrian related safety concerns in or near the project location?

Unknown

What are the pedestrian related safety concerns?

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Unknown

What are the vehicular and non-motorized related safety concerns?

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Unknown

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Yes

How is the project expected to reduce vehicular congestion?

Currently the cross-walk slows traffic on this busy collector street.

Is the project expected to help separate truck (freight) and non-motorized uses?

Yes

How is the project expected to help separate truck (freight) and non-motorized uses?

The project would construct a under path to separate non-motorized uses while crossing.

Is the project expected to improve the bicycle network?

Unknown

How is the project expected to improve the bicycle network?

Is the project expected to improve the pedestrian network and ADA accessibility?

Unknown

How is the project expected to improve the pedestrian network and ADA accessibility?

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Unknown

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

University or medical center.

Is the project expected to promote or include transit improvements?

Unknown

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Unknown

How is the project expected to improve air quality?

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Unknown

How is the project expected to help implement the MOA Climate Action Plan?

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

The purpose of this project is to improve off-street facilities.

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

Unknown

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 11, 2022 11:56 AM

Date

February 11, 2022

Time

11:10

Project Information

Project Name

Campbell Creek Trail - Lake Otis Parkway Crossing

Name of Person Submitting the Nomination

Diana Rhoades

Affiliation

Anchorage Park Foundation

Phone Number

9072496652

Email Address

diana@anchorageparkfoundation.org

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

The majority of the Campbell Creek Trail is unimpeded by roadway crossings. Lake Otis Parkway represents the last obstacle for users to travel the length of the trail. To cross Lake Otis Parkway, trail users must follow a rather circuitous route that crosses four stop-controlled side streets, two signalized crossings at Waldron Drive, and enter a tunnel under Lake Otis Parkway. This path adds approximately 0.5 miles to the route and increases conflict points among drivers and users of the trail. The Anchorage Pedestrian Plan (APP) and the Metropolitan Transportation Plan (MTP) identify the intersection of Campbell Creek Trail and Lake Otis Parkway as a crossing that needs to be improved for non-motorized users. An above grade (separated) crossing is desirable for safety reasons, network consistency, winter grooming, and comfort. The Campbell Creek Trail is part of the Anchorage Moose Loop, connecting four of the major multi-use trail investments in a 33 mile loop.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Yes

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Lake Otis Parkway is a heavily used corridor for trucks and cars and pedestrians and cyclists.

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

The Lake Otis and Tudor intersection near the Campbell Creek Trail Crossing is listed as a High-Injury Network for bicyclists and pedestrians. Because this Trail is part of a connected loop of trails for both transportation and recreation, there is a lot of use - and it is very difficult for a new user to understand the safest way to cross Lake Otis, leading to unsafe crossings.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

The Lake Otis and Tudor intersection near the Campbell Creek Trail Crossing is listed as a High-Injury Network for bicyclists and pedestrians. The Campbell Creek Trail connects neighborhoods to Campbell Park. Lake Otis Parkway has Campbell Park on one side, and 47th Court and Homestead Ct on the other side. There are a lot of apartment homes and single family homes with young children, who are often seen racing across the road to get to the Campbell Park playground.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

The high speed of Lake Otis Parkway is dangerous for those attempting to cross from Homestead Ct. and 47th Ct. to access Campbell Park and the Campbell Creek Trail.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Unknown

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Yes

How is the project expected to reduce vehicular congestion?

Providing an above grade separated crossing will remove the conflict between vehicles and bicycles and pedestrians.

Is the project expected to help separate truck (freight) and non-motorized uses?

Unknown

How is the project expected to help separate truck (freight) and non-motorized uses?

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

The majority of the Campbell Creek Trail is unimpeded by roadway crossings. Lake Otis Parkway represents the last obstacle for users to travel the length of the trail.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

The majority of the Campbell Creek Trail is unimpeded by roadway crossings. Lake Otis Parkway represents the last obstacle for users to travel the length of the trail.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Unknown

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

compact mixed residential low and medium and some Urban high, and transit supported development.

Is the project expected to promote or include transit improvements?

Unknown

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Unknown

How is the project expected to improve air quality?

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Unknown

How is the project expected to help implement the MOA Climate Action Plan?

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

It would create an above grade separated crossing for safety, network consistency, winter grooming and comfort.

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

Unknown

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 11, 2022 12:39 PM

Date

February 11, 2022

Time

11:58

Project Information

Project Name

Benson Boulevard - Separated Multi-use Pathway (Seward Hwy to Minnesota) Project #17 in the AMATS Non-motorized Plan

Name of Person Submitting the Nomination

Joni Wilm

Affiliation

AMATS BPAC Staff

Phone Number

907.343.7957

Email Address

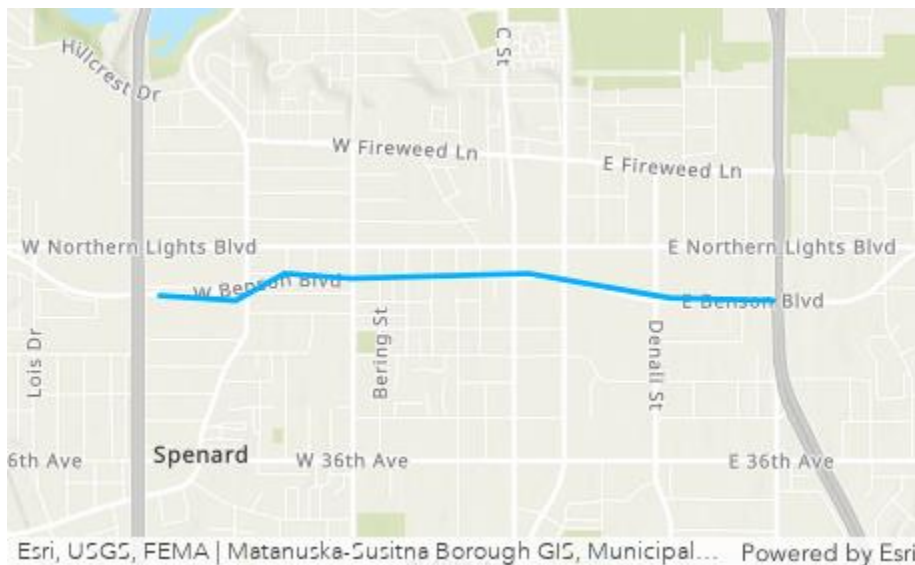
joni.wilm@anchorageak.gov

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

This project proposes a new separated multi-use pathway along Benson Boulevard from Seward Highway (east boundary) to Minnesota Boulevard (west boundary). This corridor is a key east-west connector for pedestrians and bicyclists as well as a primary transit corridor. The existing path is in terrible disrepair. It is full of potholes, frost heaves, utility poles, and does not provide adequate protected separation from the 4 lane Benson arterial with fast moving traffic. In addition this corridor services a large number of anchorage businesses and residential developments. ADA accessibility is grossly inadequate all along this facility. This project will create a much safer pathway for pedestrians and bicyclists trying to access these businesses and residential developments and for people commuting east and west.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Yes

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

There are currently conflicts with freight traffic and pedestrian and bicyclists. This project will help alleviate this by creating a safer more comfortable space for pedestrians and bicyclists that is adequately separated from fast moving freight traffic.

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Inadequate separation and protection from fast moving vehicles, frost heaves, utility poles, potholes, inadequate to non-existent winter maintenance.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

Inadequate separation and protection from fast moving vehicles, frost heaves, utility poles, potholes, inadequate to non-existent winter maintenance.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

Inadequate separation and protection from fast moving vehicles, frost heaves, utility poles, potholes, inadequate to non-existent winter maintenance.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Unknown

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

No

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

Yes

How is the project expected to help separate truck (freight) and non-motorized uses?

The project will encourage non-motorized facility users to stay on a separated path that feels safer and more comfortable than being in the road. This will reduce conflicts between freight and traffic and non-motorized traffic.

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

This project will provide a very important east/west link to bicyclists in the AMATS area. It will provide a protected buffer to keep bicyclists away from fast moving motorized traffic and encourage bicyclists to use this corridor, frequenting businesses and providing better access to transit facilities.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

This project will provide a very important east/west link to pedestrians in the AMATS area. It will provide a protected buffer to keep pedestrians away from fast moving motorized traffic and encourage them to use this corridor, frequenting businesses and providing better access to transit facilities. In addition, this project will provide best practices ADA accessibility which is especially important here, given the frequency and demand of transit services along the corridor.

CRITERIA: Economic**Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?**

Yes

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Yes. This project is directly connected to Transit-supportive Development, Residential Mixed-use Development and is anchored in one of Anchorage's Town Centers. It will drastically improve access to and from these areas for all modes.

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Commercial, Residential, Mixed Use, Transit Supportive Development, Town Center

Is the project expected to promote or include transit improvements?

Unknown

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

By encouraging transit use and non-motorized use along this corridor, this project will encourage less vehicle travel, thereby decreasing emissions within the AMATS area.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

By encouraging more non-motorized use and thereby decreasing emissions.

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

This is a separated multi-use pathway that will replace the existing sidewalk that is unsafe.

Is the project expected to implement natural based solutions?

Yes

Which nature based solutions is the project expected to implement?

This project is a great candidate for implementing bioswales and other nature based solutions for capturing and treating stormwater.

Is the project expected to improve transit stops?

Unknown

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 11, 2022 1:59 PM

Date

February 11, 2022

Time

13:01

Project Information

Project Name

Bragaw Street, Separated Multi-use Pathway (East Northern Lights to Mountain View Drive)

Name of Person Submitting the Nomination

Joni Wilm

Affiliation

AMATS BPAC Staff

Phone Number

907.343.7957

Email Address

joni.wilm@anchorageak.gov

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

This multi-use separated pathway is intended to provide an important north/south link for non-motorized travel along Bragaw Street, connecting to the Mountain View neighborhood. This facility will replace the current sidewalk which is an inadequate width and separation to provide a comfortable and safe travel experience for people trying to walk and bike along one of the busiest streets in the AMATS area. This connector also serves non-motorized travel to and from one of Anchorage's most diverse and high equity areas, Mountain View Neighborhood.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Yes

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

This project will help reduce conflicts between freight traffic and non-motorized facility users by providing a safer, more comfortable option for movement along this corridor, thereby

encouraging pedestrians and bicyclists to use the separated multi-use path rather than the road for travel. This facility will also provide some snow storage opportunities and should make winter maintenance easier.

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Bicycles are forced to ride in the roadway because the sidewalk is too narrow to accommodate both bicyclists and pedestrians. The sidewalk is also in disrepair and hampered by utility poles and a large amount of driveways.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

The sidewalk is too narrow to provide a comfortable walking environment for pedestrians along this high speed roadway. It is also in disrepair, and hampered by utility poles and a large number of driveways. Transit facilities are also inadequate and the sidewalk is not ADA compliant.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

Yes, there are high points of vehicle/non-motorized user conflict all along the corridor due to anchor businesses in the area such as Costco which frequent large volumes of daily vehicle traffic combined with the inadequate sidewalk facilities that exist.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Unknown

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Yes

How is the project expected to reduce vehicular congestion?

By providing a safer, more comfortable facility for non-motorized use, people prefer to bike and walk as well as people who depend on walking for their main form of transportation will be encouraged to use this non-motorized facility instead of driving or being driven.

Is the project expected to help separate truck (freight) and non-motorized uses?

Yes

How is the project expected to help separate truck (freight) and non-motorized uses?

By providing a safer, more comfortable facility for non-motorized use, people prefer to bike and walk as well as people who depend on walking for their main form of transportation will be encouraged to use this non-motorized facility instead of driving or being driven.

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

This project will provide a very important north/south connector within the AMATS non-motorized network. It will be a key linkage providing access to one of the most frequented commercial areas in Anchorage.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

This project will provide a very important north/south connector within the AMATS non-motorized network. It will be a key linkage providing access to one of the most frequented commercial areas in Anchorage.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Yes

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

This project is directly adjacent to single family and two family residential, low and medium compact residential, high urban residential, neighborhood center, town center, commercial corridor and main street corridor and community facilities. This facility will improve non-motorized access to all these facilities by providing a safer more comfortable north/south travel for non-motorized travel.

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

single family and two family residential, low and medium compact residential, high urban residential, neighborhood center, town center, commercial corridor and main street corridor and community facilities

Is the project expected to promote or include transit improvements?

Unknown

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

Providing a safer, more comfortable facility for non-motorized use in this area with encourage this mode of travel and reduce vehicle emissions.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

Providing a safer, more comfortable facility for non-motorized use in this area will encourage this mode of travel and reduce vehicle emissions.

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

This project will replace the existing sidewalk facility which is inadequate for safety, comfort and ease of travel for non-motorized users.

Is the project expected to implement natural based solutions?

Yes

Which nature based solutions is the project expected to implement?

This project would be a great candidate for implementing bioswales and other natural solutions to stormwater management.

Is the project expected to improve transit stops?

Unknown

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 11, 2022 3:51 PM

Date

February 11, 2022

Time

15:02

Project Information

Project Name

Chanshtnu Muldoon Park Trail - Shared Use Pathway

Name of Person Submitting the Nomination

Joni Wilm

Affiliation

AMATS BPAC Staff

Phone Number

907.343.7957

Email Address

joni.wilm@anchorageak.gov

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

This shared use pathway project will create an important east side connection for non-motorized users, especially bicyclists. The project will serve to replace a long standing on-official trail that is currently being used by pedestrians and bicyclists to connect to the muldoon area and further north to the Glenn Highway multi-use pathway.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Unknown

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Currently bicyclists are using the roadway near Tudor road and an unofficial, unmaintained pathway where the new project is proposed. This is not maintained in winter so cyclists revert to bicycling along Muldoon Road, which does not have safe bicycle facilities.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

Currently pedestrians are using the roadway near Tudor road and an unofficial, unmaintained pathway where the new project is proposed. This is not maintained in winter so pedestrians revert to going along Muldoon Road, which does not have safe bicycle facilities.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

Yes, there are safety concerns along Tudor road and Muldoon road where conflicts arise between vehicles and non-motorized users.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Unknown

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Yes

How is the project expected to reduce vehicular congestion?

This project will encourage cycling and walking along this corridor, thereby reducing vehicle traffic and reducing congestion.

Is the project expected to help separate truck (freight) and non-motorized uses?

Unknown

How is the project expected to help separate truck (freight) and non-motorized uses?

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

This project will create a very important link on the east side allowing bicycle movement to and from the Muldoon area and connecting to the Glenn Hwy multi-use pathway.

Is the project expected to improve the pedestrian network and ADA accessibility?

Unknown

How is the project expected to improve the pedestrian network and ADA accessibility?

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Yes

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Yes, this project abuts single and multi family residential developments for almost the entirety of the project length. It also anchors to a community facility or institution. This project will allow ease of movement non-motorized travel within these areas.

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

single and multi-family residential, community facility or institution

Is the project expected to promote or include transit improvements?

Unknown

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

By encouraging non-motorized travel through this corridor this project should result in decrease in vehicle travel which will improve air quality.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

By encouraging non-motorized travel through this corridor this project should result in decrease in vehicle travel which will improve air quality.

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

The project will create a new separated pathway.

Is the project expected to implement natural based solutions?

Yes

Which nature based solutions is the project expected to implement?

This project is ideal for installing bioswales and other natural based stormwater solutions.

Is the project expected to improve transit stops?

Unknown

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 12, 2022 8:05 AM

Date

February 12, 2022

Time

06:57

Project Information

Project Name

Eastside Drive (NMP #130 section of the larger MTP #505 Glenn Hwy Trail)

Name of Person Submitting the Nomination

Will Taygan

Affiliation

Eagle River-Chugiak Parks and Recreation Board of Supervisors

Phone Number

907-306-4733

Email Address

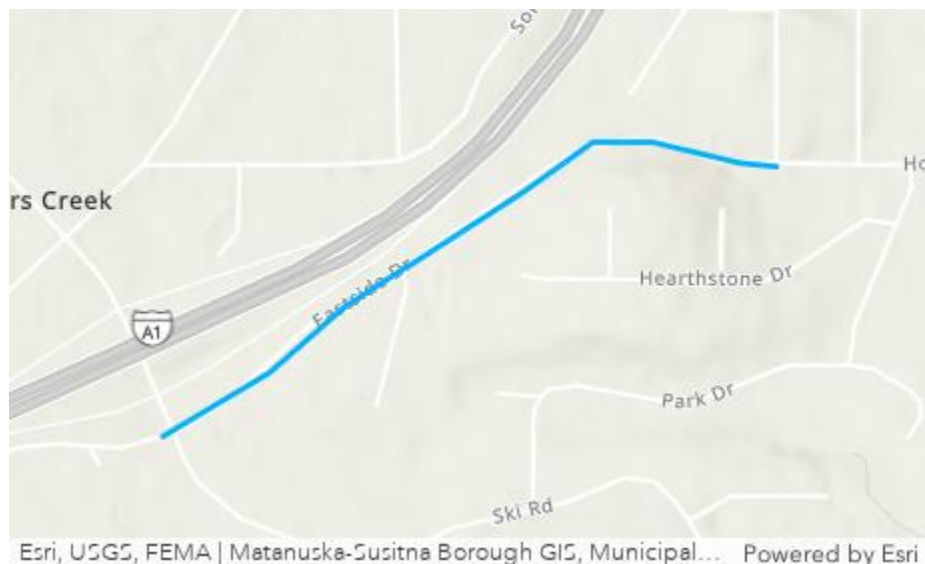
william@taygan.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

The Eastside Dr path (NMP 130) is the highest priority project in Chugiak. A new separated bicycle and pedestrian pathway is needed to extend the Glenn Hwy Path/Old Glenn Hwy Path north past Ski Rd (the Ladybug Rock) on the southeast side of the highway. Where the current paved path ends at the Peters Creek exit, walkers and cyclists are forced into traffic, as Eastside Dr has no shoulder, and is bounded by a drainage ditch on one side and a tight guardrail on the other. There are no alternative routes. This pathway will provide safe access to Chugiak Elementary, Peters Creek Park and the business core at N Birchwood for the neighborhood to the immediate north, and connects Eagle River and Anchorage to Mirror Lake Middle School, Mirror Lake Park and the the Mat-Su. This section has been identified as a high priority by the Chugiak Community Council but is located on a State owned road, limiting the ability of the local road board to make improvements.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Yes

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Eastside Dr, NMP 130 is a section of MTP 505 and will provide a continuous separated bicycle and pedestrian path for the Glenn Hwy traffic. Because the Glenn Hwy was built over the top of the Old Glenn, the NMP recommends that MTP 505 follow a corridor on the southeast side of the Glenn. If nonmotorized users follow the Old Glenn corridor, they will cross over the Glenn at Peters Creek and back over at N Peters Creek, which will create conflict. A continuous pathway on the southeast side of the Glenn will reduce bicycle and pedestrian traffic from crossing through the Peters Creek and North Peters Creek exits and will significantly reduce vehicle and nonmotorized conflicts on a major freight corridor

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

In addition to reducing freight conflicts on the Glenn Hwy exits, this is a major frontage road and the only direct access between neighborhoods to the north, and the schools, parks, and business core to the south. There are no shoulders, but rather a tight guardrail on one side and a deep ditch on the other. This route forces conflict between motorized users and nonmotorized users. Furthermore, Mirror Lake Park has developed a mountain bike trail system and is opening a youth bike skills park in 2022. There is a major attraction for youth on bicycles to pedal along Eastside Dr to access these new facilities. The current path ends, and youth are forced into the lanes of traffic. Additionally, road cyclists, commuters, and bike tourists heading north from Anchorage find their separated path ends at Eastside Drive, and they face the same dangerous stretch of road.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

In addition to the freight and bicycle concerns listed above, it is common to see pedestrians walking with grocery bags or pushing baby strollers at the edge of the lane on this narrow

section of frontage road, since the existing separated path leads them to this corridor and then abruptly forces pedestrians into the lanes of traffic.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

Yes, see the three sections listed above.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Yes

What are the emergency response and non-motorized use related safety concerns?

The Chugiak Fire Station is located a block north of Eastside Dr on Settlers Drive. Eastside Dr is the most direct southern access to the Glenn Hwy for CVFD emergency calls.

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Yes

How is the project expected to reduce vehicular congestion?

By creating a safe and inviting nonmotorized route, there will be more options for students to bike south to Chugiak Elementary, north to Mirror Lake Middle School, as well as for residents and visitors to have a safe and welcoming nonmotorized alternative to the Glenn Hwy

commute. This section is on my personal commute for work into Anchorage, and my children's commute to school.

Is the project expected to help separate truck (freight) and non-motorized uses?

Yes

How is the project expected to help separate truck (freight) and non-motorized uses?

See above. Extending the path on the SE side of the Glenn will prevent nonmotorized users from following the old Glenn Corridor and crossing the Glenn Hwy at multiple exits.

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

Yes, a physically separated nonmotorized extension of the Glenn Hwy Path has been in approved MOA plans since 1982, and is in the current MTP, Eagle River Comprehensive Plan, the Muni Recreational Trails Plan, and the Eagle River Long Range Transportation Plan.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

This is the main route to bus stops, groceries, parks schools, and the business core for mountain-side residents of Peters Creek.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Unknown

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

Yes

Please identify the Land Uses associated with this project.

Is the project expected to promote or include transit improvements?

Yes

How is the project expected to promote or include transit improvements?

This route provides a safe path to the historic bus stops of People Mover #102.

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

Providing safe and inviting bicycle and pedestrian infrastructure has a significant positive impact on air quality by reducing VMT.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Yes

How is the project expected to improve systemwide VMT?

