

Chapter

7

MTP 2040

LINK - CONNECT - MOVE

Recommendations

Our transportation choices shape the city and our lives. Our ability to travel influences where we can go and how we spend our time. This chapter summarizes the plan's recommended transportation improvements.



Chapter

7

Introduction

The MTP project team heard from the public and other stakeholders that the transportation system should be more multimodal. The MTP project team also heard that it needs to be more environmentally sustainable, be adaptable to new technologies, connect neighborhoods better, be safer, and provide more mobility for everyone. Recommendations in this chapter balance community welfare and quality of life with supporting a transportation system that is safe, efficient, and economically feasible. The MTP also has to ensure that no particular group is unequally burdened and that there is equitable access to travel opportunities.

The recommendations balance what residents want based on future transportation needs and what is affordable. It represents a comprehensive set of transportation improvements based on a fiscally constrained regional transportation investment strategy.

Recommended projects are intended to help implement our transportation goals and address national federal goals and planning factors. The MTP reflects Anchorage's desire to reduce the number of trips made by vehicles operated by a single person—i.e., Single-Occupancy Vehicles (SOVs). Potential benefits of reducing SOV trips include:

- **Reducing congestion and travel delay**
- **Reducing environmental impacts, such as improving air quality from vehicle emissions**
- **Healthier residents**
- **Reducing road maintenance needs**
- **Reducing the need for parking, which frees up land for other uses.**

This chapter makes recommendations for public transportation, non-motorized, and road projects (see Figure 7-1). Of the Short Term projects (2018-2030), 41 percent of the recommended projects are non-motorized projects while 42 percent are roadway projects. The remaining 17 percent are transit or rail projects. There is a similar distribution in the Long Term project list. This distribution reflects Anchorage’s desire to become a more multimodal community while keeping the existing system functioning.

As noted in Chapter 6, it's important to note that the Municipality of Anchorage Public Transportation Department (PTD) redesigned and implemented a new bus system in October of 2017. Because the entire system was implemented at once, the public has not yet weighed in on future service expansion ideas. This process is underway now. With extensive public

engagement and community dialogue, the PTD is currently developing a new short-range transit plan that will prioritize future investments when additional funding is available. Once the PTD has adopted the new Transit On the Move Transit Plan

(developed with public input) and future revenue is projected to increase, future projects can be included in future metropolitan transportation plans.

Figure 7-1 Summary of Projects by Mode

| MTP2040 | Number of Projects | | |
|---------|--------------------|-----------|--------------|
| | Short Term | Long Term | Illustrative |
| | 38 | 17 | 20 |
| | 37 | 13 | 2 |
| | 9 | 9 | 0 |
| | 7 | 7 | 0 |



To make sure the recommended projects help implement Anchorage’s transportation goals, each project was evaluated to determine which goal it contributed to. The results are shown in Figure 7-2. Please note: the totals may not match as some projects help implement multiple goals.

Figure 7-2 Summary of Projects by Goal

|  Goals | | Number of Projects | | | |
|--|-----------|---|---|---|---|
| | |  |  |  |  |
|  Goal 1 <i>Preserve the Existing System</i> | 13 | 10 | 6 | 0 | |
|  Goal 2 <i>Improve Safety</i> | 19 | 7 | 0 | 0 | |
|  Goal 3 <i>Improve Travel Conditions</i> | 49 | 41 | 7 | 4 | |
|  Goal 4 <i>Support the Economy</i> | 19 | 2 | 3 | 7 | |
|  Goal 5 <i>Promote Environmental Sustainability</i> | 20 | 47 | 9 | 0 | |
|  Goal 6 <i>Quality Decision-Making</i> | 53 | 52 | 9 | 0 | |
| All | 2 | 0 | 0 | 0 | |

AMATS also evaluated the recommended projects to make sure they help make progress towards the federal performance measures. Figure 7-3 shows that the 2040 MTP recommendations should help AMATS achieve their targets.

Figure 7-3 Summary of Projects Implementing Performance Measures

| | MTP2040 Number of Roadway Projects | Number of Non-Motorized Projects | | MTP2040 Number of Railroad Projects | | MTP2040 Number of Transit Projects |
|---|---|--|----------------|--|---------------|---|
| Injuries and Fatalities | 16 | 7 | Rolling Stock | 2 | Rolling Stock | 5 |
| Pavement Condition | 1 | 0 | Equipment | 4 | Equipment | 3 |
| Bridge Condition | 3 | 0 | Fatalities | 3 | Fatalities | 5 |
| Performance of NHS | 23 | 0 | Infrastructure | 3 | | |
| Freight Movement / Economic Vitality | 20 | 0 | | | | |
| Environmental Sustainability | 35 | 51 | | | | |
| All | 2 | 0 | | | | |

Roads

Roadways will continue to be an important part of the Anchorage transportation system. Roads provide mobility and access not just for cars, but also for transit and non-motorized users. Roadway improvements are needed for a variety of purposes. Some projects are meant to keep the existing system in good repair. Other projects will improve safety, improve effective or physical capacity, allow the existing system to operate more efficiently, or improve system connectivity. Some projects are included because the need has already been studied and a build solution has been recommended, or the project exists in a low-density area where driving is expected to remain the dominant mode of transportation.

AMATS has a long-term goal of decreasing vehicle trips. As a result, many roadway projects include a multimodal component. Some road projects support public

transportation (such as transit buses, paratransit, and RideShare), while others incorporate bike lanes and sidewalks, which would benefit non-motorized users. By providing multimodal projects, AMATS provides people with alternatives that allow them to shift away from making vehicle trips. This creates more space for vehicles that need to be on the road, such as freight deliveries and emergency services. It also allows transit, one of the safer modes of transportation, to move faster and more efficiently through the road network.

Figure 7-4 and Figure 7-5 show the locations of the recommended roadway projects on maps of the Anchorage Bowl and Chugiak-Eagle River areas. Short Term and Long Term recommended road projects are listed in Table 7-1 and Table 7-2, respectively. Project listing order and numbers in these tables do not indicate a priority order within the Short and Long

Term periods.

Due to anticipated funding constraints, some road projects that had merit are not anticipated to be able to be completed by 2040 with the projected revenue. These projects are included as illustrative projects and are listed in Table 7-3. These projects don't fit within the fiscal constraints of the plan, but could move into the funded plan at a later date if additional funding is identified.



Table 7-1 Recommended 2040 MTP Road Projects - Short Term (2018-2030)

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate | Funded Prior to this MTP |
|-------|---|--|---------------|----------------------------------|--------------------|--------------------------|
| 100 | 32nd Avenue and 33rd Avenue Rehabilitation - Arctic Blvd to Old Seward Highway | Rehabilitate 32nd Avenue and 33rd Avenue from Arctic Blvd to Old Seward Highway to collector standards. Project would include non-motorized improvements and consider adjacent land use. Purpose: Preservation of Existing Facility and Connectivity. Key Land Use Features: None | 1, 3, 6 | N/A | \$ 16,000,000 | |
| 101 | 36th Avenue Access Management Study - Spenard Road to Denali Street | Study access management treatments such as: turn restrictions; modifying local connections to make adjacent property access to other roads; east-west or north-south access in lieu of direct access from 36th Avenue wherever practical. Project would consider adjacent land use. Purpose: Safety (Vision Zero High Injury Network Corridor), Circulation, and Access Management. Key Land Use Features: Reinvestment Focus Area | 2, 3, 5, 6 | Injuries & Fatalities | \$ 1,500,000 | |
| 102 | 3rd/6th Avenue Couplet/5th Avenue Two Way Conversion/E Street Conversion - L Street to Ingra -Gambell/3rd to 4th Avenue | Convert the existing 5th/6th couplet to a 3rd/6th couplet. 3rd Avenue to become one-way westbound traffic. E Street and 5th Avenue to become two-way traffic contingent on the 3rd Ave conversion. Purpose: Safety (Vision Zero High Injury Network Corridor), Freight (Proposed Regional Truck Route), Circulation, and Access. Key Land Use Features: Reinvestment Focus Area | 2, 3, 4, 5, 6 | Injuries & Fatalities | \$ 10,729,157 | |

Table 7-1 Recommended 2040 MTP Road Projects - Short Term (2018-2030) cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate | Funded Prior to this MTP |
|-------|---|---|-----------|----------------------------------|--------------------|--------------------------|
| 103 | Academy Drive/Vanguard Drive Area Traffic Circulation Improvements - Brayton Drive to Abbott Road | <p>Improve and re-align Academy Drive and Vanguard Drive west of Abbott Road. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Connectivity and Access.</p> <p>Key Land Use Features: Transit Supportive Development Corridor</p> | 3, 5, 6 | N/A | \$ 16,100,000 | |
| 104 | Air Quality Public & Business Awareness Education Campaign | <p>The goal of this program is to further inform the public about air quality issues and what steps people make take to reduce pollution.</p> <p>Purpose: Air Quality.</p> <p>Key Land Use Features: None</p> | 5, 6 | Environmental Sustainability | \$ 4,404,099 | |
| 105 | Anchorage Ridesharing/ Transit Marketing | <p>This project funds the Municipal Share-A-Ride program which promotes, subsidizes, and contract manages an area-wide vanpool commuter service; and a comprehensive public transportation marketing effort.</p> <p>Purpose: Reduce Person VMT/VHT, Air Quality, Congestion.</p> <p>Key Land Use Features: None</p> | 3, 5, 6 | Environmental Sustainability | \$ 13,212,298 | |

Table 7-1 Recommended 2040 MTP Road Projects - Short Term (2018-2030) cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate | Funded Prior to this MTP |
|-------|---|--|------------|---|--------------------|--------------------------|
| 106 | C Street/Ocean Dock Rd Ramp and Intersection Improvements - C Street Viaduct to Ocean Dock Road | <p>This project would rehabilitate the C Street/Ocean Dock Road Intersection based on the alternative #3 produced from the C Street/Ocean Dock Road Reconnaissance Study completed in 2018. Project would include non-motorized and drainage improvements.</p> <p>Purpose: Preservation of Existing Facility, Freight (Proposed Regional Truck Route and Problem Location), and Connectivity.</p> <p>Key Land Use Features: None</p> | 1, 3, 4, 6 | Pavement Condition, Performance of the NHS | \$ 6,000,000 | |
| 107 | Dowling Road/Seward Highway Interchange Reconstruction | <p>Reconstruct the Dowling Road/Seward Highway interchange. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Congestion, Safety (Vision Zero High Injury Network Corridor).</p> <p>Key Land Use Features: None</p> | 2, 3, 6 | Injuries & Fatalities, Environmental Sustainability | \$ 30,000,000 | |
| 108 | Dr. Martin Luther King Jr Avenue Extension - Elmore Road to Piper Street | <p>Extend Dr. Martin Luther King Jr Avenue from Elmore Road to the south end of Piper Street. The new roadway would include non-motorized improvements.</p> <p>Purpose: Access, Connectivity, Congestion.</p> <p>Historic Preservation: Medium Impact - Potential for subsurface features, several traditional cultural resources (Campbell Creek Qin Cheghitnu)</p> <p>Key Land Use Features: None</p> | 3, 6 | Environmental Sustainability | \$ 16,000,000 | |

Table 7-1 Recommended 2040 MTP Road Projects - Short Term (2018-2030) cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate | Funded Prior to this MTP |
|-------|--|--|------------|--|--------------------|--------------------------|
| 109 | East 4th Avenue Signal and Lighting Upgrade - A Street to Ingra Street | <p>Reconstruct the traffic signal and street lighting system along 4th Avenue between A Street and Ingra Street. Sidewalk and curb ramps will also be replaced.</p> <p>Purpose: Preservation of Existing Facility.</p> <p>Key Land Use Features: Reinvestment Focus Area, Greenway Supported Development Corridor</p> | 1, 6 | N/A | \$ 7,824,000 | |
| 110 | Fireweed Lane Rehabilitation - Spenard Road to Seward Highway | <p>This project would rehabilitate Fireweed Lane from Spenard Road to the Seward Highway and include a road diet. Changing Fireweed from 4 lanes to 3 lanes (2 with a center turn lane). This project would also include non-motorized improvements.</p> <p>Purpose: Preservation of Existing Facility, Transportation System Management, and Connectivity.</p> <p>Historic Preservation: Medium Impact - Potential for subsurface features, buildings, infrastructure, and districts or potential local and national significance</p> <p>Key Land Use Features: Reinvestment Focus Area</p> | 1, 3, 5, 6 | N/A | \$ 9,500,000 | |
| 111 | Glenn Highway Capacity Improvements Phase II - Artillery Road Interchange to Hiland Road | <p>Construct improvements to the southbound Glenn Highway from Artillery Road Interchange to Hiland Road Interchange.</p> <p>Purpose: Congestion, Connectivity, Freight (Proposed Regional Truck Route), Capacity.</p> <p>Key Land Use Features: None</p> | 3, 4, 6 | Environmental Sustainability, Freight Movement/Economic Vitality | \$ - | \$ 53,000,000 |

