

Draft

AMATS 2040 MTP Alternatives

Introduction

To start the alternative development phase on the 2040 Metropolitan Transportation Plan (MTP), a 3-day charrette was held in November 2017 to gather input on potential solutions that should be considered to address the issues and needs of the Anchorage metropolitan transportation system. The charrette included a series of breakout groups with focused discussion around specific modes and topics.



Charrette attendees could provide input through a series of open house stations, including:

- Issue Identification – to identify the top issues on which people felt the MTP should focus
- Funding Priorities – to identify how people thought future transportation funds should be spent
- Top Priorities – to identify which projects were people’s top three projects based on the results of the initial project scoring process
- Creation station – to share their vision of our transportation future

For additional information about the charrette, please see the [Charrette Summary](#).

Based on the input received at the charrette, the project team identified two different alternatives to help understand different approaches and tradeoffs to meeting our transportation goals. Alternative 1 centers on a theme of “Building on Today.” This alternative recognizes our adopted plans, starts with those plans as the base, and will explore improvements needed to extend the MTP planning horizon from the currently adopted 2035 horizon year to 2040.

Alternative 2 explores a theme that would “Push the Envelope” focusing on providing greater transportation choices and increasing mobility by emphasizing non-automobile options. Each alternative will be described in more detail in a later section of this document.

The project team reviewed existing plans such as the 2035 MTP, the Anchorage Pedestrian Plan, the Anchorage Bicycle Plan, and neighborhood plans, community council Capital Improvement Plans, and previous comments received as part of the 2040 MTP planning process to identify potential transportation

improvement projects. Each project was then categorized into the base case, Alternative 1: Building on Today, or Alternative 2: Pushing the Envelope.

In some cases, project suggestions were combined with another project. For example, a sidewalk suggestion may have been combined with a roadway project. Some suggestions were better suited as studies as additional information or research is needed before the appropriate solution can be identified. For example, the project team received several comments about pedestrian crossings in the downtown area and concluded a Downtown Intersection Study that looked at pedestrian crossings in the area was more appropriate. Other suggestions, such as the need to plan for autonomous vehicles, improved enforcement of traffic laws, and better snow removal are being carried forward and will be considered for inclusion in the MTP's implementation plan.

The alternatives have several common elements:

- A planning horizon of 2040,
- The same socioeconomic (population, household, and employment) distribution,
- Consistency with adopted plans including the 2040 Land Use Plan, and
- Base projects (see below).

Neither the base case nor alternatives is fiscally constrained at this time. Later in the MTP development process anticipated funding availability will be applied during project selection for the Preferred Alternative.

Base Case Projects

Many projects are included in both alternatives because they are considered projects that are needed regardless of the alternative selected. For example, many of the 2035 MTP roadway projects are needed to keep the road in a state of good repair. A roadway needs to be maintained and rehabilitated to preserve its functionality and accommodate traffic flow in a safe manner. It's important to note that while many of these roadway projects are designed to improve automobile traffic, there is a multi-modal component to them. Many of these roads are needed to support public transportation (such as transit buses, paratransit, share-a-ride, etc). Additionally, non-motorized facilities such as bike lanes and sidewalks are incorporated into the roadway project which benefits non-motorized users.

Other reasons for including a roadway project in the Base Case is because the project has already been studied and a build solution has been recommended, or the project exists in a low density area where driving is expected to remain the dominant mode of transportation.

For transit, the approach to including projects in the Base Case varied slightly. The Base Case and Building on Today projects are the same and reflect a modest expansion of the transit system.

Most of the non-motorized projects listed in the 2035 MTP (except for the projects that have been completed or are no longer needed) are included in the base case scenario because they are needed to address gaps in the bicycle and pedestrian network.

For a list of Base Case projects, please see table A.1.

Alternative 1: Building on Today

This concept would complete the projects identified in the 2035 MTP (except the Knik Arm Crossing project which was removed from consideration by the AMATS Policy Committee) along with a small number of additional projects primarily focused on those needed to address newly identified congestion associated with extending the planning horizon out to 2040. This concept recognizes the recent changes to the 2040 Land Use Plan map and transit system and would make improvements that help to implement those plans. The concept is not a radical departure from how we have been doing things. As a result, the Anchorage Bowl and Chugiak-Eagle River areas would continue to see changes, but they would be incremental changes over time.

The Building on Today alternative framework is:

- Built on adopted plans
- Incremental change
- Improvements on current practices
- Easier to implement
- In progress
- Comfortable

This alternative focuses on roadway improvements, but would continue to expand multi-modal options. Modest improvements would be made to the transit system. The Anchorage Bowl and Chugiak-Eagle River areas would see an incremental increase to non-motorized transportation use. The percentage of funding on these types of improvements would remain relatively constant over time (at approximately today's levels).

For a list of Building on Today projects see Table A.2.

Alternative 2: Pushing the Envelope

The Pushing the Envelope alternative emphasizes giving people greater transportation choices and improving mobility but with less emphasis on private automobiles and roadway improvements to increase capacity for managing congestion. This alternative would actively encourage people to reduce their use of single occupancy vehicles and use alternative modes such as transit or bicycling. For example, funding for alternative modes would be increased compared to roadway improvements, or parking fees could be increased as a disincentive to driving.

The Pushing the Envelope alternative framework is:

- Built on adopted plans
- Outside the box
- New ideas (not currently done)
- Requires additional/new funding
- Requires shift in thinking
- Requires policy changes
- Potentially controversial

This alternative would be based on existing adopted plans but with significant modifications. In this alternative, not all of the roadway projects identified in the 2035 MTP would be implemented and some projects would be replaced with a non-auto solution. For example, the Bragaw extension through the U-Med district would be replaced with additional transit service to the U-Med area. Capacity improvements on the Glenn Highway would be supplemented by commuter rail service between the Matanuska-Susitna Borough and the Alaska Railroad Depot in Ship Creek. Additional improvements to the non-motorized transportation infrastructure would be made.

This concept involves trying new ideas such as pedestrian-only areas, charging development impact fees for sidewalks, and limiting parking. Linking transportation and land use decisions would be better integrated. For example, in town centers, transit-supportive development corridors, and similar areas, decision makers and planners would first look for a transit or non-motorized solution to solving

transportation issues. Traditional roadway improvements to expand capacity would be considered last, unless they were needed to support another mode.

This alternative would support creation of development of higher density land uses such as regional commercial centers, city centers, and transit-supportive development areas. More people would be able to live near where they work, shop, and play, thereby reducing the need for vehicle trips.

The Pushing the Envelope alternative would continue to implement adopted plans in the Anchorage Bowl and Chugiak-Eagle River areas. However, the rate of change would be accelerated for non-automobile improvements compared to the Building on Today alternative. To support this alternative, transportation funding and policies would need to change. New funding sources such as federal grants, bond revenues, or Municipal funds (like sales or property taxes) would be needed to fund these improvements.

Some of the improvements or mechanisms in the Pushing the Envelope alternative could be controversial (e.g. raising new tax revenues or implementing parking restrictions/fees) as they represent a departure from the current way we solve transportation issues. As a result, the projects may take longer to implement due to the need to educate people about why transportation solutions are being done differently and to gather public support.

