GIRDWOOD
PARKS AND RECREATION

Project Updates!
www.girdwoodparksplan.com

PLEASE JOIN US FOR THE 2ND **OPEN HOUSE** TO REVIEW:

DRAFT PARK DESIGNS
FOR THE GIRDWOOD PARKS MASTER PLAN

WHEN: Tuesday, December 16th
6:00-9:00 PM
WHERE: Girdwood Community Room at the Girdwood Library

At this meeting we will be reviewing:

- Draft vision and goal statements
- Draft plans for Moose Meadows, Girdwood Park, Lions Club Park, and Town Square
- Proposed future parks/park land

Scan here to access the project website and more information!

Project Contacts:

Kyle Kelley, Girdwood Service Area Manager
kyle.kelley@anchorageak.gov

Bri Keifer, Landscape Architect
Huddle AK
bri@huddleak.com

KINNEY
ENGINEERING, LLC

July 24, 2025

Sean Holland, P.E.
Director, Central Region
Alaska Department of Transportation & Public Facilities

Transmitted By Email To: sean.holland@alaska.gov

Subject: Alyeska Highway MP 0-2 Speed Study
LOA 25252057
Kinney Engineering, LLC Work Order 00835

Dear Director Holland:

Kinney Engineering, LLC (KE) has prepared this engineering study of Alyeska Highway speeds in Girdwood, Alaska, for the segment between the Seward Highway MP 0 and Crow Creek Road MP 2.

Attachment A describes the study background, methodology, input data, discussion and analysis of speed and safety factors, and our recommendations.

Attachment B provides a table summarizing the data gathered and conclusions drawn for this roadway. The existing 45 MPH posted speed limit is confirmed to be reasonable and safe based upon measurements of existing conditions for all users along the roadway and roadside.

We also find additional engineering and enforcement countermeasures should be considered. If these strategies were put into place, a lower posted speed limit of 40 MPH is possible. We do not recommend 40 MPH as safe and effective without additional countermeasures.

Sincerely,

Scott E. Thomas

Scott E. Thomas, PE
Traffic Engineer
Kinney Engineering, LLC

Attachments:

A. Discussion and Analysis of Speeds on the Alyeska Highway MP 0-2
B. 22_Speed Limit Evaluation Template.xlsx form
C. USLimits2 Evaluation
D. PEDSAFE Evaluation
E. Alaska 5 Year Serious Injury Rates

Z:\PROJECTS\00835_Alyeska Highway Speed Study\Reports\00835 Alyeska Hwy Speed Limit Study.docx

Attachment A – Discussion and Analysis of Speeds, Alyeska Hwy MP 0-2

Discussion of community input or interactions with DOT&PF are included for background and context. These are based on the experiences of Scott Thomas, this report's principal analyst and author, who worked as Central Region Traffic and Safety Engineer from 2000 to 2023.

Background

The Alyeska Highway has a posted speed limit of 45 MPH for the 1.8 mile segment extending from the Seward Highway to Crow Creek Road. At a point 560 feet west of the Crow Creek Road intersection, the speed limit changes to 30 miles per hour.

The Alyeska Highway was narrowed in 2017 to 11 foot lanes and 4 foot shoulders. Roadsides were steepened to provide improved drainage space. Previously the highway had wider lanes and shoulders. The existing separated pathway was reconstructed with “sweeps” in front of sidestreet stop bars. These sweeps place pathway users at a location where sidestreet motorists are more likely to see and stop before the pathway conflict area. Sweeps also placed pathway users within the main highway shoulder, next to higher speed traffic. This was a source of significant safety concern for the community which was reviewed with DOT&PF. This concern led to three changes:

1) additional recycled asphalt was added to sweeps to permit non-motorized users to choose more buffer distance from traffic,
2) DOT&PF pathway standards for future projects were changed to sweep in front of stop bars outside of road shoulders to place more buffer from vehicular travel lanes, and
3) the Girdwood Board of Supervisors (GBOS) were provided seasonal traffic calming tools as engineering countermeasures to raise awareness for all users. These included speed stencils, pathway intersection signing, orange candle delineators, and portable “Yield to Pedestrians and Bicyclists” regulatory signs.

Pathway Cyclists shying away from striped sweep to shoulder

New pathway stencils and portable signs at sweeps

Methodology

This speed study was conducted in accordance with

- Alaska Statute AS 19.10.072 *Procedures for Determination of Speed Limits and Zones*,
- Alaska Administrative Code 13 AAC 02.280(b) *Alteration of Speed Limits by State and Municipalities*
- DOT&PF Policy and Procedure 05.05.020 *Establishment of Limits and Zones*
- DOT&PF Central Region Excel template provided for data input and analysis titled "22_Speed Limit Evaluation Template.xlsx"
- Manual on Uniform Traffic Control Devices (MUTCD), 11th edition, 2023, Section 2B.21 *Speed Limit Sign*, (Engineering Study required)
- FHWA USLimits2, *A Tool to Aid Practitioners in Determining Appropriate Speed Limit Recommendations*

Motorist speed observations were sampled in May 2025. Roadway and roadside conditions were field inspected in July 2025. As-built plans for 2017 highway and pathway rehabilitation were also reviewed. Sources of input data are listed below.

Input Data

The following table presents the sources of engineering data used as factors in this analysis. Analysis values are listed within the template form found under Attachment B.

Parameter	**Source**
Lane width	Project Z585260000 Alyeska Hwy 3R as-builts, field check.
Shoulder width	Project Z585260000 Alyeska Hwy 3R as-builts, field check.
Functional Class	https://akdot.maps.arcgis.com/home/index.html
5-Year Weighted Average Daily Traffic	https://alaskatrafficdata.drakewell.com/publicmultinodemap.asp
Roadway Geometry Curves and Tangents	Project Z585260000 Alyeska Hwy 3R as-builts
Traffic Considerations – Neighborhoods	Field Inspection and Google Earth Pro
Traffic Considerations – Schools and Parks	Field Inspection and Google Earth Pro
Traffic Considerations – Driveways, Parking and Turns to Mainline	Project Z585260000 Alyeska Hwy 3R as-builts, Field Observations, and Google Earth Pro?
Spot Speed Studies	Provided by DOT&PF Central Region
Crash Data	Provided by DOT&PF Central Region
Enforcement	Field observations and Analyst's Past Experience
Local Consultation	Field observations of seasonal traffic control devices and Analyst's Past Experience

In addition to speed studies in May, field observations were made on Saturday, July 20, 2025 to further inspect highway conditions. Users of all ages were observed along the pathway and into the unbuffered sweeps. Vehicles were turning into access points and driveways. Adjacent land uses were noted under ideal conditions. Local enforcement by Whittier Police Department was active and visible. There were no special events or other indicators of temporary conditions. Seasonal countermeasures were in place demonstrating GBOS efforts at pathway sweeps and crosswalks. Some loss of pavement stencils was noticed due to wear and gravel buildup.

Alyeska Highway MP 0, Commercial Area, 45 MPH, May 2025

Discussion and Analysis of speed limit factors

The speed limit evaluation table (Attachment B) forms the basis of this engineering study and this letter. It is organized to work through the considerations required under state law, regulations, federal guidance, and DOT&PF policy. Spreadsheets in an Excel workbook compile data on traffic volumes, speed data, crash data, and FHWA USLimits2 checks used for this speed evaluation.

Roadway Geometry – 45 MPH. The current alignment and width of Alyeska Highway meets the geometric conditions for 45 MPH travel by motorists. There are no geometric features to indicate lower speed travel. The roadway has 11 foot lanes, 4 foot shoulders, and recoverable roadside slopes of 15 feet or more before drainage ditches and steep backslopes. No parking is allowed on the roadway shoulders as indicated through regulatory sign posting. This equates to a lower, more forgiving roadside hazard rating of 3 out of 7.

Pathway buffer, roadside slopes, and frequent access points

Trafficway - Neighborhoods and Road Function – Residential, Minor Arterial. Adjacent neighborhoods are of a lower density residential land use, often collected on cul-de-sac driveways or streets. The Alyeska Highway is not a residential street template and does not have a predominance of mailboxes. There are not vehicles frequently backing directly from homes to the street.

Trafficway – Pedestrians, Schools, and Parks. Pedestrians and children are observed regularly using a buffered pathway on the west side of the highway. This pathway is buffered typically 30 feet from the roadway lanes, beyond a ditch. However, at most stop-controlled intersections, the pathway requires pedestrians and bicyclists to “sweep” in front of stop bars directly adjacent to Alyeska Highway through traffic. There is good visibility throughout the corridor. Visibility is reduced at driveway crossings and can be expected to be less under winter conditions – primarily at locations not on the main highway. There are no marked crosswalks or higher volume nonmotorized crossings within this highway segment. No school or park facilities directly access this highway segment. The parallel pathway can serve as a walking route to school by choice, but has busing service and is outside designated walking areas closer to the Girdwood Elementary School to the north and east.

Overall, the conflicts between residential land use, nonmotorized users, pedestrian crossings and highway traffic is moderate. Setback land use, access collection, good visibility, and low crossing activity are safer features balanced against a concern for unbuffered sweeps next to traffic, the frequency of access points, and regular pathway use by all ages and abilities.

Driveways and Approach Roads. There is a higher frequency of driveways and consolidated residential access along this arterial, combined with regularly spaced sidestreets that operate similar to shared residential access. Two major commercial approaches are adjacent to the Seward Highway

termini. Overall, frequent access density and residential use translates to intermediate use and conflict levels.

Spot Speed Studies. The following table provides a summary of observed motorist's speed data collected on Thursday, May 15, 2025. A representative sample of free-flowing motorists and vehicle types were observed.

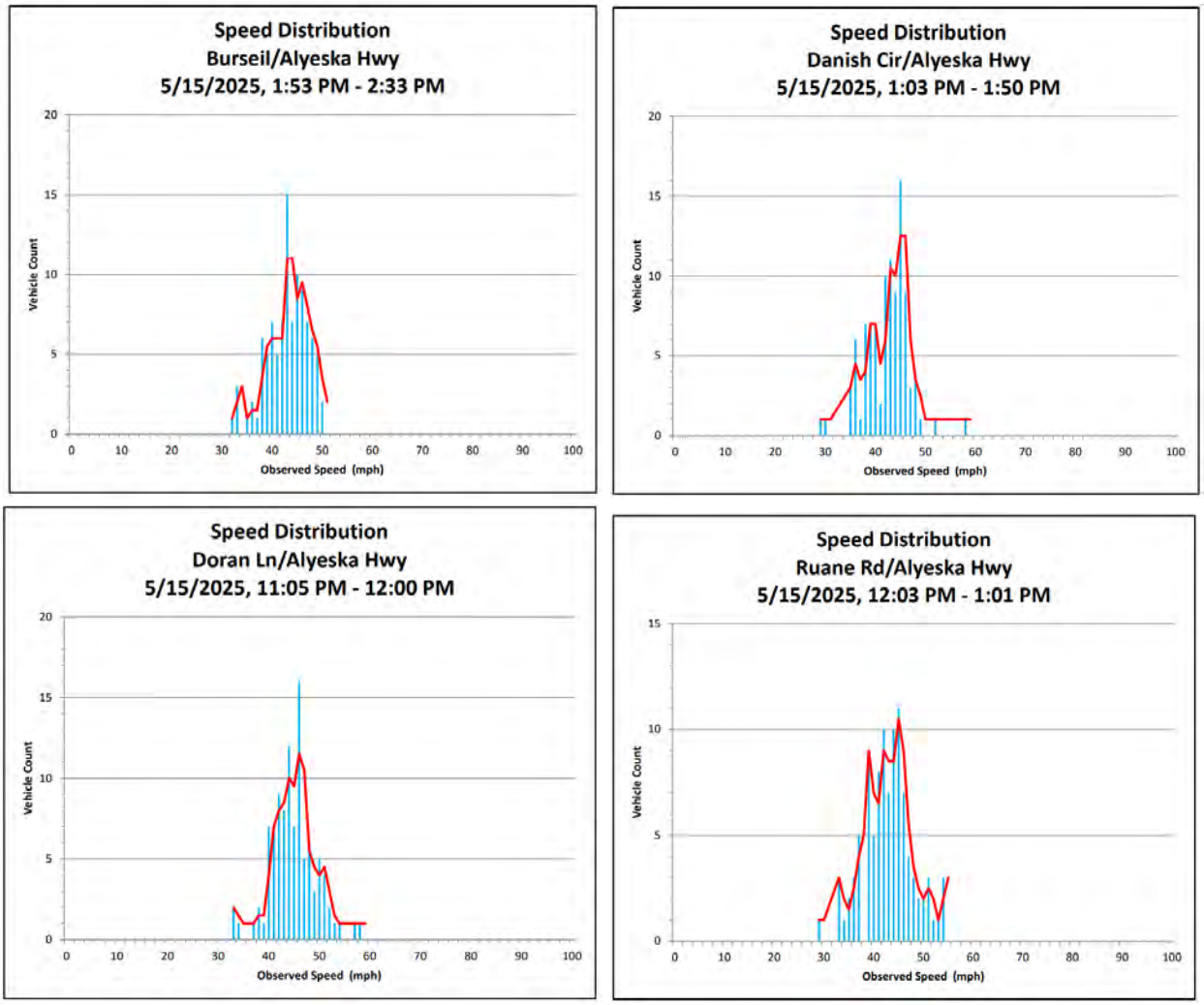
Speed Location	Observations	Mean Speed	85th Percentile Speed	Pace Range (% in Range)	95% Confidence Level Error for 85th Percentile Speed*
Bursiel Circle / Alyeska Hwy SW	99	43 MPH	47 MPH	38 MPH - 47 MPH (79%)	+/- 1.00 MPH
Danish Circle / Alyeska Hwy SW	100	42 MPH	46 MPH	38 MPH - 47 MPH (81%)	+/- 1.10 MPH
Doran Lane / Alyeska Hwy NE	102	45 MPH	49 MPH	40 MPH - 49 MPH (78%)	+/- 1.10 MPH
Ruane Road / Alyeska Hwy SW	101	43 MPH	47 MPH	39 MPH - 48 MPH (73%)	+/- 1.25 MPH

**Errors for 85th percentile speeds were computed by KE. These lower-value errors indicate that the number of observations, around 100, were adequate to accurately represent a "population" 85th percentile value (for May). As such, we conclude observed mean and pace values are similarly representative of the population.*

The speed of most motorists is at or below 45 MPH when rounding down to the nearest potential speed limit. The 85th percentile speed supports a maximum speed limit of 45 MPH. Up to 5 percent of existing motorists were sampled well outside this range nearing 55 to 60 MPH, where speed enforcement of ticketable offenses best apply.

