Anchorage Pedestrian Plan
making Anchorage a better, safer place to walk

Anchorage Metropolitan Area Transportation Solutions
Traffic Department
Municipality of Anchorage
The Pedestrian Plan is dedicated to the spirit and compassion of Stan Wolfe, a tireless crusader for safer pedestrian facilities.

Stan, you are our conscience. You are missed.

The preparation of this report was financed in part by funding provided by the United States Department of Transportation.

This publication was released by the Municipality of Anchorage for the purpose of public information. This publication was produced in Anchorage, Alaska, by AT Publishing & Printing at a cost of $36.00 each.
Anchorage Pedestrian Plan
making Anchorage a better, safer place to walk
# Table of Contents

<table>
<thead>
<tr>
<th>Chapter</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. <strong>Background</strong></td>
<td>1</td>
</tr>
<tr>
<td>Introduction</td>
<td>1</td>
</tr>
<tr>
<td>Purpose of the Pedestrian Plan</td>
<td>1</td>
</tr>
<tr>
<td>Previous Planning Efforts</td>
<td>2</td>
</tr>
<tr>
<td>New Planning Efforts</td>
<td>3</td>
</tr>
<tr>
<td>Pedestrian Plan</td>
<td>3</td>
</tr>
<tr>
<td>Bicycle Plan</td>
<td>3</td>
</tr>
<tr>
<td>Trails Plan</td>
<td>4</td>
</tr>
<tr>
<td>Public Process</td>
<td>4</td>
</tr>
<tr>
<td>Plan Goals</td>
<td>5</td>
</tr>
<tr>
<td>2. <strong>Existing Conditions and Issues</strong></td>
<td>7</td>
</tr>
<tr>
<td>Evolution of Anchorage Sidewalks</td>
<td>7</td>
</tr>
<tr>
<td>Walking and Health Issues</td>
<td>11</td>
</tr>
<tr>
<td>What We Know About Walking in Anchorage</td>
<td>12</td>
</tr>
<tr>
<td>Winter Maintenance Issues</td>
<td>15</td>
</tr>
<tr>
<td>Pedestrian Safety and Crash Statistics</td>
<td>21</td>
</tr>
<tr>
<td>3. <strong>Pedestrian Projects</strong></td>
<td>27</td>
</tr>
<tr>
<td>Project Identification</td>
<td>27</td>
</tr>
<tr>
<td>Project Prioritization</td>
<td>29</td>
</tr>
<tr>
<td>Pedestrian-Vehicle Crash History</td>
<td>33</td>
</tr>
<tr>
<td>Anchorage Bowl Comprehensive Plan Policies</td>
<td>34</td>
</tr>
<tr>
<td>Proximity to Schools, Parks, Neighborhood Shopping, and Hospitals</td>
<td>36</td>
</tr>
<tr>
<td>Project Priority List</td>
<td>36</td>
</tr>
<tr>
<td>Project Estimating Summary</td>
<td>39</td>
</tr>
<tr>
<td>4. <strong>Designing an Environment That Promotes Walking</strong></td>
<td>41</td>
</tr>
<tr>
<td>Sidewalk Design Principles</td>
<td>42</td>
</tr>
<tr>
<td>Street Character</td>
<td>42</td>
</tr>
<tr>
<td>Residential Streets</td>
<td>44</td>
</tr>
<tr>
<td>Main Streets</td>
<td>44</td>
</tr>
<tr>
<td>Transit Streets</td>
<td>44</td>
</tr>
<tr>
<td>Commercial Streets</td>
<td>45</td>
</tr>
<tr>
<td>Industrial Streets</td>
<td>45</td>
</tr>
<tr>
<td>Mixed-Use Streets</td>
<td>46</td>
</tr>
<tr>
<td>Park Land Streets</td>
<td>46</td>
</tr>
</tbody>
</table>
### Anchorage Pedestrian Plan

**Chapter**

| Institutional District Streets | 46 |
| Low-Density Residential Streets | 47 |

#### 5. Recommendations, Policies, and Action Items ........................................49

- **Goal 1 – Safety and Walkability** ................................................................. 49
- **Goal 2 – Barrier-Free Mobility** ................................................................. 52
- **Goal 3 – Pedestrian Rights and Awareness** ................................................. 52
- **Goal 4 – Community Connectivity** ............................................................. 53
- **Goal 5 – Design** .......................................................................................... 55
- **Goal 6 – Link Developments** .................................................................... 56
- **Goal 7 – Benefits of Walking** ................................................................... 57

#### 6. Funding the Plan ......................................................................................59

- **Sources of Capital Funding** ....................................................................... 59
  - Municipality of Anchorage Capital Improvement Program .................................. 59
  - Federal Transportation Funds ........................................................................ 60
  - Grants .............................................................................................................. 61
  - Block Grants .................................................................................................. 61
  - New Development .......................................................................................... 61
  - Road Improvement District ........................................................................... 61
  - Tax Increment Financing ............................................................................... 61

**Appendix**

**A** Proposed Pedestrian Plan Projects

- **A1 Project Priority List**
- **A2 Priority Projects in Northwest Anchorage**
- **A3 Priority Projects in Northeast Anchorage**
- **A4 Priority Projects in Central Anchorage**
- **A5 Priority Projects in Southwest Anchorage**
- **A6 Priority Projects in Southeast Anchorage**
- **A7 Priority Projects in the Eagle River Area**
- **A8 Priority Projects in the Chugiak and Birchwood Area**
- **A9 Priority Projects in the Girdwood Area**

**B** Top 20 Crash Locations

**C** Questionnaire

**D** Community Council Summaries and Maps
<table>
<thead>
<tr>
<th>Figure</th>
<th>Page Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Existing Sidewalks in the Anchorage Bowl</td>
</tr>
<tr>
<td>2</td>
<td>Existing Sidewalks in Chugiak-Eagle River</td>
</tr>
<tr>
<td>3</td>
<td>Walking Trips by Purpose</td>
</tr>
<tr>
<td>4</td>
<td>Percentage of Walking Trips by Subarea</td>
</tr>
<tr>
<td>5</td>
<td>Pedestrian-Vehicle Crashes in Winter Months, Statewide, 1997 to 2005</td>
</tr>
<tr>
<td>6</td>
<td>Municipality of Anchorage Sidewalk and Trail Snow Removal</td>
</tr>
<tr>
<td>7</td>
<td>Sidewalk Snow Removal Districts in the Anchorage Bowl</td>
</tr>
<tr>
<td>8</td>
<td>Sidewalk Snow Removal Districts in Chugiak-Eagle River</td>
</tr>
<tr>
<td>9</td>
<td>Pedestrian-Vehicle Crashes in the Anchorage Bowl (2003 and 2004)</td>
</tr>
<tr>
<td>11</td>
<td>Pedestrian Potential Index for the Anchorage Bowl</td>
</tr>
<tr>
<td>12</td>
<td>Pedestrian Potential Index for Chugiak-Eagle River</td>
</tr>
<tr>
<td>13</td>
<td>Land Use Policy Map from Anchorage 2020</td>
</tr>
<tr>
<td>14</td>
<td>Anchorage Bowl Subareas</td>
</tr>
</tbody>
</table>
Introduction

Walking is the basic element of transportation—it is convenient, inexpensive, and an enjoyable personal preference that benefits our health and improves air quality. Everyone needs to be able to walk safely and conveniently. It is the responsibility of the Municipality of Anchorage (MOA) to provide appropriate, safe facilities for walking. When provided with access to sidewalks, trails, and other walkable features, residents are 28 to 55 percent more likely to choose walking over other modes of transportation.¹

Walking is a clean, healthy, and inexpensive mode of transportation that only recently has been considered a serious component of the modern transportation system. The current transportation vision was first reflected at the national level with passage of the federal Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991. This Act recognizes the importance of all modes of transportation, including walking. Under ISTEA and subsequent updates, states and metropolitan areas receiving federal transportation dollars are required to develop long-range plans that include pedestrian and bicycle elements.

Purpose of the Pedestrian Plan

The purpose of the Anchorage Pedestrian Plan is to establish a 20-year framework for improvements that will enhance the pedestrian environment and increase opportunities to choose walking as a mode of transportation.

To accomplish these improvements, planners must first identify the following:

- Existing and needed pedestrian walking routes
- Priorities for needed improvements to these routes

• Funding to implement improvements
• Existing and new policies, regulations, design standards, development review processes, education, and enforcement actions that will help to create safe walking routes in Anchorage and make walking a more attractive alternative

The purpose of the Anchorage Pedestrian Plan is consistent with the Anchorage 2020: Anchorage Bowl Comprehensive Plan\(^2\) (Anchorage 2020), the Anchorage Bowl 2025 Long-Range Transportation Plan\(^3\) (2025 LRTP), the Chugiak-Eagle River Comprehensive Plan,\(^4\) and the Draft Chugiak-Eagle River 2027 Long-Range Transportation Plan\(^5\) (C/ER LRTP). One implementation strategy recommended by Anchorage 2020, which was adopted by the Anchorage Assembly in 2001, is development of a pedestrian access plan. Anchorage 2020 also states that the pedestrian plan should be consistent with the 2025 LRTP. The 2025 LRTP (adopted in 2005) also supports development of a pedestrian plan, in addition to recognizing the important contribution of pedestrian and bicycle facilities to create a more attractive and livable city, enhance personal health, and help foster a sense of community.

Previous Planning Efforts

Previously the guiding document for pedestrian and bicycle facilities for Anchorage, Chugiak-Eagle River,\(^6\) and the Turnagain Arm area was the Areawide Trails Plan (ATP). Originally crafted in 1978, the ATP was updated extensively in 1997. It identified a network of existing and proposed trails both paved and unpaved.

\(^2\) In 2001, the Municipality of Anchorage published a new comprehensive plan for the Anchorage Bowl titled Anchorage 2020: Anchorage Bowl Comprehensive Plan. This plan is referred to as Anchorage 2020.

\(^3\) The long-range transportation plan for Anchorage was updated in a joint effort by the Alaska Department of Transportation and Public Facilities, Municipality of Anchorage, and Anchorage Metropolitan Area Transportation Solutions in December 2005 and published under the title Anchorage Bowl 2025 Long-Range Transportation Plan. This plan is referred to as the 2025 LRTP.

\(^4\) The Chugiak-Eagle River Comprehensive Plan was updated November 21, 2006.

\(^5\) The Draft Chugiak-Eagle River 2027 Long-Range Transportation Plan was prepared in June 2007. This plan is referred to as the C/ER LRTP.

\(^6\) The Chugiak-Eagle River area of the MOA encompasses the area north of Fort Richardson and includes Birchwood, Chugiak, Eagle River, Eagle River Valley, Eklutna, and South Fork Community Council areas.
Recreational trails were identified as greenbelt trails, trails along roadways, and trails for specialized uses such as cross-country skiing, horseback riding, dog mushing, skijoring, and snowmobiling. The ATP also focused on bicycle routes that share the roadway with vehicles and were envisioned primarily for commuters.

Approved by the Anchorage Assembly, and referenced in Title 21, a section of the Anchorage Municipal Code (AMC) regulating land use, the ATP has been the definitive guide for construction of new trails as well as dedication of trail and walkway easements in new subdivisions. The ATP did not identify specific sidewalk improvement needs, however.

The *Eagle River Central Business District Revitalization Plan*, adopted in October 2003, is another document that contains recommendations related to pedestrian and bike facilities. This plan identifies locations to support the goal of establishing pedestrian routes in the central business district that specifically links walkable town center elements as identified in the document’s Urban Design Plan. Specifically, the *Eagle River Central Business District Revitalization Plan* proposed linking parks with main commercial destination points.

**New Planning Efforts**

With the growth of the population and development of the MOA, the trails plan requires updating. The new plan, to be called the Nonmotorized Transportation Plan, will include the trails plan but also examine and recommend facilities in three separate elements, expanding and dividing the ATP as we now know it. The elements will focus on pedestrians, commuting bicyclists, and recreational trail users.

**Pedestrian Plan**

The Pedestrian Plan (this document) focuses on pedestrian facilities adjacent to streets and roadways as well as walkways to connect adjacent subdivisions and schools. Pedestrian improvements include facilities to make it easier and safer to walk. They include curb ramps compliant with the Americans with Disabilities Act (ADA), removal of obstructions in sidewalks, lighting to create safer walking routes, and signage to designate and identify walking routes.

**Bicycle Plan**

The Bicycle Plan will examine and identify a network of bicycle routes, primarily along collector and arterial streets, that can be used for commuting. These bicycle routes will share the roadways with vehicles and will have signs and striping. In recent years, the MOA has developed a roadway section (design) for collector...
and arterial streets that includes a minimum 5-foot buffer at the curb. This lane serves bicycle commuter traffic as well as accommodating snow storage and a lane for car breakdowns. Although the winter snow storage restricts winter commuter cycling on roadways, the lane becomes available after snow is removed. Among pressing needs to be addressed in the bicycle plan are bicycle safety, education, and public awareness for both bicyclists and motorists.

**Trails Plan**

The Trails Plan, largely reflecting an update of the ATP, will focus on recreational trails, including greenbelt trails and trails for specialized uses that include cross-country skiing, horseback riding, dog mushing, skijoring, and snowmobiling.

The combined Nonmotorized Transportation Plan will include lists of projects whose priorities have been determined by the public, recommendations for implementation of these trail and facility projects, identification of policy recommendations to strengthen the plan, and strategies for educating the public on the safe use of these facilities. The Nonmotorized Transportation Plan should complement the ongoing update to Title 21, which will provide design guidelines for the specific plans.

**Public Process**

The Nonmotorized Transportation Plan and the Pedestrian Plan element were launched in November 2005 with an introductory public meeting. This event featured a presentation by Mark Fenton, the host of America Walks, a Public Broadcasting Network show that focuses on walking and health issues.

Following the kick-off presentation, a series of eight public regional workshops were held in January and February 2006 to gain input from the public on missing links, safety hazards, walk destinations, and maintenance issues.

Five workshops were conducted in the Anchorage Bowl, two took place in the Chugiak-Eagle River area, and one was held in Girdwood. The workshops were attended by 129 members of the public. A more detailed description of the workshops is included in Chapter 3.
The public input obtained from the workshops was used to develop the pedestrian project list discussed in Chapter 3 and provided in Appendix A. This list will be reviewed every two years in coordination with the Capital Budget.

**Plan Goals**

During previous planning efforts and as part of the work by the MOA Task Force on Obesity and Health, the goals for pedestrian improvements have been developed. The following goals reflect these efforts and are intended to guide the planning process as well as future implementation of the Pedestrian Plan:

**Overall Goal:** Double the number of pedestrian trips made by Anchorage residents while simultaneously reducing the number of injuries from pedestrian-vehicle crashes.

**Goal 1:** Create a safer, more walkable city that will encourage year-round winter pedestrian activity and make walking a safer and more attractive activity.

**Goal 2:** Provide barrier-free mobility for all populations.

**Goal 3:** Reduce the number and severity of vehicle crashes involving pedestrians and bicyclists by raising public and law enforcement awareness of practices, rights, and responsibilities that promote pedestrian safety.

**Goal 4:** Improve community connectivity by providing safe, convenient, year-round pedestrian routes within and between neighborhoods, commercial centers, schools, and public facilities as well as between major employment centers and adjacent residential neighborhoods.

**Goal 5:** Review the relationship of street design to the design of adjacent land uses to consider needs of all users.

**Goal 6:** Encourage development patterns that increase and enhance pedestrian use.

**Goal 7:** Raise awareness of the important role of walking in promoting health and preventing disease.

---

7 In 2005, the Mayor’s Task Force on Obesity and Health was convened to study the many aspects, causes, and impacts of obesity in the community and create a 10-year plan of activity. This task force included educators, doctors, athletes, nutritionists, and planners. One goal of the plan produced by the task force is to create a community environment that supports a more physically active way of life.
A Guide to Terminology in the Anchorage Pedestrian Plan

Abbreviations Used in the Anchorage Pedestrian Plan

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADA</td>
<td>Americans with Disabilities Act of 1990</td>
</tr>
<tr>
<td>AMATS</td>
<td>Anchorage Metropolitan Area Transportation Solutions</td>
</tr>
<tr>
<td>AMC</td>
<td>Anchorage Municipal Code</td>
</tr>
<tr>
<td>Anchorage 2020</td>
<td>Anchorage 2020: Anchorage Bowl Comprehensive Plan</td>
</tr>
<tr>
<td>ARDSA</td>
<td>Anchorage Roads and Drainage Service Area</td>
</tr>
<tr>
<td>ATP</td>
<td>Areawide Trails Plan</td>
</tr>
<tr>
<td>CBERRRSA</td>
<td>Chugiak, Birchwood, Eagle River Rural Road Service Area</td>
</tr>
<tr>
<td>C/ER LRTP</td>
<td>Draft Chugiak-Eagle River 2027 Long-Range Transportation Plan</td>
</tr>
<tr>
<td>CIP</td>
<td>Capital Improvement Program</td>
</tr>
<tr>
<td>DOT&amp;PF</td>
<td>Alaska Department of Transportation and Public Facilities</td>
</tr>
<tr>
<td>ISTEA</td>
<td>Intermodal Surface Transportation Efficiency Act of 1991</td>
</tr>
<tr>
<td>MOA</td>
<td>Municipality of Anchorage</td>
</tr>
<tr>
<td>PPI</td>
<td>Pedestrian Potential Index</td>
</tr>
<tr>
<td>SAFETEA-LU</td>
<td>Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users of 2005</td>
</tr>
<tr>
<td>STIP</td>
<td>State of Alaska Transportation Improvements Program</td>
</tr>
<tr>
<td>TAZ</td>
<td>Traffic Analysis Zone</td>
</tr>
<tr>
<td>2025 LRTP</td>
<td>Anchorage Bowl 2025 Long-Range Transportation Plan</td>
</tr>
<tr>
<td>UMed</td>
<td>University-Medical (District)</td>
</tr>
</tbody>
</table>

Definitions of Key Terms Used in the Anchorage Pedestrian Plan

**Sidewalk** – An improved surface within a vehicular right-of-way, aligned with a road, constructed either adjacent to the curb or separated from the curb, for purpose of pedestrian and non-motorized use.

**Walkway** – A stable surface, either paved or consisting of compacted granular fill, for the purpose of pedestrian and other nonmotorized use. A walkway connects two points and is not aligned along a vehicular public right-of-way. A walkway may be in a dedicated pedestrian easement. Examples include pedestrian linkages within one site, mid-block, between subdivisions, and leading from roads to public amenities such as schools or parks.

**Trail** – A stable surface either paved or consisting of compacted granular fill, within a dedicated right-of-way, for the purposes of pedestrian and nonmotorized use. A trail may or may not be aligned with a road. A trail and a sidewalk may be colocated, or may exist on opposite sides of a road.
Evolution of Anchorage Sidewalks

Anchorage consists of a myriad of neighborhoods that have evolved during the past 70 years. The city population grew rapidly during the 1920s era, when the Ship Creek tent city supported construction of a railroad between Fairbanks and Seward, and jumped again during the military expansion of the 1940s. Significant population growth was again driven by resource development in the 1960s and 1970s and by service and technology industry activity in the 1980s.

Employment opportunity has been the catalyst for successive housing shortages. Developers met the challenge of providing affordable homes quickly. As urban and suburban growth occurred, meeting the basic infrastructure needs of extending water, sewer, electricity, and roads and providing schools became critical issues. Pedestrian facilities were, by default, a secondary consideration and regarded as amenities.

In the mid-1970s, the Greater Anchorage Area Borough combined with the City of Anchorage to become the MOA. Subsequently, land use regulation was enacted, affecting the entire “new” community. One difficulty confronting planners was the perception that because much of Anchorage was “rural,” the “urban” amenities were not required. Residents strived to maintain their “rustic” or “rural” character by not providing urban infrastructure, which included sidewalks. This approach was embraced by builders and land developers, and influenced the decision-makers. In any case, it appears that sidewalk construction in conjunction with land development was the commonly accepted standard during the thirties, forties, and fifties, but was not widely required in subsequent decades.

Existing subdivisions standards continue to allow construction of streets without sidewalks or on only one side of the street. According to AMC 21.85.090, sidewalks are not required for cul-de-sacs or loop streets carrying fewer than 300 average daily trips by vehicle.
Sidewalks are required on one side of the street if the street is projected to carry from 300 to 1,000 average daily trips.

Only when streets exceed a threshold of 1,000 average daily trips (typically a street serving about 120 homes) are developers required to construct sidewalks on both sides of the street. Sidewalks are typically required on both sides of streets that serve as collectors of other street traffic, regardless of the number of trips per day.

Because of past development practices, the pedestrian circulation system in the MOA is largely incomplete and does not meet current needs. Figures 1 and 2 show the locations of the existing sidewalks in the Anchorage Bowl and Chugiak-Eagle River. In general, complete sidewalk networks are more likely to be found in the Anchorage Bowl.
Chapter 2. Existing Conditions and Issues

older Anchorage neighborhoods such as Downtown, Fairview, Mountain View, Airport Heights, College Village, and South Addition. In most areas outside of these neighborhoods, sidewalks are discontinuous or often missing entirely.

Currently about 458 miles of sidewalks are found in the Anchorage Bowl (excluding separated multi-purpose trails). This sidewalk coverage represents roughly 13 percent of the total miles of roads in the Anchorage Bowl. In other words, if the ideal is to provide sidewalks on both sides of Anchorage streets where

Figure 2. Existing Sidewalks in Chugiak-Eagle River
sidewalks are appropriate for the street typology (excluding freeways), only 13 percent of the need is currently met.

The percentage of sidewalk coverage in Chugiak-Eagle River is even less. The existing 45 miles of sidewalks represent only about a 7 percent coverage ratio of the total roadway infrastructure. Girdwood has only two areas of sidewalk: the multi-purpose separated trail along the Alyeska Highway and the pathway at the Alyeska Prince Hotel parking area. Most pedestrian facilities outside Downtown Anchorage are generally narrow and abut the curb. These walkways are often cluttered with utility poles, electrical junction boxes, trash containers, mailboxes, driveways, or other items that impede pedestrian flow. In addition, pedestrian facilities that abut curbs are often used to store snow. The presence of snow and obstacles may force pedestrians onto the streets to walk. The use of rolled curb construction also leads to problems because parked vehicles often encroach onto and block the adjacent sidewalks.

The MOA funds an active program to ensure sidewalks are accessible through the Public Transportation and the Project Management & Engineering departments; however, many sidewalks and curbs still do not meet ADA requirements for accessibility for the elderly and individuals with disabilities. According to the MOA Project Management & Engineering Department, about 75 percent of all intersection curbs with sidewalks (within the MOA) currently have accessibility improvements. The remaining curbs at street intersections, about 1,500, still need ADA-related curb ramp improvements.

Although pedestrian accessibility and flow are concerns in many MOA locations, in many areas, attractive walking routes that show consideration of pedestrians have been developed. Southport development in South Anchorage features a system of sidewalks separated from the road by wide, landscaped areas that in many cases raise

---

8 In a 2001 transportation survey, 56.2 percent of Chugiak-Eagle River residents indicated that more sidewalks were needed.
Chapter 2. Existing Conditions and Issues

the grade of the paths above the streets. This pathway method allows pedestrians to be separated from the road and the landscaping to serve as a buffer to splashing rain, snow, dirt, and noise from traveling vehicles.

The Abbott Road Carrs food store offers an attractive wide walkway from the sidewalk at Abbott Road through the parking lot to the front door of the store. This pathway also allows shoppers to travel safely through the parking lot separated from vehicle traffic.

The Eagle Pointe subdivision in Eagle River incorporates greenbelt pathways that provide access to the new Eagle River High School. Similar pedestrian facilities have been built to provide access to South High School off Elmore Road in Anchorage.

Walking and Health Issues

During the last two decades, obesity has reached epidemic proportions in our nation and many developed countries around the globe. According to the Centers for Disease Control and Prevention in the U.S. Department of Health and Human Services, 61 percent of adults in the MOA are overweight, with more than 23 percent qualifying as obese. Obesity causes diseases like Type 2 diabetes as well as increased risk for heart disease, blood pressure, and stroke.

In 2005, the Mayor’s Task Force on Obesity and Health was convened to study the many aspects, causes, and impacts of obesity and create a 10-year plan of activity. This task force included educators, doctors, athletes, nutritionists, and planners. One goal of the plan developed by the task force is to create a community environment that supports a more physically active way of life for residents of all ages.

Anchorage is truly at a turning point because of recent emphasis on pedestrian facilities. Implementation of this plan will help make Anchorage a more walkable city.

9 Data are from the Municipality of Anchorage Ten Year Plan on Obesity and Health, May 10, 2006, prepared by the Mayor’s Task Force on Obesity and Health.

10 For more information on the Mayor’s Task Force on Obesity and Health, visit the Web site at http://www.muni.org/healthchp/ObesityTaskForce.cfm.
The task force found a direct connection between the built environment and people's level of physical activity. A typical resident today leads a sedentary lifestyle, driving to every destination instead of walking, taking elevators rather than stairs, sitting all day at work, and watching television at home for recreation. Improving the physical environment will not make people more physically fit, but it will increase the opportunities to be more active.

Development of the built environment in Anchorage during recent decades has helped to support inactive daily lifestyles. Consider these examples:

- Home-to-work commutes nearly always depend on use of an automobile.
- Commercial districts tend to be vehicle oriented, with little thought given to accommodating pedestrians or bicyclists.
- Many workplaces are isolated in office parks that make driving to lunch or errands a necessity.
- Shopping centers are isolated from neighborhoods, and from each other, so that residents drive from place to place.
- Subdivisions with cul-de-sacs often do not offer walkways between them, creating the need to travel around a development to reach a destination, a route typically covered by vehicle.
- Streets do not always have safe sidewalks that increase opportunities for children to walk to school.

Only pockets of the current built environment in Anchorage encourage or provide the opportunity to gain physical exercise in the daily regimes of city residents. The rising rate of obesity has become a consequence of this physical inactivity. If the community can provide more outlets to walk, physical activity may increase, lessening obesity.

**What We Know About Walking in Anchorage**

Despite the obstacles, walking is a significant means of transportation in Anchorage. According to the results of the 2002 Anchorage Household Travel Survey, conducted by the MOA, Anchorage residents made 56,720 walking trips on a typical weekday in spring 2002. These walking trips represent about 5.7 percent of all trips by residents. This figure underestimates the importance of walking trips because all trips require some walking if only to travel between the car and the office or home and the bus stop.
How does walking in Anchorage compare to walking in cities of similar size in the United States? Considering the northern climate of Anchorage, residents of the city walk about the same amount as residents in other parts of the country. According to the 2001 National Household Travel Survey, about 6.9 percent of all trips nationwide are walking trips, a figure that is not substantially different from the 5.7 percent reported in the local Anchorage Household Travel Survey (2002).

The purposes for Anchorage walking trips are shown in Figure 3. Trips from home (the Home-Based Other portion in Figure 3) represent the largest category of walking trips. This catch-all category includes recreation, visiting, and personal business that originate from home; it does not include trips to school, shopping, or work. Another main walking trip category is travel to and from school (27 percent of all walking trips). On the other hand, walking does not seem to be the travel mode of choice for the purpose of shopping or work—4 percent of all walking trips are home-based shopping trips and 8 percent of all walking trips are home-based work trips.

Nationwide, the percentage of children walking to school has been dropping substantially. Thirty-five years ago, 49 percent of all students in the elementary and intermediate grades walked or biked to school, and today only 14 percent of these students walk or bike to school. (The 2002 Anchorage Household Travel Survey reported that 14 percent of Anchorage students walked to school during the spring when the survey was taken, the same as the national rate.)

The built environment can influence the rate of walking trips. In addition, distance to school appears to influence the likelihood of walking there. Those living within

---

11 The 2001 National Household Travel Survey was conducted by NuStats for the U.S. Department of Transportation. To learn more, go to http://nhts.ornl.gov/2001/index.shtml.
1 mile of schools are the most likely to walk. The likelihood of walking to school also has been found to be positively influenced by population density and tree cover close to school. Factors that negatively affect walking or biking to school include parental perceptions of heavy traffic within the neighborhoods where the family resides and where schools are located and a lack of pedestrian infrastructure such as sidewalks.\footnote{As reported in “School Trips, Effects of Urban Form and Distance on the Travel Mode” by Marc Schlossberg, Jessica Greene, Page Paulsen Phillips, Bethany Johnson, and Bob Parker in the \textit{Journal of the American Planning Association}, Volume 72, No. 3, Summer 2006.}

The median length of a walking trip reported in the 2002 Anchorage Household Travel Survey was 6 minutes. In other words, 50 percent of those surveyed reported walking trips of shorter duration and 50 percent reported longer trips. Assuming an average walking speed of 3 miles per hour, the median walking trip distance is about 0.3 mile. The short distances of pedestrian trips illustrate the sensitivity of walking trips to the length of trips and the environment in which walkers travel. Therefore, an excellent strategy to encourage walking trips is to promote compact developments with a healthy mix of land uses and connectivity.

Families vary substantially in their choice of walking as a travel mode according to their area of residence. Figure 4 indicates that the preponderance of nonmotorized trips (primarily walking trips) takes place in the central part of the city, which includes Downtown, Mountain View, Midtown, and the University-Medical (UMed) District. Downtown has the highest percentage of nonmotorized trips, 20.5 percent, followed by Mountain View, with 17.2 percent. All these areas in the central part of Anchorage have several factors in common; specifically, they are relatively dense, compact neighborhoods with a good mix of land uses and are characterized by fairly complete sidewalk and street networks. On the other hand, areas with the lowest rates of nonmotorized travel—Sand Lake (4.3 percent), Northwest (5.4 percent), and the Hillside (5.6 percent)—are generally low in housing density, lack a mix of land uses, and do not have an established sidewalk system.
Winter Maintenance Issues

Because Anchorage residents experience winter conditions of cold, snow, and ice for 6 months of the year, winter maintenance, including clearing of snow from sidewalks, has a major impact on walking in Anchorage and Chugiak-Eagle River. As a result of growing public awareness of the status of Anchorage as a winter city, sidewalk winter maintenance has dramatically improved during the last 8 years. Figure 5 shows the decline of pedestrian-vehicle crashes during winter months. The rapid decline from 1994 onward reflects increased sidewalk maintenance.
Roads within Anchorage are owned by either the MOA or the State of Alaska. Maintenance of Anchorage streets has traditionally been assigned based on road ownership. Recently the MOA and the Alaska Department of Transportation and Public Facilities (DOT&PF) have begun examining which agency can better maintain pedestrian facilities and basing decisions on that capability whenever possible. For example, the MOA has taken over maintenance of Arctic Boulevard and the DOT&PF is now maintaining Post Road, which lies primarily in an industrial area with no pedestrian facilities. The MOA operates 17 sidewalk-sized plows for sidewalk snow clearing, and the DOT&PF blades back of curb sidewalks with street-sized plows.

Figure 6 illustrates the snow-clearing areas for which the MOA Operations and Maintenance Department, Street and Park Maintenance Division, provides snow removal on sidewalks as of this writing.

During public meetings for the Pedestrian Plan, the public commented about maintenance. Many people felt that snow removal and winter maintenance had improved during the last several years, but noted problems remain. One concern is that because the state often does not blade the sidewalks, piles of snow on state-maintained roads often block...
sidewalks. The situation has been at least partially resolved by the establishment of an MOA snow removal hotline (343-8277). Citizens can call this number to alert MOA Street Maintenance staff where sidewalks are blocked by snow. Comments from the public indicated that this tool has proven effective and usually results in snow removal within hours of reporting a blocked sidewalk.

In addition, MOA and DOT&PF management have greatly improved communication and coordination of snow removal efforts. One example is the MOA authorizing DOT&PF to use MOA snow dump facilities to shorten distances for snow hauling. Use of these facilities has enabled the DOT&PF to accomplish more with its limited maintenance budget.
Snow removal and maintenance is handled somewhat differently in Chugiak-Eagle River. The Chugiak, Birchwood, Eagle River Rural Road Service Area (CBERRRSA) is responsible for recommending how to spend funds for improvements and maintenance from the local property tax mil levy. CBERRRSA traditionally has not maintained sidewalks; however, it does work together with the MOA Eagle River Parks, Recreation and Community Development Department to blade snow on streets and sidewalks in the central core such as along Business Boulevard. Street Maintenance and Eagle River Parks, Recreation and Community Development also clear snow on fewer than a dozen sidewalks and trails in school zone areas.

Members of the public are also responsible for snow removal in certain areas. Sidewalk snow removal is governed by AMC 24.80.090, which states, “An occupant of land upon which is located an accessible parking space or adjacent to a public sidewalk, shall be responsible for the removal of two inches or more of snow or one inch or more of ice.” The term “occupant” refers to either the tenant or the owner of the land.

A public sidewalk is defined as being any improved walkway intended for use by the public on or adjacent to a parcel of property located in the following (primarily commercial) zoning districts: R-O, B-1, B-2A, B-2B, B-2C, B-3, B-4, I-1, I-2, I-3, and PLI. Figures 7 and 8 illustrate the areas for which the property owner or tenant is responsible for snow removal on sidewalks in the Anchorage Bowl and Chugiak-Eagle River, respectively.

Most residential districts are not part of the snow removal area, with the exception of the R-O district. This zoning district may have a mix of residential and office facilities; for example, the north side of 9th Avenue is one area where sidewalks are to be cleared by the occupant.

Currently MOA Project Management & Engineering, Right of Way Section, enforces snow removal in the Central Business District of Anchorage, but there is no enforcement in other business areas.

AMC 21.80.330F allows the MOA Street Maintenance Department to store snow 7 feet back from the curb. Because most residential areas do not have separated sidewalks, the snow is stored on sidewalks. This provision for snow storage creates a conflict when pedestrians are unable to use the sidewalk. Although it would appear to be beneficial to alter the code to include MOA removal of sidewalk snow in residential areas and stop snow storage in sidewalks, new problems would be introduced. Street Maintenance would not have a location for snow storage and would not be able to keep up with snow removal with the current fleet. To make the changes, additional snow-removal equipment would need to be acquired and separated sidewalks would need to be established in residential areas. Relocating
sidewalks may require the purchase of additional right-of-way and likely would not be looked upon favorably by homeowners.

Snow removal on driveways is the responsibility of each resident. AMC 24.80.090 prohibits plowing snow from driveways into the street right-of-way or onto sidewalks. Violation of this code could result in a citation.
Improving snow removal operations for pedestrians entails changes in enforcement, purchase of additional equipment, and additional staff to conduct operations. In addition, attention by designers to consideration of winter city design and snow storage and removal would be helpful in improving operations.
Pedestrian Safety and Crash Statistics

Pedestrian-related crashes with motor vehicles are a major concern because the injuries from these crashes are generally more severe than for other types of crashes. In Anchorage, 77 percent of pedestrian (and bicycle) crashes resulted in injury, with 1.7 percent resulting in death. By contrast, slightly more than 30 percent of all recorded vehicle crashes in the state during the same time period resulted in injury, with 0.5 percent resulting in death. An average of 220 pedestrian-vehicle crashes per year are recorded in Anchorage.13

The trend for pedestrian-vehicle crashes in Anchorage for the 11-year period from 1994 through 2004 indicates a nearly stable number, despite growing traffic volumes.