For a list of Pushing the Envelope projects see Table A.3.

Potential Tradeoffs

Table A.4 shows projects considered from both alternatives for which direct tradeoffs are possible.

Appendix A

Table A.1. Base Case Projects

Project Name	Termini	Description
Huffman Rd Extension - Birch Rd to Hillside Dr	Birch Road to Hillside Drive	1-mile road connection - completes east-west corridor between Hillside Dr and Seward Hwy. Recommend separated pathway.
Elmore Rd Extension - O'Malley Rd to Abbott Rd	O'Malley Road to Abbott Road	1-mile road connection - completes north-south corridor between DeArmoun Rd and Providence Dr. Recommend bicycle lanes and separated pathway.
36th Ave Access Management - Spenard Rd to Denali St	Spenard Road to Denali Street	Access management treatments.
Seward Hwy/O'Malley Rd Interchange	New Seward Highway at O'Malley	Add a freeway style interchange at New Seward Hwy and O'Malley Rd/Minnesota Dr that provides unimpeded traffic flow between New Seward Hwy and Minnesota Dr.
Northern Lights/Benson Blvd Access Management	Minnesota Drive to Arctic Blvd	Add access management and turn restrictions; modify local connections to make adjacent property access to other roads; east-west or north-south access in lieu of direct access from Northern Lights Blvd and Benson Blvd wherever practical.
Tudor Rd Access Management - Seward Hwy to Arctic Blvd	Seward Highway to Arctic Boulevard	Add access management and turn restrictions; modify local connections to make adjacent property access to other roads; east-west or north-south access in lieu of direct access from Tudor Rd wherever practical.
Tudor Rd Access Management - Seward Hwy to Patterson St	Seward Highway to Arctic Boulevard	Add access management and turn restrictions; modify local connections to make adjacent property access to other roads; east-west or north-south access in lieu of direct access from Tudor Rd wherever practical.
29th Ave & Photo Ave Bike Boulevard	Minnesota Drive to Arctic Blvd	Add bike boulevard to 29th Avenue and Photo Avenue.
Seward Hwy/92nd Ave Grade Separation	Homer Drive to Brayton Drive	Add new facility - grade separation and extension of 92 Ave from Homer Dr to Brayton Dr. Current project includes west side on- and off-ramps from Seward Hwy at 92nd Ave connecting via a newly constructed 92nd Ave to the Old Seward Hwy. New traffic signal at 92nd Ave and Old Seward Hwy. Pedestrian, storm drain, and lighting improvements. Recommend bicycle lanes.
36th Avenue/Seward Highway Interchange	Tudor Road to 33rd Avenue	Add new facility – interchange at 36th Ave and Seward Hwy, including braided ramps connecting to the Tudor Rd interchange. Phase I of Seward Hwy/Glenn Hwy Connection. Recommend separated pathway.
Seward Highway /Glenn Highway Connection - Phase III - Airport Heights Dr and Glenn Hwy Interchange	Airport Heights Dr and Glenn Hwy Interchange	Add new facility - interchange at Airport Heights Dr and Glenn Hwy.
92nd Ave/Academy Dr	Brayton Drive to Abbott	Add new facility—extend 92nd Ave from Brayton Dr to Abbott Rd. Recommend bicycle lanes and

Extension - Brayton Dr to Abbott Rd	Road	separated pathway.
Ingra-Gambell Extension - 3rd Ave to Whitney Rd	3rd Avenue to Whitney Road	Add new facility—extend Ingra St/Gambell St to Ship Creek Ave and Whitney Rd.
Mountain Air Dr - Rabbit Creek Rd. to E 164th Ave	Rabbit Creek Road to E 164th Avenue	Add new facility—extend Mountain Air Dr from Rabbit Creek Rd to E 164th Ave. Recommend separated pathway.
27th Avenue	Blueberry Road to Minnesota Drive	Bicycle boulevard
Lake Otis Parkway	DeArmoun Road to end of TOD/TSC	Bicycle lane (pending results of the Lake Otis corridor study)
Elmore Road	48th Avenue to Tudor Road	Bicycle lanes
Baxter Road	Tudor Road to 21st Avenue at Cheney Lake	Bicycle lanes
Raspberry Road	Kincaid Park entry to Minnesota Drive	Bicycle lanes
76th Avenue	Alaska Railroad to Seward Highway	Bicycle lanes
Dimond Boulevard	Sand Lake Road to Jewel Lake Road	Bicycle lanes
Pine Street	Debarr Road to Klondike Street	Bicycle lanes
North Eagle River Access Road	Old Glenn Highway to Powder Ridge Drive	Bicycle lanes
Lore Road	Seward Highway to Lake Otis Parkway	Bicycle lanes
Huffman Road	Pintail to Elmore Road	Bicycle lanes
Northwood Drive	88th Avenue to Raspberry Road	Bicycle lanes
Abbott Road	Academy Road to Lake Otis Parkway	Bicycle lanes
88th Avenue	Jewel Lake Road to Northwood Street	Bicycle lanes
Northwood Dr Extension - Strawberry Rd to Dimond Blvd	Strawberry to Dimond Boulevard	Calming measures will be added from 88th Ave to Strawberry Rd. Add new facility - extend Northwood Dr from Strawberry Rd to Dimond Blvd. Recommend bicycle lanes and pedestrian facilities.
Commuter Service Enhancement - Routes 91 & 92	Routes 91 and 92 (South Anchorage and Eagle River)	Commuter service on routes 91 & 92 would be enhanced in this project, including more trips during the AM/PM peak hours and increased coverage of South Anchorage and Eagle River.

