

Transportation Alternative Program (TAP) Nomination Form

Submitted By: Andrew Gray

Submitted Time: January 23, 2022 5:56 PM

Date

January 23, 2022

Time

17:28

Project Information

Project Name

CAMPBELL CREEK TRAIL - LAKE OTIS PARKWAY CROSSING

Name of Person Submitting the Nomination

Andrew Gray

Affiliation

Campbell Park Community Council

Phone Number

907-268-0151

Email Address

andrew.gray3@gmail.com

Description of Project

What is your project? Please describe it in your own words.

FROM AMATS NON-MOTORIZED PLAN, CHAPTER 6, page 22: The majority of Campbell Creek Trail is unimpeded by roadway crossings. Lake Otis Parkway represents the last obstacle for users to travel the length of the trail. To cross Lake Otis, trail users must follow a circuitous route that crosses four side streets, two signalized crossings at Waldron Drive, and enter a tunnel under Lake Otis. This path adds 0.5 miles to the route and increases conflict points among drivers and users of the trail. The Anchorage Pedestrian Plan (APP) and the Metropolitan Transportation Plan (MTP) identify the intersection of Campbell Creek Trail and Lake Otis as a crossing that needs to be improved for non-motorized users. An above grade (separated) crossing is desirable for safety reasons, network consistency, winter grooming, and comfort. The alignment for the grade separated crossing begins 500 feet west of E 47th Ct. From there, it follows an existing private shared use pathway toward St. Mary's Church.

Size: What is the relative size of the population that will directly benefit from this project?

Bikers and pedestrians who use this very popular section of Campbell Park Trail. I'd estimate 25,000

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



Preservation of Existing Facilities

Is the project expected to significantly preserve an existing facility?

No

How is the project expected to significantly preserve an existing facility?

Is it immediately needed, based on recommendations of maintenance staff, and/ or observations from field investigation?

Quality of Life

Is the project expected to improve quality of life by addressing problems such as flooding, noise, pollution, crime, unsightliness, etc?

Unknown

How is the project expected to improve quality of life?

Improves Safety

Is the project expected to promote the safe movement of pedestrians and bicyclists?

Yes

How is the project expected to promote the safe movement of pedestrians and bicyclists?

Many bicyclists and pedestrians jay-walk across Lake Otis rather than change their route to use the existing tunnel which is several blocks south on Lake Otis -- the tunnel is not well-marked, is quite private, and does not feel safe for use at night. The proposed overpass would be an organic continuation of the Campbell Park Trail and would people would be less likely to cross Lake Otis at this somewhat random stretch section of road.

Is the project expected to correct a documented safety issue related to pedestrians/bicyclist and vehicle conflicts?

Yes

How is the project expected to correct a documented safety issue related to pedestrians/bicyclist and vehicle conflicts?

The bicyclists and pedestrians jay-walking across Lake Otis Parkway causes a documented safety issue.

Economic Benefits

Is the project expected to encourage economic development, or a recreational, educational or tourism activity through improved access and transportation opportunities?

Yes

How is the project expected to encourage economic development, or a recreational, educational or tourism activity through improved access and transportation opportunities?

This is the biggest obstacle to an uninterrupted ride, walk, run, or ski on Campbell Park Trail. For residents of the city and tourists alike the "moose loop" is a popular 27 mile ride that includes Campbell Park Trail, the Coastal Trail, and Chester Creek Trail. The Lake Otis Crossing is the most traffic-filled moment of that entire loop.

Operations & Maintenance Budget Commitment

Does the project have a commitment from the responsible agency to operate and maintain the proposed project?

Unknown

What is the name of the responsible agency?

Support of Project

Is there significant public support (i.e. community councils, user groups, elected officials, etc) and/or government agency support for the project?

Yes

Are there resolutions or endorsements from the public and or government agencies?

Unknown

Describe and explain the public support for the project.

Campbell Park Community Council has been discussing and promoting this particular project for many years. Other community councils, such as Scenic Foothills and University Area have also expressed support.

Intermodal / Multimodal Characteristics

Is the project expected to promote intermodal or multimodal (transit, bicycle or pedestrian) use of the transportation system?

Yes

How is the project expected to promote intermodal or multimodal (transit, bicycle or pedestrian) use of the transportation system?

People who use the Campbell Creek Trail System for commuting would be helped by this overpass.

Funding Efficiency

Is the project expected to encourage pursuit of additional non-federal /non-bond matching funds for capital projects and discourage loss of funding due to expenditure time traps?

Unknown

If so what is the amount of co-funding relative to the total estimated project cost? Describe and explain.

Improves Connectivity

Is the project expected to provide pathway or sidewalk connections by constructing missing links?

Yes

How is the project expected to provide pathway or sidewalk connections by constructing missing links?

This is the biggest obstacle to an uninterrupted ride, walk, run, or ski on Campbell Park Trail.

Cost/Benefit Value

Does the completed design work demonstrate that the project is clearly buildable with a comparably low cost?

Unknown

Transportation Alternative Program (TAP) Nomination Form

Submitted By: Joni Wilm

Submitted Time: February 7, 2022 1:51 PM

Date

February 7, 2022

Time

11:01

Project Information

Project Name

AMATS Recreational Trails Plan

Name of Person Submitting the Nomination

Joni Wilm

Affiliation

AMATS

Phone Number

907-343-7957

Email Address

joni.wilm@anchorageak.gov

Description of Project

What is your project? Please describe it in your own words.

The existing Areawide Trails Plan was adopted in 1996 and is in need of updating. The AMATS Recreational Trails Plan will reflect the many new trail facilities that have emerged in the last 26 years as well as develop a comprehensive vision, set of goals and implementation strategy to grow the recreational trails system over the next 25 years. This network will include off street trails and linkages to shared use pathways that serve walking, hiking, all season recreational bicycling, skiing, snow mobile use, and all other modes of trail use. This plan will also serve to connect the AMATS area to surrounding areas for the purposes of recreational planning.

Size: What is the relative size of the population that will directly benefit from this project?

400,000

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



Preservation of Existing Facilities

Is the project expected to significantly preserve an existing facility?

Yes

How is the project expected to significantly preserve an existing facility?

The plan will help to preserve existing facilities by documenting them into official planning documents like the AMATS Recreational Trails Plan. This will improve capabilities to fund trail improvements in the future and explore ways to connect trails in the network.

Is it immediately needed, based on recommendations of maintenance staff, and/ or observations from field investigation?

Yes

Quality of Life

Is the project expected to improve quality of life by addressing problems such as flooding, noise, pollution, crime, unsightliness, etc?

Yes

How is the project expected to improve quality of life?

Recreational trails in the AMATS area create opportunities for improving the health, livability, safety and economic health of the communities that exist here. Preserving these trails and fostering new trails through this planning effort will improve quality of life in this area.

Improves Safety

Is the project expected to promote the safe movement of pedestrians and bicyclists?

Yes

How is the project expected to promote the safe movement of pedestrians and bicyclists?

Some of these recreational trails can be used by bicyclists and pedestrians as alternative commuting routes, especially during winter months when snow maintenance is a challenge on road facilities. These trails allow a safer option for pedestrians and bicyclists.

Is the project expected to correct a documented safety issue related to pedestrians/bicyclist and vehicle conflicts?

Unknown

How is the project expected to correct a documented safety issue related to pedestrians/bicyclist and vehicle conflicts?

Economic Benefits

Is the project expected to encourage economic development, or a recreational, educational or tourism activity through improved access and transportation opportunities?

Yes

How is the project expected to encourage economic development, or a recreational, educational or tourism activity through improved access and transportation opportunities?

Recreational trails in the AMATS area help too boost the livability and quality of life here as well create economic opportunities connected to these facilities. These include but are not limited to hiking tours, bicycling tours, bike parks and ski parks, horse back riding and many more. These adventure and recreational opportunities provide significant economic growth opportunities for local businesses within the AMATS area. This plan will explore ways to improve these facilities and link their growth and development to recreational, educational and tourism opportunities.

Operations & Maintenance Budget Commitment

Does the project have a commitment from the responsible agency to operate and maintain the proposed project?

Unknown

What is the name of the responsible agency?

Support of Project

Is there significant public support (i.e. community councils, user groups, elected officials, etc) and/or government agency support for the project?

Yes

Are there resolutions or endorsements from the public and or government agencies?

Yes

Describe and explain the public support for the project.

This plan is listed in the new AMATS Non-motorized Plan, the 2040 Land Use Plan, the Spenard Corridor Plan and the Anchorage Downtown Plan. The new Recreational Trails plan is also supported by local trail and biking/walking advocacy groups as well as MOA Parks & Recreation and the FCC.

Intermodal / Multimodal Characteristics

Is the project expected to promote intermodal or multimodal (transit, bicycle or pedestrian) use of the transportation system?

Unknown

How is the project expected to promote intermodal or multimodal (transit, bicycle or pedestrian) use of the transportation system?

Funding Efficiency

Is the project expected to encourage pursuit of additional non-federal /non-bond matching funds for capital projects and discourage loss of funding due to expenditure time traps?

Unknown

If so what is the amount of co-funding relative to the total estimated project cost? Describe and explain.

Improves Connectivity

Is the project expected to provide pathway or sidewalk connections by constructing missing links?

No

How is the project expected to provide pathway or sidewalk connections by constructing missing links?

Cost/Benefit Value

Does the completed design work demonstrate that the project is clearly buildable with a comparably low cost?

Unknown

Transportation Alternative Program (TAP) Nomination Form

Submitted By: Diana Rhoades

Submitted Time: February 11, 2022 4:45 PM

Date

February 11, 2022

Time

16:21

Project Information

Project Name

Glenn Hwy Trail - Eklutna Village Road to Knik River Bridge - MTP 2040 Project #504/505

Name of Person Submitting the Nomination

Diana Rhoades

Affiliation

Anchorage Park Foundation

Phone Number

907-249-6652

Email Address

Diana@anchorageparkfoundation.org

Description of Project

What is your project? Please describe it in your own words.

A reconnaissance study is requested to investigate the benefits, costs and feasibility of separated pathway and trail options to connect Anchorage's only tribal government to Anchorage and the Mat-Su. A leading candidate route would parallel the Glenn Highway, filling the 8-mile gap from where the existing paved bike trail ends at Mirror Lake to the northern boundary of the Municipality of Anchorage. Parties to involve in this process include Alaska Department of Transportation, Chugach State Park, Alaska Railroad, Palmer Hay Flats State Game Refuge managers, Eklutna, Inc., Native Village of Eklutna, Municipality of Anchorage Parks and Recreation, Mat-Su Parks and Recreation, the Matanuska Susitna Borough, and trail advocates like the Mat Su Trails and Anchorage Park Foundation. All have indicated a willingness to come together with engineers to map a path forward. This critical reconnaissance study must be performed to DOT/PF standards to identify permits, etc.