The Glenn Hwy is the backbone of the Alaskan transportation system. Providing safe, separated non-motorized alternatives will have an impact on all of Southcentral Alaska, not just the immediate neighborhoods.

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

Yes, p.49: 6F (ongoing) Continue to expand and connect non-motorized transportation facilities. Fund and implement policies and projects recommended by the Anchorage Non-Motorized Plan. 6G (near term) Make it easier for people to walk, bike, or use mobility aids by improving coordination and developing strategies with other agencies (e.g. lighting, winter maintenance of sidewalks, bike pathways and lanes). Prioritize safe routes to school to improve access and appeal of neighborhood schools.

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

This project will create new off-street facilities.

Is the project expected to implement natural based solutions?

Yes

Which nature based solutions is the project expected to implement?

Eastside Dr is not built to muni standards, and does not have developed shoulders. Building an adjacent non-motorized path will allow dirt work to improve drainage and is expected to improve stormwater management.

Is the project expected to improve transit stops?

Yes

How is the project expected to improve transit stops?

Peters Creek exit serves the historic route of People Mover #102. Currently, there is no shoulder for this bus stop. The construction of this pathway should include a bench or another rest location that coordinates bike path users with mass transit use.

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 13, 2022 6:41 AM

Date

February 13, 2022

Time

06:15

Project Information

Project Name

Thunderbird Drive (NMP #224 section of MTP #505 Glenn Hwy Trail)

Name of Person Submitting the Nomination

Will Taygan

Affiliation

Eagle River-Chugiak Parks and Recreation Board of Supervisors

Phone Number

907-306-4733

Email Address

william@taygan.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

A new section of bike path along the Old Glenn connects Thunderbird Falls to Eklutna Lake Rd. The Native Village of Eklutna and Thunderbird Falls and this new section of bike path are not connected to the Muni active transportation network. There is a 1/2 mile gap between Mirror Lake Park and Thunderbird Falls where the only access is the shoulder of the Glenn Hwy. We would like to note that although the NMP map shows this trail following the gravel road along the Eklutna waterline, we believe there is an error, as the plan calls for the trail to cross the Glenn at Thunderbird. Thunderbird does not have an overpass. The most logical route would be for the trail to follow the SE side of the Glenn and cross at the Mirror Lake exit. (along the same route at MTP 505) This trail is a part of the northern extension of the Glenn Hwy Bike Path and will serve not only the communities of Mirror Lake, Thunderbird, and Eklutna, but all travelers between Anchorage and the Mat-Su.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Yes

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Currently, cyclists and pedestrians are using the shoulder of the Glenn Hwy.

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Currently, cyclists and pedestrians are using the shoulder of the Glenn Hwy.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

Currently, cyclists and pedestrians are using the shoulder of the Glenn Hwy.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

Currently, cyclists and pedestrians are using the shoulder of the Glenn Hwy.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Yes

What are the emergency response and non-motorized use related safety concerns?

Currently, cyclists and pedestrians are using the shoulder of the Glenn Hwy.

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Yes

How is the project expected to reduce vehicular congestion?

This separated bike path will connect with the Old Glenn separated bike path at Eastside Drive, and will provide a safe and inviting alternative to the Glenn Hwy commute, not just for Anchorage travelers, but for accessing Mirror Lake Park, Mirror Lake Middle School, Chugiak Elementary, and the business core at N Birchwood.

Is the project expected to help separate truck (freight) and non-motorized uses?

Yes

How is the project expected to help separate truck (freight) and non-motorized uses?

Currently, cyclists and pedestrians are using the shoulder of the Glenn Hwy.

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

This separated bike path will connect with the Old Glenn separated bike path at Eastside Drive, and will provide a safe and inviting alternative to the Glenn Hwy commute, not just for

Anchorage travelers, but for accessing Mirror Lake Park, Mirror Lake Middle School, Chugiak Elementary, and the business core at N Birchwood.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

This separated bike path will connect with the Old Glenn separated bike path at Eastside Drive, and will provide a safe and inviting alternative to the Glenn Hwy commute, not just for Anchorage travelers, but for accessing Mirror Lake Park, Mirror Lake Middle School, Chugiak Elementary, and the business core at N Birchwood.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Unknown

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

Yes

Please identify the Land Uses associated with this project.

Is the project expected to promote or include transit improvements?

Yes

How is the project expected to promote or include transit improvements?

This project will provide a safe pedestrian and bicycle route to access mass transit stops further south.

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

This separated bike path will connect with the Old Glenn separated bike path at Eastside Drive, and will provide a safe and inviting alternative to the Glenn Hwy commute, not just for Anchorage travelers, but for accessing Mirror Lake Park, Mirror Lake Middle School, Chugiak Elementary, and the business core at N Birchwood.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Yes

How is the project expected to improve systemwide VMT?

This separated bike path will connect with the Old Glenn separated bike path at Eastside Drive, and will provide a safe and inviting alternative to the Glenn Hwy commute, not just for

Anchorage travelers, but for accessing Mirror Lake Park, Mirror Lake Middle School, Chugiak Elementary, and the business core at N Birchwood.

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

Yes, p.49: 6F (ongoing) Continue to expand and connect non-motorized transportation facilities. Fund and implement policies and projects recommended by the Anchorage Non-Motorized Plan. 6G (near term) Make it easier for people to walk, bike, or use mobility aids by improving coordination and developing strategies with other agencies (e.g. lighting, winter maintenance of sidewalks, bike pathways and lanes). Prioritize safe routes to school to improve access and appeal of neighborhood schools.

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

This separated bike path will connect with the Old Glenn separated bike path at Eastside Drive, and will provide a safe and inviting alternative to the Glenn Hwy commute, not just for Anchorage travelers, but for accessing Mirror Lake Park, Mirror Lake Middle School, Chugiak Elementary, and the business core at N Birchwood.

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

Unknown

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 13, 2022 7:02 AM

Date

February 13, 2022

Time

06:43

Project Information

Project Name

Glenn Hwy Bike Path Northern Extension. (MTP 504, NMP 130, 148, 144, 224)

Name of Person Submitting the Nomination

Will Taygan

Affiliation

Chugiak Eagle River Parks and Rec Board of Supervisors

Phone Number

907-306-4733

Email Address

william@taygan.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

The need for a bike path connecting Anchorage to Eklutna and the Mat-Su has been noted in Muni plans for 40 years. This includes the 2021 AMATS Non-Motorized Plan, 2040 AMATS MTP, 2027 Eagle River Long Range Transportation Plan, 2010 Bicycle Plan, 1997 Areawide Trails Plan, 1985 Park, Greenbelt and Rec Facility Plan, and the 1982 Coastal Trail Plan. The Glenn Hwy bike path runs from Anchorage to N Birchwood Loop Rd, with an unconnected section 4 miles further north between Thunderbird Falls and Eklutna Lake Rd. Paralleling the Glenn Hwy path is the recently completed Old Glenn bike path from N Eagle River to Peters Creek. at Peters Creek the path ends, and users are forced onto Eastside Dr, a narrow road with a tight guardrail forcing cyclists and walkers into traffic. The northern extension of the Glenn Highway Bike Path will serve not only the communities of Mirror Lake, Thunderbird, and Eklutna, but all travelers between Anchorage and the Mat-Su.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Yes

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

There are several sections with significant conflict between motorized and nonmotorized users. NMP 130 Eastside Dr section is needed to reduce conflict at the Peters Creek interchange and keep the nonmotorized corridor on the SE side of the Glenn. NMP 224 Thunderbird Dr is needed as there are alternative routes and both motorized and nonmotorized users are using the Glenn Hwy.

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

There are several sections with significant conflict between motorized and nonmotorized users. NMP 130 Eastside Dr section is needed to reduce conflict at the Peters Creek interchange and keep the nonmotorized corridor on the SE side of the Glenn. NMP 224 Thunderbird Dr is needed as there are alternative routes and both motorized and nonmotorized users are using the Glenn Hwy.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

There are several sections with significant conflict between motorized and nonmotorized users. NMP 130 Eastside Dr section is needed to reduce conflict at the Peters Creek interchange and keep the nonmotorized corridor on the SE side of the Glenn. NMP 224 Thunderbird Dr is needed as there are alternative routes and both motorized and nonmotorized users are using the Glenn Hwy.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

There are several sections with significant conflict between motorized and nonmotorized users. NMP 130 Eastside Dr section is needed to reduce conflict at the Peters Creek interchange and keep the nonmotorized corridor on the SE side of the Glenn. NMP 224 Thunderbird Dr is needed as there are alternative routes and both motorized and nonmotorized users are using the Glenn Hwy.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Yes

What are the emergency response and non-motorized use related safety concerns?

Gorsuch Street (NMP 148), between Eastside Dr and Thunderbird Dr, will separate motorized and nonmotorized users at the Settlers Drive Chugiak Volunteer Fire Station.

CRITERIA: Mobility**Is the project expected to reduce vehicular congestion?**

Yes

How is the project expected to reduce vehicular congestion?

This separated bike path will connect with the Old Glenn separated bike path at Eastside Drive, and will provide a safe and inviting alternative to the Glenn Hwy commute, not just for Anchorage travelers, but for accessing Mirror Lake Park, Mirror Lake Middle School, Chugiak Elementary, and the business core at N Birchwood.

Is the project expected to help separate truck (freight) and non-motorized uses?

Yes

How is the project expected to help separate truck (freight) and non-motorized uses?

There are several sections with significant conflict between motorized and nonmotorized users. NMP 130 Eastside Dr section is needed to reduce conflict at the Peters Creek interchange and keep the nonmotorized corridor on the SE side of the Glenn. NMP 224 Thunderbird Dr is needed as there are alternative routes and both motorized and nonmotorized users are using the Glenn Hwy.

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

This will extend the Glenn/Old Glenn Hwy Path.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

This will extend the Glenn/Old Glenn Hwy Path.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Unknown

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

Yes

Please identify the Land Uses associated with this project.

Is the project expected to promote or include transit improvements?

Yes

How is the project expected to promote or include transit improvements?

This project will provide a safe pedestrian and bicycle route to access mass transit stops further south. This path is on the historic People Mover #102. Some of these bus stops are in area with no shoulder, this path will provide safe space for mass transit users.

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

This separated bike path will connect with the Old Glenn separated bike path at Eastside Drive, and will provide a safe and inviting alternative to the Glenn Hwy commute, not just for Anchorage travelers, but for accessing Mirror Lake Park, Mirror Lake Middle School, Chugiak Elementary, and the business core at N Birchwood.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Yes

How is the project expected to improve systemwide VMT?

This separated bike path will connect with the Old Glenn separated bike path at Eastside Drive, and will provide a safe and inviting alternative to the Glenn Hwy commute, not just for Anchorage travelers, but for accessing Mirror Lake Park, Mirror Lake Middle School, Chugiak Elementary, and the business core at N Birchwood.

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

Yes, p.49: 6F (ongoing) Continue to expand and connect non-motorized transportation facilities. Fund and implement policies and projects recommended by the Anchorage Non-Motorized Plan. 6G (near term) Make it easier for people to walk, bike, or use mobility aids by improving coordination and developing strategies with other agencies (e.g. lighting, winter maintenance of sidewalks, bike pathways and lanes). Prioritize safe routes to school to improve access and appeal of neighborhood schools.

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

This separated bike path will connect with the Old Glenn separated bike path at Eastside Drive, and will provide a safe and inviting alternative to the Glenn Hwy commute, not just for Anchorage travelers, but for accessing Mirror Lake Park, Mirror Lake Middle School, Chugiak Elementary, and the business core at N Birchwood.

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

Yes

How is the project expected to improve transit stops?

This project will provide a safe pedestrian and bicycle route to access mass transit stops further south. This path is on the historic People Mover #102. Some of these bus stops are in areas with no shoulder, this path will provide safe space for mass transit users.

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 13, 2022 8:49 AM

Date

February 13, 2022

Time

08:41

Project Information

Project Name

Birchwood Loop Trail Extension (NMP 69 - Beach Lake Rd to Hilcrest Dr: 0.75 mi)

Name of Person Submitting the Nomination

Will Taygan

Affiliation

Eagle River - Chugiak Parks and Rec Board of Supervisors

Phone Number

907-306-4733

Email Address

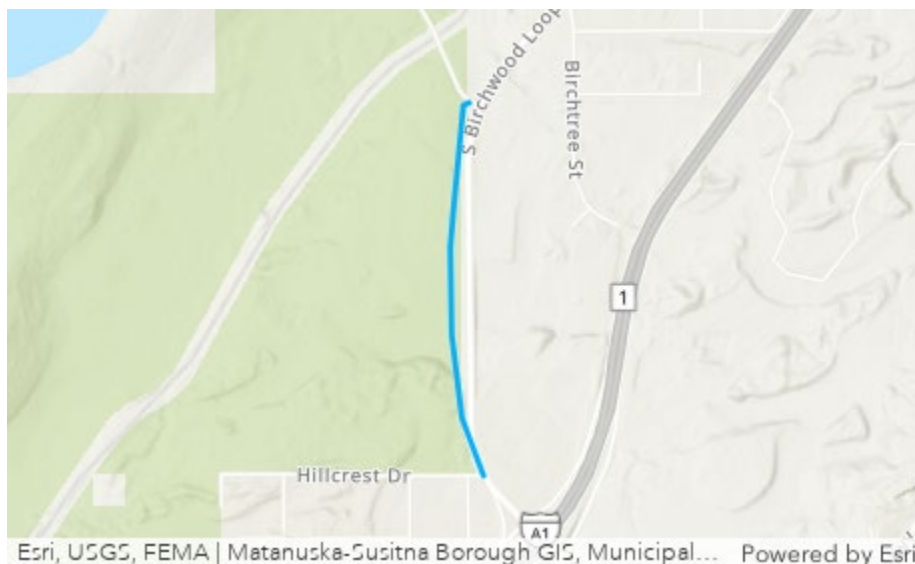
william@taygan.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

The 1997 Areawide Trails Plan recommends prioritizing a separated trail along Birchwood Loop Road, and the adopted 2011 Beach Lake Regional Park Master Plan, also recommends prioritizing gravel, multi-use, non-motorized trails along Beach Lake Road and a portion of S. Birchwood Loop. Although there are miles of trails in the park, they are ski or mushing trails and not meant for walkers, bikes, equestrians, or dogs. Many local races already use S. Birchwood Loop Road/Beach Lake Road for race routes, but it would be much safer with a dedicated multi-use trail. A sidewalk currently exists from the Glenn Highway to Chugiak High School. We nominate extending this path along the west side of Birchwood Loop to Beach Lake Road alongside or through Beach Lake Park.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Yes

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

The 2040 Metropolitan Transportation Plan (MTP) specifically notes that within the Chugiak-Eagle River region in 2014, the S. Birchwood Loop and Glenn Highway intersection ramp was one of the locations with the greatest number of crashes. The recently adopted 2021 AMATS Non-motorized Trail Plan prioritizes the separated bikeway trail Project #69 for South Birchwood Loop Road from the Old Glenn Highway to Hidden Hill Court as a high priority.

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

The 2040 Metropolitan Transportation Plan (MTP) specifically notes that within the Chugiak-Eagle River region in 2014, the S. Birchwood Loop and Glenn Highway intersection ramp was one of the locations with the greatest number of crashes. The recently adopted 2021 AMATS Non-motorized Trail Plan prioritizes the separated bikeway trail Project #69 for South Birchwood Loop Road from the Old Glenn Highway to Hidden Hill Court as a high priority.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

The 2040 Metropolitan Transportation Plan (MTP) specifically notes that within the Chugiak-Eagle River region in 2014, the S. Birchwood Loop and Glenn Highway intersection ramp was one of the locations with the greatest number of crashes. The recently adopted 2021 AMATS Non-motorized Trail Plan prioritizes the separated bikeway trail Project #69 for South Birchwood Loop Road from the Old Glenn Highway to Hidden Hill Court as a high priority.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

The 2040 Metropolitan Transportation Plan (MTP) specifically notes that within the Chugiak-Eagle River region in 2014, the S. Birchwood Loop and Glenn Highway intersection ramp was one of the locations with the greatest number of crashes. The recently adopted 2021 AMATS Non-motorized Trail Plan prioritizes the separated bikeway trail Project #69 for South Birchwood Loop Road from the Old Glenn Highway to Hidden Hill Court as a high priority.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Yes

What are the emergency response and non-motorized use related safety concerns?

The 2040 Metropolitan Transportation Plan (MTP) specifically notes that within the Chugiak-Eagle River region in 2014, the S. Birchwood Loop and Glenn Highway intersection ramp was one of the locations with the greatest number of crashes. The recently adopted 2021 AMATS Non-motorized Trail Plan prioritizes the separated bikeway trail Project #69 for South Birchwood Loop Road from the Old Glenn Highway to Hidden Hill Court as a high priority.

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Yes

How is the project expected to reduce vehicular congestion?

This path provides a protected nonmotorized path from the existing Glenn Hwy bike path to Beach Lake Park, Chugiak High School and Birchwood Elementary.

Is the project expected to help separate truck (freight) and non-motorized uses?

Yes

How is the project expected to help separate truck (freight) and non-motorized uses?

This path provides a protected nonmotorized path from the existing Glenn Hwy bike path to Beach Lake Park, Chugiak High School and Birchwood Elementary.

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

This path provides a protected nonmotorized path from the existing Glenn Hwy bike path to Beach Lake Park, Chugiak High School and Birchwood Elementary.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

This path provides a protected nonmotorized path from the existing Glenn Hwy bike path to Beach Lake Park, Chugiak High School and Birchwood Elementary.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Unknown

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

Yes

Please identify the Land Uses associated with this project.

Is the project expected to promote or include transit improvements?

Unknown

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

This path provides a protected nonmotorized path from the existing Glenn Hwy bike path to Beach Lake Park, Chugiak High School and Birchwood Elementary.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Yes

How is the project expected to improve systemwide VMT?

This path provides a protected nonmotorized path from the existing Glenn Hwy bike path to Beach Lake Park, Chugiak High School and Birchwood Elementary.

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

6F (ongoing) Continue to expand and connect non-motorized transportation facilities. Fund and implement policies and projects recommended by the Anchorage Non-Motorized Plan. 6G (near term) Make it easier for people to walk, bike, or use mobility aids by improving coordination and developing strategies with other agencies (e.g. lighting, winter maintenance of sidewalks, bike pathways and lanes). Prioritize safe routes to school to improve access and appeal of neighborhood schools.

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

This path provides a protected nonmotorized path from the existing Glenn Hwy bike path to Beach Lake Park, Chugiak High School and Birchwood Elementary.

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

Unknown

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 13, 2022 9:02 AM

Date

February 13, 2022

Time

08:21

Project Information

Project Name

5th Ave from M to Karluk

Name of Person Submitting the Nomination

Emily Weiser

Affiliation

BPAC/Bike Anchorage

Phone Number

(none)

Email Address

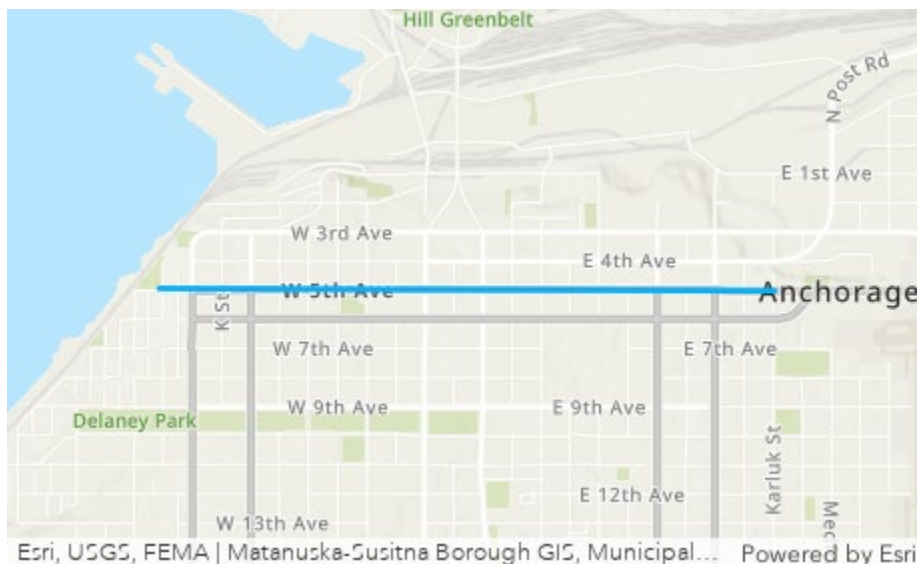
emily.l.weiser@gmail.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

This is Project Number 36 in the Anchorage Non-Motorized Plan (Nov 2021), which calls for a Separated Bikeway along 5th Ave from M St to Karluk St. This is an essential corridor to access downtown. Currently, bicycle access to downtown businesses, services, and venues is extremely limited, despite many of those locations being ideal to visit by bike. East-west connectivity for bicyclists downtown is especially poor; the only existing east-west bike facility is on 10th Ave, which is well south of most downtown businesses and services, and the shared roadway facility on 10th is not comfortable for the majority of people who would like to bike there. Providing a best-practice bike facility, such as a Separated Bikeway, on a key access corridor such as 5th Ave will open up east-west access to those traveling by bike.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Yes

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

The Anchorage Non-Motorized Plan (Nov 2021; hereafter "NMP") identifies this corridor as a high-crash, high-injury area, with severe injuries documented for motorists, motorcyclists, and pedestrians. Freight traffic also uses this corridor (especially Karluk to Gambell) and frequently crosses the corridor (port access). The presence of heavy truck traffic is particularly intimidating and dangerous for non-motorized users, making a Separated Bikeway an ideal solution to allow corridor use by all modes.