Seward Highway /Glenn Highway Connection - Phase III - Chester Creek to 5th/6th Avenue	Chester Creek to 5th/6th Avenue	Construct a depressed freeway between Chester Creek and 5th/6th avenues. Reconstruct Ingra and Gambell streets, crossings over the depressed freeway, and cut-and cover lids.
Veteran's Memorial Highway (Eagle River Loop Road) Trail	Glenn Highway to Eagle River Bridge	Construct a multi-use trail parallel to Veterans Memorial Highway to link with existing trail on either end.
International Airport Rd Frontage Road Pathway	Northwood Drive to Spenard Road	Construct a pathway or widen the roadway to accommodate non-vehicular traffic from Northwood Drive to Spenard Road.
Huffman Road and Cange/Pintail Street Intersection Improvements	Huffman Road and Cange/Pintail Street	Construct a roundabout at intersection. Coordinate with Huffman (Pintail to Elmore bicycle lanes project).
Huffman Road and Elmore Road Intersection Improvements	Huffman Road and Elmore Road	Construct a roundabout at intersection.
Separated trail Ship Creek greenbelt to Chester Creek greenbelt	Ship Creek greenbelt to Chester Creek greenbelt	Construct a separated trail connecting Ship Creek greenbelt to Chester Creek greenbelt.
Seward Hwy - O'Malley Rd to Rabbit Creek Rd Overcrossing	O'Malley Road to Rabbit Creek Road	Construct ADA ramps for existing pedestrian overcrossing and extend pedestrian facilities from Rabbit Creek Rd to O'Malley Rd.
Rabbit Creek Rd - Seward Hwy to Goldenview Dr	Seward Highway to Goldenview Drive	Construct center turn lane, sidewalk, and pathway on Rabbit Creek Rd from Seward Hwy to Golden View Dr. Recommend bicycle lanes and separated pathway.
Seward Highway /Glenn Highway Connection - Phase III - Chester Creek to Airport Heights Drive	Chester Creek to Airport Heights Drive	Construct freeway connection between Seward Highway/20th Ave and Glenn Highway/Airport Heights Dr.; includes an interchange at Airport Heights Rd. freeway access and egress ramps elsewhere along the alignment, depressed sections of freeway that include the construction of bridges and decking above the freeway for cross streets, community amenities, and redevelopment over highway airspace. Phase III of Seward Hwy / Glenn Hwy Connection. Recommend separated pathway.
Jewel Lake Rd/International Airport Rd Grade Separation	Jewel Lake Road to Northwood St	Construct interchange at International Airport Rd and Jewel Lake Rd incorporating a grade separation of the railroad and construct a grade separation of International Airport Rd near Northwood St with realignment of railroad to the south side of International Airport Rd.
Glenn Hwy Trail	S. Artillery Road to Brooks Road	Construct missing link in Glenn Hwy. separated pathway
Abbott Road/Hillside Drive Trail	Rabbit Creek Road to Birch Road	Construct missing trail links and reconstruct those in poor condition.
Homestead Rd Improvements (Eagle River)	Oberg Road to Voyles Boulevard	Construct new collector roadway.
West Tudor Road Pedestrian Pathway	Minnesota Drive to Harding Drive	Construct pedestrian facilities to connect to the existing facilities on either side of the railroad tracks.

Midtown Corridor Improvements on W 32nd Avenue	Arctic Blvd to Old Seward Highway	Construct upgrades in the road right-of-way with an emphasis on pedestrian facilities and lighting
Midtown Corridor Improvements on W 33rd Avenue	Arctic Blvd to Old Seward Highway	Construct upgrades in the road right-of-way with an emphasis on pedestrian facilities and lighting
Short Term MTP Element Implementation Projects	AMATS Area	Could include the following projects: Regional Travel Survey, Complete Streets Plan, Freeway Incident Management Plan, Traffic Signal Operations Plan, Intersection Operations and Safety Improvements Program, Travel Options Report Recommendations, South Anchorage Intersection Study, MTP Update, Subarea Circulation-Collector Street Studies, Secondary Road Network, etc.
Long Term MTP Element Implementation Projects	AMATS Area	Could include the following projects: Regional Travel Survey, Complete Streets Plan, Freeway Incident Management Plan, Traffic Signal Operations Plan, Intersection Operations and Safety Improvements Program, Travel Options Report Recommendations, South Anchorage Intersection Study, MTP Update, Subarea Circulation-Collector Street Studies, etc.
27th Ave	Seward Highway to Minnesota Dr	Improve pedestrian crossing and upgrade sidewalk
Seward Highway /Glenn Highway Connection - Phase III (EA Document)	Phase III Environmental Document	Develop an environmental impact statement for phase 3 of the Seward Hwy/Glenn Hwy connection from Chester Creek to Airport Heights Dr. Alternatives will be evaluated and preferred alignment will be chosen recognizing that the other segments of this project may change.
Old Glenn Hwy (Artillery Rd) NB off-ramp to Eagle River Rd (Eagle River)	Glenn Highway to Eagle River Road	Eliminates existing weaving section between the existing Old Glenn Hwy (Artillery Rd) interchange northbound ramp terminal and the Eagle River Rd intersection on Old Glenn Hwy. Provides additional capacity to a heavy demand movement. Recommend separated pathway.
Chester Creek Trail	Goose Lake to Westchester Lagoon widening	Expand existing separate greenbelt trail (12' wide)
84th Avenue Extension/Rehabilitation	Spruce Street to Elmore Road	Extend 84th Ave from Spruce Street to Elmore Road. Reconstruct the portion that has already been built to current design standards. Improvements are expected to include a new road base, pavement, curb and gutters, storm drains, pedestrian facilities, street lighting, and landscaping.
Minnesota Drive Dimond Blvd On Ramp Improvements	Minnesota Drive at Dimond Blvd	Extend the outside on ramp lane from Dimond Blvd to Raspberry Road.
Northern Lights Blvd - Lake Otis Pkwy to Bragaw	Lake Otis Parkway to Bragaw	Extend third eastbound lane from Lake Otis Pkwy to Bragaw St. May include intersection improvements at both Lake Otis Pkwy. and UAA Dr.
Lower Ship Creek Connections		Implement the Tony Knowles Coastal Trail to the Ship Creek Trail connection per the completed design work.
Ocean Dock Road Access and Crossing from POA to Terminal Road	Ocean Dock Road to Terminal Road	Improve Ocean Dock Road access (including the Ocean Dock and Terminal Road intersection) and crossing from the POA to Terminal Road.
Old Klatt Road Rehabilitation	Timberlane Drive to Victor	Improvements are expected to include a new road base, pavement, curbs, pedestrian facilities,

	Road	storm drains, street lighting, and landscaping.
76th Avenue Reconstruction	King Street to Old Seward Highway	Improvements are expected to include pavement, curbs, pedestrian facilities, and road base reconstruction.
Postmark Drive and Point Woronzof/West Northern Lights Boulevard Intersection Improvements	Postmark Drive and Point Woronzof/West Northern Lights Boulevard Intersection	Improvements to address stop signs, tight intersection, and left and right turns.
Seward Highway /Glenn Highway Connection - Phase III - Airport Heights Dr to Ingra/Gambell	Airport Heights Dr to Ingra/Gambell	Improvements to increase capacity and provide limited access corridor from Airport Heights Dr to Ingra/Gambell.
Glenn Hwy Operations Analysis - Muldoon Rd to Eklutna	Muldoon Road to Eklutna	Include future interchanges. Old Glenn Hwy, Eklutna Village Rd, Thunderbird Falls, Mirror Lake, North Peters Creek/Settlers Dr, South Peters Creek/Ski Rd, Birchwood Loop Rd North, Birchwood Loop Rd South.
Old Seward Highway and Seward Highway Southbound Ramp	Turnagain Bluff way to Seward Highway Southbound on Ramp.	Install a median acceleration lane on the Old Seward Highway.
Minnesota Drive Off Ramp/Hillcrest Drive Intersection Improvements	Minnesota Drive and Hillcrest Drive	Install a single lane roundabout with single lane approaches at the intersection of Minnesota Drive exit and Hillcrest Drive. Purpose: Safety and Congestion
Abbott Road and Birch Road Intersection Improvements	Abbott Road to Birch Road	Install an offset eastbound right turn lane and relocate the retaining wall on the southeast corner of the intersection.
Northern Lights Blvd/Benson Blvd Island Separated Turn Lanes	Minnesota Drive to Arctic Blvd	Install island separated turn lanes.
Campbell Trail lighting	Victor to Seward Hwy	Install lighting along Campbell Creek Trail
Minnesota Drive and Tudor Road Intersection Improvements	Minnesota Drive and Tudor Road	Install triple westbound left turn lanes on Tudor Road and eliminate split phasing for the east and westbound phases at the intersection. Install southbound right turn lane on Minnesota.
King Street at Dimond Boulevard Intersection Improvements	King Street at Dimond Boulevard	Intersection improvements to address turning movement concerns.
C Street at International Airport Road Intersection Improvements	C Street at International Airport Road	Intersection improvements to address turning movements concerns.
Fairview Pedestrian Safety Study	Fairview Community Council Boundary	Investigate pedestrian safety improvement needs within the Ingra-Gambell streets couplet corridor