Table 7-1 Recommended 2040 MTP Road Projects - Short Term (2018-2030) cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate | Funded Prior to this MTP |
|-------|--|---|-----------|--|--------------------|--------------------------|
| 112 | Glenn Highway Hiland Road Interchange Reconstruction | <p>Reconstruct the Glenn Highway Interchange at Hiland Road. Make necessary non-motorized improvements including connection of the Glenn Highway pathway. Evaluate the need for a two lane on ramp from Hiland Road Interchanges to the weigh station. Project would consider adjacent land use.</p> <p>Purpose: Freight (Proposed Regional Truck Route), Connectivity, Access, Capacity, and Congestion.</p> <p>Key Land Use Features: None</p> | 3, 4, 6 | Environmental Sustainability, Freight Movement/Economic Vitality, Performance of the NHS, Bridge Condition | \$ 30,000,000 | |
| 113 | Glenn Highway Interchange Analysis - North Eagle River to Eklutna | <p>Assess the following interchanges for current and future operations and make recommendations for any improvements: Old Glenn Hwy/Eklutna Village Rd, Thunderbird Falls, Mirror Lake, North Peters Creek/Settlers Dr, South Peters Creek/Ski Rd, Birchwood Loop Rd North, Birchwood Loop Rd South, North Eagle River Interchange.</p> <p>Purpose: Capacity, Congestion, and Freight (Proposed Regional Truck Route).</p> <p>Key Land Use Features: None</p> | 3, 4, 6 | Environmental Sustainability, Freight Movement/Economic Vitality, Performance of the NHS, Bridge Condition | \$ 5,657,120 | |
| 114 | Glenn Highway: Hiland Road & Artillery Road Interchanges Planning and Environmental Linkages (PEL) Study | <p>This project will further refine and analyze Glenn Highway interchange concepts at Hiland Road and Artillery Road in order to evaluate environmental challenges and improve the understanding of various design issues and anticipated project costs. Bridges within the project area include #0535, 1327, 1328 & 1341.</p> <p>Purpose: Congestion, Capacity, Freight (Proposed Freight Truck Route), Connectivity.</p> <p>Key Land Use Features: None</p> | 3, 4, 6 | Environmental Sustainability, Freight Movement/Economic Vitality, Performance of the NHS, Bridge Condition | \$ 2,000,000 | |



Table 7-1 Recommended 2040 MTP Road Projects - Short Term (2018-2030) cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate | Funded Prior to this MTP |
|-------|--|--|------------|--|--------------------|--------------------------|
| 115 | Jewel Lake Road Rehabilitation - Strawberry Road to Raspberry Road | <p>Rehabilitate Jewel Lake Road from Strawberry Road to Raspberry Road. Add missing shoulder and pathway links. Project would consider the adjacent land use.</p> <p>Purpose: Preservation of Existing Facility and Connectivity.</p> <p>Key Land Use Features: Transit Supportive Development Corridor</p> | 1, 3, 5, 6 | N/A | \$ 4,000,000 | |
| 116 | Lake Otis Pkwy/Dowling Road Intersection Improvements | <p>Lake Otis Pkwy/Dowling Road Intersection improvements that could include protected right turn lanes, pedestrian refuge islands, and signal improvements. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Congestion.</p> <p>Key Land Use Features: Transit Supportive Development Corridor</p> | 3, 5, 6 | Environmental Sustainability | \$ 5,261,454 | |
| 117 | Midtown Congestion Relief Project | <p>Upon completion of the Midtown Congestion Relief Planning and Environmental Linkages (PEL) study and after the NEPA process identifies a preferred alternative purchase Right of Way for future improvements from Tudor Road to 20th Avenue and extend the Seward Highway frontage roads. Project would include interim projects identified as part of the Midtown Congestion Relief PEL. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Connectivity, Access, Congestion, Capacity, and Freight (Regional Truck Route).</p> <p>Key Land Use Features: None</p> | 3, 4, 6 | Environmental Sustainability, Freight Movement/Economic Vitality, Performance of the NHS | \$ 193,288,000 | |

Table 7-1 Recommended 2040 MTP Road Projects - Short Term (2018-2030) cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate | Funded Prior to this MTP |
|-------|---|---|---------------|---|--------------------|--------------------------|
| 118 | Midtown Corridor Improvements Denali Street Area | <p>Upgrade Denali Street from Benson Blvd to Tudor Road and 36th Avenue from A Street to the Old Seward Highway. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Safety (Vision Zero High Injury Network Corridor), Connectivity, Access.</p> <p>Key Land Use Features: Greenway Supported Development Corridor, Reinvestment Focus Area</p> | 2, 3, 6 | Injuries & Fatalities | \$ 45,400,000 | |
| 119 | Minnesota Drive - Northern Lights Blvd/Benson Blvd Improvements | <p>Widen Minnesota Drive to build parallel left turn lanes, complete pedestrian crosswalk at signals, at Northern Lights Boulevard convert the through-left lanes to a left turn only lane, Benson Boulevard convert the through-left lane to an exclusive through lane and build a second left turn lane, update signal timing phasing to accommodate new lanes.</p> <p>Purpose: Safety (Vision Zero High Injury Network Corridor, Connectivity, Freight (Proposed Regional Truck Route), and Congestion.</p> <p>Key Land Use Features: None</p> | 2, 3, 5, 6 | Injuries & Fatalities, Performance of the NHS, Environmental Sustainability | \$ 7,590,000 | |
| 120 | Minnesota Drive Multiway Blvd Planning and Environmental Linkages (PEL) Study - Hillcrest Drive to Tudor Road | <p>Study the feasibility of converting Minnesota Drive from Hillcrest Drive to Tudor Road to a multiway blvd. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Safety (Vision Zero High Injury Network Corridor), Freight (Proposed Regional Truck Route), Congestion, Connectivity, and Access.</p> <p>Key Land Use Features: Greenway Supported Development Corridor, Reinvestment Focus Area</p> | 2, 3, 4, 5, 6 | Injuries & Fatalities, Performance of the NHS, Environmental Sustainability | \$ 1,000,000 | |

Table 7-1 Recommended 2040 MTP Road Projects - Short Term (2018-2030) cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate | Funded Prior to this MTP |
|-------|---|--|------------|----------------------------------|--------------------|--------------------------|
| 121 | Mountain Air Drive - Rabbit Creek Road to E 164th Avenue | <p>Extend Mountain Air Drive from Rabbit Creek Road to E 164th Avenue. Recommend separated pathway.</p> <p>Purpose: Access and Emergency Response and Management.</p> <p>Key Land Use Features: None</p> | 2, 3, 6 | N/A | \$ 13,500,000 | |
| 122 | Northern Lights Blvd/Benson Blvd Island Separated Turn Lanes - Minnesota Drive to Arctic Blvd | <p>Install right turn lane pedestrian refuge separated islands along Northern Lights Blvd and Benson Blvd from Minnesota Drive to Arctic Blvd. Project would consider adjacent land use.</p> <p>Purpose: Safety (Vision Zero High Crash Corridor) and Transportation System Management.</p> <p>Key Land Use Features: Transit Supportive Development Corridor, Reinvestment Focus Area</p> | 2, 3, 5, 6 | Injuries & Fatalities | \$ 5,309,125 | |
| 123 | Old Klatt Road Rehabilitation - Timberlane Drive to Victor Road | <p>Rehabilitate Old Klatt Road from Timberlane Drive to Victor Road to collector standards and make intersection improvements at Timberlane Drive and Old Klatt. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Preservation of Existing Facility.</p> <p>Key Land Use Features: None</p> | 1, 6 | N/A | \$ 11,300,000 | |

Table 7-1 Recommended 2040 MTP Road Projects - Short Term (2018-2030) cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate | Funded Prior to this MTP |
|-------|---|---|-----------|--|--------------------|--------------------------|
| 124 | Old Seward Hwy/O'Malley Road Interchange Study | <p>Reconnaissance study to identify an interchange at Old Seward Highway and O'Malley Road. Project will incorporate operations and functional design of the Seward Highway and O'Malley Road interchange. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Congestion and Connectivity.</p> <p>Key Land Use Features: None</p> | 3, 6 | Performance of the National Highway System, Environmental Sustainability | \$ 500,000 | |
| 125 | O'Malley Road Reconstruction - Lake Otis Pkwy to Hillside Drive | <p>Reconstruct to improve safety, capacity, improve pedestrian facilities, and 3-lane section east of Lake Otis Pkwy. Project would consider adjacent land use.</p> <p>Purpose: Capacity, Congestion, and Connectivity.</p> <p>Key Land Use Features: None</p> | 3, 6 | Environmental Sustainability | \$ 27,400,000 | |
| 126 | Potter Drive Rehabilitation - Arctic Blvd to Dowling Road | <p>Rehabilitate Potter Drive from Arctic Boulevard to Dowling Road to collector standards. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Preservation of Existing Facility and Connectivity.</p> <p>Key Land Use Features: None</p> | 1, 3, 6 | N/A | \$ 3,900,000 | |

Table 7-1 Recommended 2040 MTP Road Projects - Short Term (2018-2030) cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate | Funded Prior to this MTP |
|-------|---|---|---------------|---|--------------------|--------------------------|
| 127 | Rabbit Creek Road Reconstruction - Seward Highway to Goldenview Drive | Reconstruct Rabbit Creek Road from the Seward Highway to Goldenview Drive with a center turn lane. Project would include non-motorized improvements and consider adjacent land use. Purpose: Connectivity. Link to project 430. | 3, 6 | N/A | \$11,650,000 | |
| 128 | Seward Highway Reconstruction - O'Malley Road to Dimond Blvd | Reconstruct and widen from 4 to 6 lanes. Landscaping and possible noise walls. Includes reconstruction of Dimond Blvd interchange. Recommend separated pathways on all frontage road improvements. Purpose: Capacity, Congestion, and Freight (Regional Truck Route and Problem Location). | 3, 4, 6 | Performance of the National Highway System, Freight Movement/Economic Vitality, Environmental Sustainability | \$130,930,000 | |
| 129 | Seward Highway/Glenn Highway Connection Planning and Environmental Linkages (PEL) Study - 20th Avenue (Chester Creek) to Airport Heights Road | The intent of this PEL is to define a vision for the future of this connection, identify environmental and resource concerns and opportunities in the study area, and use the information to develop reasonable alternatives through consultation with the affected agencies and the public. Purpose: Safety (Vision Zero High Injury Network Corridor), Congestion, Access, Connectivity, and Freight (Regional Truck Route). | 2, 3, 4, 5, 6 | Injuries & Fatalities, Performance of the National Highway System, Freight Movement/Economic Vitality, Environmental Sustainability | \$5,000,000 | |

Table 7-1 Recommended 2040 MTP Road Projects - Short Term (2018-2030) cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate | Funded Prior to this MTP |
|-------|--|---|------------|---|--------------------|--------------------------|
| 130 | Seward Highway/O'Malley Road Interchange | <p>Reconstruct the interchange at Seward Highway and O'Malley Road. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Congestion, Capacity, and Freight (Regional Truck Route and Problem Location).</p> | 3, 4, 6 | Performance of the National Highway System, Freight Movement/Economic Vitality, Environmental Sustainability | \$20,800,000 | |
| 131 | Seward Highway/ Scooter-Academy Interchange | <p>Construct grade separation and extension of Scooter Ave from Homer Drive to Brayton Drive and connect with Academy Drive. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Capacity and Connectivity.</p> | 3, 5, 6 | N/A | \$75,830,000 | |
| 132 | Seward Highway/Tudor Road Interchange Reconstruction | <p>Reconstruct the Seward Highway/Tudor Road Interchange and make necessary safety and capacity improvements. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Safety (Vision Zero High Injury Network Corridor), Freight (Regional Truck Route), Capacity, and Congestion.</p> | 2, 3, 4, 6 | Injuries & Fatalities, Performance of the National Highway System, Freight Movement/Economic Vitality, Environmental Sustainability | \$31,500,000 | |



