

All Proposed 2023 Hillside Capital Projects

Last updated 06/18/2022

Priority 1

Hillside Fire Prevention, Fuel Load Reduction and Overall Mitigation, Disaster Evacuation Routes

Agency:

Cost:

Funds on Hand: \$0.00

Additional Funds Required:

Need: While some fire mitigation and spruce bark beetle-kill trees were removed in 2000 by P&R crews and CARES Act funded contractors, along trail corridors and adjacent to develop facilities such as playgrounds and picnic shelters, the amount of trees dying from the Spruce Bark Beetle infestation continues to grow substantially each year. As a result, additional mitigation efforts are needed for forest health and life safety.

Project Scope: Spruce Bark Beetle & vegetation overgrowth present substantial fire risk to Hillside. Additional and ongoing fire mitigation efforts in State/MOA lands are needed to reduce risk to health/life safety. (This has been listed as Forest Health & Park Safety in prior year surveys). Assess areas with high fuel loads and potential choke points for egress and access to isolated neighborhoods. Create shaded fuel breaks along key defense and access routes. See the Fire Department Study and Hillside District Plan for further recommendations and needed connections. Develop and install safety and access signage. Work to identify and label streets currently without signage to assist with emergency and first responder responses.

Project Status:

Priority 2

Forest Health and Park Safety

Agency: Parks and Recreation

Cost: \$200,000.00

Funds on Hand: \$0.00

Additional Funds Required: \$200,000.00

Need: Clean up efforts are still needed for areas of forest impacted by the 2012 windstorm event. Additionally, the recent infestation of spruce bark beetle in southcentral Alaska will result in significant loss of spruce trees and will require mitigation to reduce fire danger and ensure public health and safety. Also, invasive species along greenbelts are impacting native vegetation and riparian/stream health.

Project Scope: Funds will be used to address various issues impacting forest health on parkland. This includes the mitigation of spruce bark beetle kill, the removal of hazard trees from the 2012 windstorm, and the management of invasive species.

Project Status: P&R crews and CARES Act funded contractors completed thousands of hours of work in 2020 to remove beetle-kill spruce along trail corridors and adjacent to develop facilities such as playgrounds and picnic shelters. Park maintenance and horticulture crews continually assess parks and trails and address issues as they come up to ensure that park assets are safe for Anchorage citizens.

Priority 3

Child, Pedestrian Safety Measures at O'Malley Rd & Rockridge Dr.

Agency:

Cost:

Funds on Hand: \$0.00

Additional Funds Required:

Need: Simply put, the installment of pedestrian paths on either side of O'Malley, as a part of the Phase II project, will increase pedestrian traffic on this stretch of road, which would seem to also result in an increase in the likelihood of children crossing at Rockridge to get to O'Malley Elementary without safeguards in place. HCC members, O'Malley Elementary families and community members outside the council boundaries have asked for measures to reduce the risk of a tragedy in this area; we seek to safeguard our community's children, pedestrians and drivers that will use these paths & potentially attempt to cross O'Malley at Rockridge Dr. to access the school.

Project Scope: The O'Malley Phase II Construction work includes new pedestrian paths on both sides of O'Malley Rd. The path on the south side connects to Rockridge Dr. Install measures to safeguard our community's children, pedestrians and drivers that will use these paths & potentially attempt to cross O'Malley at Rockridge Dr. to access the school. Potential safeguards include lower speed, create a school zone or pedestrian safe crossing options.

Project Status: The Community Council asked for this project to be reviewed by MOA Traffic.