The "pace range" or grouping of most motorists within a 10 MPH band of each other is good, at or near eighty percent. This suggests most reasonable and prudent drivers observe the roadway geometry and conflicting conditions are safe and react by driving within a range of 38 to 48 MPH.

Sensitivity analysis was tested within the speed limit evaluation form and USLimits2 software. This was done by considering the range of confidence in measured speeds shown above. KE found reductions in 85th percentile and pace median speeds by 1.00 to 1.25 MPH did not change analysis outcomes or recommendations. This would support the current speed limit of 45 MPH absent any other conflicts or concerns. State Policy allows for no lower than the median speed of the "pace range" in situations where there are higher conflicts and concerns beyond roadway geometry.



Existng Speed Distrubutions of Motorists along Alyeska Highway MP 0-2, May 2025

Crash History. Crashes reported by law enforcement or otherwise self-reported by motorists were reviewed over the most recent five-year period from 2019-2023. Total crash rates are below statewide averages. There was one serious single-vehicle-run-off-road collision at or near Brenner Circle. At these lower volumes, intermediate speeds, and shorter segment length, any serious injury collisions are a concern. With one serious crash, the serious injury rate exceeds the statewide average serious injury rate. However, when basing rates on one collision, this does not necessarily indicate a pattern or recurring concern. Instead, the overall rating for this segment is considered low based upon the total crash rate.

Enforcement. The Girdwood community contracts with the Whittier Police Department for local enforcement. Active enforcement was observed on Saturday, July 20, 2025, along the lower speed (30 MPH) segment north of this study. Past input from the community indicated enforcement was helpful and effective on the highway. Even with enforcement, spot speed studies indicate about one-fifth of motorists exceed the current posted speed limit of 45 MPH, with most at or below 50 MPH. As is common, about one percent of motorists disregard posted speeds and operate at speeds more than 55 MPH, especially on straight segments. Out of 2700 vehicles per day on average, this can mean as many as 30

"speeders" or reckless drivers per day and seem like a lot. However, thousands of other motorists are generally careful, reasonably and prudently driving at or near the current speed limit of 45 MPH.

Active Whittier Police Enforcement Stop, May 2025

Local Consultation. Past community input has included concerns for vehicular speeds and for pathway safety near the roadway. The Girdwood Board of Supervisors (GBOS) has met with DOT&PF to request additional engineering countermeasures to support local enforcement.

Several countermeasures have been agreed to and provided by DOT&PF using past roadway rehabilitation funding, including narrowing the roadway to 11 foot lanes and 4 foot shoulders and installing pathway devices. Non-motorized stencils were placed in the pathways and are currently fading with wear. GBOS provides significant efforts to maintain portable regulatory devices and delineators. This work is performed seasonally at sidestreets near the roadway where the pathway is unbuffered.

USLimits2 Review.
The Federal Highway Administration (FHWA) provides a speed limit assessment tool that works through many of the same factors assessed by Alaska law and State policy. Inputting segment length, road conditions, land use, nonmotorized use, and vehicular speed characteristics results in a speed limit recommendation that supports the existing speed limit of 45 MPH.

USLimits2 recognizes nonmotorized use and conflicts as "high" and the presence of frequent driveways and sidestreet conflict points. Before considering a lower speed limit, USLimits2 suggests additional engineering countermeasures should be considered to help lower speeds and improve enforcement effectiveness. Changing to a lower posted speed limit without countermeasures is a safety concern.

Under the existing range of motorist speeds, a lower speed limit could spread out the pace range, lower the pace percentage, and create a wider range of compliant and noncompliant speeds. This results in greater speed differentials between users and possibly more risk taking and passing maneuvers by some motorists.

DOT&PF Policy. DOT&PF Policy and Procedure 05.05.020, Section C, sets the conditions for consideration of a reduced posted speed which can be lowered to the median of the pace of most motorists. FHWA USLimits2 suggests measured 85th percentile speeds can be rounded down for safety. Using this same approach, the median speed of the "pace" (or 10 mph band of most motorists) could be rounded down to 40 MPH on this roadway.

Under DOT&PF Policy and Procedure, a posted speed limit of 40 MPH is possible when added safety concerns and conflicts are present. Under USLimits2 and national best practices, additional countermeasures should be considered before lowering a speed limit into the median of the pace group of motorists.

Additional Engineering Countermeasures. Several engineering countermeasures are more suited to DOT&PF and GBOS capabilities for ongoing maintenance and operations. These are in use within the speed zones of other Kenai Peninsula communities such as Cooper Landing, Homer, and Moose Pass:

- Restriping existing narrower lanes using wider, 6-inch lane lines
- Placing speed limit stencil reminders in travel lanes
- Install more frequent speed limit signing
- Add more seasonal portable regulatory signing in or near the roadway
- Add more seasonal portable delineators in or near the road lanes at conflict areas

National best practices and resources such as FHWA's PEDSAFE[1] were also reviewed with inputs for existing conditions and conflicts. Two more engineering countermeasures are available for feedback to the driver. These would require more work and more costs for maintenance and operations at the state and local level than the list above. Feedback devices used in some communities in Alaska include:

- Dynamic speed feedback signs ("Your speed is…")
- Portable speed feedback carts used by local road maintenance

Additional Enforcement Countermeasures. A commitment to frequent enforcement is critical and was observable in the existing 30 MPH zone to the east of Crow Creek Road. A speed limit lowered to the median of the pace (40 MPH) would require additional investments in enforcement to be effective. Reviewing national best practices and PEDSAFE, options include:

- Additional staffing hours assigned to increase visibility and results along MP 0-2
- Portable speed feedback carts used by law enforcement
- Automated speed enforcement signs supported by new laws or regulations.

[1] Pedestrian Safety Guide and Countermeasure Selection System, FHWA

Conclusions

Kinney Engineering's speed study documents existing conditions which support retaining the speed limit of 45 MPH up to the transition at Crow Creek Road. These results were confirmed through the FHWA USLimits2 program.

Two community safety concerns are recognized which could support a reduction to 40 MPH in the future:

a) the proximity of pedestrians, including children, unbuffered by shoulders or other delineation near the roadway lanes, and
b) a higher residential driveway density increasing conflicts along the roadway.

Additional engineering countermeasures are available to be applied on the roadway to address these safety concerns. These countermeasures are comparable to past state and local efforts used on the pathway and to measures used in other communities on the Kenai Peninsula. Added countermeasures would encourage reduced speeds lower than observed under existing conditions.

Nonmotorized proximity to traffic in roadway shoulders at sidestreets

Recommendations

1. **45 MPH**. Retain the existing 45 MPH posted speed limit. The current speed limit for existing conditions and enforcement levels is consistent with DOT&PF speed limit evaluation under state policy and confirmed with FHWA's USLimits2 evaluation tool.

2. **40 MPH plus Countermeasures.** Consider a speed limit reduction to 40 MPH with increased enforcement and community awareness solutions, combined with added engineering countermeasures. State policy allows for recognition of local enforcement commitments and safety concerns. National guidance recommends added countermeasures.

3. **Consistent Countermeasures.** For either speed limit option, consider engineering countermeasures used in other Alaskan communities to increase compliance. This includes speed limit stencils, more signing, and delineation.

4. **Increased Enforcement.** For either speed limit option, consider enforcement levels in MP 0-2 at or above levels in the roadway zone to the east.

5. **M&O Agreements**. Consider maintenance and operating agreements to optimize state and local capabilities for various countermeasures.

State of Alaska - Department of Transportation & Public Facilities - Central Region Form

ATTACHMENT B - SPEED LIMIT EVALUATION

Alyeska Highway, between Seward Highway and Crow Creek Road

CDS Route Name	Alyeska Highway (Girdwood)	CDS Route Number	135200/2241003X000	Existing Speed Limit (mph)	45
By	Scott E. Thomas, P.E.	Date	7/15/2025	(b)(4) Statutory Requested Speed Limit (mph)	N/A

ZONE

From	Seward Highway (edge of roadway)	To	560 ft west of Crow Creek Road	**Length**	Feet	Miles
CDS Milepoint	0.019	CDS Milepoint	1.847		9,652	1.828

ROADWAY DATA

Roadside Rating	3	Lane Surface	Paved	Number of Through Lanes	2
Lane Width (ft)	11	Shoulder Surface	Paved	Shoulder Width (ft)	4
Functional Class	Minor Arterial			Fore / Back Slope	4 / 2
Borough or City	Municipality of Anchorage, Girdwood Community			5 Year Weighted Average Daily Traffic	2,719
Planned Projects	No planned projects in the near term (2024-2027 STIP)				

TRAFFIC: Low

ROADWAY GEOMETRY

Horizontal Curves		Tangents		Total	
Advisory Speed (mph)	Length (ft)	Advisory Speed (mph)	Length (ft)	Advisory Speed (mph)	Percentage
< 25		< 25		< 25	0.0
25		25		25	0.0
30		30		30	0.0
35		35		35	0.0
40		40		40	0.0
45	1,437	45	8,215	45	100.0
50		50		50	0.0
55		55		55	0.0
60		60		60	0.0
65		65		65	0.0
> 65		> 65		> 65	0.0

Length Unaccounted For (ft): 0 — Character of Vertical Curves: Level

GEOMETRY: 45 mph

TRAFFICWAY CONSIDERATIONS

AS 19.10.072(a)(1) Neighborhoods	**Description / Comments**		
Character of roadway	Rural, residential driveways and low use sidestreets. Frequent shared access to individual pocket neighborhoods.	Nghbrhood	No
Pedestrians / children	Yes, along pathway. Low to no Xings. No observed neighborhood-type play activity on or in highway.	Presence	Moderate
	Pathway sweeps fitted into shoulders at sidestreets without buffer space available.		Moderate
Non-motorized facility type	Separated pathway. Sweeps for sidestreet motorist visibility, stopping before conflict.	Facility	Pathway
Separation from roadway	Non-traverseable drainage, ditched buffer 30 feet except at sweeps.	Separation	30
Pedestrian / cyclist visibility	Good visibility along main highway. Limited visibility at driveways.	Visibility	Adequate
W-11 warning signs	No - adequate sight distance along corridor.	Warning	No
Crosswalk presence / type	Not within this segment, but to the east at Hightower Ave in the 30 MPH zone.	Crosswalk	No
Crosswalk candidate	Not within this 45 MPH segment studied.	Candidate	No

AS 19.10.072(a)(2) Schools & Parks	**Description / Comments**		
Presence / names of schools	No	Schools	No
School types / grades	N/A		
School zone devices / signs	N/A	Devices	No
Presence of houses	Ex: Yes, Houses on adjacent properties, typically buffered by trees and/or pathway.	Houses	Low
Development level	Rural — Residential buffered, mostly through sidestreets and drives.		
Presence / names of parks	California Creek Park access beyond study segment northeast of Crow Creek Road	Parks	None
Park types / access	Park and creek accessible at Hightower Ave, east of segment		

LAND USE & CROSSING: Intermediate

AS 19.10.072(a)(3) Driveways, Parking & Turns to Mainline

Major Approaches (busier)	0	Minor Approaches (lower use)	12	Weighted Intersections / Mile	6.56
Commercial Drives (busier)	2	Residential / Minor Drives (lower use)	54	Weighted Driveways / Mile	32.82
Busier Access / Mile	1.09			Weighted Access / Mile	39.39
Comments	Increased frequency residential and low use driveways (<= 10 vpd). Two busy commericial access point at or near Seward Hwy, west end of segment. Overall, this increases low use to intermediate vehicular conflict.				
Parked vehicles	N/A			Parking Typical	No

CONFLICT: Intermediate

* 2nd Tier refers to property which is in the proximity of the roadway but does not have direct access to the roadway in review

SAFETY DATA

AS 19.10.072(a)(4) Spot Speed Studies

Study Location	Date (M-Year)	Time of Day	Sample Count	Median Speed	Pace Median	85th Percentile	Pace Range (mph)		Percent in Pace
Bursiel/Alyeska Hwy SW	May-25	Afternoon	99	43	43	47	38	47	79
Danish Cir/Alyeska Hwy SW	May-25	Afternoon	100	43	43	46	38	47	81
Doran Ln/ Alyeska Hwy NE	May-25	Morning	102	45	44	49	40	49	78
Ruane Rd/Alyeska Hwy SW	May-25	Afternoon	101	43	43	47	39	48	73

Averages

Median	44
PACE Med	43
85th %'ile	47
PACE	39 - 48
% in PACE	78

Comments: Consistent good quality pace of motorists at or near the existing posted speed limit.