Size: What is the relative size of the population that will directly benefit from this project?

Anchorage's two largest population centers - Anchorage and Mat-Su - would benefit

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



Preservation of Existing Facilities

Is the project expected to significantly preserve an existing facility?

No

How is the project expected to significantly preserve an existing facility?

Is it immediately needed, based on recommendations of maintenance staff, and/ or observations from field investigation?

Quality of Life

Is the project expected to improve quality of life by addressing problems such as flooding, noise, pollution, crime, unsightliness, etc?

Yes

How is the project expected to improve quality of life?

Projects 504 and 505 in the MTP 2040 point to the existing need to complete a bike path to include the Native Village of Eklutna, Chugiak and Birchwood. There is no existing bike lane or trail in the area. We are requesting that AMATS or DOT bring together all the parties to determine the best route. This missing gap would connect Anchorage to the Native Village of Eklutna and beyond to the Mat-Su. There are many landowners and pinch points in this general area and we seek a reconnaissance study to bring the parties together.

Improves Safety

Is the project expected to promote the safe movement of pedestrians and bicyclists?

Yes

How is the project expected to promote the safe movement of pedestrians and bicyclists?

Projects 504 and 505 in the MTP 2040 point to the existing need to complete a bike path to include the Native Village of Eklutna, Chugiak and Birchwood. There is no existing bike lane or trail in the area. We are requesting that AMATS or DOT bring together all the parties to determine the best route. This missing gap would connect Anchorage to the Native Village of Eklutna and beyond to the Mat-Su. There are many landowners and pinch points in this general area and we seek a reconnaissance study to bring the parties together.

Is the project expected to correct a documented safety issue related to pedestrians/bicyclist and vehicle conflicts?

Unknown

How is the project expected to correct a documented safety issue related to pedestrians/bicyclist and vehicle conflicts?

Economic Benefits

Is the project expected to encourage economic development, or a recreational, educational or tourism activity through improved access and transportation opportunities?

Yes

How is the project expected to encourage economic development, or a recreational, educational or tourism activity through improved access and transportation opportunities?

There is a lot of movement toward designing an Alaska Long Trail - similar to the Appalachian or Pacific Crest Trails. The proposed Alaska Long Trail would go from Seward to Fairbanks, but connect to Anchorage from the north to the Glenn Highway trail, and from the south from

Girdwood to Anchorage. This concept is supported by Alaska Trails, Anchorage Economic Development Corporation, Visit Anchorage.

Operations & Maintenance Budget Commitment

Does the project have a commitment from the responsible agency to operate and maintain the proposed project?

Yes

What is the name of the responsible agency?

Alaska Department of Transportation likely would be responsible if the route was in DOT right of way. The Study is needed to determine the location.

Support of Project

Is there significant public support (i.e. community councils, user groups, elected officials, etc) and/or government agency support for the project?

Yes

Are there resolutions or endorsements from the public and or government agencies?

Yes

Describe and explain the public support for the project.

Parties that have indicated a willingness to come together and look at maps and routes include Alaska Department of Transportation, Chugach State Park, Alaska Railroad, Palmer Hay Flats State Game Refuge managers, Eklutna, Inc., Native Village of Eklutna, Municipality of Anchorage Parks and Recreation, Mat-Su Parks and Recreation, the Matanuska Susitna Borough, and trail

advocates like the Mat Su Trails and Anchorage Park Foundation. All have indicated a willingness to come together with engineers to map a path forward. This critical reconnaissance study must be performed to DOT/PF standards to identify permits, etc. There is a lot of movement toward developing an Alaska Long Trail - similar to the Appalachian or Pacific Crest Trails. The proposed Alaska Long Trail would go from Seward to Fairbanks, but connect to Anchorage from the north to the Glenn Highway trail, and from the south from Girdwood to Anchorage.

Intermodal / Multimodal Characteristics

Is the project expected to promote intermodal or multimodal (transit, bicycle or pedestrian) use of the transportation system?

Yes

How is the project expected to promote intermodal or multimodal (transit, bicycle or pedestrian) use of the transportation system?

It would add a separated path or trail to a missing gap in the roadway along the Glenn Highway.

Funding Efficiency

Is the project expected to encourage pursuit of additional non-federal /non-bond matching funds for capital projects and discourage loss of funding due to expenditure time traps?

Unknown

If so what is the amount of co-funding relative to the total estimated project cost? Describe and explain.

Improves Connectivity

Is the project expected to provide pathway or sidewalk connections by constructing missing links?

Yes

How is the project expected to provide pathway or sidewalk connections by constructing missing links?

There is an existing 8 mile gap on the Glenn Highway for the separated bike path. But the reconnaissance study may identify a better route through other public or private land from willing land owners.

Cost/Benefit Value

Does the completed design work demonstrate that the project is clearly buildable with a comparably low cost?

Unknown

Transportation Alternative Program (TAP) Nomination Form

Submitted By Allen Kemplen

Submitted Time: February 14, 2022 6:55 AM

Date

February 14, 2022

Time

06:15

Project Information

Project Name

Fairview Greenway Phase I

Name of Person Submitting the Nomination

Allen Kemplen

Affiliation

Fairview Community Council

Phone Number

907-947-0226

Email Address

president@fairviewcommunity.org

Description of Project

What is your project? Please describe it in your own words.

Proposed project is identified in the Anchorage Land Use Plan and the FVCC includes it an Amendment if Process to the Fairview Neighborhood Plan. The Project constitutes the first step in creation of a bike/pedestrian greenway loop around the urban core. Follow on Phases will make improvements to the Hyder Street pedestrian corridor and establish connections to Ship Creek Greenbelt and the Coastal Trail. Project will construct a separated pathway along the east side of Ingra Street from 20th Avenue to a point approximately 200' south of 15th Avenue where it will enter an enhanced bike/ped tunnel under Ingra Street. On the west side of Ingra, the pathway will travel in a northwesterly direction to an enhanced tunnel under 15th Avenue and terminating at surface of an improved Hyder Street.

Size: What is the relative size of the population that will directly benefit from this project?

10,000

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



Preservation of Existing Facilities

Is the project expected to significantly preserve an existing facility?

Unknown

How is the project expected to significantly preserve an existing facility?

Is it immediately needed, based on recommendations of maintenance staff, and/ or observations from field investigation?

Quality of Life

Is the project expected to improve quality of life by addressing problems such as flooding, noise, pollution, crime, unsightliness, etc?

Yes

How is the project expected to improve quality of life?

Project will provide a safe and attractive route for bike and pedestrians traversing the heavily trafficked area. It lays the foundation for the ultimate creation of a Bike/Ped beltway around the urban core and creates an enhanced public amenity that will attract private investment into the Fairview and East Downtown parts of town. The project supports the Anchorage Land Use Plan which calls for the Hyder Street corridor to transition into a vibrant mixed-use area from 15th Avenue to 3rd Avenue. Phase I development will provide concrete evidence that the public agencies are serious about mitigating the prolonged disinvestment in the corridor due to uncertainty caused by inaction of the H2H connection. The project will create a unique urban amenity, once complete, unique to Alaska and the world. It represents a critical step forward to revitalization of both the Fairview neighborhood but also the entire downtown.

Improves Safety

Is the project expected to promote the safe movement of pedestrians and bicyclists?

Yes

How is the project expected to promote the safe movement of pedestrians and bicyclists?

Project will provide a safe separated pathway for bikes and pedestrians in an area subject to significant traffic volumes.

Is the project expected to correct a documented safety issue related to pedestrians/bicyclist and vehicle conflicts?

Yes

How is the project expected to correct a documented safety issue related to pedestrians/bicyclist and vehicle conflicts?

The Council hears from local businesses and residents about the unsafe walking and biking conditions between Gambell and Ingra and across 15th Avenue in this sub-area.

Economic Benefits

Is the project expected to encourage economic development, or a recreational, educational or tourism activity through improved access and transportation opportunities?

Yes

How is the project expected to encourage economic development, or a recreational, educational or tourism activity through improved access and transportation opportunities?

See above narrative. The Fairview Greenway project will attract economic investment as the unique public amenity is just the type of infrastructure sought by private investors. The project is located in a federally recognized Opportunity Zone, local Reinvestment Focus Area and the adjacent properties fall under the Municipal Deteriorated Properties Tax overlay zone. The

project will jump-start the private sector actors who are quite likely to take advantage of the multiple incentives to establish new economic development in the area.

Operations & Maintenance Budget Commitment

Does the project have a commitment from the responsible agency to operate and maintain the proposed project?

Yes

What is the name of the responsible agency?

Municipal Parks and Recreation

Support of Project

Is there significant public support (i.e. community councils, user groups, elected officials, etc) and/or government agency support for the project?

Yes

Are there resolutions or endorsements from the public and or government agencies?

Yes

Describe and explain the public support for the project.

Resolutions of support from the Fairview Community Council. Inclusion in the Anchorage Land Use Plan.

Intermodal / Multimodal Characteristics

Is the project expected to promote intermodal or multimodal (transit, bicycle or pedestrian) use of the transportation system?

Yes

How is the project expected to promote intermodal or multimodal (transit, bicycle or pedestrian) use of the transportation system?

Project provides a safe and convenient method of travel separate from the high-speed road network.

Funding Efficiency

Is the project expected to encourage pursuit of additional non-federal /non-bond matching funds for capital projects and discourage loss of funding due to expenditure time traps?

Yes

If so what is the amount of co-funding relative to the total estimated project cost? Describe and explain.

The project is included in the Legislative CAPSIS system and, depending on availability of state fund the project may receive some funds. The project will be proposed for the next Parks Bond prepared by the Municipality. In addition, the project will be submitted to federal agencies as part of discretionary grant programs.

Improves Connectivity

Is the project expected to provide pathway or sidewalk connections by constructing missing links?

Yes

How is the project expected to provide pathway or sidewalk connections by constructing missing links?

The existing sidewalks along Gambell and Ingra are directly adjacent to high-speed traffic. The sidewalks soon the west side of Gambell have large utility poles that greatly limit the utility of the pedestrian infrastructure. This project will create an attractive alternative to using the unsafe sidewalks.

Cost/Benefit Value

Does the completed design work demonstrate that the project is clearly buildable with a comparably low cost?

Yes



Transportation Alternative Program (TAP) Nomination Form

Submitted By: Lindsey Hajduk

Submitted Time: February 14, 2022 3:31 PM

Date

February 14, 2022

Time

12:31

Project Information

Project Name

Fish Creek Daylighting with multi-use pathway

Name of Person Submitting the Nomination

Lindsey Hajduk

Affiliation

Spenard Community Council

Phone Number

907-360-3320

Email Address

Spenardcc@gmail.com

Description of Project

What is your project? Please describe it in your own words.

