



Non-motorized Plan Community Workshop 1
Saturday, November 18, 2017
10:30 am - 2:30pm
APU Moseley Sports Center

MEETING SUMMARY

Non-motorized Plan Community Workshop #1: November 18, 2017

Objective: Introduction to the Anchorage Non-Motorized Plan, Visioning & Goals

PROJECT TEAM

Municipality of Anchorage, AMATS

Joni Wilm, Project Manager

Craig Lyon, AMATS Planning Manager

Alta Planning and Design:

Fred Young, Project Manager – Seattle, WA

Jessica Szelag, Senior Planner, Anchorage, AK

R&M Consultants: Anchorage, AK

Van Le, Planning/Stakeholder Engagement

Taryn Oleson, Planning/Stakeholder Engagement

Huddle AK: Anchorage, AK

Holly Spoth-Torres, Stakeholder Engagement

Chelsea Ward-Waller, Stakeholder Engagement

ATTACHMENTS

1. Sign-In Sheets
2. Comment Form & Map Comments
3. Display Boards (available on request)

OUTREACH

The following methods were used to advertise the Community Workshop:

1. Federation of Community Council Email Notice – sent on 11/9/17 and 11/16/17
2. Direct email invitations to user groups, bicycle sales and repair businesses, applicable organizations (Anchorage Community Land Trust, Alaska Trails, Bike Anchorage, AEDC LiveWorkPlay, Schools on Trails, Anchorage Park Foundation, etc.) – sent on 11/8/17
3. Email Invitation to Citizen and Agency Advisory group
4. Posted on the project Website
5. Alaska Common Ground Email and Facebook event
6. Anchorage Transportation Planning Facebook Event - posted on 11/8/17
7. Bike Anchorage Facebook Event- posted on 11/8/17
8. APU students posted flyers on campus and around town

MEETING SUMMARY

The community workshop was scheduled and advertised in three sections, a bike tour beginning and ending at the Moseley Sport Center from 10:30 am to 12:00 pm, a community workshop from 12:00 pm to 2:30 pm, and a walking tour from 2:30 pm to 3:30 pm.

Bike Tour

The bike tour was led by Fred Young, Chelsea Ward-Waller and Jessica Szlag. The tour left the Moseley Sports Center with nine riders. Participants travelled by bike through UAA's campus, crossing Lake Otis Parkway at West Campus Dr. and biked along neighborhood streets south of Rogers Park Elementary School towards the Seward Highway. Along the way, intersection treatments, neighborhood greenways, and sidepaths were discussed as possible facilities to address safety, connectivity, and accessibility concerns and to form a connected bike network. After biking along sidepaths, trails, sidewalks, and alleyways adjacent to the Seward Highway, participants again used a series of neighborhood side streets and trails to return to APU's Moseley Sports Center.

Open House

Community Members began arriving for the community workshop around 11:45 am. The community workshop was primarily open house style, with 11 informational and interactive boards (see attached) set up around the room and tables with comment forms in the center of the room. As attendees entered the gym, they were greeted by Taryn Oleson, signed in and were provided an overview of the meeting format and its objectives. They would then review the materials on display moving counter-clockwise around the room, talking with project staff as they went along.

Four boards were interactive, asking attendees to:

1. Describe what they want for Anchorage in 3 words
2. Create a vision statement
3. Identify their top three project goal priorities
4. Identify what walking and biking concepts are most important to them.

Two maps asked community members to specifically identify areas where there are missing connections in non-motorized network and where they feel unsafe, are concerned about collisions or personal safety. Holly Spoth-Torres facilitated the discussions around the two maps.



At approximately 1:15 pm, Joni Wilm welcomed the group, introduced the project team, and provided an overview of the project. This project will update and combine the Bike Plan, the Pedestrian Plan and the Trail Plan into one, comprehensive Non-Motorized Transportation Plan for Anchorage and Chugiak-Eagle River. Funding for this project comes from the Federal Highway Administration (FHWA) dollars through the Transportation Alternatives Program (TAP), which supports transportation safety and recreation enhancements.