Glenn Hwy - Hiland Rd to Old Glenn Hwy (Artillery Rd- Eagle River) (Northbound Lane Done and Southbound Lane expected to be completed)	Hiland Road to Old Glenn Hwy (Artillery Road)	Make necessary improvements at Hiland Rd and Old Glenn Hwy (Artillery Rd) interchanges and add a 3rd lane northbound and southbound between Hiland Rd and Old Glenn Hwy (Artillery Rd); bridge improvements at Eagle River interchange, Hiland Rd interchange, and 2 Eagle River bridges.
Eagle River Town Center walkways	Old Glenn and Business Blvd connections	Missing link walkway
Valley St	Muldoon Rd to 10th Ave	Missing link walkway
Crescent St at East 37th Ave		Missing link walkway
Business Blvd at Carrs to Regency Drive		Missing link walkway behind Carrs Store
Petersburg St	56th Ave to 57th Ave	Missing link walkway, lighting
32nd Ave Extended	Northstar to Arctic Blvd	Missing pathway
Reka Dr	Bragaw St to Pine St	Missing Sidewalk
Golden Bear Drive	Muldoon Road to Bartlett High School	Missing sidewalk
A St	west side, Benson Blvd – 36th Ave	Missing sidewalk
A St	west side, Fireweed Ln to Benson Blvd	Missing sidewalk
A St	Fireweed Lane north to 13th Ave	Missing sidewalk
Debarr Rd	Muldoon Rd east to Cross Pointe Loop	Missing sidewalk
Duben St	Muldoon Rd to Oklahoma St	Missing sidewalk
Molanary Drive	86th Ave to 88th Ave	Missing sidewalk
20th Ave	Bragaw St to Tikishla Park	Missing sidewalk
32nd Ave	Lois Dr to Minnesota Dr	Missing sidewalk
Boniface Pkwy	Glenn Hwy south to Northern Lights Blvd (west side)	Missing sidewalk
Lois Drive	Northern Lights Blvd & 36th Ave	Missing sidewalk
Huffman Park Drive	Entire Length	Missing sidewalk
Huffman Town Center walkways	Daryl, Old Seward, from Post Office, Klatt	Missing sidewalk

Industry Way	Entire Length	Missing sidewalk
Spirit Way	Piper St to Providence Dr	Missing sidewalk
Wilson St	40th Ave to Tudor Rd	Missing sidewalk
McCarrey	west side Chena north to Glenn Highway	Missing sidewalk
Johns Road	High View Dr to Klatt Road	Missing sidewalk
Duben St, #14 Crash Location	to Muldoon Elementary School	Missing sidewalk, crossing
Fairview Pedestrian Improvements	3rd, 9th, 13th, 15th avenues; Cordova, Gambell, Karluk streets	Missing sidewalk; improvements to amenities and appearance
West 36th	Minnesota Dr to Fish Creek	Missing sidewalks
Neighborhood northeast of Arctic Blvd & 32nd Ave		Missing sidewalks
Purchase of bike racks at key destinations in Anchorage and Eagle River		Purchase bike racks and provide to businesses, schools, etc. to install
Abbott Road	Birch Road to Hillside Drive	Paved shoulder bikeway
3rd Avenue	Post Road to E Street	Paved shoulder bikeway
Tudor Road	Minnesota Drive to Old Seward Highway	Paved shoulder bikeway
Rabbit Creek Road	Evergreen Drive to Clark's Road	Paved shoulder bikeway
Lake Hill Drive	Old Glenn Highway to Mirror Lake Middle School	Paved shoulder bikeway
Old Glenn Highway	Voyles Road to end	Paved shoulder bikeway
6th Ave & 7th Ave at A St	to Museum	Pedestrian Crossing Improvements (similar to C and 7th)
Coastal Trail @ Fish Creek Improvements	Fish Creek Estuary Improvements	Project will do paving improvements and relocate a fence which is a safety issue since it creates a blind corner where there have been reported bike/ped crashes (there is no ROW acquisition involved).
Neighborhood Loop Trail Study - would include above	Government Hill	Project will evaluate existing portions of the trail, identify missing links, and actions needed to complete the mixed use trail. Additionally project will look at connecting to the ship creek trail/area and waterfront amenities.
Old Seward Hwy / 36th Ave Bus Route	North of Dimond Blvd/Spenard to Old Seward Highway	Project would create a new bus route to provide service along Old Seward Highway north of Dimond Boulevard, and on 36th Avenue between Spenard Road and Old Seward Highway.
Rabbit Creek Road and Golden	Rabbit Creek Road and	Realign the intersection approaches and construct a roundabout at intersection.

View Drive Intersection Improvements	Golden View Drive	
Spenard Road Phase III	West 30th Ave to Northwood Drive	Rebuild Spenard Road from West 30th Avenue to Northwood Drive including enhanced pedestrian and non-motorized capabilities found in Reconstruction Phase II (Hillcrest to West 30th).
Minnesota Drive and International Airport Road Interchange Improvements	Minnesota Drive and International Airport Road	Reconfigure the Minnesota SB Off Ramp to the traffic signal on International Airport Road. Reconstruct ramps along the north side of International Airport road to improve pedestrian and bicycle accommodations through the interchange.
Old Seward Hwy/O'Malley Rd Interchanges Study	Old Seward Highway to Seward Highway	Reconnaissance study to identify operations, functional design, and phasing of the freeway-to-freeway interchange at Seward Hwy and O'Malley Rd/Minnesota Dr and an interchange at Old Seward Rd and O'Malley Rd.
Birchwood Loop and Birchwood Spur Rd Improvements (Eagle River)	Old Glenn Highway to Birchwood Airport	Reconstruct 2.98 miles of roadway to current standards. Improvements may include widening roadway and adding shoulders.
DeArmoun Rd Reconstruction - Phase II	140th Ave to Hillside Drive	Reconstruct and add pedestrian facilities; minimize impact on private property.
Seward Hwy - O'Malley Rd to Dimond Blvd	O'Malley Road to Dimond Boulevard	Reconstruct and widen from 4 to 6 lanes. Landscaping and possible noise walls. Includes reconstruction of Dimond Blvd interchange. Recommend separated pathways on all frontage road improvements.
Seward Hwy - Potter Weigh Station to Rabbit Creek Rd	Potter Weigh Station to Rabbit Creek Road	Reconstruct and widen Seward Hwy between Potter Weigh Station and Rabbit Creek Rd. Recommend paved shoulder bikeway.
84th Ave - Hartzell Rd to Lake Otis Pkwy	Hartzell Road to Lake Otis Pkwy	Reconstruct existing road and add new segment. Recommend pedestrian facilities.
Jewel Lake Rd - Strawberry Road to Raspberry Road	Dimond Boulevard to International Airport Road	Reconstruct Jewel Lake to operate as a 2-lane with center turn lane. Recommend bicycle lanes and pedestrian facilities. Wetland impacts anticipated.
Elmore Road Reconstruction	Providence Drive to Tudor Road	Reconstruct road and storm drains, install missing pedestrian facilities, and upgrade street lighting.
Birch Rd - Huffman Rd to O'Malley Rd	Huffman Road to O'Malley Road	Reconstruct road. Recommend bicycle lanes.
Benson Blvd (North side) multiuse pathway reconstruction	Spenard Road to Arctic Blvd	Reconstruct the multiuse pathway on the north side of Benson Blvd as Photo Avenue sidewalk/path.
C St/Ocean Dock Rd Access Ramp	C Street Viaduct to Ocean Dock Road	Reconstruct the ramp at Ship Creek.
Seward Highway Improvements (Midtown Congestion Relief-Seward Hwy/Glenn Hwy Connection Phase II	33rd Ave to Chester Creek	Reconstruct the Seward Hwy as a depressed freeway, includes interchanges at Northern Lights Blvd, and Benson Blvd and the reconstruction of Old Seward Hwy from 33rd Ave to 20th Ave, Phase II of Seward Hwy/Glenn Hwy Connection.