Priority 4

Rockridge Dr & Pedestrian Path Repairs and Improvements

Agency:

Cost:

Funds on Hand: \$0.00

Additional Funds Required:

Need: Rockridge Dr. is the main access road for O'Malley Elementary. The road and its pedestrian path are in poor condition and need repairs for safety, drainage, width, damage and accessibility. The pedestrian path is deteriorated and in disrepair, unsafe and is also not maintained during the winter months. This path is within the School Walking Boundary of the Safe Route to Schools for O'Malley Elementary, published by the MOA. Rockridge is assigned to a LRSA for maintenance; Rockridge is outside the geographical boundaries of the LRSA. Funds are needed for the requested capital improvements. The French Immersion program just completed its 2nd grade year, and will grow to have a full complement of K-6 grades. Most of the French Immersion students live outside of the O'Malley boundaries/neighborhood and must be transported to and from school; therefore, the number of guardian/caregiver drop-offs and pick-ups will increase in coming years, in addition to bussing and walking by neighborhood students. ASD does not provide transportation to language immersion students outside of the bussing and walking routes used by neighborhood students. HCC has received input from drivers, residents in and outside of the Community Council, and from members of the O'Malley Elementary family who stated that during winter months, when clearance on Rockridge shrinks to roughly less than 1.5 lanes due to a lack of road width, snow accumulation and vehicles, traffic can back up to the Alaska Zoo – one full mile away, downhill, on O'Malley Rd. Access conditions due to the road conditions are also present in spring and fall. These conditions and related hazards to student and driver safety will continue to grow exponentially, as there are forty new kindergartners, in addition to full first, second and third grade classes enrolled in the French Immersion program for SY 2022-2023 - and most will arrive and leave by private transportation.

Project Scope: Rockridge Dr. is the main access road for O'Malley Elementary. The road and its pedestrian path are in poor condition and need repairs for safety, drainage, width, damage and accessibility. Vehicle traffic is higher for this school because it is also the home of the Anchorage School District's French Immersion program and ASD does not provide bussing for immersion students that live outside school boundaries. The pedestrian path is deteriorated and in disrepair, unsafe and is also not maintained during the winter months. This path is within the School Walking Boundary of the Safe Route to Schools for O'Malley Elementary, published by the MOA.

Project Status: Hillside Community Council and the community have asked for the MOA Traffic to review these projects.

Priority 5

Traffic Calming Safety Measures at O'Malley Rd & Rockridge Drive

Agency:

Cost:

Funds on Hand: \$0.00

Additional Funds Required:

Need: Throughout the school year, O'Malley Elementary School-related traffic backs up on Rockridge and to O'Malley during school pick up and drop off. Vehicles waiting to pick up or drop off students narrow the roadway, so there are less than two lanes available. School buses have to navigate vehicles and often block traffic flow. HCC has learned from drivers, O'Malley Elementary families and staff that during winter months, when clearance on Rockridge shrinks to roughly less than 1.5 lanes due to a lack of road width, snow accumulation and vehicles, traffic can back up to the Alaska Zoo – one full mile away, downhill, on O'Malley Rd. O'Malley Elementary is home to ASD's French Immersion program. Language immersion students are mainly comprised of students that live outside of the host school's boundaries & bussing is not provided. This is the case with O'Malley Elementary. These conditions and related hazards to student and driver safety will continue to grow exponentially, as there are forty (40) new kindergartners, in addition to full first, second and third grade classes enrolled in the French Immersion program for SY 2022-2023 - and most will arrive and leave by private transportation. A turn lane off O'Malley/on to Rockridge Dr. is not planned in the O'Malley Phase II Reconstruction project. Most vehicles exiting Rockridge Dr. turn left across oncoming traffic onto O'Malley. Given the hazardous conditions present on slick roads during winter months, and the lack of another access road to create a drop-off loop, safety accommodations and speed modifications are needed to address these deficiencies and to protect our students and residents.

Project Scope: Install traffic calming measures, such as a school zone with speed reduction on O'Malley Rd around Rockridge Dr. Throughout the school year, O'Malley Elementary School-related traffic backs up on Rockridge and to O'Malley during school pick up and drop off. Vehicles waiting to pick up or drop off students narrow the roadway, so there are less than two lanes available. School buses have to navigate vehicles and often block traffic flow. HCC has learned from drivers, O'Malley Elementary families and staff that during winter months, when clearance on Rockridge shrinks to roughly less than 1.5 lanes due to a lack of road width, snow accumulation and vehicles, traffic can back up to the Alaska Zoo – one full mile away, downhill, on O'Malley Rd. Given the hazardous conditions present on slick roads during winter months, and the lack of another access road to create a drop-off loop, safety accommodations and speed modifications are needed to address these deficiencies and to protect our students and residents.