Joni then introduced Assemblyman John Weddleton who expressed his support for the creation of the Non-Motorized Plan and thanked those in attendance for participating. Fred Young provided a brief overview of the process and invited members in attendance to a guided breakout session on specific barriers in the existing non-motorized network. Van Le also facilitated a breakout session on funding strategies for implementing improvements that will be identified through this project.



The community workshop concluded at the scheduled time of 2:30 pm. The proposed Walk Audit did not have attendee interest and was postponed for Workshop 2, proposed for spring 2018.



ACTIVITY RESULTS

The following contributions were made to the interactive boards at the workshop:

1. What are 3 words to describe what you want for Anchorage?

- a. Connect to natural setting
- b. Plowed. Accessible. Multimodal sidewalks/trails
- c. Connectivity, Safe, Used!
- d. Welcoming, stress-free commuting, accessible
- e. Connectivity, safety, fun
- f. Girdwood-to-Knik Coastal Trail
- g. Bike-able, safe, progressive
- h. Easy, connected, unintimidating
- i. Safe, kid-friendly, multiuse trails
- j. Connected, vibrant, equitable

2. Project Vision Statement: The Vision for the Anchorage Non-Motorized Plan is to...

- a. Make it as safe and fun and easy as possible to be non-motorized travelers in this city
- b. Teach and promote walking/biking at all schools - the next generation wants/need alternatives to private cars
- c. More bike lanes and routes, better sidewalk plowing in winter, promote denser development and town centers to reduce driving need and support mass transit over cars
- d. Make walking safe for everyone!
- e. Maintain what we have!
- f. Tunnel – bridge
- g. Connection along railroad ROW from Barbara Street and Fish Creek trails to Coastal Trail – let's do it!
- h. Support mass transit-pull more people into walking and biking
- i. Direct pedestrian connections between lots – make it quicker to walk than drive
- j. Make non-motorized options safe, convenient and preferable to motorized transportation
- k. Make it as easy to bike/walk to a destinations all year long as the use of a vehicle to the same designation
- l. Make it easy to recreation and commute, connecting people to one another and the places they want to go safely.
- m. Provide and promote a safe, direct, aesthetic network of routes that reduces the need to own/drive a private care. Reduced per/capita car use and ownership should be a measured outcome
- n. Parking is not 'free' even when not priced – the city needs parking policies to reflect the external costs

3. Walking and Biking Concepts: Which of the following concepts are most important to you?

Walking & Biking Concepts	Most Important	Somewhat Important	Least Important
5 E's – holistic approach that includes education, encouragement, engineering, enforcement and evaluation	3	10	0
All Ages and Abilities – providing infrastructure that is appropriate for people of all ages and abilities	7	6	0
Safety – safety from motor vehicles, as well as crime	15	0	0
Connectivity – making sure that getting from place to place is easy and convenient	17	1	0
Directed Funding – providing infrastructure while being respectful of project cost and budget constraints	3	11	0

What else is important to you?

- Convenience
- Encouraging safe bike riding habits
- Separated trails, safe for children is a priority to me
- Linking trails
- Increasing bike-ability in areas where homes are close to commercial areas (to encourage cycling trips to get the grocery store, etc. – especially need in the south side and Abbot Loop area
- Making it easier to bike commute for those who drive across the highway – clearer routes?
- First mile, last mile (connection to destinations) equity

4. Funding Strategies Breakout Session Notes

- Potential Funding Sources: TAP (Transportation Alternatives Program), TIP (Transportation Improvements Program), CIP (Capital Improvements Program), Parks & Recreation, AK Department of Transportation, STIP (Statewide Transportation Improvements Program), AMATS, PM&E via CIP from local road bonds
- Examples of projects funded through these sources:
 - Trails: Fish Creek trail design
 - Ped Improvements: Patterson and Boniface
 - Bike Lanes: Wisconsin, De Armoun, Arctic

Results of the Missing Connections, Collisions and Safety Concerns, and the Breakout Session Map are summaries in the attached files (Excel and Map).

COMMENTS

The following comments were received via comment form (each bullet represents one person who submitted comments):

How do you use the sidewalks, trails, bicycle lanes (non-motorized network)?