Table 7-1 Recommended 2040 MTP Road Projects - Short Term (2018-2030) cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate | Funded Prior to this MTP |
|-------|--|---|---------------|---|--------------------|--------------------------|
| 133 | Short Term MTP Implementation Studies | <p>Could include the following projects: AMATS Safety Plan, Glenn Highway Integrated Corridor Management Study, Glenn Highway Bus on Shoulder Study, Ingra/Gambell Pedestrian Safety Study (Ingra/Gambell, A/C, I/L), Midtown Subarea Transportation Plan, Regional Travel Survey, Street Typologies Plan, Traffic Signal Operations Plan, Intersection Operations and Safety Improvements Program, MTP Update, Emergency Access Secondary Road Network Studies, Port of Alaska Multimodal Improvements Study, Spenard Area Railroad Crossing Pedestrian Improvements Study, 92nd Ave Extension Reconnaissance Study, Chugach Way Area Transportation Element Study, TSMO Strategic Implementation Plan, Transit Supportive Development Corridor Strategic Implementation Plans (Spenard Road, 15th/DeBarr Road, Northern Lights Blvd).</p> <p>Key Land Use Features (in select locations): Transit Supportive Development Corridor, Reinvestment Focus Area, Greenway Supported Development Corridor</p> | | All | \$ 7,000,000 | |
| 134 | Spenard Road Rehabilitation - Benson Blvd to Minnesota Drive | <p>Rehabilitate Spenard Road from Benson Blvd to Minnesota Drive. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Congestion, Safety (Vision Zero High Injury Network Corridors), and Preservation of Existing Facility.</p> <p>Key Land Use Features: Transit Supportive Development Corridor, Reinvestment Focus Area</p> | 1, 2, 3, 5, 6 | Injuries & Fatalities, Environmental Sustainability | \$ 54,000,000 | |
| 135 | Spenard Road Rehabilitation - Minnesota Drive to Northwood Drive | <p>Rehabilitate Spenard Road from Minnesota Dr to Northwood Drive. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Congestion, Safety (Vision Zero High Injury Network Corridors), and Preservation of Existing Facility.</p> <p>Key Land Use Features: Transit Supportive Development Corridor</p> | 1, 2, 3, 5, 6 | Injuries & Fatalities, Environmental Sustainability | \$ 20,000,000 | |

Table 7-1 Recommended 2040 MTP Road Projects - Short Term (2018-2030) cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate | Funded Prior to this MTP |
|-------|--|---|------------|---|--------------------|--------------------------|
| 136 | Transportation Demand Management Projects | <p>Funding for implementation of projects from the Transportation Demand Management study of the University Medical District. Linked Project: 137</p> <p>Purpose: TDM, Congestion, Safety (Vision Zero High Injury Network Corridors), Freight (Proposed Regional Truck Route), Reduce Personal VMT/VHT.</p> <p>Key Land Use Features: Transit Supportive Development Corridor, Reinvestment Focus Area, Greenway Supported Development Corridor</p> | 2, 3, 4, 6 | Injuries & Fatalities, Performance of the NHS, Environmental Sustainability | \$ 5,000,003 | |
| 137 | University Medical District Transportation Demand Management (TDM) Study | <p>Project will complete a TDM study, evaluating transportation demand throughout the entire University Medical District and make recommendations for funding future projects. Linked Project: 136</p> <p>Purpose: TDM, Congestion, Safety (Vision Zero High Injury Network Corridors), Freight (Proposed Regional Truck Route), Reduce Personal VMT/VHT.</p> <p>Key Land Use Features: Transit Supportive Development Corridor, Reinvestment Focus Area, Greenway Supported Development Corridor</p> | 2, 3, 4, 6 | Injuries & Fatalities, Performance of the NHS, Environmental Sustainability | \$ 500,000 | |



Table 7-2 Recommended 2040 MTP Road Projects - Long Term (2031-2040)

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate | Funded Prior to this MTP |
|-------|--|---|-----------|----------------------------------|--------------------|--------------------------|
| 200 | Air Quality Public & Business Awareness Education Campaign | <p>The goal of this program is to further inform the public about air quality issues and what steps people make take to reduce pollution.</p> <p>Purpose: Air Quality.</p> <p>Key Land Use Features: None</p> | 5, 6 | Environmental Sustainability | \$ 4,369,144 | |
| 201 | Anchorage Ridesharing/ Transit Marketing | <p>This project funds the Municipal Share-A-Ride program which promotes, subsidizes, and contract manages an area-wide vanpool commuter service; and a comprehensive public transportation marketing effort.</p> <p>Purpose: Reduce Person VMT/VHT, Air Quality, Congestion.</p> <p>Key Land Use Features: None</p> | 3, 5, 6 | Environmental Sustainability | \$ 13,107,431 | |
| 202 | Eagle River Road Rehabilitation - MP 0.0 to MP 5.3 (Eagle River) | <p>Rehabilitate approximately 6 miles of Eagle River Road from MP 0.0 to 5.3 to add turn lanes. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Preservation of Existing Facility and Congestion.</p> <p>Key Land Use Features: None</p> | 1, 3, 6 | Environmental Sustainability | \$ 28,950,000 | |

Table 7-2 Recommended 2040 MTP Road Projects - Long Term (2031-2040) .cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate | Funded Prior to this MTP |
|-------|--|--|-----------|--|--------------------|--------------------------|
| 203 | Glenn Highway NB Off-Ramp to Eagle River Rd | <p>Construct a direct-access ramp from the existing Glenn Highway northbound off-ramp to Eagle River Rd. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Connectivity, Congestion, and Access.</p> <p>Key Land Use Features: None</p> | 3, 6 | Performance of the NHS, Environmental Sustainability | \$ 6,320,000 | |
| 204 | Glenn Highway Artillery Road Interchange Reconstruction | <p>Reconstruct the Glenn Highway Interchange at Artillery Road. Project would include non-motorized improvements, including connection of the Glenn Highway Pathway. Project would consider adjacent land use.</p> <p>Purpose: Freight (Proposed Regional Truck Route), Connectivity, Access, Capacity, and Congestion.</p> <p>Key Land Use Features: None</p> | 3, 4, 6 | Performance of the NHS, Freight Movement/Economic Vitality, Environmental Sustainability | \$ 51,400,000 | |
| 205 | Glenn Highway Freeway On-Ramp Merge Upgrades - Old Glenn Highway Interchange to JBER Interchange | <p>Construct freeway on-ramp improvements on the Glenn Highway Interchanges as shown in the Glenn Highway Integrated Corridor Management Study.</p> <p>Purpose: Congestion.</p> <p>Key Land Use Features: None</p> | 3, 6 | Environmental Sustainability | \$ 25,000,000 | |

Table 7-2 Recommended 2040 MTP Road Projects - Long Term (2031-2040) .cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate | Funded Prior to this MTP |
|-------|--|---|------------|--|--------------------|--------------------------|
| 206 | Glenn Highway Frontage Road Study - Thunderbird Falls to the Knik River Bridge | <p>Explore concepts for a two-way continuous frontage road on the east side of the Glenn Highway from Thunderbird Falls Exit to the Knik River Bridge to provide an alternate route to the main lanes of the Glenn Highway. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Freight (Proposed Regional Truck Route), Emergency Response and Management, Resiliency, and Connectivity.</p> <p>Key Land Use Features: None</p> | 2,3, 4, 6 | Performance of the NHS, Environmental Sustainability | \$ 500,000 | |
| 207 | Glenn Highway Frontage Roads - Muldoon Road to Hiland Road | <p>Construct a one-way 2 lane frontage road system on both sides of the Glenn Highway from Muldoon Road to Hiland Road. Project would include non-motorized improvements.</p> <p>Purpose: Freight (Proposed Regional Truck Route), Emergency Response and Management, Resiliency, and Congestion.</p> <p>Key Land Use Features: None</p> | 2, 3, 4, 6 | Performance of the NHS, Environmental Sustainability | \$ 69,146,002 | |
| 208 | Glenn Highway Tolling Study - Airport Heights Drive to Knik River Bridge | <p>Study tolling on the Glenn Highway from Airport Heights Drive to Knik River Bridge. Project will include review of Federal and Alaska regulations/legislation and requirements for tolling on the Glenn Highway. Project will explore ways for dedicating toll revenues for maintenance.</p> <p>Purpose: Congestion, TDM, and Freight (Proposed Regional Truck Route).</p> <p>Key Land Use Features: None</p> | 3, 4, 6 | Performance of the NHS, Freight Movement/Economic Vitality, Environmental Sustainability | \$ 500,000 | |

Table 7-2 Recommended 2040 MTP Road Projects - Long Term (2031-2040) cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate | Funded Prior to this MTP |
|-------|--|---|-----------|----------------------------------|--------------------|--------------------------|
| 209 | Goldenview Drive Rehabilitation - Rabbit Creek Road to Romania Drive | <p>Rehabilitate Goldenview Drive from Rabbit Creek Road to Romania Drive to collector standards. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Preservation of Existing Facility and Connectivity.</p> <p>Key Land Use Features: None</p> | 1, 3, 6 | N/A | \$ 37,000,000 | |
| 210 | Huffman Road Rehabilitation - Pintail Street to Birch Road | <p>Rehabilitate Huffman Road from Pintail Street to Birch Road to collector standards and include intersection improvements at Elmore Road and Pintail Street. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Preservation of Existing Facility and Connectivity.</p> <p>Key Land Use Features: None</p> | 1, 3, 6 | N/A | \$ 10,937,243 | |
| 211 | Long Term MTP Implementation Studies | <p>Could include the following projects: Chugiak High School Access Improvements Study, Government Hill Intersection Study, Government Hill Improved East-West Connector Study, Regional Travel Survey, Traffic Signal Operations Plan, Intersection Operations and Safety Improvements Program, MTP Update, Secondary Road Network Studies, Transit Supportive Development Corridor Strategic Implementation Plans (Bragaw Street C St - 15th Ave to 9th Ave), Transit Dedicated Lane Study, Raspberry Road Rehabilitation Study, Tudor/Piper Intersection Improvements Study.</p> <p>Key Land Use Features (in select locations): Transit Supportive Development Corridor, Reinvestment Focus Area, Greenway Supported Development Corridor</p> | | All | \$ 7,000,000 | |

Table 7-2 Recommended 2040 MTP Road Projects - Long Term (2031-2040) .cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate | Funded Prior to this MTP |
|-------|--|---|------------|--|--------------------|--------------------------|
| 212 | Midtown Congestion Relief Project | <p>Reconstruct the Seward Hwy as a freeway from 20th Avenue to Tudor Road which may include interchanges at 36th Avenue, Northern Lights Blvd, Benson Blvd, Fireweed Lane, and the addition of frontage roads. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Connectivity, Access, Congestion, Capacity, and Freight (Proposed Regional Truck Route).</p> <p>Key Land Use Features: None</p> | 3, 4, 6 | Performance of the NHS, Freight Movement/Economic Vitality, Environmental Sustainability | \$ 250,125,000 | |
| 213 | Minnesota Drive and 36th Avenue/Spenard Road Couplet Study | <p>Study a one way couplet at Minnesota Drive and 36th Avenue/Spenard Road. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Connectivity, Congestion, and Safety (Vision Zero High Crash Location).</p> <p>Key Land Use Features: Reinvestment Focus Area, Transit Supportive Development Corridor</p> | 2, 3, 5, 6 | Injuries and Fatalities, Performance of the NHS, Environmental Sustainability | \$ 500,000 | |

Table 7-2 Recommended 2040 MTP Road Projects - Long Term (2031-2040) cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate | Funded Prior to this MTP |
|-------|---|--|---------------|---|--------------------|--------------------------|
| 214 | Seward Highway /Glenn Highway Connection - 20th Avenue (Chester Creek) to 13th Avenue | <p>Construct freeway connection between Seward Highway/20th Avenue and 13th Avenue with freeway access and egress ramps onto Ingra/Gambell Streets near the northern termini of the project. Reconstruct Ingra Street/Gambell Street and construct separated grade crossings of the freeway to reconnect portions of the east-west street system. Construct an interchange at Airport Heights Drive and Glenn Highway Intersection. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Safety (Vision Zero High Injury Network Corridor), Congestion, Access, Connectivity, and Freight (Proposed Regional Truck Route).</p> <p>Historic Preservation: Medium Impact - Potential for subsurface features, buildings, infrastructure, and districts of potential local and national significance</p> <p>Key Land Use Features: Reinvestment Focus Area, Greenway Supported Development Corridor</p> | 2, 3, 4, 5, 6 | Injuries & Fatalities, Performance of the NHS, Freight Movement/Economic Vitality, Environmental Sustainability | \$ 237,500,000 | |
| 215 | Tudor Road Access Management - Seward Highway to Arctic Blvd | <p>Add on Tudor Road from the Seward Highway to Arctic Blvd access management and turn restrictions; modify local connections to make adjacent property access to other roads; east-west or north-south access in lieu of direct access from Tudor Road wherever practical.</p> <p>Purpose: Congestion, Safety (Vision Zero High Injury Network Corridor), Access Management, and Freight (Proposed Regional Truck Route).</p> <p>Historic Preservation: Low Impact - Some structures over 50 years old.</p> <p>Key Land Use Features: Reinvestment Focus Area</p> | 2, 3, 4, 5, 6 | Injuries & Fatalities, Performance of the NHS, Environmental Sustainability | \$ 14,142,800 | |



Table 7-2 Recommended 2040 MTP Road Projects - Long Term (2031-2040) .cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate | Funded Prior to this MTP |
|-------|---|--|-----------|----------------------------------|--------------------|--------------------------|
| 216 | Turnagain Street Rehabilitation - Northern Lights Blvd to 35th Avenue | <p>Rehabilitate Turnagain Street from Northern Lights Blvd to 35th Avenue to collector standards. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Connectivity and Preservation of Existing Facility.</p> <p>Historic Preservation: Medium impact - Potential for subsurface features, buildings and districts of potential local significance, traditional cultural resource (fish creek Ch'atanaltsegh).</p> <p>Key Land Use Features: None</p> | 1, 3, 6 | N/A | \$ 16,700,000 | |



Historic Preservation Definitions:

Extremely High Impact: very high potential for adverse effects to surveyed and unsurveyed subsurface features, traditional cultural resources, infrastructure, buildings, districts, and features of potential local and national significance; irreversible impacts to listed historic resources.