This is the #1 CIP priority for the Spenard Community Council. This is a long-term project to daylight Fish Creek in Midtown and Spenard. This project is necessary for additional capital projects to move forward. Spenard lacks a safe East-West non-motorized corridor to link the neighborhood to midtown. This riparian corridor presents an ideal ecological restoration project that would enhance the mission of the Spenard Corridor Plan as an asset building ecological. Planning documents and feasibility studies should be funded with the goals of removing Fish Creek from culverts and storm drainage from Lake Otis to Cook Inlet at Westchester Lagoon. HDR Engineering completed a technical memo in 2019 as high-level analysis of daylighting Fish Creek from Cuddy Park on 40 th Avenue downstream (west) to Minnesota Drive, which would connect to the existing above-ground creek, potentially for urban storm water management and public access.

Size: What is the relative size of the population that will directly benefit from this project?

12,000

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



Preservation of Existing Facilities

Is the project expected to significantly preserve an existing facility?

No

How is the project expected to significantly preserve an existing facility?

Is it immediately needed, based on recommendations of maintenance staff, and/ or observations from field investigation?

Quality of Life

Is the project expected to improve quality of life by addressing problems such as flooding, noise, pollution, crime, unsightliness, etc?

Yes

How is the project expected to improve quality of life?

Daylighting Fish Creek will better incorporate it for storm water management, as well as provide a public amenity throughout the corridor. Currently the creek is diverted in culverts, drains, and ditches. Rather, it could become a greenbelt like the lower creek is, or similar to the Chester and Campbell creeks. Already 2.5 miles of recently resurfaced and improved trails and bridges exist on the trail, and the muni is working to extend the trail to the ocean. By extending the trail through Spenard and Midtown, residents will be able to have a safe, non-motorized connection that also provides recreation, aesthetics, and more.

Improves Safety

Is the project expected to promote the safe movement of pedestrians and bicyclists?

Yes

How is the project expected to promote the safe movement of pedestrians and bicyclists?

In daylighting the creek, the community would like a multi-use trail along the corridor similar to existing sections of the Fish Creek Trail. This is identified in the Spenard Corridor Plan as a future primary network for non-motorized travel.

Is the project expected to correct a documented safety issue related to pedestrians/bicyclist and vehicle conflicts?

Unknown

How is the project expected to correct a documented safety issue related to pedestrians/bicyclist and vehicle conflicts?

Economic Benefits

Is the project expected to encourage economic development, or a recreational, educational or tourism activity through improved access and transportation opportunities?

Yes

How is the project expected to encourage economic development, or a recreational, educational or tourism activity through improved access and transportation opportunities?

By daylighting Fish Creek with a multi-use trail, sections of Midtown (especially dense with hotels and restaurants) will be safely connected through Spenard and to the Coastal Trail. Existing businesses, including bicycle shops, would be well positioned to promote to tourists.

There are recreational opportunities for residents as well, since much of the trail connects low-income census tracts in Spenard and Midtown.

Operations & Maintenance Budget Commitment

Does the project have a commitment from the responsible agency to operate and maintain the proposed project?

No

What is the name of the responsible agency?

Support of Project

Is there significant public support (i.e. community councils, user groups, elected officials, etc) and/or government agency support for the project?

Yes

Are there resolutions or endorsements from the public and or government agencies?

Yes

Describe and explain the public support for the project.

This project is the #1 priority for the Spenard Community Council (on CIP list), and is necessary for additional capital projects to move forward. The Anchorage Assembly supported the effort to daylight Fish Creek in AO 2018-277. Daylighting Fish Creek is consistent with the 2040 Land Use Plan. It is a goal in the Spenard Corridor Plan (Goal 9: Integrate Fish Creek, Ch'atanaltsegh Liq'aka Bentu, as a Centerpiece for Spenard), and the SCP's Chapter 7 Implementation steps

include “prepare Fish Creek daylighting feasibility study” as an immediate administrative action to be completed.

Intermodal / Multimodal Characteristics

Is the project expected to promote intermodal or multimodal (transit, bicycle or pedestrian) use of the transportation system?

Yes

How is the project expected to promote intermodal or multimodal (transit, bicycle or pedestrian) use of the transportation system?

This project is located within transit-supportive development and greenway supported development corridors. The creek and trail would connect through Midtown and Spenard, and ultimately through Turnagain, crossing many transit routes and offering safe non-motorized travel corridor.

Funding Efficiency

Is the project expected to encourage pursuit of additional non-federal /non-bond matching funds for capital projects and discourage loss of funding due to expenditure time traps?

Unknown

If so what is the amount of co-funding relative to the total estimated project cost? Describe and explain.

Improves Connectivity

Is the project expected to provide pathway or sidewalk connections by constructing missing links?

Yes

How is the project expected to provide pathway or sidewalk connections by constructing missing links?

This corridor is identified in aforementioned planning documents, and most notably in the Spenard Corridor Plan. This section is currently the missing link from Midtown to the existing Fish Creek Trail.

Cost/Benefit Value

Does the completed design work demonstrate that the project is clearly buildable with a comparably low cost?

No

Transportation Alternative Program (TAP) Nomination Form

Submitted By: Lindsey Hajduk

Submitted Time: February 14, 2022 3:48 PM

Date

February 14, 2022

Time

15:39

Project Information

Project Name

Secure bicycle parking facility

Name of Person Submitting the Nomination

Lindsey Hajduk

Affiliation

Spenard Community Council

Phone Number

907-360-3320

Email Address

spenardcc@gmail.com

Description of Project

What is your project? Please describe it in your own words.

Spenard is working to improve all non-motorized travel in Anchorage, especially for transportation to businesses, shops, restaurants, and more. In the Spenard Corridor Plan, locations for shared parking were identified. The community would like to have secure bicycle parking facilities available in the neighborhood as well. It is essential that people know their transportation is safe when they park and are going about their business. This should be promoted by the municipality to improve our ability to live, work, and play here.

Size: What is the relative size of the population that will directly benefit from this project?

1400

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



Preservation of Existing Facilities

Is the project expected to significantly preserve an existing facility?

No

How is the project expected to significantly preserve an existing facility?

Is it immediately needed, based on recommendations of maintenance staff, and/ or observations from field investigation?

Quality of Life

Is the project expected to improve quality of life by addressing problems such as flooding, noise, pollution, crime, unsightliness, etc?

Yes

How is the project expected to improve quality of life?

Secure bike parking is needed to reduce crime. Stories of stolen bicycles abound, and deter people from using bicycles for transportation purposes. However, not everyone has the choice (does not have a car, etc), and deserve to have secure locations to park their bicycles while they go about their business.

Improves Safety

Is the project expected to promote the safe movement of pedestrians and bicyclists?

Yes

How is the project expected to promote the safe movement of pedestrians and bicyclists?

By providing a safe place to park a bicycle, residents will be able to patronize local businesses.

Is the project expected to correct a documented safety issue related to pedestrians/bicyclist and vehicle conflicts?

No

How is the project expected to correct a documented safety issue related to pedestrians/bicyclist and vehicle conflicts?

Economic Benefits

Is the project expected to encourage economic development, or a recreational, educational or tourism activity through improved access and transportation opportunities?

Yes

How is the project expected to encourage economic development, or a recreational, educational or tourism activity through improved access and transportation opportunities?

The north section of Spenard is a Town Center with many local businesses. It is also located on the bicycle network, which is being expanded south and into Midtown. By providing safe bicycle storing facilities, residents can choose non-motorized transit and frequent the local businesses.

Operations & Maintenance Budget Commitment

Does the project have a commitment from the responsible agency to operate and maintain the proposed project?

No

What is the name of the responsible agency?

Support of Project

Is there significant public support (i.e. community councils, user groups, elected officials, etc) and/or government agency support for the project?

Yes

Are there resolutions or endorsements from the public and or government agencies?

Yes

Describe and explain the public support for the project.

The Spenard Community Council adopted this project in resolution on 2/2/22.
<http://communitycouncils.org/servlet/viewfolder?id=5084>

Intermodal / Multimodal Characteristics

Is the project expected to promote intermodal or multimodal (transit, bicycle or pedestrian) use of the transportation system?

Yes

How is the project expected to promote intermodal or multimodal (transit, bicycle or pedestrian) use of the transportation system?

This project would be located on a transit-supported development corridor, with frequent bus service. It also supports bicycle use for transportation so people can be sure their vehicle is safe while patronizing local businesses.

Funding Efficiency

Is the project expected to encourage pursuit of additional non-federal /non-bond matching funds for capital projects and discourage loss of funding due to expenditure time traps?

Unknown

If so what is the amount of co-funding relative to the total estimated project cost? Describe and explain.

Improves Connectivity

Is the project expected to provide pathway or sidewalk connections by constructing missing links?

No

How is the project expected to provide pathway or sidewalk connections by constructing missing links?

Cost/Benefit Value

Does the completed design work demonstrate that the project is clearly buildable with a comparably low cost?

No

Transportation Alternative Program (TAP) Nomination Form

Submitted By: Lindsey Hajduk

Submitted Time: February 14, 2022 3:57 PM

Date

February 14, 2022

Time

15:48

Project Information

Project Name

Festival Streets

Name of Person Submitting the Nomination

Lindsey Hajduk

Affiliation

Spenard Corridor Plan

Phone Number

907-360-3320

Email Address

spenardcc@gmail.com

Description of Project

What is your project? Please describe it in your own words.

The Spenard Corridor Plan identifies locations for "festival streets." The plan states, "As redevelopment occurs in North Spenard, establish north-south "festival streets" between Minnesota Drive and Spenard Road and between Benson Boulevard and the Romig Middle/West Anchorage High School area. The festival streets will be centerpieces of an expanded roadway network in the area and provide state-of-the-art multi-modal access and placemaking elements. They should be designed to be flexible. This means supporting pedestrian, bicycle and vehicular movement in a shared street space that slows vehicles and bicycles. The festival streets should be designed to facilitate temporary closure for events and accommodate performance areas, market stalls and similar elements. Potential sites for the festival streets are identified on Figure 4.1, but their specific locations will be determined by incremental development opportunities and investments that occur during the implementation of this Plan"

Size: What is the relative size of the population that will directly benefit from this project?

5000

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



Preservation of Existing Facilities

Is the project expected to significantly preserve an existing facility?

No

How is the project expected to significantly preserve an existing facility?

Is it immediately needed, based on recommendations of maintenance staff, and/ or observations from field investigation?

Quality of Life

Is the project expected to improve quality of life by addressing problems such as flooding, noise, pollution, crime, unsightliness, etc?

Yes

How is the project expected to improve quality of life?

The festival streets will provide opportunity for better non-motorized experiences, as well as community outdoor spaces to gather and host events. These streets could replace cement parking lots that separate businesses from sidewalks and make accessibility challenging.