To prepare a comprehensive analysis of pedestrian-related crashes with motor vehicles, the DOT&PF studied crash information such as location, trends, environmental and human factors, alcohol involvement, age, and traffic control devices on roadways.

Data on the locations of pedestrian-vehicle crashes during 2003 and 2004 are shown in Figures 9 and 10. As Figure 9 clearly indicates, pedestrian-vehicle crashes are scattered throughout the MOA, but the majority occurred in Downtown and Midtown. The mortality rate for pedestrian-vehicle crashes is significantly higher in Midtown than in Downtown. Between 1998 and 2000, 41 persons were hit Downtown and 1 died. In the same timeframe, 35 persons were hit in Midtown and 5 were killed. From these data, it appears that Midtown is significantly more dangerous for pedestrians and should be the subject of special corridor studies to determine the causes and identify potential corrective actions.

The highest number of pedestrian- (and bicycle-) related crashes in the MOA between 1998 and 2002 occurred on five roads, as follows:

1. Northern Lights Boulevard, 83 crashes (10.95 crashes per mile)
2. Lake Otis Parkway, 59 crashes (8.51 crashes per mile)

---

13 The crash data are taken from the 2005 Pedestrian and Bicycle Collision Report prepared by the Alaska Department of Transportation and Public Facilities.
3. Tudor Road, 57 crashes (11.29 crashes per mile)
4. Spenard Road, 43 crashes (14.15 crashes per mile)
5. Minnesota Drive, 41 crashes (5.59 crashes per mile)

It is not surprising that intersections where the most pedestrian-vehicle crashes occurred involved these roads. The following MOA intersections were the sites of the most pedestrian and bicycle crashes between 1998 and 2002:

1. Northern Lights Boulevard at Spenard Road, 14 crashes
2. Minnesota Drive at Spenard Road, 11 crashes

Figure 9. Pedestrian-Vehicle Crashes in the Anchorage Bowl (2003 and 2004)
3. Tudor Road at Lake Otis Boulevard, 11 crashes
4. Muldoon Road at Debarr Road, 10 crashes
5. Seward Highway at Northern Lights Boulevard, 10 crashes

Appendix B contains a chart of the top 20 crash locations that was recently published by the DOT&PF.
Following analysis of the data collected, the DOT&PF published the following conclusions about the nature and causes of pedestrian-vehicle crashes in the 2005 report *Pedestrian and Bicycle Collision Report*:

- The leading cause of pedestrian-vehicle crashes is from vehicles making a right turn on red into a pedestrian crosswalk.
- Approximately 35 percent of all pedestrian- and bicycle-related crashes occurred at locations with a traffic signal; another 20 percent occurred at stop-sign (unsignalized) locations; and 35 percent occurred at locations with no traffic control device.
- Fatal pedestrian crashes happened more frequently during winter months; with 18 of 30, or 60 percent, occurring between November and March.
- The age group consisting of individuals younger than 21 accounted for the highest percentage of pedestrians and bicyclists involved in collisions with motor vehicles, 33 percent.
- Nearly twice as many pedestrian and bicycle crashes involved alcohol than for crashes as a whole in Anchorage (16 percent compared to 7 percent). Moreover, the pedestrian or bicyclist was the party under the influence of alcohol in almost 70 percent of these pedestrian and bicycle crashes.
- Jaywalking, crossing the street at mid-block, and nonconformance with the rules of the road were common causes of pedestrian-vehicle crashes.

Recommendations from the DOT&PF report have been incorporated in the policies and action items of this Pedestrian Plan (Chapter 6). To refine and expand on recommendations of the DOT&PF report, the DOT&PF has awarded the MOA Traffic Department a grant to establish the Bike and Ped Safety Campaign. The purpose of this new program will be to increase awareness of and educate drivers about pedestrian safety issues as well as to decrease the number of crashes with vehicles.

Extensive studies have been conducted nationally on the relationship between vehicle travel speeds and resulting pedestrian injury. Results indicate that higher vehicle speeds are strongly associated with both a greater likelihood of pedestrian crash occurrence and more serious resulting pedestrian injury. It was estimated that only 5 percent of pedestrians would die when struck by a vehicle traveling at 20 miles per hour or less. The estimates also indicate that fatality rates of 40, 80, and nearly 100 percent would be expected for striking speeds of 30, 40, and 50 miles per hour or more, respectively. Thus, in areas where pedestrian safety is of particular concern, consideration should
be given to lowering speeds where reasonable and feasible based on speed studies and functional classifications.

Reductions in vehicle travel speeds can be achieved through lowered speed limits, police enforcement of speed limits, and associated public information. More long-lasting speed reductions in neighborhoods where vehicles and pedestrians commonly share the roadway can be achieved through a combination of engineering, education, and enforcement generally known as traffic calming that moderates speeds and heightens traveler awareness. Countermeasures include road humps, roundabouts, other horizontal traffic deflections (chicanes), and increased use of stop signs. Comprehensive community-based speed reduction programs, combining public information and education, enforcement, and roadway engineering, are recommended.¹⁴

Safety can be improved and crashes can be reduced in many additional ways, including separating pathways from traffic to increase the buffer space from fast-moving vehicles and adding grade-separated crossings that are convenient for pedestrians and provide easy access.

Project Identification

One critical step in the development of this Pedestrian Plan was soliciting public input to identify walking routes, missing links, and pedestrian safety hazards. Toward this end, eight regional workshops were held, as described in the Public Process section of Chapter 1. Through the public process, workshop attendees and others submitted questionnaires, added notes to maps, and offered personal observations that were invaluable to understanding what it is like to walk around Anchorage, Eagle River, and Girdwood.

Large aerial photograph maps of each community council area illustrating existing information from the MOA geographic information system (GIS) database were displayed at each workshop. Elements displayed on the maps included existing sidewalks and trails, public use and walkway easements, bus stops, schools, boundaries of school walking zones, parks, existing and proposed town centers, major city centers and employment centers, transit centers and transit-supportive development centers, and existing and proposed trails from the ATP.

At each workshop, all maps were available for viewing and marking. Staff were available to provide further information. The public was invited to identify the following on maps and questionnaires:

- Destination points typically traveled to in any part of Anchorage
- Locations considered hazards, including those with obstacles or blind corners on streets or that lack curb ramps or lighting
- Difficult or dangerous street crossings
- Locations where people cross the road or jaywalk
- Missing links
- Other pertinent information noteworthy about walking in Anchorage
The questionnaire (see sample in Appendix C) enabled the public to note areas of concern such as poor maintenance, snow removal, or other items that were better noted in text than drawn on the map.

The questionnaire also asked the public to identify good walking routes in Anchorage and locations where walkways are well maintained. In addition, respondents were requested to rank the importance of different walking facilities. Questionnaires submitted resulted in the following ranking of walking facility importance:

1. Walking routes to schools
2. Access to school bus or transit
3. Walking routes to stores
4. Access to trails
5. Access to parks

An additional walking facility not identified as a topic but added by respondents was medical facilities.

The workshops produced a list of potential pedestrian projects to consider for funding. The projects encompassed completion of missing links, intersection and crosswalk improvements; lighting projects; sidewalk upgrades; traffic calming; and trail improvements.

It quickly became obvious that many sidewalk projects are needed to fill in the missing links. Although the process described above was very helpful, it is clear that not all of the missing links in Anchorage were included on the original list. It is recommended that this process be kept open so that additional projects can be added as they are identified.

To rank the projects, MOA staff decided not to treat sidewalk upgrade projects the same as missing link projects. As reflected in the recommendations presented in Chapter 6, projects that add new sidewalk connections or fill gaps in the existing system were given priority over projects that simply reconstruct existing sidewalks, unless a compelling safety issue was identified. As a result, projects with new sidewalk or crosswalk improvements are ranked higher. Traffic-calming projects have been forwarded to the MOA Traffic Department for inclusion into its traffic-calming program, and improvements or additions to the trails system have been reserved for consideration with the update to the Trails Plan.

The input received at the workshops is summarized in Appendix D by community council.
Project Prioritization

In a dilemma similar to that of other transportation improvements, including roads, the resources available to construct pedestrian improvements are limited. Funding decisions must be made carefully to ensure that the investment of public resources provides the greatest possible public benefits in the most efficient way.

The methodology used to set priorities for development of pedestrian improvement projects is described below. The projects listed on the Project Priority List were nominated by the public during the January and February 2006 workshops. The priority list also includes several projects for Chugiak-Eagle River that were identified in the 2003 Eagle River Central Business District Revitalization Plan.

Before the projects on the list are implemented, they will be more fully developed. During the design process, the extent of work required will be defined and specific details will be identified.

The priorities for ranking the pedestrian projects identified in the public workshops were established by using four criteria:

- Pedestrian use potential
- Pedestrian-vehicle crash history
- Anchorage 2020 (comprehensive plan) policies
- Proximity to schools, parks, neighborhood shopping, and hospitals

These criteria, which were used to score the projects, were designed to recognize projects in locations that meet the highest community needs. Among the criteria, the pedestrian use potential was weighed the heaviest because projects likely to attract the most pedestrians are considered highest in importance. For example, areas of town characterized by a mix of land uses—incorporating residential dwellings, employment, and shopping—received a higher score because they are expected to serve more pedestrians.

Projects received additional points if they met certain location criteria. For example, a project received points if it is near a location where a pedestrian-vehicle crash has occurred; within a major employment area, town center, or transit corridor (as defined by Anchorage 2020); or within a certain distance of schools, parks, neighborhood shopping, or hospitals. The project scoring methodology is intended to eliminate most of the subjectivity that often typifies project scoring.

Following the application of the four scoring criteria, each project had a minimum of zero points and a maximum of ten points. Each criterion is described in more detail below.
Pedestrian Use Potential

The Pedestrian Potential Index (PPI) is a tool to help measure potential pedestrian use through the identification of environmental and sociological factors that favor walking. The PPI was specifically developed as a part of activities to create the Project Priority List. Its purpose is to ensure that projects located in areas of the MOA with the highest potential for pedestrian use earn more points. This criterion corresponds to an objective under Goal 6, Transportation Choices, in the 2025 LRTP. That objective states:

Promote the development of a safe network of trails and sidewalks that provide reasonable access to work, school, parks, services, shopping, and the natural environment, especially for those who live relatively close to areas where trails and sidewalks will actually provide opportunities for frequent and regular use by citizens.

The factors associated with high pedestrian potential have been identified by the Anchorage Transportation Demand Model, a computer application that is used to forecast future transportation demand for all transportation modes, including walking. Through a statistical analysis of the 2002 Anchorage Household Travel Survey, the following six factors have been found to have a significant correlation to the choice to walk in Anchorage and have been incorporated into the Anchorage Transportation Demand Model:

- Number of automobiles per household
- Income
- Mixed-use density based on households and employment
- Mixed-use density based on retail and non-retail jobs
- Total employment within one-half mile
- Intersection density

Automobiles per Household and Income

Automobiles per household and income are useful measures of the walking- and transit-dependency characteristics of certain neighborhoods. Families that are unable to afford a car (or that choose to not invest in a car) tend to rely on public transportation or walking to travel to their places of employment or other daily activities.

Mixed-Use Density

The mixed-use density factors of the PPI are intended to capture the qualities of mixed uses and densities of a given area with regard to employment and households.

In areas where both employment and household densities are high, providing a balance, residents have the opportunity to live and work in the same area. These
areas have higher values on the PPI than areas that may have high density but are primarily employment districts or housing areas. In the latter type of area, people may need to commute from home to work in a different area.

Areas where housing and employment densities are lower get lower scores, and the values are still lower if the housing and employment uses are not balanced. The same is also true with respect to the retail to non-retail mix.

**Employment Within One-Half Mile**
Total employment within one-half mile is intended to capture proximity to possible walking destinations. The PPI uses employment as an indicator for total number of possible walking destinations. The factor of employment within one-half mile is an especially useful variable for predicting the choice to walk to work.

**Intersection Density**
This category measures the total number of intersections within a half-mile radius. It is intended to capture street connectivity and continuity characteristics. The underlying assumption is that a well-developed roadway grid system allows more direct pedestrian routes to be taken and therefore encourages the choice to walk. Areas of South Anchorage that have cross streets farther apart than an area such as the South Addition neighborhood discourage walking trips because of the longer distances involved.

The final step in the development of the PPI was to aggregate all of the factors described above into a composite pedestrian potential value for each traffic analysis zone within the MOA (with the exception of the Turnagain Arm communities).

Each of the six factors was given equal weight in the PPI and the totals for the zones were mapped. The resulting values have been further categorized into three ranges (see Figures 11 and 12) and assigned a value between zero, the lowest category of pedestrian potential, and two, the highest pedestrian potential category. In the final scoring, the PPI variable was weighted double, with the highest possible score being four.

---

15 Traffic analysis zones (TAZs) are discrete geographical units used by the Anchorage Transportation Demand Model to estimate trip productions and attractions.
According to the scoring results, areas with the highest pedestrian potential are primarily found in and around Downtown, Spenard Road, the UMed District, and certain East Anchorage neighborhoods. These areas generally have higher densities, lower access to automobiles, reasonably good street grid structures, more mixed uses, and more destinations accessible to pedestrians. Such characteristics suggest that development more in tune with the compact, mixed-land-use pattern found in the early historic Anchorage neighborhoods would lead to increased pedestrian activity.

Areas with the second highest PPI in Anchorage are generally situated adjacent to and surrounding those areas mentioned above as well as the Eagle River core.
Areas with the lowest pedestrian potential are located in the lower-density areas of South Anchorage, the Hillside, and Chugiak-Eagle River outside of its downtown core.

**Pedestrian-Vehicle Crash History**

One of the policy recommendations contained in the 2025 LRTP (page 152) states that available pedestrian crash data should be one criterion used to set priorities for the Pedestrian Plan.
The DOT&PF has compiled a comprehensive database of pedestrian-vehicle and bicyclist-vehicle crashes for years 2003 and 2004. The geographic location of the crashes (Figures 9 and 10) were mapped and used as the basis for the pedestrian-vehicle crash criterion.

This criterion was used to raise the scoring of crash sites so that these locations could be made safer. If a pedestrian project is located in the vicinity of a recorded pedestrian-vehicle crash, it was given a score of two points, recognizing the fact that pedestrian safety improvements may be needed. The project was given a score of zero if it was not located in the vicinity of a crash site.

**Anchorage Bowl Comprehensive Plan Policies**

An additional set of factors used to prioritize potential projects can be described as policy factors. Under the Anchorage Bowl comprehensive plan, Anchorage 2020, certain areas and corridors are designated as having greater importance for pedestrians. Major employment centers, redevelopment/mixed-use areas, town centers, and transit-supportive development centers—shown in Figure 13—are all...
considered to be pedestrian-oriented zones. The construction of expanded sidewalks, crosswalks, street furniture, bus shelters, and landscaping is emphasized in these zones. Projects located in any of these areas each received one point.

**Major Employment Centers**
Three Anchorage Bowl areas were identified as providing the highest concentrations of employment, as well as supporting retail and commercial area activity. They are Downtown, Midtown, and the UMed District.

**Redevelopment/Mixed-Use Areas**
For each major employment center, Anchorage 2020 designated an associated area for medium to high residential development or redevelopment to enable more people to live close to work.

**Town Centers**
Seven town centers that lie outside the major employment centers and include a mix of retail shopping and services, public facilities, and medium to high density of residential uses were identified in the Anchorage Bowl.

The *Chugiak-Eagle River Comprehensive Plan*, a planning document focusing on Chugiak-Eagle River, proposes a town center designation for the downtown core of Eagle River. The Eagle River Town Center is comparable to the Anchorage Bowl town centers, integrating community-serving retail, public services, and civic facilities with adjacent medium-density residential areas. Projects located in the Eagle River Town Center also received an additional point because of the town center’s pedestrian orientation.

**Transit-Supportive Development Corridors**
Four corridors (areas that are one-half-mile wide) were identified by Anchorage 2020 as connecting town centers with major employment centers. These corridors are intended to emphasize bus, pedestrian, and bicycle transportation. Higher residential densities adjacent to the corridors (in comparison to other parts of Anchorage) help to support higher bus ridership in conjunction with higher bus service levels. As discussed above, bus riders rely on walking to travel to and from bus stops.
Proximity to Schools, Parks, Neighborhood Shopping, and Hospitals

The 2025 LRTP (page 152) emphasizes the need for pedestrian facilities located near or serving as access to schools, parks, and neighborhood shopping. Because the other criteria do not directly address the needs of school children to walk to school or parks, it is important to include a separate criterion for this type of walking trip. Students represent a significant portion—27 percent—of total walking trips in Anchorage.

If a sidewalk or walkway is located within the walking boundary for an elementary or junior high school, as identified by the 2006 Municipal Pedestrian Safety for Elementary and Middle Schools Manual prepared by the MOA Traffic Department, it received two points. For high schools, walking boundaries are defined as 1.5 miles from the school, excluding hazardous routes where crossing busy streets or lack of walkways create safety concerns. The process of establishing priorities assigned projects within these boundaries two points. Similarly, projects near University of Alaska Anchorage and Alaska Pacific University were assigned two points.

If a sidewalk or walkway project is located within one-half mile of a park, hospital, or neighborhood commercial center, as identified by Anchorage 2020, it received an additional point. (Proximity to hospitals was added in response to comments received from the public during the public workshops.)

Project Priority List

The Project Priority List in Appendix A presents the projects that were identified through the workshops in early 2006, in the Eagle River Central Business District Revitalization Plan, and through supplemental staff field work. As previously mentioned, it is unlikely that all of the needed projects are included in the list. Therefore, it will be necessary to keep the list open so that additional projects can be added as they are identified through the continuing public process. In addition, an update of the project ranking should be prepared every 2 years, in coordination with addressing the capital budget.

Each project was evaluated and scored based on the criteria discussed in the preceding section. Points were given for each of the following criteria:

- Pedestrian use potential
- Pedestrian-vehicle crash history
- Anchorage 2020 (comprehensive plan) policies:
  - Employment centers
  - Redevelopment/mixed use areas
  - Town centers
  - Transit corridors
- Proximity to schools, shopping, parks, and hospitals
The scopes of the projects have been conceptually identified. The categories described below were developed to describe the improvements.

**Sidewalks** – A category to provide sidewalks where there are no existing sidewalks or pedestrian facilities. Proposed improvements would consist of sidewalks that are a minimum of 5 feet wide and separated 7 feet from the roadway to allow room for snow storage. These improvements may require right-of-way acquisition. Urban areas may feature sidewalks at back of curb especially where on-street parking is located. It is recommended that these urban sidewalks be wider than typical 5-foot sidewalks and maybe wider where right-of-way is available.

**Crossings** – A category to evaluate pedestrian crossing improvements at intersections or mid-block locations. Many of these improvements occur at sites of existing crashes or high pedestrian traffic.

**Walkways** – A category to provide nonmotorized access ways between subdivisions or areas not adjacent to streets primarily to provide safe routes to schools and connect neighborhoods. Often unimproved footpaths already exist. The proposed improvements are primarily intended to make them easier and safer to use.
Lighting – A category for lighting improvements either along existing sidewalks or walkways to increase safety and walkability or to be provided in conjunction with new facilities. In many cases, lighting may be pedestrian scale, featuring shorter poles and lower light sources than standard street lighting. Lighting should be appropriate, matched to adjacent land use and pedestrian needs, and focused downward to protect night views.

Special Crossings – A category for improvements at a grade-separated crossing of a roadway or intersection to create a safer route for busy pedestrian corridors.

Several projects in one area create the opportunity to conduct a corridor analysis. They are grouped in the Project Priority List under a heading titled “Proposed Pedestrian Safety Corridor Studies.” These projects typically involve crash locations or associated streets that would benefit from a comprehensive look at the entire neighborhood. Corridor analysis would examine how improvements would work with existing traffic patterns, and develop recommendations to make walking easier and safer. The solutions would include techniques to implement mid-block crossings and adjustments to traffic light timing. The Benson/Northern Lights couplet area could benefit from a corridor analysis because its pedestrian environment is particularly challenging. This corridor is characterized by large blocks, acres of parking, and many commercial destinations.

The number of projects to provide upgrades to existing sidewalks (which include paving and separation from roadways) was limited on the priority list to allow projects without any pedestrian facilities to be constructed first.

The projects on the Project Priority List (Appendix A) were assigned project numbers to reflect their priority, which was determined by the total points (see the column second from the right). Exceptions are the projects with high point totals that would be addressed in the Proposed Pedestrian Safety Corridor Studies, as described above, and projects that are part of other planned capital improvements.

The third column on the Project Priority List identifies the subarea where each project is located. The subareas are Eagle River, Chugiak/Birchwood, Girdwood, and five subareas in the Anchorage Bowl—Northwest, Northeast, Central, Southwest, and Southeast.
Figure 14 shows the Anchorage Bowl subareas. Following the Project Priority List, maps and cost estimates for each subarea are also provided in Appendix A.

**Figure 14. Anchorage Bowl Subareas**

![Anchorage Bowl Subareas Map](image)

**Project Estimating Summary**

Conceptual-level cost estimates have been prepared for projects on the Project Priority List. The project costs were calculated on a linear foot basis for walkways, sidewalks, and lighting improvements and on a unit basis for intersection and crossing improvements. Costs are based on actual bid costs for current MOA road improvements. A factor for design and management is also included in the costs. These costs are conceptual-level estimates; the scopes of the projects have not been developed in detail. Examples of additional expenses that may be incurred are right-of-way acquisition (in case the land area for the facilities is not sufficient) and utility relocation (in case existing poles and utility boxes need to be moved).

In Appendix A, maps of each subarea identify the project locations. Each map is accompanied by a table presenting the conceptual-level cost estimates for the projects in the subarea. Costs are not included for projects that are expected to be accomplished with other capital improvements.
The estimated project costs, number of projects, and types of improvements by subarea are as follows:

<table>
<thead>
<tr>
<th>Subarea</th>
<th>Estimated Cost</th>
<th>Projects Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Northwest Anchorage</strong></td>
<td>$28.1 million</td>
<td>85 projects, including 43 crossing projects, 37 sidewalk projects, 7 walkway projects, and 2 lighting projects. See Appendix A2 for map and table.</td>
</tr>
<tr>
<td><strong>Northeast Anchorage</strong></td>
<td>$28.2 million</td>
<td>92 projects, including 29 crossing projects, 49 sidewalk projects, 13 walkway projects, and 9 lighting projects. See Appendix A3 for map and table.</td>
</tr>
<tr>
<td><strong>Central Anchorage</strong></td>
<td>$7.3 million</td>
<td>22 projects, including 6 crossing projects, 11 sidewalk projects, 5 walkway projects, and 2 lighting projects. See Appendix A4 for map and table.</td>
</tr>
<tr>
<td><strong>Southwest Anchorage</strong></td>
<td>$8.2 million</td>
<td>35 projects, including 5 crossing projects, 25 sidewalk projects, 4 walkway projects, and 6 lighting projects. See Appendix A5 for map and table.</td>
</tr>
<tr>
<td><strong>Southeast Anchorage</strong></td>
<td>$22.7 million</td>
<td>34 projects, including 6 crossing project, 19 sidewalk projects, and 9 walkway projects. See Appendix A6 for map and table.</td>
</tr>
<tr>
<td><strong>Eagle River Area</strong></td>
<td>$10.3 million</td>
<td>35 projects, including 11 crossing projects, 18 sidewalk projects, 6 walkway projects, and 8 lighting projects. See Appendix A7 for map and table.</td>
</tr>
<tr>
<td><strong>Chugiak and Birchwood Area</strong></td>
<td>$12.0 million</td>
<td>15 projects, including 1 crossing project, 13 sidewalk projects, and 1 walkway project. See Appendix A8 for map and table.</td>
</tr>
<tr>
<td><strong>Girdwood Area</strong></td>
<td>$1.7 million</td>
<td>2 projects, including 1 crossing and 1 sidewalk/trail upgrade. See Appendix A9 for map and table.</td>
</tr>
</tbody>
</table>

**Total Municipality of Anchorage Project Costs** $118.5 million
At some point, everyone is a pedestrian. Whether we are walking the entire distance or walking to get from our car or a bus to a store, a school, or an office, we are faced with navigating around moving motor vehicles. Some of these experiences are easier and safer than others. Being able to use a walkway separated from moving traffic involves much less effort than navigating a huge parking lot while watching in all directions … especially on an icy day.

Many design features can be implemented to make walking easier for pedestrians. These include improvements to sidewalks and walkways, marked crosswalks and enhancements, transit stop treatments, roadway and pedestrian lighting, pedestrian overpasses and underpasses, and improvements to add to the walking environment, such as street furniture. Other improvements can deal with roadway and intersection design, traffic calming, traffic management, signals, and signs. Other improvements include installing curb ramps to provide accessibility and building sidewalks that connect through parking lots to retail and commercial facilities. Such sidewalks benefit those who drive to reach the facilities as well as the pedestrians who arrive by walking.

A good example of a well-conceived, safe walkway system is at the Hotel Alyeska in Girdwood. The designers have accommodated a pedestrian walkway connecting the front door entry and each section of the parking lot. The parking lot areas are physically separated by a long distance, but the walkway is cleared of snow in winter and lit for users. The result is a safe, enjoyable walk on a well-maintained, lighted sidewalk through the woods to reach a car, instead of a trek along dark icy roads.
Sidewalk Design Principles

The following design principles should be incorporated into every pedestrian improvement:

- The pedestrian should be **safe**. Sidewalks, paths, and crossings should be well lit and free of real or perceived hazards, and they should minimize conflicts with external factors such as noise, vehicular traffic, and moose. Where possible and appropriate, pedestrian sidewalks should be separated to allow a further buffer from fast-moving vehicles and protection from snow storage and grade-separated crossings should be used.

- The pedestrian network should be **accessible** to all.

- The pedestrian network should **connect** to places people want to go, including schools, transit, and shopping areas.

- The pedestrian environment should be **easy to use**, with sidewalks, marked crosswalks, and signs so that people can find their way.

- The pedestrian environment should **provide good places** by enhancing the look and feel of the facilities with open spaces, plazas, building facades, and amenities such as street furnishings, lighting, overhangs, and heated sidewalks.

- The pedestrian environment should be **used for many things**, such as dining or landscaping, when these uses do not interfere with safety and accessibility.

- The pedestrian environment should be **economical and achieve the maximum benefits for the cost** of building and maintenance. Where possible, improvements in the right-of-way should promote and connect with adjacent private improvements.

Street Character

The design of a street, its intersections, and sidewalks should reflect the type and intensity of adjacent land because those characteristics directly influence the level of use by pedestrians. For example, the number of pedestrians in a downtown mixed-use neighborhood would be expected to be much higher than in a rural, low-density residential area. As a result, the emphasis on the sidewalk element of street design would be much greater for the downtown street than for the rural street, reflecting a more important role of the pedestrian mode in the overall transportation system.

The 2025 LRTP incorporated a street typology system that attempts to strike a balance between functional classification, adjacent land use, and the competing travel needs. The street typology system is intended to give general guidance to road designers on the relative importance of sidewalks (as well as roads and transit) for street design in Anchorage. Each street typology is characterized by priorities...
given to various design elements. The emphasis on specific design elements is determined by looking at factors related to both the adjacent land uses and the functional classification of the street.

The new Anchorage street typologies are listed below:

- Residential street
- Main street
- Transit street
- Commercial street
- Industrial Street
- Mixed-use street
- Park land street
- Institutional district street
- Low-density residential street

As would be expected, typologies with higher levels of pedestrian activity, such as main streets, transit streets, and mixed-use streets have the highest sidewalk standards. Typologies with lower pedestrian activity, such as low-density residential streets, park land streets, and industrial streets, require less emphasis on sidewalk treatment.

The Anchorage street typologies are planning tools. According to the 2025 LRTP, the MOA Planning Department is responsible for the designation of street typology on a case-by-case basis as new roadways come up for design. Ensuring that a system has been set up for applying street typologies to new projects is an objective that supports Goal 5 of this Pedestrian Plan—Review the relationship of street design to the design of adjacent land uses to consider needs of all users. (Related policies are identified in Chapter 6.)
The Pedestrian Plan, consistent with the 2025 LRTP, recommends the use of these typologies in the design of all sidewalks on the Project Priority List as well as any other sidewalk project that may be undertaken as a part of a roadway project.

The street typology system is summarized below. A full description of these street typologies is available in Appendix C of the 2025 LRTP.

**Residential Streets**

Residential streets serve two major purposes in Anchorage’s neighborhoods. As arterials, residential streets balance multimodal mobility with land access. As collectors, residential streets are designed to emphasize walking, bicycling, and land access over mobility. In both cases, residential streets tend to be more pedestrian-oriented than commercial streets.

Residential streets generally consist of two to four travel lanes, but place a higher priority on pedestrian- and bicycle-friendliness than on automobile mobility. Examples of residential streets are Raspberry Road and West Northern Lights Boulevard. Under this typology, the sidewalk is considered a primary design element.

**Main Streets**

Main streets serve medium-intensity retail and mixed land uses as defined by the town center designations in Anchorage 2020. Unlike commercial streets, main streets are designated to promote walking, bicycling, and transit within attractive landscaped corridors. Generally, main street activities are concentrated along an area of from two to eight blocks, but may extend farther, depending on the type of adjacent land uses and the area served.

Main streets generally consist of two to four travel lanes. On-street parking is usually provided to serve adjacent land uses. Curb extensions within the parking lane can accommodate tree wells creating, in combination with a tree lawn, a double row of street trees. To further create a pedestrian-friendly atmosphere, main streets have wide sidewalks, 10 feet or greater, depending on the expected pedestrian traffic, street furniture, outdoor cafes, plazas, and other features. Examples of main streets are Huffman Road between Old Seward Highway and Seward Highway and Spenard Road between 36th Avenue and Fireweed Lane. Under this typology, wide sidewalk with transit access and pedestrian plazas is considered a primary design element.

**Transit Streets**

Transit streets are located in areas of medium- to high-intensity land uses as defined by the transit-supportive development corridor designation in Anchorage 2020. Alternative modes of travel are emphasized on transit streets with increased use of pedestrian, bicycle, and transit design elements. Transit streets typically consist of two to four travel lanes, and additional lanes along transit streets should
Chapter 4. Designing an Environment That Promotes Walking

be considered only as a last resort. Expansion of parallel routes should be first examined as a possible solution to congestion problems. If this alternative expansion to handle capacity is not possible, negative impacts on the pedestrian environment should be mitigated to the maximum extent feasible.

Improvements such as landscaped medians and tree lawns are desirable to make transit streets more attractive to pedestrians and transit users. Most transit streets have limited commercial land uses and therefore do not require on-street parking or exceptionally wide sidewalks.

The following roads are transit streets:

- Muldoon Road from Glenn Highway to Debarr Road
- Debarr Road/15th Avenue from Muldoon Road to Minnesota Drive
- Arctic Boulevard from Downtown to Dimond Boulevard
- Spenard Road/Jewel Lake Road from Fireweed Lane to Dimond Boulevard

Under this typology, sidewalks is considered a primary design element.

Commercial Streets

The most prevalent commercial streets are the strip commercial arterials. Strip commercial arterials typically serve commercial areas containing numerous retail centers with buildings that are set behind parking lots. Because of the nature of these areas, strip commercial arterials have many intersections and driveways to provide access to adjacent businesses. Historically, this type of street is often highly automobile-oriented and tends to discourage walking and preclude bicycling. Mid-block crosswalks are rare, and ample on-street parking is infrequent because of the provision of off-street parking lots to serve adjacent businesses.

Commercial streets typically provide four to six lanes divided by a landscaped median. Under certain conditions, a commercial street may have a continuous two-way left-turn lane in the center. Commercial streets are designed to balance traffic mobility with land access. Because of the frequency of intersections and land access points on commercial streets, however, these streets often become congested. Examples of commercial streets are Dimond Boulevard and Old Seward Highway. Under this typology, pedestrian facilities are considered to be a secondary design element. This design priority does not mean that sidewalks should not be constructed as a part of a commercial street project but only that the emphasis is not as important as other typologies.

Industrial Streets

Industrial streets are designed to accommodate significant volumes of large vehicles such as trucks, trailers, and other delivery vehicles. Because areas with industrial streets are relatively low in density, bicycle and pedestrian travel is more infrequent than in other types of neighborhoods, but still should be accommodated.
Industrial streets typically consist of two to four travel lanes, which are generally wider—15 to 20 feet wide—to accommodate movement of larger vehicles. Bike lanes and on-street parking are rare on industrial streets. Sidewalks are provided, but are generally narrower than in other higher-density commercial and retail areas of Anchorage. Industrial streets such as King Street north and south of Dimond Boulevard and Whitney Road in Ship Creek can be either collectors or arterials. Under this typology, attached sidewalk is considered a primary design element.

**Mixed-Use Streets**

Mixed-use streets are located in areas characterized by a mix of high-intensity commercial, retail, and residential areas with substantial pedestrian activity as defined by the employment and redevelopment designation in Anchorage 2020. Alternative modes of travel are emphasized on mixed-use streets expected to have increased use of pedestrian, bicycle, and transit design elements. Mixed-use streets typically consist of two to four travel lanes.

Improvements such as trees, lawns, and street furniture are desirable to make mixed-use streets more attractive for pedestrians. Mixed-use streets frequently provide on-street parking and wide sidewalks, depending on the type and intensity of adjacent commercial land uses. Many roads in Midtown and Downtown, which contain higher-density office and retail businesses, are mixed-use streets. Under this typology, wide sidewalk with transit access is considered a primary design element.

**Park Land Streets**

Park land streets are traffic corridors through or along park land or other natural open space. They are designed to minimize disturbance to the adjoining natural setting, through landscaping and alignments that reduce noise, air pollution, and visibility from those adjoining spaces. Park land streets generally carry low to moderate amounts of traffic and incorporate alignments to reveal scenic areas. Natural vegetation is typically retained where possible so that the park land street traveler will feel engaged with the natural setting. Grade-separated crossings are provided for recreationists, and measures are taken to prevent wildlife collisions. An example of a park land street is Kincaid Road in Kincaid Park. Under this typology, separated multi-use trail (where designated) is considered a primary design element and takes the place of traditional sidewalk.

**Institutional District Streets**

Institutional district streets are expected to primarily serve the UMed District. The land use in institutional districts is distinguished by medium- to high-density university and hospital campuses interspersed with large open spaces. Institutional district streets are designated to promote walking, bicycling, and transit within an attractive parkway type of landscaped corridor.