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

This corridor has a high volume of motorized traffic traveling at least 30 mph, indicating the need for a separated bike facility as per the FHWA Bikeway Selection Guide. Riding a bicycle on the road is dangerous and stressful. The sidewalks are also not suitable for biking, as they are too narrow to accommodate bicyclists alongside the frequent pedestrian traffic, and with too many driveways and intersections to allow safe travel at bicycling speed on a sidewalk. In Anchorage, bicyclists are also not permitted on sidewalks in business districts such as downtown. As such, there is no safe and legal option to travel east-west through downtown on a bicycle.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

Two "Severe Injury Pedestrian Crashes" were identified on this corridor in the NMP. While the nominated project is specifically for a Separated Bikeway, this project would keep bikes off the sidewalk and thus improve safety and usability for pedestrians. This project could also present a cost-effective opportunity to upgrade pedestrian facilities or road crossings at the same time.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

See above details on crashes and bike/ped safety concerns.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Unknown

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Yes

How is the project expected to reduce vehicular congestion?

Providing a safe, comfortable bike facility will open up the option to travel by bike for more Anchorage residents and visitors, thus reducing the number of motorized vehicles in this corridor. Downtown is an ideal area to realize this benefit, given the high density of businesses and venues, resulting in short-distance travel that would be ideally suited to non-motorized modes.

Is the project expected to help separate truck (freight) and non-motorized uses?

Yes

How is the project expected to help separate truck (freight) and non-motorized uses?

The Separated Bikeway would provide physical separation between freight traffic and bicyclists, thus reducing potential conflicts for all users.

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

This project would provide a major improvement to connectivity, downtown access, safety, and comfort for bicyclists; see details above. (This question includes a note about "buffers" but this would be a separated facility, not buffered.)

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

This project would take bikes off the sidewalks and thus improve safety, access, and comfort for pedestrians. Opportunities may also exist to improve pedestrian and ADA infrastructure while constructing the bikeway.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Yes

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

This project would greatly improve bicycle access to the corridor, which includes areas of Transit-supportive Development, Greenway-supporting Development, Traditional Neighborhood Design as indicated by the 2040 Land Use Plan.

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

City Center, Commercial Corridor, Park or Natural Area, Compact Mixed Residential–Medium, Transit-supportive Development, Greenway-supporting Development, Traditional Neighborhood Design

Is the project expected to promote or include transit improvements?

Unknown

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

This project will provide bicycle transportation infrastructure and thus reduce the need for motorized travel.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Yes

How is the project expected to improve systemwide VMT?

The project will reduce systemwide VMT by providing a non-motorized transportation alternative.

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

This project will reduce vehicle emissions by providing an option for non-motorized transportation.

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

The project would build a Separated Bikeway.

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

Unknown

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 13, 2022 12:47 PM

Date

February 13, 2022

Time

11:47

Project Information

Project Name

Widen and Repave Campbell Creek Trail #1

Name of Person Submitting the Nomination

Kristin R Myers

Affiliation

None

Phone Number

9073332222

Email Address

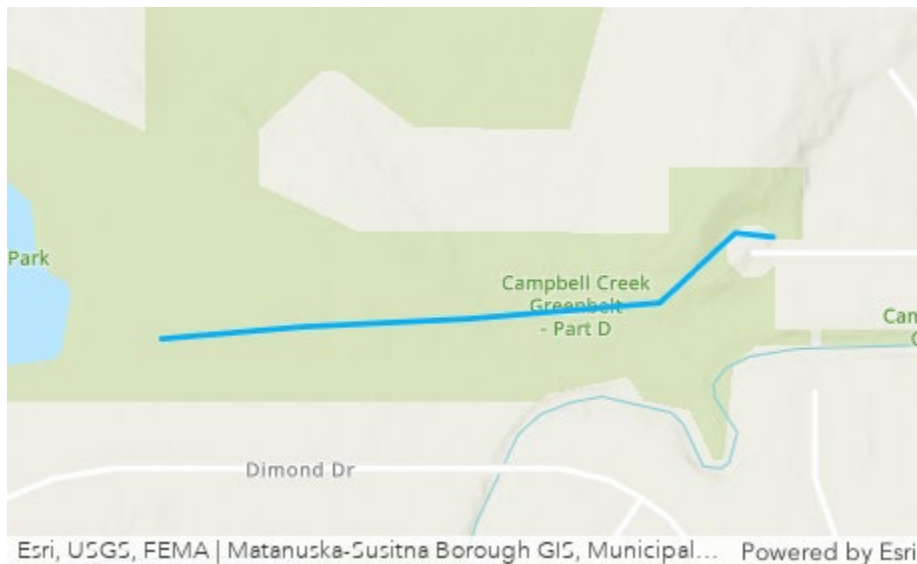
thealaskapack@gmail.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Widen and repave Campbell Creek Trail from ~61.177799, -149.837746 to ~61.178316, -149.841256. There are cracks and tree roots in the trail. More width is to allow room for all users (ski, bike, walk, skateboard, and rollerblade).

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Unknown

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Trail is narrow, cracked, and damaged by roots. Trip hazard for pedestrians. Roots and cracks are difficult for bikes, blades, and skateboarder to go over.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

Trail is too narrow to allow non-pedestrian users to safely pass pedestrians. Trip hazards from cracks and roots.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

No

What are the vehicular and non-motorized related safety concerns?

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Unknown

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Unknown

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

No

How is the project expected to help separate truck (freight) and non-motorized uses?

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

Wider, safer, and smoother trail allows cyclists to safely use trail with other users.

Is the project expected to improve the pedestrian network and ADA accessibility?

Unknown

How is the project expected to improve the pedestrian network and ADA accessibility?

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Unknown

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Park or Natural Area.

Is the project expected to promote or include transit improvements?

Unknown

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

Better paved trail helps people commute via bike.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Unknown

How is the project expected to help implement the MOA Climate Action Plan?

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Unknown

How is the project expected to improve sidewalk or off-street facilities?

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 13, 2022 1:12 PM

Date

February 13, 2022

Time

12:47

Project Information

Project Name

Replace and widen Rotting Bridge, correct grade at bridge ends, and repair bumpy trail.

Name of Person Submitting the Nomination

Kristin R Myers

Affiliation

None

Phone Number

9073332222

Email Address

thealaskapack@gmail.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Safety. Replace and widen rotting bridge. Correct bridge entrances to grade with trail.
Renovate / repave worn trail before and after the bridge.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Unknown

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Narrow rotting bridge, trail is worn, and there are bumps / curbs at bridge entrances. ADA issue to be corrected. Make safer for all users.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

Narrow rotting bridge is dangerous for all users, and it is difficult to safely pass each other. Rotting bridge, bridge entrances are not at grade with the trail,

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Unknown

What are the vehicular and non-motorized related safety concerns?

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Unknown

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Unknown

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

Unknown

How is the project expected to help separate truck (freight) and non-motorized uses?

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

A wider, paved bridge allows cyclists to use it safely. Paved bridge is less slippery than wooden bridges (less bumps too). Widening allows cyclists to safely pass other users.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

The bridge is rotting, bumpy, and entrances are not at grade with the bridge. A wide, smooth, paved bridge with entrances at grade allow for successful ADA use.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Unknown

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Bridge is main sidewalk on the east side of Lake Otis just south of Tudor.

Is the project expected to promote or include transit improvements?

Unknown

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Unknown

How is the project expected to improve air quality?

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Unknown

How is the project expected to help implement the MOA Climate Action Plan?

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

Replacement of unsafe rotting bridge for all users.

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

Unknown

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 13, 2022 1:52 PM

Date

February 13, 2022

Time

13:13

Project Information

Project Name

Widen and repave Campbell Creek Trail. Replace narrow, slippery bridge. Prevent creek from flooding trail under Old Seward Hwy.

Name of Person Submitting the Nomination

Kristin R Myers

Affiliation

None

Phone Number

9073332222

Email Address

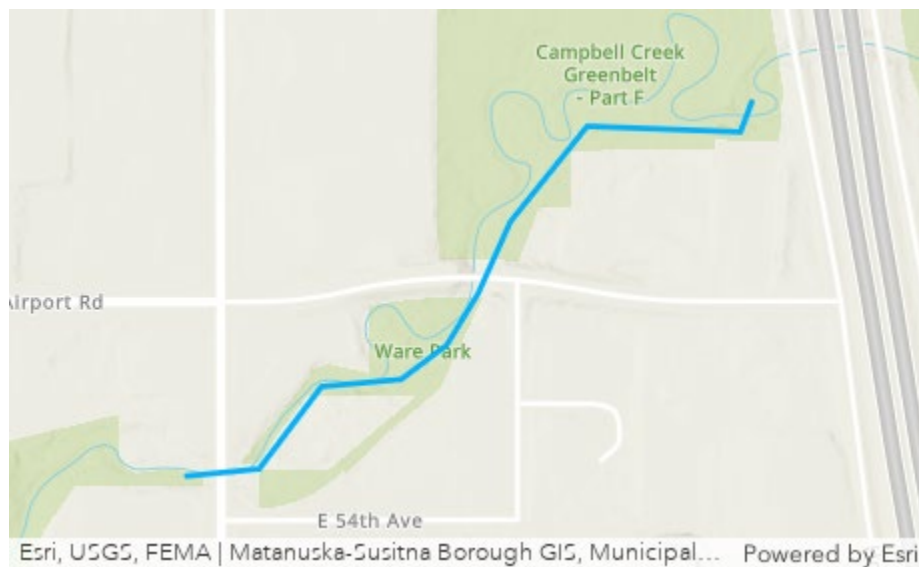
thealaskapack@gmail.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Replace narrow, slippery bridge. Clear brush along trail for better line of sight. Widen and repave trail. Create a wall or other flood prevention under Old Seward Highway. Add ramp from trail to south bound side of Old Seward Hwy.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Unknown

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Wider repaved trail with new wider bridge allows all users to safely share the trail. Flood prevention under Old Seward across from Arctic Road Runner Flooding freezes in winter causing unsafe conditions for all users. Safe access ramp to South Bound Old Seward Hwy from trail. Would not have to go out of the way to access SB Old Seward at a crosswalk. Would not be tempted to cross Old Seward between traffic controlled intersection.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

Wider bridge for safe access for all. Allow safe passing. Wider, smoother trail to allow pedestrians and other users to share the trail. Safe pedestrian access from trail to SB Old Seward. Clear brush for better line of sight to reduce negative interactions between users.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Unknown

What are the vehicular and non-motorized related safety concerns?

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Unknown

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Unknown

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

Unknown

How is the project expected to help separate truck (freight) and non-motorized uses?

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

Smoother, wider trail for commuting. Wider bridge so cyclist can safely pass other users without having to stop. Better access to SB Old Seward from Campbell Creek Trail, which is a major business area.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

Repaving and widening the trail allows for safe ADA use. Remove flooding under Old Seward on trail. Add ADA compliant access from trail to SB Old Seward.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Unknown

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

park or Natural Area.

Is the project expected to promote or include transit improvements?

Unknown

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Unknown

How is the project expected to improve air quality?

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Unknown

How is the project expected to help implement the MOA Climate Action Plan?

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Unknown

How is the project expected to improve sidewalk or off-street facilities?

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

Unknown

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 13, 2022 7:16 PM

Date

February 13, 2022

Time

19:01

Project Information

Project Name

27th Avenue Pedestrian Safety Improvements

Name of Person Submitting the Nomination

Lindsey Hajduk

Affiliation

Spenard Community Council

Phone Number

907-360-3320

Email Address

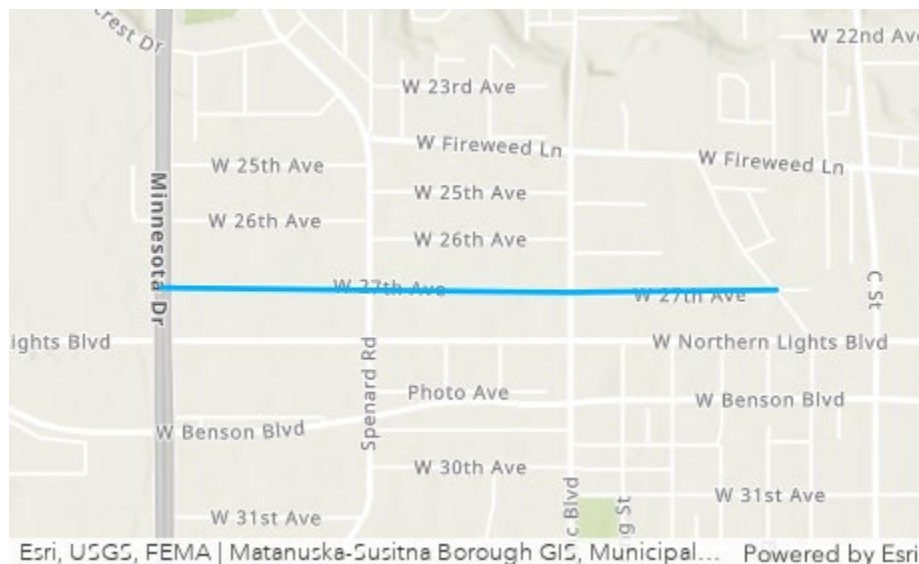
spenardcc@gmail.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

27th Avenue Pedestrian Safety Improvements is identified as a priority for the Spenard Community Council. The project is also identified as project #20 in the Non-Motorized Plan as an Enhanced Shared Roadway, from Blueberry Road to Minnesota Drive, as a high priority. This was also a "Bicycle Boulevard" identified in the 2010 Anchorage Bicycle Plan.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

No

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

This project is identified in the Non-Motorized plan as an alternative route for east-west travel. Currently, businesses and apartment buildings along the corridor have high vehicle traffic and unsafe non-motorized facilities. This would be an enhanced shared roadway.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

This project is identified in the Non-Motorized plan as an alternative route for east-west travel. The project could potentially improve and extend sidewalks.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

This project is identified in the Non-Motorized plan as an alternative route for east-west travel. Currently, businesses and apartment buildings along the corridor have high vehicle traffic and unsafe non-motorized facilities. This location was identified due to collisions.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

No

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

No

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

No

How is the project expected to help separate truck (freight) and non-motorized uses?

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

This project is identified in the Non-Motorized plan as an alternative route for east-west travel.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

This project is identified in the Non-Motorized plan as an alternative route for east-west travel. Current sections have rolled curbs, encouraging parking on sidewalks, and sidewalks do not extend the full corridor.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Yes

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Traditional neighborhood development, transit-supportive development

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Town_Center, Urban_Residential_High, Main_Street_Corridor,
Community_Facility_or_Institution

Is the project expected to promote or include transit improvements?

No

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Unknown

How is the project expected to improve air quality?

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Unknown

How is the project expected to help implement the MOA Climate Action Plan?

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

In creating a shared roadway, sidewalks can be improved and extended.

Is the project expected to implement natural based solutions?

No

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 13, 2022 7:30 PM

Date

February 13, 2022

Time

19:17

Project Information

Project Name

Lois Dr & 32nd Upgrade

Name of Person Submitting the Nomination

Lindsey Hajduk

Affiliation

Spenard Community Council

Phone Number

907-360-3320

Email Address

spenardcc@gmail.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Lois Drive/32nd Avenue Upgrade – Benson Boulevard to Minnesota Drive. This project is a priority for the Spenard Community Council (on CIP list) for access around an elementary school, multi-family homes, and a residential neighborhood that experiences fast, cut-through traffic from Minnesota Dr. Through local bonds, the MOA has contracted with CRW Engineering for preliminary engineering and design through the “Design Study Report” phase, but needs additional funding for design and pre-construction tasks for construction to occur. Improvements include: new road foundation, asphalt pavement, storm drain system, non-motorized transportation facilities, and improved street lighting. Challenges include lack of sidewalks to access the elementary school or Benson Blvd (to access Carrs shopping center), conflicts at the Lois/32nd intersection, deteriorated pavement, drainage problems, and more.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

No

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

Unknown

What are the bicycle related safety concerns?

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

Current access to the school, shopping center, and residences is extremely difficult due to a lack of safe pedestrian infrastructure.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

Conflicts between pedestrians, especially youth, and vehicles occurs, especially due to cut-through traffic avoiding Minnesota Dr.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

No

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

No

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

No

How is the project expected to help separate truck (freight) and non-motorized uses?

Is the project expected to improve the bicycle network?

No

How is the project expected to improve the bicycle network?

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

Sections of this corridor do not have pedestrian facilities and existing facilities do not meet ADA requirements.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Yes

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Traditional neighborhood development, transit-supportive development.

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Compact_Mixed_Residential__Low, Commercial_Corridor, Community_Facility_or_Institution, Town_Center

Is the project expected to promote or include transit improvements?

No

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

No

How is the project expected to improve air quality?

Why is the project NOT expected to improve air quality?

This is not to reduce congestions, but to improve pedestrian access mainly.

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Unknown

How is the project expected to help implement the MOA Climate Action Plan?

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

Improvements include: new road foundation, asphalt pavement, storm drain system, non-motorized transportation facilities, and improved street lighting.

Is the project expected to implement natural based solutions?

No

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 13, 2022 7:44 PM

Date

February 13, 2022

Time

19:30

Project Information

Project Name

W Tudor Road Pathway Connection

Name of Person Submitting the Nomination

Lindsey Hajduk

Affiliation

Spenard Community Council

Phone Number

907-360-3320

Email Address

spenardcc@gmail.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

This project is a priority for the Spenard Community Council. The project scope would be to construct pedestrian facilities to connect to the existing facilities on either side of the railroad tracks. There are pedestrian facilities on either side of the railroad crossing, but a 250 foot section spanning the railroad tracks has no facilities. The lack of pedestrian facilities negatively impacts safety for non-motorized users. The section is needed because it connects neighborhoods to the Fish Creek multi-use trail. Particularly in the winter, without sidewalk facilities, snow is stored on the side of the roadway forcing pedestrians to walk in the roadway with vehicles and freight trucks. Danger is an understatement.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Yes

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Freight traffic exits Tudor & Minnesota area to industrial businesses within this section of Spenard, such as for Spenard Builders Supply. Pedestrians are forced to walk in the roadway, especially in the winter, when the shoulder is piled with snow. To be clear, there is no sharing the road with semi-trucks and a narrow, curving roadway.

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Same concerns as for pedestrians, as this section connects to the Fish Creek multi-use trail.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

The lack of sidewalks causes pedestrians to walk on a gravel shoulder for a section, on a dirt pathway, on the railroad track, anywhere but a safe section for just a few blocks. This missing connection is essential to separate freight traffic from pedestrians.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

Same concerns as pedestrian and vehicle conflicts in the roadway due to inadequate/non-existent sidewalks.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

No

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

No

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

Yes

How is the project expected to help separate truck (freight) and non-motorized uses?

Freight traffic conflicts with pedestrians, especially in the winter, when the only place to walk is in the narrow roadway.

Is the project expected to improve the bicycle network?

No

How is the project expected to improve the bicycle network?

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

Currently there is one block of sidewalks across from SBS that ends into nothing, then it is a patchwork of road, shoulder, gravel, railroad, and lawn to get to the Fish Creek multi-use trail.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Yes

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Traditional Neighborhood development

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Compact_Mixed_Residential__Medium, Light_Industrial_Commercial

Is the project expected to promote or include transit improvements?

No

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

No

How is the project expected to improve air quality?

Why is the project NOT expected to improve air quality?

Project is a short section of pedestrian facilities, to it potentially could connect to the Fish Creek multi-use trail and encourage more non-motorized transportation.

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

No

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Pedestrian facility.

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

No

How is the project expected to help implement the MOA Climate Action Plan?

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

It would be to construct new sidewalk facilities

Is the project expected to implement natural based solutions?

No

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 13, 2022 7:58 PM

Date

February 13, 2022

Time

19:44

Project Information

Project Name

Frontage Road on International multi-use path

Name of Person Submitting the Nomination

Lindsey Hajduk

Affiliation

Spenard Community Council

Phone Number

9073603320

Email Address

spenardcc@gmail.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Project 165 is identified in the Non-Motorized Plan as a shared use pathway on International Airport Road's frontage road from Northwood Drive to Spenard Road. This is a missing link to connect to the multi-use trail system on Minnesota and International, to Connors Bog, and to the multi-use trails along Sand Lake Road.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

No

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

No

What are the bicycle related safety concerns?

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

Currently, pedestrians need to walk on the roadway as there are no dedicated facilities.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

Currently, pedestrians need to walk on the roadway as there are no dedicated facilities.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

No

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

No

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

No

How is the project expected to help separate truck (freight) and non-motorized uses?

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

This project is identified in the Non-Motorized Plan to add to the bicycle network.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

There are no pedestrian facilities right now.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Yes

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Transit Supportive development

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Airport_Railroad_or_Port_Facility Compact_Mixed_Residential__Medium

Is the project expected to promote or include transit improvements?

No

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

Promotes non-motorized transportation

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Unknown

How is the project expected to help implement the MOA Climate Action Plan?

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

Add pedestrian facilities that currently do not exist.

Is the project expected to implement natural based solutions?