- We bike kids to daycare and school with a 'chariot' pull behind. I biked to work until it was stolen – winter still scares me to bike. We walk to Fred Meyer via sidewalks and crossing parking lots. We use Chester Creek Trail to exercise and weekend entertainment
- Commute by bike to work, ski/run/bike after work and on the weekends. Run errands by bike within a 5 mile radius of home if decent route is possible (not covered in now or limited by construction activities).
- Primarily to get from Point A to B, e.g walk or bike to work (5 miles 1 way) go to store or get food at fast food place (less than 2 miles one-way) – secondarily as exercise or just to get out and explore.
- I currently use trails and bike lanes mostly for recreational biking and skiing. I would like to use them more for commuting but the connectivity needs to improve.
- I ride approximately 50-80 miles a week, primarily linking the existing trail networks – I avoid Anchorage roads at all costs. Favorite rides – Tour of Anchorage, Campbell Creek Trails to Chester to Coastal Trail loop, Campbell Trail to Tour of Anchorage to Birch trail – down Huffman (need trail down Huffman)
- Year round cyclist
- Recreation for exercise - I do not bike commute due to safety concerns. I ski, hike, bike, run and orienteer in Northeast Anchorage.
- I recreate (ski, bike, run) as well as summer commute by bike.
- Commuting to work by bike, walking, and skiing in winter.
- Summer commute most days by bike on the roads and greenbelts and winter commute occasionally, mostly on the greenbelts.
- Health, access to destinations, recreation, and access to work.

What do you like about the existing non-motorized network?

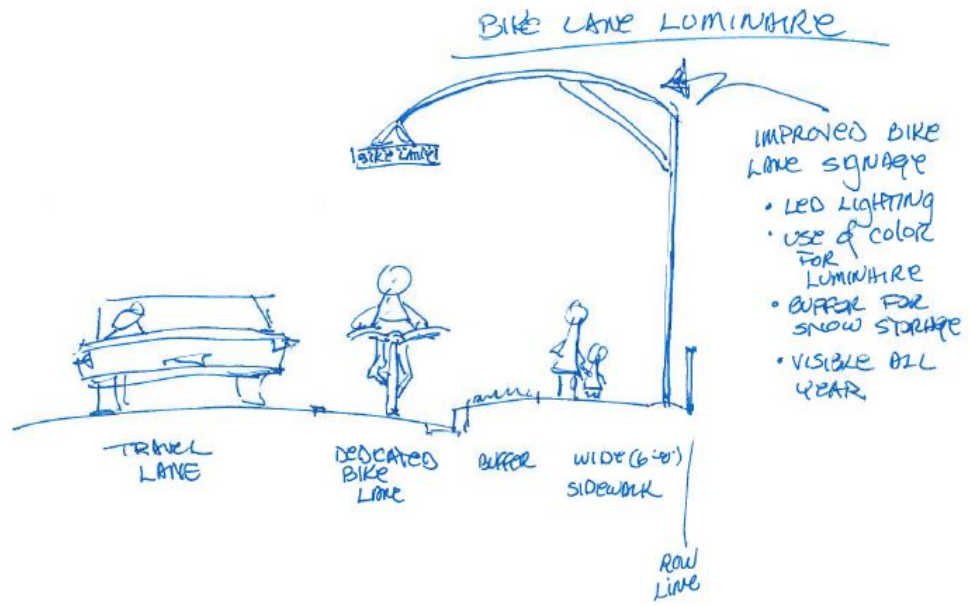
- We have so many trails! The distance (15 min by car) to hundreds of miles of trails is world class. I adore Campbell Creek, Chester Creek and the Coastal Trail. The ability to ring this commuter and recreational network around the entire bowl should be a long term vision – multiple rings (see blue lines on missing connections map).
- Being able to exercise and get away from traffic to safer routes.
- Like green belts where they are totally separated, getting things connected and snow removal.
- That it exists. It's mostly pleasant to use but having to cross streets is a downside.
- First, I just returned from living in San Diego for 3 months – San Diego has nothing like the Anchorage trail system. Why I returned, safety. I like that I can do 50 mile rides in Anchorage without having to hardly ride on a street. The trails are well distributed and usually pretty quiet.
- For pedestrians in downtown, no intervention is needed. Bikes not allowed on downtown sidewalks but no signage. A Street/Benson – good when cars don't turn on a red.
- The Chester Creek and Campbell Creek & Tony Knowles Coastal Trails are gems. I drive to use them as I hate fighting traffic.
- I love the trail system! I love the efforts to groom trails and the communication around which trails have been groomed. I like that there are some places I can get only using trails
- Green belts, contiguous trails that don't intersect with motorized traffic, and some trail groomed for skiing in winter.
- Compatibility of various users – runners, walkers, bikers, skiers. Greenbelts Rock! They are a wonderful backbone.
- Greenbelts, improvements in connectivity over the years and improved maintenance of trail system.