High Impact: high potential for adverse effects to surveyed and unsurveyed subsurface features, buildings, infrastructure, and districts of potential local and national significance; some impacts to listed historic resources.

Medium Impact: some potential for adverse effects to surveyed and unsurveyed subsurface features, buildings, districts of potential local significance, and traditional cultural resources; few impacts to listed historic resources.

Low Impact: low potential for adverse effects to surveyed and unsurveyed subsurface features; few impacts to structures over 50 years old.

No Impact: no adverse effects anticipated. This does not exempt project from EPA Section 106 process.

Figure 7-4 Recommended 2040 MTP Road Projects - Short Term (2018-2030)

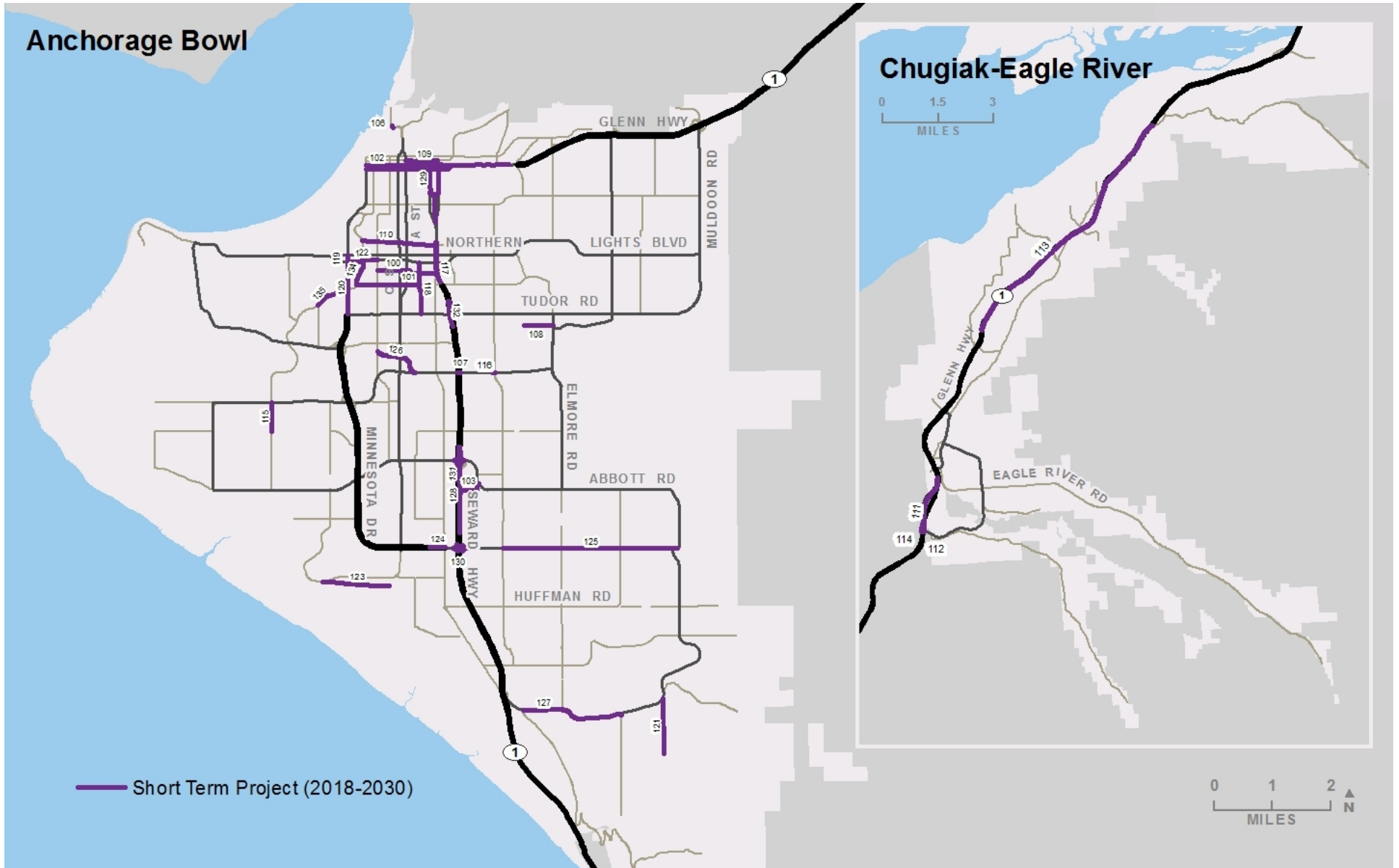


Figure 7-5 Recommended 2040 MTP Road Projects - Long Term (2031-2040)

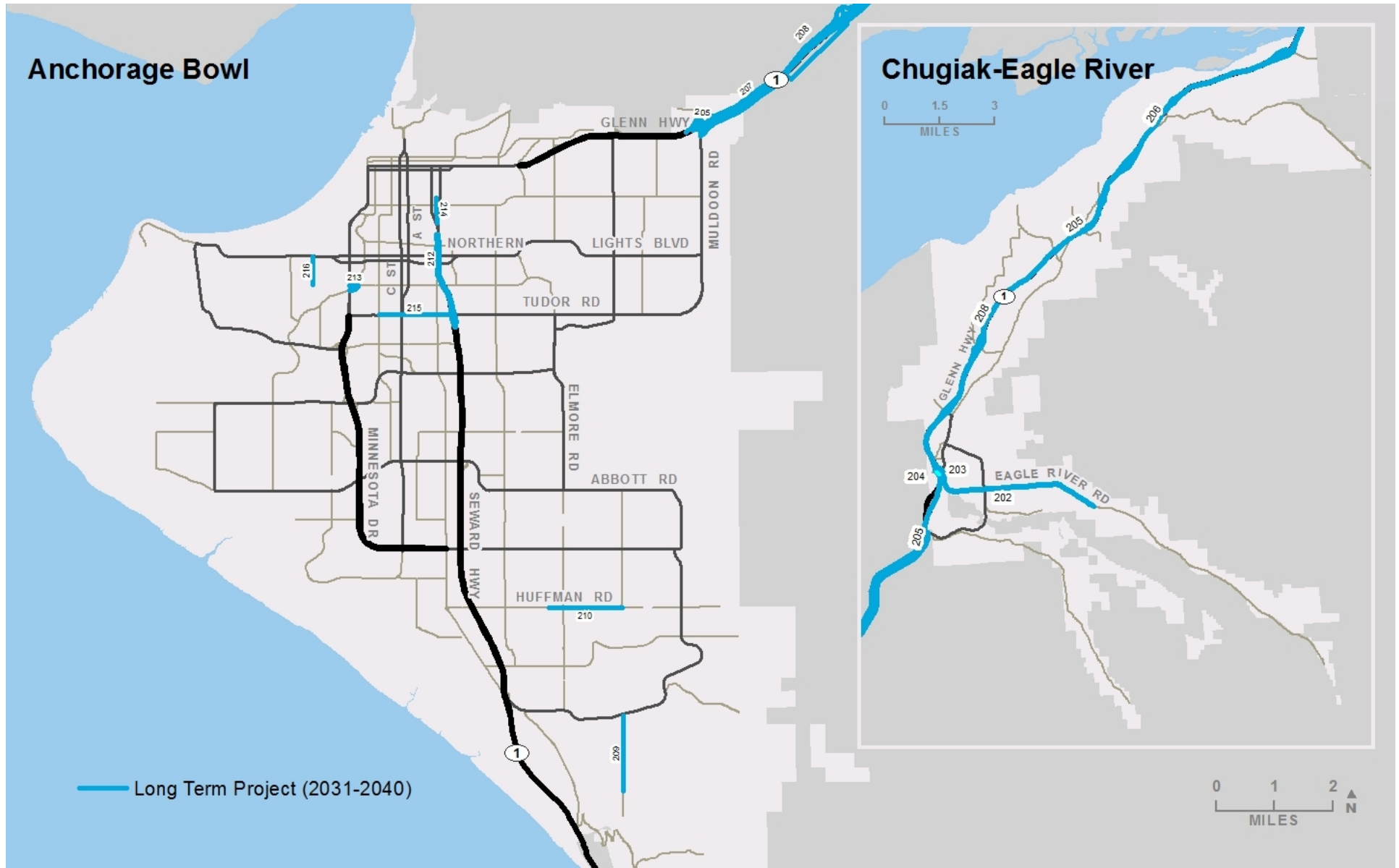


Table 7-3 2040 MTP Road Projects - Illustrative (after 2040)

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate | Funded Prior to this MTP |
|-------|--|---|-----------|----------------------------------|--------------------|--------------------------|
| 300 | 120th Ave Reconstruction - Johns Road to Old Seward Highway | <p>Reconstruct 120th Avenue from Johns Road to Old Seward Highway to collector standards. This project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Connectivity.</p> <p>Historic Preservation: Low Impact - Potential for subsurface features, structures over 50 years old.</p> <p>Key Land Use Features: None</p> | 3, 6 | N/A | \$ - | \$ 9,000,000 |
| 301 | 48th Avenue/Cordova Street Reconstruction - Old Seward Highway to International Airport Road | <p>Reconstruct 48th Ave/Cordova Streets from Old Seward Highway to International Airport Road to collector standards. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Connectivity.</p> <p>Historic Preservation: Low Impact - Some structures over 50 years old.</p> <p>Key Land Use Features: None</p> | 3, 6 | N/A | \$ 10,000,000 | |
| 302 | C Street/ International Airport Road Intersection Improvements | <p>C Street/International Airport Road Intersection improvements to address freight turning movements. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Historic Preservation: No impact - No known features.</p> <p>Purpose: Freight (Proposed Regional Truck Route and Freight Problem Location).</p> <p>Key Land Use Features: None</p> | 4, 6 | N/A | \$ 5,999,266 | |

Table 7-3 2040 MTP Road Projects - Illustrative (after 2040) cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate | Funded Prior to this MTP |
|-------|--|--|-----------|----------------------------------|--------------------|--------------------------|
| 303 | Eagle River CBD - Phase II, Study (Eagle River) | <p>Study to identify the recommended long-term solution for the CBD transportation system. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Historic Preservation: No impact - No known impacts.</p> <p>Purpose: Connectivity and Access.</p> <p>Key Land Use Features: None</p> | 3, 6 | Performance of the NHS | \$ 500,000 | |
| 304 | Glenn Highway Frontage Road - North Peters Creek to Thunderbird Falls exit | <p>Construct a new two-way frontage road to the east side of the Glenn Highway from the North Peters Creek to the Thunderbird Falls exit. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Historic Preservation: High impact - Potential for subsurface features, several traditional cultural resources, irreversible impacts to historic resources such as the Old Glenn Highway.</p> <p>Purpose: Freight (Proposed Regional Truck Route), Emergency Response and Management, Resiliency, and Connectivity.</p> <p>Key Land Use Features: None</p> | 2,3, 4, 6 | Performance of the NHS | \$ 12,384,586 | |



Table 7-3 2040 MTP Road Projects - Illustrative (after 2040)