* All Spot Studies are Free Flow Traffic. (Lower posted speeds can worsen the pace speed group differentials between users and lead to more vehicular and pedestrian conflicts.)

PACE Quality	Median to 85th Range
Good	44 - 47 mph

CRASH HISTORY

Analysis Years	2019-2023
Weighted Average Volume	2,719

Intersection	Crashes	per MEV
State Average Rate at Type	1.020	0.520
	Signalized	Unsignalized

State Average Rates

				per Mile	Rate
Total Crashes	16	Total on Segment	Total Crashes (/MVMT)	8.753	1.764
Multi-Vehicle	8	Type per MVMT	Multi-Vehicle (/MVMT)	4.376	0.882
Fatal	0	1.90	Fatal (/HMVMT)	0.000	0.000
Major	1	Fatal per HMVMT	Fatal + Major (/HMVMT)	0.547	11.024
Opposing	1	1.19	Opposing (/MVMT)	0.547	0.110
Left Angle	1	Fatal + Major	Left Angle (/MVMT)	0.547	0.110
Right Angle	1	per HMVMT	Right Angle (/MVMT)	0.547	0.110
Rear End	4	5.27	Rear End (/MVMT)	2.188	0.441

Comments: Crashes at all intersections are less than last AK statewide HSIP Program averages.
All computed crash rates use a 1 mile minimum length.

CRASH HISTORY
Low

ENFORCEMENT

AS 19.10.072(a)(5) Local Enforcement Effectiveness

		Lower limit effective?
State Trooper Input	Locally enforced.	
Local Police Input	Past MOA/GBOS input in 2019 verified contracts with Whittier Police to improve local enforcement. Active enforcemeent was observable in May 2025 to the east.	Yes

Enforcement Impact
Intermediate

LOCAL CONSULTATION

AS 19.10.072(b)

		Requested?
Municipal Input	MOA, GBOS letters of concern on file through 2019 indicating concerns for speeds, pathway conflicts.	City: No
Community Input	MOA, GBOS letters of concern on file through 2019 indicating concerns for speeds, pathway conflicts.	Comm.: Yes
Written Requests	No written requests for a change of speed limit since road rehabilitation changes, narrowing.	

FINDINGS

Policy, Procedure, Standards, Engineering Study & Judgment

1	This Evaluation form shows 45 MPH is reasonable and safe for existing conditions.	FHWA US Limits
2	FHWA USLIMITS2 supports the existing posted speed limit of 45 MPH with consideration of existing conditions. USLimits2 suggests considering before lowering the speed limit.	45
3	Roadway narrowing was designed and constructed in 2016 through 2018 to affect speeds and improve nonmotorized facilities. Community discussions with DOT&PF requested continued efforts to reduce speeding and improve safety.	Engineer Study Recomm.
4	Engineering countermeasures have been actively implemented locally since 2019. Locally funded enforcement counteremeasures have beent contracted with Whittier Police.	45
5	A reduction of the posted speed limit to 40 MPH can be effective dependent upon additional countermeasures.	Change? Yes

CONCLUSION
45

References

AS 19.10.072 Procedures for Determination of Speed Limits and Zones	2012
13 AAC 02.275 Basic Rule and Maximum Limits	6/28/1979
13 AAC 02.280 Alteration of Limits by State and Municipalities	2/27/1997
AK DOT&PF Policy and Procedure 05.05.020 Establishment of Speed Limits and Zones	7/6/2012
ITE Traffic Engineering Handbook - 6th ed., Chapter 5: Safety	2009
Alaska Traffic Manual, Sections 2B.13, 2C.08, 2C.50, 3B.18, 7A.100, 7A.101	6/16/2016

ATTACHMENT C
USLIMITS2 Speed Zoning Report

Project Overview

Project Name: Alyeska Hwy Speed Study

Analyst: Scott Thomas

Date: 2025-07-17

Basic Project Information
Project Number: 25252057
Route Name: Alyeska Hwy
From: Seward Hwy
To: Crow Creek Rd
State: Alaska
County: Anchorage Municipality
City: Girdwood
Route Type: Road Section in Developed Area
Route Status: Existing

Roadway Information
Section Length: 1.828 mile(s)
Statutory Speed Limit: 55 mph
Existing Speed Limit: 45 mph
Adverse Alignment: No
One-Way Street: No
Divided/Undivided: Undivided
Number of Through Lanes: 2
Area Type: Residential-Collector/Arterial
Number of Driveways: 68
Number of Signals: 0

Crash Data Information
Crash Data Years: 10.00
Crash AADT: 2719 veh/day
Total Number of Crashes: 16
Total Number of Injury Crashes: 3
Section Crash Rate: 88 per 100 MVM
Section Injury Crash Rate: 17 per 100 MVM
Crash Rate Average for Similar Roads: 232
Injury Rate Average for Similar Roads: 66

Traffic Information
85th Percentile Speed: 47 mph
50th Percentile Speed: 44 mph
AADT: 2719 veh/day
On Street Parking and Usage: Not High
Pedestrian / Bicyclist Activity: High

Project Description: KE Draft Review of current conditions for DOTPF

Recommended Speed Limit: 45

Note: The road section is in an area with high pedestrian or bicycle activity. Consider implementing engineering measures to reduce speeds before lowering the recommended speed limit. See Engineering Countermeasures for Speed Management and PedSafe for more guidance.

Disclaimer: The U.S. Government assumes no liability for the use of the information contained in this report. This report does not constitute a standard, specification, or regulation.

Equations Used in the Crash Data Calculations

Exposure (M)
M = (Section AADT * 365 * Section Length * Duration of Crash Data) / (100000000)
M = (2719 * 365 * 1.828 * 10.00) / (100000000)
M = 0.1814

Crash Rate (Rc)
Rc = (Section Crash Average * 100000000) / (Section AADT * 365 * Section Length)
Rc = (1.60 * 100000000) / (2719 * 365 * 1.828)
Rc = 88.19 crashes per 100 MVM

Injury Rate (Ri)
Ri = (Section Injury Crash Average * 100000000) / (Section AADT * 365 * Section Length)
Ri = (0.30 * 100000000) / (2719 * 365 * 1.828)
Ri = 16.54 injuries per 100 MVM

Critical Crash Rate (Cc)
Cc = Crash Average of Similar Sections + 1.645 * (Crash Average of Similar Sections / Exposure) ^ (1/2) + (1 / (2 * Exposure))
Cc = 231.80 + 1.645 * (231.80 / 0.1814) ^ (1/2) + (1 / (2 * 0.1814))
Cc = 293.36 crashes per 100 MVM

Critical Injury Rate (Ic)
Ic = Injury Crash Average of Similar Sections + 1.645 * (Injury Crash Average of Similar Sections / Exposure) ^ (1/2) + (1 / (2 * Exposure))
Ic = 66.27 + 1.645 * (66.27 / 0.1814) ^ (1/2) + (1 / (2 * 0.1814))
Ic = 100.47 injuries per 100 MVM

ATTACHMENT D - PEDSAFE - Countermeasure Selection Tool Results

7/23/2025 set

Name of Location	Alyeska Hwy MP 0-2 Pathway
Performance Objective	Reduce Speed of Motor Vehicles
Site Description Answers	
Type of Area	Suburban
Functional Class	Collector or Minor Arterial
Intersection or Midblock	Midblock
Volume	Low (<10,000 ADT)
Speed	Low (<= 45 mph)
No. of Lanes	2 or fewer lanes
Traffic Signal	Not present (Installation is not an option)
Transit Line/Route	Yes, the roadway is on a transit line/route.
School Zone/Crossing	No, the roadway is not in a school zone or a school crossing.
Railroad Crossing	No, the roadway does not contains a railroad crossing.
Work Zone	No, the roadway is not in a work zone.

Main Groups and Countermeasures		**KE Comments**
Along the Roadway	Street Furniture	Portable delineation option
At Crossing Locations	Curb Extension	No curb. Portable delineation option
	Raised Pedestrian Crossing	Not recommended at intermediate speeds for plowing. Portable delineation option.
Roadway Design	Bike Lane/Shoulder	Existing 4' shoulder, and pathway in place
	Road/Lane Narrowing	Completed in 2017, 11' lanes, 4' shoulders
	Driveway Improvements	Completed in 2017, sweeps at sidestreets
Traffic Calming	Temporary Installations for Traffic Calming	Some seasonal devices in place with GBOS. More?
	Speed Table (midblock)	Not recommended at intermediate speeds for plowing. Portable delineation option.
	Landscape Options	Not in near area of highway slopes
	Paving Treatments	Requires a capital project
Signals and Signs	Sign Improvement	Added regulatory signs, temporary or permanent
Other Measures	Speed Monitoring Trailer	Recommended option
	Automated Enforcement Systems	Requires local legislation, determination

ATTACHMENT E - ALASKA 5 YEAR SERIOUS INJURY RATES

Computed for Alyeska Highway MP 0-2 Analysis

Year	Crashes	Annual VMT (millions)	Crashes per MVM	(K) Fatalities Involved (from FARS)	(SI) Serious Injuries (from AK CARE)	KSI Totals	Fatality Rate	KSI Crash Rate
2019	7710	5888	1.31	67	242	309	1.14	5.25
2020	8279	5360	1.54	64	246	310	1.19	5.78
2021	7905	6321	1.25	70	245	315	1.11	4.98
2022	7877	5669	1.39	82	226	308	1.45	5.43
2023	9208	5617	1.64	60	216	276	1.07	4.91
	8196	**5771**	**1.43**	**69**	**235**	**304**	**1.19**	**5.27**

NHTSA

IMPORTANT: The link above (https://cdan.dot.gov/SASJobExecution/) is a generic link and cannot be bookmarked

National Highway Traffic Safety Administration (NHTSA) Motor Vehicle Crash Data Querying and Reporting

Persons Involved in Fatal Crashes
Filter Selected: Person Injury Type: *Fatal ; or Injured, Incapacitating*
State: *Alaska*
Years: *2019-2023*

Persons Involved in Fatal Crashes[1]

Note: Click the link within a table cell to view those records on a web map

Person Injury Type	Crash Date (Year)					
	2019	2020	2021	2022	2023	Total
Fatal	67	64	70	82	60	343
Injured, Incapacitating	29	23	20	24	24	120
Total	96	87	90	106	84	463

Download Report: | pdf | docx | xlsx | (Important: Downloads make take a few seconds - Use Ctrl-J to view download progess)

Data Sources:
[1]Fatality Analysis Reporting System (FARS): 2019-2022 Final File and 2023 Annual Report File (ARF)

Report Generated: Wednesday, May 7, 2025 (4:25:53 PM)

VERSION 9.0, RELEASED APR 23, 2025

Status of Proposed Development Projects in Girdwood

Updated 11/14/2025

Description	Location	Developer	Status	Link	Public Comments or Hearing	MOA Process
Holtan Hills	North of Girdwood School	CY Investments	Land transferred and platted. Access road paved and finishing construction. CU/PUD is in pre-application phase.		To be scheduled	Conditional Use / Planned Unit Development expecd in November. Public Hearing at PZC February or later
Alyeska Village phases 1-3	Alyeska Resort	Pomeroy	Approved Area Master Plan and Phase 1 Development Master Plan. Army Corps permit POA-2023-00473		None	DMP for phases 2 & 3 will require PZC public hearing
Glacier Creek Village phase 4	North of Girdwood Airport	Pomeroy	Part of approved Alyeska Resort Area Master Plan. On land curently owned by HLB/MOA		Future public hearings at HLBAC & Assembly	HLB work plan describes aditional steps. No disposal planned in 2025.
Alyeska North Addn #1 Housing	Upper parking, daylodge	Pomeroy	Land use permit applied for 10 units of housing in 2 buildings. Site work only in 2025		None	Clearing permit was granted. Land use permit has not been granted
Remote Avalance Mitigation storage & heliport	Old Gravel Pit @ Seward MP89	AK DOT	Application was delayed until adoption of Girdwood Comprehensive Plan.		Future public hearings at Planning & (likely) Assembly	Expecting re-zoning application in Nov/Dec 2025
Alpenglow Mixed-Use	204 Hightower Rd	Girdwood Building Company, LLC	Planning application 2025-0038 was approved at PZC Public Hearing on 5/5		None until phase 2	Development Master Plan approved
Hotel & Retail Store	Off Alyeska Hwy behind Brewery	Glacier View LLC	Assembly Ordinance updating Girdwood Use Table was passed on 10/7.		None scheduled	Major Site Plan Review required for any development over 4,000 sqft
ENSTAR gasline	Between wastewater plant and Virgin Crek Drive	ENSTAR	Administrative appeal was denied. ENSTAR are not planning work in 2025		None	No MOA involvement
Lodge and associated facilities	Girdwood Airport - north	Glacier Valley Lodge LLC	Land lease onlyfor aviation component was approved by AK DOT in April 2024. Construction requires separate DOT Airport Building Permit and MOA Land Use Permit.		Requires DOT permit (no hearing) & MOA permit/hearings before improvements	MOA requires a Land Use Permit and possible land use code modification.
Heli-skiing operation at south end of airport	Girdwood Airport - south	Silverton Mountain Guides	State decision of lease award has been formally appealed. MOA clearing permit issued, land use permit not issued.		None scheduled	Structure may require variance for height
Girdwood Industrial Park	Girdwood Industrial Park	HLB	Platting application submitted; case S12865		Platting Board Hearing scheduled for 1/7/2026	Any future land disposal will also have a Public Hearing at Assembly
Orca Mountain View	East of Alyeska Hwy north of Ruane Road	HLB	Platting application submitted; case S12866		Platting Board Hearing scheduled for 1/7/2026	Future development plan will have public hearings at HLB Advisory Commission, and possibly at PZC. Any land disposal requires an Assembly Public Hearing and vote.
New water system wellhouse	Immediately north of Glacier Creek Bridge	AWWU	On hold for foreseeable future			
Alyeska-Seward Highway Intersection	Alyeska-Seward Hwy junction	AK DOT	Initial concept design. CSS approved by MOA. On hold awaiting future funding (STIP anticipates 2029 or later)		Future hearings including HLB land disposal and others	Using Context Sensitive Solution (CSS) process

November Incidents

Vehicle Accident: 14

Medical: 11

Alarms: 4

Other Assistance: 4

Gas leak: 1

Assault: 2

SANTA PARADE DEC 23

Happy Holidays from your Girdwood Firefighters!