Institutional district streets generally consist of two to four travel lanes with no on-street parking. Improvements such as trees, lawns, landscaped medians, and
enhanced transit stops are desirable to make these streets more attractive and blend in with the campus environment. Sidewalks are provided, but are generally narrower than in other higher-density commercial and retail areas of Anchorage because an extensive sidewalk and trail system is available for use within the institutional campus setting. These streets are primarily found within the institutional district located around the University of Alaska, Alaska Pacific University, and Providence Hospital. Under this typology, sidewalk is considered a primary design element.

**Low-Density Residential Streets**

Low-density residential streets are generally located in areas with less than one dwelling unit per acre. Because fewer residences occupy these areas, traffic volume is generally lower than on residential streets with more dwellings. Long distances between destinations also reduce the amount of walking trips compared to those in higher-density residential areas, although walking is a significant recreational activity. Although low-density residential streets do not generate pedestrian use, they can sometimes serve as the best through routes.

Low-density residential streets generally consist of two to four travel lanes. Historically, this type of street is often automobile-oriented, but provisions need to be made for separated multi-use trails on one side of the road where feasible. Natural vegetation is typically retained where possible and is supplemented with planted vegetation at strategic spots. Two examples are lower DeArmoun Road and Elmore Road from DeArmoun Road to Huffman Road. Under this typology, separated multi-use trail (where designated) is considered a primary design element and takes the place of traditional sidewalk.
To achieve the goals identified in Chapter 1 and guide implementation of the Pedestrian Plan, policies and actions items have been identified. They are presented below.

**Goal 1**  
Create a safer, more walkable city that will encourage winter pedestrian activity and make walking a safer and more attractive activity.

**Policy 1.1**  
Improve pedestrian facilities and crossings in areas where there are documented safety conflicts with feasible opportunities for improvement.

**Action Item Recommendations**

1. Use a range of intersection design options to improve pedestrian safety. These features include advance pedestrian signal phases, raised refuge island and pork chop islands, restrictive median treatments, painted stop bars placed before the intersection, pedestrian lighting, countdown pedestrian signal timers, detectable push buttons, restricted right turn on red, contrasting crosswalks, passive “look” displays on sidewalks, active advance flashers and embedded crosswalk lights.

2. Investigate use of mid-block crossings in areas where jaywalking frequently occurs and crashes have been recorded.

3. Run a public awareness campaign highlighting the need to stop at stop bars and crosswalks to avoid crashes involving right turns on red lights.

4. Coordinate with the MOA and DOT&PF Traffic Departments to use traffic-calming techniques in areas with high pedestrian activity and high potential for conflict with vehicles.

5. Conduct a systematic review of intersections with “no-pedestrian crossing” signs to determine whether they unnecessarily inhibit
pedestrian access and improvements could be implemented to justify their removal and provide more direct pedestrian crossings.

6. Aggressively seek grants available under the Safe Routes to School program of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005 and implement improvements.

7. Support the efforts of the Bike and Ped Safety Campaign in its efforts to seek solutions to pedestrian safety problems in Anchorage.

8. Continue to collect and analyze pedestrian-vehicle crash data.

9. Work to ensure pedestrian accommodations are considered in the permitting process for road and building projects during construction.

10. Report periodically the number of pedestrians and bicyclists using selected streets in Downtown and Midtown by season.

11. Work with DOT&PF and the MOA Traffic Department to review and create prohibitions to “right turn on red” at areas with high rates of crashes on a site-by-site basis.

12. Work with the MOA Traffic Department and DOT&PF to evaluate the feasibility of traffic speed reductions in areas with historically high occurrences of pedestrian-vehicle crashes.

13. For main pedestrian corridors, strive to design for optimum vehicle speed and separation of the pathway.

Policy 1.2 Improve and Expand Year-Round Maintenance of Pedestrian Facilities

Action Item Recommendations

1. Review Anchorage Municipal Code to potentially include removal of snow from sidewalks and/or pathways along some streets.

2. Analyze staff needs to enforce snow and ice clearing removal in all areas as required by the AMC.

3. Continue to support and promote the snow removal and facility maintenance hotline.

4. Review and make recommendations on improving year-round maintenance for pedestrian facilities.

5. Aggressively seek grants and funding to purchase more sidewalk snow removal equipment and hire staff to operate the equipment.
Policy 1.3  Appropriately locate pedestrian signal types and functions to improve pedestrian safety.

Action Item Recommendations
1. Coordinate with the MOA and DOT&PF Traffic Departments on guidelines, priorities, and installation schedules for pedestrian walk signals at locations with significant pedestrian activity, crashes, or both.
2. Coordinate with the MOA and DOT&PF Traffic Departments to establish priorities for placement of supplemental pedestrian indicators such as audible signals.
3. Continue to review signal timing to better accommodate a balance of pedestrian crossing needs with accommodations for automobile traffic.

Policy 1.4  Provide adequate street lighting to ensure security for pedestrians.

Action Item Recommendation
1. Incorporate lighting that enhances pedestrian safety into projects at intersections with high pedestrian activity.
2. Add or increase lighting to increase pedestrian safety where necessary.

Policy 1.5  Appropriately locate signage to improve pedestrian safety and identify pedestrian routes.

Action Item Recommendation
1. Where appropriate, locate signs warning pedestrians of conflicts with vehicles or other users.
2. Where appropriate, locate signs or other safety devices to warn motorists of a designated pedestrian crossing or a frequently used pedestrian crossing.
3. Improve and add signs to existing hardware or light poles to better identify pedestrian routes and walkways, to minimize clutter of pedestrian devices in the walking environment.
4. Develop a program to review signs and devices along highways and raise them to improve sight distance and pedestrian clearances.
Goal 2  Provide barrier-free mobility for all populations.

Policy 2.1  Remove or reconfigure streetscape elements that are obstacles to pedestrians.

Action Item Recommendation
1. Identify impediments (for example, light and utility poles) to walking and remove them or improve passage around them.
2. Support the existing annual program for utility undergrounding and continue installation of utilities to reduce sidewalk impediments.
3. Develop a process to set priorities for projects to address the annual program for utility undergrounding.

Policy 2.2  Design streetscapes to be compatible with winter city standards and the ADA and meet all current guidelines.

Action Item Recommendations
1. Identify and implement winter city design standards and update the Design Criteria Manual and Title 21 to include elements that encourage four-season, all-weather pedestrian activity, such as heated sidewalks, canopies, overhead shelters, solar exposure, and building height setback.
2. Use curb extensions and medians to reduce crossing distances. Identify appropriate locations for these improvements.
3. Periodically review and update MOA standards for streetscape design and review proposed projects for consistency with standards.
4. Separate sidewalks from road travel lanes where possible and appropriate to increase pedestrian safety and comfort and provide space for snow storage.

Goal 3  Reduce the number and severity of vehicle crashes involving pedestrians and bicyclists by raising public and law enforcement awareness of practices, rights, and responsibilities that promote pedestrian safety.

Policy 3.1  Educate the general public, pedestrians, and motorists about the practices, rights, and responsibilities of pedestrians and motorists in promoting pedestrian safety.
Chapter 5. Recommendations, Policies, and Action Items

Action Item Recommendations

1. Support creation of educational and promotional programs using existing resources to encourage walking as a viable safe, comfortable, healthy, enjoyable, and convenient mode of transportation.
2. Educate children about walking safely by supporting and participating in Walk to School Day events.
3. Foster and promote the State of Alaska Safe Routes to School programs.
5. Develop pedestrian safety brochures and posters with pedestrian walking tips.
6. Develop public safety announcements on pedestrian safety tips.
7. Develop a pedestrian safety web site as part of the MOA web site to show walking routes.
8. Revise existing MOA ordinances pertaining to pedestrians in crosswalks to clarify the meaning of yielding right-of-way.
9. Initiate a pedestrian-in-crosswalk program to educate motorists to give pedestrians the right-of-way.
10. Establish a campaign to remind drivers to look right on right turns to increase awareness that can prevent crashes.

Goal 4 Improve community connectivity by providing safe, convenient, year-round pedestrian routes within and between neighborhoods, commercial centers, schools, and public facilities as well as between major employment centers and adjacent residential neighborhoods.

Policy 4.1 Provide for pedestrian walkway and trail connections in all subdivision plats for access to schools, regional parks, recreational facilities, employment centers, and institutional and governmental facilities and between neighborhoods.

Action Item Recommendation

1. Revise the MOA Zoning Code to require pedestrian facilities on both sides of streets in all urban zoning districts and between and within subdivisions without regard to volume of vehicular traffic where appropriate.
2. Provide signs identifying walkways and easements. (See Policy 4.4.)
3. Consider designing pedestrian ways to avoid the main traffic routes and to allow convenient shortcuts.

4. Provide for staff review of all plats and plans for pedestrian facilities and connectivity.

**Policy 4.2 Provide for pedestrian circulation within and to commercial development.**

**Action Item Recommendation**

1. Require all development to provide direct on-site pedestrian connections between the adjacent street and entrances to places of business such as stores, restaurants, and banks.

2. Support and advise the Urban Design Commission and Planning and Zoning Commission to highlight appropriate pedestrian facility needs.

**Policy 4.3 Improve pedestrian access to school and transit facilities and bus stops.**

**Action Item Recommendation**

1. Review transit routes and identify locations where crosswalk improvements are needed at transit stops that are heavily used.

2. Provide lighting and walkways to improve safety for students walking to school or to school bus stops.

3. Identify and meet school walking route needs through route evaluation process of the Hazardous Transportation Committee. (The MOA is a participant on this Anchorage School District committee.)

**Policy 4.4 Identify and preserve connectivity provided by existing platted easements for walkways and trails.**

**Action Item Recommendation**

1. Install nonmotorized pathway signs on existing and new walkways that are separated from roadways.

2. Require all new development to install these signs.

3. Obtain assistance from MOA right-of-way staff to enforce clear rights-of-way along walkway easements.

4. Advocate dedication of easements in site plan and plat reviews.
Policy 4.5  Evaluate expansion of the downtown Business Improvement District concept and other private efforts to enhance maintenance and preservation of nonmotorized transportation infrastructure.

Action Item Recommendation
1. Review, revise, and enforce existing ordinances that require property owners (business and residential) to clear sidewalks adjacent to their properties throughout the city.
2. Assist businesses in other areas of town (specifically Midtown) with formation of Business Improvement Districts to improve maintenance.

What is the downtown Business Improvement District?
This district, which encompasses a 103-block area, was formed in 1996. Businesses in the district assess themselves additional taxes through the MOA, which contracts with the Downtown Partnership. The Downtown Partnership is an organization that ensures downtown Anchorage is clean, safe, and vital. The taxes are used by the Downtown Partnership in the 103 block area to assist in various maintenance tasks, snow removal from handicapped parking areas, clearing a path on sidewalks after snowfalls (not snow removal), and security patrols.

Policy 4.6  Encourage walking as the mode of choice within major employment areas in Downtown, Midtown, and the UMed District.

Action Item Recommendation
1. In plans for the Downtown, Midtown, and UMed District, emphasize improvements to pedestrian facilities in each of these major employment districts.

Goal 5  Review the relationship of street design to the design of adjacent land uses to consider needs of all users.

Policy 5.1  Implement the street typology classification as defined in Appendix C of the 2025 LRTP.

Action Item Recommendation
1. Use the regularly scheduled MOA Transportation Meeting for road project review as a forum to establish the street typology associated with a road project at the beginning stages of project development so that the design process incorporates necessary facilities.
Policy 5.2  Select sites for public facilities, such as schools, parks, and public buildings, in locations where they are readily accessible by walking, bicycling, public transit, or combinations of these modes to the residents intended to be served.

Action Item Recommendation

1. Include analysis of pedestrian access and walkability as part of the process for site selection of public facilities.
2. When conducting the process to select sites for public facilities, include a criterion for walking accessibility. Identify the estimated cost of associated pedestrian improvements needed along with other site improvement costs to ensure safe pedestrian access to public facilities in the site selection document.

Goal 6  Encourage development patterns that increase and enhance pedestrian use.

Policy 6.1  Promote land use and site design that make walking convenient and enjoyable.

Action Item Recommendation

1. Minimize blank walls and encourage street side windows, store displays, cafes, landscaping, patios, and public spaces to promote street-level activity in commercial districts within guidelines that also offer mobility.
2. Promote an active street life by encouraging pedestrian-oriented uses such as outdoor seating for restaurants, cafes, and other dining establishments.
3. Modify the MOA land use regulations to encourage and facilitate compact mixed-use, pedestrian-friendly development in employment, town, and neighborhood centers.
4. Offer development incentives for installation of heated sidewalks in high pedestrian areas to allow clearer walkways and minimize maintenance efforts.
5. Require convenient, direct walkway and trail connections even where roads are cul-de-sacs or circuitous, where appropriate in relation to surrounding terrain.
6. Minimize the number and width of curb-cuts along major pedestrian routes to reduce pedestrian conflicts.

7. During site plan review, recommend design of parking lots to provide direct access to front doors of facilities and move access driveways away from front doors of facilities.

**Policy 6.2  Review automobile-oriented facilities to ensure that they complement the pedestrian environment.**

**Action Item Recommendation**

1. Minimize the impact of parking lots on the pedestrian realm by encouraging the use of low-wall railings or landscaping to provide comfortable edges to the streets.

2. Provide and maintain access from the streets to the front doors of facilities through parking lots and create separate walking and parking functional areas.

3. Separate drive-through facilities from the pedestrian way and locate them behind the facilities where possible.

4. Provide pedestrian crossing signs at drive-through facilities and pedestrian crossing and stop bars.

5. Add stop bars in front of crosswalks in crossing areas with frequent pedestrian use and in locations with high incidence of crashes.

6. Increase public awareness of pedestrian crossing needs to discourage vehicles from stopping in crosswalks.

**Goal 7     Raise awareness of the important role of walking in promoting health and preventing disease.**

**Policy 7.1      Encourage the integration of incidental physical activity into daily life.**

**Action Item Recommendation**

1. Support high-visibility events or activities that promote walking and healthy physical activity.

2. Monitor current health trends and identity sources of funding from national organizations, both public and private.

3. Create new or remodeled buildings with features (such as showers and lockers) that support and encourage more physical activity.
The Project Priority list in Appendix A identifies more than 300 projects. The estimated cost of each project is listed adjacent to the applicable subarea map. As with other transportation systems, the need is greater than the available funds. It is clear that existing funding sources are not sufficient to implement all sidewalk improvement projects that are needed. The MOA will need to use all of the existing traditional sources of funding for sidewalk improvements as well as seek out new sources of funding to implement this Pedestrian Plan.

Sources of Capital Funding

Various funding sources, both existing and new, are potentially available to implement projects in the Pedestrian Plan. The funding sources are briefly described below.

Municipality of Anchorage Capital Improvement Program

The MOA Capital Improvement Program (CIP) is the local source of funding available for road and drainage projects. The program is funded through bond proceeds that are periodically approved by voters. In recent years, the amount of funding available through this source has been around $40 million.

The types of projects funded through the program include road reconstruction projects, road drainage projects, and sidewalk improvement projects. The CIP is used to fund sidewalk projects in two ways: (1) as part of a roadway reconstruction project and (2) as part of a stand-alone sidewalk improvement allocation.

Many pedestrian projects on the Project Priority List can be incorporated into future roadway projects identified in the CIP. Examples include the following:

- Fireweed Lane Pedestrian Amenities
- Arctic Boulevard Pedestrian Amenities
- Cordova Bike Lane and Crossing Improvement
- Strawberry Road Pedestrian Improvements

In recent years, the CIP has included a separate allocation for purely pedestrian safety and rehabilitation projects. This CIP item has been funded in the amount of $200,000 per year with an equal amount of state matching funds. This amount was
increased to $500,000 per year for the 2008 CIP (again with an equal amount of state match). In the past, about 75 percent of this money has been spent on rebuilding existing sidewalks. Although done infrequently in the past, CIP funds could be used to fund some of the more expensive stand-alone sidewalk projects ($200,000 and above) as a separate line item in the CIP.

The Americans with Disabilities Act (ADA) of 1990 requires that all cities develop a plan to install curb ramps to make the pedestrian environment accessible. The MOA currently uses approximately $200,000 per year from the CIP to fund this program. These funds have typically funded construction of 25 to 35 ramps per year under the ADA accessibility program.

It is important to note that only projects within the Anchorage Roads and Drainage Service Area (ARDSA) boundaries are eligible for CIP funding because the bonds used to pay for the projects are based on property taxes collected within the service area. As a result, areas outside the service area, such as most of the Anchorage Hillside, are not eligible for this type of funding. The Chugiak, Birchwood, Eagle River Rural Road Service Area (CBERRRSA) has a limited amount of capital funding available through its mil levy. However, the CBERRRSA Board has not elected to use these funds for sidewalk projects, except those that are part of a road project.

Federal Transportation Funds

The Intermodal Surface Transportation Efficiency Act (ISTEA) directed a new flexibility for federal transportation funds. Although the expenditure of federal highway funds on pedestrian facilities was permitted before the enactment of ISTEA in 1991, this legislation actively encouraged alternative transportation projects by setting aside 10 percent of certain allocations for transportation enhancement projects such as trails and sidewalks. Anchorage Metropolitan Area Transportation Solutions (AMATS), the metropolitan planning organization for Anchorage, allocates these funds. AMATS has traditionally used the set aside of transportation enhancement funds to fund trail projects. It is the policy of AMATS to include sidewalks and trails in the road construction cost because these elements are considered integral parts of the infrastructure similar to drainage and utilities. Transportation enhancement funds have also occasionally been used to construct new sidewalks and rehabilitate existing sidewalks as part of smaller-scale projects.

Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) is the new version of the federal transportation bill approved by Congress in 2005. One new provision in this act establishes the Safe Routes to School program. Alaska is authorized to receive $1 million per year through the life of the transportation bill. Because of reductions in actual funding, the amount will be about 85 percent of that authorized amount. The DOT&PF is in the process of creating a competitive grant program to disperse these funds to communities throughout Alaska.
The first grant application is expected to be available in the near future. Eligible projects are not limited to sidewalk construction; education, encouragement, evaluation, enforcement, and engineering of Safe Routes to School also will be considered for funding. Funds can be used alone, for seed money, or to augment other funding sources. The coordinator of the Safe Routes to School program has indicated that the projects prioritized in this Pedestrian Plan specific to schools may be appropriate to submit for construction funding grants.

Grants

Grants are funds provided by many entities. The State of Alaska is the main source of grant funding for sidewalk improvements in the MOA. As previously mentioned, state grant funds (currently at $200,000) are used to match local CIP projects. It is also possible to seek direct State of Alaska grants for individual sidewalk improvement projects.

Block Grants

Federal block grants from the U.S. Department of Housing and Urban Development (HUD) are awarded to the MOA to assist in meeting various needs of city residents. Public improvements (such as street and sidewalks) are eligible projects under this program. The program is restricted to low- and moderate-income neighborhoods, which are defined as areas in which more than 50 percent of the residents have incomes below 80 percent of the median income for the city.

New Development

When new projects are developed, sidewalks are often required as part of the development. Usually Title 21 determines the need for sidewalks. The sidewalk must be built to MOA standards, and the cost is passed on by the developer to the new owners.

Road Improvement District

A Road Improvement District is a vehicle in which a group of property owners share the cost of large common projects such as street and sidewalk improvements and sanitary and storm sewers.

Tax Increment Financing

In tax increment financing, the MOA would freeze the property tax assessment for a defined area of the city and use the future increases in property tax to finance a bond issue for public improvements. Although the MOA has never previously used this funding mechanism, it could be a means to finance sidewalk improvements.
A1. Project Priority List
## Project Priority List

<table>
<thead>
<tr>
<th>Project Priority No.</th>
<th>Project Description</th>
<th>Subarea</th>
<th>PPI</th>
<th>Crashes</th>
<th>Employment Redevelopment</th>
<th>Transit</th>
<th>School</th>
<th>Shopping</th>
<th>Park</th>
<th>Total Points</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Edward St – 6th to Debarr Rd</td>
<td>NE</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>10 Missing sidewalk</td>
</tr>
<tr>
<td>2</td>
<td>Mountain View Dr – Flower St to McCarrey St south side</td>
<td>NE</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>10 Missing sidewalk</td>
</tr>
<tr>
<td>3</td>
<td>A St – 9th Ave to 13th Ave</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>10 Missing sidewalk</td>
</tr>
<tr>
<td>4</td>
<td>Lake Otis Blvd &amp; Tudor Rd, #11 Crash Location</td>
<td>NE</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>10 Crossings</td>
</tr>
<tr>
<td>5</td>
<td>Benson Blvd. &amp; Spenard Rd., #5 Crash Location</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>9 Missing sidewalk</td>
</tr>
<tr>
<td>6</td>
<td>Reka Drive– Bragaw St to Pine St</td>
<td>NE</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>1</td>
<td>9 Missing sidewalk</td>
</tr>
<tr>
<td>7</td>
<td>Spenard Rd – Chester Creek to Minnesota Dr</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>9 Missing sidewalk</td>
</tr>
<tr>
<td>8</td>
<td>Blueberry Rd – west side 27th Ave to Northern Lights Blvd</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>9 Missing sidewalk</td>
</tr>
<tr>
<td>9</td>
<td>Duben St – to Muldoon Elementary School, #14 Crash Location</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>9 Missing sidewalk, crossing</td>
</tr>
<tr>
<td>10</td>
<td>Northern Lights Blvd &amp; Blueberry Rd</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>9 Missing sidewalk, crossing</td>
</tr>
<tr>
<td>11</td>
<td>Fireweed Lane at Arctic Blvd</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>9 Sidewalk &amp; crossing</td>
</tr>
<tr>
<td>12</td>
<td>Northern Lights Blvd &amp; Spenard Rd, #3 Crash Location</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>9 Crossing</td>
</tr>
<tr>
<td>13</td>
<td>Benson Blvd &amp; Minnesota Dr, #9 Crash Location</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>9 Crossing</td>
</tr>
<tr>
<td>14</td>
<td>Bragaw Blvd &amp; Mountain View Dr, #10 Crash Location</td>
<td>NE</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>9 Crossing</td>
</tr>
<tr>
<td>15</td>
<td>27th Ave – Seward Highway to Minnesota Dr – heavy pedestrian route</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>9 Crossing, sidewalk upgrade</td>
</tr>
<tr>
<td>16</td>
<td>8th Ave at A and C Streets</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>9 Crossings</td>
</tr>
<tr>
<td>17</td>
<td>Northern Lights/Benson boulevards – between Arctic Blvd and C St</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>9 Crossings, mid-block</td>
</tr>
<tr>
<td>18</td>
<td>Tudor Road – Lake Otis Blvd to Baxter Rd</td>
<td>NE</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>9 Crossing</td>
</tr>
<tr>
<td>19</td>
<td>Northern Lights Blvd – Seward Highway to Minnesota Dr</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>9 Sidewalk separation, upgrade</td>
</tr>
<tr>
<td>20</td>
<td>Lake Otis Blvd – 68th Ave to Abbott Rd</td>
<td>C</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>9 Sidewalk upgrade</td>
</tr>
<tr>
<td>21</td>
<td>13th Ave – C St to Fairview Elementary School</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>9 Sidewalk upgrade</td>
</tr>
<tr>
<td>22</td>
<td>Lake Otis Blvd – Northern Lights Blvd to Debarr Rd</td>
<td>NE</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>8 Missing sidewalk</td>
</tr>
<tr>
<td>23</td>
<td>32nd Ave – Lois Dr to Minnesota Dr</td>
<td>NW</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>8 Missing sidewalk</td>
</tr>
<tr>
<td>24</td>
<td>Debarr Rd – Muldoon Rd east to Cross Pointe Loop</td>
<td>NE</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>8 Missing sidewalk</td>
</tr>
<tr>
<td>25</td>
<td>Arctic Blvd –Fireweed Lane to Chester Creek Greenbelt</td>
<td>NW</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>8 Missing sidewalk, crossing</td>
</tr>
<tr>
<td>26</td>
<td>Wilson St – 40th Ave to Tudor Rd</td>
<td>NW</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>8 Missing sidewalk</td>
</tr>
<tr>
<td>27</td>
<td>Neighborhood northeast of Arctic Blvd &amp; 32nd Ave</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>8 Missing sidewalks</td>
</tr>
<tr>
<td>28</td>
<td>31st Ave – Eide St to Arctic Blvd</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>8 Missing sidewalk</td>
</tr>
</tbody>
</table>
## Project Priority List

<table>
<thead>
<tr>
<th>Project Priority No.</th>
<th>Project Description</th>
<th>Subarea</th>
<th>PPI</th>
<th>Crashes</th>
<th>Employment Redevelopment</th>
<th>Transit</th>
<th>School</th>
<th>Shopping</th>
<th>Park</th>
<th>Total Points</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>29</td>
<td>Fairview pedestrian/bike grid – 3rd, 9th, 13th, 15th avenues; Cordova, Karluk streets</td>
<td>NW</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td>30</td>
<td>Lake Otis Blvd north of Northern Lights Blvd – narrow sidewalk, east side</td>
<td>NE</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td>31</td>
<td>Tudor Road Mission – pedestrian crossing</td>
<td>NE</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>8</td>
</tr>
<tr>
<td>32</td>
<td>Arctic Blvd &amp; 20th Ave – challenging crossing</td>
<td>NW</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td>33</td>
<td>Bragaw St at Reka Dr</td>
<td>NE</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>8</td>
</tr>
<tr>
<td>34</td>
<td>Pine St at Debarr Rd</td>
<td>NE</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td>35</td>
<td>9th Ave &amp; E St – turning traffic</td>
<td>NW</td>
<td>4</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td>36</td>
<td>Airport Heights Blvd &amp; Debarr Rd – pedestrian route to hospital, southeast corner</td>
<td>NE</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td>37</td>
<td>Northern Lights Blvd at UAA Dr</td>
<td>NE</td>
<td>4</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td>38</td>
<td>17th Ave at Valley of the Moon Park</td>
<td>NW</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td>39</td>
<td>10th Ave &amp; A St</td>
<td>NW</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td>40</td>
<td>E St at 10th Ave</td>
<td>NW</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td>41</td>
<td>Lake Otis Blvd &amp; Northern Lights Blvd, #13 Crash (pork chop medians)</td>
<td>NE</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td>42</td>
<td>15th Ave &amp; Ingra St, #16 Crash Location</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td>43</td>
<td>15th Ave &amp; Gambell St, #7 Crash Location</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td>44</td>
<td>Northern Lights Blvd &amp; Boniface Pkwy, #6 Crash Location</td>
<td>NE</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>7</td>
</tr>
<tr>
<td>45</td>
<td>Coronado St – Old Glenn to Echo St to North Eagle River Loop Rd</td>
<td>ER</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>7</td>
</tr>
<tr>
<td>46</td>
<td>Old Glenn Hwy, Monte Rd, Brooks Rd</td>
<td>ER</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>7</td>
</tr>
<tr>
<td>47</td>
<td>Petersburg St – 56th Ave to 57th Ave</td>
<td>C</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>7</td>
</tr>
<tr>
<td>48</td>
<td>Muldoon Road – Boundary Ave to Bartlett High School, Oilwell Road</td>
<td>NE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>7</td>
</tr>
<tr>
<td>49</td>
<td>20th Ave – Bragaw St to Tikishla Park</td>
<td>NE</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>7</td>
</tr>
<tr>
<td>50</td>
<td>McCarrrey – west side Chena north to bus stop</td>
<td>NE</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>7</td>
</tr>
<tr>
<td>51</td>
<td>Northern Lights Blvd – path on south side, LaHonda Dr to Lois Drive</td>
<td>NW</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>7</td>
</tr>
<tr>
<td>52</td>
<td>Duben St – Muldoon Rd to Oklahoma St</td>
<td>NE</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>7</td>
</tr>
<tr>
<td>53</td>
<td>Abbott Rd – Lake Otis Blvd to Hillside Dr</td>
<td>SE</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>7</td>
</tr>
<tr>
<td>54</td>
<td>Molanary Drive – 86th Ave to 88th Ave</td>
<td>SW</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>7</td>
</tr>
<tr>
<td>55</td>
<td>Valley St – Muldoon Rd to 10th Ave</td>
<td>NE</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>7</td>
</tr>
<tr>
<td>56</td>
<td>Debarr Rd – Boniface Pkwy to Muldoon Rd</td>
<td>NE</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>7</td>
</tr>
</tbody>
</table>
## Project Priority List

<table>
<thead>
<tr>
<th>Project Priority No.</th>
<th>Project Description</th>
<th>Subarea</th>
<th>PPI</th>
<th>Crashes</th>
<th>Employment Redevelopment</th>
<th>Transit</th>
<th>Town Center</th>
<th>School</th>
<th>Shopping</th>
<th>Park</th>
<th>Total Points</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>57</td>
<td>Minnesota Dr &amp; Northern Lights Blvd, #2 Crash Location</td>
<td>NW</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>7</td>
<td>Crossing</td>
</tr>
<tr>
<td>58</td>
<td>6th Ave &amp; Muldoon Rd, #17 Crash Location</td>
<td>NE</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>7</td>
<td>Crossing</td>
</tr>
<tr>
<td>59</td>
<td>15th Ave &amp; A St</td>
<td>NW</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>7</td>
<td>Crossing</td>
</tr>
<tr>
<td>60</td>
<td>Cordova/15th Ave – bike lane and crossing improvements</td>
<td>NW</td>
<td>4</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>Crossing</td>
</tr>
<tr>
<td>61</td>
<td>Denali Elementary School – pedestrian-vehicle conflict at Cordova St</td>
<td>NW</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>7</td>
<td>Crossing</td>
</tr>
<tr>
<td>62</td>
<td>15th Ave – L St to E St</td>
<td>NW</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>7</td>
<td>Crossing</td>
</tr>
<tr>
<td>63</td>
<td>2nd &amp; H St</td>
<td>NW</td>
<td>4</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>7</td>
<td>Crossing</td>
</tr>
<tr>
<td>64</td>
<td>Lake Otis Blvd overcrossing at 84th Ave</td>
<td>SE</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>Crossing upgrade</td>
</tr>
<tr>
<td>65</td>
<td>Mountain View Drive – east of Bragaw St</td>
<td>NE</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>7</td>
<td>Sidewalk improvements</td>
</tr>
<tr>
<td>66</td>
<td>Northern Lights Blvd at Bragaw St</td>
<td>NE</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>7</td>
<td>Crossing</td>
</tr>
<tr>
<td>67</td>
<td>Boniface Pkwy – Glenn Hwy south to Northern Lights Blvd (west side)</td>
<td>NE</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>7</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>68</td>
<td>West 36th – Minnesota Dr to Fish Creek</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>7</td>
<td>Sidewalk</td>
</tr>
<tr>
<td>69</td>
<td>Crescent St at East 37th Ave</td>
<td>NE</td>
<td>4</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>7</td>
<td>Missing link walkway</td>
</tr>
<tr>
<td>70</td>
<td>A St – west side, Fireweed Ln to Benson Blvd</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>71</td>
<td>A St – west side, Benson Blvd – 36th Ave</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>72</td>
<td>Meadow Street – 72nd to Lore Rd</td>
<td>C</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>7</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>73</td>
<td>Tudor Rd at C St</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>Lighting</td>
</tr>
<tr>
<td>74</td>
<td>Boniface Blvd – Debarr Rd to Tudor Rd</td>
<td>NE</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>7</td>
<td>Missing sidewalk, upgrade</td>
</tr>
<tr>
<td>75</td>
<td>Benson Blvd &amp; Seward Hwy, #4 Crash Location</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>Sidewalk upgrade</td>
</tr>
<tr>
<td>76</td>
<td>4th &amp; C Street, #8 Crash Location</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>Crossing</td>
</tr>
<tr>
<td>77</td>
<td>6th Ave &amp; C Street, #12 Crash Location</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>Crossing</td>
</tr>
<tr>
<td>78</td>
<td>Northern Lights Blvd &amp; Arctic Blvd, #18 Crash Location</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>Crossing</td>
</tr>
<tr>
<td>79</td>
<td>Gambell St – 5th Ave to Fireweed Lane</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>7</td>
<td>Crossing</td>
</tr>
<tr>
<td>80</td>
<td>5th Ave &amp; C Street, #1 Crash Location</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>Crossing</td>
</tr>
<tr>
<td>81</td>
<td>Debarr Rd at Columbine St – crossing to Penland area</td>
<td>NE</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>Crossing</td>
</tr>
<tr>
<td>82</td>
<td>Northern Lights &amp; Seward Hwy, #15 Crash Location</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>Crossing</td>
</tr>
<tr>
<td>83</td>
<td>36th Ave &amp; Minnesota Dr</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>7</td>
<td>Crossing</td>
</tr>
<tr>
<td>84</td>
<td>Benson/Northern Lights Blvd – pedestrian amenities</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>Crossing</td>
</tr>
</tbody>
</table>
## Project Priority List