No

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 13, 2022 10:08 PM

Date

February 13, 2022

Time

15:39

Project Information

Project Name

Sidewalks in the West High-Romig area

Name of Person Submitting the Nomination

Turnagain Community Council

Affiliation

Turnagain Community Council

Phone Number

907-717-7073

Email Address

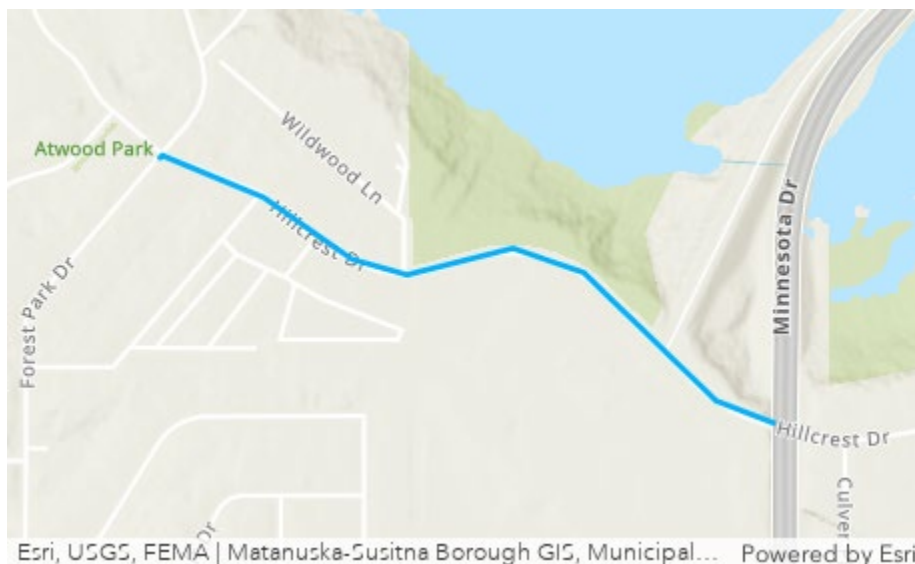
tccpresident@yahoo.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Need: There is no separation between motorized and non-motorized traffic along this route that is frequently used by West/Romig students, Coastal Trail users, and neighborhood residents. Vehicles often cross into the parking lane used by most pedestrians and cyclists. Conditions are preventing students from walking to school, adding to traffic congestion. The project ranks number 144 in the Anchorage Pedestrian Plan. The project need is supported by the Turnagain Community Council. Project scope: This project will install a sidewalk along Hillcrest Dr., either within the existing shoulder (parking lane) or in the right-of-way beyond the existing curb, or partially on both. This is part of TCC's proposed Safe Routes to Schools projects.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Unknown

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

There is a bike lane in the shoulder, but people also walk in the lanes because there is no sidewalk.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

There is no sidewalk, people are not separated from the roadway, or have to walk in the bike lanes.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

Multiple vehicle collisions, causing property damage and possibly bodily harm, have occurred over the years. There is great potential for a collision between a car and a person on a bike or walking.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Unknown

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Unknown

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

Unknown

How is the project expected to help separate truck (freight) and non-motorized uses?

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

Adding a sidewalk would keep the roadway free, and unimpeded for bikes.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

This project would add sidewalks.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Unknown

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

School/public facility, residential

Is the project expected to promote or include transit improvements?

Yes

How is the project expected to promote or include transit improvements?

The school is served by buses; there is not a current bus route here, but this would be a logical place to run a future route.

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

More people may access the West High and Romig campus by bike or on foot.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Unknown

How is the project expected to help implement the MOA Climate Action Plan?

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

Adding sidewalks would improve these facilities.

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

Unknown

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 13, 2022 10:13 PM

Date

February 13, 2022

Time

22:09

Project Information

Project Name

Esquire Dr Sidewalk - Forest Park Dr to Hillcrest Dr

Name of Person Submitting the Nomination

Turnagain Community Council

Affiliation

Turnagain Community Council

Phone Number

907-717-7073

Email Address

tccpresident@yahoo.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Need: There is no separation between motorized and non-motorized traffic along this route that is frequently used by West/Romig students, Coastal Trail users, and neighborhood residents. In particular, Esquire Dr. is often used by non-motorized users to avoid the narrow roadway curve along the north section of Forest Park Dr. Vehicles occasionally cross into the parking lane used by most pedestrians and cyclists, especially in icy conditions. The project need was identified and is supported by the Turnagain Community Council. Project scope: This project will install a sidewalk along Esquire Dr., either within the existing shoulder (parking lane) or in the right-of-way beyond the existing curb, or partially on both.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Unknown

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Like the Hillcrest sidewalk project, this area has foot traffic to and from the school, as well as bicycles. Having separated sidewalks for pedestrians minimizes conflict in the roadway.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

Like the Hillcrest sidewalk project, this area has foot traffic to and from the school, as well as bicycles. Having separated sidewalks for pedestrians minimizes conflict in the roadway.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

Like on Hillcrest, there have been collisions and vehicles causing damage, and potentially causing bodily harm. Having separated sidewalks and facilities for pedestrians would increase safety.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Unknown

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Unknown

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

Unknown

How is the project expected to help separate truck (freight) and non-motorized uses?

Is the project expected to improve the bicycle network?

Unknown

How is the project expected to improve the bicycle network?

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

This would increase sidewalks in this neighborhood, and keep pedestrians out of the roadway.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Unknown

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Residential, School / public facility

Is the project expected to promote or include transit improvements?

Unknown

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Unknown

How is the project expected to improve air quality?

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Unknown

How is the project expected to help implement the MOA Climate Action Plan?

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

This would add sidewalks in an existing neighborhood.

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

Unknown

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 13, 2022 10:26 PM

Date

February 13, 2022

Time

22:25

Project Information

Project Name

Coastal Trail Connection at 9th Avenue/Stolt Lane

Name of Person Submitting the Nomination

Tamas Deak

Affiliation

South Addition Community Council - Transportation Subcommittee

Phone Number

(907) 301-1302

Email Address

southadditioncommunitycouncil@gmail.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

The project's purpose is to improve connectivity to an existing major non-motorized corridor, the Coastal Trail. The Coastal Trail carries significant volumes of bicycle and pedestrian commuters to downtown in addition to the very high volume of recreational traffic year around. Currently there are only two access points to the Coastal Trail in the Downtown area, one at the terminus on 2nd Avenue and one at Elderberry Park. Both are located on the north end of downtown. The 9th Ave/Stolt Lane connection will add a sorely needed south end connection to allow access from all areas of downtown via the Park Strip/9th Ave trails and will also connect the adjacent Bootleggers Cove and South Addition neighborhoods west of Downtown. The connection will be a relatively short section of new trail from the west end of 9th Avenue to connect to the Coastal Trail. The trail will be a grade separated connection that will run under the Alaska Railroad corridor akin to crossings at Westchester lagoon.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Yes

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

The L Street corridor is a national highway that carries significant vehicular traffic from downtown including freight. The lack of connection to the Coastal Trail between 5th Avenue at Elderberry Park and 16th Avenue at the Chester Creek Greenbelt forces bicycle traffic from downtown to use the L street corridor until suitable trail connections can be reached at Chester Creek south of 15th Avenue. A direct connection for bike commuters and pedestrians to the Coastal Trail at 9th Avenue and Stolt Lane will channel bicycle traffic coming from all areas of Downtown along the 9th Avenue corridor and will allow complete separation of bicycle traffic heading to the Coastal Trail from L Street. It will also allow a pedestrian connection that will reduce the number of pedestrian conflicts at Westchester Lagoon where pedestrians intending to travel south end up on the roadway due to a lack of access to a clear alternative, the Coastal Trail.

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

The bicycle related safety concerns are generally captured above and can be summarized by noting the lack of options for bike commuters heading south from downtown and being forced to use the L Street corridor. The safety concern is bicycle traffic on a national highway, while a clear alternative exists.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

The pedestrian related safety concerns are best summarized by stating that the more pedestrian traffic can be removed from the busy L Street corridor and channeled to the Coastal Trail the less/vehicle pedestrian conflict will remain on L Street. Of particular concern is pedestrian traffic intending to head south of Westchester Lagoon choosing the roadway due to the lack of clear separation from L Street prior to reaching the lagoon. A clear and accessible 9th Avenue connection point will provide an option for pedestrians as well.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Unknown

What are the vehicular and non-motorized related safety concerns?

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Unknown

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

No

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

Yes

How is the project expected to help separate truck (freight) and non-motorized uses?

The 9th Avenue/Stolt Lane connection will draw bicycle commuter and some pedestrian traffic off of the L Street corridor by offering an access point before reaching Westchester Lagoon.

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

The project will provide a needed trail connection that will vastly improve the bicycle network. A wonderful non-motorized facility like the Coastal Trail runs without a connection between Westchester Lagoon and Elderberry Park. The lack of connectivity forces access in these concentrated areas and cuts off an downtown and south addition neighborhoods. The new connection will offer a badly needed additional option for connection.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

Similarly to the bicycle network improvements, the Coastal Trail connection will offer improvements to the extensive pedestrian network of the downtown and south addition neighborhoods by allowing direct access at the end of the Park Strip.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Yes

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

The trail connection is located at the west end of the Park Strip and will serve a significant urban area by not only improving access to land uses with one growth supporting feature, but three. The access is connecting areas where Traditional Neighborhood Design, Transit Supportive Development and Residential Mixed-use Development features are identified on the 2040 Land Use Plan Map.

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Land Uses associated with this area include City Center, Park, Single and Two-Family, Compact Mixed Residential Low, Compact Mixed Residential Medium, Urban Residential High. The connection will benefit a wide range of land uses and a wide range of users.

Is the project expected to promote or include transit improvements?

No

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Unknown

How is the project expected to improve air quality?

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Yes

How is the project expected to improve systemwide VMT?

Better connectivity to downtown from the 9th Avenue corridor will offer a new choice for commuters to downtown locations via 9th Avenue. This will likely increase ridership to south downtown decreasing vehicle miles traveled. Even if ridership remains strictly limited to the May-October time period a decrease of VMT will be likely.

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

The project will help implement the MOA Climate Action Plan by offering a non-motorized connectivity option that will result in reduction of VMT. Any reduction is consistent with the goal of reducing carbon emissions.

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

The project is a new trail connection that will improve the trail network and connectivity. It will link into the existing sidewalk system of the downtown area improving access and choice.

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 13, 2022 10:46 PM

Date

February 13, 2022

Time

21:50

Project Information

Project Name

Bragaw and Northern Lights Pedestrian Safety Improvements

Name of Person Submitting the Nomination

Steven Callaghan

Affiliation

University Area Community Council

Phone Number

None

Email Address

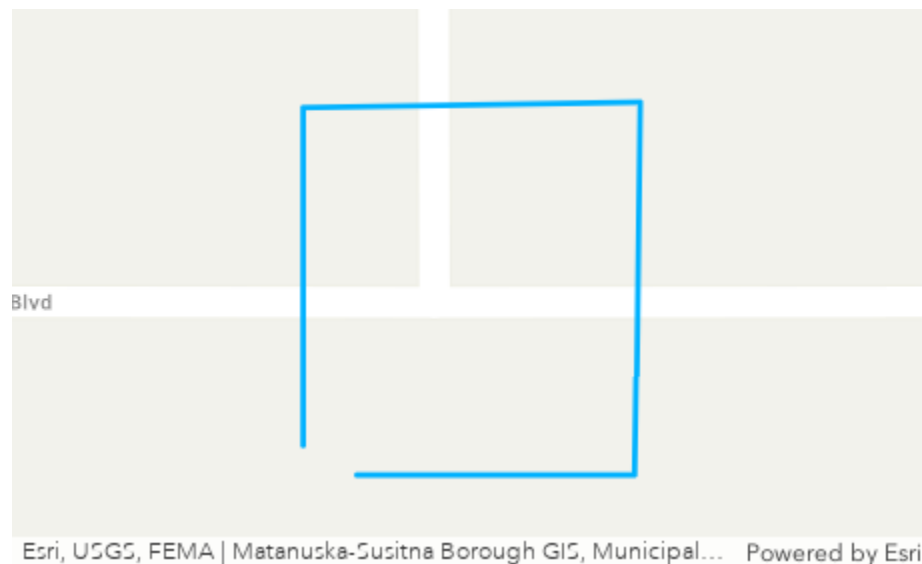
arborsurv@gmail.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Eliminate potential pedestrian/bicycle collisions at the intersection of Bragaw and Northern lights Blvd. Study the possibility of reconstucting the intersection or portions of the intersection to possibly provide islands or median areas to accomodate pedestrian and bicycles crossing the intersection in north-south or east-west directions. Design alternatives could include pedestrian/bicycle overpass, traffic signals specific for crossing, crosswalks with median/islands, delaying traffic to allow more pedestrian and bicyclists to cross, and possibly widening the intersection to allow specific lanes for southbound traffic turning west. Other amenities could include widening the sidewalks at the intersection to accomodate snow removal and additional pedestrian/bicycle traffic. Additional paved areas to provide linkages to the trail system, school, and immediate neighborhood could also be integrated into the design.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Yes

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Commercial traffic on Bragaw and Northern Lights passes through this intersection regularly. By accomodating pedestrian and bicycle traffic at this intersection it would reduce the potential for a collision involving pedestrians or bicyclists.

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Vehicular collisions with bicyclists.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

Reduce potential for pedestrian vehicular collisions.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Unknown

What are the vehicular and non-motorized related safety concerns?

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Unknown

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Unknown

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

No

How is the project expected to help separate truck (freight) and non-motorized uses?

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

Provide linkages to existing trails and possibility create bicycle separated paths at the intersection.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

Potential improvements could include enhanced ADA accessibility throughout the intersection.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Yes

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Additonal access to residential areas and non-motorized transit options would be enhanced.

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Commercial, residential, public land, and institutional land uses would be associated with the project. A school, park, and residences are near the intersection. There is also commercial land uses along Bragaw and Northern Lights Blvd.

Is the project expected to promote or include transit improvements?

Unknown

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Unknown

How is the project expected to improve air quality?

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Unknown

How is the project expected to help implement the MOA Climate Action Plan?

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

Provide additional opportunities for safe bicycle and pedestrian crossing. Create linkages to existing trails and sidewalks. Make the intersection of Bragaw and Northern Lights Blvd. more pedestrian and bicycle friendly.

Is the project expected to implement natural based solutions?

Yes

Which nature based solutions is the project expected to implement?

Bioswales, rain gardens, and vegetated medians could be included in the design of the intersection.

Is the project expected to improve transit stops?

Unknown

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 14, 2022 9:19 AM

Date

February 14, 2022

Time

08:47

Project Information

Project Name

Pedestrian improvements at Bragaw St and Northern Lights Blvd

Name of Person Submitting the Nomination

Chelsea Ward-Waller

Affiliation

Rep. Ivy Spohnholz

Phone Number

907.465.2840

Email Address

chelsea.ward-waller@akleg.gov

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

This project proposes upgrading pedestrian infrastructure at Northern Lights Blvd and Bragaw St intersection. This is a major intersection adjacent to a high school and Chester Creek trail system with significant pedestrian use to access the bus stops, neighborhoods, and trails. Double turn lanes in multiple directions pose traffic safety hazards for people walking. Suggestion for possible above-grade crossing to reduce conflict with vehicles. Airport Heights, Russian Jack, and University Area Community Councils all support this project. Please note: This project and related community council support is ONLY for pedestrian improvements at this intersection and NOT for the proposed Bragaw St Extension.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Yes

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

This project proposes upgrading pedestrian infrastructure at Northern Lights Blvd and Bragaw St intersection. This is a major intersection adjacent to a high school and Chester Creek trail system with significant pedestrian use to access the bus stops, neighborhoods, and trails. Double turn lanes in multiple directions pose traffic safety hazards for people walking. Suggestion for possible above-grade crossing to reduce conflict with vehicles.

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Bicycle related safety concerns are the same as the pedestrian safety concerns.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

This project proposes upgrading pedestrian infrastructure at Northern Lights Blvd and Bragaw St intersection. This is a major intersection adjacent to a high school and Chester Creek trail system with significant pedestrian use to access the bus stops, neighborhoods, and trails. Double turn lanes in multiple directions pose traffic safety hazards for people walking. Suggestion for possible above-grade crossing to reduce conflict with vehicles.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

This project proposes upgrading pedestrian infrastructure at Northern Lights Blvd and Bragaw St intersection. This is a major intersection adjacent to a high school and Chester Creek trail system with significant pedestrian use to access the bus stops, neighborhoods, and trails.

Double turn lanes in multiple directions pose traffic safety hazards for people walking.
Suggestion for possible above-grade crossing to reduce conflict with vehicles.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Yes

What are the emergency response and non-motorized use related safety concerns?

This project proposes upgrading pedestrian infrastructure at Northern Lights Blvd and Bragaw St intersection. This is a major intersection adjacent to a high school and Chester Creek trail system with significant pedestrian use to access the bus stops, neighborhoods, and trails. Double turn lanes in multiple directions pose traffic safety hazards for people walking. Suggestion for possible above-grade crossing to reduce conflict with vehicles.

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Yes

How is the project expected to reduce vehicular congestion?

Vehicular congestion is reduced when more people walk and bike. More people are likely to walk and bike when they feel safe doing so.

Is the project expected to help separate truck (freight) and non-motorized uses?

Yes

How is the project expected to help separate truck (freight) and non-motorized uses?

See description above.

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

Improving pedestrian/non-motorized facilities will improve the bicycle network.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

Improving pedestrian facilities is the core purpose of this project.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Yes

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Improved non-motorized access to transit stops, adjacent neighborhoods, and trails.

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

UMed, Urban-Residential, Community Facility or Institution, Transit-Supported Development

Is the project expected to promote or include transit improvements?

Yes

How is the project expected to promote or include transit improvements?

This project will improve access to transit stops near the intersection.

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

Vehicle use is reduced when more people walk and bike. More people are likely to walk and bike when they feel safe doing so.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Yes

How is the project expected to improve systemwide VMT?

Vehicle use is reduced when more people walk and bike. More people are likely to walk and bike when they feel safe doing so.

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

Vehicle use is reduced when more people walk and bike. More people are likely to walk and bike when they feel safe doing so.

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

This project proposes upgrading pedestrian infrastructure at Northern Lights Blvd and Bragaw St intersection. This is a major intersection adjacent to a high school and Chester Creek trail system with significant pedestrian use to access the bus stops, neighborhoods, and trails. Double turn lanes in multiple directions pose traffic safety hazards for people walking. Suggestion for possible above-grade crossing to reduce conflict with vehicles.

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

Unknown

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 14, 2022 10:37 AM

Date

February 14, 2022

Time

09:28

Project Information

Project Name

#407 - Boniface Parkway Sidewalk - DeBarr Road to Craig Drive (MTP): Boniface Pkwy
Pedestrian Improvements - 22nd Ave to Debarr Rd (CIP)

Name of Person Submitting the Nomination

Chelsea Ward-Waller

Affiliation

Rep. Ivy Spohnholz

Phone Number

907.465.2840

Email Address

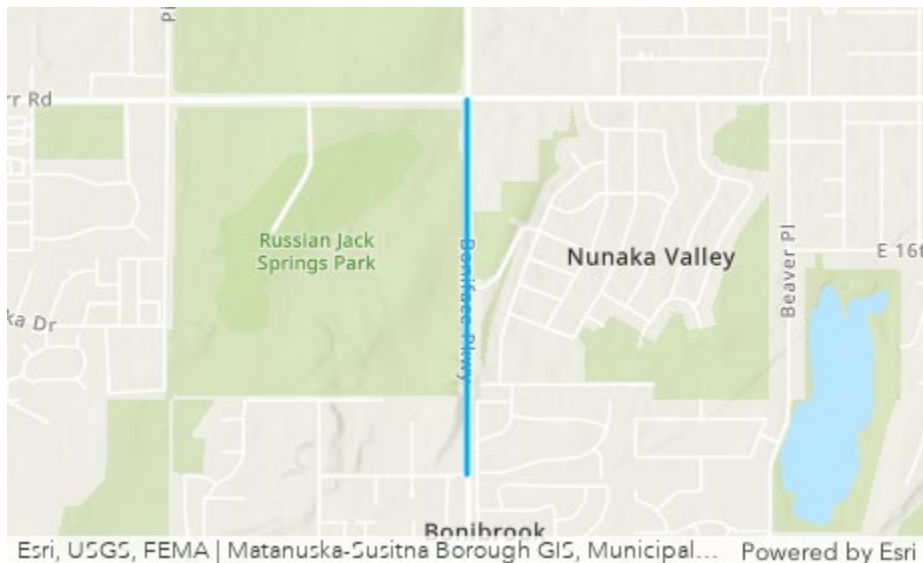
chelsea.ward-waller@akleg.gov

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Construct missing sidewalk on the west side of Boniface Parkway from DeBarr Road to 22nd Ave. Purpose: Connectivity and Air Quality.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Yes

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

The lack of a sidewalk on the west side of the busy road puts people walking and biking in traffic safety conflict with southbound vehicle traffic, including any freight.

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

The lack of a sidewalk on the west side of the busy road puts people walking and biking in traffic safety conflict with southbound vehicle traffic.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

The lack of a sidewalk on the west side of the busy road puts people walking and biking in traffic safety conflict with southbound vehicle traffic.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

The lack of a sidewalk on the west side of the busy road puts people walking and biking in traffic safety conflict with southbound vehicle traffic.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Yes

What are the emergency response and non-motorized use related safety concerns?

The lack of a sidewalk on the west side of the busy road puts people walking and biking in traffic safety conflict with southbound vehicle traffic.

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Yes

How is the project expected to reduce vehicular congestion?

More people bike and walk when there is appropriate, safe, non-motorized infrastructure. More people biking and walking reduces the number of vehicles, thereby reducing vehicular congestion.

Is the project expected to help separate truck (freight) and non-motorized uses?

Yes

How is the project expected to help separate truck (freight) and non-motorized uses?