Improves Safety

Is the project expected to promote the safe movement of pedestrians and bicyclists?

Yes

How is the project expected to promote the safe movement of pedestrians and bicyclists?

The Spenard Corridor Plan describes, "Large-scale and incremental redevelopment of the blocks between Northern Lights and Benson Boulevards in North Spenard should be designed to establish an east-west linear plaza feature, the Spenard Walk, to thread together the proposed festival streets, Spenard Road and Cope Street. The Spenard Walk should bisect the block at its interior and be flanked by active Transit-supportive development. This is a key placemaking feature that could be established incrementally as sites are reconfigured and new buildings come on line or it could happen as part of a singular, large-scale redevelopment project. Spenard Walk should provide a gathering place, pedestrian connections, a transit-access feature and serve as an organizing element for redevelopment and North Spenard."

Is the project expected to correct a documented safety issue related to pedestrians/bicyclist and vehicle conflicts?

Unknown

How is the project expected to correct a documented safety issue related to pedestrians/bicyclist and vehicle conflicts?

Economic Benefits

Is the project expected to encourage economic development, or a recreational, educational or tourism activity through improved access and transportation opportunities?

Yes

How is the project expected to encourage economic development, or a recreational, educational or tourism activity through improved access and transportation opportunities?

These festival streets would be designed for neighbors to gather, and also festivals and activities for tourists to participate in. Spenard residents used to host parades and fests, and this could revive that spirit by providing safe locations to do so.

Operations & Maintenance Budget Commitment

Does the project have a commitment from the responsible agency to operate and maintain the proposed project?

No

What is the name of the responsible agency?

Support of Project

Is there significant public support (i.e. community councils, user groups, elected officials, etc) and/or government agency support for the project?

Yes

Are there resolutions or endorsements from the public and or government agencies?

Yes

Describe and explain the public support for the project.

The Spenard Community Council adopted a resolution on 2/2/22 for this project.
<http://communitycouncils.org/servlet/viewfolder?id=5084>

Intermodal / Multimodal Characteristics

Is the project expected to promote intermodal or multimodal (transit, bicycle or pedestrian) use of the transportation system?

Yes

How is the project expected to promote intermodal or multimodal (transit, bicycle or pedestrian) use of the transportation system?

The festival streets would be located along the transit-supportive development corridor, and encourage non-motorized access and transit.

Funding Efficiency

Is the project expected to encourage pursuit of additional non-federal /non-bond matching funds for capital projects and discourage loss of funding due to expenditure time traps?

Unknown

If so what is the amount of co-funding relative to the total estimated project cost? Describe and explain.

Improves Connectivity

Is the project expected to provide pathway or sidewalk connections by constructing missing links?

No

How is the project expected to provide pathway or sidewalk connections by constructing missing links?

Cost/Benefit Value

Does the completed design work demonstrate that the project is clearly buildable with a comparably low cost?

Unknown

Transportation Alternative Program (TAP) Nomination Form

Submitted By: Lindsey Hajduk

Submitted Time: February 14, 2022 4:06 PM

Date

February 14, 2022

Time

15:57

Project Information

Project Name

Alaska Railroad multi-use pathway from Tudor to Northern Lights Blvd

Name of Person Submitting the Nomination

Lindsey Hajduk

Affiliation

Spenard Corridor Plan

Phone Number

907-360-3320

Email Address

spenardcc@gmail.com

Description of Project

What is your project? Please describe it in your own words.

The Spenard Corridor Plan identifies a multi-use pathway along the Alaska Railroad from Tudor to Northern Lights Blvd as a future primary non-motorized network. Current efforts to extend Fish Creek trail to the ocean are to develop a public path along the railroad corridor north of Northern Light Blvd to the Coastal Trail. This project works on the southern section, which currently has a network of social trails along the railroad track. The railroad's right-of-way extends 100 feet on either side of the rail, and a multi-use path is a logical extension through this part of town.

Size: What is the relative size of the population that will directly benefit from this project?

5000

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



Preservation of Existing Facilities

Is the project expected to significantly preserve an existing facility?

No

How is the project expected to significantly preserve an existing facility?

Is it immediately needed, based on recommendations of maintenance staff, and/ or observations from field investigation?

Quality of Life

Is the project expected to improve quality of life by addressing problems such as flooding, noise, pollution, crime, unsightliness, etc?

Yes

How is the project expected to improve quality of life?

By adding a multi-use trail along the corridor, residents will have access from neighborhoods that are currently cut-off. There are "pockets" of neighborhoods that dead-end due to different things, like Fish Creek, Minnesota Dr, and the railroad. This would better connect the neighborhoods.

Improves Safety

Is the project expected to promote the safe movement of pedestrians and bicyclists?

Yes

How is the project expected to promote the safe movement of pedestrians and bicyclists?

A safe multi-use trail through the corridor, similar to the trail along the railroad corridor on International Airport Road, would encourage safe non-motorized transportation.

Is the project expected to correct a documented safety issue related to pedestrians/bicyclist and vehicle conflicts?

No

How is the project expected to correct a documented safety issue related to pedestrians/bicyclist and vehicle conflicts?

Economic Benefits

Is the project expected to encourage economic development, or a recreational, educational or tourism activity through improved access and transportation opportunities?

Unknown

How is the project expected to encourage economic development, or a recreational, educational or tourism activity through improved access and transportation opportunities?

Operations & Maintenance Budget Commitment

Does the project have a commitment from the responsible agency to operate and maintain the proposed project?

No

What is the name of the responsible agency?

Support of Project

Is there significant public support (i.e. community councils, user groups, elected officials, etc) and/or government agency support for the project?

Yes

Are there resolutions or endorsements from the public and or government agencies?

Yes

Describe and explain the public support for the project.

The Spenard Community Council adopted a resolution with this project on 2/2/22.

<http://communitycouncils.org/servlet/viewfolder?id=5084> The project is also included in the Assembly-approved Spenard Corridor Plan.

<https://www.muni.org/departments/ocpd/planning/publications/siteassets/pages/default/spenard%20corridor%20plan%202020.pdf>

Intermodal / Multimodal Characteristics

Is the project expected to promote intermodal or multimodal (transit, bicycle or pedestrian) use of the transportation system?

Yes

How is the project expected to promote intermodal or multimodal (transit, bicycle or pedestrian) use of the transportation system?

This would be a primary non-motorized network, as identified in the Spenard Corridor Plan.

Funding Efficiency

Is the project expected to encourage pursuit of additional non-federal /non-bond matching funds for capital projects and discourage loss of funding due to expenditure time traps?

Unknown

If so what is the amount of co-funding relative to the total estimated project cost? Describe and explain.

Improves Connectivity

Is the project expected to provide pathway or sidewalk connections by constructing missing links?

Yes

How is the project expected to provide pathway or sidewalk connections by constructing missing links?

Spenard does not have sidewalks throughout most neighborhoods. By providing for safe multi-use trails, like the Fish Creek Trail and this project, it allows for safer movement of pedestrians, especially youth, throughout the neighborhood.

Cost/Benefit Value

Does the completed design work demonstrate that the project is clearly buildable with a comparably low cost?

Unknown

Transportation Alternative Program (TAP) Nomination Form

Submitted By: Lindsey Hajduk

Submitted Time: February 14, 2022 4:19 PM

Date

February 14, 2022

Time

16:06

Project Information

Project Name

Multi-use path from 40th Ave & Indiana St. to Arctic Blvd.

Name of Person Submitting the Nomination

Lindsey Hajduk

Affiliation

Spenard Community Council

Phone Number

907-360-3320

Email Address

spenardcc@gmail.com

Description of Project

What is your project? Please describe it in your own words.

There is an existing social trail for one block that connects a non-motorized corridor through Spenard and Midtown roughly along 40th Avenue. One section, from Arctic Blvd to Indiana St. is needed to have a better maintained path. Currently there is an illegal fence blocking the public right-of-way, and uneven surfaces. This is a secondary non-motorized network identified in the Spenard Corridor Plan.

Size: What is the relative size of the population that will directly benefit from this project?

2000

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



Preservation of Existing Facilities

Is the project expected to significantly preserve an existing facility?

No

How is the project expected to significantly preserve an existing facility?

Is it immediately needed, based on recommendations of maintenance staff, and/ or observations from field investigation?

Quality of Life

Is the project expected to improve quality of life by addressing problems such as flooding, noise, pollution, crime, unsightliness, etc?

Yes

How is the project expected to improve quality of life?

The block is currently fenced off, full of garbage, and it is quite frankly, scary to walk through in the dark. By making this one block section safe and accessible it will be a huge improvement for residents.

Improves Safety

Is the project expected to promote the safe movement of pedestrians and bicyclists?

Yes

How is the project expected to promote the safe movement of pedestrians and bicyclists?

Connect the existing non-motorized network along 40th Avenue, through Wilson St. Park, and to Springer Park and Midtown.

Is the project expected to correct a documented safety issue related to pedestrians/bicyclist and vehicle conflicts?

No

How is the project expected to correct a documented safety issue related to pedestrians/bicyclist and vehicle conflicts?

Economic Benefits

Is the project expected to encourage economic development, or a recreational, educational or tourism activity through improved access and transportation opportunities?

No

How is the project expected to encourage economic development, or a recreational, educational or tourism activity through improved access and transportation opportunities?

Operations & Maintenance Budget Commitment

Does the project have a commitment from the responsible agency to operate and maintain the proposed project?

No

What is the name of the responsible agency?

Support of Project

Is there significant public support (i.e. community councils, user groups, elected officials, etc) and/or government agency support for the project?

Yes

Are there resolutions or endorsements from the public and or government agencies?

Yes

Describe and explain the public support for the project.

The Spenard Community Council adopted a resolution on 2/2/22.
<http://communitycouncils.org/servlet/viewfolder?id=5084>

Intermodal / Multimodal Characteristics

Is the project expected to promote intermodal or multimodal (transit, bicycle or pedestrian) use of the transportation system?

Yes

How is the project expected to promote intermodal or multimodal (transit, bicycle or pedestrian) use of the transportation system?

Project connects residents to transit on Arctic Blvd.

Funding Efficiency

Is the project expected to encourage pursuit of additional non-federal /non-bond matching funds for capital projects and discourage loss of funding due to expenditure time traps?

Unknown

If so what is the amount of co-funding relative to the total estimated project cost? Describe and explain.

Improves Connectivity

Is the project expected to provide pathway or sidewalk connections by constructing missing links?

Yes

How is the project expected to provide pathway or sidewalk connections by constructing missing links?

This is a missing link through an unmaintained public right-of-way.

Cost/Benefit Value

Does the completed design work demonstrate that the project is clearly buildable with a comparably low cost?