O'Malley Rd - Seward Hwy to Hillside Dr (Edit termini - Lake Otis to Hillside Dr)	Seward Highway to Hillside Drive	Reconstruct to improve safety and capacity. 3-lane section east of Lake Otis Pkwy. Recommend separated pathway and pedestrian facilities. Wetland impacts anticipated.
Glenn Highway Eklutna Overpass		Rehab or replace the bridge with a new structure. Bridge to carry two travel lanes, shoulders, one pathway, and railing.
Hiland Rd Improvements Phase I - MP 2.2 to MP 3.4 (Eagle River)	MP 2.2 to MP 3.4	Rehabilitate 1.2 miles of the existing two-lane Hiland Rd to current standards. Improvements may include widening roadway, adding shoulders, improving visibility, reducing grades, and possibly trails, where practical and feasible. Recommend paved shoulder bikeway.
Eklutna Lake Rd Rehabilitation (Eagle River)	Old Glenn Highway to Eklutna Lake	Rehabilitate 10 miles of roadway from the Old Glenn Hwy to Eklutna Lake to current standards. Improvements may include repaving, widening lanes and adding shoulders, improving visibility, and possibly trails, where practical and feasible.
South Birchwood Loop Rd Improvements (Eagle River)	Old Glenn Highway to Birchwood Loop Road	Rehabilitate 5.05 miles of roadway to address safety issues and add shoulders. Recommend bicycle lane from Old Glenn Hwy to Hillcrest Dr and separated pathway along the length of the project.
Hiland Rd Improvements - MP 1.0 to MP 2.2 and MP 3.4 to MP 8.3 (Eagle River)	MP 1.0 to MP 2.2 and MP 3.4 to MP 8.3	Rehabilitate 6.1 miles of the existing two-lane Hiland Rd to current standards. Improvements may include widening roadway, adding shoulders, improving visibility, reducing grades, and possibly trails, where practical and feasible. Recommend paved shoulder bikeway.
Eagle River Rd Rehabilitation - MP 0.0 to MP 5.3 (Eagle River)	MP 0 to Upper Terrace (MP 5.3)	Rehabilitate approximately 6 miles. Improvements may include turn lanes. Recommend paved shoulder bikeway.
Northern Lights Blvd - Postmark Dr to Nathaniel Ct (Remove or move to preservation)	Postmark Drive to Nathaniel Ct	Rehabilitate pavement and add shoulders where needed. Wetland impacts anticipated.
Huffman Rd Rehabilitation - Pintail St to Birch Rd	Pintail Street to Birch Road	Rehabilitate road. Improvements may include widening roadway, adding shoulders, improving visibility, reducing grades, and possibly trails, where practical and feasible. Recommend bicycle lanes and separated pathway.
Spenard Rd Rehabilitation - Benson Blvd to Minnesota Dr	Benson to Minnesota	Rehabilitate to improve traffic flow from Benson Blvd to Minnesota Dr, including feasibility and impact analysis on local properties of the proposed Spenard Rd/36th Ave couplet. Recommend pedestrian and bicycle facilities.
Timberlane Drive Intersection Improvements	At North Klatt Road	Safety Improvements
Elmore Road Intersection Improvements	At Rabbit Creek	Safety Improvements.
Campbell Trail	Lake Otis Parkway undercrossing	Separated Cambell Creek Trail conncection across Lake Otis Blvd.
Ship Creek Trail	Glenn Highway to Tyson School	Separated pathway
3rd Avenue	A Street to Hyder Street	Separated pathway
Coastal Trail	Westchester Lagoon to	Separated pathway

	Earthquake Park widening	
Seward Highway	Tudor Road to 36th Avenue	Separated pathway
Tudor Road	Regal Mountain Air Drive (new Chugach Connectors parthway) to Pioneer Drive	Separated pathway
Glenn Hwy Trail	Birchwood Loop to Eklutna	Separated pathway
Old Seward Highway	DeArmoun Road to Seward Highway	Separated Pathway
Mirror Lake Drive	Mirror Lake to Old Glenn Highway	Separated pathway
Glenn Hwy Trail	Eklutna to Mat-Su Borough	Separated pathway
Maplewood Dr Trail Connection	Sitka Park to Maplewood Dr	Separated pathway
Fire Creek	Glenn Hwy through Tract A Powder Reserve	Separated pathway
Elmore Path Extension	Rabbit Creek Road to DeArmoun Road	Separated pathway
O'Malley Road	Old Seward Highway to C Street	Separated pathway (under ARRC)
Eagle River Greenbelt Trail	Glenn Highway to Eagle River Nature Center	Separated pathway in greenbelt
South extension of Coastal Trail	Kincaid Park to Jodhpur St	Separated pathway in greenbelt
South extension of Coastal Trail		Separated pathway in greenbelt
Coastal Trail	connection to Ship Creek Trail	Separated pathway Linking Coastal Trail with Ship Creek Trail
Debarr Road	Orca Blvd. to Turpin Street	Separated. Pathway on north side of street
Klatt Road	west of Puma Street	Shared road bicycle facility
Baxter Road/Beaver Place	Cheney Lake to Debarr Road	Shared road bicycle facility
McCarrey Street	Klondike Street to Mountain View Drive	Shared road bicycle facility
Farm Avenue	Old Glenn Highway to Breckenridge Drive	Shared road bicycle facility
76th Avenue	Alaska Railroad to Taku Lake Park	Shared road bicycle facility
G Street	3rd Avenue to 10th Street	Shared road bicycle facility
West Parkview Terrace		Shared road bicycle facility