Reminder to keep your Christmas tree watered and check your smoke/co detectors

Want to join us as a board member?
Our board is expanding!

Whittier Police Department

Monthly Activity Report – November 2025

Calls by Service Area

Service Area	Calls
Whittier	76
Girdwood Service Area	156
Other	2
Total	239

Narrative Summary

In November 2025, WPD handled 239 calls for service. Excluding Security Checks, Whittier accounted for 32 and Girdwood Service Area 54 calls. Serious incidents stood out: Welfare/Suicidal (6), MVA/Accident (3), Trespassing (3), Alarm (2), DV Assault W/ Weapon (1).

Bullet-Point Summary

- Whittier: 76 calls. Top types: COMMUNITY RELATIONS (7), EMS/Fire (7), Citizen/Civil Assist (2).
- Girdwood Service Area: 156 calls. Top types: Traffic (12), Disturbance (6), Welfare/Suicidal (5).
- Other: 2 calls. Top types: Welfare/Suicidal (1), MVA/Accident (1).
- Jurisdictional mix: Whittier 31.8%, Girdwood 65.3%, Other 0.8%.

Call Types by Jurisdiction

Call Type	Whittier	Girdwood	Other	Total
Security Check	44	102	0	146
Traffic	2	12	0	14
COMMUNITY RELATIONS	7	1	0	8
EMS/Fire	7	1	0	8
Disturbance	0	6	0	6
Welfare/Suicidal	0	5	1	6
Parking	1	4	0	5
Citizen/Civil Assist	2	2	0	4
PUBLIC ASSIST	1	3	0	4
ABANDONED VEHICLE	2	1	0	3
MVA/Accident	0	2	1	3
Trespassing	1	2	0	3
Alarm	0	2	0	2
DRUGS	1	1	0	2
FOLLOW UP	1	1	0	2
LOST PROPERTY	0	2	0	2
REDDI	0	2	0	2
Suspicious	0	2	0	2
CAD TESTING	1	0	0	1
FOUND/LOST PROPERTY	1	0	0	1
FRAUD	0	1	0	1
HAZMAT	1	0	0	1
INFORMATION	1	1	0	2
INTOXICATED PERSON(S)	1	0	0	1
MOTORIST ASSIST	0	1	0	1
PROTECTION ORDER VIOLATOIN	1	0	0	1
DV ASSAULT (WEAPON)	0	1	0	1
THREATENING	0	1	0	1
Theft	1	0	0	1

Call Type	Whittier	Girdwood	Other	Total
VEHICLE CHECK	0	1	0	1

Citation Information

Category	Whittier	Girdwood	Other	Total
Speeding	1	2	0	3
Ordinance	1	0	0	1
Total	2	2	0	4

Press Releases

25007061

On November 27, 2025, at approximately 1:08 a.m., the Whittier Police Department responded to a report of a stabbing at a residence on Alpine Meadows in Girdwood. The caller, **C.B.**, reported that his mother had been assaulted and stabbed by her boyfriend, **Jordan Mattingley**, who fled the scene prior to officer arrival.

WPD officers located the victim inside the home with a serious arm injury and provided emergency medical care before she was transported to a hospital by paramedics. Evidence at the scene indicated a violent assault. A knife believed to be used by the suspect was recovered. APD officers responded to an agency assist and located Mattingley on the Seward Highway North of Girdwood, where he was taken into custody without incident and remanded to the Anchorage Jail.

Mattingley was charged with **Assault in the 2nd Degree**, two counts of **Assault in the 4th Degree**, **Interference with the Report of a Domestic Violence Crime**, and **Violating Conditions of Release**.

The investigation remains ongoing. Further information will be provided as it becomes available.

MUNICIPALITY OF ANCHORAGE
GIRDWOOD ROADS, FACILITIES, PARKS & RECREATION

DATE: Dec 15, 2025

TO: Girdwood Board of Supervisors

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

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

Solstice is nearly upon us! Join the Girdwood Nordic Ski Club in celebrating Solstice on SUN Dec 21 from 6-9PM! Grab some cocoa and come on out to join in this festive, fun event!

Girdwood Parks and Rec has been posting on Facebook to acknowledge the many people and groups that make our parks and trails amazing. Be sure to check out the posts, like and share them!

Girdwood Trails Committee reminds everyone that Christmas tree cutting is allowed 200' from roads and developed rec sites and 450' from streams and lakes on US Forest Service Land only.

Grooming has begun on the 5K. Leave your pets at home; the 5K is now human-only, ski-only for the season. Follow GNSC on social media for updates.

Finally, be aware of hazards such as overflow and thin ice and always be aware of potential for avalanches.

The Girdwood Parks Master Plan project is moving along! Open House to review draft park designs is TUE **December 16 at 6PM**. Up-to-date info is here: **www.girdwoodparksplan.com**.

Year-round staff are now handling trash and mutt-mitt refills. If you see anything that needs attention, please contact Kyle kelleykt@muni.org or Margaret tylerms@muni.org.

Trails: Trails Committee is working on updating the winter map and Girdwood Trails Management Plan. GTC is looking for volunteers to help measure trail segments from specific points with Gaia app. Reach out to Margaret Tyler if you're interested in helping.

Parks & Amenities:

- *Campground:* Tent campground closed.
- *Playground:* Open.
- *Lions Club Park:* Working on pavilion, see Grants, below
- *Disc golf:* Open.
- *Library/Community Center:* Library is open TUE-SAT 10-6
- *Tennis Courts:* Closed and nets removed.
- *Soccer field:* Open.
- *Sladen J Mohl Ball Field:* closed.
- *Skate Park*: Winter use. No dogs, please.
- *Annual Beautification*: check out the lights around town!

Reminder: No dogs on the baseball field, playground, tennis courts, and skate park.

GBOS Non-profit Grants: Funding amounts will be voted on at the November 17 GBOS meeting.

Other Grants:
Land and Water Conservation Fund (LWCF) Grant: GVSA applied and was awarded a grant for the Lions Club Park Pavilion. Match is 1:1. LWCF grant request is $103,737.00 for a project costing $207,474.00. Grant must be wrapped up by 2027. Kyle has completed reporting for now.
Recreational Trails Program Grant (RTP): GVSA/GTC opted not to apply for 2026 RTP grant. In 2024 GTC/GVSA was awarded RTP funding for the Middle Iditarod National Historic Trail. This project is under way. Kyle is working on reimbursements, currently in winter shut-down.
Rasmuson Foundation: GVSA received $250,000 Tier 2 Grant to assist with construction of the suspension bridge to replace the decommissioned hand tram.
National Forest Foundation: GVSA has completed application through the National Forest Foundation of approximately $220,000 for the bridge to replace the hand tram.
Grant cycle for MAP grants is open now. GTC/GVSA will apply for 50/50 matching grant for the Middle INHT, where it joins USFS management.
Alaska Community Foundation: Girdwood Parks and Rec applied for Trail Care grant and was awarded $1000 for chainsaw and trail equipment for trail work. Completing reporting currently.

Social Media & Websites: GBOS, committee and sub-committee meetings are now available on a calendar view. Go to www.muni.org/gbos/events and see what meetings are coming up!
GBOS videos are on line: https://www.youtube.com/channel/UCOUlNInprZEjhbpVPiJOlEA

We are active on Facebook as Girdwood Board of Supervisors. Active GVSA webpages are:
GBOS: www.muni.org/gbos
LUC: www.muni.org/gluc
GTC: www.muni.org/gtc
PSAC: www.muni.org/gpsac
GHEC:www.muni.org/gbos-ghec
Parks and Rec:www.muni.org/gpr
Girdwood Trails Plan: www.muni.org/gtp

Other links and info:
Sen. Cathy Giessel's weekly newsletter: Signup Form (constantcontactpages.com)
Information on the ASD: Anchorage School District / Anchorage School District Homepage (asdk12.org)
Anchorage Assembly: Assembly Home
Heritage Land Bank information: www.Muni.org/HLB

Roads

Road Status: After a long stretch of unseasonable warm weather and rain, the cold conditions of early winter have set in. During the warm stretch, crews continually sanded, scraped ice, and addressed ice potholes. The crew stands ready for the next weather change, which we hope will be snow. In the meantime, any areas that need some sanding or steam thawing during this cold phase will be addressed.

Major project updates:

Ruane Road fish passage culvert replacement. The Boutet company will lead the project management of this new culvert project, and the Jacobs company will assist with ensuring we meet the EPA grant and federal compliance requirements. In early January, we will be issuing a Request for Proposal (RFP) for Design and engineering services for the new culvert. This work will finalize the project's complete bid package for construction. Most likely constructed in summer 2027.

Winner Creek Trail Bridge at Glacier Creek crossing: A complete construction bid package is ready. Working with the USFS to finalize the understanding that USFS will take over ownership and inspection of the bridge once the construction partnership of MOA and USFS is completed. Now that the USFS is back in full action following the government shutdown, we're working to integrate our workload with theirs. The project still has a funding gap, according to the professional estimate. We are assessing the likelihood of this gap in light of current market conditions for materials and whether it will prevent us from putting the project out to bid until the gap is fully funded. In early January, we will put the project out to bid to determine the bridge's real market value for construction.

Expenses and Budget:

Girdwood Valley Service Area 2025 Mill Rate: 5.61 of 6 mills

Roads: Road Expenditures by Month:

Month	2023	2024	2025
January	$62,791.19	$51,162.50	$29,666.25
February	$32,793.17	$50,612.50	$34, 533.25
March	$45,857.72	$96,425.00	$23,033.25
April	$31,161.25	$60,296.50	$26,368.75
May	$34,288.75	$33,003.75	$168,007.95
June	$20,791.25	$35,861.50	$4,776.94
July	$173,075.00	$7,143.75	$13,837.50
August	$146,100.00	$51,086.42	$0.00
September	$22,991.00	$9,553.75	$111,911.25
October	$10,090.50	$20,370.00	$69,919.75
November	$55,686.25	$16,982.50	
December	$66,042.50	$22,993.75	
Total thru December:	$701,668.85	$455,492.25	$482,054.89

Public works operation 2025 budget expended: $1,187,627.39 of $1,612,732.00 =74%
2025 Capital Roads Project fund available (406): $178,000.00
2025 Davos Fish Culvert Project: $894,164.16

Parks:

2025 Expended Budget: $720,738.65 of $848,385.00= 85%
2025 Capital Park Project (406) Reserve Fund available: $88,122.62
2025 Winner Creek Trail Suspension Bridge funds = $500,000.00
2025 Winner Creek Trail Suspension State Grant Funds = $1,200,000.00
2025 Community Room Capital Reserve Fund (406): $47,896.12

Police:

2025 Expended Budget: $741,142.95 of $817,409.00 = 91%

Fire:

2025 Expended Budget: $1,343,406.10 of $1,954,917.00= 69%
2025 Fire Undesignated Capital fund (406) = $223,317.20

Housing and Economic Fund:

2025 Expended Budget: $3000.00 of $117,600.00 = 3%

Other:

Meetings

GBOS Rules & Procedures Part 2/GBOS Goals	TBA
GBOS Work Session Re: IGCs	TBA

VISION BOARD WORKSHOP
Friday, Jan. 9 at 4 PM
Be a part of the experience as we create vision boards to celebrate the past year and dreams for the new year! All art supplies will be provided!

COOKIE SWAP
Saturday, Jan 10., at 1 PM
Enjoy a cozy afternoon at the library as we swap and taste holiday cookies and share our favorite recipes!

FAMILY MOVIE NIGHT
Friday, Jan. 16 and Jan. 23, 3—5:30 PM
Come get warm and enjoy a movie at the library! Popcorn will be provided. Please call 907-343-4024 for title.

AUTHOR TALK
Saturday, January 24 at 1 PM
Get ready for an exciting discussion with three Alaskan authors! Lori Townsend, Alaska reporter and author of *Operation Wind Storm, American Home Wrecker* and *Ghost Ship*, David G. Brown, author of *Fragmento*, and Lois Simenson aka LoLo Paige, author of *Alaska Blaze*, *Alaska Inferno* and *Alaska Spark* will all come together and share their experiences and wide-ranging bodies of work!