Unknown

Transportation Alternative Program (TAP) Nomination Form

Submitted By Joni Wilm

Submitted Time: February 14, 2022 4:45 PM

Date

February 14, 2022

Time

16:25

Project Information

Project Name

AMATS GIS Comprehensive Update

Name of Person Submitting the Nomination

Joni Wilm

Affiliation

AMATS Senior Planner

Phone Number

907-343-7957

Email Address

joni.wilm@anchorageak.gov

Description of Project

What is your project? Please describe it in your own words.

This project will create an up to date inventory of comprehensive GIS data to reflect existing and planned non-motorized facilities within the AMATS area. Not having up to date GIS data for the non-motorized network poses several big challenges to the work that AMATS does. It limits planning and scoping capabilities, creates unnecessary work for consultants and staff and limits performance tracking abilities and implementation of project goals and objectives.

Size: What is the relative size of the population that will directly benefit from this project?

The entire AMATS area. 400,000?

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



Preservation of Existing Facilities

Is the project expected to significantly preserve an existing facility?

No

How is the project expected to significantly preserve an existing facility?

Is it immediately needed, based on recommendations of maintenance staff, and/ or observations from field investigation?

Quality of Life

Is the project expected to improve quality of life by addressing problems such as flooding, noise, pollution, crime, unsightliness, etc?

Unknown

How is the project expected to improve quality of life?

Improves Safety

Is the project expected to promote the safe movement of pedestrians and bicyclists?

Unknown

How is the project expected to promote the safe movement of pedestrians and bicyclists?

Is the project expected to correct a documented safety issue related to pedestrians/bicyclist and vehicle conflicts?

Unknown

How is the project expected to correct a documented safety issue related to pedestrians/bicyclist and vehicle conflicts?

Economic Benefits

Is the project expected to encourage economic development, or a recreational, educational or tourism activity through improved access and transportation opportunities?

Unknown

How is the project expected to encourage economic development, or a recreational, educational or tourism activity through improved access and transportation opportunities?

Operations & Maintenance Budget Commitment

Does the project have a commitment from the responsible agency to operate and maintain the proposed project?

Unknown

What is the name of the responsible agency?

Support of Project

Is there significant public support (i.e. community councils, user groups, elected officials, etc) and/or government agency support for the project?

Yes

Are there resolutions or endorsements from the public and or government agencies?

Yes

Describe and explain the public support for the project.

Everyone supports this project and knows how valuable it will be. Multiple transportation agency staff including ADOT&PF, MOA Parks & Rec, MOA PM&E, MOA Planning, MOA M&O as well as bicycle and pedestrian trail advocacy groups etc.

Intermodal / Multimodal Characteristics

Is the project expected to promote intermodal or multimodal (transit, bicycle or pedestrian) use of the transportation system?

Yes

How is the project expected to promote intermodal or multimodal (transit, bicycle or pedestrian) use of the transportation system?

Updating this GIS data will improve planning capabilities for the entire AMATS area.

Funding Efficiency

Is the project expected to encourage pursuit of additional non-federal /non-bond matching funds for capital projects and discourage loss of funding due to expenditure time traps?

Unknown

If so what is the amount of co-funding relative to the total estimated project cost? Describe and explain.

Improves Connectivity

Is the project expected to provide pathway or sidewalk connections by constructing missing links?

Yes

How is the project expected to provide pathway or sidewalk connections by constructing missing links?

Yes, we will finally be able to accurately determine where the missing links are so we can fix them.

Cost/Benefit Value

Does the completed design work demonstrate that the project is clearly buildable with a comparably low cost?

Yes

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 10, 2022 11:49 PM

Date

February 10, 2022

Time

21:29

Project Information

Project Name

Johns Park Remediation

Name of Person Submitting the Nomination

Stanton Moll

Affiliation

Old Seward / Oceanview Community Council

Phone Number

907.229.7041

Email Address

shm99516@yahoo.com

Description of Project or Program

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

Johns Park has grown in popularity over the years, and is subject to substantial, at times intense, user pressure. It has a heavily used gravel connector trail that is popular with pedestrians, dog walkers, bikers and bike commuters, and others; a playground that attracts users from throughout south Anchorage, and an undeveloped area with a “wild” aspect which is attractive to a wide variety of casual users. Low areas along the trail are prone to flooding and in need of maintenance, culverts need improvement or maintenance, and the Furrow Creek bridge exhibits areas of erosion and needs stream restoration. Funds will be used to provide trail armoring, stream bank and bluff stabilization, development of structures for access and appreciation (stairs and benches), playground maintenance, and repair of a botched stream bank armoring effort.

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



CRITERIA: Safety

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

No

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

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

Yes

What are the bicycle related safety concerns?

The Johns Park trails are widely used by a spectrum of bicyclists, from experienced bike commuters to small children with training wheels. The surface of the trail is gravel and has deteriorated over time, leaving exposed cobbles and culverts, plus low spots that flood and stay muddy. The trail traverses an old bog and can remain wet for long periods. Although it is not possible nor desired to pave the trail, improving the crown, drainage, and surface will improve the safety and quality of the biking experience

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

Yes

What are the pedestrian related safety concerns?

As for bicyclists, this trail is heavily used by pedestrians to connect the surrounding neighborhoods, both within and adjacent to the OSOVCC. A rehabilitated surface, as well as repairs and improvements to damaged and worn playground equipment and bridge, will improve the safety of all users.

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

Yes

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

Although motor vehicles are prohibited in the park and trail, youngsters have been observed riding motor scooters and dirt bikes on the premises. Due to the geography, it can be an attractive shortcut between neighborhoods. The OSOVCC would like to discourage this use of the trail and park, to limit the chances of unfortunate interactions.

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

Yes

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

Although we would like to discourage the use of the trail for motorized traffic, it can be used for emergency access to otherwise widely separated neighborhoods.

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Yes

How is the project expected to reduce vehicular congestion?

By mitigating hazards in the park, non-motorized traffic will be improved. We do not anticipate reducing motorized vehicle congestion.

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

No

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

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

The trail through Johns Park is widely used by bicyclists. It is often used by those wishing to circumnavigate the city by bike, as it offers a pleasant off-road path through South Anchorage. Combined with the connecting easement between Shore Drive and Botanical Heights Circle, bikers can avoid heavily trafficked roadways between Victor Rd. and Oceanview Dr. But this option is becoming less desirable as the trail surface deteriorates.

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

Yes

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

As for bicyclists, a suitable trail surface, well-drained and even, will improve the experience for dog-walkers, parents with prams, and those with disabilities using wheelchairs, crutches, and other mobility devices.

CRITERIA: Economic

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

Unknown

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

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

No

Please identify the Land Uses associated with this project.

Single-Family and Two-Family Park Or Natural Area

Is the project expected to promote or include transit improvements?

Yes

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

By improving the trail, this project can provide easier access to bus routes on Johns Rd., should they be reinstated in the future.

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

A popular non-motorized traffic corridor, the Johns Park trail can be expected to improve air quality by enabling users to more easily access open spaces, thus driving less and exercising more.

Why is the project NOT expected to improve air quality?

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

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

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

Unknown

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

CRITERIA: Preservation

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

Yes

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

The maintenance and improvements to the bridge over Furrow Creek will improve off-street access to walkers and other users from the surrounding neighborhoods. The botched bank armoring effort from a few years ago, if repaired, can be expected to improve the life of the bridge, the quality of the creek water feeding the Coastal Refuge, access to the trail from users on the south side of the park. This part of the project alone is critical due to the continued erosion around the bank rip-rap. Furthermore, repairs to the playground and picnic equipment are due; improvements can be expected to increase park utilization and enjoyment.

Is the project expected to implement natural based solutions?

Yes

Which nature based solutions is the project expected to implement?

This project is expected to improve the drainage issues which are damaging the trail and limiting its enjoyment. Repairing the bridge and its locale are expected, in addition to those items mentioned above, to stabilize the stream banks and contribute to returning Furrow Creek below Johns Rd. to a near-natural state, scrubbing some of the toxins and pollutants acquired from traversing miles of upstream industrial and commercial development, and thus maintaining a haven for birds, wildlife, micro-invertebrates, natural vegetation, etc.

Is the project expected to improve transit stops?

Unknown

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 14, 2022 4:56 PM

Date

February 14, 2022

Time

16:34

Project Information

Project Name

Safety Directional Signage and Wayfinding for Non-Motorized Users

Name of Person Submitting the Nomination

Diana Rhoades

Affiliation

Anchorage Park Foundation

Phone Number

907 249-6652

Email Address

Diana@Anchorageparkfoundation.org

Description of Project or Program

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

Wayfinding is needed for new and existing users to safely navigate Anchorage's shared use pathways - the Chester Creek, Campbell Creek, Ship Creek and Coastal Trails (also known as the Moose Loop). The Parks Commission has adopted a wayfinding plan for municipal facilities. <https://anchorageparkfoundation.org/wp-content/uploads/2015/10/Option-4-Design.pdf> Both the Anchorage Park Foundation and Anchorage Parks and Recreation have purchased and installed signage over the past five years, but more is needed. The Anchorage Park Foundation has paid for studies for both the Chester Creek and Campbell Creek trails through Bettisworth North Architects to determine where and what types of wayfinding and directional signage is needed. Funding for a plan for signage on city and state streets to direct new and existing users to the Moose Loop non-motorized transportation infrastructure is also needed. \$500,000 towards this signage would increase safety.

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



CRITERIA: Safety

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

Yes

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

Safety and directional signage will help alleviate safety concerns.

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

Yes

What are the bicycle related safety concerns?

Safety and directional signage will help alleviate safety concerns along the Moose Loop.

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

Yes

What are the pedestrian related safety concerns?

Safety and directional signage will help alleviate safety concerns along the Moose Loop.

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

Yes

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

Safety and directional signage will help alleviate safety concerns along the Moose Loop.

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

Yes

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

Safety and directional signage will help alleviate safety concerns along the Moose Loop.

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Yes

How is the project expected to reduce vehicular congestion?

The more that people feel safe biking and walking the more they will use it, reducing the number of cars on the streets.

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

No

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

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

Safety and directional signage will help alleviate safety concerns along the Moose Loop.

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

Yes

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

Safety and directional signage will help alleviate safety concerns along the Moose Loop to walk, bike and roll.

CRITERIA: Economic

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

Unknown

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

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

No

Please identify the Land Uses associated with this project.

Bicycle and pedestrian and ADA safety.

Is the project expected to promote or include transit improvements?

Yes

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

Directional signage could include bus stops.

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

Increasing capacity for cycling improves air quality.

Why is the project NOT expected to improve air quality?

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

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

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

Unknown

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

CRITERIA: Preservation

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

No

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

Is the project expected to implement natural based solutions?

No

Which nature based solutions is the project expected to implement?