Project Status: Hillside Community Council asked MOA to review this area.

Priority 6

Upper De Armoun Surface Rehab - Hillside Dr to Canyon Rd

Agency: Project Management and Engineering

Cost: \$2,000,000.00

Funds on Hand: \$0.00

Additional Funds Required: \$2,000,000.00

Need: The surface of the roadway has deteriorated to the point that safety may be impacted. The project was identified by and is a priority for the community council. The 2020 GASB survey rated Upper De Armoun in failing condition.

Project Scope: The project will resurface or reconstruct the roadway, improve the drainage, and upgrade lighting and add pedestrian facilities if funding allows.

Project Status: The project has not started. State grant funding is required for this project since it is outside the Anchorage Roads and Drainage Service Area (ARDSA).

Priority 7

Accessibility & Safety Improvements for O'Malley Elementary Students

Agency:

Cost:

Funds on Hand: \$0.00

Additional Funds Required:

Need: The primary non-motorized path for students and families to O'Malley Elementary is through Forsythe Park is lacking safety improvements (e.g. there is no lighting for winter months and vegetation is overgrown in spring and fall so bear and moose cannot be easily seen), making it very difficult for users. This path is within the School Walking Boundary of the Safe Route to Schools for O'Malley Elementary, approved and published by the MOA.

Project Scope: Safety and accessibility improvements are needed on the primary pedestrian path to O'Malley Elementary School, which goes through Forsythe Park. These improvements include lighting and cutting back of vegetation to improve sightlines. The path is very dark in the winter months, and in the spring and fall, vegetation overgrowth make it so that bears and moose cannot be easily seen. This path is within the School Walking Boundary of the Safe Route to Schools for O'Malley Elementary, approved and published by the MOA.

Project Status: The Hillside Community Council has asked the MOA Traffic to review these projects.

Priority 8

Birch Road pedestrian path repairs between Abbott Road and O'Malley Rd

Agency:

Cost:

Funds on Hand: \$0.00

Additional Funds Required:

Need: Tree root intrusion has damaged the asphalt substantially on the pedestrian path between Abbott Rd and O'Malley Rd that runs parallel to Birch Rd, causing accessibility issues and significant tripping hazards. This path is used by many Hillside Community Council members of all ages on a year round basis, for travel and exercise, from seniors to families with elementary and high school students (this path is not in the MOA approved Safe Routes to Schools manual), and all ages in between.

Project Scope: Repair asphalt, address tree root damage to asphalt to ensure safe and accessible path for all users, and remove tripping hazards.

Project Status: Path is maintained by MOA Parks and Rec. Project needs review by Parks and Rec and any other applicable stakeholders.

Priority 9

Little Campbell Creek Bridge & Asphalt Repair - pedestrian path to Forsythe Park & O'Malley Elementary (East of Birch Rd)

Agency:

Cost:

Funds on Hand: \$0.00

Additional Funds Required:

Need: The bridge across Little Campbell Creek is in disrepair, and asphalt at the bike path connections has settled, causing accessibility issues and significant tripping hazards. This path is used by many Hillside Community Council members of all ages on a year round basis for travel and exercise, and safety and accessibility improvements are needed. Safe, accessible trails and paths are important to members of all ages in the Community Council; we have heard from families with elementary students, middle and high schoolers, seniors, bike enthusiasts, walkers and professionals that want improved walkability & bikability options. Addressing the safety and accessibility issues on this frequently used trail ensures that everyone can use the trails in a safe manner.

Project Scope: The bridge across Little Campbell Creek is in disrepair, and asphalt at the bike path connections has settled, resulting in tripping hazards and accessibility issues. Replace rotting/broken wood, build up asphalt/media so transitions from the bridge to the bike path are smooth and accessibility is restored.

Project Status: This project has not started and needs evaluation by all stakeholders.