Check out all the great events going on at the Gerrish library and the rest of the Anchorage Public Library system here: Full Calendar - Anchorage Public Library

JANUARY 2026

Scott & Wesley Gerrish Library

250 Egloff Dr. | (907) 343-4024

Call or email LibraryGirdwood@anchorageak.gov to request ADA accommodations

TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1 All APL locations closed for New **Year's Day**	2	3
6 10:30AM Free Play Mornings 1PM Knot Just Knitters	7 10:30AM Family Storytime	8 4PM Game Night	9 4PM Vision Board Workshop	10 1PM Cookie Swap
13 10:30AM Free Play Mornings 1PM Knot Just Knitters	14 10:30AM Family Storytime	15 4PM Game Night	16 3PM Family Movie Night	17 All APL Branches closed in honor of Martin Luther King Jr. Day
20 10:30AM Free Play Mornings 1PM Knot Just Knitters	21 10:30AM Family Storytime	22 4PM Game Night	23 3PM Family Movie Night	24 1PM Author Talk
27 10:30AM Free Play Mornings 1PM Knot Just Knitters	28 10:30AM Family Storytime	29 4PM Game Night	30	31 4:30PM Book Club

HOURS OF OPERATION

Tuesday: 10:00am—6:00pm
Wednesday: 10:00am—6:00pm
Thursday: 10:00am—6:00pm
Friday: 10:00am—6:00pm
Saturday: 10:00am—6:00pm
Sunday: CLOSED
Monday: CLOSED

LIBRARY NEWS

GERRISH LIBRARY CLOSURES

January 1: New Year's Day

January 17: In observance of Martin Luther King Jr. Day

ANCHORAGE PUBLIC LIBRARY

anchoragelibrary.org

STORYTIME

FAMILY STORYTIME
Wednesdays at 10:30 AM
Join us for a half-hour of stories, songs, and more to build early literacy skills; a blend of fun and education for children birth through kindergarten & their caregivers.

FEATURED

LEGO COUNT CHALLENGE!
Ongoing
Guess the right number of LEGOs for a chance to win a small prize!

CODE QUEST
Ongoing
Journey on a quest! Answer the questions and crack the code to unlock the safe for a prize!

5 & UNDER

FREE PLAY MORNINGS
Tuesdays at 10:30 AM
Play with library toys, make friends and check out books!

ALL AGES

GAME NIGHT
Thursdays Jan., 8, 15, 22 and 29 at 4 PM
Use our wide variety of board, dice, or card games or play with our Wii, Nintendo Switch or
X-box or bring your own game!

COOKIE SWAP
Saturday, Jan 10., at 1 PM
Enjoy a cozy afternoon at the Library as we
swap and taste holiday cookies and share our favorite recipes!

FAMILY MOVIE NIGHT
Friday, Jan. 16 and Jan. 23, 3—5:30 PM
Come get warm and enjoy a movie at the library! Popcorn will be provided. Please call 907-343-4024 for title.

ADULT

KNOT JUST KNITTERS
Tuesdays at 1 PM
Do you knit, crochet or sew or are you a beginner looking for a start? Join us for a weekly meetup and bring your ideas or current projects. We will have lessons for beginning knitters with long-time beloved resident Cleary Donovan. Materials and tools provided.

VISION BOARD WORKSHOP
Friday, Jan. 9 at 4 PM
Be a part of the experience as we create vision boards to celebrate the past year and dreams for the new year! All art supplies will be provided!

AUTHOR TALK
Saturday, January 24 at 1 PM
Get ready for an exciting discussion with three Alaskan authors! Lori Townsend, Alaska reporter and author of *Operation Wind Storm, American Home Wrecker* and *Ghost Ship*, David G. Brown, author of *Fragmento*, and Lois Simenson aka LoLo Paige, author of *Alaska Blaze*, *Alaska Inferno* and *Alaska Spark* will all come together and share their experiences and wide-ranging bodies of work!

GERRISH BOOK CLUB
Saturday, Jan. 31, 4:30-5:30 PM
Join us for the Gerrish Book Club discussion. January's title is *Death of the Author* by Nnedi Okorafor. Cookies and coffee provided!

The Anchorage School District does not endorse these materials or the viewpoints expressed in them.

EVENTS ACROSS APL—

CHUGIAK-EAGLE RIVER
12001 Business Blvd., #176
(907) 343-1530

MOUNTAIN VIEW
120 Bragaw St.
(907) 343-2818

MULDOON
1251 Muldoon Rd., #158
(907) 343-4032

Z. J. LOUSSAC
3600 Denali St.
(907) 343-2841

DECEMBER 2025

Scott & Wesley Gerrish Library

250 Egloff Dr. | (907) 343-4024

Call or email LibraryGirdwood@anchorageak.gov to request ADA accommodations

TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
2 10:30AM Free Play Mornings 1PM Knot Just Knitters	3 10:30AM Family Storytime	4 4PM Game Night	5	6
9 10:30AM Free Play Mornings 1PM Knot Just Knitters	10 10:30AM Family Storytime	11 4PM Game Night	12 4PM Family Movie Night	13
16 10:30AM Free Play Mornings 1PM Knot Just Knitters	17 10:30AM Family Storytime	18 4PM Game Night	19 3PM Top Scams in Alaska: AARP Alaska's Tips for Staying Safe	20 12:30PM Snowflake Craft
23 10:30AM Free Play Mornings 1PM Knot Just Knitters	24 10:30AM Family Storytime	25 All APL locations will be Closed in Observance of Christmas	26 4PM Family Movie Night	27 4:30PM Gerrish Book Club
30 10:30AM Free Play Mornings 1PM Knot Just Knitters	31 10:30AM Family Storytime			

HOURS OF OPERATION

Tuesday: 10:00am—6:00pm
Wednesday: 10:00am—6:00pm
Thursday: 10:00am—6:00pm
Friday: 10:00am—6:00pm
Saturday: 10:00am—6:00pm
Sunday: CLOSED
Monday: CLOSED

LIBRARY NEWS

- *Christmas Holiday: All APL* locations will be closed on Thursday December 25, 2025.

ANCHORAGE PUBLIC LIBRARY

anchoragelibrary.org

WEEKLY STORYTIMES

FAMILY STORYTIME
Wednesdays at 10:30 AM
Stories, songs, and more to build early literacy skills; a blend of fun and education for children birth through kindergarten and their caregivers.

FEATURED

SCAVENGER HUNT
Ongoing
Go on a letter and picture hunt around the library! New themes every two weeks.

CODE QUEST
Ongoing
Journey on a quest! Answer the questions and crack the code to unlock the safe for a prize!

5 & UNDER

FREE PLAY MORNINGS
Tuesdays at 10:30 AM
Play with library toys, make friends and check out books!

ALL AGES

GAME NIGHT
Thurs., Dec. 4, 11 and 18 at 4 PM
Come use our wide variety of board, card, and dice games or play with our Wii, Nintendo Switch or X-box or bring your own game!

FAMILY MOVIE NIGHT
Friday, Dec. 12 and 26th, 4—5:30 PM
Come get warm and enjoy a movie at the library! Popcorn will be provided. Please call 907-343-4024 for title.

ALL AGES

SNOWFLAKE CRAFT
Saturday, Dec. 20 at 12:30 PM

Design and cut out beautiful ornamental snowflakes for the winter season. We will be making giant snowflakes out of paper lunch bags! And other decorations with recycled book pages!

TOP SCAMS IN ALASKA: AARP ALASKA'S TIPS FOR STAYING SAFE
Friday, Dec. 19, 3 PM
Don't miss out on AARP Alaska's presentation on fraud prevention, packed with insights from AARP's Fraud Watch Network. Learn how to protect yourself and your loved ones from scams that target individuals of all ages. We'll cover the latest tactics used by criminals, share real-life scams happening in Alaska, and provide practical tips to help you protect yourself and your loved ones. Take advantage of this opportunity to empower yourself with the knowledge and tools to fight fraud and stay safe!

ADULT

KNOT JUST KNITTERS
Tuesdays at 1 *PM*

Do you knit, crochet or sew or are you a beginner looking for a start? Join us for a weekly meetup and bring your ideas or current projects. We will have lessons for beginning knitters with long-time beloved resident Cleary Donovan. Materials and tools provided.

GERRISH BOOK CLUB
Saturday, Dec. 27, 4:30-5:30PM
Join us for the Gerrish Book Club discussion.
December's title is *The Anxious Generation* by Jonathan Haidt. Cookies and coffee provided!

EVENTS ACROSS APL—

The Anchorage School District does not endorse these materials or the viewpoints expressed in them.

CHUGIAK-EAGLE RIVER
12001 Business Blvd., #176
(907) 343-1530

MOUNTAIN VIEW
120 Bragaw St.
(907) 343-2818

MULDOON
1251 Muldoon Rd., #158
(907) 343-4032

Z. J. LOUSSAC
3600 Denali St.
(907) 343-2841

Municipality of Anchorage

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

Suzanne LaFrance Mayor

GIRDWOOD VALLEY SERVICE AREA BOARD OF SUPERVISORS
Mike Edgington & Jennifer Wingard, Co-Chairs
Briana Sullivan, Brian Burnett. Kellie Okonek

Resolution 2025-XX

Of the Girdwood Board of Supervisors

RESOLUTION REGARDING THE 50th ANNIVERSARY OF UNIFICATION AND LOOKING AHEAD TO THE FUTURE STATUS OF GIRDWOOD WITHIN THE UNIFIED BOROUGH

WHEREAS, the cities of Anchorage, Glen Alps and Girdwood were incorporated respectively in 1920, June 1961, and September 1961, and the Greater Anchorage Area Borough (GAAB) was established in 1964 to oversee regional-level services such as planning; and

WHEREAS, the City of Anchorage formed a commission, 1969-1971, to draft the proposal for unification and the ballot measure to be put in front of the voters, and the original proposal was rejected by the electorate; and

WHEREAS, a new charter commission was formed and returned with a streamlined, inclusive version that went to the voters in 1975; and

WHEREAS, after a vote across the Greater Anchorage Area Borough on September 9th, 1975, the charter was approved, with the cities of Anchorage, Girdwood, Glen Alps and the Borough dissolved, replaced by the Unified Municipality of Anchorage; and

WHEREAS, Girdwood voters rejected city dissolution and borough unification, by a vote of 82% against and 18% in favor; and

WHEREAS, the push for unification was primarily motivated by duplication of services within the growing urban core of Anchorage and jurisdictional challenges at the boundary of the City of Anchorage and the Greater Anchorage Area Borough; and

WHEREAS, the Preamble to the Charter of the Municipality of Anchorage states:

> "We, the people of Anchorage, in order to eliminate waste and duplication in government, to achieve common goals, to support individual rights, to form a more responsive government, and to secure maximum local control of local affairs, hereby establish this Charter."; and

WHEREAS, the charter contains a 10 point Bill of Rights, and with number 8 stating:

> "The right to a locally directed, ongoing planning process that is based on the community's goals, objectives, and policies for the future"; and

WHEREAS, notwithstanding the preamble's promise of "maximum local control of local affairs", a Unified Municipality is identical in every way to a Home Rule Borough except it removes the right for a community to organize a local city government; and

WHEREAS, in the decades since 1975, the community of Girdwood has seen a substantial improvement in infrastructure, including developed roads, a wastewater system, city water service to the eastern part of the valley and natural gas service; and

WHEREAS, the improvements to Girdwood's infrastructure and a stable local government have provided a fertile environment for economic investment and development, including a world-class recreation destination; and

WHEREAS, the Municipality of Anchorage Charter provides for Service Areas which can establish local services paid by local tax levies; and

WHEREAS, Girdwood Valley Service Area was established shortly after the 1975 Unification to provide local services similar to those of the dissolved City of Girdwood, and

WHEREAS, Girdwood Valley Service Area now provides additional services including Roads & Drainage, Parks & Recreation, Fire, Police, and Economic Development and Housing Support services, all right sized to the needs of the Girdwood community; and

WHEREAS, the Girdwood Valley Service Area is overseen by a five-member elected Board of Supervisors; and

WHEREAS, through the Girdwood Board of Supervisors, the community of Girdwood has developed its own unique solutions to numerous problems faced by the community, such as the 2015 unilateral withdrawal of Alaska State Troopers, who were replaced by a Girdwood voter-supported partnership with the City of Whittier to provide police services; and

WHEREAS, Girdwood has recently completed the Girdwood Comprehensive Plan through an extensive, multi year, community effort. And, the community has put forward locally based solutions to our housing needs in spite of pushback from the previous and current Assembly.

WHEREAS, metropolitan areas across the lower 48, such as the Indianapolis region, have solved similar governance problems using municipal structures that combine the county and city government in the urban core to prevent duplication while allowing local city government in smaller surrounding communities, hence moving decision making closer to the citizens impacted.

THEREFORE, the Girdwood Board of Supervisors RESOLVES

1) to celebrate the 50th anniversary of the Municipality of Anchorage by acknowledging the many successes of the unification experiment, while recognizing that the goals of unification were centered on solving problems experienced by the growing urban core rather than the limitations on local self-determination imposed upon more distant, unique communities unwillingly annexed into the Municipality, and

2) to urge the executive and legislative bodies of the Municipality of Anchorage to uphold the Anchorage Municipal Charter Preamble to "secure maximum local control of local affairs" and as promised in the Bill of Rights by devolving maximal powers, up to and including local policy and decision making powers, to communities such as Girdwood, and

3) to amend Anchorage Municipal Code Title 21 to designate GBOS as a review body allowing it to initiate text amendments to Title 21, and

4) to consider adjusting the municipal administrative organization to make Girdwood Valley a Municipal Department, allowing it to manage land within Girdwood Valley owned by the Municipality, and

5) to work towards treating the community of Girdwood through GBOS, its locally elected governmental body, as a trusted partner in the matters and concerns of Girdwood, not merely as an advisory body, and

6) to support a future advisory vote by the community of Girdwood on moving towards greater self-determination within the unified borough or some other local government structure.

PASSED AND APPROVED by a vote of X in favor and X opposed this XXth day of XX 2025.