Lore Road	Lake Otis Parkway to Elmore Road	Shared road bicycle facility and separated pathway to Elmore
Improved Access from the POA	Ship Creek/POA Area	Ship Creek and POA area access study including non-motorized
Northern Lights Blvd	Seward Highway to Minnesota Dr	Sidewalk separation, upgrade
Lake Otis Blvd	68th Ave to Abbott Rd	Sidewalk upgrade
Old Glenn Hwy, Monte Rd, Brooks Rd		Sidewalk, crossing
Coronado St	Old Glenn to Echo St to North Eagle River Loop Rd	Sidewalk, lighting
Raspberry Road Rehabilitation	Jewel Lake Road to Sand Lake Road	Study the need for roadway and non-motorized improvements in this corridor
Midtown east-west routes	Reconnaissance study	Study (Area C) Investigate feasibility of constructing bicycle facility through Midtown
Ingra/Gambell	Reconnaissance Study	Study (Area F) Pedestrian safety study
Dimond Blvd. at Victor Road	reconnaissance study	Study (Area G) Investigate feasibility of improving pedestrian crossing
Chugiak High School Access Improvements (South Birchwood Loop Road) Study		Study the need for access improvements to the school.
Improved East-West Connector Study	Between Hilltop Neighborhoods	Study the need for improvement to an east-west connector between Hilltop neighborhoods in Government Hill.
North Eagle River Interchange Capacity Modifications Study (Eagle River) - Glenn Highway at North Eagle River Access Road	Glenn Highway at North Eagle River Access Road	Study the need for improvements at ramp terminals.
Government Hill Intersection Study	East Loop Road Intersection at Hollywood Drive/Erickson St, and East Loop Road Intersection at East Bluff Drive	Study the need for intersection improvements in Government Hill.
Glenn Highway at South-bound Peters Creek On-Ramp Creek Safety Improvements Study		Study the need for safety Improvements at the south-bound peters creek on-ramp.
Glenn Highway at Thunderbird Falls Exit Realignment Study		Study the need for safety improvements such as a realignment of the exit.
Northern Lights/Benson Blvd Crossing Time at Signalized Intersection Study	Minnesota Drive to Arctic Blvd	Study to determine the impacts of increased crossing times at signalized intersection on signal timing, traffic delay, and traffic queues.

Eagle River CBD - Phase II, Study (Eagle River)	Downtown Eagle River & Residential Core	Study to identify the recommended long-term solution for the CBD transportation system.
Improved TSAIA Access		Study to identify ways to improve freight access from TASA's North and South Airparks
Midtown Subarea Transportation Plan	Midtown Area	Study to identifying needs and multimodal/land use solutions.
Electric Buses & Supportive Infrastructure		The intent would be to implement the use of electric buses in People Mover's fleet, and install the necessary supportive electric vehicle infrastructure.
Goldenview Drive Connection West	Romania Drive to Potter Valley Road	This project will construct a collector route between Romania Drive and Potter Valley Road. Improvements are expected to include pavement, drainage, pedestrian facilities, lighting, traffic calming, and landscaping.
Oberg Road Upgrade	Glenn Highway to Glacier Road	This project will construct a separated pedestrian trail along a collector route serving local ball fields.
Hiland Road Intersection Improvements	South Creek Road to South River Lane	This project will construct safety improvements at intersections along Hiland Road.
68th Avenue Reconstruction	Brayton Drive to Lake Otis Parkway	This project will reconstruct this collector street to current standards. Improvements are expected to include a new road base, replacement of the storm drain system, installation of curb and gutters, sidewalk and/or trail, street lighting, and landscaping.
48th Avenue/Cordova Street Reconstruction	Old Seward Highway to International Airport Road	This project will reconstruct two collector routes including road base, pavement, curbs, storm drainage, and street lighting. The addition of pedestrian facilities will be considered in the design phase.
Eagle River Road Trail Rehabilitation	Old Glenn Highway to Mile Hi Road	This project will rehabilitate the Eagle River Road Trail from the Old Glenn Highway to Mile Hi Road.
Caravelle Drive Reconstruction	Raspberry Road to Jewel Lake Road	This project will upgrade the collector road to urban standards. Improvements are expected to include paving, curbs, storm drainage, street lighting, pedestrian facilities, and landscaping. The use of the road for access to individual homes will require significant neighborhood interaction.
Jewel Lake Road Rehabilitation	Dimond Blvd to North Point Drive	This project will upgrade the road to urban collector standards. Improvements are expected to include pavement, curbs, storm drains, street lighting, pedestrian facilities, and landscaping
East Side Drive Rehabilitation	Old Glenn Highway to Homestead Road	This project will upgrade the road to urban standards regarding curbs, pedestrian, lighting, and capacity needs.
Hartzell Road Rehabilitation	79th Ave to Dimond Blvd	This project will upgrade the unimproved section of a collector street to current standards. Improvements are expected to include pavement, curbs, pedestrian facilities, street lighting, and storm drains.
Goldenview Drive Rehabilitation	Rabbit Creek Road to Romania Drive	This project will upgrade this collector street to current standards. Improvements are expected to include a new road base, pavement, a drainage system, pedestrian facilities, turn lanes, street lighting. Purpose: Safety
Arctic Blvd Extension/Rehabilitation	Dimond Blvd to 92nd Ave	This project will upgrade/extend the road to urban standards including a new road base, curbs, pavement, pedestrian facilities, drainage, and street lighting.

Potter Drive Rehabilitation	Arctic Blvd to Dowling	This project will upgrade/extend the road to urban standards including a new road base, curbs, pavement, pedestrian facilities, drainage, bike lanes, and street lighting.
Boniface Parkway Bus Route	Native Medical Center and Mountain View	This project would add bus route on Boniface Parkway between the Alaska Native Medical Center campus and the Mountain View neighborhood. The route would restore service on Boniface Parkway previously provided by routes 13 and 3N.
South Birchwood Loop Trail	Glenn Highway to Birchtree St	This project would construct a trail.
Transit Signal Priority (TSP)		This project would expand Transit Signal Priority infrastructure and expand its usage by transit vehicles under certain conditions.
80th Avenue Extension/Rehabilitation	Spruce Street to Elmore Road	This project would extend and upgrade this major local road to urban collector standards. Improvements are expected to include pavement, curbs, storm drains, pedestrian facilities, street lights, water line installation, and landscaping.
Route 65 Bus Route Extension		This project would extend Route 65 through the Turnagain neighborhood via Wisconsin Street and Northern Lights Boulevard, and connect it to the Downtown Transit Center via Minnesota Drive and I Street.
Weekend Service Span Expansion & Holiday Service Restoration		This project would extend weekend fixed-route operating span beyond 8am-8pm. It would also restore fixed-route bus service on holidays where practicable.
Transit ITS Solution		This project would implement a comprehensive Information Technology Service (ITS) for the Public Transportation Department. Current ITS solution is severely outdated and reliant on software that is unable to be updated regularly due to lack of vendor support. This impacts the efficiency of bus service in a multitude of ways.
Downtown Route / Circulator	Downtown Anchorage	This project would implement a fixed-route service that provides circulation within downtown Anchorage. Most of People Mover's routes operate to and from downtown without a focus on providing convenient bus travel to destinations within the downtown.
Level Bus Boarding	Various Locations	This project would implement bus boarding platforms at-level with transit vehicles in select locations. This would facilitate boardings without the necessity for buses to "kneel" to allow access.
Weekday Service Frequency Enhancement		This project would increase weekday fixed-route service frequency on all routes to 15 minutes, from at least 6am to 8:30pm. Frequencies of 15 minutes would allow more reliable and convenient bus travel throughout the People Mover service area.
Weekend Service Frequency Enhancement		This project would increase weekend fixed-route service frequency so that it matches weekday service frequency.
Raspberry Road and Minnesota Ramp Improvements	Minnesota Drive and Raspberry Road	Tighten the radii at the ramp terminals along the south side of Raspberry Road to develop a more pedestrian/bicycle friendly-interchange.
120th Ave Rehabilitation	Johns Road to Old Seward Highway	Upgrade 120th Avenue to collector standards. Include pedestrian and bike facilities where possible. Connects to a school and a town center.