Priority 10

Improvements for Hillside Community Council Bike Trails and Paths

Agency:

Cost:

Funds on Hand:

Additional Funds Required:

Need: Construct, modify bike paths/trails within Hillside Community Council boundaries to allow for safe road usage for bike riders and foot traffic, to include: install bike path/pedestrian path on Upper DeArmoun; install bike trail on Lore Road and Spruce Road; extend bike path on Birch Rd (southbound) to connect to Huffman Rd.

Project Scope: The exact scope of project will be determined during the evaluation and design phase, in conjunction with appropriate departments & participation from the public.

Project Status:

Priority 11

Chugach State Park Access Improvements

Agency: Project Management and Engineering

Cost: \$500,000.00

Funds on Hand: \$0.00

Additional Funds Required: \$500,000.00

Need: The population growth of Anchorage and the increased popularity of Chugach State Park have created safety concerns. The high volume of vehicles driving to and parking near existing park access points has overwhelmed the existing facilities. Users typically park in the roadway or on private property near the access points.

Project Scope: The project will design and construct access improvements as identified in the Chugach State Park Alternate Access study.

Project Status: The project will construct recommendations from a study. State grant funding is proposed.

Priority 12

Birch Rd Upgrade - O'Malley Rd to Huffman Rd

Agency: State of Alaska

Cost: \$15,000,000.00

Funds on Hand: \$0.00

Additional Funds Required: \$15,000,000.00

Need: The road has not been constructed to standards regarding road and shoulder width, drainage, lighting, and pedestrian facilities.

Project Scope: The project will construct the road to standards as determined by the Alaska DOT.

Project Status: This is a state owned facility and prioritization and funding would be through the State of Alaska.

Priority 13

Abbott Rd Pedestrian Crossing at Service/Trailside Elementary

Agency:

Cost:

Funds on Hand: \$0.00

Additional Funds Required:

Need: Service High and Trailside Elementary School students/pedestrians lack a safe option in close proximity to cross from the south side of Abbott Road. The lack of a controlled cross walk is a deterrent to promoting student health by encouraging students to walk and ride to school. Students and pedestrians attempt to cross at Abbott Rd and are at significant risk during and after school hours.

Project Scope: Install safe pedestrian crossing measures on Abbott Rd at Service High School/Trailside Elementary.

Project Status: This project was requested for consideration by council members. It needs additional review by all stakeholders, including MOA Traffic, Safe Schools Transportation Committee, DOT&PF, APD, AFD and others. Funding sources must be located and obtained as well.

Priority 14

Areawide Trail Safety Upgrades

Agency: Parks and Recreation

Cost: \$3,000,000.00

Funds on Hand: \$0.00

Additional Funds Required: \$3,000,000.00

Need: Safety upgrades are needed along major greenbelt trails to support trail use in all seasons. This includes lighting missing links and spur trails, wayfinding with emergency locators, bridge upgrades as needed.

Project Scope: Add LED lighting to spur trails and missing greenbelt trail links. Upgrade/replace aging bridges. Add systemwide wayfinding.

Project Status: Park maintenance performs monthly safety inspections and repairs the park assets as necessary. Emergency locators and mile markers have been installed on greenbelt multi-use trails.

Priority 15

Little Campbell Creek Basin Improvements

Agency: Project Management and Engineering

Cost: \$40,000,000.00

Funds on Hand: \$0.00

Additional Funds Required: \$40,000,000.00

Need: Over \$40 million in improvements were identified by the drainage study. The benefits of the improvements include reduced risk of flooding and related property damage, enhanced fish passage, and flow attenuation.

Project Scope: The project will construct improvements recommended by the Little Campbell Creek Drainage Study completed in 2013. Improvements will be The project will constructed in priority order as funding becomes available.

Project Status: The project has not started. Annual state grant funding is proposed.

Priority 16

FNBP Improvements

Agency: Parks and Recreation

Cost: \$4,500,000.00

Funds on Hand: \$2,500,000.00

Additional Funds Required: \$2,000,000.00

Need: There are over 100 miles of soft surface trails in FNBP. Trail and trailhead infrastructure (bridges, lighting, parking lots, signage, drainage) needs to be repaired to keep pace with increasing demand.