<table>
<thead>
<tr>
<th>Project Priority No.</th>
<th>Project Description</th>
<th>Project Scoring</th>
<th>Subarea</th>
<th>PPI</th>
<th>Crashes</th>
<th>Employment Redevelopment</th>
<th>Town Center</th>
<th>Transit</th>
<th>School</th>
<th>Shopping</th>
<th>Park</th>
<th>Total Points</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>85</td>
<td>Benson &amp; Northern Lights Blvd – Seward Hwy to Denali St</td>
<td>NW 4 2 1 0 0 0 0 0 0 0 7</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>Crossing</td>
</tr>
<tr>
<td>86</td>
<td>36th Ave at Seward Hwy</td>
<td>NW 4 2 1 0 0 0 0 0 0 0 7</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>Crossing</td>
</tr>
<tr>
<td>87</td>
<td>Airport Heights Dr &amp; Glenn Hwy</td>
<td>NE 4 2 0 0 1 0 0 0 0 0 7</td>
<td>NE</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>Crossing</td>
</tr>
<tr>
<td>88</td>
<td>Tudor Rd at Old Seward Highway</td>
<td>NW 4 2 1 0 0 0 0 0 0 0 7</td>
<td>NW</td>
<td>4</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>Crossing</td>
</tr>
<tr>
<td>89</td>
<td>Seward Hwy at 36th Ave</td>
<td>NE 4 2 1 0 0 0 0 0 0 0 7</td>
<td>NE</td>
<td>4</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>Separated crossing</td>
</tr>
<tr>
<td>90</td>
<td>Seward Hwy – between Northern Lights Blvd &amp; Benson Blvd</td>
<td>NE 4 2 1 0 0 0 0 0 0 0 7</td>
<td>NE</td>
<td>4</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7</td>
<td>Separated crossing</td>
</tr>
<tr>
<td>91</td>
<td>Fireweed Ln – Spenard Rd to Seward Hwy. Curb allow cars to park on sidewalk.</td>
<td>NW 4 1 0 1 0 0 0 0 0 0 6</td>
<td>NW</td>
<td>4</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>6</td>
<td>Pedestrian facilities upgrade</td>
</tr>
<tr>
<td>92</td>
<td>Town Center walkways – Old Glenn and Business Blvd connections</td>
<td>ER 2 2 0 0 1 0 0 0 0 1 6</td>
<td>ER</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>6</td>
<td>Missing link walkway</td>
</tr>
<tr>
<td>93</td>
<td>Farm Ave – Old Glenn Hwy to New Glenn Hwy</td>
<td>ER 2 2 0 0 1 0 0 0 0 1 6</td>
<td>ER</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>6</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>94</td>
<td>Lois Drive between Northern Lights Blvd &amp; 36th Ave</td>
<td>NW 2 0 0 0 1 0 2 0 1 6</td>
<td>NW</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>6</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>95</td>
<td>Checkmate Drive – school route, no sidewalks</td>
<td>NE 4 0 0 0 0 2 0 0 0 6</td>
<td>NE</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>6</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>96</td>
<td>Patterson St – Debar Rd to Chester Creek</td>
<td>NE 2 0 0 0 1 2 0 1 6</td>
<td>NE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>6</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>97</td>
<td>Providence Drive at Spirit Way to Piper St, need pedestrian connection</td>
<td>NE 2 0 1 0 0 0 2 0 1 6</td>
<td>NE</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>6</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>98</td>
<td>Johns Road – High View Dr to Klatt Road</td>
<td>SW 2 2 0 0 0 0 2 0 0 6</td>
<td>SW</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>6</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>99</td>
<td>4th Ave – Bunnell St to Boniface Blvd</td>
<td>NE 2 2 0 0 0 2 0 0 0 6</td>
<td>NE</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>6</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>100</td>
<td>East High – northeast entry, 20th Ave &amp; Bragaw Rd</td>
<td>NE 4 0 0 0 0 2 0 0 0 6</td>
<td>NE</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>6</td>
<td>Walkway needed</td>
</tr>
<tr>
<td>101</td>
<td>Pedestrian walkway – Donna Dr to 10th Ave</td>
<td>NE 4 0 0 0 0 2 0 0 0 6</td>
<td>NE</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>6</td>
<td>Sidewalk &amp; lighting</td>
</tr>
<tr>
<td>102</td>
<td>Patterson St – pedestrian facility 10th Ave to Debar Rd</td>
<td>NE 2 0 0 0 1 2 0 1 6</td>
<td>NE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>6</td>
<td>Missing link walkway, lighting</td>
</tr>
<tr>
<td>103</td>
<td>Patterson St – pedestrian facility 6th Ave to 10th Ave</td>
<td>NE 2 0 0 0 1 2 0 1 6</td>
<td>NE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>6</td>
<td>Lighting</td>
</tr>
<tr>
<td>104</td>
<td>16th Ave &amp; E St – sidewalk ends near Valley of the Moon Park</td>
<td>NW 2 0 0 0 1 2 0 1 6</td>
<td>NW</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>6</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>105</td>
<td>West 88th Ave– Jewel Lake Rd west to Jewel Lake Park</td>
<td>SW 2 0 0 0 1 2 0 1 6</td>
<td>SW</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>6</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>106</td>
<td>UAA Drive – north of engineering building</td>
<td>NE 2 0 1 0 0 2 0 1 6</td>
<td>NE</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>6</td>
<td>Sidewalk, crossing</td>
</tr>
<tr>
<td>107</td>
<td>Baronoff Ave &amp; Eagle River Loop Road – right turn lane conflict</td>
<td>ER 2 2 0 0 0 2 0 0 0 6</td>
<td>ER</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>6</td>
<td>Crossing</td>
</tr>
<tr>
<td>108</td>
<td>Cherry St at 5th Ave</td>
<td>NE 4 0 0 0 0 2 0 0 0 6</td>
<td>NE</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>6</td>
<td>Crossing</td>
</tr>
<tr>
<td>109</td>
<td>Hillcrest crosswalks – Minnesota Ramp, Wildwood Dr, Spenard Rd</td>
<td>NW 2 0 0 0 1 2 0 1 6</td>
<td>NW</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>6</td>
<td>Crossings</td>
</tr>
<tr>
<td>110</td>
<td>16th Ave – Lake Otis Blvd to Sunrise Drive</td>
<td>NE 4 0 0 0 0 2 0 0 0 6</td>
<td>NE</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>6</td>
<td>Inadequate sidewalk</td>
</tr>
<tr>
<td>111</td>
<td>Airport Heights Elementary School – street lighting on corners, de-icing by school</td>
<td>NE 4 0 0 0 0 2 0 0 0 6</td>
<td>NE</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>6</td>
<td>Lighting &amp; drainage</td>
</tr>
<tr>
<td>112</td>
<td>15th &amp; Norene St – at pedestrian stair</td>
<td>NE 4 0 0 0 0 2 0 0 0 6</td>
<td>NE</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>6</td>
<td>Lighting &amp; drainage</td>
</tr>
</tbody>
</table>
## Project Priority List

<table>
<thead>
<tr>
<th>Project Priority No.</th>
<th>Project Description</th>
<th>Subarea</th>
<th>Crashes</th>
<th>Employment Redevelopment</th>
<th>Transit</th>
<th>School</th>
<th>Shopping</th>
<th>Park</th>
<th>Total Points</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>113</td>
<td>Pine St – east side north of Debarr Rd</td>
<td>NE</td>
<td>4</td>
<td>0 0 0 1 0 0 0 1 6</td>
<td>Missing sidewalk</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>114</td>
<td>Seward Hwy – Fireweed Lane to Chester Creek, slanted sidewalk east side</td>
<td>NW</td>
<td>2</td>
<td>2 0 1 0 0 0 1 6</td>
<td>Inadequate sidewalk</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>115</td>
<td>C St – Fireweed Lane north to 13th Ave</td>
<td>NW</td>
<td>4</td>
<td>0 0 1 0 0 0 1 6</td>
<td>Inadequate sidewalk</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>116</td>
<td>A St – Fireweed Lane north to 13th Ave</td>
<td>NW</td>
<td>4</td>
<td>0 1 0 0 0 0 1 6</td>
<td>Inadequate sidewalk</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>117</td>
<td>Neighborhood northeast of Lake Otis &amp; Tudor Rd to Dale St</td>
<td>NE</td>
<td>4</td>
<td>0 1 0 0 0 0 1 6</td>
<td>Missing sidewalks</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>118</td>
<td>34th Ave right-of-way – Arctic Blvd to Cope St</td>
<td>NW</td>
<td>4</td>
<td>0 1 0 0 0 0 1 6</td>
<td>Missing link walkway</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>119</td>
<td>Raspberry Road – Arctic Blvd to C St</td>
<td>SW</td>
<td>4</td>
<td>0 0 0 0 0 2 0 0 6</td>
<td>Missing link, sidewalk</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>120</td>
<td>Cope St – 32nd Ave to 36th Ave</td>
<td>NW</td>
<td>4</td>
<td>0 1 0 0 0 0 1 6</td>
<td>Missing sidewalks</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>121</td>
<td>16th Ave – 22nd Ave , between Eagle St and A St</td>
<td>NW</td>
<td>4</td>
<td>0 1 0 0 0 0 1 6</td>
<td>Walkway upgrade</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>122</td>
<td>36th Ave &amp; Muldoon Rd</td>
<td>NE</td>
<td>2</td>
<td>2 0 0 0 0 2 0 0 6</td>
<td>Special Crossing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>123</td>
<td>Dimond Dr &amp; Victor Rd</td>
<td>SW</td>
<td>2</td>
<td>0 0 0 0 0 2 1 1 6</td>
<td>Crossing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>124</td>
<td>Old Seward Hwy at 120th Ave – to Huffman Town Center area</td>
<td>SW</td>
<td>4</td>
<td>0 0 1 0 0 0 1 6</td>
<td>Crossing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>125</td>
<td>Ingra St – 5th Ave to Chester Creek</td>
<td>NW</td>
<td>4</td>
<td>2 0 0 0 0 0 0 0 6</td>
<td>Crossing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>126</td>
<td>9th Ave &amp; L St – turning traffic</td>
<td>NW</td>
<td>4</td>
<td>0 1 0 0 0 0 0 1 6</td>
<td>Crossing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>127</td>
<td>5th Ave – LaTouche St to Gambell St</td>
<td>NW</td>
<td>4</td>
<td>2 0 0 0 0 0 0 0 6</td>
<td>Crossing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>128</td>
<td>West Dimond Blvd – connections to Kincaid Park, schools, school bus</td>
<td>SW</td>
<td>0</td>
<td>2 0 0 0 0 2 0 1 5</td>
<td>Missing sidewalk</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>129</td>
<td>Peck Ave – Oklahoma St to Patterson St , north side</td>
<td>NE</td>
<td>2</td>
<td>0 0 0 0 0 2 0 1 5</td>
<td>Missing sidewalk</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>130</td>
<td>Eagle River Road –Old Glenn Hwy to Eagle River Loop Rd</td>
<td>ER</td>
<td>2</td>
<td>0 0 0 0 0 2 0 1 5</td>
<td>Missing sidewalk</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>131</td>
<td>Eagle River Road – Mile 0 to Greenhouse Lane</td>
<td>ER</td>
<td>2</td>
<td>0 0 0 0 0 2 0 1 5</td>
<td>Sidewalk, crossing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>132</td>
<td>120th Ave – Johns Rd to Old Seward Hwy – Oceanview Elementary School</td>
<td>SW</td>
<td>2</td>
<td>0 0 0 0 0 2 1 0 5</td>
<td>Missing sidewalk</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>133</td>
<td>88th Ave, Lake Otis Blvd to Spruce St</td>
<td>C</td>
<td>2</td>
<td>0 0 0 0 1 2 0 0 5</td>
<td>Missing sidewalk</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>134</td>
<td>Zarvis, Annapolis, Redwood, Cottonwood streets – at Rogers Park Elem. School</td>
<td>NE</td>
<td>2</td>
<td>0 0 0 0 0 2 0 1 5</td>
<td>Sidewalk, lighting</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>135</td>
<td>Jewel Lake Rd – east side 73rd Ave to Weimer Dr and 82nd Ave – 88th Ave</td>
<td>SW</td>
<td>2</td>
<td>0 0 0 0 1 2 0 0 5</td>
<td>Missing sidewalk</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>136</td>
<td>6th Ave – Patterson St to Muldoon Rd</td>
<td>NE</td>
<td>2</td>
<td>0 0 0 0 0 2 0 1 5</td>
<td>Missing sidewalk</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>137</td>
<td>Seppala St – Northern Lights Blvd to Balto Seppala Park</td>
<td>NW</td>
<td>2</td>
<td>0 0 0 0 0 2 0 1 5</td>
<td>Missing sidewalk</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>138</td>
<td>Northern Lights Blvd – south side, Lake Otis Blvd to Seward Highway</td>
<td>NE</td>
<td>2</td>
<td>0 0 0 0 1 2 0 0 5</td>
<td>Inadequate sidewalk</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>139</td>
<td>Colgate St to Patterson St – school route</td>
<td>NE</td>
<td>2</td>
<td>0 0 0 0 0 2 0 1 5</td>
<td>Walkway, lighting</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>140</td>
<td>Airport Heights Elementary School – access from condos to 16th Ave</td>
<td>NE</td>
<td>2</td>
<td>0 0 0 0 1 2 0 0 5</td>
<td>Walkway connector</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Project Priority List

<table>
<thead>
<tr>
<th>Project Priority No.</th>
<th>Project Description</th>
<th>Subarea</th>
<th>PPI</th>
<th>Crashes</th>
<th>Employment Redevelopment</th>
<th>Town Center</th>
<th>Transit</th>
<th>School</th>
<th>Shopping Park</th>
<th>Total Points</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>141</td>
<td>McPhee Park to Mountain View Elementary School</td>
<td>NE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>142</td>
<td>Balto Seppala Park &amp; Lloyd Steele Park to Turnagain Elementary School</td>
<td>NW</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>143</td>
<td>Aero Ave – West 36th Ave to West 44th Ave</td>
<td>NW</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>144</td>
<td>Hillcrest Dr – Atwood Dr to Spenard Rd</td>
<td>NW</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>145</td>
<td>Fish Creek Trail – Barbara Drive segment 29th Ave to 32nd Ave</td>
<td>NW</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>146</td>
<td>Huffman St to Norman St</td>
<td>NE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>147</td>
<td>Lake Otis Blvd – west side north of 36th Ave to Duke Dr</td>
<td>NE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>148</td>
<td>Strawberry Road – to Jewel Lake Elementary School</td>
<td>SW</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>149</td>
<td>Brayton Dr – Legacy Dr to Dimond Blvd. school bus stops</td>
<td>C, SE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>150</td>
<td>Independence Drive – Colony Loop to O’Malley Rd</td>
<td>SE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>151</td>
<td>Business Blvd at Carrs to Regency Drive</td>
<td>ER</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>152</td>
<td>Huffman Town Center walkways – Daryl, Old Seward, from Post Office, Klatt</td>
<td>SW</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>153</td>
<td>Industry Way</td>
<td>SW</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>154</td>
<td>Huffman Park Drive</td>
<td>SW</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>155</td>
<td>Northway Drive – Debarr Rd north to Penland Parkway</td>
<td>NE</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>156</td>
<td>Landmark St – school bus stops off Huffman Rd</td>
<td>SW</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>157</td>
<td>Denali St to A St – pedestrian con behind Century Theater</td>
<td>NW</td>
<td>4</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>158</td>
<td>Carrs Huffman to Post Office</td>
<td>SW</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>159</td>
<td>Piper St – Tudor Rd to Campbell Creek</td>
<td>C</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>160</td>
<td>Boundary Ave – Boniface Pkwy to Muldoon Rd</td>
<td>NE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>161</td>
<td>Commercial District – bounded by Denali, Seward Highway, 36th, &amp; Benson</td>
<td>NW</td>
<td>4</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>162</td>
<td>6th Ave &amp; Cherry St</td>
<td>NE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>163</td>
<td>Old Glenn Hwy mid-block crossing – between Coronado Rd and Park Place</td>
<td>ER</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>164</td>
<td>Farm Ave &amp; Old Glenn Hwy</td>
<td>ER</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>165</td>
<td>Old Glenn Hwy – Hiland Dr to Artillery Rd</td>
<td>ER</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>166</td>
<td>Seward Highway crossing at Northern Lights Blvd, Benson Blvd</td>
<td>NW</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>167</td>
<td>Dowling Rd roundabouts</td>
<td>C</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>168</td>
<td>Victor Rd &amp; 100th Ave – issues with 4-way stop</td>
<td>SW</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>
## Project Priority List

<table>
<thead>
<tr>
<th>Project Priority No.</th>
<th>Project Description</th>
<th>Subarea</th>
<th>PPI</th>
<th>Crashes</th>
<th>Employment</th>
<th>Redevelopment</th>
<th>Transit</th>
<th>Town Center</th>
<th>School</th>
<th>Shopping</th>
<th>Park</th>
<th>Total Points</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>169</td>
<td>Lake Otis Blvd at Maple Ave</td>
<td>NE</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>5</td>
<td>5</td>
<td>Crossing</td>
</tr>
<tr>
<td>170</td>
<td>Bragaw Rd at Penland Parkway – to Northway Mall</td>
<td>NE</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>5</td>
<td>5</td>
<td>Crossing</td>
</tr>
<tr>
<td>171</td>
<td>6th Ave &amp; D St – intersection improvements (Penney’s garage entry)</td>
<td>NW</td>
<td>4</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>5</td>
<td>5</td>
<td>Crossing</td>
</tr>
<tr>
<td>172</td>
<td>6th Ave &amp; A St</td>
<td>NW</td>
<td>4</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>5</td>
<td>5</td>
<td>Crossing</td>
</tr>
<tr>
<td>173</td>
<td>7th Ave &amp; C St</td>
<td>NW</td>
<td>4</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>5</td>
<td>5</td>
<td>Crossing</td>
</tr>
<tr>
<td>174</td>
<td>6th Ave &amp; 7th Ave at A St – to Museum</td>
<td>NW</td>
<td>4</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>5</td>
<td>5</td>
<td>Sidewalk upgrade</td>
</tr>
<tr>
<td>175</td>
<td>Dimond Blvd – Jewel Lake Rd to Old Seward Hwy</td>
<td>SW</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>5</td>
<td>5</td>
<td>Missing link walkway, lighting</td>
</tr>
<tr>
<td>176</td>
<td>West 86th Ave right-of-way – Blackberry St to Crystal St</td>
<td>SW</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>Missing link walkway, lighting</td>
</tr>
<tr>
<td>177</td>
<td>27th Ave – Latouche St to Maplewood St</td>
<td>NE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>Missing link walkway, lighting</td>
</tr>
<tr>
<td>178</td>
<td>Turnagain Elementary School – West 29th Ave, Wisconsin St to school</td>
<td>NW</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>179</td>
<td>Grand Larry St – narrow for pedestrians &amp; cars</td>
<td>NE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>180</td>
<td>Wendler/Lake Otis Elem. School – east side connection to Northern Lights Blvd</td>
<td>NE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>Missing link walkway</td>
</tr>
<tr>
<td>181</td>
<td>Geronimo Circle to Ptarmigan Elementary School</td>
<td>NE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>Missing link walkway</td>
</tr>
<tr>
<td>182</td>
<td>Muldoon Road – 20th Ave to 36th Ave</td>
<td>NE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>183</td>
<td>Meadow Creek east</td>
<td>ER</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>184</td>
<td>Meadow Creek path – Teklanika Dr &amp; Upper Meadow Creek</td>
<td>ER</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>185</td>
<td>Palos Verdes Circle</td>
<td>ER</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>186</td>
<td>Teklanika St</td>
<td>ER</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>187</td>
<td>Eagle River Loop Rd – War Admiral to Eagle River Road</td>
<td>ER</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>188</td>
<td>Potter Drive – Arctic Blvd to Dowling Road</td>
<td>C</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>Missing link walkway</td>
</tr>
<tr>
<td>189</td>
<td>80th Ave – Lake Otis Blvd to Spruce St</td>
<td>C</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>Missing link walkway</td>
</tr>
<tr>
<td>190</td>
<td>Airport Heights Dr – Penland Pkwy to Debarr – west side</td>
<td>NE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>Missing link walkway</td>
</tr>
<tr>
<td>191</td>
<td>Turnagain St – West Northern Lights Blvd to West 35th Ave (McRae)</td>
<td>NW</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>192</td>
<td>Post Office, Cuddy Park &amp; Loussac Library</td>
<td>NW</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>4</td>
<td>4</td>
<td>Missing link walkway</td>
</tr>
<tr>
<td>193</td>
<td>Campbell Airstrip Rd at 36th Ave – to Sapian Court/Boniface Blvd area</td>
<td>NE</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>194</td>
<td>Hartzell Road – 79th Ave to Dimond Blvd</td>
<td>SE</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>195</td>
<td>Spruce Street right-of-way – Dowling Rd to 68th Ave</td>
<td>C</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>Missing link sidewalk</td>
</tr>
<tr>
<td>196</td>
<td>Spruce Street – Fergy Circle to 68th Ave</td>
<td>C</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>Missing sidewalk</td>
</tr>
</tbody>
</table>
## Project Priority List

<table>
<thead>
<tr>
<th>Project Priority No.</th>
<th>Project Description</th>
<th>Subarea</th>
<th>PPI</th>
<th>Crashes</th>
<th>Employment Redevelopment</th>
<th>Town Center</th>
<th>Transit</th>
<th>School</th>
<th>Shopping</th>
<th>Park</th>
<th>Total Points</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>197</td>
<td>Eagle River Lane</td>
<td>ER</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>Crossing</td>
</tr>
<tr>
<td>198</td>
<td>Northern Lights Blvd overpass at Rogers Park Elementary School</td>
<td>NE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>Overpass upgrade</td>
</tr>
<tr>
<td>199</td>
<td>Nadine Street – 80th Ave to 84th Ave</td>
<td>C</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>200</td>
<td>Petersburg Street – Lore Rd to 72nd Ave</td>
<td>C</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>201</td>
<td>Dimond Blvd at Seward Highway</td>
<td>C</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>Crossing</td>
</tr>
<tr>
<td>202</td>
<td>Dimond Blvd &amp; C St pedestrian intersection improvements</td>
<td>C</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>4</td>
<td>Crossing</td>
</tr>
<tr>
<td>203</td>
<td>16th Ave &amp; A St</td>
<td>NW</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>4</td>
<td>Missing link</td>
</tr>
<tr>
<td>204</td>
<td>Commons Park to New Glenn Highway</td>
<td>ER</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>4</td>
<td>Missing link walkway</td>
</tr>
<tr>
<td>205</td>
<td>Commons Park to Schroeder Park</td>
<td>ER</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>4</td>
<td>Missing link walkway</td>
</tr>
<tr>
<td>206</td>
<td>Baxter Rd – Northern Lights Blvd to Tudor Rd</td>
<td>NE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>Crossings</td>
</tr>
<tr>
<td>207</td>
<td>Dimond Blvd &amp; Old Seward Hwy</td>
<td>C</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>Crossing</td>
</tr>
<tr>
<td>208</td>
<td>Eagle River Loop Rd &amp; North Eagle River Loop Rd</td>
<td>ER</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>Crossing</td>
</tr>
<tr>
<td>209</td>
<td>Hightower Rd and Alyeska Hwy</td>
<td>G</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>Crossing</td>
</tr>
<tr>
<td>210</td>
<td>International Airport Rd at Jewel Lake/Spenard Road</td>
<td>NW</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>4</td>
<td>Special crossing</td>
</tr>
<tr>
<td>211</td>
<td>Tudor Rd at Mcinnes St</td>
<td>NE</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>Crossing</td>
</tr>
<tr>
<td>212</td>
<td>Rabbit Creek Rd –Seward Hwy to Goldenview Dr</td>
<td>SE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>3</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>213</td>
<td>McKenzie Dr – Northern Lights Blvd to Clay Products Rd</td>
<td>NW</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>3</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>214</td>
<td>36th Ave north side at Upland Dr (Scenic Park Elementary School)</td>
<td>NE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>3</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>215</td>
<td>Kincaid Road</td>
<td>SW</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>216</td>
<td>Goldenview Middle School to Potter Valley Rd</td>
<td>SE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>3</td>
<td>Missing link walkway</td>
</tr>
<tr>
<td>217</td>
<td>Sahalee Drive –north to Trailside Elementary School</td>
<td>SE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>3</td>
<td>Missing link walkway</td>
</tr>
<tr>
<td>218</td>
<td>Buffalo St, to Bainbridge Rd</td>
<td>SE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>3</td>
<td>Missing link walkway</td>
</tr>
<tr>
<td>219</td>
<td>Elmore Road –Huffman Rd to O’Malley Rd</td>
<td>SE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>3</td>
<td>Missing link walkway</td>
</tr>
<tr>
<td>220</td>
<td>Clarks Road</td>
<td>SE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>3</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>221</td>
<td>Ridgewood Rd – Creek to Bainbridge – undeveloped right-of-way</td>
<td>SE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>3</td>
<td>Missing link walkway</td>
</tr>
<tr>
<td>222</td>
<td>DeArmoun Rd – 140th Ave to Hillside Dr</td>
<td>SE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>3</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>223</td>
<td>Cranberry St – Collins Way to Raspberry Rd</td>
<td>SW</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>3</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>224</td>
<td>Elmore/Abbott Road – O’Malley Rd to Abbott Rd</td>
<td>SE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>3</td>
<td>Missing link walkway</td>
</tr>
</tbody>
</table>
# Project Priority List

<table>
<thead>
<tr>
<th>Project Priority No.</th>
<th>Project Description</th>
<th>Subarea</th>
<th>PPI</th>
<th>Crashes</th>
<th>Employment</th>
<th>Redevelopment</th>
<th>Town Center</th>
<th>Transit</th>
<th>School</th>
<th>Shopping</th>
<th>Park</th>
<th>Total Points</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>225</td>
<td>Maplewood St – Bannister Dr to Chester Trail</td>
<td>NE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>3</td>
<td></td>
<td>3</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>226</td>
<td>Pioneer Street</td>
<td>NE</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>3</td>
<td></td>
<td>3</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>227</td>
<td>Sitka St to Maplewood St</td>
<td>NE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>3</td>
<td></td>
<td>3</td>
<td>Missing link sidewalk, bridge</td>
</tr>
<tr>
<td>228</td>
<td>Klatt Rd – Old Seward Highway to Timberlane St</td>
<td>SW</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>3</td>
<td></td>
<td>3</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>229</td>
<td>Princeton Way to Jacobson Park</td>
<td>NE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>3</td>
<td></td>
<td>3</td>
<td>Missing link walkway</td>
</tr>
<tr>
<td>230</td>
<td>Purdue St, Wentworth St, and Wingate Circle to E 36th Ave</td>
<td>NE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>3</td>
<td></td>
<td>3</td>
<td>Missing link walkway</td>
</tr>
<tr>
<td>231</td>
<td>Sprucebrook St to Abbott Rd</td>
<td>C</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>3</td>
<td></td>
<td>3</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>232</td>
<td>Medfra St at Elegante St – slippery, steep sidewalk</td>
<td>NW</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>3</td>
<td></td>
<td>3</td>
<td>Inadequate sidewalk</td>
</tr>
<tr>
<td>233</td>
<td>Fireweed Lane at Seward Highway</td>
<td>NW</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td>3</td>
<td>Special crossing</td>
</tr>
<tr>
<td>234</td>
<td>Maplewood St to Sitka Street</td>
<td>NE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>3</td>
<td></td>
<td>3</td>
<td>Missing link walkway</td>
</tr>
<tr>
<td>235</td>
<td>Lake Otis Blvd/Kempton Hills</td>
<td>SE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td></td>
<td>3</td>
<td>Crossing</td>
</tr>
<tr>
<td>236</td>
<td>34th Ave &amp; Old Seward Highway</td>
<td>NW</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td>3</td>
<td>Crossing</td>
</tr>
<tr>
<td>237</td>
<td>Brayton Dr/Huffman Rd at Seward Highway ramps</td>
<td>SE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td>3</td>
<td>Crossing</td>
</tr>
<tr>
<td>238</td>
<td>Neighborhood west of Gruening Middle School</td>
<td>ER</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td></td>
<td>3</td>
<td>Missing sidewalks</td>
</tr>
<tr>
<td>239</td>
<td>Promenade – Centerfield Dr to Valley River Center &amp; Town Square Park</td>
<td>ER</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td>3</td>
<td>Missing link walkway</td>
</tr>
<tr>
<td>240</td>
<td>Old Glenn Hwy to Business Blvd – ADA accessibility</td>
<td>ER</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td>3</td>
<td>Missing link walkway</td>
</tr>
<tr>
<td>241</td>
<td>Victor Rd – sidewalk repair, Dimond Blvd to 100th St</td>
<td>SW</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td></td>
<td>3</td>
<td>Sidewalk upgrade</td>
</tr>
<tr>
<td>242</td>
<td>Gregory Street – Huffman Rd to Chinook St</td>
<td>SE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td></td>
<td>2</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>243</td>
<td>Goldenview Drive – Rabbit Creek Road to Bridgeview Dr</td>
<td>SE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td></td>
<td>2</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>244</td>
<td>Turnagain View Paths – to DeArmoun &amp; South High School</td>
<td>SE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td></td>
<td>2</td>
<td>Missing link walkway, lighting</td>
</tr>
<tr>
<td>245</td>
<td>Forest Park Dr – Northern Lights Blvd to East High School</td>
<td>NW</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td></td>
<td>2</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>246</td>
<td>Old Klatt Road– Timberlane Dr to Puma St</td>
<td>SW</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td></td>
<td>2</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>247</td>
<td>Puma St – Klatt Elementary School south to Woo Blvd</td>
<td>SW</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td></td>
<td>2</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>248</td>
<td>O’Malley Elementary School – Stony Brook Dr to school.</td>
<td>SE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td></td>
<td>2</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>249</td>
<td>Mountain Place pedestrian connection – undeveloped right-of-way</td>
<td>SE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td></td>
<td>2</td>
<td>Missing link walkway</td>
</tr>
<tr>
<td>250</td>
<td>Zodiac neighborhood</td>
<td>SE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td></td>
<td>2</td>
<td>Missing sidewalks</td>
</tr>
<tr>
<td>251</td>
<td>Ensign Drive – no sidewalk on south side where homes are</td>
<td>SW</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td></td>
<td>2</td>
<td>Sidewalk &amp; lighting</td>
</tr>
<tr>
<td>252</td>
<td>34th Ave – Campbell Airstrip Rd to Baxter – undeveloped right-of-way</td>
<td>NE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td></td>
<td>2</td>
<td>Missing link walkway</td>
</tr>
</tbody>
</table>
## Project Priority List

<table>
<thead>
<tr>
<th>Project Priority No.</th>
<th>Project</th>
<th>Subarea</th>
<th>PPI</th>
<th>Crashes</th>
<th>Employment</th>
<th>Redevelopment</th>
<th>Town Center</th>
<th>Transit</th>
<th>School</th>
<th>Shopping</th>
<th>Park</th>
<th>Total Points</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>253</td>
<td>Bayshore Elementary School to Mears Middle School – emergency connection</td>
<td>SW</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>Lighting</td>
</tr>
<tr>
<td>254</td>
<td>DeArmoun Rd/Elmore Rd</td>
<td>SE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>Crossing</td>
</tr>
<tr>
<td>255</td>
<td>Hillside Drive – Abbott Rd to Rabbit Creek Road</td>
<td>SE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>256</td>
<td>Rabbit Creek Rd – separated pedestrian facilities. Goldenview Dr east</td>
<td>SE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>257</td>
<td>James Drive</td>
<td>NE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>258</td>
<td>Madelyyne Street – Patterson St to James Dr</td>
<td>NE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>259</td>
<td>Bayshore Drive – sidewalk south of Sleeping Lady</td>
<td>SW</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>Sidewalk, lighting</td>
</tr>
<tr>
<td>260</td>
<td>Eagle River Lane – Eagle River Rd to Ptarmigan St</td>
<td>ER</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>261</td>
<td>Ravenwood Elementary School –to Ptarmigan/Anchorage School District property</td>
<td>ER</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>Lighting</td>
</tr>
<tr>
<td>262</td>
<td>Ptarmigan St</td>
<td>ER</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>263</td>
<td>Eagle River Lane – slopes cause cars to slide backwards on ice</td>
<td>ER</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>Safety improvement</td>
</tr>
<tr>
<td>264</td>
<td>Ravenwood Elementary School to Eagle Crossing – pedestrian connection</td>
<td>ER</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>265</td>
<td>Yosemite Dr – Eagle River Loop Rd to Eagle River High School</td>
<td>ER</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>Missing sidewalk, lighting</td>
</tr>
<tr>
<td>266</td>
<td>Old Glenn Hwy – Voyles Blvd &amp; Lake Hill Dr</td>
<td>CK</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>267</td>
<td>Ski Road</td>
<td>CK</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>268</td>
<td>North Birchwood Loop at Chugiak Elementary School</td>
<td>CK</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>Crossing</td>
</tr>
<tr>
<td>269</td>
<td>South Birchwood Loop</td>
<td>CK</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>270</td>
<td>Reese Blvd – Lake Hill Dr to Sampson Drive</td>
<td>CK</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>271</td>
<td>West 100th Ave – Bayshore Dr to Pointe Resolution Dr</td>
<td>SW</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>272</td>
<td>DeArmoun Rd – Lake Otis Blvd to Brayton Dr</td>
<td>SE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>Crossings</td>
</tr>
<tr>
<td>273</td>
<td>Elmore Road – DeArmoun to Rabbit Creek Rd – foot bridge</td>
<td>SE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>Missing link walkway</td>
</tr>
<tr>
<td>274</td>
<td>Mountain Air Drive</td>
<td>SE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>Missing link sidewalk</td>
</tr>
<tr>
<td>275</td>
<td>Rabbit Creek Rd &amp; Mountain Air Dr</td>
<td>SE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>Crossing</td>
</tr>
<tr>
<td>276</td>
<td>68th Ave at Elmore Rd</td>
<td>C</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>Crossing</td>
</tr>
<tr>
<td>277</td>
<td>Eagle River Road – Hillcrest Dr to Stewart Dr</td>
<td>ER</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>Missing link sidewalk</td>
</tr>
<tr>
<td>278</td>
<td>Halligan St – Muldoon Rd to site condos</td>
<td>NE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>279</td>
<td>E. 32nd Ave at Muldoon Rd</td>
<td>NE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>280</td>
<td>Bill Stephens Dr/Oberg Rd – between S. Peters Creek exit to Voyles Blvd</td>
<td>CK</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>Missing sidewalk</td>
</tr>
</tbody>
</table>
## Project Priority List

<table>
<thead>
<tr>
<th>Project Priority No.</th>
<th>Project Description</th>
<th>Priority</th>
<th>Subarea</th>
<th>PPI</th>
<th>Crashes</th>
<th>Employment Redevelopment</th>
<th>Transit</th>
<th>Town Center</th>
<th>School</th>
<th>Shopping</th>
<th>Park</th>
<th>Total Points</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>281</td>
<td>Halligan St at Muldoon Rd</td>
<td>NE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td>2</td>
<td>Crossing</td>
</tr>
<tr>
<td>282</td>
<td>Ptarmigan Ct at Muldoon Rd</td>
<td>NE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td>2</td>
<td>Crossing</td>
</tr>
<tr>
<td>283</td>
<td>Sandlewood Place – Lore Rd to 81st Ave</td>
<td>SE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td>2</td>
<td>Missing link sidewalk</td>
</tr>
<tr>
<td>284</td>
<td>88th/92nd Ave and Academy Dr at Seward Highway</td>
<td>C</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td>2</td>
<td>Missing link walkway</td>
</tr>
<tr>
<td>285</td>
<td>15th Ave &amp; Sitka St</td>
<td>NE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td>2</td>
<td>Crossing</td>
</tr>
<tr>
<td>286</td>
<td>Jewel Lake Rd at DeLong Lake</td>
<td>SW</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td>2</td>
<td>Upgrade &amp; lighting</td>
</tr>
<tr>
<td>287</td>
<td>Raspberry Road – between Jewel Lake Rd and Air Guard Rd,</td>
<td>SW</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td></td>
<td>2</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>288</td>
<td>Ptarmigan St – Muldoon Rd to site condos</td>
<td>NE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td>2</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>289</td>
<td>3rd Ave &amp; Reeve Blvd</td>
<td>NE</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td>2</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>290</td>
<td>Eagle River Loop Rd at Ptarmigan Blvd</td>
<td>ER</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td></td>
<td>2</td>
<td>Crossing</td>
</tr>
<tr>
<td>291</td>
<td>Eagle River Road and Eagle River Lane</td>
<td>ER</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td></td>
<td>2</td>
<td>Crossing</td>
</tr>
<tr>
<td>292</td>
<td>Cranberry St at Raspberry Rd</td>
<td>SW</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td></td>
<td>2</td>
<td>Crossing</td>
</tr>
<tr>
<td>293</td>
<td>Old Glenn Hwy &amp; North Eagle River Access Road</td>
<td>ER</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td></td>
<td>2</td>
<td>Crossing</td>
</tr>
<tr>
<td>294</td>
<td>Old Seward Hwy – west side DeArmoun Rd to Rabbit Creek Rd</td>
<td>SW</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td>1</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>295</td>
<td>Alyeska Trail improvements</td>
<td>G</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td>1</td>
<td>Sidewalk/trail upgrade</td>
</tr>
<tr>
<td>296</td>
<td>Oberg Rd – soccer fields to Deer Park Dr</td>
<td>CK</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td></td>
<td>1</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>297</td>
<td>Glacier Rd/Knik Vista Ct</td>
<td>CK</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td></td>
<td>1</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>298</td>
<td>Loretta French Park</td>
<td>CK</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td></td>
<td>1</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>299</td>
<td>Voyles Blvd from South Peters Creek exit to end</td>
<td>CK</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td></td>
<td>1</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>300</td>
<td>Homestead Rd to Blair Trail Extension</td>
<td>CK</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td></td>
<td>1</td>
<td>Missing link walkway</td>
</tr>
<tr>
<td>301</td>
<td>Homestead Road Extension – Oberg Rd to Voyles Blvd</td>
<td>CK</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td></td>
<td>1</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>302</td>
<td>Eklutna Lake Road</td>
<td>CK</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td></td>
<td>1</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>303</td>
<td>Campbell Airstrip Rd</td>
<td>NE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td></td>
<td>1</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>304</td>
<td>Collins Way</td>
<td>SW</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td></td>
<td>1</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>305</td>
<td>Winchester St – undeveloped right-of-way, Winchester Loop Rd to Abbott Road</td>
<td>C</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td></td>
<td>1</td>
<td>Missing link walkway</td>
</tr>
<tr>
<td>306</td>
<td>Chevigny St hill – join north &amp; south</td>
<td>SW</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td></td>
<td>1</td>
<td>Missing link walkway</td>
</tr>
<tr>
<td>307</td>
<td>Postmark Drive – Lake Spenard to Earthquake Park</td>
<td>NW</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td></td>
<td>1</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>308</td>
<td>Abbott Rd at King David to Ruth Arcand Park</td>
<td>C</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td></td>
<td>1</td>
<td>Crossing</td>
</tr>
</tbody>
</table>
# Project Priority List

<table>
<thead>
<tr>
<th>Project Priority No.</th>
<th>Project Description</th>
<th>Subarea</th>
<th>PPI</th>
<th>Crashes</th>
<th>Employment Redevelopment</th>
<th>Town Center</th>
<th>Transit</th>
<th>School</th>
<th>Shopping</th>
<th>Park</th>
<th>Total Points</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>309</td>
<td>88th Ave – Spruce Brook St to Elmore Rd</td>
<td>C</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>310</td>
<td>Northwind Ave– Muldoon Rd to Cherry St</td>
<td>NE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>311</td>
<td>Mary St</td>
<td>SW</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>312</td>
<td>100th Ave – Minnesota Dr east to C St</td>
<td>C</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>313</td>
<td>O’Malley Rd – Seward Highway to Hillside Rd</td>
<td>SE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>314</td>
<td>Old Seward Hwy to Potter Valley Rd</td>
<td>SE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>315</td>
<td>Huffman Road – Elmore Rd to Birch Rd</td>
<td>SE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>316</td>
<td>Eagle River Road &amp; Hamann Rd</td>
<td>ER</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>Sidewalk &amp; lighting</td>
</tr>
<tr>
<td>317</td>
<td>Glenn Hwy Frontage Roads</td>
<td>CK</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>318</td>
<td>North Birchwood Loop – Birchwood Airport to Glenn Hwy</td>
<td>CK</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>Missing sidewalk</td>
</tr>
<tr>
<td>319</td>
<td>Hiland Road</td>
<td>ER</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>Missing sidewalk</td>
</tr>
</tbody>
</table>

*The score was increased by 1 point to reflect the location of a hospital within 1/2 mile of the project.