Lake Otis Parkway	Abbott Road to DeArmoun Road	Upgrade alignment of separated pathway at intersections
Clarks Road Rehabilitation	Hillside Drive to Kings Way Drive	Upgrade Clarks Road to rural collector design standards. Improvements are expected to include two traffic lanes, shoulders, separated pedestrian facilities, and street lighting.
Collins Way/64th Ave/Cranberry Street Rehabilitation	Jewel Lake Road to Raspberry Road	Upgrade collector street to urban standards. Improvements are expected to include a new road base, pavement, curbs, pedestrian facilities, storm drainage, street lighting, and landscaping.
Lois Drive Rehabilitation	Northern Lights Blvd to 36th Ave	Upgrade collector street to urban standards. Improvements are expected to include a new road base, pavement, curbs, pedestrian facilities, street lighting, storm drainage, and landscaping.
Debarr Rd	Boniface Pkwy to Muldoon Rd	Upgrade existing sidewalk on south side of street
Ocean Dock Road Rehabilitation	Port Entrance to Whitney Road	Upgrade Ocean Dock Road to the Port entrance to current urban minor arterial standards with a special emphasis on improving safety and enhancing traffic circulation.
Old Seward Highway Rehabilitation	Rabbit Creek Road to Potter Valley Road	Upgrade road to urban collector standards which can include a new road base, curbs, pavement, pedestrian facilities, storm drains, and street lighting. Possible bicycle facilities
Tudor Road	Elmore Road to Minnesota Drive	Upgrade separated pathway
Northern Lights Blvd.	Maplewood to Lake Otis Parkway	Upgrade separated pathway on south side of the street
88th Avenue Rehabilitation	Jewel Lake Park to Jewel Lake Road	Upgrade the road to urban collector standards. Improvements are expected to include a new road base, storm drains with curb and gutter, pedestrian facilities on both sides, street lighting, and landscaping.
Turnagain Street Rehabilitation	Northern Lights Blvd to 35th Avenue	Upgrade the road to urban collector standards. Improvements typically include a new road base, pavement, curb and gutters, storm drain, pedestrian facilities, lighting upgrades, and landscaping.
Old International Airport Road Rehabilitation	International Airport Road to Jewel Lake Road	Upgrade to urban collector improvements which can include a new road base, pavement, curbs, underground storm drains, pedestrian facilities, and street lighting.
Lakeshore Drive Rehabilitation	Constellation Street to Wisconsin Street	Upgrade to urban collector street standards. Improvements would include a new road base, curbs, pavement, underground storm drains, street lighting, and pedestrian facilities.
Whitney Rd - North C St to Post Rd	North C Street to Post Road	Upgrade Whitney Rd to urban industrial standards; may include relocation of Whitney Rd. Recommend pedestrian facilities.
Spruce Street Extension/Rehabilitation	Dowling Road to 69th Ave	Urban collector improvements typically include a new road base, curbs, pavement, pedestrian facilities on both sides, storm drains, and street lighting.
Minnesota Drive - Northern Lights Blvd/Benson Blvd Improvements	Northern Lights Blvd to Benson Blvd	Widen Minnesota Drive to build parallel left turn lanes, complete pedestrian crosswalk at signals, at Northern Lights Boulevard convert the through-left lanes to a left turn only lane, Benson Boulevard convert the through-left lane to an exclusive through lane and build a second left turn lane, update signal timing phasing to accommodate new lanes. Purpose: Safety Benefit and congestion
Transit Supportive Development Corridor (TSDC) Implementation		These studies will consider the 2040 LUP special areas, MTP deficiency analysis, transit routes (including planned service) and the secondary road network.

Plan		
Lake Otis Parkway	Huffman to Chester Creek	Study (Area B) Investigate the feasibility of constructing improved bicycle facility
Benson/Northern Lights Boulevard	Arlington Drive to LaTouche Street	Bicycle lane (pending results of the Midtown east-west route study)
Northern Lights Blvd.	Wesleyan Blvd. to Muldoon Road upgrades	Separated Pathway
Arctic Boulevard	Benson Blvd. to Fireweed Blvd.	Bicycle lanes
Muldoon Road (reconnaissance study)	Northern Lts. Blvd. to Glenn Hwy.	Study (Area D) Investigate feasibility of constructing bicycle facility along Muldoon Rd
Spenard Area Railroad Crossing Pedestrian Improvements Study	Spenard Area	This project would study the pedestrian crossings of the Alaska Railroad in the Spenard area and then make recommendations for safety improvements.
Model Update		Inventory of turning movements and model update
VFW Road	VFW Road to Brooks Loop	Wayfind improvements from the VFW area to start of existing pathway at Brooks Loop

Table A.2

Building on Today
Add new frontage road to the east side of the Glenn Highway from the North Peters Creek exit to the Thunderbird Falls exit
Explore concepts for a continuous frontage road on the Glenn Highway from Peters Creek to the Knik River Bridge to provide an alternate route to the main lanes of the Glenn Highway. Purpose: Safety, Congestion, Freight, Emergency Response and Management
Project will construct a frontage road system on both sides of the Glenn Highway from Muldoon to Hiland Road.
Project will construct a frontage road on the north side of the Glenn Highway from Boniface Parkway to Muldoon Road.
Align Eleonora St and S Juanita Loop as a 4-leg intersection on Old Glenn Hwy to reduce the number of offset intersections on Old Glenn Hwy and improves safety for pedestrian, bicycle, and vehicle crossings and emergency-response accessibility.
Extend Davis St east to Schroeder Dr and align with Santa Maria Dr as a 4-leg intersection on Old Glenn Hwy. Reduces number of offset intersections on Old Glenn Hwy and improves safety for pedestrian, bicycle, and vehicle crossings and emergency-response accessibility.
Upgrade 36th Avenue between Lois Drive and Minnesota to urban standards. Improvements are expected to include a new road base, pavement, curbs, pedestrian facilities, street lighting, storm drainage, and landscaping.
Expand Abbott Rd between Lake Otis Pkwy to Elmore Rd to 4 lanes with a center turn lane. Recommend paved shoulder bikeway and pedestrian facilities.
Add a one-way northbound frontage road to the east side of Minnesota Dr between Dimond Blvd and Raspberry Rd.
Add grade separation of International Airport Rd over Postmark Dr.
Add new facility—extend 92nd Ave from King St to Old Seward Hwy and evaluate grade-separation crossing of railroad. Recommend bicycle lanes and pedestrian facilities.
Add new facility—extend 92nd Ave from Minnesota Dr to King St. Recommend bicycle lanes and pedestrian facilities.
Add new facility—extend Lake Otis Pkwy to Glenn Hwy interchange at Airport Heights Rd. Recommend pedestrian facilities.
Add railroad grade separation at C St near Raspberry Rd.
Create an interchange at Old Seward Hwy and O'Malley Rd.
Extension of Business Blvd south to Eagle River Rd to provide better circulation and connection to downtown Eagle River. Recommend pedestrian facilities.
This project would construct improvements to entice truckers coming from the Old Glenn Hwy to utilize the South Birchwood Loop interchange instead of the North Eagle River interchange
Improving the O'Malley South Frontage Road to allow for two way traffic between Lang Street and the C Street Roundabout in order to channel commercial truck traffic away from Klatt Road and Peninsula Circle.
Partial interchange to Farm Ave off the Glenn Hwy (could include an overcrossing to a north-south collector on the west side of the Glenn Hwy). Includes improvements to Farm Ave between Glenn Hwy and Business Blvd. Recommend pedestrian facilities.
Realignment of Farm Ave to provide direct connection to Eagle River Loop Rd at Old Glenn Hwy. Improves safety and provides direct connection