Fee comparison

Community Room	BP Energy Center	Girdwood Chapel	GW Meadows	Challenge AK	Mtn View Library
$10/hr	$20/hr	$10-$20/hr	$25-50/hr	$650-1500*	$50-60/hr
no overnight rate	no overnight	$250 overnight			min 2 hr

Staff rec: $20/hr; consider rate for multi-day programs $TBA when available *Most have fee reduction/elimination

Campground	MOA Centennial	DNR Bird Creek
$10/night	$30-$40	$20/night
tent only; primitive si	RV hookups	RV size

Staff Rec: Leave as is

Marlow Pavilion w/fla	Abbott Loop Pavili	Goose Lake Pavilion
$65/4 hr	$152/7 hr	$95/5 hr
$85/4-8 hr	$231 all day	$145 all day
$108/8+ hr		
Staff rec: simplify or l	Pavilion, 4 tables, 2 bbq pits 4 grills	pavilion 6 tables field, basketball court

Trail permit -
$60 fee, $2.00 user

Park use- wedding/photog
$50 fee

Fixed Vendor
$350/mo
$50 processing fee

Town Square Park Rental (farmers market/fall festival)
$150 permit fee; $50 each additional use

Field/Court Rental
$50/day

GHEC Passed Motions:
Motion: GHEC moves to recommend that GBOS require a plat note stating that Lot 12 or 13 has been required to be deeded to a Girdwood Non-Profit for community housing for residents by AO2023-037.
Motion: GHEC moves to recommend that GBOS requests that the plat and the Conditional Use Permit be denied a Land Use/Area Plan has been completed, as required by code.
Motion: GHEC moves to recommend that GBOS request a condition is added to the Conditional Use Permit limiting use of at least three (3) lots, specified as Block 1 Lot 1, Block 1 Lot 2 and Block 1 Lot 3 to be specified for 2-family dwellings (duplexes), in addition to Lot 12 or 13.
Motion: GHEC moves to recommend that GBOS request that the Conditional Use Permit to contain a condition requiring future conveyances of each of 4 specified lots to contain a 20-year restrictive covenant previously approved by the Planning and Zoning Commission that requires each dwelling unit on these lots to be used only as the principle place of residence of at least 1 person who during the entire period of their occupancy of the property earned their living by working at least 30 hours per week for a business or public institution located in and servicing the Girdwood Valley Service Area.
Motion: GHEC moves to recommend GBOS oppose the requested variance for a private road (cul de sac pictured in the plat).
Motion: GHEC moves to recommend that GBOS receive input from GFD Chief regarding public safety concerns for cul de sac that is longer than is allowed by code.

GTC Passed Motions:

Motion: GTC moves to recommend that GBOS request a plat note as a condition to the approval of the Planned Use Development to designate the following actions and to clarify that they are to be paid for by the development partners (HLB and/or CY Investments):

* Platting of the Girdwood Middle Iditarod National Historic Trail and 50' easement through Phase 1
* Realignment of the existing trail segment, in consultation with GTC
* Trail improvements through Phase 1, in consultation with the GTC and in accordance with established practices in the Girdwood Trails Master Plan (2025) and Girdwood Trails Management Plan (2020).

Motion : GTC moves to recommend that GBOS request that the trail and its easement of 50' (25' on each side of trail center line) is surveyed and recorded on the plat, thereby protecting the trail and trail easement from development in perpetuity, including where the trail and private property overlap.

Motion:
Girdwood Land Use Committee moves to recommend that the GBOS write a Resolution of Support for Conditions to the Planned Use Development as recommended by the Girdwood Housing and Economic Committee.
Motion by Wingard/2nd Theiss
Motion carries by Assent

Motion:
Girdwood Land Use Committee moves to recommend that the GBOS write a Resolution of Support for conditions to the Planned Use Development as recommended by the Girdwood Trails Committee.
Motion by Wingard/2nd Hanson
Motion carries by Assent

Submitted by: Assembly Vice Chair Brawley
Prepared by: Assembly Counsel's Office
For reading: October 7, 2025

ANCHORAGE, ALASKA
AO No. 2025-117

AN ORDINANCE SUBMITTING TO THE QUALIFIED VOTERS OF THE MUNICIPALITY OF ANCHORAGE A BALLOT PROPOSITION AMENDING THE ANCHORAGE MUNICIPAL CHARTER TO ADOPT A TWO PERCENT (2%) TAX TO FUND PUBLIC INFRASTRUCTURE AND CAPITAL IMPROVEMENTS TO SUPPORT HOUSING CONSTRUCTION AND CULTURAL AND RECREATION FACILITIES, AND TO PROVIDE FOR APPROVAL BY A MAJORITY (FIFTY PERCENT PLUS ONE) OF QUALIFIED VOTERS VOTING ON THE QUESTION.

THE ANCHORAGE ASSEMBLY ORDAINS:

Section 1. Pursuant to state law and the Anchorage Municipal Charter, a ballot proposition in substantially the same form as appears in Section 2 below shall be placed on the ballot and submitted to the qualified voters of the Municipality at the regular municipal election to be held April 7, 2026.

Section 2. A ballot proposition shall be presented in substantially the following form:

PROPOSITION NO. __

CHARTER AMENDMENT TO AUTHORIZE AN ADDITIONAL 2% TAX TO THE HOTEL, MOTEL, AND BED AND BREAKFAST ROOM TAX.

The proposed Charter Amendment would authorize and enact an additional two percent (2%) hotel, motel, and bed tax within the Municipality of Anchorage, in addition to any other room tax applied to such transactions, which is currently a 12% tax. The proceeds of this additional tax would be dedicated equally to funding public improvements supporting housing construction (1%) and cultural and recreational facilities (1%).

The Anchorage Municipal Charter section 14.05. would be amended as follows (additions shown in **underline and bold**, deletions indicated by **[~~brackets, strikeouts in bold~~]**):

Section 14.05. Hotel, motel and bed and breakfast room tax.

A. There is hereby levied a tax on all hotel, motel and bed and breakfast room rents in an amount equal to four percent of the room rent paid to an operator.

1. Revenues received from this tax are dedicated to financing the design, site acquisition,

construction, landscaping, bonded debt service or lease payments, carrying costs, and operation of a new civic and convention center, including parking facilities and renovation and operation of the existing Egan Civic and Convention Center.

2. If bonds are issued to finance the acquisition and construction of a new civic and convention center, the revenue derived from this tax shall first be used to pay annual principal, interest and other carrying costs of said bonds, until such bonds are paid in full.

3[~~B~~]. The assembly shall enact such additional provisions, not inconsistent with this section, as necessary or desirable to implement this section. Such enactments may include provisions to terminate or reduce the tax upon payment of all bond principal, interest and carrying costs, and appropriation of tax revenues, if any, excess to payment of the principal and interest on the bonds and support for operation of the convention center.

B. There is hereby levied a tax on all hotel, motel and bed and breakfast room rents in an amount equal to one percent of the room rent paid to an operator. Revenues received from this tax are dedicated to:

1. Public infrastructure improvements to support construction of new, or rehabilitation of existing housing; and

2. Grants or loans toward defraying capital costs for housing.

C. There is hereby levied a tax on all hotel, motel and bed and breakfast room rents in an amount equal to one percent of the room rent paid to an operator. Revenues received from this tax are dedicated to operations, maintenance and capital improvements for cultural and recreation facilities.

If approved by more than 50% of the qualified voters voting on the question at the April 7, 2026 Regular Election, the Charter amendments will become effective January 2, 2027 after certification of the election.

Shall the Charter be amended as shown above and become law, authorizing a dedicated additional 2% tax on hotel, motel, bed and breakfast room transactions?

YES [ ] NO [ ]

Section 2. The Charter amendments set forth in the proposition in Section 1 of this ordinance shall become effective January 2, 2027 after certification of the election, if and only if, said proposition is approved by a majority of the qualified voters of the Municipality voting on the proposition during the regular Anchorage Municipal election held on April 7, 2026. The remainder of this ordinance shall be effective upon passage and approval by two-thirds of the total membership of the Assembly.

PASSED AND APPROVED by the Anchorage Assembly this _____ day of _____, 2025.

_____
Chair

ATTEST:

_____
Municipal Clerk

MUNICIPALITY OF ANCHORAGE
ASSEMBLY MEMORANDUM

No. AM 760-2025

Meeting Date: October 7, 2025

From: **Assembly Member Brawley**

Subject: **AN ORDINANCE SUBMITTING TO THE QUALIFIED VOTERS OF THE MUNICIPALITY OF ANCHORAGE A BALLOT PROPOSITION AMENDING THE ANCHORAGE MUNICIPAL CHARTER TO ADOPT A TWO PERCENT (2%) TAX TO FUND PUBLIC INFRASTRUCTURE AND CAPITAL IMPROVEMENTS TO SUPPORT HOUSING CONSTRUCTION AND CULTURAL AND RECREATION FACILITIES, AND TO PROVIDE FOR APPROVAL BY A MAJORITY (FIFTY PERCENT PLUS ONE) OF QUALIFIED VOTERS VOTING ON THE QUESTION**

Intent.

This tax proposal offers a modest-sized solution to address a few specific fiscal issues the Municipality is facing, and will continue until different fiscal choices are made—primarily these choices are in the hands of voters. While the revenue anticipated through this tax cannot solve of the city's major structural budget issues, it does attempt to respond to some known needs which have been raised in a number of parallel conversations:

- Housing affordability and feasibility of residential construction projects:
    - A significant portion of private development costs for infill projects are requirements to upgrade inadequate or missing public infrastructure, such as water and sewer lines, roads and drainage systems.
    - These costs, plus other conditions that make development very expensive in Anchorage, mean that even small-scale projects often are not viable to build or renovate, because they will not generate enough return to justify a bank providing a loan. This problem is especially true for affordable housing projects, which by definition mean rent is priced below market.
    - Other communities have solved this math problem by making direct investments into projects through capital funds to close this feasibility gap, offering lower-interest loans, and/or paying for public infrastructure.

- Deferred maintenance and operating costs for aging facilities:
    - The Muni owns several facilities which were constructed years ago, and most of which do not have a dedicated revenue stream for capital improvements, such as the Center for the Performing Arts, Sullivan Arena, recreation centers, senior centers, and others. These facilities rely on bonds, which voters do not always pass, or do not currently have maintenance needs met.
    - Additionally, facilities may also have ongoing operating needs which are increasingly challenging to pay for, as energy and other utility costs increase, and the facilities and their assets continue to age.
- Need for additional investment in public (and other) amenities that attract and entertain visitors, as well as improving quality of life for residents, such as Anchorage's Downtown, parks and trail system, and recreational facilities. The economic benefits of enhancing offering for visitors is clear, but requires the capital to invest in the first place.

The language is written broadly enough to accommodate multiple future uses of this revenue, but with clear guardrails and public expectations set for use of the funds within these categories.

The proposal does not sunset, change rate seasonally, or attempt to constrain future policy choices beyond what is dedicated in the Charter. If voters approve this, they are approving a long-term investment and commitment to these priorities, which can also be changed in the future by the voting public.

Summary of the Tax and Estimated Revenue.

The proposal adds to the existing 12% bed tax on all qualified room rentals by including another 2%, with 1% each dedicated to the 2 purposes listed in the Charter amendment. Any rental under 30 days, unless it's also tax-exempt, would be taxed a total of 14%; it does not distinguish between what type of room is being rented, the same as the existing bed tax. This proposal also does not change any other current dedications or structure of the existing bed tax, other than clarifying the language currently in the Charter that refers to "one third": in practice, this has meant there are 3 4% taxes collected, each dedicated to a different purpose, so this proposal clearly defines these each as 4%.

Based on available reports and recent performance of the existing 12% bed tax (between $40-45 million annually in total), it can be inferred that each 1% of the tax

is approximately $3.3 to $3.75 million. Therefore, this additional 2% would likely generate between $6.6 to $7.5 million per year, and its increase would follow project trends for bed tax performance overall. The sponsor has requested a Summary of Economic Effects (SEE) from the Administration for this proposal.

Considering the fact that in many cities, the same room rental transaction could also be subject to state, county, and city sales tax, use tax, amusement tax, and a number of other government fees, this increase should be accurately compared to the total cost after taxes and fees when evaluating whether would be high, low, or in line with other comparable cities. The sponsor did not complete this analysis.

Anticipated Implementation Needs.

The proposal has relatively little implementation cost for administration compared with standing up a new tax, because it is increasing the rate of an existing tax that is already being collected. Because the tax applies to all transactions that are currently taxed at 12%, it does not require additional work to define which transactions are subject to this 2% tax.

It will require the most work to implement the decision-making process and mechanisms for managing how the revenue is then allocated to ongoing service appropriations, operating grants, and/or capital projects. Based on lessons learned from the Municipality recently enacting the alcohol sales tax, dedicated funding from the marijuana tax to the ACCEE Fund creating a new advisory board, operationalizing the Chugach Access Service Area (CASA) funding mechanism into the CIP process, and other recent changes to our fiscal structure: implementation is more complex than it may appear when crafting tax policy. Where intent is silent, or where it was not contemplated how this new piece fits into an existing system, it usually generates debate and requires considerable time and effort to figure out how something should be put into practice. It is also common to find adjustments are needed in order to make the intended policy function well.

Limitations of This Solution to Anchorage's Fiscal Problems

There are many things this proposal does not do, or attempt to do:

- Bed tax revenue is too small in scale, and cannot raise enough revenue to address the scale and cost per project of major infrastructure needs, such as redesigning road corridors or installing needed drainage systems. The magnitude of deferred maintenance is many times larger than what can be raised through this type of tax, and there is a ceiling on what the market would accept in a total hotel price.