Adding a sidewalk on the west side of the busy road separates people walking and biking with southbound vehicle traffic, including freight.

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

Adding a sidewalk on the west side of the busy road will add a connection to the bicycle network.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

Adding a sidewalk on the west side of the busy road adds a connection to the pedestrian network and provides ADA accessibility on that side of the road.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Yes

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Adding a sidewalk on this section of Boniface will help connect a neighborhood to transit stops, the nearest grocery store, and Russian Jack park, as well as other services.

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Park or Natural Area, Compact Mixed Residential, Single Family and Two Family, Neighborhood Center

Is the project expected to promote or include transit improvements?

Yes

How is the project expected to promote or include transit improvements?

Adding a sidewalk on this section of Boniface will help connect a neighborhood to transit stops, the nearest grocery store, and Russian Jack park, as well as other services.

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

Provide alternative travel options such as bicycle or pedestrian transportation infrastructure.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Yes

How is the project expected to improve systemwide VMT?

Provide alternative travel options such as bicycle or pedestrian transportation infrastructure.

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

Provide alternative travel options such as bicycle or pedestrian transportation infrastructure. More people bike and walk when there is appropriate, safe, non-motorized infrastructure. More people biking and walking reduces the number of vehicles, thereby reducing vehicular congestion.

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

This is the primary goal of the project.

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

Unknown

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 14, 2022 1:55 PM

Date

February 14, 2022

Time

13:44

Project Information

Project Name

Survey of Neighborhood Non-Motorized Pathway Linkages

Name of Person Submitting the Nomination

James Starzec

Affiliation

None

Phone Number

907-317-6865

Email Address

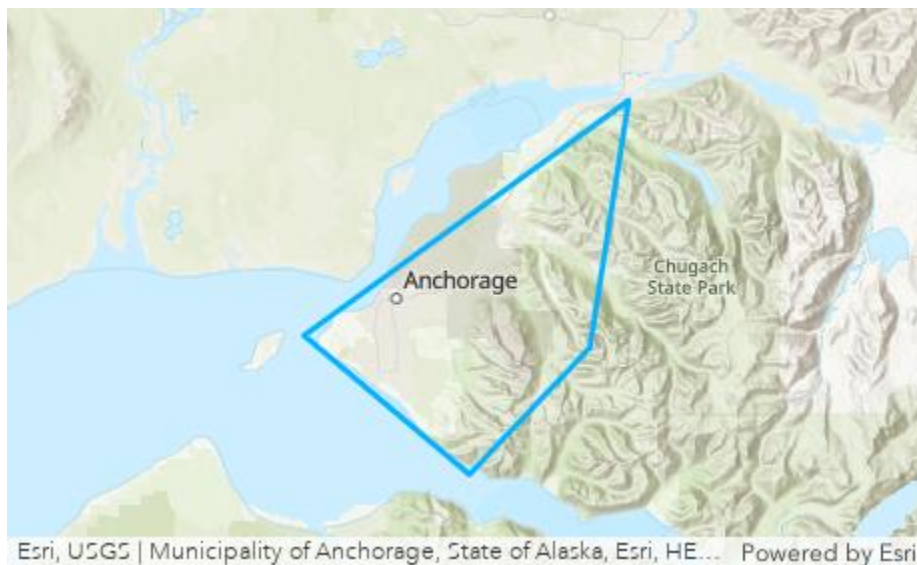
starzec.james@gmail.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Many areas in the AMATS area include short pathways connecting neighborhoods that are not necessarily considered part of the non-motorized network (paths linking cul-du-sacs, etc.). These are often overlooked when maintenance projects are proposed and can become significantly deteriorated because of this. This project would implement a system that identifies and provides funding for repairs to these facilities.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Unknown

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Poorly maintained links present safety hazards to users, and sometimes encourage users to take other routes that increase conflicts between motorized and non-motorized modes.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

Poorly maintained links present safety hazards to users, and sometimes encourage users to take other routes that increase conflicts between motorized and non-motorized modes.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

Poorly maintained links present safety hazards to users, and sometimes encourage users to take other routes that increase conflicts between motorized and non-motorized modes.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

No

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Unknown

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

Yes

How is the project expected to help separate truck (freight) and non-motorized uses?

Maintaining these neighborhood connections will encourage non-motorized users to utilize them, keeping them off of freight routes.

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

Project could identify low cost improvements to neighborhood connections that would benefit the bicycle network.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

Project could identify areas in which deteriorating conditions have made accessibility difficult and program funding to improve them.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Yes

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Improving neighborhood connections will improve access to and within all AMATS areas, including growth supporting features. The project could be set up to focus on these areas first to provide for targeted investment strategies.

Is the project located in the Chugiak - Eagle River Area?

Yes

Please identify the Land Uses associated with this project.

Is the project expected to promote or include transit improvements?

Yes

How is the project expected to promote or include transit improvements?

Improved NM facilities within neighborhoods will improve people's access to transit.

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

Project will identify maintenance needs that will improve the NM network and encourage NM modes.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

Project supports Objective 6F of the Plan.

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

Project goal is to identify off-street facilities in need of improvement.

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

Unknown

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 14, 2022 2:31 PM

Date

February 14, 2022

Time

13:28

Project Information

Project Name

Stuckagain Heights Emergency Egress Trail

Name of Person Submitting the Nomination

Margaret Nelson - Ted Trueblood

Affiliation

Basher Community Council - Section 6/Campbell Airstrip Road LRSA

Phone Number

(907)632-4594 (907)339-4972

Email Address

tedtatnh@gmail.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Construct a new paved trail from the Stuckagain Heights neighborhood to the Tudor Road trail to provide a second route of access/egress to/from the Anchorage road and trail system other than the current single access/egress on Campbell Airstrip Road. The current situation, with the Stuckagain Heights neighborhood being surrounded by parklands and forested areas with only a single means of access/egress, is potentially life threatening during emergencies if Campbell Airstrip Road is blocked by fire or some other disaster. A new trail from the north side of the neighborhood to the Tudor trail would also make a shorter and safer route for non-motorized users to access the trailheads into Chugach State Park.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

No

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

No

What are the bicycle related safety concerns?

Are there any pedestrian related safety concerns in or near the project location?

No

What are the pedestrian related safety concerns?

Are there any vehicular and non-motorized related safety concerns in or near the project location?

No

What are the vehicular and non-motorized related safety concerns?

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Yes

What are the emergency response and non-motorized use related safety concerns?

Currently there is only a single means of emergency access/egress from the Stuckagain Heights neighborhood, an enclave surrounded by forest and park lands. That route being Campbell Airstrip Road, a narrow road with sharp curves which barely meets emergency access/egress needs. If this road were to be blocked by a large wild fire or other disaster the nearly 200 families in the neighborhood would be cut off and potentially in serious danger. Non-motorized and pedestrian access to the neighborhood is of serious concern as there is no available alternate for users except on the narrow roadway through the 3.1 mile section through Far North Bicentennial Park.

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Yes

How is the project expected to reduce vehicular congestion?

During emergency situations, an alternate means of egress aside from the current road would reduce congestion for those trying to escape to safer locations.

Is the project expected to help separate truck (freight) and non-motorized uses?

Yes

How is the project expected to help separate truck (freight) and non-motorized uses?

A second route for pedestrians and non-motorized users to access the several trailheads in Chugach State Park would reduce their use of Campbell Airstrip Road and the potential to interact with truck traffic.

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

A second route for pedestrians and non-motorized users to access the several trailheads in Chugach State Park would reduce trail congestion on the existing trails and provide a connection that does not exist today.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

A new trail connection to the north side of the neighborhood could be built to ADA accessible standards, a situation which does not exist due to the steep grade on the existing road. It would also provide a link that is missing and an alternate route to access the trailheads in the neighborhood.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Unknown

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Primarily within Far North Bicentennial Park.

Is the project expected to promote or include transit improvements?

Unknown

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

This new trail would provide an alternative for pedestrians and bicyclists to access the trailheads in the neighborhood, thus reducing the need to drive to the trailheads. It would also provide a possibly attractive route for residents to commute between the neighborhood and the Tudor trail.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Unknown

How is the project expected to help implement the MOA Climate Action Plan?

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

It will consist of a new trail connection and a route which will attract non-motorized users.

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 14, 2022 3:34 PM

Date

February 14, 2022

Time

14:21

Project Information

Project Name

Golden View Dr Pedestrian/Bike Pathway - Rabbit Creek Rd to Bulgaria Drive

Name of Person Submitting the Nomination

Ann Rappoport, Co-chair

Affiliation

Rabbit Creek Community Council

Phone Number

907-230-3187

Email Address

rabbitcreekcc@gmail.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Golden View Drive is one of the few, fairly flat roads in the Rabbit Creek community making it particularly attractive for biking, walking, and jogging in an area otherwise characterized by steep narrow roads with limited sight lines. It is also primary access for a middle school and one of only two parks with playgrounds in the community. Other youth travel along it to Bear Valley Elementary school and South High School. Project Scope: Develop a grade separated pedestrian/bike path along 1.83 miles of Golden View Dr from Rabbit Creek Rd, south to Bulgaria Dr, providing safe bike and pedestrian access to Golden View Middle School and Moen Park, and improved neighborhood connectivity. While there is some shoulder, the current dirt substrate is uneven and unmarked; there are no signs indicating its popular use. Given the rural, large lot nature of surrounding neighborhoods, an unpaved path is envisioned. This is High Priority Project #147 in the Bicycle Network of the Non-Motorized Plan.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Yes

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

A separated bike/pathway will greatly improve safety for non-motorized users along Golden View.

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Currently, bicyclists often ride in the roadway creating unsafe conditions for themselves and vehicles. Providing a separated pathway will ameliorate this problem

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

Currently, dog-walkers, joggers, and pedestrians often walk in the roadway creating unsafe conditions for themselves and vehicles. Providing a separated pathway will ameliorate this problem.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

As above, lack of a separated bike/path way means that motorists and non-motorized users may at times be in the same lane which is a very unsafe condition for all.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Yes

What are the emergency response and non-motorized use related safety concerns?

As above, if a non-motorized user is in the vehicle lane and an emergency vehicle appears, this will be a very unsafe situation for all. Provided a separated bike/path way will minimize these safety issues.

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Yes

How is the project expected to reduce vehicular congestion?

If students can use this bike/pedestrian path, it will eliminate the need for their parents to drive them to school, greatly reducing congestion at the school entrance and at the Golden View/Rabbit Creek intersection.

Is the project expected to help separate truck (freight) and non-motorized uses?

Yes

How is the project expected to help separate truck (freight) and non-motorized uses?

While Golden View is not a major route for freight traffic, it is regularly used by delivery trucks. This separated bike/path way will effectively separate trucks and non-motorized users.

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

This project will DEFINITELY improve the bicycle network which is currently non-existent in the Rabbit Creek Community Council area and most of the surrounding Hillside! As noted above, Golden View Drive is one of the few, fairly flat roads in the Rabbit Creek community making it particularly attractive for biking, walking, and jogging in an area otherwise characterized by steep narrow roads with limited sight lines. It is also primary access for Golden View Middle School and for Moen Park which is one of only two parks with playgrounds in the entire community. Other youth and family members travel along Golden View to access Bear Valley Elementary school and South High School.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

This project will DEFINITELY improve the pedestrian network and ADA accessibility which are currently non-existent in the Rabbit Creek Community Council area and most of the surrounding Hillside! As noted above, Golden View Drive is one of the few, fairly flat roads in the Rabbit Creek community making it particularly attractive for walkers, dog walkers, and runners in an area otherwise characterized by steep narrow roads with limited sight lines. It is also primary access for Golden View Middle School and for Moen Park which is one of only two parks with playgrounds in the entire community. Other youth and family members travel along Golden View to access Bear Valley Elementary school and South High School. While ADA accessible paths in the Rabbit Creek and larger Hillside area are limited to non-existent, it should be possible to provide some ADA compliance with a graded, non-paved path in the vicinity of Golden View Middle School and along the flatter sections of Golden View Drive.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Yes

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

This project will greatly improve neighborhood connectivity and access for kids and adults as they find it easier to bike and ride to visit neighbors, attend school, and participate in extra-curricular and other community events held at Golden View Middle School - even voting!

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

The project is primarily surrounded by large lot residential development (R-6, R-7, and R-9 zoning). There is some undeveloped land, open space (PLI) and a couple smaller areas with single family homes zoned S-3SL.

Is the project expected to promote or include transit improvements?

No

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

More kids riding bikes and walking to school means fewer vehicles on the road! Also, more people walking and riding bikes to visit with neighbors, recreate locally, and attend community events at the school, will also reduce the number of vehicles on the road, and thus improve air quality.

Why is the project NOT expected to improve air quality?**Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?**

Yes

How is the project expected to improve systemwide VMT?

More kids riding bikes to school means fewer vehicles on the road! Also, more people walking and riding bikes to visit with neighbors, recreate locally, and attend community events at the school, will also reduce the number of vehicles on the road, and thus decrease VMT.

Why is the project NOT expected to improve systemwide VMT?**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?**

Yes

How is the project expected to help implement the MOA Climate Action Plan?

More kids riding bikes to school means fewer vehicles on the road! Also, more people walking and riding bikes to visit with neighbors, recreate locally, and attend community events at the school, will also help meet goals of the MOA Climate Action Plan by reducing greenhouse gas emissions as fewer vehicle miles are traveled.

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

Currently there is no sidewalk, only an uneven, unpaved shoulder. This project will create a friendly, safe, useable bike/path, separated from the roadway.

Is the project expected to implement natural based solutions?

Yes

Which nature based solutions is the project expected to implement?

There are currently some wetland and ponding areas adjacent to the roadway, it would be expected that project construction would ensure those areas are properly addresses with the use of nature based solutions (e.g., bio swales) where feasible.

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 14, 2022 3:53 PM

Date

February 14, 2022

Time

15:20

Project Information

Project Name

E & G Street Shared Road Bicycle Facilities - 3rd Ave to 9th Avenue (MTP 2040 Projects 417, 421)

Name of Person Submitting the Nomination

Diana Rhoades

Affiliation

Anchorage Park Foundation

Phone Number

9072496652

Email Address

Diana@Anchorageparkfoundation.org

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Getting into and out of downtown is difficult for the cyclist due to one way roads and a lack of bike lanes. There is strong support for designating G and E streets as the way to provide safety and connectivity on the west end of downtown. They complement the work being done to connect the Ship Creek and Coastal Trails, by providing connectivity to downtown businesses and on to the Park Strip and up to the Chester Creek Trail and over to C Street North/South Connections.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Yes

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

There are lots of freight issues particularly on 5th and 6th avenues. This bicycle facility helps the north/south cycling route in downtown.

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Cyclists are not allowed on the sidewalks and there is no clear location in the street for cyclists. This project will make a big difference.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

When bikes have no safe place to ride, they use the sidewalk. We need places to walk, bike and roll. This will help take the bikes off the sidewalks to help pedestrians.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

Turning on each of the streets pose safety hazards. Clearly delineating this as a shared road for cyclists will alert cars that they may want to take a different way for their north/south experience, making it even that much safer for cyclists.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Unknown

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Yes

How is the project expected to reduce vehicular congestion?

If we can increase safe places for cycling, more people will ride bikes and reduce the number of cars on the road.

Is the project expected to help separate truck (freight) and non-motorized uses?

Unknown

How is the project expected to help separate truck (freight) and non-motorized uses?

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

Safer north/south connection to downtown and connectivity to other multi use trails.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

Safer to walk, bike and roll on E Street and G street.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Yes

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Town Center Reinvestment Focus Area

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Town Center Reinvestment Focus Area

Is the project expected to promote or include transit improvements?

No

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

Bicycle infrastructure.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Unknown

How is the project expected to help implement the MOA Climate Action Plan?

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Unknown

How is the project expected to improve sidewalk or off-street facilities?

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 14, 2022 5:00 PM

Date

February 14, 2022

Time

16:50

Project Information

Project Name

Schools on Trails - develop pathways on existing unused easements

Name of Person Submitting the Nomination

Ann Rappoport

Affiliation

Rabbit Creek Community Council

Phone Number

907-230-317

Email Address

rabbitcreekcc@gmail.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Project Stranded Assets: completion of undeveloped pathways that were platted or reserved but never built. Tasks include: inventory of unused easements and ROW; scoping; surveys; signage and improvements for new pathways. Undeveloped easements are a maximally efficient way to connect the pedestrian network. These new through-routes and short-cuts will encourage walking and biking in lieu of driving. They offer safe, fast, and pleasant travel separated from traffic. We've shown several examples that will help users avoid dangerous road segments. They will benefit public health, equity, and neighborhood cohesion. Stranded Assets connections exist all over Anchorage. The inventory and scoping will determine which projects should be funded to completion. Examples include: a ROW from Bainbridge Road to DeArmoun Road; connections from Golden View Drive to Bear Valley School; a missing school/commute connection along Elmore Road south of DeArmoun to Riverton.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

No

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

The inventory of Stranded Assets will reveal numerous safety opportunities across town. The example projects in this application will divert bicyclists from prohibitively hazardous road segments such as the crash-prone Dearmoun Road curve, crash-prone Golden View intersection, steep parts of Rabbit Creek Road. and roads with fast through-traffic.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

The inventory of Stranded Assets will reveal numerous safety opportunities throughout town. The example projects in this application will divert pedestrians from prohibitively hazardous road segments such as the crash-prone DeArmoun Road curve, crash-prone Golden View intersection, steep parts of Rabbit Creek Road. and roads with a lot of fast through-traffic. This supports the Non-Motorized Plan's goals for a network. Undeveloped easements are a maximally efficient way to connect the pedestrian and bike network. Connections will encourage walking and biking. They offer safe, fast, and pleasant travel separated from traffic. They foster public health, equity, and neighborhood cohesion. Stranded Assets connections exist all over Anchorage. The inventory and scoping will determine which projects should be funded for completion. Examples: connections from Golden View Dr to Bear Valley School; connection along Elmore Rad south of DeArmoun to Riverton. Unable to map these.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

The inventory of assets will reveal specific safety vehicular safety concerns that this project can mitigate. The examples in this application include roadways with steep slopes, poor sightlines, and dangerous curves with inherent vehicle hazards. In addition, these areas have high student driving and student pick up/drop off, which diminishes vehicular travel safety.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

No

What are the emergency response and non-motorized use related safety concerns?**CRITERIA: Mobility****Is the project expected to reduce vehicular congestion?**

Yes

How is the project expected to reduce vehicular congestion?

The inventory of assets will reveal specific congestion reductions. The Stranded Asset examples in this application all would alleviate the acute congestion created by school-related driving. Safe walk- and bike-to-school routes will shift people away from driving, especially direct, fast connections such as these. Improve bicycle network: Upgrading and signage of NEW, direct connections will shorten travel and keep bicyclists off hazardous roadways and intersections. Bicyclists with disabilities or low skills will be empowered to use these safe connections.

Is the project expected to help separate truck (freight) and non-motorized uses?

No

How is the project expected to help separate truck (freight) and non-motorized uses?

Is the project expected to improve the bicycle network?

No

How is the project expected to improve the bicycle network?

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

Upgrading and signage of NEW, direct connections that will shorten travel and keep pedestrians off hazardous roadways and intersections. Pedestrians with disabilities or low skills will be empowered to use these safe connections.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

No

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

adjacent large lot residential and school uses, also open space, undeveloped lands

Is the project expected to promote or include transit improvements?

No

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

New non-motorized connections will reduce vehicular particulates and emissions by replacing vehicle trips with pedestrian and bicycle trips. Fewer vehicle miles traveled, and less traffic congestion both improves air quality.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Yes

How is the project expected to improve systemwide VMT?

New non-motorized connections will replace vehicle trips with pedestrian and bicycle trips. In The example projects include school-related travel. This mode shift is especially valuable for students, as the early example of non-motorized travel for youth can become a life-long habit.

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

Reduction of greenhouse gas emissions of 50 percent by 2030 requires a robust mode shift to reduce VMT. Stranded Asset connections are a powerful incentive to walk or ride instead of driving: they create short, safe, pleasant connections off the main roadway, and may even be the fastest travel alternative in congested areas. Completion of the non-motorized “grid” is a high inducement for increased mode shift to biking and walking. In addition, shift to non-motorized use relieves the demand for lane and intersection expansion. This reduces the amount of asphalt and the emissions created by traffic delays.

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

Stranded Asset connections are new off-the-roadway connections. They include short-cuts and direct routes that the public doesn't know exist. They make non-motorized travel safe, convenient, and physically possible for the first time for many residents, especially the young, the old, and the less physically able who need to avoid busy roadways.

Is the project expected to implement natural based solutions?

Yes

Which nature based solutions is the project expected to implement?

The short distance and relatively narrow width of these trail connections (compared to roads) means minimal use of built infrastructure. Some trails can be built with native materials for the tread, and the drainage can be captured by native terrain and vegetation. There will not be a flush of run-off into the stormwater system.

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 14, 2022 5:01 PM

Date

February 14, 2022

Time

16:56

Project Information

Project Name

Coastal Trail South Extension - Jodphur Street to Potter Marsh

Name of Person Submitting the Nomination

Diana Rhoades

Affiliation

Anchorage Park Foundation

Phone Number

5209824178

Email Address

Diana@Anchorageparkfoundation.org

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Connecting the Coastal Trail to Potter marsh is critical to complete the connection south to Girdwood.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Unknown

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

Unknown

What are the bicycle related safety concerns?

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

safety.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

safety.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Yes

What are the emergency response and non-motorized use related safety concerns?

safety.