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate | Funded Prior to this MTP |
|-------|--|---|------------|--|--------------------|--------------------------|
| 305 | Glenn Highway HOV Lane - Airport Heights Drive to Peters Creek Interchange | <p>Widen Glenn Highway from Airport Heights Drive to Peters Creek Interchange to add an HOV lane in each direction.</p> <p>Purpose: Freight (Proposed Regional Truck Route), Capacity, TDM, Congestion.</p> <p>Historic Preservation: Extremely High Impact - Potential for subsurface features, several traditional cultural resources, buildings, districts, and features of potential local and national significance, irreversible impacts to historic resources such as the Old Glenn Highway.</p> <p>Key Land Use Features: None</p> | 3, 4, 6 | Performance of the NHS, Freight Movement/Economic Vitality, Environmental Sustainability | \$ 111,625,189 | |
| 306 | Glenn Highway Intermediate Interchange Ramp Terminal Upgrades | <p>Construct roundabout at the JBER Interchange, the North Eagle River Interchange, the South Birchwood Interchange, the North Birchwood Interchange, and the South Peters Creek Interchange. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Freight (Proposed Regional Truck Route), Emergency Response and Management, Resiliency, and Congestion.</p> <p>Historic Preservation: Extremely High Impact - Potential for subsurface features, several traditional cultural resources, buildings, districts, and features of potential local and national significance, irreversible impacts to historic resources such as the Old Glenn Highway.</p> <p>Key Land Use Features: None</p> | 2, 3, 4, 6 | Performance of the NHS, Freight Movement/Economic Vitality, Environmental Sustainability | \$ 35,000,000 | |

Table 7-3 2040 MTP Road Projects - Illustrative (after 2040) cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate | Funded Prior to this MTP |
|-------|--|---|---------------|---|--------------------|--------------------------|
| 307 | Hartzell Road Rehabilitation - 79th Avenue to Dimond Blvd | <p>Rehabilitate Hartzell Road from 79th Avenue to Dimond Blvd to collector standards. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Preservation of Existing Facility and Connectivity.</p> <p>Historic Preservation: Low Impact - Potential for subsurface features, structures over 50 years old.</p> <p>Key Land Use Features: None</p> | 1, 3, 6 | N/A | \$ 5,500,000 | |
| 308 | Hiland Road Improvements - MP 1.0 to MP 2.2 and MP 3.4 to MP 8.3 (Eagle River) | <p>Rehabilitate 6.1 miles of the existing two-lane Hiland Road to collector 1B standards with safety improvements at intersections. Project would include non-motorized improvements.</p> <p>Purpose: Preservation of Existing Facility and Connectivity.</p> <p>Historic Preservation: Low Impact - Some structures over 50 years old.</p> <p>Key Land Use Features: None</p> | 1, 3, 6 | N/A | \$ 35,000,000 | |
| 311 | Minnesota Drive/Spenard Road Intersection Improvements | <p>Reconfigure Spenard Road approaches to eliminate split phasing, lengthen Minnesota Drive left turn lanes, and add Minnesota Drive southbound right turn lane.</p> <p>Purpose: Congestion, Safety (Vision Zero High Injury Network), and Freight (Proposed Regional Truck Route).</p> <p>Key Land Use Features: Transit Supportive Development Corridor, Reinvestment Focus Area</p> | 2, 3, 4, 5, 6 | Injuries & Fatalities, Environmental Sustainability | \$ 9,084,000 | |

Table 7-3 2040 MTP Road Projects - Illustrative (after 2040)

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate | Funded Prior to this MTP |
|-------|---|--|---------------|---|--------------------|--------------------------|
| 309 | Lake Otis Pkwy Reconstruction - DeBarr Road to Northern Lights Blvd | <p>Reconstruct and increase capacity of Lake Otis Parkway from DeBarr Road to Northern Lights Blvd. Replace bridge over Chester Creek and reconstruct Lake Otis Pkwy/Northern Lights Blvd intersection. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Safety (Vision Zero High Injury Network Corridor), Capacity, and Transportation System Management.</p> <p>Historic Preservation: Medium Impact - Potential for subsurface features, buildings, infrastructure, and districts of potential local and national significance.</p> <p>Key Land Use Features: None</p> | 2, 3, 6 | Injuries & Fatalities, Performance of the NHS | \$ 45,000,000 | |
| 310 | Minnesota Drive Multiway Blvd - Hillcrest Drive to Tudor Road | <p>Convert Minnesota Drive from Hillcrest Drive to Tudor Road to a Multiway Boulevard. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Safety (Vision Zero High Injury Network Corridor), Freight (Proposed Regional Truck Route), Congestion, Connectivity, and Access.</p> <p>Historic Preservation: High Impact - Potential for subsurface features, some traditional cultural resources, buildings, districts, and features of potential local and national significance, potential impacts to historic resources such as the Center Bowl.</p> <p>Key Land Use Features: Reinvestment Focus Area, Greenway Supported Development Corridor</p> | 2, 3, 4, 5, 6 | Injuries & Fatalities, Performance of the NHS, Environmental Sustainability | \$ 52,533,776 | |

Table 7-3 2040 MTP Road Projects - Illustrative (after 2040) cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate | Funded Prior to this MTP |
|-------|--|--|---------------|---|--------------------|--------------------------|
| 311 | Minnesota Drive/Spenard Road Intersection Improvements | <p>Reconfigure Spenard Road approaches to eliminate split phasing, lengthen Minnesota Drive left turn lanes, and add Minnesota Drive southbound right turn lane.</p> <p>Purpose: Congestion, Safety (Vision Zero High Injury Network), and Freight (Proposed Regional Truck Route).</p> <p>Historic Preservation: Low Impact - Some structures over 50 years old.</p> <p>Key Land Use Features: Transit Supportive Development Corridor, Reinvestment Focus Area</p> | 2, 3, 4, 5, 6 | Injuries & Fatalities, Environmental Sustainability | \$ 9,084,000 | |
| 312 | Minnesota Drive/Tudor Road Intersection Improvements | <p>Minnesota Drive/Tudor Road Intersection Improvements that could include eliminating the split phasing for the east and westbound phases at the intersection. Install southbound right turn lane on Minnesota. Will examine right turn split lanes and pedestrian refuges.</p> <p>Purpose: Safety (Vision Zero High Injury Network Corridor), Congestion, Freight (Proposed Regional Truck Route and Freight Problem Location), and Connectivity.</p> <p>Historic Preservation: Low Impact - Some structures over 50 years old.</p> <p>Key Land Use Features: None</p> | 2, 3, 4, 6 | Injuries & Fatalities, Performance of the NHS, Environmental Sustainability | \$ 5,588,000 | |



Table 7-3 2040 MTP Road Projects - Illustrative (after 2040) cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate | Funded Prior to this MTP |
|-------|---|--|------------|--|--------------------|--------------------------|
| 313 | Northern Lights/Benson Blvd Access Management - Seward Highway to Minnesota Drive | <p>On Northern Lights/Benson Blvd from Seward Highway to Minnesota Drive add access management and turn restrictions; modify local connections to make adjacent property access to other roads; east-west or north-south access in lieu of direct access from Northern Lights Blvd and Benson Blvd wherever practical.</p> <p>Purpose: Safety (Vision Zero High Injury Network), Connectivity, Access, and Access Management.</p> <p>Historic Preservation: Low Impact - Some structures over 50 years old.</p> <p>Key Land Use Features: Transit Supportive Development Corridor,</p> | 2, 3, 5, 6 | Injuries & Fatalities, Performance of the NHS, | \$ 2,094,381 | |
| 314 | Ocean Dock Road Rehabilitation - Whitney Road to Anchorage Port Road | <p>Rehabilitate Ocean Dock Road from Whitney Road to Anchorage Port Road based on the findings from the Port of Alaska Multimodal Improvements Study. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Preservation of Existing Facility and Freight (Proposed Regional Truck Route, Problem Location).</p> <p>Historic Preservation: Low Impact - Some potential for subsurface features.</p> <p>Key Land Use Features: Reinvestment Focus Area, Greenway Supported Development Corridor</p> | 1, 4, 5, 6 | Pavement Condition | \$ 24,009,081 | |

Table 7-3 2040 MTP Road Projects - Illustrative (after 2040) cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate | Funded Prior to this MTP |
|-------|--|--|---------------|--|--------------------|--------------------------|
| 315 | Raspberry Road Reconstruction - Sand Lake Road to Jewel Lake Road | <p>Reconstruct Raspberry Road from Sand Lake Road to Jewel Lake Road based on recommendations from the related study. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Preservation of Existing Facility.</p> <p>Historic Preservation: Low Impact - Some structures over 50 years old.</p> <p>Key Land Use Features: None</p> | 1, 6 | N/A | \$ 25,000,000 | |
| 316 | Seward Highway /Glenn Highway Connection - 13th Ave to Airport Heights Interchange | <p>Construct freeway connection between 13th Avenue and Airport Heights Interchange with freeway access and egress ramps along the alignment. Reconstruct Ingra Street/Gambell Street. Project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Safety (Vision Zero High Injury Network Corridor), Congestion, Access, Connectivity, and Freight (Regional Truck Route).</p> <p>Historic Preservation: High Impact - Potential for subsurface features, buildings, infrastructure, and districts of potential local and national significance, listed historic resource (cemetery).</p> <p>Key Land Use Features: Reinvestment Focus Area, Greenway Supportive Development Corridor (13th to 5th Ave only)</p> | 2, 3, 4, 5, 6 | <p>Injuries & Fatalities,</p> <p>Performance of the NHS, Freight Movement/Economic Vitality,</p> <p>Environmental Sustainability</p> | \$ 662,500,000 | |



Table 7-3 2040 MTP Road Projects - Illustrative (after 2040) cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate | Funded Prior to this MTP |
|-------|---|--|------------|---|--------------------|--------------------------|
| 317 | Seward Highway Reconstruction - Potter Weigh Station to Potter Marsh Turn Off (154th Avenue) | <p>Reconstruct and widen Seward Hwy between Potter Weigh Station and Potter Marsh Turn Off (154th Ave). Project would include non-motorized improvements and consider adjacent land use.</p> <p>Purpose: Safety (Designated Safety Corridor), Capacity, Congestion, and Freight (Regional Truck Route).</p> <p>Historic Preservation: Low Impact - Potential for subsurface features, Alaska Railroad.</p> <p>Key Land Use Features: None</p> | 2, 3, 4, 6 | Injuries & Fatalities, Performance of the NHS, Freight Movement/Economic Vitality, Environmental Sustainability | \$ 47,479,400 | |
| 318 | Seward Highway: Rabbit Creek Road to Girdwood Planning and Environmental Linkages (PEL) Study | <p>Building off of the 2017 Seward Highway Route Development Plan: Reconnaissance Study, this project will plan and analyze impacts for conceptual project alternatives on segments of the Seward Highway from Rabbit Creek Road to Girdwood, reducing the time required to obtain environmental approval.</p> <p>Purpose: Safety (Designated Safety Corridor), Capacity, Congestion (Seasonal), and Promote Environmental Sustainability.</p> <p>Historic Preservation: Extremely High Impact - Potential for subsurface features, several traditional cultural resources, infrastructure, buildings, districts, and features of potential local and national significance, irreversible impacts to historic resources such as the Alaska Railroad and Johnson (Turnagain Arm) Trail, impacts to listed historic resources (Potter Section House).</p> <p>Key Land Use Features: None</p> | 2, 3, 6 | Injuries & Fatalities, Performance of the NHS, Freight Movement/Economic Vitality, Environmental Sustainability | \$ 3,000,000 | |

Table 7-3 2040 MTP Road Projects - Illustrative (after 2040) cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate | Funded Prior to this MTP |
|-------|---|--|---------------|---|--------------------|--------------------------|
| 318 | Seward Highway: Rabbit Creek Road to Girdwood Planning and Environmental Linkages (PEL) Study | <p>Building off of the 2017 Seward Highway Route Development Plan: Reconnaissance Study, this project will plan and analyze impacts for conceptual project alternatives on segments of the Seward Highway from Rabbit Creek Road to Girdwood, reducing the time required to obtain environmental approval.</p> <p>Purpose: Safety (Designated Safety Corridor), Capacity, Congestion (Seasonal), and Promote Environmental Sustainability.</p> <p>Historic Preservation: Extremely High Impact - Potential for subsurface features, several traditional cultural resources, infrastructure, buildings, districts, and features of potential local and national significance, irreversible impacts to historic resources such as the Alaska Railroad and Johnson (Turnagain Arm) Trail, impacts to listed historic resources (Potter Section House).</p> <p>Key Land Use Features: None</p> | 2, 3, 6 | Injuries & Fatalities, Performance of the NHS, Freight Movement/Economic Vitality, Environmental Sustainability | \$ 3,000,000 | |
| 319 | Tudor Road Access Management - Seward Highway to Patterson Street | <p>On Tudor Road from Seward Highway to Patterson Street add access management and turn restrictions; modify local connections to make adjacent property access to other roads; east-west or north-south access in lieu of direct access from Tudor Road wherever practical.</p> <p>Purpose: Congestion, Safety (Vision Zero High Injury Network Corridor), Access Management, and Freight (Regional Truck Route).</p> <p>Historic Preservation: Low Impact - Potential for subsurface features, some structures over 50 years old.</p> <p>Key Land Use Features: Transit Supportive Development Corridor,</p> | 2, 3, 4, 5, 6 | Injuries & Fatalities, Performance of the NHS, Environmental Sustainability | \$ 42,024,320 | |

Non-Motorized Transportation

Non-motorized (pedestrian and bicycle) transportation is a low-cost and space-efficient way to travel. It has health benefits for both people and the environment. It contributes to a more attractive and livable city. Well-planned land use patterns help increase walking and bicycling by bringing people closer to their destinations.