- This fully dedicates the revenue to two categories of dedicated uses, and does not provide any additional revenue (or offset of revenue) for core operations that the public greatly values: law enforcement, fire and emergency response, public education (via ASD), street and drainage system maintenance and minor repairs, protection of sanitation and human health, animal control, maintenance of public facilities and lands.

- This proposal does not consider any changes to the tax cap formula, which is the controlling mechanism on what core services can be provided by the local government over the long term.

- This proposal does not change or decrease property tax obligations of land owners and businesses, which is what funds schools, general government, and almost all bonds and special tax levies approved by voters on a typical ballot. Concerns about impacts of property taxes on affordability are not addressed.

- This proposal does not offer opportunity, at least in the short- to medium-term, for construction or considerable expansion of more cultural and recreational facilities, because it is not enough funding to build, let alone operate, a new facility. Where there is interest in constructing new facilities, this could be a future consideration for revenue potentially freed up after the Dena'ina Center's bonds have been fully paid and no longer require debt service payments.

I request your support for the ordinance.

Reviewed by: Assembly Counsel's Office

Respectfully submitted: Anna Brawley, Assembly Member
District 4 – Midtown Anchorage

Municipality of Anchorage

Planning Department

Memorandum

Date: November 12, 2025

To: Reviewing Agencies

Subject: PZC Case No. 2026-0003, Text Amendment to Title 21 to Increase Flexibility for Agricultural and Food Production Uses in the Anchorage Bowl — Request for Public Comments

The Planning Department is seeking comments on the attached draft ordinance to expand flexibility for agricultural uses and food production across the Bowl. This proposal would:

- Allow commercial horticulture as a conditional use in more zones.
- Allow farmers markets as a permitted use in RO.
- Allow grocery stores as a permitted use in RO.
- Allow manufacturing and food production as a permitted use in B-3, I-1, and I-2.
- Allow hobby farms as permitted uses in more zones.
- Create a new accessory use: Accessory Food and Beverage Production, which would include the production, but not sale, of alcoholic beverages. This would be allowed in all residential zones, commercial zones, and I-1 and I-2.
- Allow additional flexibility for accessory food and beverage production for both residential and non-residential uses.
- Allow grocery stores in the R-3 zone, subject to a limitation of 10,000 SF gross floor area.
- Allowing Beekeeping as an accessory use in all residential zones.

This proposal does not expand where Marijuana uses are allowed or supersede any Health Department regulations about food or beverage production.

Your comments will be submitted to the Planning and Zoning Commission for a public hearing scheduled for **Monday, January 12, 2026, at 6:30 p.m. in the Assembly Chambers of the Z.J. Loussac Library, 3600 Denali Street, Anchorage**. Recommendations from the Commission will be forwarded to the Assembly.

Submit written comments in the following ways:

by CityView: http://munimaps.muni.org/planning/allcomments.cfm
(insert case number *2026-0003)*

by email: Anchorage2040@muni.org

by fax: (907) 343-7927

by mail: Current Planning Division
MOA Planning Department
P.O. Box 196650
Anchorage, AK 99519-6650

If you have questions, please contact Daniel Mckenna-Foster at 907-343-7918 in the Planning Department.

Attachment: Draft Ordinance

Submitted by: Chair of the Assembly at the Request of the Mayor
Prepared by: Planning Department
For reading: _____

ANCHORAGE, ALASKA
AO No. 2025-_____

AN ORDINANCE AMENDING ANCHORAGE MUNICIPAL CODE SUBSECTION 21.05 USE REGULATIONS AND 21.15 RULES OF CONSTRUCTION AND DEFINITIONS TO EASE RESTRICTIONS ON AGRICULTURAL USES AND FOOD PRODUCTION IN THE ANCHORAGE BOWL.

(Planning and Zoning Commission Case No. 2026-0003) (All Community Councils)

WHEREAS, Anchorage has a range of agricultural and food production activity across the Bowl; and,

WHEREAS, increased energy prices and transportation costs have made it increasingly difficult for producers to operate effectively; and,

WHEREAS, food security and economic stability are of interest to the public and the Assembly; and,

WHEREAS, the Assembly introduced AO No. 2025-62 on June 24, 2025, for discussion on facilitating more food production and broader agricultural activity across Anchorage; and,

WHEREAS, the Planning Department has received comment about several other issues related to food production which could be combined into this ordinance; now, therefore,

THE ANCHORAGE ASSEMBLY ORDAINS:

Section 1. Anchorage Municipal Code section 21.05.010, Use Regulations, Table of Allowed Uses, is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out)*:

21.05.010 TABLE OF ALLOWED USES

*** *** ***

E. Table of Allowed Uses - Residential, Commercial, Industrial, and Other Districts.

TABLE 21.05-1: TABLE OF ALLOWED USES – RESIDENTIAL, COMMERCIAL, INDUSTRIAL, AND OTHER DISTRICTS
P = Permitted Use S = Administrative Site Plan Review C = Conditional Use M = Major Site Plan Review T = Special Land Use Permit for Marijuana
For uses allowed in the A, TA, and TR districts, see section 21.04.060.
All other uses not shown are prohibited.

		RESIDENTIAL															COMMERCIAL					INDUST.			OTHER					
Use Category	**Use Type**	**R-1**	**R-1A**	**R-2A**	**R-2D**	**R-2M**	**R-3**	**R-3A**	**R-4**	**R-4A**	**R-5**	**R-6**	**R-7**	**R-8**	**R-9**	**R-10**	**B-1A**	**B-1B**	**B-3**	**RO**	**MC**	**I-1**	**I-2[1]**	**MI**	**AF**	**DR**	**PR**	**PLI**	**W**	**Definitions and Use-Specific Standards**
COMMERCIAL USES																														
Agricultural Uses	Commercial horticulture	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	P			P	P					C		21.05.050A.1.
Retail Sales[2]	*** *** ***																													
	Farmers market[2]									P							P	P	P	P	P	P	P				P	P		21.05.050H.4.
	*** *** ***																													
	Grocery or food store[2]						S	P	S	P[S]							P	P	P	P	C	P								21.05.050H.8. 21.05.020.A.
	*** *** ***																													
Manufacturing and Production	Commercial food production									C									P[C]			P	P							21.05.060B.1.

[1] See subsections 21.04.050B. and C. for interim provisions allowing for additional uses in the I-2 district.

[2] Uses with structures with a gross floor area over 20,000 square feet require a major site plan review through subsection 21.07.120A., *Large Commercial Establishments*.

[3] Marijuana cultivation facilities are permitted in the B-3 district when collocated with and attached to a marijuana retail sales establishment. Marijuana manufacturing facilities producing extracts using water-based, food-based, closed-loop carbon dioxide extraction systems, or other methods not employing solvents or gases, as described in 3 AAC 306.555, are permitted in the B-3 district. Marijuana retails sales establishments are permitted in the I-2 district when collocated with and attached to a marijuana cultivation facility or a marijuana manufacturing facility.

[4] In accordance with subsection 21.05.040K.3.g., a tower or antenna that is not permitted in a district may be requested through the conditional use process.

[5] In the AF district, three towers per lot are permitted by right (or, for Type 2 towers, by administrative site plan review). The installation of more than three towers per lot requires a conditional use permit.

[6] Health services facilities not to exceed 15,000 gross square feet per individual parcel.

[7] See subsection 21.05.060D.1.b for specific use provisions applicable within the Port of Anchorage Security Area.

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2013-139, 01-28-14; AO 2014-58, 5-20-14; 2015-133(S), 2-23-16; AO 2015-142(S-1), 6-21-16; AO 2016-3(S), 2-23-16; AO 2016-131, 11-15-16; AO 2016-136, 11-15-16; AO 2016-156, 12-20-16; AO 2017-10, 1-24-17; AO 2017-57, 4-11-17; AO 2017-74, 5-23-17; AO 2017-176, 1-9-18; AO 2017-175(S), 2-13-18; AO 2020-38, 4-28-20; AO 2020-56, 6-23-20; AO 2021-54, 6-22-21; AO 2023-77, 7-25-23; AO 2023-42, 8-22-23; AO 2023-87(S-1), 6-25-24; AO 2025-36, 4-16-25; AO 2025-112, 10-21-25)

DRAFT

Section 2. Anchorage Municipal Code section 21.05.050, Use Regulations, Commercial Uses: Definitions and Use-Specific Standards, is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out)*:

*** *** ***

21.05.050 COMMERCIAL USES: DEFINITIONS AND USE-SPECIFIC STANDARDS

*** *** ***

H. Retail Sales

*** *** ***

8. Grocery or Food Store

*** *** **

b. Use-Specific Standards

*** *** **

iii. Grocery or food stores in the R-3 district shall have a maximum gross floor area of 10,000 square feet.

*** *** ***

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2014-133, 11-5-14; AO 2015-82, 7-28-15; AO 2023- 77, 7-25-2023; AO 2024-24, 4-23-24; AO 2025-3, 2-11-25; AO 2025-36, 4-16-25; AO 2025-112, 10-21-25)

Section 3. Anchorage Municipal Code section 21.05.070, Use Regulations, Accessory Uses and Structures, is hereby amended to read as follows (*the remainder of the section is not affected and therefore not set out)*:

21.05.070 ACCESSORY USES AND STRUCTURES

*** *** ***

B. General Standards

*** *** ***

2. Compliance with Ordinance Requirements

*** *** ***

b. Any use listed in subsections 21.05.030 through 21.05.060 is allowed as an accessory use to a residential use if the accessory use meets the standards of a "home occupation" at subsection 21.05.070D.11. Except for Accessory Food and Beverage Production, [I] if the use exceeds the standards of a "home occupation", then the use is no longer considered accessory and shall meet any applicable standards of subsections 21.05.010 through 21.05.060, which dictate in which districts the use is allowed, and any use-specific standards.

*** *** ***

C. Table of Allowed Accessory Uses

*** *** ***

1. Explanation of Table Abbreviations

*** *** ***

g. Table of Permitted Accessory Uses and Structures

DRAFT

TABLE 21.05-3: TABLE OF ACCESSORY USES – RESIDENTIAL, COMMERCIAL, INDUSTRIAL, AND OTHER DISTRICTS

P = Permitted S = Administrative Site Plan Review C = Conditional Use Review

	RESIDENTIAL															COMMERCIAL				INDUST.				OTHER					
Accessory Uses	**R-1**	**R-1A**	**R-2A**	**R-2D**	**R-2M**	**R-3**	**R-3A**	**R-4**	**R-4A**	**R-5**	**R-6**	**R-7**	**R-8**	**R-9**	**R-10**	**B-1A**	**B-1B**	**B-3**	**RO**	**MC**	**I-1**	**I-2**	**MI**	**AF**	**DR**	**PR**	**PLI**	**W**	**Definitions and Use-Specific Standards**
Beekeeping	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P														
*** *** ***																													
Farm, hobby	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P									21.05.070D.8.
Food and Beverage Production, Accessory	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P							21.05.070D.9.
Garage or carport, private residential	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		P		P		P		21.05.070D.10[9].

[3] The telecommunications antenna is allowed only when meeting the concealment standards of 21.05.040K.8.d. and as accessory to a multifamily structure containing at least seven dwelling units or to a nonresidential use.

[4] The tower or telecommunications antenna is allowed only as accessory to a multifamily structure containing at least seven dwelling units, or to a nonresidential use.

DRAFT

D. Definitions and Use-Specific Standards for Allowed Accessory Uses and Structures

*** *** ***

9. Food and Beverage Production, Accessory

a. Definition

The use of a portion of a property, or the use of a property for the portion of a year, for processing and/or producing food or beverages for human consumption. This includes alcoholic beverages as well as facilities that process meat, game, and seafood.

This use differs from a home occupation in that it may be accessory to a use other than a dwelling unit.

b. Use-Specific Standards

i. Except for as provided in chapter 21.12, Signs, there shall be no change to the outside of the building or premises, nor shall there be other visible evidence of the conduct of the accessory use;

ii. In residential districts, the use shall not attract or facilitate more vehicular traffic or deliveries than would normally be expected in a residential neighborhood;

iii. No equipment or process shall be used in the food production use that creates noise, vibration, glare, fumes, or odors detectable to the normal senses at the property line. No hazardous or toxic materials shall be stored on the property as part of the accessory use;

*** *** ***

<NOTE TO REVISOR: Please renumber all accessory uses from "Garage or Carport, Private Residential" starting from the number 10 onwards>

(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO 2015-131, 1-12-15; AO2015-142(S-1), 6-21-16; AO 2016-3(S), 2-23-16; AO 2016-136, 11-15-16; AO 2017-10, 1-24-17; AO 2017-160, 12-19-17; AO 2017-176, 1-9-18, AO 2018-43(S); 6-12-18; AO 2020-38, 4-28-20; AO 2021-26, 3-9-21; AO 2021-89(S), 2-15-22; AO 2022-107, 2-7-23; AO 2023-77, 7-25-23; AO 2024-24, 4-22-24; AO 2025-72(S)AA, 6-24-25; AO 2025-112, 10-21-25)

Section 4. This ordinance shall be effective immediately upon passage and approval by the Assembly.

PASSED AND APPROVED by the Anchorage Assembly this _____ day of _____, 2026.