## Subarea Abbreviations:
- C = Central
- CK = Chugiak/Birchwood
- ER = Eagle River
- G = Girdwood
- NE = Northeast
- NW = Northwest
- SE = Southeast
- SW = Southwest

## Other Abbreviations:
- ADA = Americans with Disabilities Act
- PPI = Pedestrian Potential Index
A2. Priority Projects in Northwest Anchorage
Map of Priority Projects in Northwest Anchorage
## Priority Projects in Northwest Anchorage: Descriptions and Cost Estimates

<table>
<thead>
<tr>
<th>Project Priority Number</th>
<th>Project Description</th>
<th>Total Points</th>
<th>Improvement Type</th>
<th>Length of Project (feet)</th>
<th>Project Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>A St – 9th Ave to 13th Ave</td>
<td>10</td>
<td>Missing sidewalk</td>
<td>450</td>
<td>$90,000</td>
</tr>
<tr>
<td>5</td>
<td>Benson Blvd. &amp; Spenard Rd., #5 Crash Location</td>
<td>9</td>
<td>Missing sidewalk</td>
<td>350</td>
<td>$35,000</td>
</tr>
<tr>
<td>7</td>
<td>Spenard Rd – Chester Creek to Minnesota Dr</td>
<td>9</td>
<td>Missing sidewalk</td>
<td>1,256</td>
<td>$125,600</td>
</tr>
<tr>
<td>8</td>
<td>Blueberry Rd – west side 27th Ave to Northern Lights Blvd</td>
<td>9</td>
<td>Missing sidewalk</td>
<td>380</td>
<td>$38,000</td>
</tr>
<tr>
<td>10</td>
<td>Northern Lights Blvd &amp; Blueberry Rd</td>
<td>9</td>
<td>Missing sidewalk, crossing</td>
<td>NA</td>
<td>$75,000</td>
</tr>
<tr>
<td>11</td>
<td>Fireweed Lane at Arctic Blvd</td>
<td>9</td>
<td>Sidewalk &amp; crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>12</td>
<td>Northern Lights Blvd &amp; Spenard Rd, #3 Crash Location</td>
<td>9</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>13</td>
<td>Benson Blvd &amp; Minnesota Dr, #9 Crash Location</td>
<td>9</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>15</td>
<td>27th Ave – Seward Highway to Minnesota Dr – heavy pedestrian route</td>
<td>9</td>
<td>Crossing, sidewalk upgrade</td>
<td>2,500</td>
<td>$500,000</td>
</tr>
<tr>
<td>16</td>
<td>8th Ave at A and C Streets</td>
<td>9</td>
<td>Crossings</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>17</td>
<td>Northern Lights/Benson boulevards – between Arctic Blvd and C St</td>
<td>9</td>
<td>Crossings, mid-block</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>19</td>
<td>Northern Lights Blvd – Seward Highway to Minnesota Dr</td>
<td>9</td>
<td>Sidewalk separation, upgrade</td>
<td>5,500</td>
<td>$1,100,000</td>
</tr>
<tr>
<td>21</td>
<td>13th Ave – C St to Fairview Elementary School</td>
<td>9</td>
<td>Sidewalk upgrade</td>
<td>4,500</td>
<td>$900,000</td>
</tr>
<tr>
<td>23</td>
<td>32nd Ave – Lois Dr to Minnesota Dr</td>
<td>8</td>
<td>Missing sidewalk</td>
<td>460</td>
<td>$46,000</td>
</tr>
<tr>
<td>25</td>
<td>Arctic Blvd –Fireweed Lane to Chester Creek Greenbelt</td>
<td>8</td>
<td>Missing sidewalk, crossing</td>
<td>NA</td>
<td>$500,000</td>
</tr>
<tr>
<td>26</td>
<td>Wilson St – 40th Ave to Tudor Rd</td>
<td>8</td>
<td>Missing sidewalk</td>
<td>1,200</td>
<td>$240,000</td>
</tr>
<tr>
<td>27</td>
<td>Neighborhood northeast of Arctic Blvd &amp; 32nd Ave</td>
<td>8</td>
<td>Missing sidewalks</td>
<td>10,650</td>
<td>$2,130,000</td>
</tr>
<tr>
<td>28</td>
<td>31st Ave – Eide St to Arctic Blvd</td>
<td>8</td>
<td>Missing sidewalk</td>
<td>2,800</td>
<td>$560,000</td>
</tr>
<tr>
<td>29</td>
<td>Fairview pedestrian/bike grid – 3rd, 9th, 13th, 15th Aves and Cordova, Karluk streets</td>
<td>8</td>
<td>Missing sidewalk &amp; improvements</td>
<td>30,000</td>
<td>$6,000,000</td>
</tr>
<tr>
<td>32</td>
<td>Arctic Blvd &amp; 20th Ave– challenging crossing</td>
<td>8</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>35</td>
<td>9th Ave &amp; E St – turning traffic</td>
<td>8</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>38</td>
<td>17th Ave at Valley of the Moon Park</td>
<td>8</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>39</td>
<td>10th Ave &amp; A St</td>
<td>8</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>40</td>
<td>E St at 10th Ave</td>
<td>8</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>42</td>
<td>15th Ave &amp; Ingra St, #16 Crash Location</td>
<td>8</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>43</td>
<td>15th Ave &amp; Gambell St, #7 Crash Location</td>
<td>8</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>51</td>
<td>Northern Lights Blvd –path on south side, LaHonda Dr to Lois Drive</td>
<td>7</td>
<td>Missing sidewalk</td>
<td>494</td>
<td>$24,700</td>
</tr>
<tr>
<td>57</td>
<td>Minnesota Dr &amp; Northern Lights Blvd, # 2 Crash Location</td>
<td>7</td>
<td>Crossing</td>
<td>1,000</td>
<td>$200,000</td>
</tr>
<tr>
<td>59</td>
<td>15th Ave &amp; A St</td>
<td>7</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>60</td>
<td>Cordova/15th Ave – bike lane and crossing improvements</td>
<td>7</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>61</td>
<td>Denali Elementary School – pedestrian-vehicle conflict at Cordova St</td>
<td>7</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
</tbody>
</table>
### Priority Projects in Northwest Anchorage: Descriptions and Cost Estimates

<table>
<thead>
<tr>
<th>Project Priority Number</th>
<th>Project Description</th>
<th>Total Points</th>
<th>Improvement Type</th>
<th>Length of Project (feet)</th>
<th>Project Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>62</td>
<td>15th Ave – L St to E St</td>
<td>7</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>63</td>
<td>2nd &amp; H St</td>
<td>7</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>68</td>
<td>West 36th – Minnesota Dr to Fish Creek</td>
<td>7</td>
<td>Sidewalk</td>
<td>2700</td>
<td>$540,000</td>
</tr>
<tr>
<td>70</td>
<td>A St – west side, Fireweed Ln to Benson Blvd</td>
<td>7</td>
<td>Missing sidewalk</td>
<td>1,300</td>
<td>$65,000</td>
</tr>
<tr>
<td>71</td>
<td>A St – west side, Benson Blvd – 36th Ave</td>
<td>7</td>
<td>Missing sidewalk</td>
<td>2,200</td>
<td>$110,000</td>
</tr>
<tr>
<td>73</td>
<td>Tudor Rd at C St</td>
<td>7</td>
<td>Lighting</td>
<td>1,400</td>
<td>$70,000</td>
</tr>
<tr>
<td>75</td>
<td>Benson Blvd &amp; Seward Hwy, # 4 Crash Location</td>
<td>7</td>
<td>Sidewalk upgrade</td>
<td>400</td>
<td>$200,000</td>
</tr>
<tr>
<td>76</td>
<td>4th &amp; C Street, #8 Crash Location</td>
<td>7</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>77</td>
<td>6th Ave &amp; C Street, #12 Crash Location</td>
<td>7</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>78</td>
<td>Northern Lights Blvd &amp; Arctic Blvd, #18 Crash Location</td>
<td>7</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>79</td>
<td>Gambell St – 5th Ave to Fireweed Lane</td>
<td>7</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>80</td>
<td>5th Ave &amp; C Street, #1 Crash Location</td>
<td>7</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>82</td>
<td>Northern Lights &amp; Seward Hwy, #15 Crash Location</td>
<td>7</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>83</td>
<td>36th Ave &amp; Minnesota Dr</td>
<td>7</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>84</td>
<td>Benson/Northern Lights Blvd – pedestrian amenities</td>
<td>7</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>85</td>
<td>Benson &amp; Northern Lights Blvd – Seward Hwy to Denali St</td>
<td>7</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>86</td>
<td>36th Ave at Seward Hwy</td>
<td>7</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>88</td>
<td>Tudor Rd at Old Seward Highway</td>
<td>7</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>91</td>
<td>Fireweed Lane– Spenard Rd to Seward Hwy. Curbs allow cars to park on sidewalk.</td>
<td>6</td>
<td>Pedestrian facilities upgrade</td>
<td>1,000</td>
<td>$200,000</td>
</tr>
<tr>
<td>94</td>
<td>Lois Drive between Northern Lights Blvd &amp; 36th Ave</td>
<td>6</td>
<td>Missing sidewalk</td>
<td>2,240</td>
<td>$224,000</td>
</tr>
<tr>
<td>104</td>
<td>16th Ave &amp; E St – sidewalk ends near Valley of the Moon Park</td>
<td>6</td>
<td>Missing sidewalk</td>
<td>350</td>
<td>$35,000</td>
</tr>
<tr>
<td>109</td>
<td>Hillcrest crosswalks – Minnesota Ramp, Wildwood Dr, Spenard Rd</td>
<td>6</td>
<td>Crossings</td>
<td>NA</td>
<td>$450,000</td>
</tr>
<tr>
<td>114</td>
<td>Seward Hwy – Fireweed Lane to Chester Creek, slanted sidewalk east side</td>
<td>6</td>
<td>Inadequate sidewalk</td>
<td>1,300</td>
<td>$260,000</td>
</tr>
<tr>
<td>115</td>
<td>C St – Fireweed Lane north to 13th Ave</td>
<td>6</td>
<td>Inadequate sidewalk</td>
<td>3,500</td>
<td>$700,000</td>
</tr>
<tr>
<td>116</td>
<td>A St – Fireweed Lane north to 13th Ave</td>
<td>6</td>
<td>Inadequate sidewalk</td>
<td>3,500</td>
<td>$700,000</td>
</tr>
<tr>
<td>118</td>
<td>34th Ave right-of-way – Arctic Blvd to Cope St</td>
<td>6</td>
<td>Missing link walkway</td>
<td>775</td>
<td>$38,750</td>
</tr>
<tr>
<td>120</td>
<td>Cope St – 32nd Ave to 36th Ave</td>
<td>6</td>
<td>Missing sidewalks</td>
<td>1,200</td>
<td>$120,000</td>
</tr>
<tr>
<td>121</td>
<td>16th Ave – 22nd Ave , between Eagle St and A St</td>
<td>6</td>
<td>Walkway upgrade</td>
<td>650</td>
<td>$65,000</td>
</tr>
<tr>
<td>125</td>
<td>Ingra St – 5th Ave to Chester Creek</td>
<td>6</td>
<td>Crossing</td>
<td>NA</td>
<td>$1,650,000</td>
</tr>
<tr>
<td>126</td>
<td>9th Ave &amp; L St – turning traffic</td>
<td>6</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>127</td>
<td>5th Ave – LaTouche St to Gambell St</td>
<td>6</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
</tbody>
</table>
## Priority Projects in Northwest Anchorage: Descriptions and Cost Estimates

<table>
<thead>
<tr>
<th>Project Priority Number</th>
<th>Project Description</th>
<th>Total Points</th>
<th>Improvement Type</th>
<th>Length of Project (feet)</th>
<th>Project Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>137</td>
<td>Seppala St – Northern Lights Blvd to Balto Seppala Park</td>
<td>5</td>
<td>Missing sidewalk</td>
<td>1,200</td>
<td>$120,000</td>
</tr>
<tr>
<td>142</td>
<td>Balto Seppala Park &amp; Lloyd Steele Park to Turnagain Elementary School</td>
<td>5</td>
<td>Missing link walkway</td>
<td>700</td>
<td>$35,000</td>
</tr>
<tr>
<td>143</td>
<td>Aero Ave – West 36th Ave to West 44th Ave</td>
<td>5</td>
<td>Missing link walkway</td>
<td>2,700</td>
<td>$135,000</td>
</tr>
<tr>
<td>144</td>
<td>Hillcrest Dr – Atwood Dr to Spenard Rd</td>
<td>5</td>
<td>Missing sidewalk</td>
<td>2,070</td>
<td>$207,000</td>
</tr>
<tr>
<td>145</td>
<td>Fish Creek Trail – Barbara Drive segment 29th Ave to 32nd Ave</td>
<td>5</td>
<td>Missing sidewalk</td>
<td>910</td>
<td>$45,500</td>
</tr>
<tr>
<td>157</td>
<td>Denali St to A St – pedestrian con behind Century Theater</td>
<td>5</td>
<td>Missing link walkway</td>
<td>1,040</td>
<td>$104,000</td>
</tr>
<tr>
<td>161</td>
<td>Commercial District – bounded by Denali, Seward Highway, 36th, &amp; Benson</td>
<td>5</td>
<td>Missing sidewalks</td>
<td>6,000</td>
<td>$600,000</td>
</tr>
<tr>
<td>166</td>
<td>Seward Highway crossing at Northern Lights Blvd, Benson Blvd</td>
<td>5</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>171</td>
<td>6th Ave &amp; D St – intersection improvements (Penney’s garage entry)</td>
<td>5</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>172</td>
<td>6th Ave &amp; A St</td>
<td>5</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>173</td>
<td>7th Ave &amp; C St</td>
<td>5</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>174</td>
<td>6th Ave &amp; 7th Ave at A St – to Museum</td>
<td>5</td>
<td>Sidewalk upgrade</td>
<td>920</td>
<td>$92,000</td>
</tr>
<tr>
<td>178</td>
<td>Turnagain Elementary School – West 29th Ave, Wisconsin St to school</td>
<td>4</td>
<td>Missing sidewalk, lighting</td>
<td>620</td>
<td>$62,000</td>
</tr>
<tr>
<td>191</td>
<td>Turnagain St – West Northern Lights Blvd to West 35th Ave (McRae)</td>
<td>4</td>
<td>Missing sidewalk</td>
<td>2,100</td>
<td>$210,000</td>
</tr>
<tr>
<td>192</td>
<td>Post Office, Cuddy Park &amp; Loussac Library</td>
<td>4</td>
<td>Missing link walkway</td>
<td>300</td>
<td>$30,000</td>
</tr>
<tr>
<td>203</td>
<td>16th Ave &amp; A St</td>
<td>4</td>
<td>Missing link walkway</td>
<td>1,000</td>
<td>$100,000</td>
</tr>
<tr>
<td>210</td>
<td>International Airport Rd at Jewel Lake/Spenard Road</td>
<td>4</td>
<td>Special crossing</td>
<td>NA</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>213</td>
<td>McKenzie Dr – Northern Lights Blvd to Clay Products Rd</td>
<td>3</td>
<td>Missing sidewalk</td>
<td>721</td>
<td>$72,100</td>
</tr>
<tr>
<td>232</td>
<td>Medfra St at Elegante St – slippery, steep sidewalk</td>
<td>3</td>
<td>Inadequate sidewalk</td>
<td>350</td>
<td>$35,000</td>
</tr>
<tr>
<td>233</td>
<td>Fireweed Lane at Seward Highway</td>
<td>3</td>
<td>Special crossing</td>
<td>NA</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>236</td>
<td>34th Ave &amp; Old Seward Highway</td>
<td>3</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>245</td>
<td>Forest Park Dr – Northern Lights Blvd to East High School</td>
<td>2</td>
<td>Missing sidewalk</td>
<td>2,970</td>
<td>$297,000</td>
</tr>
<tr>
<td>307</td>
<td>Postmark Drive – Lake Spenard to Earthquake Park</td>
<td>1</td>
<td>Missing sidewalk</td>
<td>7,600</td>
<td>$760,000</td>
</tr>
</tbody>
</table>

**Total Project Costs**

$28,146,650

NA = Not applicable.
A3. Priority Projects in Northeast Anchorage
### Priority Projects in Northeast Anchorage: Descriptions and Cost Estimates

<table>
<thead>
<tr>
<th>Project Priority No.</th>
<th>Project</th>
<th>Total Points</th>
<th>Improvement Type</th>
<th>Length of Project (feet)</th>
<th>Project Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Edward St – 6th to Debarr Rd</td>
<td>10</td>
<td>Missing sidewalk</td>
<td>1,700</td>
<td>$340,000</td>
</tr>
<tr>
<td>2</td>
<td>Mountain View Dr – Flower St to McCarrey St south side</td>
<td>10</td>
<td>Missing sidewalk</td>
<td>280</td>
<td>$28,000</td>
</tr>
<tr>
<td>4</td>
<td>Lake Otis Blvd &amp; Tudor Rd, #11 Crash Location</td>
<td>10</td>
<td>Crossings</td>
<td>NA</td>
<td>$600,000</td>
</tr>
<tr>
<td>6</td>
<td>Reka Drive – Bragaw St to Pine St</td>
<td>9</td>
<td>Missing sidewalk</td>
<td>2,500</td>
<td>$500,000</td>
</tr>
<tr>
<td>9</td>
<td>Duben St – to Muldoon Elementary School, #14 Crash Location</td>
<td>9</td>
<td>Missing sidewalk, crossing</td>
<td>2,606</td>
<td>$260,000</td>
</tr>
<tr>
<td>14</td>
<td>Bragaw Blvd &amp; Mountain View Dr, #10 Crash Location</td>
<td>9</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>18</td>
<td>Tudor Road – Lake Otis Blvd to Baxter Rd</td>
<td>9</td>
<td>Crossings</td>
<td>NA</td>
<td>$1,050,000</td>
</tr>
<tr>
<td>22</td>
<td>Lake Otis Blvd – Northern Lights Blvd to Debarr Rd</td>
<td>8</td>
<td>Missing sidewalk</td>
<td>1,300</td>
<td>$130,000</td>
</tr>
<tr>
<td>24</td>
<td>Debarr Rd – Muldoon Rd east to Cross Pointe Loop</td>
<td>8</td>
<td>Missing sidewalk</td>
<td>660</td>
<td>$33,000</td>
</tr>
<tr>
<td>30</td>
<td>Lake Otis Blvd north of Northern Lights Blvd – narrow sidewalk, east side</td>
<td>8</td>
<td>Missing sidewalk</td>
<td>3,900</td>
<td>$390,000</td>
</tr>
<tr>
<td>31</td>
<td>Tudor Road Mission – pedestrian crossing</td>
<td>8</td>
<td>Special crossing</td>
<td>NA</td>
<td>$300,000</td>
</tr>
<tr>
<td>33</td>
<td>Bragaw St at Reka Dr</td>
<td>8</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>34</td>
<td>Pine St at Debarr Rd</td>
<td>8</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>36</td>
<td>Airport Heights Blvd &amp; Debarr Rd – pedestrian route to hospital, southeast corner</td>
<td>8</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>37</td>
<td>Northern Lights Blvd at UAA Dr</td>
<td>8</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>41</td>
<td>Lake Otis Blvd &amp; Northern Lights Blvd, #13 Crash (pork chop medians)</td>
<td>8</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>44</td>
<td>Northern Lights Blvd &amp; Boniface Pkwy, #6 Crash Location</td>
<td>7</td>
<td>Sidewalk, crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>48</td>
<td>Muldoon Road – Boundary Ave to Bartlett High School, Oilwell Road</td>
<td>7</td>
<td>Missing sidewalk</td>
<td>1,800</td>
<td>$180,000</td>
</tr>
<tr>
<td>49</td>
<td>20th Ave – Bragaw St to Tikiishla Park</td>
<td>7</td>
<td>Missing sidewalk</td>
<td>2,040</td>
<td>$204,000</td>
</tr>
<tr>
<td>50</td>
<td>McCarrey – west side Chena north to bus stop</td>
<td>7</td>
<td>Missing sidewalk</td>
<td>120</td>
<td>$12,000</td>
</tr>
<tr>
<td>52</td>
<td>Duben St – Muldoon Rd to Oklahoma St</td>
<td>7</td>
<td>Missing sidewalk</td>
<td>1,600</td>
<td>$320,000</td>
</tr>
<tr>
<td>55</td>
<td>Valley St – Muldoon Rd to 10th Ave</td>
<td>7</td>
<td>Missing link walkway</td>
<td>7,600</td>
<td>$760,000</td>
</tr>
<tr>
<td>56</td>
<td>Debarr Rd – Boniface Pkwy to Muldoon Rd</td>
<td>7</td>
<td>Missing sidewalk</td>
<td>7,600</td>
<td>$1,520,000</td>
</tr>
<tr>
<td>58</td>
<td>6th Ave &amp; Muldoon Rd, #17 Crash Location</td>
<td>7</td>
<td>Crossing</td>
<td>NA</td>
<td>$600,000</td>
</tr>
<tr>
<td>65</td>
<td>Mountain View Drive – east of Bragaw St</td>
<td>7</td>
<td>Sidewalk improvements</td>
<td>2,500</td>
<td>$500,000</td>
</tr>
<tr>
<td>66</td>
<td>Northern Lights Blvd at Bragaw St</td>
<td>7</td>
<td>Crossing</td>
<td>NA</td>
<td>$450,000</td>
</tr>
<tr>
<td>67</td>
<td>Boniface Pkwy – Glenn Hwy south to Northern Lights Blvd (west side)</td>
<td>7</td>
<td>Missing sidewalk</td>
<td>12,000</td>
<td>$1,200,000</td>
</tr>
<tr>
<td>69</td>
<td>Crescent St at East 37th Ave</td>
<td>7</td>
<td>Missing link walkway</td>
<td>60</td>
<td>$10,000</td>
</tr>
<tr>
<td>74</td>
<td>Boniface Blvd – Debarr Rd to Tudor Rd</td>
<td>7</td>
<td>Missing sidewalk, upgrade</td>
<td>5,000</td>
<td>$500,000</td>
</tr>
<tr>
<td>81</td>
<td>Debarr Rd at Columbine St – crossing to Penland area</td>
<td>7</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>87</td>
<td>Airport Heights Dr &amp; Glenn Hwy</td>
<td>7</td>
<td>Crossing</td>
<td>NA</td>
<td>$750,000</td>
</tr>
<tr>
<td>89</td>
<td>Seward Hwy at 36th Ave</td>
<td>7</td>
<td>Separated crossing</td>
<td>NA</td>
<td>$1,000,000</td>
</tr>
</tbody>
</table>
### Priority Projects in Northeast Anchorage: Descriptions and Cost Estimates

<table>
<thead>
<tr>
<th>Project Priority No.</th>
<th>Project</th>
<th>Total Points</th>
<th>Improvement Type</th>
<th>Length of Project (feet)</th>
<th>Project Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>90</td>
<td>Seward Hwy – between Northern Lights Blvd &amp; Benson Blvd</td>
<td>7</td>
<td>Separated crossing</td>
<td>NA</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>95</td>
<td>Checkmate Drive – school route, no sidewalks</td>
<td>6</td>
<td>Missing sidewalk</td>
<td>3,990</td>
<td>$399,000</td>
</tr>
<tr>
<td>96</td>
<td>Patterson St – Debarr Rd to Chester Creek</td>
<td>6</td>
<td>Missing sidewalk</td>
<td>1,700</td>
<td>$170,000</td>
</tr>
<tr>
<td>97</td>
<td>Providence Drive at Spirit Way to Piper St, need pedestrian connection</td>
<td>6</td>
<td>Missing sidewalk</td>
<td>300</td>
<td>$15,000</td>
</tr>
<tr>
<td>99</td>
<td>4th Ave – Bunnell St to Boniface Blvd</td>
<td>6</td>
<td>Missing sidewalk</td>
<td>1,825</td>
<td>$365,000</td>
</tr>
<tr>
<td>100</td>
<td>East High – northeast entry, 20th Ave &amp; Bragaw Rd</td>
<td>6</td>
<td>Walkway needed</td>
<td>100</td>
<td>$5,000</td>
</tr>
<tr>
<td>106</td>
<td>Pedestrian walkway – Donna Dr to 10th Ave</td>
<td>6</td>
<td>Sidewalk &amp; lighting</td>
<td>850</td>
<td>$50,000</td>
</tr>
<tr>
<td>102</td>
<td>Patterson St – pedestrian facility 10th Ave to Debarr Rd</td>
<td>6</td>
<td>Missing link walkway, lighting</td>
<td>1,100</td>
<td>$165,000</td>
</tr>
<tr>
<td>103</td>
<td>Patterson St – pedestrian facility 6th Ave to 10th Ave</td>
<td>6</td>
<td>Lighting</td>
<td>1,500</td>
<td>$75,000</td>
</tr>
<tr>
<td>106</td>
<td>UAA Drive – north of engineering building</td>
<td>6</td>
<td>Sidewalk, crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>108</td>
<td>Cherry St at 5th Ave</td>
<td>6</td>
<td>Crossing</td>
<td>75</td>
<td>$7,500</td>
</tr>
<tr>
<td>110</td>
<td>16th Ave – Lake Otis Blvd to Sunrise Drive</td>
<td>6</td>
<td>Inadequate sidewalk</td>
<td>2,400</td>
<td>$240,000</td>
</tr>
<tr>
<td>111</td>
<td>Airport Heights Elementary School – street lighting on corners, de-icing by school</td>
<td>6</td>
<td>Lighting &amp; drainage</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>112</td>
<td>15th &amp; Norene St – at pedestrian stair</td>
<td>6</td>
<td>Lighting &amp; drainage</td>
<td>130</td>
<td>$6,500</td>
</tr>
<tr>
<td>113</td>
<td>Pine St – east side north of Debarr Rd</td>
<td>6</td>
<td>Missing sidewalk</td>
<td>3,500</td>
<td>$350,000</td>
</tr>
<tr>
<td>117</td>
<td>Neighborhood northeast of Lake Otis &amp; Tudor Rd to Dale St</td>
<td>6</td>
<td>Missing sidewalks</td>
<td>15,000</td>
<td>$1,500,000</td>
</tr>
<tr>
<td>122</td>
<td>36th Ave &amp; Muldoon Rd</td>
<td>6</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>129</td>
<td>Peck Ave – Oklahoma St to Patterson St , north side</td>
<td>5</td>
<td>Missing sidewalk</td>
<td>610</td>
<td>$61,000</td>
</tr>
<tr>
<td>134</td>
<td>Zarvis, Annapolis, Redwood, Cottonwood streets – at Rogers Park Elementary School</td>
<td>5</td>
<td>Sidewalk, lighting</td>
<td>3,060</td>
<td>$612,000</td>
</tr>
<tr>
<td>136</td>
<td>6th Ave – Patterson St to Muldoon Rd</td>
<td>5</td>
<td>Missing sidewalk</td>
<td>630</td>
<td>$63,000</td>
</tr>
<tr>
<td>138</td>
<td>Northern Lights Blvd – south side, Lake Otis Blvd to Seward Highway</td>
<td>5</td>
<td>Inadequate sidewalk</td>
<td>1,600</td>
<td>$160,000</td>
</tr>
<tr>
<td>139</td>
<td>Colgate St to Patterson St – school route</td>
<td>5</td>
<td>Walkway, lighting</td>
<td>2,000</td>
<td>$300,000</td>
</tr>
<tr>
<td>140</td>
<td>Airport Heights Elementary School – access from condos to 16th Ave</td>
<td>5</td>
<td>Walkway connector</td>
<td>50</td>
<td>$2,500</td>
</tr>
<tr>
<td>141</td>
<td>McPhee Park to Mountain View Elementary School</td>
<td>5</td>
<td>Missing sidewalk</td>
<td>400</td>
<td>$20,000</td>
</tr>
<tr>
<td>146</td>
<td>Staedum St to Norman St</td>
<td>5</td>
<td>Missing link walkway, lighting</td>
<td>350</td>
<td>$30,000</td>
</tr>
<tr>
<td>147</td>
<td>Lake Otis Blvd – west side north of 36th Ave to Duke Dr</td>
<td>5</td>
<td>Sidewalk upgrade</td>
<td>800</td>
<td>$80,000</td>
</tr>
<tr>
<td>155</td>
<td>Northway Drive – Debarr Rd north to Penland Parkway</td>
<td>5</td>
<td>Missing sidewalk</td>
<td>2,020</td>
<td>$202,000</td>
</tr>
<tr>
<td>160</td>
<td>Boundary Ave – Boniface Pkwy to Muldoon Rd</td>
<td>5</td>
<td>Missing sidewalk</td>
<td>8,200</td>
<td>$820,000</td>
</tr>
<tr>
<td>162</td>
<td>6th Ave &amp; Cherry St</td>
<td>5</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>169</td>
<td>Lake Otis Blvd at Maple Ave</td>
<td>5</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>170</td>
<td>Bragaw Rd at Penland Parkway – to Northway Mall</td>
<td>5</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>177</td>
<td>27th Ave – Latouche St to Maplewood St</td>
<td>4</td>
<td>Missing sidewalk, lighting</td>
<td>2,600</td>
<td>$390,000</td>
</tr>
</tbody>
</table>
### Priority Projects in Northeast Anchorage: Descriptions and Cost Estimates