The non-motorized recommended projects focus on completing the missing pieces in the network, providing non-motorized facilities in higher density areas, and making walking and biking a safe and convenient option for all ages and abilities. The result will be high-quality, pedestrian-friendly facilities that are safe and comfortable. Table 7-2 and Table 7-3 list the recommended Short and Long Term non-motorized projects. These projects are shown on Figure 7-6 and 7-7. It is important to note that many of the road

projects also incorporate non-motorized improvements. Project listings and numbers in these tables do not indicate a priority order within the Short and Long Term periods.

Due to anticipated funding constraints, some non-motorized projects that had

merit are not anticipated to be able to be completed by 2040 with the projected revenue. These projects are included as illustrative projects and are listed in Table 7-6. These projects don't fit within the fiscal constraints of the plan, but could move into the funded plan at a later date if additional funding is identified.



Table 7-4 Recommended 2040 MTP Non-Motorized Projects - Short Term (2018-2030)

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate |
|-------|---|--|------------|---|--------------------|
| 400 | 3rd Avenue Pathway - E Street to Post Road | <p>Construct a separated pathway on 3rd Avenue from E Street to Post Road. Project would consider adjacent land use.</p> <p>Purpose: Connectivity, Safety (Vision Zero High Injury Network Corridor), Air Quality, and Access.</p> <p>Key Land Use Features: None</p> | 2, 3, 5, 6 | Injuries & Fatalities, Environmental Sustainability | \$ 12,000,000 |
| 401 | 88th Avenue Bicycle Lanes - Jewel Lake Road to Northwood Street | <p>Construct bicycle lanes on 88th Ave from Jewel Lake Road to Northwood Street. Project would consider adjacent land use.</p> <p>Purpose: Air Quality and Enhanced Connectivity.</p> <p>Key Land Use Features: None</p> | 3, 5, 6 | Environmental Sustainability | \$ 1,000,000 |
| 402 | A St Sidewalk/Pathway - 13th Ave to Fireweed Lane | <p>Construct a sidewalk/pathway on the west side of A Street from 13th Ave to Fireweed Lane. Project would consider adjacent land use.</p> <p>Purpose: Connectivity, Air Quality, and Access.</p> <p>Key Land Use Features: Transit Supportive Development Corridor, Reinvestment Focus Area</p> | 3, 5, 6 | Environmental Sustainability | \$ 20,000,000 |



Table 7-4 Recommended 2040 MTP Non-Motorized Projects - Short Term (2018-2030) cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate |
|-------|---|---|------------|---|--------------------|
| 403 | A St West Side Sidewalk - Benson Blvd to 36th Ave | <p>Construct a missing sidewalk on the western side of A Street from Benson Blvd to 36th Ave. Project would consider adjacent land use.</p> <p>Purpose: Connectivity, Air Quality, Access, and Safety (Vision Zero High Injury Network Corridor).</p> <p>Key Land Use Features: Transit Supportive Development Corridor</p> | 2, 3, 5, 6 | Injuries & Fatalities, Environmental Sustainability | \$ 5,000,000 |
| 404 | A St West Side Sidewalk - Fireweed Lane to Benson Blvd | <p>Construct a missing sidewalk on the western side of A Street from Fireweed Ln to Benson Blvd. Project would consider adjacent land use.</p> <p>Purpose: Connectivity, Air Quality, Access, and Safety (Vision Zero High Injury Network Corridor).</p> <p>Key Land Use Features: Transit Supportive Development Corridor, Reinvestment Focus Area</p> | 2, 3, 5, 6 | Injuries & Fatalities, Environmental Sustainability | \$ 5,000,000 |
| 405 | A Street Sidewalk/Pathway Study - 13th Ave to Fireweed Lane | <p>Study the feasibility of constructing a sidewalk/pathway on the west side of A Street from 13th Ave to Fireweed Lane. Project would consider adjacent land use.</p> <p>Purpose: Air Quality, Connectivity, and Access.</p> <p>Key Land Use Features: Transit Supportive Development Corridor, Reinvestment Focus Area</p> | 3, 5, 6 | Environmental Sustainability | \$ 250,000 |

Table 7-4 Recommended 2040 MTP Non-Motorized Projects - Short Term (2018-2030) cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate |
|-------|---|---|------------|---|--------------------|
| 406 | Anchorage Bowl Central Business District Intersection Pedestrian Improvements Study | <p>A Central Business District (CBD) Intersection study that evaluates the need for additional pedestrian improvements at all intersection crossings within the CBD including an evaluation of signal timings. Project would consider adjacent land use.</p> <p>Purpose: Safety (Vision Zero High Injury Network Corridor), Air Quality, and Freight (Regional Truck Route).</p> <p>Key Land Use Features: None</p> | 2, 4, 5, 6 | Injuries & Fatalities, Environmental Sustainability | \$ 500,000 |
| 407 | Boniface Parkway Sidewalk - DeBarr Road to Craig Drive | <p>Construct missing sidewalk on Boniface Parkway from DeBarr Road to Craig Drive. Project would consider adjacent land use.</p> <p>Purpose: Connectivity and Air Quality.</p> <p>Key Land Use Features: None</p> | 3, 5, 6 | Environmental Sustainability | \$ 4,000,000 |
| 408 | Campbell Trail Lighting Construction - Victor Road to Seward Highway | <p>Construct lighting along Campbell Creek Trail from Victor Road to Seward Highway. Project would consider adjacent land use.</p> <p>Purpose: Improve Travel Conditions and Air Quality.</p> <p>Key Land Use Features: None</p> | 3, 5, 6 | N/A | \$ 5,000,000 |



Table 7-4 Recommended 2040 MTP Non-Motorized Projects - Short Term (2018-2030) cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate |
|-------|---|---|------------|---|--------------------|
| 409 | Campbell Trail Overcrossing at Lake Otis Parkway | Construct an overcrossing of Lake Otis Parkway for the Campbell Trail. Project would consider adjacent land use. Purpose: Safety (Vision Zero High Injury Network Corridor), Air Quality, and Connectivity. Key Land Use Features: None | 2, 3, 5, 6 | Injuries & Fatalities, Environmental Sustainability | \$ 13,000,000 |
| 410 | Chugach Foothills Connector Phase II - Regal Mountain Drive to Campbell Airstrip Road | Project will construct a multi-use path on Tudor Road between Regal Mountain Drive and Campbell Airstrip Road. Purpose: Access, Connectivity, and Air Quality. Key Land Use Features: None | 3, 6 | Environmental Sustainability | \$ 2,200,000 |
| 411 | Coastal Trail South Extension - Kincaid Park to Jodphur Street | Extend the Coastal Trail from Kincaid Park to Jodphur Street. Project would consider adjacent land use. Purpose: Connectivity, Air Quality, and Access. Key Land Use Features: None | 3, 5, 6 | Environmental Sustainability | \$ 3,100,000 |
| 412 | Coastal Trail Widening - Earthquake Park to Westchester Lagoon | Widen the Coastal Trail to 14' wide from Earthquake Park to Westchester Lagoon. Project would consider adjacent land use. Project will coordinate with MOA Parks and Recreation Department prior to and during project implementation. Purpose: Capacity and Air Quality. Key Land Use Features: None | 3, 5, 6 | Environmental Sustainability | \$ 2,600,000 |

Table 7-4 Recommended 2040 MTP Non-Motorized Projects - Short Term (2018-2030) cont..

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate |
|-------|--|--|-----------|----------------------------------|--------------------|
| 413 | Coronado Street Separated Pathway - Old Glenn Highway to Echo St, along North Eagle River Loop Spur to North Eagle River Loop Road | <p>Construct a separated pathway on Coronado Street from Old Glenn Highway to Echo Street and along North Eagle River Loop Spur to North Eagle River Loop Road.</p> <p>Purpose: Connectivity, Air Quality, and Access.</p> <p>Key Land Use Features: None</p> | 3, 5, 6 | Environmental Sustainability | \$ 4,000,000 |
| 414 | DeBarr Road Pathway/ Sidewalk Widening and Rehabilitation - Orca Blvd to Turpin Street | <p>Widen and Rehabilitate existing facility on north side of DeBarr Road from Orca Blvd to Turpin Street. Project would consider adjacent land use.</p> <p>Purpose: Preservation of Existing Facility and Air Quality.</p> <p>Key Land Use Features: Transit Supportive Development Corridor</p> | 1, 5, 6 | Environmental Sustainability | \$ 11,000,000 |
| 415 | DeBarr Road Sidewalk Widening/ Upgrade - Boniface Parkway to Muldoon Road | <p>Widen/Upgrade existing sidewalk on south side of DeBarr Road from Boniface Parkway to Muldoon Road. Project would consider adjacent land use.</p> <p>Purpose: Preservation of Existing Facility and Air Quality.</p> <p>Key Land Use Features: Transit Supportive Development Corridor, Reinvestment Focus Area</p> | 1, 5, 6 | Environmental Sustainability | \$ 3,000,000 |



Table 7-4 Recommended 2040 MTP Non-Motorized Projects - Short Term (2018-2030) cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate |
|-------|--|--|-----------|----------------------------------|--------------------|
| 416 | Downtown Trail Connection - Coastal Trail to Ship Creek Trail | <p>Construct a connection between Tony Knowles Coastal Trail to the Ship Creek Trail in downtown Anchorage. Project would consider adjacent land use.</p> <p>Purpose: Connectivity and Air Quality.</p> <p>Key Land Use Features: None</p> | 3, 5, 6 | Environmental Sustainability | \$ 13,000,000 |
| 417 | E Street Shared Road Bicycle Facility - 3rd Avenue to 9th Avenue | <p>Construct shared road bicycle facility on E Street from 3rd Avenue to 9th Avenue. Project would consider adjacent land use. Linked Project: 421</p> <p>Purpose: Connectivity, Air Quality, and Access.</p> <p>Key Land Use Features: Reinvestment Focus Area</p> | 3, 5, 6 | Environmental Sustainability | \$ 5,000,000 |
| 418 | Eagle River Road Rehabilitation and Extension - Old Glenn Highway to Mile Hi Ave | <p>Rehabilitate the Eagle River Road Pathway from the Old Glenn Highway to just east of Hillcrest Lane. Include pathway sweeps at driveways. Extend the Eagle River Road Pathway from just east of Hillcrest Lane to Mile Hi Ave. Project would consider adjacent land use.</p> <p>Purpose: Preservation of Existing Facility and Air Quality.</p> | 1, 5, 6 | Environmental Sustainability | \$ 3,000,000 |

Table 7-4 Recommended 2040 MTP Non-Motorized Projects - Short Term (2018-2030) cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate |
|-------|--|---|-----------|----------------------------------|--------------------|
| 419 | Eagle River Town Center Walkways Study | <p>Study the feasibility of constructing missing walkways within the Eagle River Town Center as shown in the 2003 Eagle River Central Business District Revitalization Plan figure 3-7.</p> <p>Purpose: Connectivity, Air Quality, and Access.</p> <p>Key Land Use Features: None</p> | 3, 5, 6 | Environmental Sustainability | \$ 500,000 |
| 420 | Elmore Road East Side Sidewalk/Pathway Rehabilitation - Tudor Road to Dr Martin Luther King Jr Drive | <p>Rehabilitate and widen the east side sidewalk/pathway on Elmore Road from Tudor Road to Dr Martin Luther King Jr Drive. Project would consider adjacent land use.</p> <p>Purpose: Preservation of Existing Facility and Air Quality.</p> <p>Key Land Use Features: Reinvestment Focus Area</p> | 1, 5, 6 | Environmental Sustainability | \$ 500,000 |
| 421 | G Street Shared Road Bicycle Facility - 3rd Avenue to 9th Avenue | <p>Construct shared road bicycle facility on G Street from 3rd Avenue to 9th Avenue. Project would consider adjacent land use. Linked Project: 417</p> <p>Purpose: Connectivity, Air Quality, and Access.</p> <p>Key Land Use Features: Reinvestment Focus Area</p> | 3, 5, 6 | Environmental Sustainability | \$ 5,000,000 |