_____
Chair of the Assembly

ATTEST:

_____
Municipal Clerk

(Planning and Commission Case No. 2026-0003)

DRAFT

Municipality of Anchorage

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

Suzanne LaFrance, Mayor

GIRDWOOD VALLEY SERVICE AREA BOARD OF SUPERVISORS
Mike Edgington & Jennifer Wingard, Co-Chairs
Briana Sullivan, Brian Burnett, Kellie Okonek

October 27 2025
MOA GBOS Quarterly Meeting
Agenda Final
4 p.m. via Microsoft Teams & Girdwood Community Room

This hybrid meeting is taking place via Microsoft Teams & at the Girdwood Community Room, 250 Egloff Rd:

The Girdwood Board of Supervisors, its committees, and subcommittees are subject to the Alaska Open Meetings Act as found in Alaska Statute 44.62.310 and Anchorage Municipal Code1.25 - Public Meetings.
The Girdwood Board of Supervisors operates under the Girdwood Public Meetings Standards of Conduct.

Call to Order Mike Edgington, Co-Chair

Land Acknowledgement: The Girdwood Board of Supervisors acknowledges the indigenous peoples of Alaska, whose land we reside on. The community of Girdwood, situated between the areas known to be Dena'ina and Alutiiq homeland, respects the people who were stewards of this land for generations. We commit to the continued stewardship of this land and are grateful to be part of a wider community that seeks to maintain a sustainable use of Girdwood Valley for present and future peoples.

Roll Call & Disclosures
Agenda Revisions and Approval
October 27 2025 MOA GBOS Quarterly Meeting Agenda approval
Attendees: Becky Windt Pearson, Municipal Manager; Tiffany Briggs, Director of Real Estate; Quincy Arms, Managing Assistant Municipal Attorney; Zach Schwartz, Municipal Attorney; Ona Brause, Management and Budget Director; Marilyn Banzhaf, Public Finance Manager; Ross Risvold, Senior Finance Officer.

Agenda
Welcome and Introductions

1. Whittier Policing Contract
   Discuss path to WPD enforcement of Municipal misdemeanors
2. HLB (Wingard/Edgington):
   Request extension of comment period for draft 2026 Annual Work Program and 2027-2031 Five-Year Management Plan to match GBOS/LUC meeting cycle
   Discuss HLBAC seat distribution
3. Discuss Intergovernmental Charges in GVSA budgets (specifically Fire and Roads)
4. Discuss whether Areawide Police IT Special tax levy funds can be used for Whittier PD IT Equipment (Edgington)
5. Request clarification of AO2025-91 regarding Open Meetings Act, GBOS and Girdwood Committees
6. Next steps on leaseback funding for Girdwood capital projects

Public Comment: Persons offering public comment must state their full name and address. Public Comment is limited to three (3) minutes per person and must be on subjects not listed on the agenda.
Adjourn

GBOS Meeting Agendas and minutes are available on line: http://www.muni.org/gbos

To: Community Leaders and Agencies
From: Wildland-Urban Interface “WUI” Community Action Team
Date: February 20, 2025
Re: Expansion of Community Resilience Program

After numerous incidents including earthquakes, windstorms and wildfires, the Rabbit Creek Community Council established a Resilience Committee to directly address local hazardous conditions. Several years later, RCCC expanded participation in this group to other area councils and government representatives. Today, this group includes numerous Hillside councils and agencies including AFD, SoA, Forestry and OEM, and has achieved good results from efforts including Muni funding of the new AFD Wildfire Division.

One issue we have continually faced is that many disasters are not limited to the Anchorage Hillside. A wildfire from upper Eagle River Valley can easily “hop the hill”, and the McHugh Creek Fire was within a mile of Bear Valley homes. Numerous wildfire incidents in parklands throughout our Muni have occurred in the last few years, with most started by illegal campfires such as the MLK fire in East Anchorage. And while Hillside homes shook during the last major earthquake, it was Sand Lake, West Anchorage and parts of Eagle River that experienced the greatest problems.

Additionally, we all face road issues, ice storms, power outages, massive snowfalls, flooding and other difficult conditions.

At our last few monthly meetings, this group discussed in depth the idea of expanding to the entirety of the Muni of Anchorage. With a representative from each of the community councils, we can gather information and develop plans for emergencies throughout the Muni. Instead of Hillside wildfire awareness, we can provide educational programs that include all councils, and include some of the high-traffic parks throughout the Muni. With the power of a larger group, we can focus on each council’s immediate needs and bring awareness and potential solutions to our agencies.

We will also request involvement from Muni and State agencies including APD, BLM, Chugach State Park, Chugach Electric, and State and Muni Roads. While we have worked with all of these groups on a variety of projects, we hope to have permanent involvement utilizing their unique expertise. In the process, we hope to create a safer, better prepared and smarter community.

One other project we have been actively addressing is the Community Wildfire Protection Plan “CWPP”. Our current CWPP is sorely out of date, and needs to be updated to comply with requirements for federal project funding. Completing the Emergency Egress mapping project with ISER’s Dr Jen Schmidt was the first step in this process. It was disturbing for this working group to understand how many neighborhoods in the Muni could be completely cut off from emergency egress with the loss of just one street or road. These dead-end roads occur not just

in Eagle River, Girdwood or the Hillside, but instead throughout the Anchorage Bowl, including along our greenbelts and open spaces.

Now we are looking for each community council and local and state leaders to designate a representative to this new organization, the Wildland-Urban Interface Community Action Team, or “WUI-CAT” (pronounced “woo-eee cat”). This representative from your council or group will be the point of communication and coordination with your entity, sharing your concerns and helping find solutions.

We meet on the fourth Monday evening monthly on Zoom Meeting ID: 896 5493 1428 Passcode: 541762.

We trust you will join us in this effort to create a safer Anchorage, and look forward to your group’s participation in our future. Please contact me if you have any questions or need more information.

Troy Weiss, Chair
Wildland-Urban Interface Community Action Team

Agenda Item LUC 2510-07: Solid Waste Services Fee increase (Wilbanks)
Fee increase at the transfer station was approved by the Assembly earlier this year and goes into effect in January. Increase is from $6 to $10 for 4 bags. Concern expressed that this will negatively impact progress by Girdwood Bear Aware as people will store trash longer to maximize value. Other concerns expressed include desire for recycling and days of transfer station operation.
Motion:
Girdwood Land Use Committee moves to recommend that the Girdwood Board of Supervisors write letters regarding transfer station operation as follows:
objection to the increased fee structure due to negative impact of higher fees on promoting bear-safety/waste management
support for addition of free recycling and addition of Sunday service at the transfer station.
Motion by Wingard/2nd Harrison
Motion carries by Assent

Municipal Clerk's Office
Approved
Date: September 23, 2025

(S) Submitted by: Assembly Chair Constant
(S) Prepared by: Department of Law
(S) Reviewed by: Assembly Counsel's Office
For reading: September 23, 2025

ANCHORAGE, ALASKA
AO No. 2025-101(S)

AN ORDINANCE AMENDING ANCHORAGE MUNICIPAL CODE CHAPTER 26.80 TO ADD A NEW SECTION 26.80.080, SURCHARGE TO SUPPORT COLLECTION AND DISPOSAL OF TRASH FROM OUTDOOR SPACES [~~COMMUNITY CLEAN-UP AND PUBLIC SPACE MAINTENANCE~~].

WHEREAS, Anchorage Municipal Code section 26.70.010 establishes the Municipality's Solid Waste Services ("SWS") and regulates "the storage, collection, processing, recovery and disposal of solid waste" for the express purpose of "protect[ing] the public safety, health and welfare" and "enhance[ing] the environment of the people of the municipality"; and

WHEREAS, AMC section 26.80.010 requires "[a]ll solid waste generated within the municipality" to "be disposed of by delivery to state-permitted solid waste processing and disposal facilities located in the municipality"; and

WHEREAS, since **January 2025** [~~**July 2024**~~], **the Municipality** [~~**Parks & Recreation's Healthy Spaces crew**~~] has cleared [~~**27 encampments, cleaned**~~] over 1-million pounds of waste **from outdoor spaces and** [~~**since January 2025,**~~] logged more than 12,000 hours of labor **toward this effort** [, ~~**and worked across eight municipal departments—all under a coordinated abatement and cleanup process**~~]; and

WHEREAS, the waste collected from these efforts is deposited at Solid Waste Service's Anchorage Regional Landfill; and

WHEREAS, these waste removal and cleanup efforts are in direct support of the legislated policy goals of AMC 26.70.010 and AMC 26.80.010; and

WHEREAS, the harms caused by the accumulation of waste in outdoor spaces is not undone solely by the removal of the waste, but requires subsequent cleanup and remediation efforts to reverse the adverse effects of the waste accumulation; and accordingly, municipal employees and volunteers are frequently engaged to remediate and reactivate these spaces after waste removal, as occurred following the cleanup of Davis Park in July 2025; and

[~~**WHEREAS, following cleanups—like Davis Park in July 2025—volunteers are engaged to "reactivate" these spaces for positive use; and**~~]

WHEREAS, Anchorage's Adopt-A-Park program already formalizes volunteer stewardship via tiers (Park Steward, Supporter, Guardian), requiring cleanup frequency and safety monitoring; and

WHEREAS, waste removal, disposal, remediation, and volunteer coordination

all come at a cost that that is not currently funded by any consistent related revenue stream; and

[~~WHEREAS, at a May 2025 Public Health & Safety Committee meeting, a community representative proposed organizing volunteer cleanup and wildfire mitigation opportunities to address growing trash in green spaces as a way to empower residents and boost public health; and~~]

WHEREAS, structured surcharges **are a way to** ensure consistent, **direct funding [~~earmarked revenue~~]** to support cleanup crews, **waste disposal,** reactivation programs, and community engagement **directly related to enhancing the environment**—not subject to general budget fluctuations**; and**

WHEREAS, the Anchorage Assembly has adopted this approach in the past, for example in AMC section 26.80.070, which implemented a surcharge to support utility costs as well as recycling efforts; and

WHEREAS, mirroring **AMC section** 26.80.070 **in a surcharge to support the cleanup of outdoor spaces would** make**[~~s~~]** implementation easier and align**[~~s~~]** with existing administrative and billing mechanisms; and

WHEREAS, the funds **generated from the surcharge** can be used to support expanded **cleanup crews, waste disposal, reactivation programs, and community engagement, specifically by increasing staffing on the Parks & Recreation** Healthy Spaces **team dedicated to waste cleanup in outdoor spaces [~~capacity~~]** (e.g. additional crews this **season [~~summer~~**]) and volunteer support materials or outreach **for post-waste removal remediation**; now, therefore,

THE ANCHORAGE ASSEMBLY ORDAINS:

Section 1. Anchorage Municipal Code chapter 26.80 is hereby amended to add a new section 26.80.080 – Surcharge**s** to support **outdoor space waste removal and remediation [~~community clean-up and public space maintenance~~]**, to read as follows:

26.80.080 Surcharges to support outdoor space waste removal and remediation. [~~community clean-up and public space maintenance~~]

A. The solid waste disposal utility shall implement **[~~community-wide~~]** initiatives to support the **[~~maintenance,~~]** cleanup, **remediation,** and revitalization of **[~~public parks, trails, green~~]** **outdoor** spaces **within the municipality impacted by waste [~~, and city streets~~]**—including programs such as the Parks & Recreation Department's Healthy Spaces team and volunteer reactivation efforts.

B. The solid waste disposal utility shall collect a surcharge on all waste delivered to solid waste transfer or disposal facilities to finance these community clean-up and maintenance initiatives:

1. Small loads (< 1,000 lb or < 5 cubic yards): surcharge of $4.00 per visit added to the existing disposal fee.
2. Large loads (> 1,000 lb or > 5 cubic yards): surcharge of $4.00 per ton added to existing tipping fee.
3. At facilities without working scales: for small-load thresholds, surcharge as follows:
   a. $0.50 per cubic yard of non-compacted solid waste (attendant measured);
   b. $0.75 per cubic yard of compacted solid waste (attendant measured).

C. Fees collected under this section shall be used solely for costs associated with **the** clean-up, **remediation, and revitalization of outdoor** **[~~maintenance, and improvement of public~~]** spaces **within the municipality**—this includes capital development **intended to reactivate spaces and reduce likelihood of waste accumulation**, operating costs, staffing or crew costs, consulting services, management, and support for volunteer reactivation programs—subject to approval by the general manager or the assembly.

Section 2. This ordinance shall be effective immediately upon passage and approval by the Assembly.

PASSED AND APPROVED by the Anchorage Assembly this 23rd day of September, 2025.

ATTEST: Chair

Municipal Clerk

MUNICIPALITY OF ANCHORAGE
ASSEMBLY MEMORANDUM
No. AM 711-2025

Meeting Date: September 23, 2025

From: **Assembly Chair Constant**

Subject: **AO 2025-101(S) – AN ORDINANCE AMENDING ANCHORAGE MUNICIPAL CODE CHAPTER 26.80 TO ADD A NEW SECTION 26.80.080, SURCHARGE TO SUPPORT <u>COLLECTION AND DISPOSAL OF TRASH FROM OUTDOOR SPACES</u> [~~COMMUNITY CLEAN-UP AND PUBLIC SPACE MAINTENANCE~~].**

The S-version modifies the stated purpose and allowed uses of the surcharge to more clearly align with the mission of Solid Waste Services, as stated in Anchorage Municipal Code sections 26.70.010 and 26.80.010, which is to promote the public safety, health, and welfare of the Municipality and enhance the environment by providing for the removal and responsible disposal of solid waste to facilities located in the municipality. Several preamble paragraphs are added and modified to reflect this, and some edits to the new section language, AMC 26.80.080 beginning on p. 2, are included to codify the surcharge's alignment with SWS's mission and purpose.

I request approval of the (S) version of the ordinance.

Respectfully submitted:

Christopher Constant
Assembly Chair, District 1 (North Anchorage)