What would you change?

- Ban cars "Right on Red". Ticket for unplowed sidewalks in commercial districts or incentivize them to shovel/plow. Fund more Muni and state sidewalk clearing. Try cheaper bike lane solutions like experimental striping and movable cones/barriers.

- Connect sidewalks in Midtown – “Break the Mega Blocks!”
- More designated lanes/paths for biking year-round. Greater driver awareness for bikers and pedestrian. Less campers in the woods long the Chester Creek trail, trashing the woods and the trail. More sidewalk paving in the winter and more grooming of the Chester Creek trail in winter for skiing.
- City/state came into Community Councils or municipality land owners and move or do not do planned pathways (Old Glenn Highway by Fire Lake and Strawberry come to mind). Short stretches where no trails on get pushed out into road.
- Possibly expand trails to allow for more uses. Better intersections, more maps, more bike lanes and signage.
- Coastal trail needs centerline stringing and signs (keep left). Ship Creek Trail needs to connect to Bartlett. Mountain View is a huge safety problem – no trails and is not safe. Would love to connect to Glenn Highway trail. South Anchorage needs a bike route down O’Malley and Huffman. Birch trail dead ends at DeArmoun and should connect to something to get downhill. Homeless camps on Chester Creek/Ship Creek are a problem.
- At intersections, traffic signals require active intervention – have to activate at beginning of a light cycle or have to wait sometimes in bad weather. Dedicated systems work in other cities. Old Seward/Tudor – signals don’t work well. Tudor/Lake Otis – signal for ped/bike is a long wait.
- I would love separated paths that kids in my area could safety ride – currently to get to a separated path, my students must be driven to the trails and most families don’t do this Connecting Scenic Foothills/Muldoon to the trail network is important!
- I feel there needs to be more connectivity throughout the city going east to west. I also think bike lanes would make a difference, but these need to be clearly marked and wayfinding is necessary
- Continue development of contiguous trails – use more bridges/tunnels to bypass motorized intersections. Link up Campbell and Chester for a large, continuous off street loop.
- More connectivity – build missing links. More single-track trails in every park. Let’s get more bike lanes – through intersections and signalized intersections too. Education – let vehicle drivers and bicyclists know how to deal with bike lanes and shared use Solve maintenance concerns with MOA and DOT – bike lanes can be cleared separately Replace smaller tunnels on Chester Creek Trail. Get horses off of main trails FNBP (tour trail) during the winter – they ruin snow grooming.
Changes to consider:

- More links in Midtown – this last mile is the most difficult part of my commute
 - Wayfinding – help lead people along routes, like through Mountain View, and use both signs and pavement markings
- Eliminate the rolled curb design option and replace with curb/gutter and space for snow storage.
- Require the installation of sidewalks with new sub-divisions and when streets are reconstructed
- Provide a better approach to signing of dedicated bike lanes (see illustration of typical section below)
- Encourage more innovation in snow removal – snow melt cisterns, snow blower loan program, and neighborhood snow-fighters
- Create a dedication funding source for bike/ped infrastructure – surcharge applied at the time of bike purchase as an example
- Municipality needs to assume ownership of key road corridors that work best for complete streets and primary transit corridors
- Place the bike/ped on equal footing with the auto in certain segments of the road network
- Create pedestrian streets (Woonerf) where autos are allowed but the street is designed primarily for pedestrian mobility across the width of the road
- Change the design code and/or ordinance that allows street maintenance to use sidewalks for snow storage
- Create pedestrian streets in Mid-town area – University Center, library, movie theatre, grocery stores