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Unknown

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

Unknown

How is the project expected to help separate truck (freight) and non-motorized uses?

Is the project expected to improve the bicycle network?

Unknown

How is the project expected to improve the bicycle network?

Is the project expected to improve the pedestrian network and ADA accessibility?

Unknown

How is the project expected to improve the pedestrian network and ADA accessibility?

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Unknown

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

bicycle safety.

Is the project expected to promote or include transit improvements?

No

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

bicycle facility.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Unknown

How is the project expected to help implement the MOA Climate Action Plan?

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Unknown

How is the project expected to improve sidewalk or off-street facilities?

Is the project expected to implement natural based solutions?

No

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 14, 2022 5:08 PM

Date

February 14, 2022

Time

16:54

Project Information

Project Name

Connect Fairview - Sitka Street Park Greenbelt

Name of Person Submitting the Nomination

Evan Anderson

Affiliation

Alaska Legislature - Rep. Zack Fields

Phone Number

9074652647

Email Address

evan.anderson@akleg.gov

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Updates to the pedestrian trail to Sitka Street Park on the south side of 15th Avenue are majorly needed. Roots are growing through the existing trail. Sitka Street Park - as currently designed - is mostly accessible to residents of the condo neighborhoods west of Lake Otis and south of 15th Avenue. These condos have private access to the Chester Creek trail system -- but there is no easy public access from the park into Fairview. There is an incredible network of winter trails back through this green space that connect these two neighborhoods to the park and to the trail -- but in the summer, these trails are completely submerged. After making updates to existing trail, DOT should study extending existing trail from Sitka Street south to the greenbelt. A bridge crossing over the creek will likely be required -- completing and formalizing an important loop that will benefit multiple neighborhoods. *Some of this land may be owned by Merrill Field.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

No

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Bike path is very unsafe -- major obstacles in the failing pathway

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

serious trip hazards

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Unknown

What are the vehicular and non-motorized related safety concerns?

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Unknown

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Yes

How is the project expected to reduce vehicular congestion?

Connecting more residents to the Chester Creek greenbelt will reduce dependency on cars for short trips in the neighborhoods

Is the project expected to help separate truck (freight) and non-motorized uses?

Unknown

How is the project expected to help separate truck (freight) and non-motorized uses?

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

This is a major component of linking more neighborhoods to existing bike infrastructure

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

Multiple user groups will benefit from improved access to Sitka Street Park

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Yes

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Sitka Street Park has almost every kind of residential neighborhood within a half-mile -- mixed residential - medium (condos and townhouses), mixed residential - high (apartment buildings), single-family homes along Orca Ave in Fairview, and the Anchorage Senior Center, a community facility. For one of the densest housing areas in Anchorage -- all users deserve the same access to the nearby green spaces

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

mixed residential - medium, mixed residential - high, single-family homes, and a community facility -- all surrounding greenway-supported development

Is the project expected to promote or include transit improvements?

Unknown

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

Users from multiple neighborhoods, including Fairview, Airport Heights, Rogers Park will all benefit from higher-visibility and safer pedestrian routes connecting them to the greenbelt

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

Users from multiple neighborhoods, including Fairview, Airport Heights, Rogers Park will all benefit from higher-visibility and safer pedestrian routes connecting them to the greenbelt

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Unknown

How is the project expected to improve sidewalk or off-street facilities?

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

Unknown

How is the project expected to improve transit stops?

Complete Streets / Major Infrastructure (Corridor)

Submitted By: Anonymous user

Submitted Time: February 14, 2022 3:16 PM

Date

February 14, 2022

Time

13:34

Project Information

Project Name

Safe crossings for O'Malley Elementary Pedestrians

Name of Person Submitting the Nomination

Carmela Warfield, President

Affiliation

Hillside Community Council

Phone Number

9072293913

Email Address

hillsidecommunitycouncil@gmail.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Safe pedestrian crossing mechanisms are needed on O'Malley Rd at Rockridge Dr to ensure children & users can safely cross to Rockridge and O'Malley Elementary once O'Malley Phase II Reconstruction is completed. The new Phase II pedestrian paths on north/south sides of O'Malley will increase foot traffic on this stretch of road; which would seem to increase the likelihood of children & users crossing to access O'Malley Elementary without safeguards in place. Please see Huffman Rd at Lorraine St, for a similar instance; safety measures are in place to reduce risk for Huffman Elementary students & pedestrians. MOA Traffic has taken the following actions after hearing the community's safety concerns. • added conduit to the existing Phase II project to allow electrical devices to be added now or in the future without impacting the new roadway surface. • Commissioned a study to evaluate O'Malley/Rockridge area, est. for completion by end of March 2022. More work is needed after study.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) related safety concerns in or near the project location?

No

What are the truck (freight) related safety concerns?

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Per DOT/PF's current project plans, pedestrian & bike path users traveling to O'Malley Elementary from the north side of O'Malley Rd, must walk/ride west on O'Malley roughly 1/4 mile past Rockridge Dr to cross at the Birch Rd/O'Malley Dr intersection; cross O'Malley and then backtrack 1/4 mile east , to get to Rockridge Dr. The installment of pedestrian paths on either side of O'Malley, as a part of the Phase II project, will increase pedestrian & bike traffic on this stretch of road, which would seem to also result in an increase in the likelihood of children & users crossing at Rockridge to get to O'Malley Elementary without safeguards in place.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

Per DOT/PF's current project plans, pedestrian & bike path users traveling to O'Malley Elementary from the north side of O'Malley Rd, must walk/ride west on O'Malley roughly 1/4 mile past Rockridge Dr to cross at the Birch Rd/O'Malley Dr intersection; cross O'Malley and then backtrack 1/4 mile east , to get to Rockridge Dr. The installment of pedestrian paths on either side of O'Malley, as a part of the Phase II project, will increase pedestrian & bike traffic on this stretch of road, which would seem to also result in an increase in the likelihood of children & users crossing at Rockridge to get to O'Malley Elementary without safeguards in place.

Are there any vehicular related safety concerns in or near the project location?

Yes

What are the vehicular related safety concerns?

Please see above as outlined. Also, O'Malley elementary is an immersion school, which has seen an increase in its vehicle traffic as a result of enrollment in the immersion program. Congestion relief, now and in the future, will be needed to ensure smooth traffic flow for vehicles turning off of O'Malley on to Rockridge, as well as turning West on O'Malley from Rockridge.

Are there any safety concerns related to emergency response in or near the project location?

Yes

What are the emergency response related safety concerns?

Fire station 8 is across O'Malley from Rockridge; safe pedestrian access, as well as less traffic congestion during school start and release times will help emergency response vehicles leaving the fire station.

CRITERIA: Mobility**Is the project expected to reduce vehicular congestion?**

Unknown

How is the project expected to reduce vehicular congestion?**Is the project expected to improve truck (freight) movement?**

No

How is the project expected to improve truck (freight) movement?

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

Safe pedestrian and bicycle crossing mechanisms will improve safety in the area's bicycle network. Please see above for additional concerns.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

1. The installment of pedestrian paths on either side of O'Malley, as a part of the Phase II project, will increase pedestrian traffic on this stretch of road, which would seem to also result in an increase in the likelihood of children and all users crossing at Rockridge to get to O'Malley Elementary without safeguards in place. Establishing safe pedestrian crossing at Rockridge Dr. would seem to reduce the risk for those that use the paths and pedestrian network.

Is the project expected to reduce transit vehicle delay?

Unknown

How is the project expected to reduce transit vehicle delay?

Why is the project NOT expected to reduce transit vehicle delay?

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Unknown

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Large lot residential; single family residential; community facility or institution (school).

Is the project expected to promote or include transit improvements?

Yes

How is the project expected to promote or include transit improvements?

The project will include transit improvements related to pedestrian and vehicle traffic safety in the area, and potentially increase the number of walkers/bicycle riders in the area.

CRITERIA: Environment

Is the project expected to improve air quality?

Unknown

How is the project expected to improve air quality?

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Unknown

How is the project expected to help implement the MOA Climate Action Plan?

CRITERIA: Preservation

Is the project expected to improve roadway pavement conditions?

No

How is the project expected to improve roadway pavement conditions?

Is the project expected to improve sidewalk or off-street facilities?

No

How is the project expected to improve sidewalk or off-street facilities?

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Complete Streets / Major Infrastructure (Corridor)

Submitted By: Anonymous user

Submitted Time: February 14, 2022 4:50 PM

Date

February 14, 2022

Time

15:40

Project Information

Project Name

Old Seward Highway Upgrade - Safety for Non-Motorized Users and Vehicles - Rabbit Creek Road to Potter Valley Road

Name of Person Submitting the Nomination

Ann Rappoport, Co-chair

Affiliation

Rabbit Creek Community Council

Phone Number

907-230-3187

Email Address

rabbitcreekcc@gmail.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Promote safety and recreation by developing an unpaved bike/pedestrian pathway along Old Seward Hwy heading south from Rabbit Creek Rd to the New Seward Hwy at Potter Valley Rd; include signage to designate lower speeds and road sharing with non-motorized users. While in poor condition, this popular road is regularly used by pedestrians, cyclists, joggers, roller skiers (high school and university teams regularly train here before snowfall) in increasing numbers, along with more sedentary bird watchers and photographers along the adjacent Coastal Wildlife Refuge. Lacking shoulders and with hills resulting in limited sight lines, this road is a tremendous safety hazard as traffic flows at high speeds. With limited traffic, (fewer than 2,000 cars/day use Old Seward south of South Park Bluff), this road has been a top priority in the RCCC's annual Capital Improvement Program Survey. The road is scheduled for repaving in 2023-24 which will allow increased speeds and hazardous conditions.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) related safety concerns in or near the project location?

Yes

What are the truck (freight) related safety concerns?

Delivery trucks are a particular safety concern for non-motorized users as they may be wider than the average vehicle and the paved roadway here does not have an inch on either side of the lane edge.

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Because Old Seward Highway between Rabbit Creek Road and Potter Valley Road lacks a shoulder on either side, cyclists - and roller skiers - typically ride in the traffic lane which is very unsafe. This is even worse given that several large hills along this road result in limited sight lines. It is not unusual for a motorist to crest the top of a hill, only to find a cyclist in the lane ahead. It is a wonder there have not been many serious accidents here, and the risk is increasing with additional houses and thus motorists in the area. Additionally, parking and other improvements to be constructed in 2022 at the south end of Potter Marsh will likely result in increased motorist and non-motorized uses, exacerbating this situation. Another option to improve safety here would be to consider closing Old Seward Hwy to vehicles, south of Tideview, except in an emergency, or to make one lane for vehicle traffic one way, and the other for non-motorized users.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

Similar to cyclists, pedestrians, including dog walkers typically walk in the traffic lane which is very unsafe. This is even worse given that several large hills along this road result in limited sight lines. It is not unusual for a motorist to crest the top of a hill, only to find a walker, jogger, or dog on or off a leash in the lane ahead. It is a wonder there have not been many serious accidents here, and the risk is increasing with additional houses and thus motorists in the area. Additionally, parking and other improvements to be constructed in 2022 at the south end of

Potter Marsh will likely result in further increased motorist and non-motorized uses, exacerbating this unsafe situation.

Are there any vehicular related safety concerns in or near the project location?

Yes

What are the vehicular related safety concerns?

As above, but from the vehicle side, pedestrians, cyclists, and other non-motorized users frequent this roadway. Vehicles swerving to avoid them, with no shoulder on either side, will end up in the ditch or in on-coming traffic - definitely an unsafe condition. Once the road is repaved this year, vehicles are likely to increase their speed again, creating further safety issues for all.

Are there any safety concerns related to emergency response in or near the project location?

Yes

What are the emergency response related safety concerns?

As above, emergency vehicles have to swerve if non-motorized users are in the road. They are likely to be traveling at higher speeds making such maneuvers even riskier.

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Yes

How is the project expected to reduce vehicular congestion?

This would provide a safer route for non-motorized users to access adjacent neighborhoods.

Is the project expected to improve truck (freight) movement?

No

How is the project expected to improve truck (freight) movement?

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

Currently there are no designated bikeways in southeast Anchorage. This is one of the only flat, paved roads in this part of southeast Anchorage; it is surrounded by steep roads, many unpaved that are too challenging for many cyclists and pedestrians.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

The pedestrian network would be vastly improved in becoming much safer here, likely drawing new users, as well as improving the use of existing users. Unfortunately, ADA accessibility would be problematic, given the area's hilly terrain. Providing an unpaved route here for non-motorists could make this project economical, while an ADA accessible route would present many engineering hurdles and likely be cost-prohibitive.

Is the project expected to reduce transit vehicle delay?

No

How is the project expected to reduce transit vehicle delay?

Why is the project NOT expected to reduce transit vehicle delay?

There is no public transit in this area. The project's primary purpose is to benefit non-motorists, and to make it safer for both non-motorized and motorized users.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

No

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

The area is surrounded by large lot, residential development, the Anchorage Coastal Wildlife Refuge, and Heritage Land Bank acreage designated as Open Space.

Is the project expected to promote or include transit improvements?

No

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

No

How is the project expected to improve air quality?

Why is the project NOT expected to improve air quality?

While the project may decrease some motorized use as those people find a recreation option closer to home, it may increase other motorized use by drawing more people to use this safer bike/pedestrian trail.

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

No

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

As above, it is more likely to be a wash - decreasing motorized use by some, but possibly slightly increasing it by others.

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

No

How is the project expected to help implement the MOA Climate Action Plan?

CRITERIA: Preservation

Is the project expected to improve roadway pavement conditions?

No

How is the project expected to improve roadway pavement conditions?

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

Currently non-motorized users move back and forth between the narrow, paved roadway and the adjacent dirt, often balancing between the ditch and a crumbling edge of pavement. A designated, graded trail would be a vast improvement!

Is the project expected to implement natural based solutions?

Yes

Which nature based solutions is the project expected to implement?

In developing this trail, it may be possible to incorporate bio swales, use bio-degradable coir logs, or other natural solutions to improve adjacent drainage.

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Complete Streets / Major Infrastructure (Corridor)

Submitted By: Anonymous user

Submitted Time: February 14, 2022 4:50 PM

Date

February 14, 2022

Time

15:35

Project Information

Project Name

Safe pedestrian crossings to Service High School and Trailside Elementary

Name of Person Submitting the Nomination

Carmela Warfield, President

Affiliation

Hillside Community Council

Phone Number

9072293913

Email Address

hillsidecommunitycouncil@gmail.com

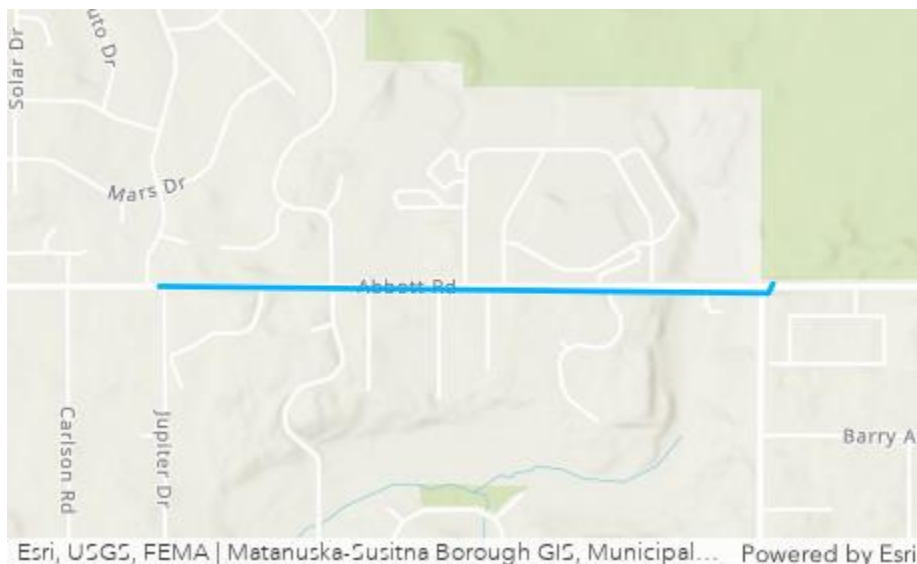
Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Safe pedestrian crossings are needed for accessing Service High School, Trailside Elementary and the bike path on the north side of Abbott Road. There are many neighborhoods on the south side of Abbott Rd; the schools and the bike path network are on the north side.

Pedestrians and students from Service High School and Trailside Elementary. The closest access points are near Birch Road to the east (more than 1/3 mile past the schools, navigating overgrown vegetation and a culvert to access the pedestrian bridge that crosses Abbott Rd, and then more than 1/3 mile back to the school); or Elmore Road to the west (2/3 of a mile past the schools, and then 2/3 of a mile back). Please see Huffman Rd at Lorraine St for a similar instance: several steps have been taken to ensure safe access for Huffman Elementary students, including a crossing. Huffman, like Abbott, is a state-owned, East-West arterial road for residents on the Anchorage Hillside.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) related safety concerns in or near the project location?

No

What are the truck (freight) related safety concerns?

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Bicyclists, pedestrians and students from neighborhoods the south side of Abbott Road do not have a safe way to cross Abbott to access Service High School, Trailside Elementary and the bike path network.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

Please see above. Bicyclists, pedestrians and students from neighborhoods the south side of Abbott Road do not have a safe way to cross Abbott to access Service High School, Trailside Elementary and the bike path network.

Are there any vehicular related safety concerns in or near the project location?

No

What are the vehicular related safety concerns?

Are there any safety concerns related to emergency response in or near the project location?

Yes

What are the emergency response related safety concerns?

The lack of safe crossing at the schools, and the distance to access the closest pedestrian crossings for Abbott Road present safety concerns.

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

No

How is the project expected to reduce vehicular congestion?

Is the project expected to improve truck (freight) movement?

No

How is the project expected to improve truck (freight) movement?

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

The network may be improved and its usage increased, by increasing its accessibility for users.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

The network may be improved by increasing its points of access for users.

Is the project expected to reduce transit vehicle delay?

Unknown

How is the project expected to reduce transit vehicle delay?

Why is the project NOT expected to reduce transit vehicle delay?

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Unknown

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Large lot residential; single family residential; community facility or institution (schools).

Is the project expected to promote or include transit improvements?

Unknown

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Unknown

How is the project expected to improve air quality?

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Unknown

How is the project expected to help implement the MOA Climate Action Plan?

CRITERIA: Preservation

Is the project expected to improve roadway pavement conditions?

Unknown

How is the project expected to improve roadway pavement conditions?

Is the project expected to improve sidewalk or off-street facilities?

Unknown

How is the project expected to improve sidewalk or off-street facilities?

Is the project expected to implement natural based solutions?

No

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Complete Streets / Major Infrastructure (Corridor)

Submitted By: Anonymous user

Submitted Time: January 14, 2022 2:34 PM

Date

January 14, 2022

Time

14:24

Project Information

Project Name

Lois/Arlington Dr Connection

Name of Person Submitting the Nomination

None

Affiliation

None

Phone Number

None

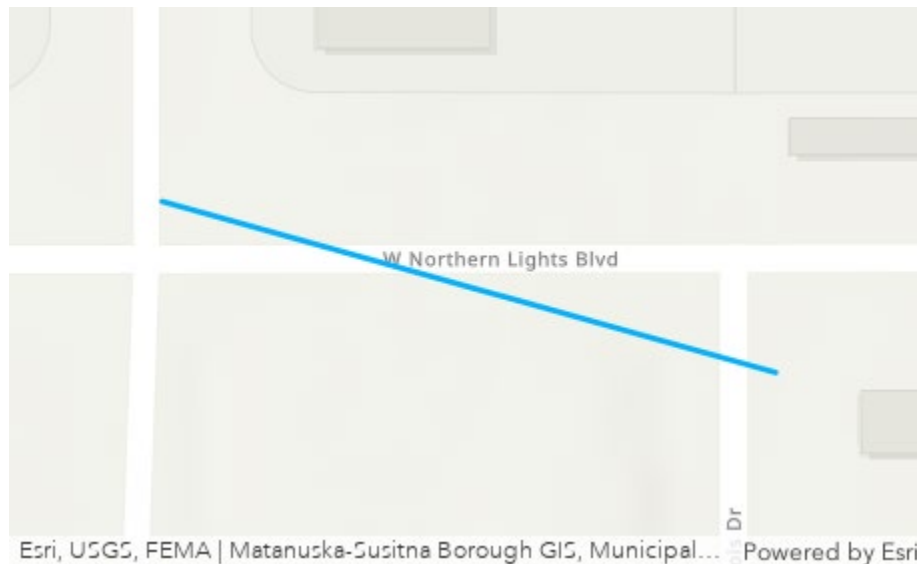
Email Address

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

I regularly commute by bicycle north on Lois towards the bike path in the morning and then south on Arlington in the evening. This is a really scary section because there is no safe way to cross Benson/Northern Lights--the step, unmaintained wooden pedestrian bridges are simply not a viable option. I would like to see a crosswalk and/or stoplight installed.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) related safety concerns in or near the project location?

Unknown

What are the truck (freight) related safety concerns?

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

There is no way to get from the neighborhood to the bike path safely.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

There is no way to get from the neighborhood to the bike path safely.

Are there any vehicular related safety concerns in or near the project location?

Yes

What are the vehicular related safety concerns?

Speeds are fast and the road is easy for driving--in the summer there are a lot of motor cycles or other loud cars apparently racing here.

Are there any safety concerns related to emergency response in or near the project location?

Unknown

What are the emergency response related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Yes

How is the project expected to reduce vehicular congestion?

It will

Is the project expected to improve truck (freight) movement?

Unknown

How is the project expected to improve truck (freight) movement?