Table 7-4 Recommended 2040 MTP Non-Motorized Projects - Short Term (2018-2030) cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate |
|-------|---|--|-----------|----------------------------------|--------------------|
| 422 | Glenn Highway Trails Marking - VFW Road to Brooks Loop | <p>Install Glenn Highway Trail connection markings/signage from the VFW Road to Brooks Loop.</p> <p>Purpose: Connectivity and Air Quality.</p> <p>Key Land Use Features: None</p> | 3, 5, 6 | Environmental Sustainability | \$ 600,000 |
| 423 | Golden Bear Drive Sidewalks Construction - Muldoon Road (North) to Bartlett High School | <p>Construct missing sidewalks on Golden Bear Drive from Muldoon Road (North) to Bartlett High School. Project would consider adjacent land use.</p> <p>Purpose: Connectivity, Air Quality, and Access.</p> <p>Key Land Use Features: None</p> | 3, 5, 6 | Environmental Sustainability | \$ 1,000,000 |
| 424 | Klatt Road Paved Shoulder Bikeway - Victor Road to Puma Street | <p>Widen the paved shoulder bikeway on Klatt Road from Victor to Puma Street. Project would consider adjacent land use.</p> <p>Purpose: Connectivity and Air Quality.</p> <p>Key Land Use Features: None</p> | 3, 5, 6 | Environmental Sustainability | \$ 1,000,000 |
| 425 | Lake Otis Parkway Sidewalk Rehabilitation - 68th Avenue to Abbott Road | <p>Widen and Rehabilitate the sidewalks on Lake Otis Parkway from 68th Avenue to Abbott Road. Project would consider adjacent land use.</p> <p>Purpose: Preservation of Existing Facility and Air Quality.</p> <p>Key Land Use Features: Transit Supportive Development Corridor</p> | 1, 5, 6 | Environmental Sustainability | \$ 3,000,000 |

Table 7-4 Recommended 2040 MTP Non-Motorized Projects - Short Term (2018-2030) cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate |
|-------|---|--|-----------|---|--------------------|
| 426 | Mountain View Drive Pathway Reconstruction - Bliss Street to North Bunn Street | <p>Project will reconstruct a multi-use pathway connecting Peterkin Avenue with Mountain View Drive between Bliss Street and North Bunn Street.</p> <p>Purpose: Safety (Vision Zero High Injury Network Corridor), Air Quality, and Preservation of Existing Facility.</p> | 1, 2, 6 | Injuries & Fatalities, Environmental Sustainability | \$ 750,000 |
| 427 | Northern Lights Blvd Sidewalk/Pathway Rehabilitation - Wesleyan Drive to Muldoon Road | <p>Rehabilitate and widen the sidewalks/pathways on Northern Lights Blvd from Wesleyan Drive to Muldoon Road. Project would consider adjacent land use.</p> <p>Purpose: Preservation of Existing Facility and Air Quality.</p> | 1, 5, 6 | Environmental Sustainability | \$ 6,000,000 |
| 428 | Northern Lights Blvd Sidewalk/Pathway Rehabilitation - Drake Drive to Lake Otis Parkway | <p>Rehabilitate and widen the separated pathway on south side of Northern Lights Blvd from Drake Drive to Lake Otis Parkway. Project would consider adjacent land use.</p> <p>Purpose: Preservation of Existing Facility and Air Quality.</p> | 1, 5, 6 | Environmental Sustainability | \$ 250,000 |



Table 7-4 Recommended 2040 MTP Non-Motorized Projects - Short Term (2018-2030) cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate |
|-------|---|---|------------|----------------------------------|--------------------|
| 429 | Northwood Drive Sidewalk Rehabilitation - Raspberry Road to 80th Ave | Rehabilitate and widen the sidewalks on Northwood Drive from Raspberry Road to 80th Ave. Project would consider adjacent land use. Purpose: Preservation of Existing Facility and Air Quality. | 1, 5, 6 | Environmental Sustainability | \$ 4,000,000 |
| 430 | Old Seward Highway Pathway - DeArmoun Road to Rabbit Creek Road | Construct a pathway along Old Seward Highway from DeArmoun Road to Rabbit Creek Road and connect with the termini of the non-motorized improvement(s) done as part of the Rabbit Creek Road - Seward Highway to Goldenview Drive Reconstruction project. Project would consider adjacent land use. Purpose: Connectivity, Air Quality, and Access. Link to project 127. | 3, 5, 6 | Environmental Sustainability | \$ 3,000,000 |
| 431 | O'Malley Road Separated Pathway - C Street to Old Seward Highway | Construct a separated pathway along O'Malley Road from C Street to Old Seward Highway. Project would consider adjacent land use. Purpose: Connectivity, Access, Air Quality, and Freight (Regional Truck Route). | 3, 4, 5, 6 | Environmental Sustainability | \$ 1,000,000 |
| 432 | Patterson Street Bike Lanes - DeBarr Road to South Fork Chester Creek Trail | Install bike lanes on Patterson Street from DeBarr Road to South Fork Chester Creek Trail. Project would consider adjacent land use. Purpose: Connectivity and Air Quality. | 3, 5, 6 | Environmental Sustainability | \$ 1,000,000 |

Table 7-4 Recommended 2040 MTP Non-Motorized Projects - Short Term (2018-2030) cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate |
|-------|--|--|-----------|----------------------------------|--------------------|
| 433 | Raspberry Road Bicycle Lanes - Kincaid Park Entrance to Sand Lake Road | <p>Install bike lanes on Raspberry Road from the Kincaid Park entrance to Sand Lake Road. Project would consider adjacent land use.</p> <p>Purpose: Connectivity, Air Quality, and Access.</p> | 3, 5, 6 | Environmental Sustainability | \$ 1,000,000 |
| 434 | Reka Drive Sidewalks Construction - Bragaw Street to Pine Street | <p>Construct missing sidewalk on Reka Drive from Bragaw Street to Pine Street. Project Project would consider adjacent land use.</p> <p>Purpose: Connectivity, Air Quality, and Access.</p> | 3, 5, 6 | Environmental Sustainability | \$ 6,000,000 |
| 435 | Seward Highway Pedestrian Overcrossing - Rabbit Creek Elementary | <p>Construct ADA ramps for existing Seward Highway pedestrian overcrossing at Rabbit Creek Elementary. Project would consider adjacent land use.</p> <p>Purpose: Connectivity, Air Quality, and Access.</p> | 3, 5, 6 | Environmental Sustainability | \$ 2,000,000 |
| 436 | Tudor Road Pedestrian Pathway - Minnesota Drive to Harding Drive | <p>Construct pedestrian facilities on Tudor Road from Minnesota Drive to Harding Drive to connect to the existing facilities on either side of the railroad tracks. Project would consider adjacent land use.</p> <p>Purpose: Connectivity, Air Quality, and Access.</p> | 3, 5, 6 | Environmental Sustainability | \$ 250,000 |



Table 7-5 Recommended 2040 MTP Non-Motorized Projects - Long Term (2031-2040)

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate |
|-------|--|---|-----------|----------------------------------|--------------------|
| 500 | Chester Creek Trail Widening - Westchester Lagoon to Goose Lake | Widen the Chester Creek trail from Westchester Lagoon to Goose Lake to 14' wide. Project would consider adjacent land use. Project will coordinate with MOA Parks and Recreation Department prior to and during project implementation. Purpose: Capacity and Air Quality. | 3, 5, 6 | Environmental Sustainability | \$ 7,000,000 |
| 501 | Eagle River Loop Road (Veteran's Memorial Highway) Separated Pathway - Glenn Highway to Eagle River Bridge | Construct a separated pathway parallel to Eagle River Loop Road (Veterans Memorial Highway) from Glenn Highway to Eagle River Bridge to link with existing pathway on either end. Purpose: Connectivity, Air Quality, and Access. | 3, 5, 6 | Environmental Sustainability | \$ 2,000,000 |
| 502 | Elmore Road Pathway Construction - DeArmoun Road to Rabbit Creek Road | Construct missing pathway on Elmore Road from DeArmoun Road to Rabbit Creek Road. Project would consider adjacent land use. Purpose: Connectivity, Air Quality, and Access. | 3, 5, 6 | Environmental Sustainability | \$ 2,000,000 |
| 503 | Elmore Road Reconstruction - Providence Drive to Tudor Road | Reconstruct Elmore Road from Providence Drive to Tudor Road to add a non-motorized facility on the west side of Elmore Road. Project would consider adjacent land use. Purpose: Connectivity and Air Quality. | 3, 6 | Environmental Sustainability | \$ 13,000,000 |

Table 7-5 Recommended 2040 MTP Non-Motorized Projects - Long Term (2018-2030) cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate |
|-------|--|--|------------|---|--------------------|
| 504 | Glenn Hwy Trail - Eklutna Village Road to Knik River Bridge | Construct separated pathway on the Glenn Highway from Eklutna Village Road to Knik River Bridge. Purpose: Connectivity, Air Quality, and Access. | 3, 5, 6 | Environmental Sustainability | \$ 10,000,000 |
| 505 | Glenn Hwy Trail - Birchwood Loop Road to Eklutna Village Road | Construct separated pathway on the Glenn Highway from Birchwood Loop Road to Eklutna Village Road. Purpose: Connectivity, Air Quality, and Access. | 3, 5, 6 | Environmental Sustainability | \$ 12,000,000 |
| 506 | Lore Road Bicycle Lanes - Seward Highway to Lake Otis Parkway | Construct bicycle lanes on Lore Road from Seward Highway to Lake Otis Parkway. Project would consider adjacent land use. Purpose: Connectivity and Air Quality. | 3, 5, 6 | Environmental Sustainability | \$ 1,000,000 |
| 507 | Lore Road Pathway and Shared Road Bike Facility - Lake Otis Parkway to Elmore Road | Construct missing segment of pathway on Lore Road from Lake Otis Parkway to Spruce Street. Construct shared road bicycle facility on Lore Road from Lake Otis Parkway to Elmore Road. Project would consider adjacent land use. Purpose: Connectivity, Air Quality, and Access. | 3, 6 | Environmental Sustainability | \$ 3,000,000 |
| 508 | Northern Lights Blvd Lane Reduction - Seward Highway and Minnesota Drive | Convert an existing travel lane on Northern Lights Blvd between the Seward Highway and Minnesota Drive to expand existing sidewalks. Project would consider adjacent land use. Purpose: Safety (Vision Zero High Injury Network Corridor), Air Quality, and Transportation System Management. | 2, 3, 5, 6 | Injuries & Fatalities, Environmental Sustainability | \$ 7,164,706 |



Table 7-5 Recommended 2040 MTP Non-Motorized Projects - Long Term (2031-2040) .cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate |
|-------|--|--|-----------|----------------------------------|--------------------|
| 509 | Oberg Road Separated Pathway Construction - Glacier Vista Road to Glennway Drive | Construct a separated pathway along Oberg Road from Glacier Vista Road to Glennway Drive Purpose: Connectivity, Air Quality, and Access. | 3, 5, 6 | Environmental Sustainability | \$ 1,000,000 |
| 510 | Photo Avenue Sidewalk Construction - Spenard Road to Arctic Blvd | Construct a sidewalk along Photo Avenue from Spenard Road to Arctic Blvd. Project would consider adjacent land use. Purpose: Connectivity and Air Quality. | 3, 5, 6 | Environmental Sustainability | \$ 1,000,000 |
| 511 | Raspberry Road/Minnesota Drive Ramp Improvements | Tighten the radii at the ramp terminals along the south side of Raspberry Road at the Minnesota Drive Ramps to develop a more pedestrian/bicycle friendly-interchange. Purpose: Connectivity and Air Quality. | 3, 6 | Environmental Sustainability | \$ 2,000,000 |
| 512 | Tudor Road Separated Pathway/Sidewalk Rehabilitation - Minnesota Drive to Patterson Street | Rehabilitate separated pathway/sidewalk along Tudor Road from Minnesota Drive to Patterson Street. Project would consider adjacent land use. Purpose: Preservation of Existing Facility and Air Quality. | 1, 5, 6 | Environmental Sustainability | \$ 25,000,000 |