AMATS Non-motorized Plan: Community Workshop #1 Map Comments

Map:	Comment/Notes:	Location:
Missing Connections	Comprehensive multi-modal system	general
	Long general connection from south side of Kincaid Park south, past De Armoun, to Potter's Marsh and continuing south, to travel safely by bike down the Turnagain Arm towards Girdwood	Kincaid Park south to Girdwood
	Need a safe route from Birth down the hill towards Seward Hwy	Old Seward Hwy to Birch via Huffman
	Route along Rabbit Creek Road needs to be established - currently popular but is really unsafe from Elmore north until the road turns north	Rabbit Creek Road from the Seward Hwy to O'Malley Road
	Missing connection of Elmore Rd between Abbot and O'Malley "I live here - I want to safely bike to grocery store" Dimond needs to be safer	Continuation of Elmore Rd. between Abbot Rd and O'Malley, east of Ruth Archand Park Neighborhood north of Abbot, west of Elmore Rd, East of Lake Otis, south of 68th Ave Dimond Rd, between Northwood St and where it turns into Abbot Rd.
	Missing connection or safe route	Raspberry Rd. between Jewell Lake Rd and Northwood Street. Intersection of Northwood St and Raspberry Rd identified as problematic
	Missing connection or safe route	Intersection of International Airport Rd and Spenard Rd/Jewel Lak Rd
	Missing connection or safe route	Intersection of International Airport Rd/Frontage Rd and Northwood Dr
	Missing connection	Minnesota Drive, north of the International Airport Rd, to the Campbell Creek Trail, north of Taku Lake, south of 68th Ave, between C St and Old Seward.
	Missing connection or safe route	Intersection of Minnesota Dr and Tudor Rd and extending down Tudor Rd to Arctic Blvd.
	Missing connections	Following intersections of Minnesota Dr: Northern Lights, Benson, 32nd, 36th, Spenard Rd, Fish Creek Trail
	Missing connection or safe route	Spenard Rd from the railroad tracks to 31st
	Missing connection	Lois Dr, from 36th Ave to Northern Lights
	Missing connection or safe route	Northern Lights Blvd. from Old Seward/Ingra to Wisconsin St.
	Missing connection	Northern Lights Blvd. to Coastal trail, along railroad tracks
	Missing connection or safe route	Northern Lights Blvd south along Lake Hood Dr to Lakeshore Drive
	Missing connection	From Coastal Trail to Minnesota Drive via south side fo Westchester Lagoon
	Missing connection	From Coastal Trail to Park Strip
	Missing connection or safe route	Intersections along 9th and 10th Ave at major roadways including A St, C St, L St and I St and intersection of 10th Ave and N St
	Bike signs and infrastructure needed	All of the Downtown area
Missing connection	Coastal trail to Ship Creek trail	
Missing connection	Downtown (3rd Ave) to Government Hill	
Unsafe intersection, missing connection	Intersections of 9th and 10 Ave at Ingra and at Hyder	
Missing connection or safe route	Juneau St from Chester Creek Trail to Ship Creek Trail	
Missing connection or safe route	Ingra from Benson Blvd to 15th Ave on east side of roadway, with intersections of Benson and Northern Lights identified as unsafe	
Missing connection or safe route	C Street from Benson Blvd to Chester Creek trail, maybe continuing down to 3rd Ave (sidewalks are narrow but traffic speeds and volumes are not comfortable for cyclists)	
Missing connection or safe route	Fireweed Land from Spenard Rd to Ingra	
Missing connection or safe route	PINK ROUTE - Coastal Trail to Campbell Creek Trail via Fish Creek Trail, Cuddy Family, routing north of 36th Ave to 34th, back down on east side fo Seward Hwy to Campbell Creek	
Missing connection or safe route	36th Avenue, from Arctic Blvd. to Emore Rd at University with problematic intersection at A St, C St, Old Seward and Seward Hways	
Missing connection	Old Seward Hwy from Dowling Rd to Benson Blvd with problematic intersections at Tudor Rd and 36th Ave	