<table>
<thead>
<tr>
<th>Project Priority No.</th>
<th>Project Description</th>
<th>Total Points</th>
<th>Improvement Type</th>
<th>Length of Project (feet)</th>
<th>Project Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>179</td>
<td>Grand Larry St – narrow for pedestrians &amp; cars</td>
<td>4</td>
<td>Missing sidewalk</td>
<td>1,230</td>
<td>$123,000</td>
</tr>
<tr>
<td>180</td>
<td>Wendler/Lake Otis Elementary School – east side connection to Northern Lights Blvd</td>
<td>4</td>
<td>Missing link walkway</td>
<td>700</td>
<td>$35,000</td>
</tr>
<tr>
<td>181</td>
<td>Geronimo Circle to Ptarmigan Elementary School</td>
<td>4</td>
<td>Missing link walkway</td>
<td>180</td>
<td>$10,000</td>
</tr>
<tr>
<td>182</td>
<td>Muldoon Road – 20th Ave to 36th Ave</td>
<td>4</td>
<td>Missing sidewalk</td>
<td>2,550</td>
<td>$255,000</td>
</tr>
<tr>
<td>190</td>
<td>Airport Heights Dr – Penland Pkwy to Debarr – west side</td>
<td>4</td>
<td>Missing sidewalk</td>
<td>1,990</td>
<td>$199,000</td>
</tr>
<tr>
<td>193</td>
<td>Campbell Airstrip Rd at 36th Ave – to Sapian Court/Boniface Blvd area</td>
<td>4</td>
<td>Missing sidewalk</td>
<td>1,155</td>
<td>$57,750</td>
</tr>
<tr>
<td>198</td>
<td>Northern Lights Blvd overpass at Rogers Park Elementary School</td>
<td>4</td>
<td>Overpass upgrade</td>
<td>NA</td>
<td>$50,000</td>
</tr>
<tr>
<td>206</td>
<td>Baxter Rd – Northern Lights Blvd to Tudor Rd</td>
<td>4</td>
<td>Crossings</td>
<td>NA</td>
<td>$2,400,000</td>
</tr>
<tr>
<td>211</td>
<td>Tudor Rd at Mclnnes St</td>
<td>4</td>
<td>Special crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>214</td>
<td>36th Ave north side at Upland Dr (Scenic Park Elementary School)</td>
<td>3</td>
<td>Missing sidewalk</td>
<td>930</td>
<td>$93,000</td>
</tr>
<tr>
<td>225</td>
<td>Maplewood St – Bannister Dr to Chester Trail</td>
<td>3</td>
<td>Missing sidewalk</td>
<td>500</td>
<td>$50,000</td>
</tr>
<tr>
<td>226</td>
<td>Pioneer Street</td>
<td>3</td>
<td>Missing sidewalk</td>
<td>5,300</td>
<td>$530,000</td>
</tr>
<tr>
<td>227</td>
<td>Sitka St to Maplewood St</td>
<td>3</td>
<td>Missing link sidewalk, bridge</td>
<td>1,050</td>
<td>$210,000</td>
</tr>
<tr>
<td>229</td>
<td>Princeton Way to Jacobson Park</td>
<td>3</td>
<td>Missing link walkway</td>
<td>945</td>
<td>$47,250</td>
</tr>
<tr>
<td>230</td>
<td>Purdue St, Wentworth St, and Wingate Circle to E 36th Ave</td>
<td>3</td>
<td>Missing link walkway</td>
<td>175</td>
<td>$8,750</td>
</tr>
<tr>
<td>234</td>
<td>Maplewood St to Sitka Street</td>
<td>3</td>
<td>Missing link walkway</td>
<td>1,050</td>
<td>$105,000</td>
</tr>
<tr>
<td>252</td>
<td>34th Ave – Campbell Airstrip Rd to Baxter – undeveloped right-of-way</td>
<td>2</td>
<td>Missing link walkway</td>
<td>360</td>
<td>$18,000</td>
</tr>
<tr>
<td>257</td>
<td>James Drive</td>
<td>2</td>
<td>Missing sidewalk</td>
<td>2,500</td>
<td>$250,000</td>
</tr>
<tr>
<td>258</td>
<td>Madelynne Street – Patterson St to James Dr</td>
<td>2</td>
<td>Missing sidewalk</td>
<td>1,200</td>
<td>$120,000</td>
</tr>
<tr>
<td>278</td>
<td>Halligan St – Muldoon Rd to site condos</td>
<td>2</td>
<td>Missing sidewalk</td>
<td>450</td>
<td>$45,000</td>
</tr>
<tr>
<td>279</td>
<td>E. 32nd Ave at Muldoon Rd</td>
<td>2</td>
<td>Missing sidewalk</td>
<td>2,410</td>
<td>$482,000</td>
</tr>
<tr>
<td>281</td>
<td>Halligan St at Muldoon Rd</td>
<td>2</td>
<td>Crossing</td>
<td>580</td>
<td>$58,000</td>
</tr>
<tr>
<td>282</td>
<td>Ptarmigan Ct at Muldoon Rd</td>
<td>2</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>285</td>
<td>15th Ave &amp; Sitka St</td>
<td>2</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>288</td>
<td>Ptarmigan St – Muldoon Rd to site condos</td>
<td>2</td>
<td>Missing sidewalk</td>
<td>710</td>
<td>$71,000</td>
</tr>
<tr>
<td>289</td>
<td>3rd Ave &amp; Reeve Blvd</td>
<td>2</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>303</td>
<td>Campbell Airstrip Rd</td>
<td>1</td>
<td>Missing sidewalk</td>
<td>13,750</td>
<td>$1,375,000</td>
</tr>
<tr>
<td>310</td>
<td>Northwind Ave– Muldoon Rd to Cherry St</td>
<td>0</td>
<td>Missing sidewalk</td>
<td>1,900</td>
<td>$190,000</td>
</tr>
</tbody>
</table>

**Total Project Costs** $28,208,850

NA = Not applicable.
A4. Priority Projects in Central Anchorage
## Priority Projects in Central Anchorage: Descriptions and Cost Estimates

<table>
<thead>
<tr>
<th>Project Priority Number</th>
<th>Project Description</th>
<th>Total Points</th>
<th>Improvement Type</th>
<th>Length of Project (feet)</th>
<th>Project Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>Lake Otis Blvd – 68th Ave to Abbott Rd</td>
<td>9</td>
<td>Sidewalk upgrade</td>
<td>7,800</td>
<td>$1,560,000</td>
</tr>
<tr>
<td>47</td>
<td>Petersburg St – 56th Ave to 57th Ave</td>
<td>7</td>
<td>Missing link walkway, lighting</td>
<td>300</td>
<td>$15,000</td>
</tr>
<tr>
<td>72</td>
<td>Meadow Street – 72nd to Lore Rd</td>
<td>7</td>
<td>Missing sidewalk</td>
<td>1,200</td>
<td>$240,000</td>
</tr>
<tr>
<td>133</td>
<td>88th Ave, Lake Otis Blvd to Spruce St</td>
<td>5</td>
<td>Missing sidewalk</td>
<td>1,900</td>
<td>$190,000</td>
</tr>
<tr>
<td>149</td>
<td>Brayton Dr – Legacy Dr to Dimond Blvd. school bus stops</td>
<td>5</td>
<td>Sidewalk, lighting</td>
<td>16,500</td>
<td>$1,650,000</td>
</tr>
<tr>
<td>159</td>
<td>Piper St – Tudor Rd to Campbell Creek</td>
<td>5</td>
<td>Missing sidewalk</td>
<td>1,230</td>
<td>$246,000</td>
</tr>
<tr>
<td>167</td>
<td>Dowling Rd roundabouts</td>
<td>5</td>
<td>Crossing</td>
<td>NA</td>
<td>$600,000</td>
</tr>
<tr>
<td>188</td>
<td>Potter Drive – Arctic Blvd to Dowling Road</td>
<td>4</td>
<td>Missing link walkway</td>
<td>6,100</td>
<td>$305,000</td>
</tr>
<tr>
<td>195</td>
<td>Spruce Street right-of-way – Dowling Rd to 68th Ave</td>
<td>4</td>
<td>Missing link sidewalk</td>
<td>1,850</td>
<td>$185,000</td>
</tr>
<tr>
<td>196</td>
<td>Spruce Street – Fergy Circle to 68th Ave</td>
<td>4</td>
<td>Missing sidewalk</td>
<td>715</td>
<td>$71,500</td>
</tr>
<tr>
<td>199</td>
<td>Nadine Street – 80th Ave to 84th Ave</td>
<td>4</td>
<td>Missing sidewalk</td>
<td>1,250</td>
<td>$125,000</td>
</tr>
<tr>
<td>200</td>
<td>Petersburg Street – Lore Rd to 72nd Ave</td>
<td>4</td>
<td>Missing sidewalk</td>
<td>1,300</td>
<td>$130,000</td>
</tr>
<tr>
<td>201</td>
<td>Dimond Blvd at Seward Highway</td>
<td>4</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>202</td>
<td>Dimond Blvd &amp; C St pedestrian intersection improvements</td>
<td>4</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>207</td>
<td>Dimond Blvd &amp; Old Seward Hwy</td>
<td>4</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>231</td>
<td>Sprucebrook St to Abbott Rd</td>
<td>3</td>
<td>Missing sidewalk</td>
<td>2,450</td>
<td>$245,000</td>
</tr>
<tr>
<td>276</td>
<td>68th Ave at Elmore Rd</td>
<td>2</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>284</td>
<td>88th/92nd Ave and Academy Dr at Seward Highway</td>
<td>2</td>
<td>Missing link walkway</td>
<td>275</td>
<td>$13,750</td>
</tr>
<tr>
<td>305</td>
<td>Winchester St – undeveloped right-of-way, Winchester Loop Rd to Abbott Road</td>
<td>1</td>
<td>Missing link walkway</td>
<td>305</td>
<td>$15,250</td>
</tr>
<tr>
<td>308</td>
<td>Abbott Rd at King David to Ruth Arcand Park</td>
<td>1</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>309</td>
<td>88th Ave – Spruce Brook St to Elmore Rd</td>
<td>0</td>
<td>Missing sidewalk</td>
<td>2,500</td>
<td>$250,000</td>
</tr>
<tr>
<td>312</td>
<td>100th Ave – Minnesota Dr east to C St</td>
<td>0</td>
<td>Missing sidewalk</td>
<td>3,500</td>
<td>$700,000</td>
</tr>
<tr>
<td><strong>Total Project Costs</strong></td>
<td><strong>$7,291,500</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NA = Not applicable.
A5. Priority Projects in Southwest Anchorage
Anchorage Pedestrian Plan

Map of Priority Projects in Southwest Anchorage

October 2007 – AO2007-96
## Priority Projects in Southwest Anchorage: Descriptions and Cost Estimates

<table>
<thead>
<tr>
<th>Project Priority Number</th>
<th>Project Description</th>
<th>Total Points</th>
<th>Improvement Type</th>
<th>Length of Project (feet)</th>
<th>Project Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>54</td>
<td>Molanary Drive – 86th Ave to 88th Ave</td>
<td>7</td>
<td>Missing sidewalk</td>
<td>650</td>
<td>$65,000</td>
</tr>
<tr>
<td>98</td>
<td>Johns Road – High View Dr to Klatt Road</td>
<td>6</td>
<td>Missing sidewalk</td>
<td>1,950</td>
<td>$195,000</td>
</tr>
<tr>
<td>105</td>
<td>West 88th Ave – Jewel Lake Rd west to Jewel Lake Park</td>
<td>6</td>
<td>Missing sidewalk</td>
<td>1,200</td>
<td>$120,000</td>
</tr>
<tr>
<td>119</td>
<td>Raspberry Road – Arctic Blvd to C St</td>
<td>6</td>
<td>Missing link, sidewalk</td>
<td>775</td>
<td>$155,000</td>
</tr>
<tr>
<td>123</td>
<td>Dimond Dr &amp; Victor Rd</td>
<td>6</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>124</td>
<td>Old Seward Hwy at 120th Ave – to Huffman Town Center area</td>
<td>6</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>128</td>
<td>West Dimond Blvd – connections to Kincaid Park, schools, school bus</td>
<td>5</td>
<td>Missing sidewalk</td>
<td>5,600</td>
<td>$560,000</td>
</tr>
<tr>
<td>132</td>
<td>120th Ave – Johns Rd to Old Seward Hwy – Oceanview Elementary School</td>
<td>5</td>
<td>Missing sidewalk</td>
<td>2,600</td>
<td>$260,000</td>
</tr>
<tr>
<td>135</td>
<td>Jewel Lake Rd – east side 73rd Ave to Weimer Dr and 82nd Ave – 88th Ave</td>
<td>5</td>
<td>Missing sidewalk</td>
<td>2,270</td>
<td>$227,000</td>
</tr>
<tr>
<td>148</td>
<td>Strawberry Road – to Jewel Lake Elementary School</td>
<td>5</td>
<td>Sidewalk, crossing</td>
<td>5,050</td>
<td>$1,010,000</td>
</tr>
<tr>
<td>152</td>
<td>Huffman Town Center walkways – Daryl, Old Seward, from Post Office, Klatt</td>
<td>5</td>
<td>Missing sidewalk</td>
<td>1,400</td>
<td>$70,000</td>
</tr>
<tr>
<td>153</td>
<td>Industry Way</td>
<td>5</td>
<td>Missing sidewalk</td>
<td>1,800</td>
<td>$180,000</td>
</tr>
<tr>
<td>154</td>
<td>Huffman Park Drive</td>
<td>5</td>
<td>Missing sidewalk</td>
<td>1,050</td>
<td>$105,000</td>
</tr>
<tr>
<td>156</td>
<td>Landmark St – school bus stops off Huffman Rd</td>
<td>5</td>
<td>Missing sidewalk</td>
<td>1,100</td>
<td>$110,000</td>
</tr>
<tr>
<td>158</td>
<td>Carrs Huffman to Post Office</td>
<td>5</td>
<td>Missing link walkway</td>
<td>400</td>
<td>$20,000</td>
</tr>
<tr>
<td>168</td>
<td>Victor Rd &amp; 100th Ave – issues with 4-way stop</td>
<td>5</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>175</td>
<td>Dimond Blvd – Jewel Lake Rd to Old Seward Hwy</td>
<td>5</td>
<td>Missing link walkway, lighting</td>
<td>8,000</td>
<td>$800,000</td>
</tr>
<tr>
<td>176</td>
<td>West 86th Ave right-of-way – Blackberry St to Crystal St</td>
<td>4</td>
<td>Missing link walkway, lighting</td>
<td>440</td>
<td>$22,000</td>
</tr>
<tr>
<td>215</td>
<td>Kincaid Road</td>
<td>3</td>
<td>Missing sidewalk</td>
<td>3,800</td>
<td>$380,000</td>
</tr>
<tr>
<td>223</td>
<td>Cranberry St – Collins Way to Raspberry Rd</td>
<td>3</td>
<td>Missing sidewalk</td>
<td>1,280</td>
<td>$128,000</td>
</tr>
<tr>
<td>228</td>
<td>Klett Rd – Old Seward Highway to Timberlane St</td>
<td>3</td>
<td>Missing sidewalk</td>
<td>330</td>
<td>$33,000</td>
</tr>
<tr>
<td>241</td>
<td>Victor Rd – sidewalk repair, Dimond Blvd to 100th St</td>
<td>3</td>
<td>Sidewalk upgrade</td>
<td>2,550</td>
<td>$510,000</td>
</tr>
<tr>
<td>246</td>
<td>Old Klett Road – Timberlane Dr to Puma St</td>
<td>2</td>
<td>Missing sidewalk</td>
<td>2,500</td>
<td>$250,000</td>
</tr>
<tr>
<td>247</td>
<td>Puma St – Klett Elementary School south to Woo Blvd</td>
<td>2</td>
<td>Missing sidewalk</td>
<td>500</td>
<td>$50,000</td>
</tr>
<tr>
<td>251</td>
<td>Ensign Drive – no sidewalk on south side where homes are</td>
<td>2</td>
<td>Sidewalk &amp; lighting</td>
<td>870</td>
<td>$87,000</td>
</tr>
<tr>
<td>253</td>
<td>Bayshore Elementary School to Mears Middle School – emergency connection</td>
<td>2</td>
<td>Lighting</td>
<td>1,800</td>
<td>$90,000</td>
</tr>
<tr>
<td>259</td>
<td>Bayshore Drive – sidewalk south of Sleeping Lady</td>
<td>2</td>
<td>Sidewalk, lighting</td>
<td>720</td>
<td>$72,000</td>
</tr>
<tr>
<td>271</td>
<td>West 100th Ave – Bayshore Dr to Pointe Resolution Dr</td>
<td>2</td>
<td>Missing sidewalk</td>
<td>2,500</td>
<td>$500,000</td>
</tr>
<tr>
<td>286</td>
<td>Jewel Lake Rd at DeLong Lake</td>
<td>2</td>
<td>Upgrade &amp; lighting</td>
<td>330</td>
<td>$16,500</td>
</tr>
<tr>
<td>287</td>
<td>Raspberry Road – between Jewel Lake Rd and Air Guard Rd, north side</td>
<td>2</td>
<td>Missing sidewalk</td>
<td>1,930</td>
<td>$193,000</td>
</tr>
<tr>
<td>292</td>
<td>Cranberry St at Raspberry Rd</td>
<td>2</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
</tbody>
</table>
## Priority Projects in Southwest Anchorage: Descriptions and Cost Estimates

<table>
<thead>
<tr>
<th>Project Priority Number</th>
<th>Project Description</th>
<th>Total Points</th>
<th>Improvement Type</th>
<th>Length of Project (feet)</th>
<th>Project Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>294</td>
<td>Old Seward Hwy – west side DeArmoun Rd to Rabbit Creek Rd</td>
<td>1</td>
<td>Missing sidewalk</td>
<td>5,360</td>
<td>$536,000</td>
</tr>
<tr>
<td>304</td>
<td>Collins Way</td>
<td>1</td>
<td>Missing sidewalk</td>
<td>1,565</td>
<td>$313,000</td>
</tr>
<tr>
<td>306</td>
<td>Chevigny St hill – join north &amp; south</td>
<td>1</td>
<td>Missing link walkway</td>
<td>140</td>
<td>$7,000</td>
</tr>
<tr>
<td>311</td>
<td>Mary St</td>
<td>0</td>
<td>Missing sidewalk</td>
<td>2,630</td>
<td>$526,000</td>
</tr>
</tbody>
</table>

**Total Project Costs**

| Total Project Costs | $8,190,500 |

NA = Not applicable.
A6. Priority Projects in Southeast Anchorage
### Priority Projects in Southeast Anchorage: Descriptions and Cost Estimates

<table>
<thead>
<tr>
<th>Project Priority Number</th>
<th>Project Description</th>
<th>Total Points</th>
<th>Improvement Type</th>
<th>Length of Project (feet)</th>
<th>Project Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>53</td>
<td>Abbott Rd – Lake Otis Blvd to Hillside Dr</td>
<td>7</td>
<td>Missing sidewalk</td>
<td>7,600</td>
<td>$1,520,000</td>
</tr>
<tr>
<td>64</td>
<td>Lake Otis Blvd overcrossing at 84th Ave</td>
<td>7</td>
<td>Crossing upgrade</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>149</td>
<td>Brayton Dr – Legacy Dr to Dimond Blvd. school bus stops</td>
<td>5</td>
<td>Missing sidewalk</td>
<td>Note 1</td>
<td>Note 1</td>
</tr>
<tr>
<td>150</td>
<td>Independence Drive – Colony Loop to O'Malley Rd</td>
<td>5</td>
<td>Missing link sidewalk</td>
<td>1,350</td>
<td>$135,000</td>
</tr>
<tr>
<td>189</td>
<td>80th Ave – Lake Otis Blvd to Spruce St</td>
<td>4</td>
<td>Missing sidewalk</td>
<td>2,400</td>
<td>$240,000</td>
</tr>
<tr>
<td>194</td>
<td>Hartzell Road – 79th Ave to Dimond Blvd</td>
<td>4</td>
<td>Missing sidewalk</td>
<td>1,670</td>
<td>$167,000</td>
</tr>
<tr>
<td>212</td>
<td>Rabbit Creek Rd – separated pedestrian facilities – to Gview</td>
<td>3</td>
<td>Missing sidewalk</td>
<td>12,900</td>
<td>$1,290,000</td>
</tr>
<tr>
<td>216</td>
<td>Rabbit Creek Rd – Seward Hwy to Goldenview Dr</td>
<td>3</td>
<td>Missing link walkway</td>
<td>10,000</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>217</td>
<td>Goldenview Middle School to Potter Valley Rd</td>
<td>3</td>
<td>Missing link walkway</td>
<td>800</td>
<td>$40,000</td>
</tr>
<tr>
<td>218</td>
<td>Sahalee Drive – north to Trailside Elementary School</td>
<td>3</td>
<td>Missing link walkway</td>
<td>2,800</td>
<td>$140,000</td>
</tr>
<tr>
<td>221</td>
<td>Clarks Road</td>
<td>3</td>
<td>Missing link walkway</td>
<td>10,500</td>
<td>$525,000</td>
</tr>
<tr>
<td>222</td>
<td>Ridgewood Rd – Creek to Bainbridge – undeveloped right-of-way</td>
<td>3</td>
<td>Missing link walkway</td>
<td>5,300</td>
<td>$1,060,000</td>
</tr>
<tr>
<td>224</td>
<td>Elmore/Abbott Road – O'Malley Rd to Abbott Rd</td>
<td>3</td>
<td>Missing link walkway</td>
<td>5,300</td>
<td>$1,060,000</td>
</tr>
<tr>
<td>235</td>
<td>Lake Otis Blvd/Kempton Hills</td>
<td>3</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>237</td>
<td>Bratyno Dr/Huffman Rd at Seward Highway ramps</td>
<td>3</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>242</td>
<td>Gregory Street – Huffman Rd to Chinook St</td>
<td>2</td>
<td>Missing sidewalk</td>
<td>950</td>
<td>$95,000</td>
</tr>
<tr>
<td>243</td>
<td>Goldenvie Drive – Rabbit Creek Road to Bridgeview Dr</td>
<td>2</td>
<td>Missing sidewalk</td>
<td>2,250</td>
<td>$450,000</td>
</tr>
<tr>
<td>244</td>
<td>Turnagain View Paths – to DeArmoun &amp; South High School</td>
<td>2</td>
<td>Missing link walkway, lighting</td>
<td>5,000</td>
<td>$750,000</td>
</tr>
<tr>
<td>248</td>
<td>O’Malley Elementary School – Stony Brook Dr to school.</td>
<td>2</td>
<td>Missing sidewalk</td>
<td>2,640</td>
<td>$132,000</td>
</tr>
<tr>
<td>249</td>
<td>Mountain Place pedestrian connection – undeveloped right-of-way</td>
<td>2</td>
<td>Missing link walkway</td>
<td>2,900</td>
<td>$145,000</td>
</tr>
<tr>
<td>250</td>
<td>Zodiak neighborhood</td>
<td>2</td>
<td>Missing sidewalks</td>
<td>7,100</td>
<td>$710,000</td>
</tr>
<tr>
<td>254</td>
<td>DeArmoun Rd/Elmore Rd</td>
<td>2</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>255</td>
<td>Hillside Drive – Abbott Rd to Rabbit Creek Road</td>
<td>2</td>
<td>Missing sidewalk</td>
<td>14,000</td>
<td>$1,400,000</td>
</tr>
<tr>
<td>256</td>
<td>Rabbit Creek Rd – separated pedestrian facilities, Goldenview Dr east</td>
<td>2</td>
<td>Missing sidewalk</td>
<td>13,000</td>
<td>$2,600,000</td>
</tr>
<tr>
<td>272</td>
<td>DeArmoun Rd – Lake Otis Blvd to Brayton Dr</td>
<td>2</td>
<td>Crossings</td>
<td>NA</td>
<td>$300,000</td>
</tr>
<tr>
<td>273</td>
<td>Elmore Road – DeArmoun to Rabbit Creek Rd – foot bridge</td>
<td>2</td>
<td>Missing link walkway</td>
<td>350</td>
<td>$200,000</td>
</tr>
<tr>
<td>274</td>
<td>Mountain Air Drive</td>
<td>2</td>
<td>Missing link sidewalk</td>
<td>480</td>
<td>$48,000</td>
</tr>
<tr>
<td>275</td>
<td>Rabbit Creek Rd &amp; Mountain Air Dr</td>
<td>2</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>283</td>
<td>Sandlewood Place – Lore Rd to 81st Ave</td>
<td>2</td>
<td>Missing link sidewalk</td>
<td>2,600</td>
<td>$260,000</td>
</tr>
</tbody>
</table>
### Priority Projects in Southeast Anchorage: Descriptions and Cost Estimates

<table>
<thead>
<tr>
<th>Project Priority Number</th>
<th>Project Description</th>
<th>Total Points</th>
<th>Improvement Type</th>
<th>Length of Project (feet)</th>
<th>Project Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>313</td>
<td>O'Malley Rd – Seward Highway to Hillside Rd</td>
<td>0</td>
<td>Missing sidewalk</td>
<td>19,000</td>
<td>$3,800,000</td>
</tr>
<tr>
<td>314</td>
<td>Old Seward Hwy to Potter Valley Rd</td>
<td>0</td>
<td>Missing sidewalk</td>
<td>13,000</td>
<td>$650,000</td>
</tr>
<tr>
<td>315</td>
<td>Huffman Road – Elmore Rd to Birch Rd</td>
<td>0</td>
<td>Missing sidewalk</td>
<td>5,220</td>
<td>$1,044,000</td>
</tr>
<tr>
<td><strong>Total Project Costs</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>$22,736,000</strong></td>
</tr>
</tbody>
</table>

Note 1. See Appendix A4, Priority Projects in Central Anchorage, for project details.
NA = Not applicable.
A7. Priority Projects in the Eagle River Area
## Priority Projects in the Eagle River Area: Descriptions and Cost Estimates

<table>
<thead>
<tr>
<th>Project Priority Number</th>
<th>Project Description</th>
<th>Total Points</th>
<th>Improvement Type</th>
<th>Length of Project (feet)</th>
<th>Project Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>45</td>
<td>Coronado St – Old Glenn to Echo St to North Eagle River Loop Rd</td>
<td>7</td>
<td>Sidewalk, lighting</td>
<td>2,500</td>
<td>$375,000</td>
</tr>
<tr>
<td>46</td>
<td>Old Glenn Hwy, Monte Rd, Brooks Rd</td>
<td>7</td>
<td>Sidewalk, crossing</td>
<td>1,700</td>
<td>$340,000</td>
</tr>
<tr>
<td>92</td>
<td>Town Center walkways – Old Glenn and Business Blvd connections</td>
<td>6</td>
<td>Missing link walkway</td>
<td>Note 1</td>
<td>$300,000</td>
</tr>
<tr>
<td>93</td>
<td>Farm Ave – Old Glenn Hwy to New Glenn Hwy</td>
<td>6</td>
<td>Missing sidewalk</td>
<td>2,700</td>
<td>$540,000</td>
</tr>
<tr>
<td>107</td>
<td>Baronoff Ave &amp; Eagle River Loop Road – right turn lane conflict</td>
<td>6</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>130</td>
<td>Eagle River Road – Old Glenn Hwy to Eagle River Loop Rd</td>
<td>5</td>
<td>Missing sidewalk</td>
<td>6,200</td>
<td>$1,240,000</td>
</tr>
<tr>
<td>131</td>
<td>Eagle River Road – Mile 0 to Greenhouse Lane</td>
<td>5</td>
<td>Sidewalk, crossing</td>
<td>8,800</td>
<td>$1,760,000</td>
</tr>
<tr>
<td>151</td>
<td>Business Blvd at Carrs to Regency Drive</td>
<td>5</td>
<td>Missing link walkway</td>
<td>1,600</td>
<td>$80,000</td>
</tr>
<tr>
<td>163</td>
<td>Old Glenn Hwy mid-block crossing – between Coronado Rd and Park Place</td>
<td>5</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>164</td>
<td>Farm Ave &amp; Old Glenn Hwy</td>
<td>5</td>
<td>Special crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>183</td>
<td>Meadow Creek east</td>
<td>4</td>
<td>Missing sidewalk, lighting</td>
<td>2,700</td>
<td>$405,000</td>
</tr>
<tr>
<td>184</td>
<td>Meadow Creek path – Teklanika Dr &amp; Upper Meadow Creek</td>
<td>4</td>
<td>Missing sidewalk, lighting</td>
<td>2,000</td>
<td>$300,000</td>
</tr>
<tr>
<td>185</td>
<td>Palos Verdes Circle</td>
<td>4</td>
<td>Missing sidewalk</td>
<td>1,000</td>
<td>$100,000</td>
</tr>
<tr>
<td>186</td>
<td>Teklanika St</td>
<td>4</td>
<td>Missing sidewalk, lighting</td>
<td>1,200</td>
<td>$60,000</td>
</tr>
<tr>
<td>187</td>
<td>Eagle River Loop Rd – War Admiral to Eagle River Road</td>
<td>4</td>
<td>Missing sidewalk, lighting</td>
<td>2,400</td>
<td>$360,000</td>
</tr>
<tr>
<td>197</td>
<td>Eagle River Lane</td>
<td>4</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>204</td>
<td>Commons Park to New Glenn Highway</td>
<td>4</td>
<td>Missing link walkway</td>
<td>1,000</td>
<td>$50,000</td>
</tr>
<tr>
<td>205</td>
<td>Commons Park to Schroeder Park</td>
<td>4</td>
<td>Missing link walkway</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>208</td>
<td>Eagle River Loop Rd &amp; North Eagle River Loop Rd</td>
<td>4</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>238</td>
<td>Neighborhood west of Gruening Middle School</td>
<td>3</td>
<td>Missing sidewalks</td>
<td>1,440</td>
<td>$288,000</td>
</tr>
<tr>
<td>239</td>
<td>Promenade – Centerfield Dr to Valley River Center &amp; Town Square Park</td>
<td>3</td>
<td>Missing link walkway</td>
<td>600</td>
<td>$30,000</td>
</tr>
<tr>
<td>240</td>
<td>Old Glenn Hwy to Business Blvd – Americans with Disabilities Act (ADA) accessibility</td>
<td>3</td>
<td>Missing link walkway</td>
<td>770</td>
<td>$38,500</td>
</tr>
<tr>
<td>260</td>
<td>Eagle River Lane – Eagle River Rd to Ptarmigan St</td>
<td>2</td>
<td>Missing sidewalk</td>
<td>1,330</td>
<td>$133,000</td>
</tr>
<tr>
<td>261</td>
<td>Ravenwood Elementary School – to Ptarmigan/Anchorage School District property</td>
<td>2</td>
<td>Lighting</td>
<td>1,000</td>
<td>$50,000</td>
</tr>
<tr>
<td>262</td>
<td>Ptarmigan St</td>
<td>2</td>
<td>Missing sidewalk</td>
<td>1,970</td>
<td>$197,000</td>
</tr>
<tr>
<td>263</td>
<td>Eagle River Lane – slopes cause cars to slide backwards on ice</td>
<td>2</td>
<td>Safety Improvement</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>264</td>
<td>Ravenwood Elementary School to Eagle Crossing – pedestrian connection</td>
<td>2</td>
<td>Missing sidewalk</td>
<td>1,000</td>
<td>$50,000</td>
</tr>
<tr>
<td>265</td>
<td>Yosemite Dr – Eagle River Loop Rd to Eagle River High School</td>
<td>2</td>
<td>Missing sidewalk, lighting</td>
<td>750</td>
<td>$112,500</td>
</tr>
<tr>
<td>277</td>
<td>Eagle River Road – Hillcrest Dr to Stewart Dr</td>
<td>2</td>
<td>Missing link sidewalk</td>
<td>4,800</td>
<td>$480,000</td>
</tr>
<tr>
<td>290</td>
<td>Eagle River Loop Rd at Ptarmigan Blvd</td>
<td>2</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
</tbody>
</table>
## Priority Projects in the Eagle River Area: Descriptions and Cost Estimates

<table>
<thead>
<tr>
<th>Project Priority Number</th>
<th>Project</th>
<th>Total Points</th>
<th>Improvement Type</th>
<th>Length of Project (feet)</th>
<th>Project Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>291</td>
<td>Eagle River Road and Eagle River Lane</td>
<td>2</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>293</td>
<td>Old Glenn Hwy &amp; North Eagle River Access Road</td>
<td>2</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>316</td>
<td>Eagle River Road &amp; Hamann Rd</td>
<td>0</td>
<td>Sidewalk &amp; lighting</td>
<td>3,000</td>
<td>$450,000</td>
</tr>
<tr>
<td>319</td>
<td>Hiland Road</td>
<td>0</td>
<td>Missing sidewalk</td>
<td>9,500</td>
<td>$950,000</td>
</tr>
</tbody>
</table>

**Total Project Costs**

$10,339,000

Note 1. For this project, which will include specialty signage, paving, lighting, and other amenities, the project length does not reflect project cost.

NA = Not applicable.
A8. Priority Projects in the Chugiak and Birchwood Area
### Priority Projects in the Chugiak and Birchwood Area: Descriptions and Cost Estimates

<table>
<thead>
<tr>
<th>Project Priority Number</th>
<th>Project</th>
<th>Total Points</th>
<th>Improvement Type</th>
<th>Length of Project (feet)</th>
<th>Project Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>266</td>
<td>Old Glenn Hwy – Voyles Blvd &amp; Lake Hill Dr</td>
<td>2</td>
<td>Missing sidewalk</td>
<td>5,000</td>
<td>$500,000</td>
</tr>
<tr>
<td>267</td>
<td>Ski Road</td>
<td>2</td>
<td>Missing sidewalk</td>
<td>3,700</td>
<td>$370,000</td>
</tr>
<tr>
<td>268</td>
<td>North Birchwood Loop at Chugiak Elementary School</td>
<td>2</td>
<td>Crosswalk</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>269</td>
<td>South Birchwood Loop</td>
<td>2</td>
<td>Missing sidewalk</td>
<td>9,600</td>
<td>$960,000</td>
</tr>
<tr>
<td>270</td>
<td>Reese Blvd – Lake Hill Dr to Sampson Drive</td>
<td>2</td>
<td>Missing sidewalk</td>
<td>1,560</td>
<td>$156,000</td>
</tr>
<tr>
<td>280</td>
<td>Bill Stephens Dr/Oberg Rd – between S. Peters Creek exit to Voyles Blvd</td>
<td>2</td>
<td>Missing sidewalk</td>
<td>1,700</td>
<td>$170,000</td>
</tr>
<tr>
<td>296</td>
<td>Oberg Rd – soccer fields to Deer Park Dr</td>
<td>1</td>
<td>Missing sidewalk</td>
<td>2,900</td>
<td>$290,000</td>
</tr>
<tr>
<td>297</td>
<td>Glacier Rd/Knik Vista Ct</td>
<td>1</td>
<td>Missing sidewalk</td>
<td>6,600</td>
<td>$660,000</td>
</tr>
<tr>
<td>298</td>
<td>Loretta French Park</td>
<td>1</td>
<td>Missing sidewalk</td>
<td>2,500</td>
<td>$250,000</td>
</tr>
<tr>
<td>299</td>
<td>Voyles Blvd from South Peters Creek exit to end</td>
<td>1</td>
<td>Missing sidewalk</td>
<td>1,400</td>
<td>$140,000</td>
</tr>
<tr>
<td>300</td>
<td>Homestead Rd to Blair Trail Extension</td>
<td>1</td>
<td>Missing link walkway</td>
<td>1,300</td>
<td>$65,000</td>
</tr>
<tr>
<td>301</td>
<td>Homestead Road Extension – Oberg Rd to Voyles Blvd</td>
<td>1</td>
<td>Missing sidewalk</td>
<td>2,400</td>
<td>$240,000</td>
</tr>
<tr>
<td>302</td>
<td>Eklutna Lake Road</td>
<td>1</td>
<td>Missing sidewalk</td>
<td>48,000</td>
<td>$4,800,000</td>
</tr>
<tr>
<td>317</td>
<td>Glenn Hwy Frontage Roads</td>
<td>0</td>
<td>Missing sidewalk</td>
<td>23,000</td>
<td>$2,300,000</td>
</tr>
<tr>
<td>318</td>
<td>North Birchwood Loop – Birchwood Airport to Glenn Hwy</td>
<td>0</td>
<td>Missing sidewalk</td>
<td>10,000</td>
<td>$1,000,000</td>
</tr>
</tbody>
</table>

**Total Project Costs**: $12,051,000

NA = Not applicable.
A9. Priority Projects in the Girdwood Area
### Priority Projects in the Girdwood Area: Descriptions and Cost Estimates

<table>
<thead>
<tr>
<th>Project Priority No.</th>
<th>Project</th>
<th>Total Points</th>
<th>Improvement Type</th>
<th>Length of Project (feet)</th>
<th>Project Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>209</td>
<td>Hightower Rd and Alyeska Hwy</td>
<td>4</td>
<td>Crossing</td>
<td>NA</td>
<td>$150,000</td>
</tr>
<tr>
<td>295</td>
<td>Alyeska Trail improvements</td>
<td>1</td>
<td>Sidewalk upgrade</td>
<td>15,700</td>
<td>$1,570,000</td>
</tr>
<tr>
<td><strong>Total Project Costs</strong></td>
<td></td>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>$1,720,000</strong></td>
</tr>
</tbody>
</table>

NA = Not applicable.
### Alaska Department of Transportation & Public Facilities
#### Central Region Traffic & Safety Section
#### Pedestrian-Vehicle Crash Matrix

<table>
<thead>
<tr>
<th>Information</th>
<th>15 Year Rank</th>
<th>Totals</th>
<th>Alcohol Involvement</th>
<th>Vehicle Action</th>
<th>Time of Day</th>
<th>Pedestrian Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street 1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Street 2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Crash Characteristics (Using 15 Year Criteria)

<table>
<thead>
<tr>
<th>Pcident</th>
<th>15 Year Rank</th>
<th>Totals</th>
<th>Alcohol Involvement</th>
<th>Vehicle Action</th>
<th>Time of Day</th>
<th>Pedestrian Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street 1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Street 2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- **5 more locations with 7 crashes each:** Tudor/Folker, Minnesota/Spenard, Mountain View/Price, Muldoon/12th Court, & Spenard/Wisconsin.
- Intersections shown in red are on both bicycle and pedestrian listings.
1. Where are your family's walking destinations? Mark them on the map with a red dot and list them here:

__________________________________________________________________________

__________________________________________________________________________

__________________________________________________________________________

2. Where on your walking routes are the places where you experience hazards or must use them with a yellow dot and list them here with the reason.
   Where?       Why?