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

It will connect another neighborhood to the path and West HS.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

It will connect another neighborhood to the path and West HS.

Is the project expected to reduce transit vehicle delay?

Unknown

How is the project expected to reduce transit vehicle delay?

Why is the project NOT expected to reduce transit vehicle delay?

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Yes

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Within the Transit-supportive Development Overlay. It will connect another neighborhood to the path and West HS.

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

It appears to be ROW, which apparently isn't considered a land use--even though it is.

Is the project expected to promote or include transit improvements?

Yes

How is the project expected to promote or include transit improvements?

By encourage pedestrian connectivity it makes transit make more sense.

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

It might if it results in fewer people driving.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Yes

How is the project expected to improve systemwide VMT?

It might if it results in fewer people driving, but people generally stop driving when driving cost increases, not when walking cost decreases.

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

Probably will encourage more walking/biking.

CRITERIA: Preservation

Is the project expected to improve roadway pavement conditions?

Unknown

How is the project expected to improve roadway pavement conditions?

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

There is currently no sidewalk on either Lois or Arlington, so anything would be an improvement.

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

Yes

How is the project expected to improve transit stops?

It improves access for walkers/bikers.

**Do Not Score Past This
Point**

**Projects moved to Complete
Streets category for scoring**

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: January 12, 2022 12:04 PM

Date

January 12, 2022

Time

11:45

Project Information

Project Name

Benson/Minnesota Pedestrians Are 3rd Class Citizens Crossing

Name of Person Submitting the Nomination

none

Affiliation

none

Phone Number

none

Email Address

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Allow peasant pedestrians the honor of being able to cross Minnesota going east along the north side of Benson. Currently they are prohibited from doing so. Would it be too much to ask to inconvenience drivers turning north onto Minnesota for about 25 seconds so that people going from Carrs to Title Wave/Starbucks/Kaladi Bros don't need to cross the road three times?

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Yes

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

I imagine a lot of trucks go through this area and people are often trying to cross Minnesota mid block.

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

I encourage anyone reading this to try bicycling from Carrs to Hearth and see if you feel comfortable and safe.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

People cross mid-block on Minnesota rather than face 3 crosswalk cycles just to go across the street.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

This area is impossible for human beings to use. I encourage anyone to go try it.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Unknown

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Yes

How is the project expected to reduce vehicular congestion?

Why is this a primary criteria? Vehicular congestion reduces speed, which increases safety--so maybe it is a good thing. Prioritizing eliminating congestion favors vehicle flow over anything else--this is a city, not a highway.

Is the project expected to help separate truck (freight) and non-motorized uses?

Unknown

How is the project expected to help separate truck (freight) and non-motorized uses?

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

It makes it easier for non motorized users to travel

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

It makes it easier for non motorized users to travel. Again, I would love to see anyone try to go from Carrs to Starbucks in a wheel chair in January.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Yes

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Designated as a town center: "Town Centers will serve as destinations for shopping, entertainment, and services in cohesive, *pedestrian-friendly* urban settings." Transit Overlay: "Transit-supportive Development (TSD) identifies corridors where expanded public transit service will support a compact, walkable pattern of commercial, residential, and/or mixed-use development" This is not currently walkable, so it does not meet either of these.

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Town Center. Currently it feels like "Suburban Retail surrounded by a circular wall of deadly roads"

Is the project expected to promote or include transit improvements?

Yes

How is the project expected to promote or include transit improvements?

If you make it easier to cross the street on Minnesota, it will make taking the bus to or from Carrs a lot more attractive.

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

Will increase pedestrian infrastructure. May reduce driving, which reduces emissions.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Yes

How is the project expected to improve systemwide VMT?

Yes, if improve means reduce.

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

Makes walking easier

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

It makes them usable by connecting them

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

Yes

How is the project expected to improve transit stops?

It will connect to sides of a major corridor.

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: January 25, 2022 12:54 PM

Date

January 25, 2022

Time

12:22

Project Information

Project Name

Lake Otis Bike/Pedestrian Tunnel at Waldron Dr and Lake Otis

Name of Person Submitting the Nomination

Tyndall Ellis

Affiliation

none

Phone Number

907 250 1036

Email Address

tyndall.ellis@gmail.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Enlarge tunnel entrances on East and West side of Lake Otis at Waldron and E 50th. Remove stairs on East side of tunnel and replace with ramp that parallels E 50th. Add semi circular ramp from each tunnel entrance that sweeps to the south to connect each tunnel entrance to Lake Otis sidewalk. Add left hand turning lane to Waldron Dr. for Car Traffic. Purchase property immediately to West of tunnel (Abandoned House was torn down January 2022) as part of tunnel entrance and turning lane improvements. Future projects could reroute Campbell Creek Trail onto E 50th and Waldron Dr.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

No

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Campbell Creek Trail crosses Lake Otis further to the North. Very few people know about this tunnel. By making the entrances larger it will be more apparent to users that there is indeed a tunnel available for their use rather than crossing a busy road. Increased visibility in and out of the tunnel will allow people to see into the tunnel before they are inside. Better lighting at entrance and exit will also improve this.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

See bicycle concerns.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

Waldron Dr does not have a left hand turning lane while E 50th does have a turning lane. Adding a turning lane on the Waldron Dr side will improve flow of traffic. Currently folks turning left prevent right hand turns out of Waldron Dr and very often E 50th drivers will turn South on Lake Otis into a driver exiting Waldron to the Right.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

No

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Yes

How is the project expected to reduce vehicular congestion?

Adding a left turn lane to Waldron will help with exiting the neighborhood.

Is the project expected to help separate truck (freight) and non-motorized uses?

No

How is the project expected to help separate truck (freight) and non-motorized uses?

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

Better visibility into the tunnel may improve use. Creating a ramp that parallels E 50th eliminates the blind corner on the East side of tunnel. Enlarging ramp on West side of Lake Otis improves visibility down and into tunnel. Bicyclists can then choose to continue on E 50th and connect into campbell creek trail through low traffic neighborhoods.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

See bicycle comment.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Yes

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Greenway-supporting and Neighborhood Design

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Single Family and Mixed Family.

Is the project expected to promote or include transit improvements?

Yes

How is the project expected to promote or include transit improvements?

Add Left hand Turn Lane to Waldron Dr.

CRITERIA: Environment

Is the project expected to improve air quality?

Unknown

How is the project expected to improve air quality?

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Unknown

How is the project expected to help implement the MOA Climate Action Plan?

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

Improved tunnel entrance and visibility into tunnel.

Is the project expected to implement natural based solutions?

No

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 11, 2022 3:08 PM

Date

February 11, 2022

Time

12:00

Project Information

Project Name

Huffman Road Rehabilitation and Separated Path MTP 2040 Project #210

Name of Person Submitting the Nomination

David Wight

Affiliation

Anchorage Park Foundation/Huffman O'Malley Community Council

Phone Number

907.229.9620

Email Address

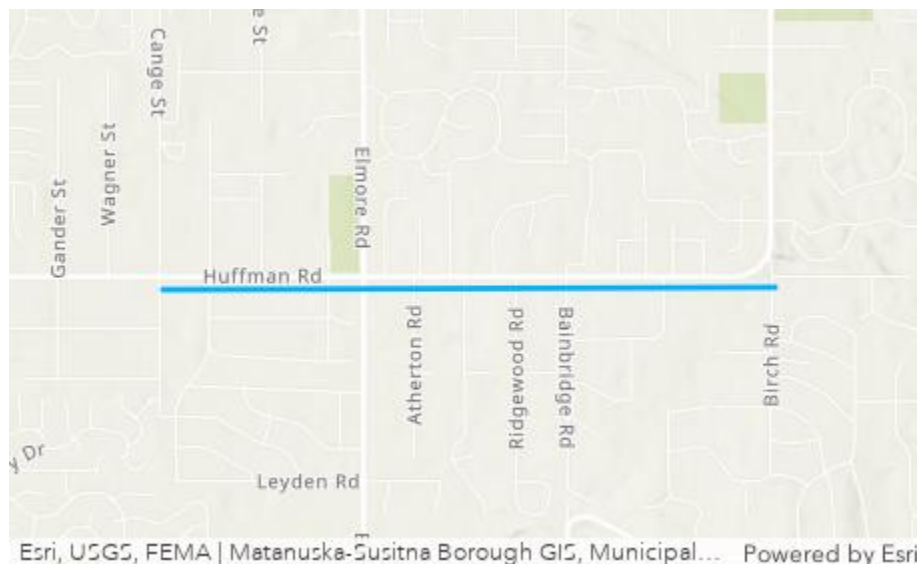
davidgwight@mac.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

We support the proposed MTP 2040 plan (project 210) Huffman Road Rehabilitation - to rehabilitate Huffman Road from Pintail Street to Birch Road to collector standards and include intersection improvements at Elmore Road and Pintail Street. We particularly support a new separated path for biking and walking on the southside of Huffman between Birch and Elmore to connect to an existing pathway lower down. This would create a safer route to school for Huffman Elementary students and trail users in the area. This path is listed in the AMATS Non-Motorized plan as a medium priority network. It is also included in the Hillside District Plan and Anchorage Bike Plan 2010. There is also support at the Huffman O'Malley Community Council and Anchorage Park Foundation. Purpose: Preservation of Existing Facility and Connectivity.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Unknown

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

There is no separated path for cyclists and walkers in this area.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

There is no safe bicycle or pedestrian path on this busy stretch of Huffman road. The goal would be to connect to an existing safe path for Huffman Elementary students and all users of the Huffman corridor for walking and biking,

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

Safe Routes to School is really important.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Unknown

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Unknown

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

Yes

How is the project expected to help separate truck (freight) and non-motorized uses?

We are asking for a separated pathway away from the busy road.

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

It is listed on the Non-Motorized plan as a medium priority bicycle network. The separated path is also included in the Hillside District Plan and the Anchorage Bike Plan 2010.

Is the project expected to improve the pedestrian network and ADA accessibility?

Unknown

How is the project expected to improve the pedestrian network and ADA accessibility?

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Unknown

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

There were no land uses identified in the 2040 plan.

Is the project expected to promote or include transit improvements?

No

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Unknown

How is the project expected to improve air quality?

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Unknown

How is the project expected to help implement the MOA Climate Action Plan?

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Unknown

How is the project expected to improve sidewalk or off-street facilities?

Is the project expected to implement natural based solutions?

Yes

Which nature based solutions is the project expected to implement?

That seems like a really good idea and should be explored through the process.

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 13, 2022 12:24 PM

Date

February 13, 2022

Time

11:34

Project Information

Project Name

Arctic Boulevard Traffic Calming and Improved Bike and Pedestrian Facilities - Fireweed to 16th Avenue

Name of Person Submitting the Nomination

Ben Matheson

Affiliation

none

Phone Number

none

Email Address

mathesonben@gmail.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

This existing bicycle and pedestrian infrastructure on Arctic Blvd. could see meaningful safety improvements with the use of horizontal traffic calming like lane narrowing, pinch points and miniature roundabouts. This road contains bike lanes on each side and a narrow sidewalk directly adjacent to the roadway (largely no natural buffer). While somewhat narrow, this street can include wider and better protected bike lanes and sidewalks. A school crossing traffic signal exists on this section, as well as People Mover bus stops. It appears on the municipality's traffic calming program's qualified streets list for 2021 with a rank of 1. The characteristics of this road are inconsistent with the posted speed of 30 mph. Recent speed studies on Arctic near 21st Avenue (9/30/2020 - 10/1/2020) by the Municipality of Anchorage Traffic Department shows traffic moves faster than the intended speed for this roadway. The 85% speed of 44mph is 14 mph above the posted speed of 30mph.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Yes

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

High speeds with narrow bike lanes and sidewalks present safety concerns for non-motorized traffic. Lower speeds reduces the prevalence and consequences of impacts.

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

The characteristics of this road are inconsistent with the posted speed of 30 mph. The current narrow sidewalk and non-protected bike lane exposes people to hazardous speeds. Recent speed studies on Arctic near 21st Avenue (9/30/2020 - 10/1/2020) by the Municipality of Anchorage Traffic Department show that the majority of traffic moves considerably faster than the intended speed for this roadway. The southbound 85% speed of 44mph is 14 mph above the posted speed of 30mph. 555 cars were measured traveling above 41 mph, including 17 faster than 56 mph on 9/30/2020. On 10/1, 607 cars were measured above 41mph, while 10 cars traveled above 60mph. On 9/30, 81% (1442/1771) were measured above the posted speed limit, while on 10/1, 81% (1506/1855) were measured above the speed limit.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

The characteristics of this road are inconsistent with the posted speed of 30 mph. The current narrow sidewalk and non-protected bike lane exposes people to hazardous speeds. Recent speed studies on Arctic near 21st Avenue (9/30/2020 - 10/1/2020) by the Municipality of Anchorage Traffic Department show that the majority of traffic moves considerably faster than the intended speed for this roadway. The southbound 85% speed of 44mph is 14 mph above the posted speed of 30mph.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

Fast speeds in narrow facilities increase the hazard to pedestrians, transit rider, and cyclists.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Unknown

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Unknown

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

Unknown

How is the project expected to help separate truck (freight) and non-motorized uses?

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

Arctic Blvd. is the Chester Creek trail's best connection to downtown (E street), midtown, and Spenard. Better protection on bike lanes allows for new and less experienced bikers use the infrastructure.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

Arctic Blvd. is the Chester Creek trail's best connection to downtown, midtown, and Spenard. Wider and better protected sidewalks open access to people in wheelchairs, scooters, and on foot.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Yes

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Arctic Blvd sits on the 35 bus line, and enhances Transit-supportive Development. Better connecting Chester Creek Trail to downtown and midtown helps to grow Greenway-supporting Development, while connecting these corridors to the Spenard area (via Fireweed) helps improve the success of Residential Mixed-use Development.

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Single-Family and Two-Family Compact Mixed Residential - Low Compact Mixed Residential - Medium Main_Street_Corridor

Is the project expected to promote or include transit improvements?

Yes

How is the project expected to promote or include transit improvements?

Safer access to People Mover Route 35 for pedestrians and cyclists.

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

Improved pedestrian, cyclist, and transit utilization for an essential link between midtown and downtown Anchorage while reducing vehicle emissions from less traffic volume.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

Improved pedestrian, cyclist, and transit utilization reduces net emissions.

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

Slower speeds , protective barriers, and greater buffers improve the safety, comfort, and viability of the sidewalk and bike lane facilities. Reducing speeds from the 85% speed of 44mph would increase safety in this area by reducing collisions and impact speeds.

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

Yes

How is the project expected to improve transit stops?

Route 35 connects south Anchorage with downtown and midtown. Better pedestrian and bike access to stops on this route enhance the route and its stops.

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 14, 2022 4:32 PM

Date

February 14, 2022

Time

16:19

Project Information

Project Name

Midtown Corridor Improvements Denali St

Name of Person Submitting the Nomination

Lindsey Hajduk

Affiliation

NeighborWorks Alaska

Phone Number

907-677/8443

Email Address

lhajduk@nwalaska.org

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

The project is identified in the Metropolitan Transportation Plan (MTP 118): Upgrade Denali Street from Benson Blvd to Tudor Road and 36th Avenue from A Street to the Old Seward Highway. Project would include non-motorized improvements and consider adjacent land use. Purpose: Safety (Vision Zero High Injury Network Corridor), Connectivity, Access. Key Land Use Features: Greenway Supported Development Corridor, Reinvestment Focus Area This project is a priority for the Midtown Community Council's CIP priority list as the #3. The muni completed a Design Study Report in 2018. Right now the section of Denali from Fireweed-36th is part of our "High Injury Network" identified in Vision Zero. The plan was to incorporate Complete Streets design to make it a safer north-south connector in Midtown, especially for pedestrian and bicyclist facilities. More details are here: <http://www.midtownimprovementsdenali.com/>

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Unknown

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

The section of Denali from Fireweed-36th is part of our "High Injury Network" identified in Vision Zero.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

The section of Denali from Fireweed-36th is part of our "High Injury Network" identified in Vision Zero.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

The section of Denali from Fireweed-36th is part of our "High Injury Network" identified in Vision Zero.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

No

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Unknown

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

Unknown

How is the project expected to help separate truck (freight) and non-motorized uses?

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

Project would include bicycle facilities along Denali with a lane diet. In the dense business district of Midtown, safe transportation routes are needed to allow people to access areas throughout town.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

Right now sidewalk facilities are narrow, deteriorating, and immediately adjacent to fast moving traffic.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Yes

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Traditional Neighborhood Development, Transit Supportive Development

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Main_Street_Corridor, City_Center

Is the project expected to promote or include transit improvements?

No

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Unknown

How is the project expected to improve air quality?

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Unknown

How is the project expected to help implement the MOA Climate Action Plan?

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

Current sidewalk facilities are inadequate and need improvement.

Is the project expected to implement natural based solutions?

No

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

**Projects will be considered for
Pavement Replacement**

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: January 13, 2022 11:24 AM

Date

January 13, 2022

Time

11:06

Project Information

Project Name

Patterson Pedestrian Rehabilitation

Name of Person Submitting the Nomination

Paul Hatcher

Affiliation

MOA

Phone Number

907-343-7942

Email Address

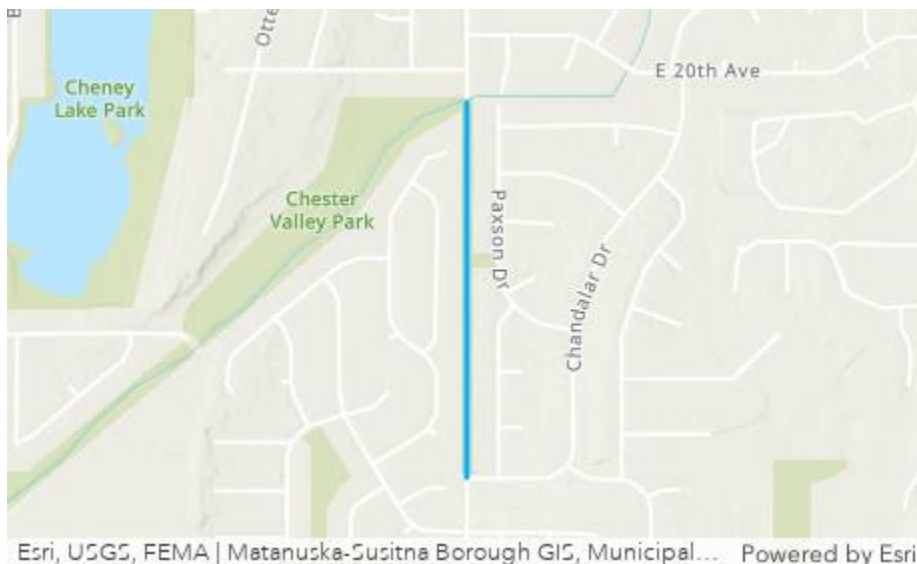
paul.hatcher@anchorageak.gov

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

The existing pedestrian facilities along Patterson Street between Chester Creek to the north and Northern Lights to the south. This stretch is populated with multiple undulations in the existing asphalt surface and extensive vegetation overgrowth. Existing lighting is the older less energy-efficient bulbs but they do still work.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Yes

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

The condition of the asphalt creates a safety concern for non-motorized use especially ADA compliant.

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

The condition of the asphalt creates a safety concern for bicycle use along with the vegetative overgrowth.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

The condition of the asphalt creates a safety concern for pedestrians safety.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

No

What are the vehicular and non-motorized related safety concerns?

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

No

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

No

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

No

How is the project expected to help separate truck (freight) and non-motorized uses?

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

This will improve the existing surface and create a more usable bicycle network that more cyclists will use along with other pedestrian movements.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

This will improve the existing surface making it safer for ADA accessibility.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

No

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Park or Natural Area

Is the project expected to promote or include transit improvements?

Unknown

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Unknown

How is the project expected to improve air quality?

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Unknown

How is the project expected to help implement the MOA Climate Action Plan?

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

The current condition of the separate facility is in poor condition and deteriorating fast.

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: January 17, 2022 7:50 PM

Date

January 17, 2022

Time

19:15

Project Information

Project Name

Eagle Rive Sidewalk

Name of Person Submitting the Nomination

Gordy

Affiliation

none

Phone Number

907-632-7272

Email Address

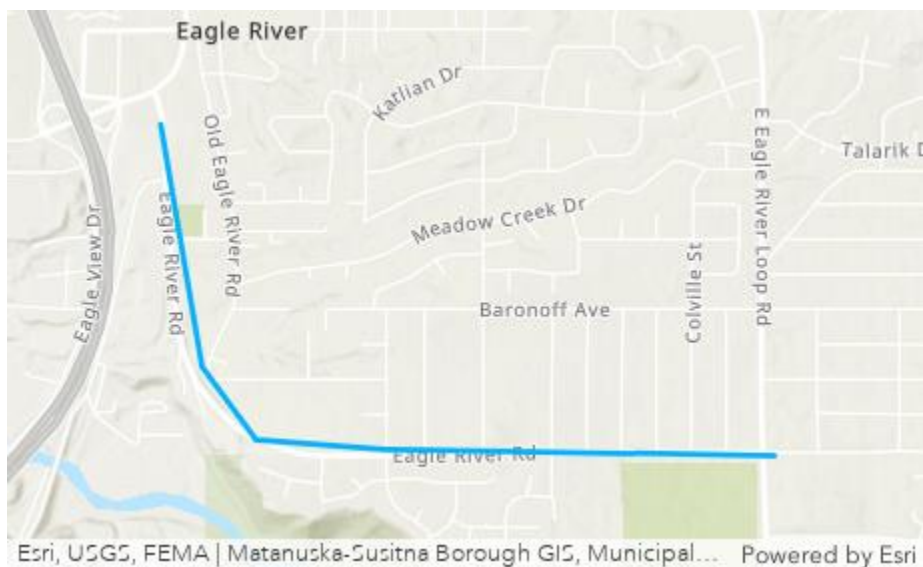
gbanfield@gmil.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

The Eagle River road sidewalk from Example, Walmart to the old fire station has been neglected for years and is unsafe to ride on. Heavy root system have lifted and cracked much of the sidewalk. This 1 of 3 ways to get down to Eagle River from upper Eagle River, way 2 is down the loop road which is not paved and has terrible erosion, way 3 being meadow creeks with lots of traffic.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Unknown

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Cracks in asphalt from age and tree roots that a bicycle tire can get caught in resulting in a crash, real possibility since its happened to myself.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

Tripping hazards, twisted ankle.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Unknown

What are the vehicular and non-motorized related safety concerns?