Missing connection	Intersection of Tudor Rd and Seward Hwy (Tudor Rd Overpass)
Missing connection or safe route	Intersection of Tudor Rd and MacInnes Street
Missing connection or safe route	Lake Otis Parkway, intersection and route conflicts between Northern Lights Blvd and 15th Ave
Missing connection	Chester Creek Trail to Sitka Street Park (wayfinding issue?)
Missing connection	Elmore Rd at University/36th Ave to Northern Lights Blvd (wayfinding issue?)
Missing connection or safe route	Chester Creek Trail, west of East High School at Sunrise Drive/Tikishla Park, north to Ship Creek trail; problematic intersections at bikepath and 16th Ave, Airport Heights Drive/Mountain View Drive and Glenn Highway, and missing connections along Commercial/Mountain View Drive
Missing connection	20th Ave, north of East High School, west of Bragaw Street to connect Tikishla Park to Russian Jack Springs (wayfinding issue?)
Missing connection or safe route	Pine Street, north of Debarr Road to Mountain View Drive (to Mountain View Library)
Missing Safe connection from Tyson to Bartlett - trail connection from the Ship Creek Trail to Glenn Highway Trail	General comment located north of Davis Park going towards Bartlett High School
Missing connection or safe route	Boniface Parkway from E 24th Ave north to Davis Park and trail connection to Glenn Hwy trail - major concern between Craig Drive and Debarr Road (up the hill, on both sides but primarily on Russian Jack Springs side - people do not follow trails but take shortest, unsafe route in shoulder of roadway)
Missing connection or safe route	Generally from University Lake trails/Russian Jack trails overpass at Northern Lights, northeast to Muldoon Library and the new Chanshtnu Muldoon Park - via Cheany Lake Park and South Fork Chester Creek
Missing connection or safe route	Northern Lights Blvd. from East High School to Muldoon Road
Unsafe intersection, missing connection	Muldoon Road at the following intersections: Ptarmigan Ct, E 20th Ave, E 11th Ct, E 6th Ave, E 4th Ave and Boundary Ave
Unsafe intersection, missing connection	Campbell Creek Trail and Elmore Rd trail at MLK Drive intersection, Elmore Rd and Tudor Road, Tudor Rd and Tudor Center intersections (wayfinding issues?)
Missing connection or safe route	South side of Tudor Road from MLK Drive intersection east to the Muldoon curb
Missing connection	Need a facility running along the Muni and JBER property line on the far east boundary from the Glenn Hwy to Far North Bicentennial Park, with connection to Chanshtnu Muldoon Park
Missing Bridge	In Far North Bicentennial Park, far east where JBER trails intersect the Gasline trail, north of Atelier Rd neighborhood
Missing connection or safe route	Eagle River: intersection of Artillery Rd, Eagle River Road and Old Glenn Hwy, missing connection or safe route along Old Glenn Hwy to Eklytna Park Dr overpass
Missing connection or safe route	Eagle River: Eagle River Road from E Eagle River Loop Rd intersection East to Mile High Way
Feel unsafe	Old Seward Hwy from De Armoun Rd to Pottor Valley Rd
Feel unsafe	Lake Otis Parkway, south of De Armoun Rd to Rabbit Creed Rd and Rabbit Creek Rd from Seward Hwy to Clarks Rd
Concerned about collisions	Lake Otis Parkway at the following intersections: Huffman Rd, O'Malley Rd, Abbot Rd, Campbell Creek trail crossing (or lack of crossing), Tudor Rd, E 42nd, E 40th, 36th Ave/Providance Dr, Northern lights, 20th Ave, 16th Ave, and Debarr Rd
Concerned about collisions and feel unsafe	Abbot Rd from Lake Otis Pkwy to Seward Hwy, collision concerns at Abbot v Lake Otis intersection, Abbot v Independence intersection, Abbot v Sandlewood Pl intersection and Abbot v Frontage Road intersection
Concerned about collisions and feel unsafe	Dimond Blvd from Seward Hwy to Jewel Lake Rd; collision concerns at Old Seward Hwy and C Street intersections
Feel unsafe	Raspberry Rd between Northwood Street and Jewel Lake Rd (visibility is primary concern)
Feel unsafe	International Airport Rd from Minnesota interchange to Arctic Blvd, and Arctic Blvd north to Tudor Rd.
Concerned about collisions	Intersections of C Street and the following streets: Dowling Rd, International Airport Rd, Tudor Rd, and 40th Ave heading to Cuddy Family Midtown Park
Concerned about collisions	Tudor Road at the following intersections: Minnesota Dr, C Street, Denali Street, Seward Hwy, Lake Otis, Tudor Center, Checkmate, Alaska Club driveway, Boniface/MLK, Baxter/Campbell Airstrip Rd, E Tudor Rd (Kaladi Bros), Regla Mountain Drive and Scenic View Drive (Separation and high speeds make these especially difficult)
Concerned about collisions and feel unsafe	Intersection of Seward Hwy and 36th Avenue (traveling any direction at all four corners of the intersection)
Concerned about collisions	Dowling Road intersections with C Street, Seward Highway, and Elmore Rd (at Elmore the radius is too big)
Concerned about collisions	Elmore Rd at MLK - low visibility intersection and has a bad merge