__________________________________________________________________________

__________________________________________________________________________

__________________________________________________________________________

3. Where would you like to see a new walking route? Where is there a missing link in a walking route you would like to use? Draw them on the map and list them here:

__________________________________________________________________________

__________________________________________________________________________

__________________________________________________________________________

4. Where are there barriers or obstacles on your walking routes (objects like power poles in sidewalks, parked vehicles, etc)?
   What      Where?

__________________________________________________________________________

__________________________________________________________________________

__________________________________________________________________________

5. Where is better lighting for pedestrians needed?

__________________________________________________________________________

__________________________________________________________________________

__________________________________________________________________________

6. Where are the good walking routes in Anchorage or elsewhere? Why?

__________________________________________________________________________

Maps I used:

- Abbott Loop
- Airport Heights
- Bather
- Bayshore-Klatt
- Bear Valley
- Birchwood
- Campbell Park
- Chugach
- Downtown
- Eagle River
- Eagle River Valley
- Eklutna Valley
- Fairview
- Girdwood
- Glen Alps
- Government Hill
- Hillside East
- Huffman-O'Malley
- Mid-Hillside
- Midtown
- Mountain View
- North Star
- Northeast
- Old Seward-Ocean View
- Portage Valley
- Rabbit Creek
- Rogers Park
- Russian Jack
- Sand Lake
- Scenic Foothills
- South Addition
- South Fork
- Taku Campbell
- Tudor
- Turnagain
- Turnagain Arm
- University Area
Thank you for participating in the Anchorage Pedestrian Plan Workshop!
Your input will make Anchorage a better and safer place to walk.

7. Where in Anchorage are walking routes maintained well?

8. Where in Anchorage do walking routes need better maintenance?
   Location                                           Why does this area need better maintenance?

9. Other maintenance comments:

10. Show your priorities for design, construction, and maintenance of pedestrian routes by numbering the following from 1 to 6 with 1 the most important and 6 the least important:

    ___ Walking routes to school
    ___ Access to bus stops
    ___ Walking routes to stores/shopping/commercial areas
    ___ Access to the trail network
    ___ Access to local and regional parks
    ___ Other

11. Please complete the following sentence.
In 20 years, Anchorage will be more walkable because I will be able to...

I would like someone to call me to talk further about my responses:

Name: ________________________________________________________________________
Phone Number: ____________________________________ Best time of day to call: ________________
Legend

- **Hazards**
- **Speeding Cars**
- **Pedestrian Crossings**
- **Hazards with Pedestrian Crossings**
- **Separated Pedestrian Crossings**
- **Needed Pedestrian Routes**
- **Existing Pedestrian Routes**
- **Destinations**
  - Schools
    - ES – Elementary School
    - MS – Middle School
    - HS – High School
    - SS – Secondary School
  - Neighborhoods of Interest
    - business area, residential
  - Town Centers
- **Community Council Boundaries**
Destinations
Abbott Loop ES
Hanshew MS
Kasuun ES
Spring Hill ES
Trailside ES
Service HS
Abbott Loop Community Park
Winchester Park
Ruth Arcand Trails and equestrian center
BLM/Campbell Creek Science Center/FNBP
Schools serve as trailheads to Ruth Arcand Park
Carrs
Chili’s
Fred Meyer

Pedestrian crossings:
Abbott - at Winchester and Kind David Drive into equestrian center
(comments- mid-block crossing, driveway into park not aligned with street)
Abbott at Spruce St into RA Park - intensified since Little Brook developed
Abbott Loop at 88th
Abbott Loop Park to west
Lake Otis and Abbott
Zodiac neighborhood - crossings of Abbott Loop, lots of walkers in neighborhood but no sidewalks
Coventry Drive
Lore Road
68th and access road to Campbell Creek Science Center
at Hanshew school – speeding cars
Sentry – at Spring Hill
Abbott Loop Elementary, Comment – kids are afraid of over-crossings
Lake Otis and 88th
Lake Otis and Abbott
Speeding cars near Hanshew

Hazards - mid block crossings along Abbott
Coventry Drive – dangerous crossing
Dowling Road from NSH to N. Lts ABC school difficult to walk
Jupiter and E 84th and Abbott Loop Road – noted as dangerous
68th Avenue crossing will be hazardous with road improvements
88th between Spruce Brook and Abbott Loop – no sidewalks, speeding cars
88th Avenue from Abbott Loop to Spruce Brooks Subdivision – no sidewalks
Abbott Road – east of Lake Otis, no street lights
At NSH ramps
NSH at Dowling traffic circles
O’Malley – between Diamond HS and the zoo – guywire that is a hazard to equestrians (they have to duck), and speeding cars make this a dangerous place to walk

**Missing Links**

O’Malley Road – need walkway
Sahalee to Trailside Elementary
88th Avenue
Abbott Loop – east side from Abbott Loop Pk north
Lore Road – Abbott Loop to Spruce
Spruce – Lore Road to 64th
Sidewalks in neighborhood bounded by Spruce, 64th, Abbott Loop and 68th

Sahalee neighborhood to Trailside Elementary
Sahalee neighborhood to FNBP
Service HS to Abbott Loop Community Park ped connection
Zodiak subdivision – no sidewalks

**Opportunities/Ideas** – develop undeveloped Winchester ROW from Winchester Loop to Abbott as a pedestrian walkway
– develop a more direct trail route to Ruth Arcand Park/Equestrian Center from Hanshew/Spring Hill
Anchorage Pedestrian Plan
making Anchorage a better, safer place to walk.

Abbott Loop Community Council

- Difficult for peds
- Dillingham Rd.
- Northern Lights ABC
- Kasuwan ES
- Winchester Park
- Abbott Loop Park
- Zodiac Manor
- Trailside ES
- Service HS
- Abbott Loop Town Center
- Fred Meyer
- Chili's
- Springhill ES
- Hanshew MS
- O'Malley
- Huffman O'Malley CC

North
Destinations:
Airport Heights ES
Waldorf School
East HS
Chester Creek Trail & Greenbelt
St. Anthony’s Church
Tikishla Park
Alaska Regional Hospital
Northway Mall
Out North Theater Company
Big Snowman
Wendler MS
McDonalds – Commercial Drive

Pedestrian crossings:
Lake Otis bet. Merrill Field and N.Lts
Airport Hts. & 15th
Debarr & Bragaw
Northway Mall strip
Bragaw at Reka
Northern Lights at Bragaw – crossing improvements for East HS
Debarr at Columbine

Hazards
N.Lts at UAA drive – light too short
Debarr & Airport Hts – no parking sign, people park between Chevron driveways – move sign south to next pole.
Bragaw and Northway – safer crossings
Lake Otis sidewalk – fast cars, terrifying
Tikishla Park – west entry high crime area
Airport Hts. and Glenn Hwy crossing
18th & Alder
20th & Lake Otis
pole in sidewalk – Airport Hts east side north of Debarr

Lighting
Need more lighting at 20th and Sunrise area
Airport Hts ES – additional lighting on corners
**Missing Links**
20th to N. Lights along Lk. Otis but separated from road  
Airport Hts west side, Debarr to Glenn Hwy. - no sidewalk  
Airport Hts ES to condos at 15th & Bragaw  
16th and Sunrise – remove vehicles parked and provide walkway  
15th & Norene – ped stair lighting  
20th Avenue – Bragaw to Tikishla Park  
Northway Drive – Debarr to Airport Hts.  
Bragaw at 20th – ped entry to East HS  
Trail connection – Alder St. south to UAA Dr./Northern Lights area  
Sitka St. south to Chester Trail

**Maintenance**
Lake Otis from N Lts to 15th needs work  
Snowplows cover s/w on Airport Hts, 15th along Merrill Field, Northern Lights  
15th from Hospital to Lake Otis – better snow removal

**Character & Summary**
The Airport Heights Community Council features a mix of park and greenbelt, residential, institutional and commercial. The housing is primarily single family. The housing area to the south and east of Lake Otis and Debarr has existing sidewalks primarily near Airport Heights ES. A smaller housing development south of 16th and west of Bragaw does not have any sidewalks at all. There are several opportunities to install missing sidewalks, lighting and some drainage improvements in areas near Airport Heights Es and Alaska Regional Hospital. Several projects nominated occur near East HS and several projects are associated with the Chester Creek Trail and are primarily recreational improvements that will be held for inclusion in the update of the Areawide Trails Plan.
anchorage pedestrian plan
making Anchorage a better, safer place to walk.

Airport Heights Community Council

- Glenn Hwy.
- Merrill Field Airport
- Mount View CC
- Commercial Dr.
- Russian Jack Park CC
- Post Office
- Costco
- DeBarr
- 15th St.
- Rogers Park CC
- Chester Creek
- Chester Trail
- Northern Ups Blvd.
- Lake Ohl
- University CC
- APU
- UAA
- Tikishla Park
- Whalley Es
- East HS
- Walkway Impr.
- 20th
- Walkway.
- Anchorage Regional Hospital
- Church Lighting
- Council Boundaries
- Wendler MS
Basher Community Council
Summary

Destinations:
Campbell Airstrip Parking Lot
N. Bivouac Parking Lot
S. Bivouac Trailhead Parking Lot
New CSP parking lot
Dome Point Trail
Near Point Trail
Dog park
Basher Lake
Alaska Botanical Gardens
Benny Benson HS
Tank Trail
Fishing at north fork Campbell Creek

Pedestrian crossings:
Campbell Airstrip Rd. at Bivouac Parking Lot

Hazards
Narrow road sharing with peds/bicyclists, several hazardous locations on route
Lighting needed at Bivouac Trailhead and Camp. Air. Parking lot

Missing Links
Trail from Tudor Road to new CSP parking lot
Emergency road access from Stuckagain Hts. To Tudor/Muldoon

Maintenance

Character & Summary
This area is characterized as a mix of primarily park and residential, with some institutional. The largest areas are primarily recreational areas and include Far North Bicentennial Park and Chugach State Park which boast skiing, hiking, dog mushing and mountain biking trail destinations, trailhead parking lots and an off leash dog trail. The Alaska Botanical Gardens and Benny Benson HS are both destination locations within the council area. Stuckagain Heights neighborhood and traffic associated with that housing area are the primary users of the access road beyond the park users.
anchoragae pedestrian plan
making Anchorage a better, safer place to walk

Basher Community Council

- Scenic Foothills CC
- Benny Benson HS
- Alaska Botanical Gardens
- Mouse Ridge
- Gasline Dr.
- North Bivouac
- South Bivouac
- Far North Bicentennial Park
- Hillside East CC
- Tank Trail
- Stuckagain Neighborhood
- Chugach State Park Trailhead

↑ north
Destinations:
Bayshore ES
Bayshore Clubhouse
Mears MS
KFQD Park
South Anchorage Sports Park
Johns Park
Jewel Lake Park
Campbell Creek Trail and Greenbelt
Oceanview ES
Dimond HS

Pedestrian crossings:
Amber Bay & Admiralty
Admiralty & Bayshore
Amber Bay Loop & Admiralty
100th & Victor
Klatt at Tower Road
Klatt at Timberlane
Puma at Old Klatt
Dimond at Victor

Hazards
Victor & 100th – 4 way stop difficult for peds to use
Victor – Dimond to 100th, steep for cyclists
Bayshore Drive – sw too narrow
Central Park on Admiralty – no sidewalk or bike path

Missing Links
100th west of Bayshore west
Improved trail along Victor between Dimond and 100th
Need ped crossing of Campbell when Northwood built
Safe evacuation access from Bayshore to Mears
Trail along W. 100th extension
Bayshore – will have sidewalks with PM&E project
Puma south of Klatt ES is very narrow and unlit

Maintenance
Trail tunnel at Dimond east of Minnesota, often full of glass
Character & Summary
This area of south Anchorage is primarily residential with dots of institutional and public lands. The Klatt Bog is located in the center of this area and creates a physical barrier to traveling between neighborhoods. Approx. 1/1/8 of the neighborhoods have sidewalks, however, the main access road, Southport, does feature separated pedestrian facilities on both sides of the road.
anchorage pedestrian plan
making Anchorage a better, safer place to walk

Bayshore/Klatt Community Council

- Campbell Creek Greenbelt Trail
- Fred Meyer
- Mears Park
- Klatt Bog
- South Anchorage Sports Park
- Old Seward/Oceanview Community Center
- Klatt Elementary School
- Bayshore Elementary School
- Bayshore Clubhouse
- Sand Lake Community Center
- Jewel Lake Town Center
- Taku/Campbell Community Center
- Dimond Boulevard
- C Street
- O'Malley
- future development
- North
Destinations:
Storck Park
Bear Valley ES
*Rabbit Creek Greenbelt Park*
Many traditional, but undedicated trails weave through area

Pedestrian crossings:
Rabbit Creek at Mountain Aire (school/fire station)
Rabbit Creek at Northfield
Mountain Aire Drive is busy with peds/cars parking due to school & fire station access

Hazards
Clarks Road at Rabbit Creek
Narrow shoulders, poor visibility on Clarks Road
School and fire department share same access – an alternate AFD access is available

Obstacles
Ditches on RC road

Missing Links
Access to Section 36 from Rabbit Creek Rd. west of 140th
Rabbit and Old Rabbit, provide ped connection to greenbelt trail from Storck Park
Walk/bike path needed on Rabbit Creek Road

Maintenance

Character & Summary
The BV CC area is characterized by sub-alpine terrain in the area east of Rabbit Creek Road. There are no pedestrian facilities in the Bear Valley residential area or along Rabbit Creek Road, however many X-C ski groups and bicyclists train on the shoulders of Rabbit Creek Road in the summer and the Arctic Bicycle Club regularly schedules races. The hub of pedestrian users are in the Bear Valley School/Fire Station neighborhood. Many hikers walk on the local roads to reach Chugach State Park to the east. There is one platted trail access to CSP in the Honey Bear neighborhood.
anchoeage pedestrian plan

making Anchorage a better, safer place to walk.

Campbell Park Community Council
Summary

Destinations:
Campbell Creek Trail at Folker and Piper Streets
Campbell Park
Far North Bicentennial Park
Tudor ES
Alaska Native Medical Center
UAA
Northern Lights ABC ES

Pedestrian crossings:
Tudor Center Drive at Tudor
Tudor at Dale
Campbell Airstrip Road and Tudor

Hazards
Tudor Center Drive at Tudor
Tudor at Dale
Campbell Airstrip Road and Tudor
Crossing of Lake Otis at the Campbell Trail

Missing Links
None noted

Maintenance
Crossing NSH at Tudor

Character & Summary
This Community council is bounded by Tudor Road on the north, Dowling Road on the south, the Seward Highway and Far Campbell Airstrip Road. A large component of the council area is comprised of Far North Bicentennial and Campbell Parks. The existing residential is centralized around Lake Otis Boulevard. Most of these residential communities do not have pedestrian facilities. There is one discontinuous sidewalk system in the heart of the residential neighborhood.
Destinations:
Winterberry CS

Pedestrian crossings:
11<sup>th</sup>, 12<sup>th</sup>, 13<sup>th</sup> at L St
I St.

Hazards
C street from 4-8, s/w is cracked and broken
L Street – east side is narrow and cars pass. Need turn bulbs. Trees take up valuable room.
Lighting at Pope Memorial – street people sleep there
2<sup>nd</sup> and Christianson – crosswalk needed for link from E St Ped Corridor to Coastal Trail downtown
Dangerous intersection – Saturday Market area to the Eisenhower memorial (E St. 2<sup>nd</sup>-3<sup>rd</sup> Avenue) poor sight distances for pedestrians. Current 2 way stop is dangerous
Better access from ARRC inter-modal facility to Ship Creek Trail, Ship Creek Point and Coastal Trail
Sunday parking on N Street
Curb ramps fill with ice and water
Denali ES – cars coming out of parking lot turning left on Cordova
Difficult to cross L & I streets

Missing Links
9<sup>th</sup> Avenue connection to the Coastal Trail
Safe walking routes from neighborhood south of park strip to Denali Elementary and Winterberry Charter School (2<sup>nd</sup> at E St.)
Link to Ship Creek area from downtown

Obstructions
Utility box on sidewalk on north side of 6<sup>th</sup>, between E and Penney’s

Lighting
15<sup>th</sup> from L to Lagoon
N street from Parkstrip to 15th

Maintenance
Broken sidewalks in neighborhoods
Downtown snow clearing could be better.  
Pink salt for snow/ice affects water quality and landscaping

**Ideas**
Walking school bus to Winterberry Charter
Destinations:
Fairview ES
Fairview Recreation Center
Fairview Lions Park
Fairbanks Park
Carr’s at Gambell
Central Lutheran
Anchorage Senior Center
Eastchester Park
Chester Creek Sports Complex, Kosinski Fields, Sullivan Arena
Chester Creek Greenbelt
Federal Building
Sitka Park
Central MS – alternative school

Pedestrian crossings:
15th & Nelchina, Medfra, Karluk, Gambell, Fairbanks, Eagle, Cordova
15th & Medfra
14th & Ingra

Jaywalking
15th & Nelchina area
Ingra and Gambell at mid-block Wells Fargo Bank
Ingra at

Hazards
Campers – Sitka St. Park east of 17th, south and west of Senior Center
Seward Hwy pathway, east side from Fireweed north – slanted sidewalk becomes icy
Hazardous intersections
15th & Denali
17th & Karluk
Orca and E. 15th Ave.
Medfra at Elegante Lane – slippery, dangerous corner
Ingra at 15th – a lot of right turns not seeing pedestrians
Ingra at 14th
Ingra south of 12th
Ingra and alley south of 11th
9th & Ingra
Denali – between 11 & 13th, speeding drivers on hill
Denali ES – cars coming out of parking lot turning left on Cordova

**Missing Links**
Formalize Dirt trail – Senior Center to Chester Creek Greenbelt
Safe walking routes from neighborhood south of park strip to Denali Elementary and Winterberry Charter School (2nd at E St.)

**Maintenance**
E20th – sidewalks not cleared in winter

**Ideas:**
**Establish Pedestrian Grid & Beltway around Urban Core** – this would include identifiable elements such as signage, maps, street furnishings, banners and be a way for pedestrians to safely move around the area.

**North/South**
Karluk Street – Chester Creek to Ship Creek
Cordova Street – Chester Creek to Ship Creek at CEA dam

**East/West**
E. 3rd – C St. to Karluk
9th Ave – C St. to Karluk
13th Ave – C St. to Karluk

**Snow removal** – extend boundary for property owners to remove snow from downtown to Fairview and beyond to keep their sidewalks clear

**Character & Summary**
The Fairview Community Council area is edged by C St., and the cemetery and start of the CBD to the west, 6th Avenue to the north, Merrill Fields and Sitka Park to the east and Chester Creek and the greenbelt to the south. The area consists of urban residential and commercial. There are reports of many walkers in this area possibly due to income level and lack of car ownership. A pedestrian grid system would work well in this area and would include specific identifiable signage and sidewalk improvements. Although there are a number of sidewalks, the width and identity could be improved to set up a safer, more usable system.
Destinations:
Trails from Glen Alps parking area

Character & Summary
This area bounded by Toilsome Hill Drive and Glenn Alps on the north, Bonnie Laine Road to the west and the Glenn Alps parking area to the east has only three small residential subdivisions. These large lot homes are remote from each other and do not have sidewalks or pedestrian facilities. There do not appear to be any additional trail facilities in the area.
Government Hill Community Council
Summary

Destinations:
Government Hill ES
Al Miller Park
Alderwood Park
Browns Point Park
Cunningham Park
Richardson Vista Park
Suzanne Nightingale McKay Park
Tesorio
Video Store
Ivy St. bus stops

Pedestrian crossings:
Crossing of E. Loop Rd. - Hollywood Drive to East Harvard
- E. Bluff

Hazards
A St. – ped crossings, high speeds

Missing Links
Sidewalks/trails both sides of A St.
E. Loop Road - fix for bikes to ride

Maintenance
Walkway from Gov. Hill to downtown always has garbage
E. Loop Road – maintain shrubs

Character & Summary
The Government Hill neighborhood is in an area bounded by physical boundaries, the bluff and railroad to the west and south and Eielson Air Force Base to the north that has access from the south at A Street. Homes on the west are typically single family and there are not sidewalks in this area, on the east there is a larger mix of residential as well as commercial and there are sidewalks. This area has a large number of parks. There were quite a few comments regarding the need to upgrade A Street to create a safer pedestrian access from downtown to Government Hill.
anchorage pedestrian plan
making Anchorage a better, safer place to walk

Government Hill Community Council
Hillside East Community Council
Summary

Destinations:
Far North Bicentennial Park and Trails
Hillside Park
Service HS
O’Malley Elementary
Rabbit Creek Greenbelt

Pedestrian crossings:
Huffman and Hillside

Hazards

Missing Links
Hillside Drive – need ped facility – could create a loop with O’Malley, Birch
Huffman – Hillside to Birch
E. 115th and Hillside

Character & Summary
This community council area is primarily residential. There are no known pedestrian facilities within the community council, and most of the pedestrian facilities, walking destinations are off site. The main thoroughfare that would benefit from pedestrian facilities is Hillside Drive, Abbott and O’Malley. There is also an opportunity to create a pedestrian connection from Huffman.
Destinations:
Bowman ES
Huffman ES
Rabbit Creek ES
South Anchorage HS
St. Elizabeth Ann Seton School/Church
Grace Christian School
Huffman TC

Pedestrian crossings:
Huffman and NSH frontage roads/ramps
Huffman at Gander
Huffman at Cange
Huffman and Elmore corner
Kempton Hills Dr. at Lake Otis

Hazards
Huffman and NSH frontage roads/ramps
DeArmoun between Lake Otis and Brayton – all traffic turning
Upper DeArmoun Road – no safe place to walk
Huffman and Elmore corner
Brayton Drive – frontage road – needs lighting
O’Malley – between Diamond H and the zoo – guywire that is a hazard to equestrians (they have to duck)

Missing Links
Huffman – Elmore to Birch
O’Malley – Hillside to Lake Otis
Brayton Drive – Rabbit Creek to Huffman – major ped facility to Huffman TC
Elmore Road – Huffman to Abbott
Elmore across Rabbit Creek
Birch at Huffman, missing sidewalk
Klatt Rd. ROW from Birch Road East serves as a ped connector to gravel pit
Fairmont Road ROW – Ridgewood to Elmore
Ridgewood Circle ROW – McCabe Circle to Bainbridge
Bainbridge to DeArmoun
Maintenance
Pedestrian button at O’Malley and Birch is occasionally blocked by snow

New Projects
Pintail/Huffman project – will add traffic light and ADA corner improvements but no sidewalks or trail improvements to Huffman

Character & Summary
The Huffman O’Malley CC is bounded by the Seward Highway, O’Malley, Birch Road and DeArmoun. Huffman Road, Lake Otis and Elmore Roads cross the interior area. The area is characterized by primarily single family housing and some undeveloped open space some of which is being developed as residential. There are several elementary schools, both public and private and one high school. Several neighborhoods off Lake Otis have scattered sidewalks, and Elmore and Huffman have some pedestrian improvements. Public comment basically asked for trail extensions and lighting improvements to improve pedestrian access – improvements were highlighted for O’Malley, Elmore, Huffman, and the Brayton Drive. Other requests included connecting missing links in neighborhood rights-of-way with footpaths and providing a trail connection across Rabbit Creek.
anchorage pedestrian plan
making Anchorage a better, safer place to walk

Huffman/O'Malley Community Council

- New Seward Hwy
- Bowman
- Cake Otis
- Eiz Aum
- Elmore
- Bainbridge
- Birch
- Forsythe
- Midhillside
- Rabbit Creek
- Rabbit Creek
- Rabbit Creek
- Rabbit Creek
- Buffalo
- South Park
- Dearwood
- New Seward Hwy
- O'Malley Rd
- Robert Loop CC

NORTH

[Map of the area with various streets and locations marked]
Mid-Hillside Community Council
Summary

**Destinations:**
O’Malley Elementary
Hillside Park
Forsythe Park
Huffman Business Park
Trailside Elementary
Service HS
Zoo
Birch Park

**Pedestrian crossings:**
O’Malley near Hillside Park
O’Malley at Ridgecrest/Main Tree
Maintree across Abbott to FNBP
Homestead across Abbott to FNBP

**Hazards**
Maal St/ at E 112th at school, cars cut corner
Abbott and Birch - light needed. Morning traffic to Service HS
Existing Birch Rd. trail crosses Birch Rd. at Beverly St. area - unsafe
Upper DeArmoun Road – no safe place to walk
Abbott and Birch – light needed. Morning traffic to Service HS

**Missing Links**
Abbott to Hillside to O’Malley – need ped connection – could create a loop
with Birch Road trail = approx. 3.85 mile loop (1 mile existing on Birch)
O’Malley ES neighborhood – no sidewalks in walk to school zone
Birch to DeArmoun - Need trail connection
Lake of the Hills or E. 115th to Hillside – need ped connection
MacBeth – east of Ridgecrest Dr. does not connect
Huffman – need sidewalk- Wilderness to Hillside
Mountain Place – provide ped connection – goat trail
Huffman – between Hillside & Birch
O’Malley to Zoo - dangerous in winter

**Summary**
This community council is rural in area, typical of the Anchorage hillside. There is one elementary school & Service HS is just across the CC border to the west. None of the current subdivisions feature pedestrian facilities. The CC area is bordered by 4 major roads that do
not provide complete pedestrian or vehicular connections, primarily due to topography; Abbott, Hillside, Birch, DeArmoun, Huffman. There are gaps to the pedestrian system - the Birch Road trail which connects so well with Hillside Park and Service High, does not make a good connection to DeArmoun Road or the Rabbit Creek Greenbelt to the south.

Comments were concerned with providing pedestrian connections to O'Malley School, connecting the gap at E. 115th, MacBeth, Mountain Place and Huffman. Concerns were also expressed with the need for a traffic light at Abbott and Birch – this can be a very busy intersection when HS is in session, and there is poor visibility east on Abbott Road from Birch.
anchorage pedestrian plan
making Anchorage a better, safer place to walk.
Midtown Community Council
Summary

Destinations:
Loussac Library
Cuddy Family Midtown Park
Post Office
Lowes/Home Depot
Sagaya
University Mall
Moose’s Tooth
Wal Mart
Commercial north of Benson
Calais Buildings
Salvation Army Thrift Store
Stellar SS
University of Anchorage – University Center
North Star ES
Golden Lion Hotel

Pedestrian crossings:
Fireweed at Dorbrandt
Spenard at Fireweed
Spenard at Northern Lights
Minnesota near 26th
Tudor & C
Seward Hwy at 36th
Midblock crossings all along Northern Lights Blvd.
34th & Old Seward
Fireweed at Seward Hwy.

Hazards
Tudor & Old Seward crossing difficult
Old Seward south of Telephone Avenue, narrow s/w
Traffic between office place and Lowes does not stop
Traffic between Channel 2 and corner mall does not stop
Seward Highway at 36th
Northern Lts. At Blueberry – s/w crossings do not line up
36th east of Arctic, s/w at road
cars from Telephone Ave still turn into library across divider at Denali
cars cross from Lowes to Home Depot

anchorage pedestrian plan
making Anchorage a better, safer place to walk.
**Barriers**
A at 26<sup>th</sup> – no ped crossing
C at 26<sup>th</sup> – no ped crossing
26<sup>th</sup> & Cordova – parked cars

**Missing Links**
Difficult to walk between Lowes and Home Depot across Denali St.
Fence around ACS does not allow travel to library
Fence at Post office does not allow access to Cuddy Family/Midtown Park
North of Century Theater between Denali and A St. – heavy ped use

**Maintenance**
Crossing signal at Denali and Tudor difficult to work
s/w from library to parking lot at Midtown Park not maintained

**Character & Summary**
This area of Anchorage is a Major City Center and Employment District. It extends from Benson Boulevard south to International Airport Road and the Seward Highway west to Arctic. There is a lot of pedestrian traffic throughout the day in the northern half of the community council area around the main destination points which include shops and restaurants along Benson, 36<sup>th</sup>, Denali. There are several small areas of residential, none of these have sidewalks. There are also large patches of undeveloped property, commercial and some industrial lands.
anchorage pedestrian plan
making Anchorage a better, safer place to walk.

Midtown Community Council

Northstar CC

N. Lts

32nd

Benson

Firewell

Stellar SS

Zim Main Ped connector

City Center Area

Rogers Park CC

Tudor CC

Old Seward

Taku/Campbell CC

Int'l Airport Rd.

Cst.

Denali St.

Spenard CC

Arctic Blvd.

Post Office

Library

Cuddy Park

Lowe's

Home Depot

Moose's Tooth

Saga

Cening

Walmart

Years Mall

Books

Int'l Airport Rd.
Mountain View Community Council
Summary

Destinations:
Mountain View ES
William Tyson ES
Wonder Park ES
Clark MS
Davis Park
Mountain View Community Center
Noble’s Diner
Post office
Russian Jack Park

Pedestrian crossings:
Reeve at Commercial Drive
Bragaw at Glenn Highway

Hazards
Mountain View Drive, east of Bragaw, sidewalk too narrow
Reeve at Commercial Drive
Boniface at 6th
Boniface at Camelot
Boniface at Boundary

Missing Links
3rd – 1st & Ingra – downhill grade, narrow road, no room for peds that come from Brother Francis Shelter
Mountain View drive at McCarrey Street

Maintenance
No issues mentioned

Character Summary
The Mountain View neighborhood is situated between Elmendorf Air Force Base and the Glenn Highway. Davis Park and Boniface Drive form the eastern boundary. The western boundary is Post Road. From Commercial Road down the bluff to Post Road and ship Creek, the area is primarily industrial. Half of the community council area is residential mix, and most streets have sidewalks. There are several recommendations for addition of sidewalks that have been identified in the area.
Northeast Community Council
Summary

Destinations:
Bartlett HS
Creekside Park ES
Susitna ES
Muldoon ES
Nunaka Valley ES
Bartlett Trails
Fred Meyer
Creekside Park
Nunaka Valley park
Cheney Lake Park
Chugach Seniors Housing

Pedestrian crossings:
Ramps to and from Glenn Hwy
E. 32 & Muldoon

Hazards
Muldoon between 6th & Peck, parked cars
E. 32nd – cars parking, no ped area
E. 36th, Patterson – Muldoon – parked cars, poles

Missing Links
Patterson St. – 6th through to Debarr
6th Ave east of Muldoon – School route
Creekside Street-walkways
Ptarmigan
Halligan
Rangeview
Boniface – Debarr to 4th
- Northern Lights to 24th
Cheney Lake to Colgate area
Grand Larry St. – too narrow for peds & cars
Patterson St. between DeBarr and existing trail ending at Chester Creek

Maintenance
Better sidewalk maintenance in school zones
Character & Summary
The Northeast Community Council area is primarily residential housing with commercial. The Creekside town center, now developing will include a new Middle School and park area. There are currently five elementary schools in the area, many without sidewalk access. There has been repeated requests for walkways along Valley St. Park. The entire community council area has approximately 40% coverage with sidewalks, but additional sidewalks along school routes would benefit users and make a safer neighborhood. Main streets of Muldoon, Debarr and Northern Lights all have sidewalks. Boniface has partial sidewalk coverage.
anchorage pedestrian plan
making Anchorage a better, safer place to walk

Northeast Community Council

Glenn Hwy.

Ptarmigan Es

Bartlett HS

Bartlett St.

New Mall

New Ped Path

Muldoon Es

Valley St.

DeBarr

Turpin

Fred Meyer

Val

Walls

Windsong Park

Russian Jack CC

Zunaka Valley Es

Boniface

Beaver

Cechex Lake

Chester Creek

Chester Valley Es

Susitna Es

Halligan

Ptarmigan

Arnold Park

Muldooen Rd

Muldooen Es

↑ north
Northstar Community Council
Summary

Destinations:
North Star ES
Chester Creek Trail
Stellar SS
Holy Rosary
Valley of the Moon Park
Westchester Lagoon
AMH/REI retail area
Bear Tooth/Play it Again

Pedestrian crossings:
Fireweed – Spenard to Arctic
Fireweed at Blueberry

Hazards
Arctic Blvd. at 19/20th – speeding cars, multiple driveways/alleys
Arctic/Fireweed corner – speeding cars
Spenard & Hillcrest – scary for peds/cars, too fast
Fireweed at Arctic
Fireweed at G Street/Alaska Cleaners
Fireweed at Eureka
Fireweed at Eide
Fireweed at Spenard

Missing Links
Spenard north of Hillcrest – may need concrete barrier if next to road
16th & E, sidewalk ends

Barriers/Obstacles
West 20th, West 19th – parked cars, poles
Fireweed – power poles, parked cars

Maintenance
Valley of the Moon/Northstar neighborhood
19th/20th – figure out a way to clear roads without pushing snow onto
sidewalks
Fireweed Lane – snow on sidewalks
Character & Summary
The Northstar neighborhood stretches from the Chester Creek Greenbelt to the north up the hill to West Fireweed and is bounded by Minnesota on the west and the Seward Highway on the east. The entire area is missing sidewalks in 90% the area. Sidewalks are only on a few of the major streets; Arctic, A Street, C Street. Main destinations are retail in Spenard area, schools and the greenbelt.
anchorage pedestrian plan
making Anchorage a better, safer place to walk

Northstar Community Council

Spenard

Fireweed

residential area

Stellar

Northstar

A St.