for new interchange for downtown area.
Reconstruct 3rd Avenue to better accommodate 53-foot-long trailers.
Reconstruct and increase capacity of Lake Otis between Northern Lights and DeBarr. Replace bridge over Chester Creek and reconstruct Lake Otis Pkwy/Northern Lights Blvd intersection. Recommend pedestrian facilities and bicycle lanes.
Reconstruct Ingra/Gambell Streets to better accommodate 53-foot-long trailers.
Rehabilitate Fireweed Lane between Spenard Road and Seward Highway to improve surface and safety for automobiles. Recommend bicycle lanes and pedestrian facilities.
This project will expand Dimond Boulevard between Jewel Lake Road and Sand Lake Road from a 2-lane to a 4-lane configuration.
This project will install separated east- and west-bound left turn lanes on 6th Avenue at Boniface

Table A.3

Pushing the Envelope
Develop freight only route through JBER
New Bus Rapid Transit (BRT) route between downtown, U-Med, and the airport.
New transit route from Tikahtnu to U-Med via Muldoon, DeBarr, and Bragaw with 15 minute headways from 6am – 8:30pm.
Evaluate the viability of commuter rail stations at Spenard Road.
Add access management and related local circulation access to preserve capacity on Boniface Pkwy.
Convert Minnesota from Tudor to Hillcrest to a Multiway Boulevard
A Fairview Connector Study to investigate current use and barriers to transit improvements in Fairview including land use options.
Rehabilitate to improve capacity northbound on Minnesota Drive between 26th Avenue and 15th Avenue
Study the location on high frequency routes where it would be appropriate to set aside lanes for dedicated transit bus use.
This project would improve infrastructure in designated Transit Supportive Development Corridors (TSC) with the goal of increasing the level of service for pedestrian traffic, bicycle traffic, and bus traffic.
This project would modify bus stop configurations at priority transfer intersections. Specifically, stops would be located closer to intersection crossings to shorten the walking distance required to navigate from stop-to-stop during a transfer. Improvements to pedestrian facilities could also be considered.
Rehabilitate from 4 to 2 lanes plus a center turn lane from Spenard Rd to Seward Highway
Bike Lake on Jewel Lake From 88th to Strawberry
Defensive Driving Education Campaign
Improve traffic signals (demand responsive)
Study regarding limiting vehicle use in town centers
Convert Ingra to a two-way local street and Gambell to two-way main street
Transportation Demand Management Study
Convert an existing travel land from Northern Lights/Benson between the New Seward Highway and Minnesota Drive to accommodate non-motorized facilities
New transit route between downtown, U-Med and airport
New transit route from Tikahtnu to U-Med via Muldoon, DeBarr, and Bragaw with 15 minute headways from 6am – 8:30pm
New transit route from TSAIA to U-Med – via International Airport, Minnesota, 36th,
Increase frequency of Route 10 to 7 minute headways
Increase frequency of Route 20 to 7 minute headways
Increase frequency on all existing routes except above other fixed-route routes to 15 minute headways from 6am to 8:30pm on weekdays
Extend fixed-route operating span to 2am.

Increase frequency on weekend service to match weekday service
Commuter rail between MSB and Ship Creek with stops at Eagle River and JBER and TSAIA and Spenard
Bus priority at key intersections (Muldoon/Northern Lights, A/C/Northern Lights/Benson, Spenard/Northern Lights/Benson, Bragaw/DeBarr, Northern Lights/DeBarr, UAA/36th)
Jewel Lake area neighborhood route
Chugiak/Eagle River area neighborhood route
South Anchorage/Huffman neighborhood route
New Bus Rapid Transit (BRT) service between U-Med and Downtown
Expanded vanpool program
Incorporate light therapy into transit facilities
Free wifi on buses
Microtransit
Bike facility on Pine from DeBarr to U-Med Key Transfer Point

Table A.4

Potential Tradeoffs	
Building on Today	Pushing the Envelope
Project will construct a frontage road on the north side of the Glenn Highway from Boniface Parkway to Muldoon Road.	Project will construct a frontage road on the north side of the Glenn Highway from Boniface Parkway to Muldoon Road with a flyover to connect with Turpin Street.
Widen Glenn Hwy to add an additional High Occupancy Vehicle (HOV) lane in each direction from Airport Heights to Peters Creek Interchange.	Widen Glenn Hwy to add an additional High Occupancy Toll (HOT) lane in each direction from Airport Heights to Peters Creek Interchange.
Construct north access to University-Medical District, a 0.5-mile 4-lane facility with non-motorized facilities.	New Bus Rapid Transit (BRT) route between downtown, U-Med, and the airport.
	New transit route from Tikahtnu to U-Med via Muldoon, DeBarr, and Bragaw with 15 minute headways from 6am – 8:30pm.
Minnesota Drive/Spenard Road Intersection Improvements – Reconfigure Spenard Road Approaches to Eliminate Split Phasing, Lengthen Minnesota Drive Left Turn Lanes, and Add Southbound Right Turn Lane	Spenard/36th Avenue couplet
Reconstruct and increase capacity of Lake Otis between Northern Lights and DeBarr. Replace bridge over Chester Creek and reconstruct Lake Otis Pkwy/Northern Lights Blvd intersection. Recommend pedestrian facilities and bicycle lanes.	Reconstruct bridge over Chester Creek and Lake Otis Pkwy/Northern Lights Blvd intersection. Recommend pedestrian facilities and bicycle lanes.
Rehabilitate and add one lane to improve capacity northbound on Minnesota Drive between 26th Avenue and 15th Avenue	Rehabilitate to improve capacity northbound on Minnesota Drive between 26th Avenue and 15th Avenue
Restripe A/C Streets between Tudor Road and 15th Avenue to include 4 lanes in each direction.	Restripe A/C Streets between Tudor Road and 15th Avenue to include a transit-only lane