Project Scope: Bridge repair, trail sustainability projects, trail reroutes and construction of missing trail links, parking lot improvements.

Project Status: The FNBP Trail Improvement Plan was adopted in 2011 by the Parks & Recreation Commission and the Urban Design Commission. The Trail Improvement Plan identifies a list of projects supported by all trail user groups. Federal grant funds were secured for wayfinding, bridges replacement, and trail repair with construction anticipated in summer 2023.

Priority 17

Hillside Dr/Upper Huffman Rd Intersection Safety Improvements

Agency: State of Alaska

Cost: \$1,500,000.00

Funds on Hand: \$0.00

Additional Funds Required: \$1,500,000.00

Need: This intersection has seen an increase in traffic, and safety concerns have been raised by community members. Upper Huffman Road is a fairly steep grade, and often icy due to normal winter occurrences.

Project Scope: The project will construct safety improvements at the intersection. These improvements may include a flashing red traffic signal or stop sign to allow for drivers to evaluate conditions and oncoming approaching traffic.

Project Status: The project has not started. The need was identified by and is a priority for the Hillside Community Council. Evaluation and prioritization will be done by the Alaska DOT since these are state-owned roads.

Priority 18

De Armoun Rd Upgrade Ph II - 140th Ave to Hillside Dr

Agency: State of Alaska

Cost: \$28,000,000.00

Funds on Hand: \$0.00

Additional Funds Required: \$28,000,000.00

Need: Drainage, pavement condition, lighting, and safety issues have been identified.

Project Scope: The Alaska Department of Transportation is designing a pavement rehab project for the road.

Project Status: Environmental and design work was completed by the State of Alaska. However, the project is being re-evaluated in light of public comment and future funding is uncertain. This is a state owned facility.

Priority 19

Campbell Creek Greenbelt

Agency: Parks and Recreation

Cost: \$3,500,000.00

Funds on Hand: \$1,000,000.00

Additional Funds Required: \$2,500,000.00

Need: Anchorage has over 250 miles of paved trails. Current infrastructure is outdated, unsafe and in need of repair. Trail use, both summer and winter, will continue to increase and safety and quality condition of trail infrastructure and amenities needs to be a priority.

Project Scope: Asphalt repair, lighting assessment and improvements, bridge repair/replacement, signage improvements

Project Status: Continuation of multi-year, multi-phase trail rehabilitation project including pavement resurfacing, drainage improvements, wayfinding, streambank restoration, and bridge replacement along the Campbell Creek Trail. Previously completed bond funded phases have rehabilitated trail from Dimond Blvd to Fairbanks Street. Future phases will continue east along the trail to Elmore Rd.

Priority 20

Elmore Rd Extension - Abbott Rd to O'Malley Rd

Agency: Project Management and Engineering

Cost: \$37,000,000.00

Funds on Hand: \$0.00

Additional Funds Required: \$37,000,000.00

Need: Portions of this collector are The project will constructed to gravel standards, but there is no connection between Abbott Road and O'Malley Road. The existing road does not meet standards regarding pavement, pedestrian facilities, drainage, and lighting. The need for this connection has increased with the connection north to Tudor Road. This project is a priority for the Abbott Loop Community Council. However, residents who live on this portion of Elmore Road are strongly opposed to the upgrade.

Project Scope: The project will install a new road base, curbs, pavement, pedestrian facilities, drainage, and lighting. Elmore Road is classified as a collector street in the Official Streets and Highways Plan (OS&HP) and will be The project will constructed accordingly.

Project Status: Funding is proposed as a funding partnership of state grants and local road bonds.

Priority 21

Abbott Rd/Hillside Dr Trail - Rabbit Creek Rd to Seward Hwy

Agency: State of Alaska

Cost: \$40,000,000.00

Funds on Hand: \$0.00

Additional Funds Required: \$40,000,000.00

Need: The trail is not fully constructed between Rabbit Creek Road and the Seward Highway.

Project Scope: The project will construct missing trail links and reconstruct those in poor condition.