C St.

Seward Hill

Seward

Chester Creek Trail

Village Green

Coombs

Starrs Point

Midtown CC

Spenard Lights

Northern Lights

South Addition CC
Old Seward/Oceanview
Community Council
Summary

**Destinations:**
Johns Park
Ocean View ES
Carrs/Huffman
Post Office
Blockbuster/Kaladi Brothers complex
Huffman Square
ACWR – west end Johns Park
- sewer easement off Reef Blvd., Rifle Range
Brayton Frontage road north of LDS church

**Pedestrian crossings:**
120th & OSH
Brandon and OSH – trail crossing
Old Seward & DeArmoun

**Hazards**
DeArmoun and Old Seward Highway – trail ends on west side of OSH
Huffman
- at OSH
- Industry Way
- Carrs
Pedestrian Tunnel at Klatt needs signage

**Missing Links**
120th – OSH to Johns Road, no sidewalks to school
OSH – north of DeArmoun to NSH crossing at Rabbit Creek Rd.
- Huffman north to Klatt and O’Malley
Post office to Carrs parking lot
Huffman - Huffman Park Drive (Brandon) to Industry Way
Huffman Park Drive – no sidewalks
Industry Way – no sidewalks
Klatt Road west of Johns Road
Buffalo and DeArmoun

**Maintenance**
- remove bike route signs on Oceanview Blvd. or add No Parking signs

**Ideas**
Huffman Road extended as a ped path from Johns Road to OSH
Trail through neighborhood 120th to Johns Rd. – Division St.
Character & Summary
This area can be characterized as a residential area, primarily single family. A freeway cuts through the center of the community council area and the Huffman town center provides shops and services. There are many missing pedestrian connections along the main roads and there are.
anchorage pedestrian plan
making Anchorage a better, safer place to walk.

Old Seward/Oceanview Community Council

[Diagram of pedestrian plan with various marked points and paths]
Rabbit Creek Community Council
Summary

Destinations:
Rabbit Creek Greenbelt & Trail
Goldenview MS
New Elem. School – likely at south end Goldenview
Moen Trail
South Anchorage HS
Bear Valley ES
Johnson Trail

Pedestrian crossings:
Rabbit Creek at OSH
Rabbit Creek at Goldenview
Rabbit Creek at Elmore
Rabbit Creek at Evergreen
Rabbit Creek at Bear Valley ES
Bridgeview at Cape Seville near Goldenview MS
Rabbit Creek & OSH
Buffalo and DeArmoun

Hazards
Elmore – north of Huffman
Old Seward Hwy – narrow, hilly no ped facilities. No shoulders. Bear.
Rabbit Creek Rd. – no sidewalks
Rabbit Creek Rd. & Goldenview intersection
Rabbit Creek Rd. & Bridgeview
Rabbit Creek & Elmore – steep hill/poor visibility
Goldenview – better lighting needed
140th & DeArmoun – curve
Upper DeArmoun Road – no safe place to walk
Bad glaciation on Our Lane

Barriers/Obstacles
Elmore crossing of Rabbit Creek
Ditches on RC Rd.

Missing Links
Ped connections to South Anchorage HS – at Elmore
Roads needing ped facilities
    Goldenview – Rabbit Creek to GMS and south to Greece
    Rabbit Creek Road
Potter Valley Rd.  
Buffalo  
OSH – Rabbit Creek Rd. to Potter Valley  
Riverton Ave.  

Lack of sidewalks on both sides in Goldenview/Bridgeview neighborhood  
Goldenview to Potter Valley Road  
Access to Section 36 from Rabbit Creek Rd. west of 140th  
Rabbit and Old Rabbit, provide ped connection to greenbelt trail from Storck Park  
Rabbit Creek Greenbelt trail to DeArmoun & Buffalo – upper and lower  
Rabbit Creek Rd. to subdivisions south of Little Rabbit Creek along gas pipeline  
Goldenview to Buffalo (vacated in past)  
Gap in RC Greenbelt and trail  

Ideas  
Need for multi-use paths on Hillside  

Character & Summary  
Primarily rural in character, the RCCC area contains several main roadways that connect schools and residential all without pedestrian facilities. These include Rabbit Creek Road, Goldenview Road, DeArmoun and Old Seward Highway. Old Seward Highway serves as a well used pedestrian/bicycle route that is hazardous due to rolling terrain, winding road and lack of pedestrian facilities. This route will likely become more popular with improvements to Potter Marsh and the construction of the Bird Treatment and Learning Center.  

Elmore Road could benefit by addition of a footbridge across Rabbit Creek to allow a connection from the residential area south of the creek to north of the creek off DeArmoun Road and South Anchorage HS.  

Many X-C ski groups and bicyclists train on the shoulders of Rabbit Creek Road in the summer and the Arctic Bicycle Club regularly schedules races along Rabbit Creek and Old Rabbit Creek. There are also several other smaller roadway/travel ways that function as collectors but are more rural and needing pedestrian improvements; these include Elmore Road, Buffalo and Riverton. The main destinations in this area are schools, trails and residential.
anchorage pedestrian plan
making Anchorage a better, safer place to walk

Rabbit Creek Community Council

Hillside East CC
Mid Hillside CC
Birch
Rabbit Creek Greenbelt
Bear Valley ES
Bear Valley CC

Rabbit Creek ES
Rabbit Creek Road

Potter Marsh
Potential New School
Potential New School

Old Seward HWY
New Seward HWY

Potter Valley Rd

↑north

↑north
Rogers Park Community Council
Summary

Destinations:
Rogers Park ES
BP Building
Fred Meyer
David Green Park
Chester Creek Trail
Carlson Park & Otis Lake
Kinkos Mall at N. Lts/Lake Otis
Wendler MS
King Career Center (KCC)
UAA
Sagaya/L’Aroma

Pedestrian crossings:
LaTouche across N. Lts to Fred Meyer
Lovejoy at Northern Lights to Wendler
N. Lights at Lake Otis
Northern Lights at Maplewood, Seward Hwy, Denali, Lake Otis, LaTouche
Seward Hwy at Fireweed, NLts, Benson
Benson & BP entry
Lake Otis at Duke
Lake Otis at Cornell
36th & McInnes
Eagle River Loop Road at corner

Barriers
Seward Highway
N. Lights and Benson at Seward Hwy.
Lake Otis from Northern Lts. To Debarr
Maplewood

Hazards
Seward Hwy at 36th
Juneau St spur to Chester Trail – needs lighting
Goose Lake to College Gate – needs lighting
Chester Trail to Sullivan – needs lighting
Rogers Park ES overpass – needs lighting
Locarno at 36th
Narrow sidewalk, Lake Otis, 36th to Duke
36th Ave, narrow s/w north side
Maplewood at Northern Lts. – poor trail/road intersection

**Missing Links**
Sidewalks in school area – Cottonwood St, Zarvis Place, Redwood St.
Annapolis Dr. Bennington Dr.
Bannister
Northern Lts, south side Lake Otis west, sidewalk not obvious
Maplewood to Chester Trail
Lake Otis between 20th & Northern Lights – set back from street
Lake Otis – west side to 36th
Princeton to McInnes- Jacobson Park to Green Park
Duke to Princeton around Otis Lake

**Maintenance**
LaTouche between N. Lts and 36th is never plowed forcing people to walk in street
E. Northern Lts. From Lake Otis to LaTouche
Lake Otis from N Lts to 15th needs work, plowing

**Character & Summary**
This community council area is comprised of several neighborhoods including Anchor Park, College Village and Rogers Park. These are separated by Northern Lights Boulevard, and bounded on the south by 36th Avenue, the east by Lake Otis and the west by commercial development and the Seward Highway. The northern and eastern boundary is Chester Creek. College Village and Rogers Park neighborhoods feature sidewalks, however the Maplewood and Rogers Park ES areas do not. There are several main park links to the Chester Creek Greenbelt, Carlson/Jacobson Park and David Green Park that could be strengthened with sidewalk and trail improvements. Close links to commercial, institutional and park destinations make walking and bicycling an option that many enjoy from this neighborhood.
Russian Jack Community Council
Summary

Destinations:
Russian Jack ES
Williwaw ES
Wonder Park ES
AK State School for the Deaf or Hard of Hearing
East HS
Russian Jack Chalet
Russian Jack Springs Park
Chester Trail
UAA Ski Trails
Sam’s Club
Nunaka ES

Pedestrian crossings:
San Roberto and San Antonio
Bragaw & Northern Lights
Glenn & Bragaw – peds will not use elevated crossing
DeBarr at Pine

Hazards
Wonder Park Elem-4th Ave – speeding cars
E 4th Avenue Bragaw to Pine – speeding cars
Bragaw & Northern Lights – speeds of cars and timing of bus safety
Lane & 3rd – speed and park safety
San Antonio – to Williwaw ES – no street lights
DeBarr at Pine
Bragaw at Reka – drivers don’t look

Missing Links
No missing links were identified for this community council area.

Maintenance
Debarr, south side at RJ Park, needs plowing
Walk switch at Debarr and Bragaw unreliable

Character & Summary
This community council area is approximately 2/3 residential and commercial mix and 1/3 park and institutional. Housing neighborhoods south of Debarr and east of Bragaw are multi-family and do not have sidewalks. Housing
north of Costco development have sidewalks, while the homes north and south of Russian Jack in the Wonder Park and Nash Park neighborhoods are lacking in sidewalks as well.
anchorage pedestrian plan
making Anchorage a better, safer place to walk

Russian Jack Community Council

- mtn View cc
- Glenn Hwy
- Conifer Park
- McCarthy St
- Housing
- Wonder Park Es
- Russian Jack Springs Park
- Speeding Cars
- Russian Jack Springs Park
- Costco
- Williwill Es
- Russian Jack Springs Park
- East HS
- Russian Jack Es
- Northern Hts cc
- DeBarr
- Airport Hts cc
- North
- Northern Lights
- University cc
- Chester Trail
Sand Lake Community Council
Summary

Destinations:
Campbell Creek Trail
Mears MS
Chinook ES
Dimond HS
Kincaid ES
Gladys Wood ES
Kincaid Park
Kincaid Park – motocross area from Dimond
Kincaid Park – west end of Kincaid Road
Jade Park
Jewel Lake Park
Delong Lake Park
Connors Lake Park
Burlington/Fred Meyer
Creekside Mall video store
Tastee Freeze

Pedestrian crossings:
Arlene & 88th at Dimond High
Dimond & Arlene
Victor north of Minerva – at Fred Meyer
Victor at Dimond
Victor at 100th
88th & Jewel Lake
Dimond at Jade Street – to park/trail
Jewel Lake and Raspberry
Dimond at Sand Lake

Hazards
Arctic tunnel at Campbell Trail floods forcing people to cross Arctic
Victor at Dimond – hazardous crossing
McAllister at Dimond – blind corner coming out of subdivision
Jade entering Dimond – drivers do not stop
Endicott at Dimond
Dimond at Sand Lake
New West Park Drive at Dimond – accident site – 3 total, blind access
Speeding cars – Dimond – Lori Dr. to Jodphur and Kincaid Road
Jewel Lk Rd school traffic backs up to south
No crosswalks on Raspberry Rd. trail
Collins Way – narrow street
Strawberry Road at Wisteria Ave.

**Missing Links**
Jewel Lk. Rd. – east side 82nd-88th
Jewel Lk. Rd. – south of Carrs to North Point Drive
Cranberry St. – North of Dimond
88th – Jewel Lake to Jewel Lake Park
Kincaid Road
Need bike lane on Dimond
Wandering Drive to Strawberry – blind curve needs sidewalk
80th Ave. east end - stepping stones across fingers from lake
Kincaid ES to Kincaid Park – west of Sand Lake, along W. 72nd to Ingram St.
(no ROW)
Chevigny St. – missing link
Collins Way – no sidewalks

**Maintenance**
Victor, Dimond to 100th – trail is bumpy and cracked

**Character & Summary**
Sand Lake Community Council area covers a large area from south of the International Airport to the coast and east to Minnesota Drive. Not much of the area has sidewalks, with the exception of a few streets near the Chinook Elementary and Kincaid Elementary School. Several trails on roads have been constructed over the past several years along Raspberry Road, Sand Lake Road, but there are still missing links in the system. A number of hazards are associated with Dimond Boulevard west of Sand Lake Road and number of accidents, with one fatality have been reported on this road.

There are plans for a new Elementary School off of Westpark Road where the new subdivision is being constructed and a new Middle School is being planned for potentially the north-east corner of Dimond and Sand Lake Road. The ASD Student Transportation Department notes a hazardous situation in that there are a number of bus stops along Dimond, Jodphur and Kincaid Road and on these streets students are not able to stand on sidewalks in order to catch the bus, since there are none. ASD also reports that if sidewalks were planned on both sides of Dimond, Jodphur and Kincaid these students could all walk to school.
anchorage pedestrian plan
making Anchorage a better, safer place to walk

Sand Lake Community Council

Campbell Lake

Cams Cove

Jewel Lake

Chumalee Dimond

Strawberry Rd.

Minnesota Drive

Ted Stevens International Airport

Delong Lake

Chevis St.

Collins Way

Taku Campbell CC

Victor

Bayshore Park
Scenic Foothills Community Council
Summary

Destinations:
Baxter Bog Park
Baxter ES
Scenic Park ES
Scenic Park
Arnold Muldoon Park
Totem Theater
Muldoon ped overcrossing – 36th & Muldoon
Alaska Botanical Gardens
Benny Benson HS

Pedestrian crossings:
Tudor Road at Patterson

Hazards
Tudor Road at Patterson
E. 32nd – cars parking, no ped area
E. 36th, Patterson – Muldoon – parked cars, poles

Missing Links
Additional access points to Baxter Bog Park from surrounding neighborhood

Maintenance

Character & Summary
This community council area is primarily residential split by major streets of Patterson and Muldoon and contained by Northern Lights and Tudor Road. There was not a lot of public comment generated by this area, comments mostly referred to providing more access to Baxter Bog Park from the neighborhoods.
anchorage pedestrian plan
making Anchorage a better, safer place to walk

Scenic Foothills Community Council

[Diagram showing various locations such as Baxter ES, Arnold Muldoon Park, Totem Theater, Scenic Park, etc., with directions and labels indicating 'north']
South Addition Community Council
Summary

Destinations:
Downtown
Coastal Trail
Chester Trail
Frontierland Park – 10 & E
Delaney Park
Valley of the Moon Park
Anchorage Museum
Federal Building
Inlet View ES
Denali ES
Central MS
Chugach Optional
City Market
Saturday market

Pedestrian crossings:
A and C
L and I
8th & L
7th & I
9th & I
15th & Alley between G & H
12th & C Street at Central ABC School
10th & A Street – high speeds
5th Avenue at Courthouse area

Hazards
Ped stairs I & 16
8th & L – impossible to cross during rush hour
15th & G – speed limit too high
15th & E
15th & L to E
L St, I St – unsafe due to trucks and speed
12th & C Street – high speeds/hill
10th & A Street – high speeds
10th at Cordova – Denali ES – car turning hazard
6th and 7th at A – unsafe crossing at museum
6th and D – Penney’s garage crossing
7th and C – unsafe crossing to Fed Bldg and museum
9th & E – turning traffic
9th & L – turning traffic
Cordova/15th bike lane and turning traffic
N St. 12-15th St. reduce speeds, better lighting
5th Avenue at Courthouse area
I St. widen sidewalks – 11th to 15th

**Missing Links**
9th Avenue – separated sidewalks
13th Avenue – separated sidewalks
E St at 16th – sidewalk ends
Minnesota, 15th to trail, needs to be restored

**Obstacles**
9th Ave. south side along Delaney Park – light pole prevents wheelchair passage
15 & G, 15 & I – power poles
Inlet Place at 13th – handicap barrier
5th Avenue, west of L St. pole in s/w

**Maintenance**
I St. stairs are rotten

**Character & Summary**
The South Addition neighborhood spans from south and west of the Central Business district (L Street and 9th Avenue) and east to Cordova Street. This is one of the oldest neighborhoods in Anchorage and features sidewalks on the majority of streets on the west side, while more scattered sidewalks east of C Street. Many people walk and bike in this neighborhood, with destinations primarily being south to the greenbelt and parks, to commercial areas and to the west to the Coastal Trail. 15th Avenue between L Street and E St. gained many comments concerning pedestrian crossings, and hazardous crossings. However, 15th Avenue is one of the few streets to be upgraded with pedestrian amenities in the area.
Destinations:
Aurora Village
Spenard shops & eateries – REI, Title Wave, Bear Tooth, Momma O’s, Chilkoots
DMV
Spenard Recreation Center
United Way
Hotels on Spenard
Spenard Lake destinations around lake
Birding in Northwood Park
Northwood ES
Willowcrest ES
Spenard Rec. Center
Boys & Girls Club
Aurora Post Office
West HS
Romig MS

Walking Zones
Aurora Village West
Aurora Village East
Spenard Hotels – west of Turnagain Blvd.
Spenard at Northern Lights

Pedestrian crossings:
Benson & Minnesota – people traveling north on Minnesota turning east on
Benson east from Minnesota and Northern Lights at Minnesota - roll over the
ped walkway without looking east for peds
Minnesota at Spenard
Hillcrest at Spenard
Spenard and Benson
Spenard and Northern Lights
Spenard near AMH, Bear Tooth
Tudor Road at Cambridge – at Willowcrest ES
Northwood at International Airport Road, needs under/overcrossing
Mid block – North. Lights at mall, Carrs to ice rink/schools, north Spen. Rd.
Spenard at 26th
Missing Links
Chugach Way – Spenard to Arctic
no sidewalks – mobile home court east of Spenard 33-35th Ave.
Fish Creek Trail – Northwood to Spenard
Minnesota at Tudor to Red Bridge Park – trail disappears
Northwood Trail does not connect to International Airport Rd. trail- 1 block gap
45th – Northwood to Red Bridge Park/Fish Creek Trail
Lake Spenard – walking route around lake
Lake Spenard/Lake Hood to Earthquake Park
Milky Way at Balto Seppala Park needs sidewalks

Maintenance
Fish Creek Trail near Boys & Girls Club to Northern Lights. Trail is crumbling.
Aspen, between Spenard and Northwood – sidewalk not cleared in winter-school route
Spenard Rd. sidewalks are crumbling, narrow and slanted
Trails along N.Lts, Minnesota and Lts are not maintained well.
Fish Creek trail - rebuild
36th and Arctic Blvd area
W. 19th, west of Arctic, s/w need plowing

Barriers/Obstacles
Fireweed – power poles, parked cars
Spenard at Minnesota – sign in sidewalk
Spenard – portable signs all along road
Spenard – Benson to Minnesota poles

Hazards
Spenard at 26th – crossing from bus stop
Spenard at 32, 34
Spenard at Lois – narrow, sloped sidewalk
McCrae at Northwood
Spenard at Northwood
Spenard west of Taft/McCrea
Spenard at ARRC crossing
Spenard west of Greenland
Chugach Way
Fireweed at Spenard – restricted ped crossing
Spenard at Hillcrest – wide, cars too fast.

Lighting
Chugach Way
26th Minnesota to Spenard
27th Minnesota to Spenard

Ideas
Roundabout at Hillcrest and Spenard

**Character & Summary**
The Spenard area is characterized by several walking zones including the Town Center at Northern Lights/Minnesota running north on Spenard to Fireweed; and the Hotel area of lower Spenard from Turnagain west to Lake Spenard. The Town Center area has many stores and restaurants primarily geared to the motorists since these are separated by large parking lots and long blocks that do not encourage walking. The existing pedestrian facilities are back of curb sidewalks that are not cleared or as safe in winter. However, the public is responding by crossing the street mid-block across busy 4 and 5 lane streets of Minnesota, Northern Lights, Benson, Spenard. Multiple pedestrian and bicycle collisions have been recorded in these locations.
Destinations:
Campbell Creek Greenbelt
Taku Park
Dimond Center
Campbell ES
Taku Elementary School
Save HS

Pedestrian crossings:
Dimond & Old Seward difficult
Dimond – easier to cross mid block than at intersections, too large, too many cars

Hazards
Dowling Bridge over Campbell – no room for peds
Dimond & Old Seward difficult

Missing Links
W 53rd at Baileys to bus stop on C Street
W 76th between Minnesota and Arctic

Maintenance
Flood control at trail undercrossing at C St – this trail is planned to flood

Character & Summary
This large community council area is bounded on the north by International Airport Road, and the south by 92nd Avenue. Two major restricted access roads, Minnesota and New Seward Highway form the west and east boundaries. The residential neighborhoods in the area are separated and isolated by the Alaska Railroad corridor, and Campbell Creek which both cut the area diagonally in different directions. Neighborhoods are further isolated by commercial and industrial development. Only a few neighborhoods have existing sidewalks, and so any improvements in this area would be helpful.
Tudor Community Council
Summary

Destinations:
Bus stop, south side Tudor at McInnes
David Green Park

Pedestrian crossings:
Tudor between fire dept and Cornerstone Animal Clinic for bus stop
36th & McInnes
36th & Locarno
36th & Rhone
Cottonwood at 36th
Tudor at Needle

Hazards
Difficult ped crossing, Tudor at s’bound entry to NSH
Crossing of Tudor at McInnes

Missing Links
Guardrail at Crescent and 37th blocks ped traffic between neighborhoods

Maintenance
None noted

Character & Summary
This community council is bounded by 36th Avenue to the north, Tudor to the south and the NSH and Lake Otis Parkway on the west and east boundaries. The area is primarily residential with scattering of commercial along the Tudor and Lake Otis edges. The residential neighborhood on the north east portion of the council area has sidewalks, but the rest of the neighborhoods do not. There was a trail installed along the east side of McInnes a number of years ago, which has a lot of use as a connection to David Green Park. Many comments concerned crossing of Tudor Road near McInnes and Needle area. There is a bus stop on the south side of Tudor and a mid-block crossing would enable people to cross safely home to their neighborhood.
anchorage pedestrian plan
making Anchorage a better, safer place to walk

Turnagain Community Council
Summary

Destinations
Coastal Trail - west and east Earthquake Park, Pt. Woronzoff, Telequana
Park, Pete’s Place, Lyn Ary Park
Turnagain ES
West HS
Romig MS
Lake Hood ES
Church at Wisconsin and 40th
Lake Spenard
Aircraft Drive to walk
Post Office
Floatplane docks
trails in undeveloped land west of Lyn Ary Park
Javier de la Vega Park

Pedestrian crossings:
Northern Lights at Turnagain Elementary
- Northern Lights west of Minnesota – students cross mid block between Carrs
& schools
- crossing at Northern Light across Minnesota
- Minnesota at 24th at Romig entrance
- Turnagain Elementary at Northern Lights
- Aero Ave. and Northern Lights
- Aircraft Drive and Northern Lights
- Barbara Street at Fish Creek
- Northwood at International Airport Road

Hazards
- speeds are too high on Hillcrest Drive near school
- Hillcrest Drive west of West High - street parking on tight curve is
dangerous
- cars parking on Hillcrest cause walkers to enter street
- poor visibility at Forest park and Belmont and north of Esquire.
- no sidewalks on Turnagain Parkway, many walk on roads which is
hazardous
- no safe crossing of Hillcrest from West High hill trail
- snow plows at West High parking lot put huge perks in break in fence
where peds enter school grounds – near Wildwood
- Minnesota north from Hillcrest – need signs to keep people from walking on
edge of road
overgrown brush is a safety hazard on Coastal Trail west of Fish Creek/Marston area

Missing Links
Hillcrest – sidewalks on both sides in vicinity of West High Forest Park Drive – pedestrian path, sidewalk needed from Northern Lights to Atwood Hillcrest – south side sidewalk from Atwood to Spenard Fish Creek Trail – W. 32nd & Barbara to Northern Lights Coastal Trail connection – Northern Lights to Coastal Trail Lake Spenard/Lake Hood to Earthquake Park Northern Lights – south side Lahonda to Lois Drive

School Routes
- Seppala Drive, Northern Lights to W. 32nd – need sidewalk on west side
- Trail connect ion from south side Turnagain Elem. At McKenzie to Leighton and Galatica Drive
- Lloyd Steele to Balto Seppala Park
Wisconsin St. – need path along road by Balto Sepp. Parking lot.
Northern Lights – need path on south side, Captain Cook Estates to Lois Drive
Fish Creek Trail – Northwood to Spenard
- W 32nd to Northern Lights
Aero Avenue – 36th to W 44th
W. 44th to Park
Northwood – west side from 46th to Spenard
Lake Spenard, Lake Hood to Earthquake Park – walking path
Aircraft Drive to W. Northern Lights
Postmark to W. Northern Lights

Ideas – bike lane on Wisconsin

Character & Summary
The Turnagain Area is characterized by primarily single family residential, bounded on all sides by the ocean, airport, Minnesota Boulevard and Fish Creek and the Coastal Trail. None of the streets north of Northern Lights Boulevard have existing sidewalks, while many of the streets to the south have sidewalks. Major destinations are schools, churches, and recreational spots including the coastal trail and parks as well as retail in the Northern Lights Town Center area. There are a number of hazards identified that coincide with routes to school and lack of sidewalks.
University Area Community Council
Summary

Destinations:
College Gate ES
Wendler MS
Highland Tech HS
University of Alaska - Sports Center & trails
Alaska Pacific University – Mosley Sports Center
King Career Center (KCC)
Alaska Native Medical Center
University Lake Park
Thai Kitchen Mall
Starbucks
Alaska Club
Chester Creek Trail
East HS
Campbell Creek Trail
Tour of Anchorage Trail
Far North Bicentennial Park
Campbell Airstrip Road

Pedestrian crossings:
Northern Lights & Baxter
N. Lts. at UAA Drive
N. Lts at Boniface
N. Lts at Campbell Airstrip Rd.
Providence Drive and Prov. East Loop at hospital
Bragaw at student residences

Hazards
N.Lts at UAA drive – light too short
Lovejoy at Northern Lights to Wendler MS
UAA Drive - better lighting needed
Providence Dr. from UAA-APU – better lighting
Providence Dr. at Bragaw, relocate trail from behind trees to roadway
Goose Lake trail to UAA
Tudor Road at homeless shelter
   -Tudor Road at Folker St.
   -Tudor Road at Wright St.
Tudor Road at Dale St.
Tudor Road at Tudor Center Drive – accident location
Wesleyan and Bryn Mawr – bicyclist hit by car
Tudor at Lake Otis – light short, difficult to cross

**Missing Links**
- Behind Wendler and Lake Otis MES to UAA – path inconsistent
- Relocatables behind Wendler and KCC block path
- Path along north side NLts from UAA Dr to East High
- Neighborhood north and east of Lake Otis and Tudor needs sidewalks
- Checkmate – no s/w to College Gate ES
- Chester Trail Connection
- Mills Drive
- E. 34th Ave. Campbell Airstrip to Baxter – need ped connection
- E. 36th Campbell Airstrip west to Sapien Ct./Boniface (no ROW)
- Piper to UAA Drive – new road needs ped connection

**Maintenance**
- Snow berms behind Wendler and KCC block path
- Northern Lights & Lake Otis – snow removal and stop lights
- Icy trail along NLts from UAA Dr to East High

**Character & Summary**
This community council area is comprised of approximately 50% of institutional campus area, the UMed area, which includes UAA, APU, Providence Hospital and Alaska Native Medical Center, and McLaughlin Youth Center, the other half is residential neighborhoods both single and multi-family. The UMed area features sidewalks along the main roads as well as several recreational trail systems including the Chester Creek Trail and ski trails in the APU campus area. There are several distinct residential neighborhoods none of which include sidewalks. These include the Collegegate/College Heights/Castle Heights neighborhood, Chester Terrace, Eastlake and Eastwood Terrace Subdivisions. The neighborhood north and east of Lake Otis and Tudor Road is also emerging as a neighborhood that would benefit from improvements such as pedestrian facilities.
anchorage pedestrian plan
making Anchorage a better, safer place to walk
anchorage pedestrian plan
making Anchorage a better, safer place to walk

Eagle River/ER Valley/South Fork Valley
Community Council Summary

Destinations:
Ravenwood ES
Alpenglow ES
Homestead ES
Eagle River ES
Gruening MS
Walmart
In town – Eagle River Business District
Chugach State Park

Pedestrian crossings:
Walmart corner – all directions, ER Rd & ER Loop
ER Rd at Lee and Chickaloon area near schools
ER Loop Rd at pump station at Meadow Creek – needs stoplight
Old Eagle River Road at new housing and Hideaway Ridge area
Old Glenn at North Eagle River Access Road
Eagle River Loop Road at Tedrow, N.Eagle River Loop Rd.
Old Glenn at Hideaway Ridge Rd.

Hazards
Eagle River Road and ER Loop Road – ped & bike traffic need better paths to
avoid people walking riding into vehicle ROWs
ER Lane at Ptarmigan Blvd.
N. Eagle River Loop Rd. – speeds too high
ER Road at Lee – at Gruening MS

Lighting
ER Loop Rd.
Raven Drive
Ptarmigan Blvd.
Meadow Creek path

Missing Links
Coronado St.
Meadow Creek east - no sidewalks, west does.
Sidewalk along ER Road
Commons Park to New Glenn Highway
Commons Park to Schroeder Park
Ped walkways to neighborhood west of Gruening – Kiloana, Nitoanya
Old Glenn and ER access road
ER Lane – ER Road to Ptarmigan
Ravenwood ES to Eagle Crossing subdivision
Yosemite Drive – ER Loop Rd to HS

Maintenance
Eagle River area features the more urban of the Eagle River character. Residential development however does not feature pedestrian facilities. There are many opportunities with new projects to increase pedestrian amenities especially in the town center area.
anchorage pedestrian plan
making Anchorage a better, safer place to walk

Eagle River/ER Valley/South Fork Community Council
anchorage pedestrian plan
making Anchorage a better, safer place to walk

Birchwood/Chugiak Community Council
Summary

Destinations:
Birchwood ABC School
Chugiak HS
Fire Lake ES
Mirror Lake MS
Harry McDonald Rec Center
Beach Lake Trails
Loretta French Park
Mirror Lake Park and trails
Oberg Park
Peters Creek Community Park
Shooting Range
Birchwood Airport/hangar
Fred Meyer
Chugiak PO
Chugiak Benefit Assn.
Voyles Boulevard shops

Pedestrian crossings:
Birchwood Loop at Bowery
Birchwood Loop to Beach Lake ski trails

Hazards
Walking along Birchwood Loop
Peters Creek Trail – should be paved, rutted gravel is a hazard

Missing Links
Bill Stephens Dr/Oberg Trail – bet S. Peters Crk exit and Oberg Fields
Birchtree St to Birchwood ABC school
Birchwood Loop - bet. Airport and Glenn Hwy
Birchwood Loop/Loretta French Park – needs paths in and around it
North Birchwood Loop – airport to Glenn Hwy
South Birchwood - Gklenn Hwy to Old Glenn
Eklutna Lake Rd. - trail
Eklutna River Bridge should include pathway
Homestead Rd. extension – Oberg to Voyles Blvd.
Malcolm Drive – trailhead needed
Oberg Road - trail bet. Soccer fields and Deer Park
Old Glenn south of Birchwood exit – need trail
Old Glenn Hwy – Voyles to Lake Hill Drive
Renkins Rd at Alderberry South Birchwood Loop – equestrian trail
Seika and Kulberg Ped connections
South Birchwood Loop to North Birchwood Loop
Sumac to Jasmine
Voyles Blvd. trail – S. Peters Crk exit to Homestead Rd.
Wildwood to Dotberry ped connection

Paved walkways and pathways along collectors
Routes to school bus stops – Ski Rd. Chugach Park, Tulwar

**Maintenance**
Plow in winter – Glenn Hwy between N. & S. Birchwood

**Character/Summary**
The Birchwood/Chugiak area is lacking in sidewalks and pedestrian facilities. As such there were many nominations for pedestrian facilities that mainly occur along roads to connect safely to schools, commercial, institutional and recreational destinations.
anchorage pedestrian plan
making Anchorage a better, safer place to walk

Chugiak/Birchwood/Eklutna Community Council

[Map with labeled locations: Birchwood Airport, Birchwood Loop, Mirror Lake, Mirror Lake Park, Edmonds Lake, Oberg Park, and Reese]
Girdwood Community Council
Summary

Destinations:
Bird to Gird Trail
Alyeska Highway/resort
Bakeshop
Downtown Girdwood
Library
Ice cream shop

Pedestrian crossings:
Hightower at Alyeska Hwy.

Hazards
Hightower at Alyeska Hwy.
Crosswalk from Townsquare to playground
Alyeska Highway- speeding cars

Missing Links
Most of roads do not have ped facilities, no specific routes noted.

Maintenance
Alyeska Highway trail needs upgrades
Crow Creek Rd to school needs maintenance/repair
Full time parks person in Girdwood to maintain walkways & parks
Dedicate trails

Character & Summary
Girdwood is a compact, linear community that currently has one existing pedestrian facility that is used extensively. This path connects the resort and most of town with the highway. However, this trail is in bad need of repair. Other concerns are the crossing of Alyeska Hwy at Hightower Road. Some kind of crossing improvements needs to be accomplished at this location.
anchorage pedestrian plan
making Anchorage a better, safer place to walk

Girdwood Community Council
Preparation of the Anchorage Pedestrian Plan was coordinated by the Traffic Department of the Municipality of Anchorage—Lance Wilber, Director.

**Authors**

Jon Spring, *Senior Transportation Planner*
Traffic Department, Municipality of Anchorage

Lori Schanche, PLA, *Non-Motorized Transportation Coordinator*
Traffic Department, Municipality of Anchorage

**Editor & Document Designer**

Judy Griffin
Word Wrangling

**Map Designer**

Terry Lamberson, MOA GIS Department, Municipality of Anchorage

**Photographers**

Ron Martindale, Alaska Department of Transportation and Public Facilities

Lori Schanche, Municipality of Anchorage

Chris Arend
Pedestrian and Bicycle Information Center Library

The Municipality of Anchorage appreciates the participation and review assistance of the Alaska Department of Transportation, Traffic Department, Central Region—Scott Thomas, Regional Engineer, and Ron Martindale, Highway Safety Improvement Program Coordinator—and the Anchorage School District, Pupil Transportation Program—Steve Kalmes, Director of Transportation Services.