Feel Unsafe

Feel unsafe
Concerned about collisions

Muldoon Curve (Tudor Road transition to Muldoon Road) - high speeds of 55 mph
Northern Lights Blvd. at all intersections and driveways from Baxter Rd to Muldoon.

Concerned about collisions

Northern Lights Blvd. at the following intersections: Wesleyan Dr., Glacier St, UAA Dr, Lake Otis Pkwy, Latouche St (Northern Lights and Benson intersections), Seward Hwy, Denali St, C Street, Arctic Blvd, Spenard Rd, Minnesota Drive, Lois Dri and Arlington Dr.

Concerned about collisions and feel unsafe

Northern Lights Boulevard, major concern between C Street and Spenard Road

Concerned about collisions and feel unsafe

Fireweed Lane from C Street to Spenard Road, major concern and intersection of Fireweek Lane and Seward Hwy

Concerned about collisions

Benson Blvd the the following intersections: Latouche St, Seward Hwy, A St, C St, Arctic Blvd, Spenard Rd, Minnesota Dr

Feel unsafe

E 20th Ave, west of Bragaw St heading to Tikishla Park

Feel unsafe

Spenard Road from McRae Rd to Benson

Feel unsafe

Chugach Way (Spenard Rd to Arctic Blvd.) with collision concern on Arctic

Feel unsafe

36th Ave between Arctic Blvd and C St

Feel unsafe

Lois Dr, from 36th Ave to Northern Lights

Concerned about collisions

Minnesota Drive at the following intersections: Tudor Rd, Spenard Rd, all intersections between 36th Ave and 25th Ave, 9th Ave and 7th Ave

Concerned about collisions

Debarr Rd at the following intersections: Northway Dr, Airport Heights Dr, Lake Otis Pkwy, Medfra St, Latouche St, Karluk St, Ingra St, Gambell St.

Concerned about collisions

Ingra Street from Chester Creek Trail to 3rd Ave at all intersections

Concerned about collisions

Gambell Street from E 16th Ave to 3rd Ave at all intersections

Concerned about collisions

Denali St from 15th Ave to 12th Ave at all intersections

Feel unsafe

All of the Downtown area is circled

Feel unsafe

3rd Ave from Post Road to Boniface Pkwy (turns from 3rd to Commercial Ave to Mountain View Drive)

Concerned about collisions and feel unsafe

Mountain View Drive from Commercial Dr/Mountain View Dr intersection to Boniface Pkwy - collision concerns at all intersections

Concerned about collisions

Post Road at intersections with 1st Ave and Viking Drive

Map

Build the coastal trail out

Continue the Coastal Trail south of Kincid to extend down past Potter's Marsh and head to eventually meet up with the Bird-to-Gird Trail

Recreational/commute trail along the Turnagain arm could be built out regardless of highway upgrades

Comment left pointing to the Old Seward highway at Potter's marsh, south of Rabbit Creek Road and extending down the arm towards Girdwood