Project Status: No work is underway. This trail has been added to the Capital Project Needs List for evaluation and future funding consideration. Both Abbott Road and Hillside Drive are state owned facilities and funding would be from state or federal sources.

Priority 22

FNBP: Blue Dot Trail Bridge Replacement

Agency: Parks and Recreation

Cost: \$1,000,000.00

Funds on Hand: \$0.00

Additional Funds Required: \$1,000,000.00

Need: The current structure does not meet trail bridge safety standards.

Project Scope: Remove existing structure and replace with safe, prefabricated trail bridge. Funds will be used for planning, design, permitting and construction.

Project Status: Project needs funding.

No Assigned Priority

Ruth Arcand Park

Agency: Parks and Recreation

Cost: \$150,000.00

Funds on Hand: \$0.00

Additional Funds Required: \$150,000.00

Need: Hundreds of families go to the Abbott-O-Rabbit ball fields each summer for little league games. Children not playing ball would benefit from a place to play while their siblings are playing baseball.

Project Scope: Add a small playground area at the Abbott-o-Rabbit Little League fields. Bear proof trash cans, new bleachers, bike racks and new fencing along ROW.

Project Status: The Parks & Recreation Department in partnership with the Anchorage Park Foundation and a group of little league volunteers recently completed accessibility and parking improvements at the ballfield complex. With funding, a larger master planning effort could move forward.

No Assigned Priority

Section 36 Park Improvements

Agency: Parks and Recreation

Cost: \$400,000.00

Funds on Hand: \$0.00

Additional Funds Required: \$400,000.00

Need: Section 36 is located in the Bear Valley community and is approximately 640 acres of mostly undeveloped land. Improvements will provide residents with access to close-to-home recreational opportunities in a unique natural environment.

Project Scope: Funds will be used to begin trail development and access improvements.

Project Status: Section 36 uplands are in the process of being transferred to P&R management and will be formally dedicated. A master plan for Section 36 Master Plan was approved by the Planning and Zoning Commission.

No Assigned Priority

Ship Creek Trail to the Tony Knowles Coastal Trail

Agency: Parks and Recreation

Cost: \$8,000,000.00

Funds on Hand: \$0.00

Additional Funds Required: \$8,000,000.00

Need: Non Motorized transportation that connects two major multi-use trails providing non-motorized connections to West Anchorage, Downtown, and Mt. View.

Project Scope: Connect the Ship Creek Trail to the Tony Knowles Coastal Trail

Project Status: Project was nominated for AMATS funding in 2018. The project is now in the preliminary design and engineering phase. Construction is anticipated for 2024-25

No Assigned Priority

Huffman Rd Extension - Birch Rd to Hillside Dr

Agency: Project Management and Engineering

Cost: \$19,000,000.00

Funds on Hand: \$0.00

Additional Funds Required: \$19,000,000.00

Need: This route would complete an east/west collector connector. However, steep grades and wetlands may make the project too expensive for the benefit. Community support for the project is not strong.

Project Scope: The project will construct a road to collector street standards. Improvements are expected to include the road base, drainage, lighting, and landscaping.

Project Status: No work is currently scheduled in the 6-year Capital Improvement Program. This project will remain on the Capital Project Needs List for future funding consideration. The road is identified as a collector in the Official Streets and Highways Plan.

No Assigned Priority

Tony Knowles Coastal Trail Erosion

Agency: Parks and Recreation

Cost: \$3,500,000.00

Funds on Hand: \$400,000.00

Additional Funds Required: \$3,100,000.00

Need: To protect the shoreline and trail corridor from shoreline erosion threatening the Tony Knowles Coastal Trail.

Project Scope: Design, permit, and construct a solution to protect against shoreline erosion along the land-water interface near the Tony Knowles Coastal Trail

Project Status: Recent and ongoing bank armoring has provided protection for a 5-10 year period. Additional funding is needed for a more long-term sustainable solution.