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Complete Streets / Major Infrastructure (Corridor)

Submitted By: Anonymous user

Submitted Time: February 14, 2022 3:28 PM

Date

February 14, 2022

Time

11:11

Project Information

Project Name

Hidden Treasure pathways: develop forgotten easements to close gaps in our non-motorized network

Name of Person Submitting the Nomination

Nancy Pease

Affiliation

several

Phone Number

907 345 8738

Email Address

nancypease2@gmail.com

Description of Project or Program

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

Hidden Treasure pathways: inventory and development of forgotten pathways that were platted or reserved but never built. This project begins with inventory and scoping of unused easements; then surveys, signage, and field work on new pathways. Undeveloped easements are a highly efficient way to connect the active transportation network. New through-routes and short-cuts will encourage walking and biking in lieu of driving. These easements offer safe, fast, and pleasant travel separated from traffic. These connections support public health, equity, and neighborhood vitality. Hidden easements exist all over Anchorage. The inventory and scoping will determine which projects should be built. Possible examples: south coastal access; Campbell Lake access; a ROW from Bainbridge Road to DeArmoun Road; connections from Golden View Drive to Bear Valley School; connections from cul-de-sacs to the Potter Highlands trail. Your map won't depict multiple locations. Need alternative.

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



CRITERIA: Safety

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

No

What are the truck (freight) related safety concerns?

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

Yes

What are the bicycle related safety concerns?

The inventory and scoping element of the Hidden Treasure Pathways will reveal numerous safety opportunities across town. The example projects in this application will divert bicyclists from prohibitively hazardous road segments such as the crash-prone Dearmoun Road curve, crash-prone Golden View intersection, and steep parts of Rabbit Creek Road.

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

Yes

What are the pedestrian related safety concerns?

The inventory of hidden easements will reveal numerous safety opportunities throughout town. The example projects in this application will divert pedestrians from hazardous road segments such as blind hairpin curves on Potter Valley Road, the crash-prone Dearmoun Road curve, crash-prone Golden View intersection, steep parts of Rabbit Creek Road, and roads with a lot of fast through-traffic. Projects cited as examples in this application would support alternative transportation to South High School, Golden View Middle School, and Bear Valley School, which all have high student pick up/drop off, and teenage drivers, which diminishes vehicular travel safety. An existing example of how an off-road connection works is an existing 30-yard easement from Belmont Drive between two properties to West High School. Every school in town could benefit from development of hidden easements that would allow children to walk directly to and from neighborhoods on non-vehicular connections.

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

Yes

What are the vehicular related safety concerns?

The inventory of hidden easements will reveal which areas have vehicular safety concerns that new pathway connections can mitigate. The examples in this application include congested school zones and roadways with steep slopes, poor sightlines, and dangerous curves with inherent vehicle hazards. Projects cited as examples would support alternative transportation to areas of vehicle safety concern (and regular crashes) around South High School, Golden View Middle School, and Bear Valley School. Many Anchorage schools have a high student pick up/drop off, and teenage drivers, which diminishes vehicular travel safety. Many schools could benefit from development of hidden easements that would allow children to walk directly to and from neighborhoods on non-vehicular connections.

Are there any safety concerns related to emergency response in or near the project location?

Yes

What are the emergency response related safety concerns?

Hidden Treasure easements will provide non-motorized escape routes and short-cuts that could be used by small vehicles in cases of wildfire, police blocks, earthquakes, or similar emergencies where the road system may be temporarily blocked to the public. These easements are within and between neighborhoods and community destinations. They do not create new emergency response difficulties deep within parks or natural areas.

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Yes

How is the project expected to reduce vehicular congestion?

The inventory of Hidden Treasure easements and unused ROW will reveal specific congestion reductions. Several examples in this application would alleviate the acute congestion created

by school-related driving. Safe walk- and bike-to-school routes will shift people away from driving, especially direct, fast connections along off-the-road corridors.

Is the project expected to improve truck (freight) movement?

No

How is the project expected to improve truck (freight) movement?

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

Upgrading and signage of NEW, direct connections keep will bicyclists off hazardous roadways and intersections. Bicyclists with disabilities or low skills will be empowered to use these safe connections. There are several north-south connections possible off of the main roadways, which is a particular weakness in commuter biking from South Anchorage. The physical improvements will depend on each Hidden Treasure that is chosen for development. Several pathways can be accomplished by signage and removal of encroachments or vegetation. Others need mechanical grading of an unsurfaced 6 to 8 foot-wide path. Some will need bollards or boulders to deter vehicle use.

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

Yes

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

Upgrading and signage of NEW, direct connections that will shorten travel and keep pedestrians off hazardous roadways and intersections. Pedestrians with disabilities or low skills will be empowered to use these safe connections. The physical improvements will depend on each

Hidden Treasure that is chosen for development. Several can be accomplished by signage and removal of encroachments or vegetation. Others need mechanical grading of an unsurfaced 6 to 8 foot-wide path.

Is the project expected to reduce transit vehicle delay?

Unknown

How is the project expected to reduce transit vehicle delay?

Why is the project NOT expected to reduce transit vehicle delay?

CRITERIA: Economic

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

No

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

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

No

Please identify the Land Uses associated with this project.

Residential, parks, other open space, schools, other community facilities, town and neighborhood commercial centers

Is the project expected to promote or include transit improvements?

No

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

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

New non-motorized connections will reduce vehicular particulates and emissions by replacing vehicle trips with pedestrian and bicycle trips. Fewer vehicle miles traveled, and less traffic congestion both improves air quality.

Why is the project NOT expected to improve air quality?

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

Yes

How is the project expected to improve systemwide VMT?

New non-motorized connections will replace vehicle trips with pedestrian and bicycle trips. The example projects include school-related travel. This mode shift is especially valuable for students, as the early example of non-motorized travel for youth can become a life-long habit.

Why is the project NOT expected to improve systemwide VMT?

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

Yes

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

Reduction of greenhouse gas emissions of 50 percent by 2030 requires a robust mode shift to reduce VMT. Hidden Treasure connections are a powerful incentive to walk or ride instead of driving: they create short, safe, pleasant connections off the main roadway, and may even be the fastest travel alternative in congested areas. Completion of the non-motorized “grid” is a high inducement for increased mode shift to biking and walking. In addition, mode shift to active transportation also relieves the demand for lane and intersection expansion. This reduces the amount of asphalt and the emissions created by traffic delays. It also incorporates recreation into daily life, reducing the amount of driving to recreation sites.

CRITERIA: Preservation

Is the project expected to improve roadway pavement conditions?

No

How is the project expected to improve roadway pavement conditions?

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

Yes

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

This project will identify and develop NEW off-the-roadway connections. These are legally-platted short-cuts and direct routes that the public doesn't know exist. They will make non-motorized travel safe, convenient, and physically possible for the first time for many residents, especially the young, the old, and the less physically able who need to avoid busy roadways.

Is the project expected to implement natural based solutions?

Yes

Which nature based solutions is the project expected to implement?

Hidden Treasure pathways are mostly short connections and relatively narrow (compared to roads). They will need minimal use of built infrastructure unless there is a stream crossing. Some trails can be built with native materials for the tread, and the drainage can be captured by native terrain and vegetation. There will not be a flush of run-off into the stormwater system. These pathways offer an important nature-based solution for better public health and neighborhood cohesion by getting people to switch to active transportation and by connecting neighborhoods.

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

Submitted Time: February 14, 2022 4:27 PM

Date

February 14, 2022

Time

16:11

Project Information

Project Name

Eklutna Lakeside Trail

Name of Person Submitting the Nomination

Evan Anderson

Affiliation

Alaska Legislature - Rep. Zack Fields

Phone Number

9074652647

Email Address

evan.anderson@akleg.gov

Description of Project or Program

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

Eklutna Lakeside Trail is rapidly eroding into the lake. There are multiple stretches that require a biker to get off their bike and walk -- without much guarantee of safety. These sections are inaccessible to ADA compliance, and they impede on many user groups' access to the trail. The Eklutna Lakeside Trail is one of very few trails within the Municipality of Anchorage open to 4-wheelers and snow machines on specific days -- it is important to keep this access as well as access to the wide variety of non-motorized users -- walkers, runners, bikers, and skiers. The trail needs repair -- likely new gravel and grading. The most important stretch is around the northern perimeter of the lake -- about 8 miles to the landing strip. DOT estimates this cost at less than \$200k/ The section from the landing strip to Bold Peak and the glacier trail could be repaired at a later date at additional cost.

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



CRITERIA: Safety

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

No

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

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

Yes

What are the bicycle related safety concerns?

Erosion & trail degradation could lead to a major accident or fall -- mudslides, collisions with motorized users. Evacuation in case of emergency could be impeded by the current conditions.

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

Yes

What are the pedestrian related safety concerns?

Erosion & trail degradation could lead to a major accident or fall -- mudslides, collisions with motorized users. Evacuation in case of emergency could be impeded by the current conditions.

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

Yes

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

Collisions between motorized and non-motorized users are more likely on a degraded, thinning trail than on a wide one

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

Yes

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

Erosion & trail degradation could impede evacuation or emergency vehicle access in case of emergency

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

No

How is the project expected to reduce vehicular congestion?

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

No

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

Is the project expected to improve the bicycle network?

Yes

How is the project expected to improve the bicycle network?

Eklutna Lakeside Trail is one of the iconic bike rides in the Anchorage area -- improving the trail makes it ride-able for more Alaskans.

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

Yes

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

Eklutna Lakeside Trail is one of the iconic bike rides in the Anchorage area -- improving the trail makes it ride-able for more Alaskans. A trail at grade can increase access for additional users of varying abilities.

CRITERIA: Economic

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

Yes

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

Improve access at a major outdoor recreation location -- a crown jewel of Chugach State Park and National Forest

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

Yes

Please identify the Land Uses associated with this project.

Is the project expected to promote or include transit improvements?

No

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

CRITERIA: Environment

Is the project expected to improve air quality?

Unknown

How is the project expected to improve air quality?

Why is the project NOT expected to improve air quality?

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

Unknown

How is the project expected to improve systemwide VMT?

Why is the project NOT expected to improve systemwide VMT?

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

Yes

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

Dealing with riparian erosion and maintaining access to Anchorage's outdoor spaces are key components of the Climate Action Plan

CRITERIA: Preservation

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

Unknown

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

Is the project expected to implement natural based solutions?

Yes

Which nature based solutions is the project expected to implement?

Eklutna Lake is the major water source for Anchorage -- by keeping trail users on the trails, that will help users avoid the eroding lake-banks and avoid further contributing to the problems

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?

**Do Not Score Past This
Point**

**Projects moved to CMAQ
category for scoring**

Transportation Alternative Program (TAP) Nomination Form

Submitted By: Nicolette Dent

Submitted Time: February 14, 2022 4:38 PM

Date

February 14, 2022

Time

15:07

Project Information

Project Name

Improving Winter Maintenance on Anchorage's Greenbelt Trails

Name of Person Submitting the Nomination

Nicolette Dent

Affiliation

Anchorage Parks and Recreation

Phone Number

907-917-6663

Email Address

nicolette.dent@anchorageak.gov

Description of Project

What is your project? Please describe it in your own words.