There is a discontinuous pedestrian easement along Little Rabbit Creek - this should be linked up as an off-road connection from Golden View Middle School to Bear Valley School

Little Rabbit Creek Rd from school to school

There is no safe walking route to Bear Valley Elementary School

Undeveloped pedestrian easements on a lot of plats - should be included in plans and taken into consideration moving forward

HLB owned lands should be shown along/near Chugach State Park boundaries where trailheads with parking could go

Northeast of Honey Bear Rd. HLB land #2-152

Principal: shift peds a half-block off major high speed or high volume roads

Examples: A St, C St, Rabbit Creek Rd

Finish this low gradient connection as alternative to steep roads

low gradient connection along Rabbit Creek as an alternative to De Armoun and Rabbit Creek Roads (De Armoun Rd - Griffin Park to follow Rabbit Creek to meet up with Rabbit Creek Rd)

Huffman and Old Seward Roundabout

2 land Roundabouts are very hazardous for pedestrians/bikes

Guerillo Urbanism! Cheap, temporary, testing of new infrastructure projects

Destination (shopping)

Target/Cabellas/shopping center off of C Street, west of King Street, south of 95th

Bad intersection

Lake Otis Pkwy and Tudor Rd intersection and Tudor Rd and Baxter/Campbell Airstrip Rd.

No Sidewalks

Glacier St and Wesleyan Dr, south of Russian Jack Springs Park and north of Tudor Rd.

Missing connections

Schools are not easily connected - Rogers Park Elementary School, Lake Otis Elementary, Wendler middle

New trail connection needed from Ship Creek to Chester Creek Greenbelts

Chester Creek Trail north to 15th Ave via Sitka Street Park

Breakout Session

Need trailhead with parking to Chugach State Park from North Anchorage JBER Recreation Map online Dangerous for Pedestrians and bikes: remove northernmost land and add cycle track or redistribute lands for bike lanes. Low AM peak (west bound). Interim solution with delineators also possible.	Generally east of Muldoon Road 36th Avenue from Turnagain St (west of Minnesota) through UMED/Providance Drive to connect to Elmore at Tudor (Blue Highlight-comment is speculation)
Lower speeds on arterials, decrease land width to standards (not 14ft), keep shoulders sufficient widths, don't pinch out shoulders/bike lane with pinch downs (bulb-out?)	
Dangerous for Pedestrians and bikes Better pedestrian facilities along Fireweed (Road Diet?) Undeveloped pedestrian easement by West Anchorage High School Dangerous for Pedestrians and bikes New trail connection needed from Ship Creek to Chester Creek Greenbelts Narrow sidewalks, NE corner fo E and 6th High Ped/Bike use	Minnesota Drive, from International Airport Rd north to Northern Lights Blvd. Fireweek Land from Ingra to Hillcrest Drive West High/Romig Middle School west to neighborhood 3rd Ave west of Post Road to Gambell Street, and Gamble and Ingra to 15th Ave 5th Ave and Juneau street highlighted NE corner of E and 6th Ave Chester Creek Trail and Coastal Trail intersection at Westchester
Better Connection needed from Coastal Trail to Ship Creek Trail: Short-term improvements- Cordova and Karluk, Long-term improvements- Fairview greenway with Highway-to-Highway, create a bike beltway around urban core	Coastal Trail to 1st Ave and Ship Creek Trail
Pedestrian bike boulevard on Peterkin Ave Ped/bike tunnel needed Mountain View to Downtown connection improvements Birchwood Loop road is a commonly used route (Eagle River triathlon and Bike for Women route) Eagle River Loop Road is a commonly used route and access to popular Chugach Park trailheads on Hiland Rd	Peterkin Ave in Mountain View 9th Avenue to go under Gambell and Ingra 3rd and 4th Ave don't go through, people ride on 5th if they don't want to ride on Ship Creek Trail Chugiack - Birchwood Loop Road to Southeast Aron Rd Eagle River - Eagle River Loop Road from Glenn Hwy interchange to Eagle River Road

Name:

Email:

How do you use the sidewalks, trails, bicycle lanes (non-motorized network)?

What do you like about the existing non-motorized network?

What would you change? (use back of sheet if needed)