No Assigned Priority

Fish Creek Trail to the Ocean

Agency: Parks and Recreation

Cost: \$8,000,000.00

Funds on Hand: \$0.00

Additional Funds Required: \$8,000,000.00

Need: Non Motorized transportation that connects Spenard, Midtown, Turnagain, West Anchorage and Downtown

Project Scope: Connect the Fish Creek Trail to the Tony Knowles Coastal Trail

Project Status: Project was nominated for AMATS funding in 2018. The project is now in the preliminary design and engineering phase. Construction is anticipated for 2024-25

No Assigned Priority

Campbell Creek Trail - Separated Grade Crossing @ Lake Otis

Agency: Parks and Recreation

Cost: \$12,000,000.00

Funds on Hand: \$50,000.00

Additional Funds Required: \$11,950,000.00

Need: The Campbell Creek Trail consists of an east and west trail which is separated by Lake Otis Blvd. Pedestrians and cyclists are required to travel a half mile to the south to access a tunnel under Lake Otis Blvd. An overpass would provide for a more direct connection and eliminate safety concerns associated with trail users cutting directly across traffic.

Project Scope: Design and construct an elevated bike/pedestrian bridge over Lake Otis Blvd to connect the east and west portions of the Campbell Creek Trail.

Project Status: A design alternatives study was completed in 2019 to evaluate potential options and rough order of magnitude costs estimates.

No Assigned Priority

Community Garden Site Selection and Design and Management Standards.

Agency: Parks and Recreation

Cost: \$50,000.00

Funds on Hand: \$0.00

Additional Funds Required: \$50,000.00

Need: The public demand for plots in MOA Community Gardens far exceeds the current availability. New community gardens have been identified in a number of newly completed park master plans. Funding will be used to develop new community gardens.

Project Scope: Identify appropriate parks in the Anchorage Bowl where community garden development is appropriate. Create design and management guidelines to assist the department in building and maintaining community gardens.

Project Status: The department manages five community gardens with 230 garden plots available for the general public to rent. Locations include the Bragraw Gardens, C Street Gardens, Fairview Gardens, McPhee Gardens, and Chanshtnu Muldoon Park. In 2017, the department collaborated with the University of Alaska Anchorage to survey Anchorage residents and to better understand the need for additional community garden plots in Anchorage. Since then, the department has increased garden plots by 25%, adding two new food forest, expanding existing gardens, adding new amenities, and developing a new garden at Chanshtnu Muldoon Park

No Assigned Priority

Systemwide Trail Wayfinding

Agency: Parks and Recreation

Cost: \$2,500,000.00

Funds on Hand: \$500,000.00

Additional Funds Required: \$2,000,000.00

Need: Trail signage and wayfinding is inconsistent throughout Anchorage's park and trail system. Adding signage and wayfinding will help residents and visitors navigate our parks and trails, reduce barriers to access for underserved neighborhoods, and create a safer and more enjoyable experience on Anchorage trails.

Project Scope: Design, development and implementation of wayfinding for Anchorage's paved & soft surface trails.

Project Status: Anchorage has over 250 miles of trails. Implementation of a comprehensive suite of signage and wayfinding throughout the trail system will help address safety concerns as well as improve neighborhood access and navigation to destinations.

No Assigned Priority

Dog Park Site Selection and Design and Management Standards.

Agency: Parks and Recreation

Cost: \$75,000.00

Funds on Hand: \$0.00

Additional Funds Required: \$75,000.00

Need: Anchorage has an estimated 65,000 dogs. By nature, dogs need safe spaces for exercise and socialization. Designated off-leash areas provide spaces for residents to recreate with their dogs and help to minimize conflicts with other park activities. Additional off-leash areas are needed to serve the community along with design and management standards to ensure that off-leash areas are maintainable and safe.

Project Scope: Identify appropriate parks in the Anchorage Bowl where dog park development is appropriate. Create design and management guidelines to assist the department in building and maintaining dog parks.

Project Status: Currently, Anchorage has designated 9 off-leash dog park areas. Three off which have been added in the past 5 years. Valley of the Moon in 2018, Whisper Faith Kovach In 2019, and Chanshtnu Muldoon Park in fall 2021.