The Anchorage Parks and Recreation Department (PRD) seeks new equipment to increase the frequency, efficiency, and quality of winter maintenance on greenbelt trails: 1 Nordic/all-season groomer + shipping (SR3X SnowRabbit) \$210,000 2 Trackless vehicles \$150,000 ea. 4 snowmobiles (Ski-doo Skandic SWT) \$15,000 ea. 2 tow-behind groomers w/ hydraulic down pressure tool \$9,000 ea. 2 tow-behind groomers for winter biking (SnowBlaster 33) \$5,000 ea. 1 truck + flatbed trailer (Ford F450) \$75,000 These trails and other PRD-managed assets like Safe Routes to Schools are essential non-motorized transportation corridors. This project meets Goal 4 of the Non-Motorized Transportation Plan to optimize maintenance in all seasons and will allow PRD to meet a growing demand for winter recreation and multi-modal transport. Greenbelt trail counts increased 15% in 2020 compared to 2014 - 2019. In a survey of 1,469 Anchorage residents, 55% reported using parks and trails more often than before COVID-19.

Size: What is the relative size of the population that will directly benefit from this project?

The Anchorage population, approx. 291,000

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



Preservation of Existing Facilities

Is the project expected to significantly preserve an existing facility?

Yes

How is the project expected to significantly preserve an existing facility?

PRD manages 250 miles of trails in the Municipality and currently grooms the Coastal, Campbell Creek, and Chester Creek Trails for use by winter bikers, skiers, and walkers. Daily average counts on the greenbelt trails can range between 300 and 1,000, but grooming operations are currently only two days per week. The requested equipment will improve the efficiency of maintenance operations, allowing PRD to increase the frequency of winter trail maintenance and preserve the quality of greenbelt trails and non-motorized pathways as transportation and recreation corridors. In early spring, Trackless machines can plow snow and improve shoulder season transportation conditions. In summer, the same machines can clear leaves, gravel, and debris from trails and pathways. In winter, increased passes by PRD grooming machines can reduce ice build-up and preserve the quality of snowpack.

Is it immediately needed, based on recommendations of maintenance staff, and/ or observations from field investigation?

Yes

Quality of Life

Is the project expected to improve quality of life by addressing problems such as flooding, noise, pollution, crime, unsightliness, etc?

Yes

How is the project expected to improve quality of life?

Spending time outdoors improves people's health and quality of life. In a 2021 survey about park and trail use among Anchorage residents, two-thirds said they use parks and trails regularly to exercise and improve mental health. Additionally, many residents said that access to parks and trails is a main reason they choose to live in Anchorage. By upgrading and expanding equipment for winter trail maintenance, PRD will be able to provide more frequent

grooming resulting in a higher quality trail experience. This results in safer trail conditions so that residents can access the health benefits of trails year-round. Further, PRD is already equipped to share grooming and snow clearing information with the public through a new interactive online map that is updated multiple times per week.

Improves Safety

Is the project expected to promote the safe movement of pedestrians and bicyclists?

Yes

How is the project expected to promote the safe movement of pedestrians and bicyclists?

Increased grooming capacity will improve the safety and condition of the greenbelt trails for pedestrians and winter bicyclists. Trail volumes typically peak in mid-summer and taper during winter. However, the recent popularity of winter biking has significantly increased the number of people using trails through shoulder seasons and during winter. Through more efficient and frequent winter maintenance, PRD can better support increased use of the trail system for winter non-motorized transportation. This project fulfills objectives described under Goal 4 of the Non-Motorized Transportation Plan, including: to expand and enhance maintenance in all seasons; to prioritize winter maintenance on the most traveled routes; and to prioritize winter maintenance on a citywide network of routes for people of all ages and abilities.

Is the project expected to correct a documented safety issue related to pedestrians/bicyclist and vehicle conflicts?

Yes

How is the project expected to correct a documented safety issue related to pedestrians/bicyclist and vehicle conflicts?

A well-maintained, high-quality winter greenbelt trail provides a safe non-motorized transportation alternative and reduces the need for pedestrians and bicyclists to use busy roads and unmaintained sidewalks for transportation. Keeping more non-motorized transport users on the trail system will reduce interactions and potential conflicts between pedestrians/bicyclists and vehicles.

Economic Benefits

Is the project expected to encourage economic development, or a recreational, educational or tourism activity through improved access and transportation opportunities?

Yes

How is the project expected to encourage economic development, or a recreational, educational or tourism activity through improved access and transportation opportunities?

Anchorage's greenbelt trails are one of the city's greatest assets. They are a draw for tourists and contribute to a high quality of life that attracts and retains a talented workforce. Both residents and visitors alike enjoy the wide range of recreational opportunities found in Anchorage's parks and on trails. Specifically, the greenbelt trail system provides non-motorized transportation corridors that link directly to public transit, business districts, and major employment areas like Downtown and the UMED District. Improved winter trail maintenance facilitates non-motorized access to important economic centers, draws tourists to stay and explore Anchorage, and provides enhanced quality of life for Anchorage residents.

Operations & Maintenance Budget Commitment

Does the project have a commitment from the responsible agency to operate and maintain the proposed project?

Yes

What is the name of the responsible agency?

Anchorage Parks and Recreation

Support of Project

Is there significant public support (i.e. community councils, user groups, elected officials, etc) and/or government agency support for the project?

Yes

Are there resolutions or endorsements from the public and or government agencies?

Yes

Describe and explain the public support for the project.

Recreation user groups, organizations and individual trail users have expressed support for increased grooming and winter maintenance. PRD has also documented support for trail maintenance through city-wide surveys, master planning projects, and Community Council project nominations in the Capital Improvements Program/Capital Improvements Budget. The pandemic has also raised awareness of trails as essential infrastructure. In a PRD survey of 1,469 Anchorage residents, 62% said they value parks and trails more than they did before COVID-19. This feedback also aligns with goals and objectives for greenbelt trails/shared-use pathways outlined in the Anchorage Non-Motorized Plan, which reflects a multi-year public engagement process. Two recently nominated AMATS projects – the Downtown Connector Trail (Ship Creek to Coastal Trail) and the Fish Creek to Coastal Trail Connection – illustrate the Anchorage community's strong support for greenbelt trails and non-motorized connections.

Intermodal / Multimodal Characteristics

Is the project expected to promote intermodal or multimodal (transit, bicycle or pedestrian) use of the transportation system?

Yes

How is the project expected to promote intermodal or multimodal (transit, bicycle or pedestrian) use of the transportation system?

The greenbelt multi-use trail system is one of Anchorage's strongest assets and connects many parts of the city. Weekly and hourly trail count patterns confirm that Anchorage's trails are used for both recreation and travel/commuting. In winter, groomed multi-use trails support many types of non-motorized winter transportation, including cross-country skiing, winter biking, and walking. Cyclists can also seamlessly transition from riding on the trails to loading their winter or summer bike on the People Mover. Enhanced winter maintenance operations will expand the usability and safety of the trails.

Funding Efficiency

Is the project expected to encourage pursuit of additional non-federal /non-bond matching funds for capital projects and discourage loss of funding due to expenditure time traps?

Yes

If so what is the amount of co-funding relative to the total estimated project cost? Describe and explain.

N/A, this project is expected to support PRD maintenance and operations. By investing in new grooming machines and replacing some aging equipment, PRD will be able to better take care of existing assets and reduce future maintenance costs. This reduces wear and tear and helps to extend the life of trail facilities and maintenance equipment.

Improves Connectivity

Is the project expected to provide pathway or sidewalk connections by constructing missing links?

Yes

How is the project expected to provide pathway or sidewalk connections by constructing missing links?

Anchorage's trail system provides critical links to neighborhoods and business districts. Additionally, PRD maintains Safe Routes to Schools and other shared use pathways throughout Anchorage. Many of the identified equipment support different types of attachments for trail and shared use pathway maintenance in all seasons. In winter, the increased ability to clear snow and groom trails will reduce barriers for trail users to connect into neighborhoods and commercial areas. In summer, keeping trails and pathways clear of debris is essential for supporting increased recreation and non-motorized transportation.

Cost/Benefit Value

Does the completed design work demonstrate that the project is clearly buildable with a comparably low cost?

Yes

**Projects moved to
Complete Street category
for scoring**

Transportation Alternative Program (TAP) Nomination Form

Submitted By: Tyndall Ellis

Submitted Time: February 5, 2022 7:04 AM

Date

February 5, 2022

Time

06:57

Project Information

Project Name

Basher Dr Trailhead

Name of Person Submitting the Nomination

Tyndall Ellis

Affiliation

None

Phone Number

907-250-1036

Email Address

tyndall.ellis@gmail.com

Description of Project

What is your project? Please describe it in your own words.

Increase the size of the Basher Dr Trailhead. Parking flows out onto Basher Dr and slows down traffic through the area.

Size: What is the relative size of the population that will directly benefit from this project?

Stuckagain Heights and East Anchorage

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



Preservation of Existing Facilities

Is the project expected to significantly preserve an existing facility?

Unknown

How is the project expected to significantly preserve an existing facility?

Is it immediately needed, based on recommendations of maintenance staff, and/ or observations from field investigation?

Quality of Life

Is the project expected to improve quality of life by addressing problems such as flooding, noise, pollution, crime, unsightliness, etc?

Yes

How is the project expected to improve quality of life?

Improved access to Chugach State Park for east Anchorage and reduced onstreet parking on a narrow road.

Improves Safety

Is the project expected to promote the safe movement of pedestrians and bicyclists?

Yes

How is the project expected to promote the safe movement of pedestrians and bicyclists?

Allow better offstreet parking so people aren't walking along Basher Dr.

Is the project expected to correct a documented safety issue related to pedestrians/bicyclist and vehicle conflicts?

Unknown

How is the project expected to correct a documented safety issue related to pedestrians/bicyclist and vehicle conflicts?

Economic Benefits

Is the project expected to encourage economic development, or a recreational, educational or tourism activity through improved access and transportation opportunities?

Yes

How is the project expected to encourage economic development, or a recreational, educational or tourism activity through improved access and transportation opportunities?

Improve recreational tourism for the city of Anchorage.

Operations & Maintenance Budget Commitment

Does the project have a commitment from the responsible agency to operate and maintain the proposed project?

Unknown

What is the name of the responsible agency?

Support of Project

Is there significant public support (i.e. community councils, user groups, elected officials, etc) and/or government agency support for the project?

Unknown

Are there resolutions or endorsements from the public and or government agencies?

Unknown

Describe and explain the public support for the project.