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Unknown

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Unknown

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

Unknown

How is the project expected to help separate truck (freight) and non-motorized uses?

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

Of the 3 ways from upper Eagle River to lower Eagle River, the loop is the most dangerous not paved with heavy erosion, Meadow Creek has high auto traffic, using the Eagle River Road sidewalk would be the safest if it were usable.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

You can hardly walk a baby stroller down that path let alone a wheel chair.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Unknown

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

Yes

Please identify the Land Uses associated with this project.

Is the project expected to promote or include transit improvements?

Yes

How is the project expected to promote or include transit improvements?

That sidewalk has got good bones, it just needs a little TLC. Id ride my bike to work as I know many others would as well thus promoting transit.

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

Im not driving if Im riding my bike.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

No emissions riding a bike.

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

By improving the sidewalk.

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

Unknown

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: January 31, 2022 12:57 PM

Date

January 31, 2022

Time

11:27

Project Information

Project Name

Parks Improvements - Hamilton Park

Name of Person Submitting the Nomination

Carol Fuller

Affiliation

Old Seward-Oceanview Community Council

Phone Number

19073455411

Email Address

cfuller@gci.net

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Additional funds are required to complete the upgrade of this important playground for the Old Seward-Oceanview neighborhoods. The paved pathway and basketball court need resurfacing.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

No

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

The cracks and breaks in the pathway that leads up to the playground could be of a concern for bicyclists.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

The cracks and breaks in the pathway that leads up to the playground could be of a concern for people walking - especially if handicapped.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

No

What are the vehicular and non-motorized related safety concerns?

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Yes

What are the emergency response and non-motorized use related safety concerns?

If emergency personnel were running up the cracked pavement to the playground area, the possibility of a fall exists.

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

No

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

No

How is the project expected to help separate truck (freight) and non-motorized uses?

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

More bicyclists will have better access to the playground and basketball court when both are resurfaced.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

Resurfaced pathway and basketball court will allow better access for pedestrians and ADA.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Unknown

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Single family and two family units

Is the project expected to promote or include transit improvements?

Unknown

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Unknown

How is the project expected to improve air quality?

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Unknown

How is the project expected to help implement the MOA Climate Action Plan?

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

Improvement to neighborhood parks and playgrounds always enhances off-street facilities.

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

Unknown

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 14, 2022 9:18 AM

Date

February 14, 2022

Time

09:08

Project Information

Project Name

Birch Knoll Bike trail re-do

Name of Person Submitting the Nomination

Joanne Ackerman

Affiliation

Old Seward/Ocean View Community Council

Phone Number

907 242-2136

Email Address

meljo@gci.net

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

I am nominating the Birch Knoll Bike trail (a short north/south trail between Labar Rd and E Klatt Rd.) This trail has become dangerous over the years to bikers and pedestrians alike because of the elevated tree roots and missing pavement. It is almost impossible to navigate the trail without getting off a bike and pushing it over the roots. These roots extend the entire width of the trail. The roots are very much a tripping hazard for all foot traffic and I will mention that there are older citizens who walk their dogs along the route. This trail is often used by the local neighborhoods to access Huffman Business Park. Bikers use this trail as a safer route from the business park to the Old Seward Highway. There are no sidewalks in the business park so this helps keep bikers and pedestrians separated. The trail needs to be rebuilt, the trees need to be removed and replaced with bushes with less of a root system.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Unknown

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Protruding tree roots and missing pavement make for hazardous riding conditions (I have pictures but could not get them into this document)

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

Protruding tree roots make trail surface uneven and thus a tripping hazard

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

For bikes and pedestrian traffic tree roots and broken pavement make the trail unsafe. Due to the conditions of the trail some choose to use Industrial Way (the road through Huffman Business Pk.) This road has no sidewalks and thus puts cars/bicycles/pedestrians in close proximity.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

No

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

No

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

Yes

How is the project expected to help separate truck (freight) and non-motorized uses?

There are no sidewalks in the Huffman Business Park. If one bikes or walks in this business park they are on the road so very close to vehicles.

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

Many bicyclists are avoiding this trail now because of it's unsafe condition. This trail connects the Huffman Business PK to the Old Seward Highway sidewalks without having to go along the

Business Pk. and the intersection at Old Seward and Industry Way. Thus reducing bicycle/vehicle interaction.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

Once again, with the tree roots extending a couple inches out of the ground completely across the width of the bike trail it is difficult to walk let alone get a wheelchair over them. Repairing this trail will greatly make it safer for pedestrians and those with handicaps.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Unknown

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Huffman Business Park

Is the project expected to promote or include transit improvements?

No

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

It will reduce the need to drive a car for local shopping by making the bike trail safe for bikes and pedestrians.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Unknown

How is the project expected to help implement the MOA Climate Action Plan?

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

The trail is now unsafe so some would be users avoid it. So yes, this will improve access between neighborhoods and the Huffman Business PK.

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 14, 2022 5:02 PM

Date

February 14, 2022

Time

16:51

Project Information

Project Name

Repair and resurfance Birch Road pedestrian path

Name of Person Submitting the Nomination

Carmela Warfield

Affiliation

Resident

Phone Number

9072293913

Email Address

carmelajwarfield@gmail.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

The Birch Road pedestrian path, between O'Malley Road and Abbott Road, is in need of resurfacing and repair. It has been damaged by tree root growth and frost heaving, which creates hazards for users. The O'Malley Phase II improvements will likely see an increase in pedestrian path users, and these improvements will help reduce the risk of injury to users.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

No

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

The work in the project itself presents safety concerns for cyclist and those using wheeled devices as a means of mobility.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

The tree root growth and organic disruption of the pedestrian path presents tripping hazards for people walking on the paths.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Unknown

What are the vehicular and non-motorized related safety concerns?

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

No

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

No

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

No

How is the project expected to help separate truck (freight) and non-motorized uses?

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

The path is part of the bicycle network; the requested improvements will increase safety for network users.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

It appears that these improvements, such as addressing the tree roots and frost heaves, will improve the path for individuals using wheeled devices, as well as reducing the tripping hazards for pedestrians.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Unknown

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Large lot residential.

Is the project expected to promote or include transit improvements?

No

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Unknown

How is the project expected to improve air quality?

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Unknown

How is the project expected to help implement the MOA Climate Action Plan?

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

These improvements are requested for the pedestrian path along Birch Road. It appears that these improvements, such as addressing the tree roots and frost heaves, will improve the path for individuals using wheeled devices, as well as reducing the tripping hazards for pedestrians.

Is the project expected to implement natural based solutions?

No

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

**Project moved to TAP category for
scoring**

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 14, 2022 4:56 PM

Date

February 14, 2022

Time

16:34

Project Information

Project Name

Safety Directional Signage and Wayfinding for Non-Motorized Users

Name of Person Submitting the Nomination

Diana Rhoades

Affiliation

Anchorage Park Foundation

Phone Number

907 249-6652

Email Address

Diana@Anchorageparkfoundation.org

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Wayfinding is needed for new and existing users to safely navigate Anchorage's shared use pathways - the Chester Creek, Campbell Creek, Ship Creek and Coastal Trails (also known as the Moose Loop). The Parks Commission has adopted a wayfinding plan for municipal facilities. <https://anchorageparkfoundation.org/wp-content/uploads/2015/10/Option-4-Design.pdf> Both the Anchorage Park Foundation and Anchorage Parks and Recreation have purchased and installed signage over the past five years, but more is needed. The Anchorage Park Foundation has paid for studies for both the Chester Creek and Campbell Creek trails through Bettisworth North Architects to determine where and what types of wayfinding and directional signage is needed. Funding for a plan for signage on city and state streets to direct new and existing users to the Moose Loop non-motorized transportation infrastructure is also needed. \$500,000 towards this signage would increase safety.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Yes

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Safety and directional signage will help alleviate safety concerns.

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Safety and directional signage will help alleviate safety concerns along the Moose Loop.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

Safety and directional signage will help alleviate safety concerns along the Moose Loop.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

Safety and directional signage will help alleviate safety concerns along the Moose Loop.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Yes

What are the emergency response and non-motorized use related safety concerns?

Safety and directional signage will help alleviate safety concerns along the Moose Loop.

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Yes

How is the project expected to reduce vehicular congestion?

The more that people feel safe biking and walking the more they will use it, reducing the number of cars on the streets.

Is the project expected to help separate truck (freight) and non-motorized uses?

No

How is the project expected to help separate truck (freight) and non-motorized uses?

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

Safety and directional signage will help alleviate safety concerns along the Moose Loop.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

Safety and directional signage will help alleviate safety concerns along the Moose Loop to walk, bike and roll.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Unknown

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Bicycle and pedestrian and ADA safety.

Is the project expected to promote or include transit improvements?

Yes

How is the project expected to promote or include transit improvements?

Directional signage could include bus stops.

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

Increasing capacity for cycling improves air quality.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Unknown

How is the project expected to help implement the MOA Climate Action Plan?

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

No

How is the project expected to improve sidewalk or off-street facilities?

Is the project expected to implement natural based solutions?

No

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 14, 2022 4:27 PM

Date

February 14, 2022

Time

16:11

Project Information

Project Name

Eklutna Lakeside Trail

Name of Person Submitting the Nomination

Evan Anderson

Affiliation

Alaska Legislature - Rep. Zack Fields

Phone Number

9074652647

Email Address

evan.anderson@akleg.gov

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Eklutna Lakeside Trail is rapidly eroding into the lake. There are multiple stretches that require a biker to get off their bike and walk -- without much guarantee of safety. These sections are inaccessible to ADA compliance, and they impede on many user groups' access to the trail. The Eklutna Lakeside Trail is one of very few trails within the Municipality of Anchorage open to 4-wheelers and snow machines on specific days -- it is important to keep this access as well as access to the wide variety of non-motorized users -- walkers, runners, bikers, and skiers. The trail needs repair -- likely new gravel and grading. The most important stretch is around the northern perimeter of the lake -- about 8 miles to the landing strip. DOT estimates this cost at less than \$200k/ The section from the landing strip to Bold Peak and the glacier trail could be repaired at a later date at additional cost.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

No

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Erosion & trail degradation could lead to a major accident or fall -- mudslides, collisions with motorized users. Evacuation in case of emergency could be impeded by the current conditions.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

Erosion & trail degradation could lead to a major accident or fall -- mudslides, collisions with motorized users. Evacuation in case of emergency could be impeded by the current conditions.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

Collisions between motorized and non-motorized users are more likely on a degraded, thinning trail than on a wide one

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Yes

What are the emergency response and non-motorized use related safety concerns?

Erosion & trail degradation could impede evacuation or emergency vehicle access in case of emergency

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

No

How is the project expected to reduce vehicular congestion?

Is the project expected to help separate truck (freight) and non-motorized uses?

No

How is the project expected to help separate truck (freight) and non-motorized uses?

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

Eklutna Lakeside Trail is one of the iconic bike rides in the Anchorage area -- improving the trail makes it ride-able for more Alaskans.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

Eklutna Lakeside Trail is one of the iconic bike rides in the Anchorage area -- improving the trail makes it ride-able for more Alaskans. A trail at grade can increase access for additional users of varying abilities.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Yes

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Improve access at a major outdoor recreation location -- a crown jewel of Chugach State Park and National Forest

Is the project located in the Chugiak - Eagle River Area?

Yes

Please identify the Land Uses associated with this project.

Is the project expected to promote or include transit improvements?

No

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Unknown

How is the project expected to improve air quality?

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

Dealing with riparian erosion and maintaining access to Anchorage's outdoor spaces are key components of the Climate Action Plan

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Unknown

How is the project expected to improve sidewalk or off-street facilities?

Is the project expected to implement natural based solutions?

Yes

Which nature based solutions is the project expected to implement?

Eklutna Lake is the major water source for Anchorage -- by keeping trail users on the trails, that will help users avoid the eroding lake-banks and avoid further contributing to the problems

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

**Project already underway by AMATS, MOA,
or DOT&PF or being considered as part of
another project Underway**

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: January 31, 2022 8:38 AM

Date

January 31, 2022

Time

08:31

Project Information

Project Name

Fireweed Bikeway

Name of Person Submitting the Nomination

None

Affiliation

Citizen

Phone Number

None

Email Address

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

I would love to see Fireweed converted to a bike/ped super street. Maybe some protected lanes, wider sidewalks, or anything that reduces the existing travel lanes. There is so little vehicle traffic on this stretch and it would really revitalize the corridor.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Unknown

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

It's unsafe to ride a bicycle anywhere in Anchorage.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

It's unsafe to walk anywhere in anchorage.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

Since so many roads are designed for high speeds, low traffic volumes encourage people to drive to the design--fast. Redesigning this road would make it safer for everyone.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

No

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Yes

How is the project expected to reduce vehicular congestion?

#trafficEvaporation

Is the project expected to help separate truck (freight) and non-motorized uses?

Yes

How is the project expected to help separate truck (freight) and non-motorized uses?

Freight can go somewhere else

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

Yes in a huge way. It would provide a legit east-west connection to midtown businesses and spenard. The current path is ok but meanders weirdly and requires you to wait for drivers at driveways.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

Yes it is dedicating more public ROW to non-motorized uses.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Yes

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

It's in transit-supportive development.

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

"Commercial Corridor"

Is the project expected to promote or include transit improvements?

Unknown

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

By reducing the amount of space dedicated to driving, which leads to emissions.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Yes

How is the project expected to improve systemwide VMT?

By making driving less attractive, other ways of travelling become more attractive.

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

By not focusing on driving...

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

Improve/expand

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

Unknown

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 14, 2022 4:54 PM

Date

February 14, 2022

Time

16:35

Project Information

Project Name

E 20th Ave Pedestrian Improvements - Tikishla Park to Bragraw St

Name of Person Submitting the Nomination

Chelsea Ward-Waller

Affiliation

Airport Heights Community Council

Phone Number

907.575.8583

Email Address

chelsww@gmail.com

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

There are no sidewalks on E 20th Ave from Tikishla Park to Bragaw St, a major connector from Airport Heights neighborhood to East High School and Russian Jack Elementary School. The project is currently scoped in the CIP to include sidewalks on Norene from 16th to 20th and Nichols from 20th to Northern Lights Blvd. Neither of these streets currently have sidewalks.

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

No

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

Not Enough Information to Score Project

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: January 31, 2022 8:46 AM

Date

January 31, 2022

Time

08:39

Project Information

Project Name

Benson/Northern Lights Crossings

Name of Person Submitting the Nomination

None

Affiliation

Neighborhood Resident

Phone Number

None

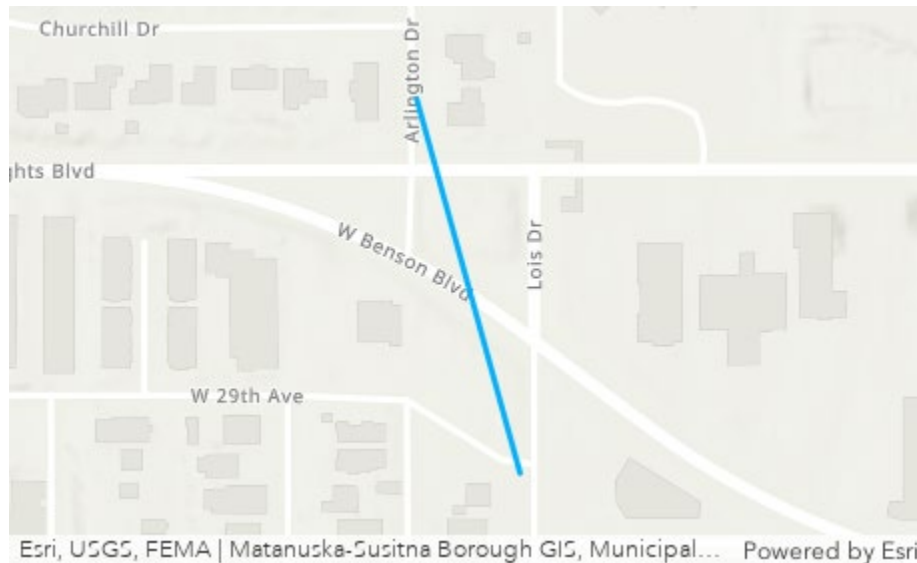
Email Address

Description of Project or Program

In your own words, briefly describe the proposed purpose of the project.

Connect the two neighborhoods that are currently bisected by Benson/northern lights

Draw a line to represent the general path of your project.



CRITERIA: Safety

Are there any truck (freight) and non-motorized related safety concerns in or near the project location?

Unknown

Please identify what are the truck (freight) and non-motorized related safety concerns and how the project will help reduce these conflicts?

Are there any bicycle related safety concerns in or near the project location?

Yes

What are the bicycle related safety concerns?

Very dangerous to bike here. Horrible to cross Benson/Northern Lights to go to the schools because you need to ride for about 100 feet in traffic

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

Very hard to cross in this area. There are two pedestrian overpass things but they should really be considered public sculptures rather than public infrastructure: NO ONE WANTS TO USE THEM

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

Drivers always speeding

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Unknown

What are the emergency response and non-motorized use related safety concerns?

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Yes

How is the project expected to reduce vehicular congestion?

Maybe it would encourage some alternative travel choices. But maybe it would also cause congestion because drivers would have to slow down to let people walk to the school. So which is more important!?

Is the project expected to help separate truck (freight) and non-motorized uses?

Unknown

How is the project expected to help separate truck (freight) and non-motorized uses?

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

Better connection to the Coastal Trail

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

Make crossing these two scary roads easier.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Yes

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Transit Supportive Corridor

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Commercial and residential

Is the project expected to promote or include transit improvements?

Unknown

How is the project expected to promote or include transit improvements?

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

By encouraging people to drive less? How can I answer this as I don't know whether drivers will want to pollute more or not.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

Will help encourage other ways of travel

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

By creating them where they don't exist (or are not usable)

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

Unknown

How is the project expected to improve transit stops?

Yes

What are the bicycle related safety concerns?

Adding sidewalks on these streets will improve all non-motorized safety.

Are there any pedestrian related safety concerns in or near the project location?

Yes

What are the pedestrian related safety concerns?

Adding sidewalks on these streets will improve all non-motorized safety.

Are there any vehicular and non-motorized related safety concerns in or near the project location?

Yes

What are the vehicular and non-motorized related safety concerns?

Many people walking and biking in the area to get between school and home without appropriate infrastructure to do it safely.

Are there any safety concerns related to emergency response and non-motorized use in or near the project location?

Yes

What are the emergency response and non-motorized use related safety concerns?

Adding sidewalks on these streets will improve all non-motorized safety.

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Yes

How is the project expected to reduce vehicular congestion?

More people will walk and bike if there the infrastructure makes them feel safer to do so.
Increasing walking and biking reduces driving.

Is the project expected to help separate truck (freight) and non-motorized uses?

Unknown

How is the project expected to help separate truck (freight) and non-motorized uses?

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

Adding sidewalks on these streets will improve all non-motorized safety.

Is the project expected to improve the pedestrian network and ADA accessibility?

Yes

How is the project expected to improve the pedestrian network and ADA accessibility?

Adding sidewalks on these streets will improve all non-motorized safety.

CRITERIA: Economic

Is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

Yes

How is the project expected to improve access to or within a growth supporting feature of the 2040 Land Use Plan?

The project will improve safe access to the neighborhood, schools, trails, and transit.

Is the project located in the Chugiak - Eagle River Area?

No

Please identify the Land Uses associated with this project.

Urban Residential, Single Family and Two Family, Community Facility or Institution, Main Street Corridor, Transit-Supported Development, Greenway Supported Development, Traditional Neighborhood Development

Is the project expected to promote or include transit improvements?

Yes

How is the project expected to promote or include transit improvements?

Adding sidewalks on these streets will improve all non-motorized safety, including access to transit

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

More people will walk and bike if there the infrastructure makes them feel safer to do so.
Increasing walking and biking reduces driving.

Why is the project NOT expected to improve air quality?

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?

Yes

How is the project expected to improve systemwide VMT?

More people will walk and bike if there the infrastructure makes them feel safer to do so.
Increasing walking and biking reduces driving.

Why is the project NOT expected to improve systemwide VMT?

Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?

Yes

How is the project expected to help implement the MOA Climate Action Plan?

More people will walk and bike if there the infrastructure makes them feel safer to do so.
Increasing walking and biking reduces driving.

CRITERIA: Preservation

Is the project expected to improve sidewalk or off-street facilities?

Yes

How is the project expected to improve sidewalk or off-street facilities?

This is the core purpose of this project.

Is the project expected to implement natural based solutions?

Unknown

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

Unknown

How is the project expected to improve transit stops?