Intermodal / Multimodal Characteristics

Is the project expected to promote intermodal or multimodal (transit, bicycle or pedestrian) use of the transportation system?

No

How is the project expected to promote intermodal or multimodal (transit, bicycle or pedestrian) use of the transportation system?

Funding Efficiency

Is the project expected to encourage pursuit of additional non-federal /non-bond matching funds for capital projects and discourage loss of funding due to expenditure time traps?

Unknown

If so what is the amount of co-funding relative to the total estimated project cost? Describe and explain.

Improves Connectivity

Is the project expected to provide pathway or sidewalk connections by constructing missing links?

No

How is the project expected to provide pathway or sidewalk connections by constructing missing links?

Cost/Benefit Value

Does the completed design work demonstrate that the project is clearly buildable with a comparably low cost?

Unknown

**Projects are Ineligible
for AMATS federal
funding**

Transportation Alternative Program (TAP) Nomination Form

Submitted By: Jamar Hill

Submitted Time: February 11, 2022 2:39 PM

Date

February 11, 2022

Time

12:03

Project Information

Project Name

Mountain View Indoor Field House Project

Name of Person Submitting the Nomination

Jamar Hill

Affiliation

Gamers Sports Travel a 501C3 Nonprofit

Phone Number

907-231-5056

Email Address

rbialaska@gmail.com

Description of Project

What is your project? Please describe it in your own words.

We are developing an indoor youth practice space in the Mountain neighborhood of Northeast Anchorage. This project is innovative for this city in that it is being developed as a Community Center, which allows us to offer this space within the neighborhood as apposed to in a commercial district. As a result, we will be able to deliver indoor winter youth activities against Alaska's climate restrictions in a way that eliminates economic and transportation hurdles in this area. The project is located off of Mountain View Dr. and Pine St. across from Mountain View Lions Park offering Mountain View residents an indoor winter option from park activities. This project has received a parking credit from the Anchorage Municipality during the variance process. What we've created is a project that eliminates transportation hurdles for kids living in the area as the project is located walking distance from one of our cities most densely populated areas.

Size: What is the relative size of the population that will directly benefit from this project?

7300

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



Preservation of Existing Facilities

Is the project expected to significantly preserve an existing facility?

Yes

How is the project expected to significantly preserve an existing facility?

This project enhances the usability of Mountain View Lions parks. We are offering a secure indoor space that is attached to the park will allow us to create more sustainable indoor and outdoor year round youth programs. The project will offer the park a contingency for poor weather, a secure indoor bathroom option, indoor equipment storage, and internet connectivity if needed. Note: Polar Mountain View Little League and its participants will directly benefit from this project with their home field being Mountain View Lions Park.

Is it immediately needed, based on recommendations of maintenance staff, and/ or observations from field investigation?

No

Quality of Life

Is the project expected to improve quality of life by addressing problems such as flooding, noise, pollution, crime, unsightliness, etc?

Yes

How is the project expected to improve quality of life?

As stated earlier, this project will be located across the street from Mountain View Lions Park, in the Mountain View neighborhood, offering kids in this area a recreational space within walking distance. This project is also near a connecting point to the Anchorage Parks Foundations "Moose Loop" trail system that connects Anchorage bicyclists to all quadrants of the city. Because this project is new construction, we are required to execute extensive landscaping. This project has been approved by the Urban Design Commission, which, to my understanding, is a group of architects that ensure that projects are inline with the desired aesthetic of a neighborhood creating a positive visual impact. Our lighting plans will ensure the safety of participants. We are very inviting to the potential to use this project to feature art

reflecting this community. This project will honor the historical legacy of these people/groups.
Sladen Mohl Lefty Van Brunt Northeast Anchorage Softball Dan Coyle

Improves Safety

Is the project expected to promote the safe movement of pedestrians and bicyclists?

Yes

How is the project expected to promote the safe movement of pedestrians and bicyclists?

This project is near a connecting point to the Anchorage Parks Foundations "Moose Loop" trail system that connects Anchorage bicyclists to all quadrants of the city. As a result, young people on bikes, coming from neighboring communities, will be able to access this facility.

Is the project expected to correct a documented safety issue related to pedestrians/bicyclist and vehicle conflicts?

Yes

How is the project expected to correct a documented safety issue related to pedestrians/bicyclist and vehicle conflicts?

This project has been approved through a variance resolution review by the Anchorage traffic department, which assures that the project doesn't conflict with the needs and expectations of the traffic department. Mountain View is one of the higher crime areas of Anchorage. This project will provide a well staffed, safe option for kids.

Economic Benefits

Is the project expected to encourage economic development, or a recreational, educational or tourism activity through improved access and transportation opportunities?

Yes

How is the project expected to encourage economic development, or a recreational, educational or tourism activity through improved access and transportation opportunities?

Our program is affiliated with Major League Baseball through their Reviving Baseball in Inner Cities Initiative. Through this program we receive subsidies for equipment and travel supporting underserved kids with positive experiences. In 2018 this program and their officials visited and featured Alaska in a 24 hours of baseball promotion. Our program has seven coaches on staff that are all former, college graduated, participants of our program. We are proud that we have been able to create these jobs for these young professionals while changing the local culture to accept coaching as a profession. We currently offer a free annual camp ages 8-13 in partnership with ASD, USA Baseball and the Seattle Mariners supporting reading in schools. We are waiting on pending grants with the Alaska Community Foundation and The Alaska Mental Health Trust Exchange on for supporting producing sports related education materials related to mental health and social emotional awareness.

Operations & Maintenance Budget Commitment

Does the project have a commitment from the responsible agency to operate and maintain the proposed project?

Yes

What is the name of the responsible agency?

Our Nonprofit owns the land for this project and will be liable for its continued maintenance.

Support of Project

Is there significant public support (i.e. community councils, user groups, elected officials, etc) and/or government agency support for the project?

Yes

Are there resolutions or endorsements from the public and or government agencies?

Yes

Describe and explain the public support for the project.

We have letters of support from the Downtown Assembly and the East Anchorage Assembly (Chris Constant, Pete Petersen). We also have a letter of support from the Mountain View Community Council. We were told we would be on the 2022 Action Plan by the Municipality. The Anchorage Downtown Rotary has supported us with a grant for the purchase of equipment, and has plans to approve a larger grant this year.

Intermodal / Multimodal Characteristics

Is the project expected to promote intermodal or multimodal (transit, bicycle or pedestrian) use of the transportation system?

Yes

How is the project expected to promote intermodal or multimodal (transit, bicycle or pedestrian) use of the transportation system?

This project borders Mountain View Dr, which connects to Bus 20 of the People Mover Transit System.

Funding Efficiency

Is the project expected to encourage pursuit of additional non-federal /non-bond matching funds for capital projects and discourage loss of funding due to expenditure time traps?

Yes

If so what is the amount of co-funding relative to the total estimated project cost? Describe and explain.

-We have been approved for a Tier 2 grant from the Rasmuson Foundation for \$350,000. -We have been approved for a \$200,000 sponsorship with GCI supporting operating the facility. -We have a pending \$350,000 grant with the Murdock Charitable Trust. -We have a pending \$250,000 grant with Major League Baseball. -We have pending support through the 2022 Action Plan.

Improves Connectivity

Is the project expected to provide pathway or sidewalk connections by constructing missing links?

Yes

How is the project expected to provide pathway or sidewalk connections by constructing missing links?

The project will provide paving for at least a portion of two existing unpaved alleyways. The project site plan indicates that two sidewalks will be created on the side of the building.

Cost/Benefit Value

Does the completed design work demonstrate that the project is clearly buildable with a comparably low cost?

Yes

Transportation Alternative Program (TAP) Nomination Form

Submitted By: Lindsey Hajduk

Submitted Time: February 14, 2022 3:38 PM

Date

February 14, 2022

Time

15:31

Project Information

Project Name

Northwood Park forest preservation

Name of Person Submitting the Nomination

Lindsey Hajduk

Affiliation

Spenard Community Council

Phone Number

907-360-3320

Email Address

spenardcc@gmail.com

Description of Project

What is your project? Please describe it in your own words.

Northwood Park is Spenard's largest park, and it has suffered from spruce bark beetle kill and recent wind storms. As trees have died or been felled, the park's tree preservation is needed. The 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. 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.

Size: What is the relative size of the population that will directly benefit from this project?

2400

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



Preservation of Existing Facilities

Is the project expected to significantly preserve an existing facility?

No

How is the project expected to significantly preserve an existing facility?

Is it immediately needed, based on recommendations of maintenance staff, and/ or observations from field investigation?

Quality of Life

Is the project expected to improve quality of life by addressing problems such as flooding, noise, pollution, crime, unsightliness, etc?

Yes

How is the project expected to improve quality of life?

Currently Northwood Park is one of the city's most problematic park due to adjacent private property owners. Preserving the trees and vegetation of the park will improve the quality of life for residents in the area and who use the park and Fish Creek Trail.

Improves Safety

Is the project expected to promote the safe movement of pedestrians and bicyclists?

No

How is the project expected to promote the safe movement of pedestrians and bicyclists?

Is the project expected to correct a documented safety issue related to pedestrians/bicyclist and vehicle conflicts?

No

How is the project expected to correct a documented safety issue related to pedestrians/bicyclist and vehicle conflicts?

Economic Benefits

Is the project expected to encourage economic development, or a recreational, educational or tourism activity through improved access and transportation opportunities?

No

How is the project expected to encourage economic development, or a recreational, educational or tourism activity through improved access and transportation opportunities?

Operations & Maintenance Budget Commitment

Does the project have a commitment from the responsible agency to operate and maintain the proposed project?

Yes

What is the name of the responsible agency?

Parks & Recreation

Support of Project

Is there significant public support (i.e. community councils, user groups, elected officials, etc) and/or government agency support for the project?

Yes

Are there resolutions or endorsements from the public and or government agencies?

Yes

Describe and explain the public support for the project.

The Spenard Community Council approved this project in resolution on 2/2/22.
<http://communitycouncils.org/servlet/viewfolder?id=5084>

Intermodal / Multimodal Characteristics

Is the project expected to promote intermodal or multimodal (transit, bicycle or pedestrian) use of the transportation system?

No

How is the project expected to promote intermodal or multimodal (transit, bicycle or pedestrian) use of the transportation system?

Funding Efficiency

Is the project expected to encourage pursuit of additional non-federal /non-bond matching funds for capital projects and discourage loss of funding due to expenditure time traps?

Unknown

If so what is the amount of co-funding relative to the total estimated project cost? Describe and explain.

Improves Connectivity

Is the project expected to provide pathway or sidewalk connections by constructing missing links?

No

How is the project expected to provide pathway or sidewalk connections by constructing missing links?

Cost/Benefit Value

Does the completed design work demonstrate that the project is clearly buildable with a comparably low cost?

Unknown