Figure 7-6 Recommended 2040 MTP Non-Motorized Projects - Short Term (2018-2030)

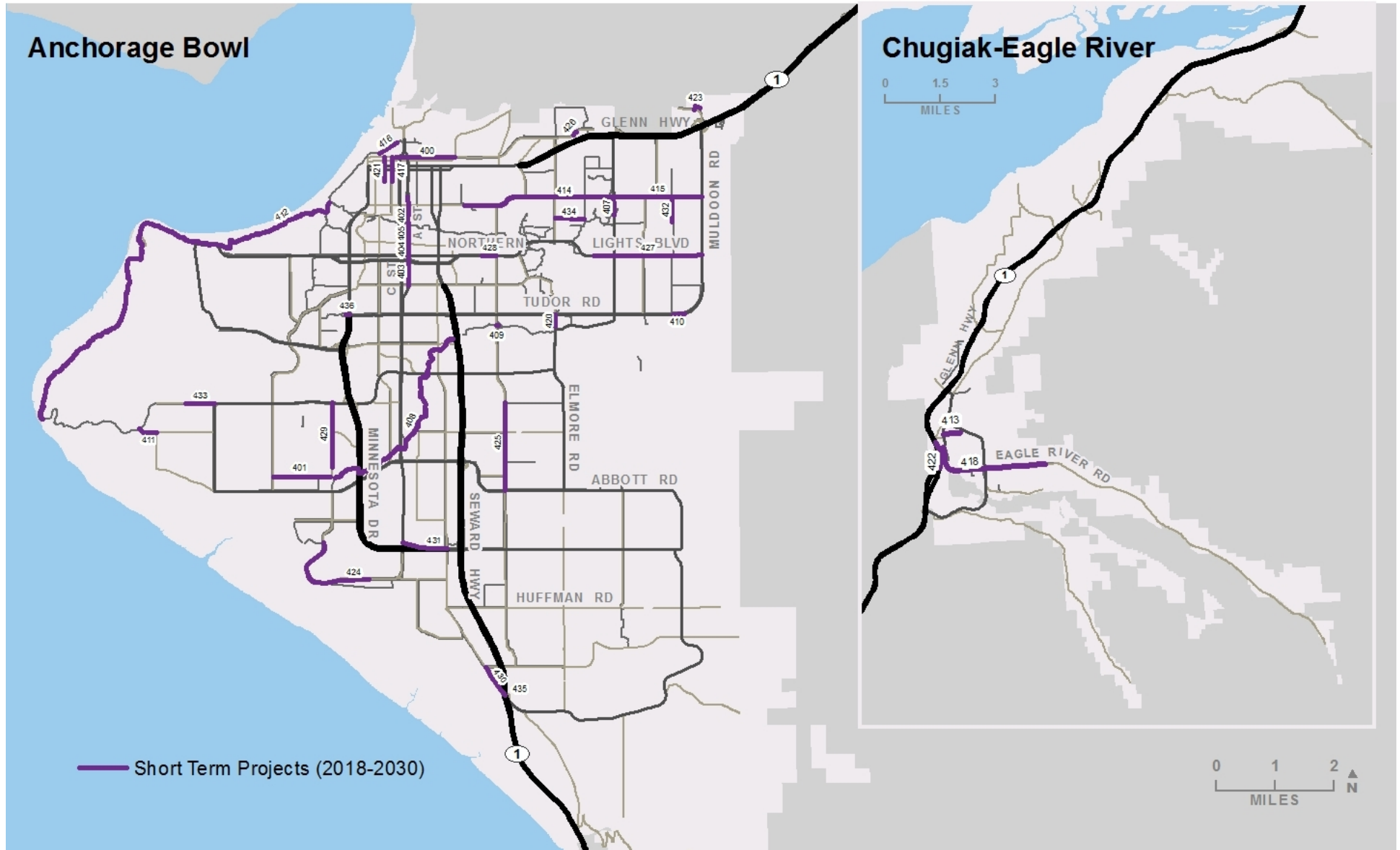


Figure 7-7 Recommended 2040 MTP Non-Motorized Projects - Long Term (2031-2040)

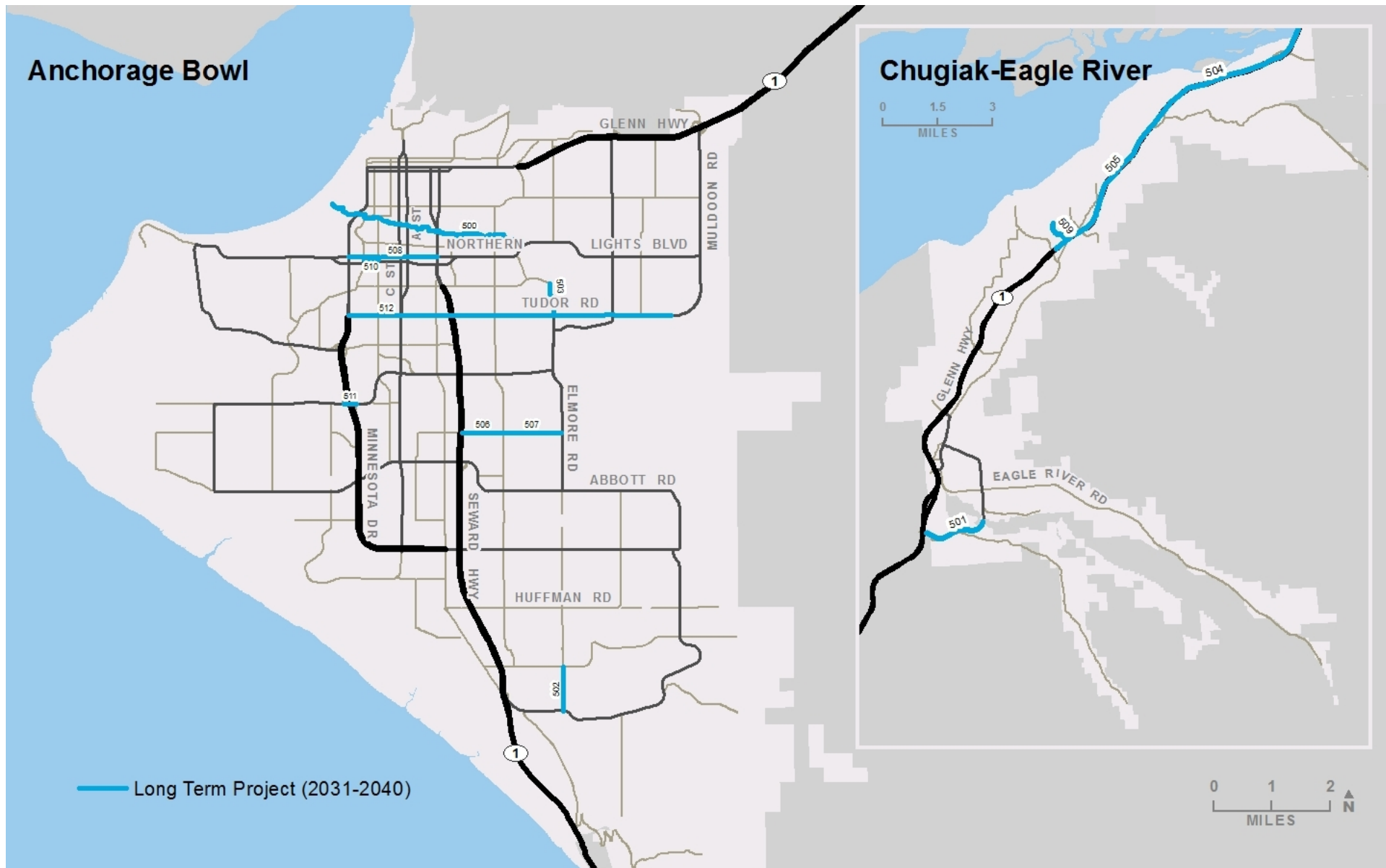


Table 7-6 2040 MTP Non-Motorized Projects - Illustrative

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate |
|-------|--|---|-----------|----------------------------------|--------------------|
| 600 | Abbott Road/Hillside Drive Trail - Birch Road to DeArmoun Road | Construct a pathway/trail along Abbott Road/Hillside Drive from Birch Road to DeArmoun Road. Project would consider adjacent land use. Purpose: Connectivity, Air Quality, and Access. | 3, 5, 6 | Environmental Sustainability | \$ 40,000,000 |
| 601 | Coastal Trail South Extension - Jodphur Street to Potter Marsh | Extend the Coastal Trail from Jodphur Street to Potter Marsh. Project would consider adjacent land use. Purpose: Connectivity, Air Quality, and Access. | 3, 5, 6 | Environmental Sustainability | \$ 35,500,000 |



Public Transportation

Great transit is an essential part of a multimodal transportation system. Transit can move a lot of people in a small space. It helps grow an area without worsening traffic congestion and extends the distance a person can walk or bike. Transit provides a cost-effective and environmentally friendly alternative to SOVs. The MTP can influence transit ridership by funding road projects that support transit and by supporting transit-supportive land use decisions.

The challenge for public transportation is to provide sufficient capacity where demand is increasing, but still provide service to areas where ridership is stable or declining. Public transportation has historically lacked the funding it needs, making it hard to fund service improvements.

The good news is that Anchorage's existing transit system has enough extra capacity to accommodate more riders than it currently serves.

To expand service coverage areas or increase service levels, considerable investment would be required to implement the projects identified in PTD's Transit On the Move Transit Plan, currently under development.

Recommended public transportation projects are listed in Table 7-7. Project listings and numbers in these tables do not indicate a priority order within the Short and Long Term periods. Project priority will be determined through Transit On the Move, the short-range transit planning process.



Table 7-7 Recommended 2040 MTP Public Transportation Projects - On-Going (2018-2040)

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate |
|-------|---|---|-----------|----------------------------------|--------------------|
| 700 | Transit Intersection Signal Priority Improvements | Install bus signal priority at key intersections along frequent routes. Purpose: System Reliability. | 3, 5, 6 | Operations | \$ 75,000 |
| 701 | Bus Stop & Facility Improvements | This projects funds the upgrade of facility and bus stop sites to meet both the federally mandated Americans with Disabilities Act [ADA] requirements and the operational needs. Typical bus stop improvements include bus shelters, benches, trash receptacles, landscaping, grading, paving, utility relocations, lighting, curb adjustments, drainage, constructing paths, and construction/reconstruction of turnouts. Typical facility improvements include upgrades, rehabilitation, and construction/reconstruction not limited to safety, security, facility equipment, structures, underground storage tanks, parking lots, sidewalks, and drainage. | 3, 5, 6 | Facilities | \$ 1,000,000 |
| 702 | Transit Fleet Replacement Operations | This project provides funding for replacement and potential operational assistance of the Public Transportation Department. The fleet consists of 13-passenger vans, MV-1, 22' and 40' buses that provide service to RideShare, AnchorRIDES, and People Mover. Vehicles will be replaced based on the FTA defined useful life and the People Mover Fleet Management Plan. | 1, 5, 6 | Rolling Stock / Operations | \$ 2,000,000 |
| 703 | Fleet Replacement/ Expansion | This project funds the fleet expansion and replacement for the AnchorRIDES paratransit service, as well as the fixed route fleet. | 1, 5, 6 | Rolling Stock | \$ 200,000 |

Note: Project costs shown reflect an anticipated annual amount. Actual funding levels may vary year to year.



Table 7-7 Recommended 2040 MTP Public Transportation Projects - On-Going (2018-2040) cont.

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate |
|-------|---|---|---------------|----------------------------------|--------------------|
| 704 | Bus Stop Improvements/ 1% Section 5307 Transit Improvements | This project funds the upgrade of bus stop sites to meet both the federally-mandated Americans with Disabilities Act [ADA] requirements and the operational needs. Typical improvements include bus shelters, benches, trash receptacles, landscaping, grading, paving, utility relocations, lighting, curb adjustments, drainage, constructing paths, and construction/reconstruction of turnouts. | 3, 5, 6 | Facilities | \$ 25,000 |
| 705 | Fleet Improvement/ Support Equipment/ Support Vehicle | This project funds improvements to existing transit and paratransit fleets. Typical projects include a ticket reader and issue attachment, which issues passenger passes on the bus; security systems; transit/signal improvements for headway enhancements; mechanical equipment and other improvements for facilities; mobile display terminals' and vehicle communications, radios and locations systems. This project also funds the purchase of replacement vehicles and equipment to support operation of the transit system. Typical purchases include pickup racks, maintenance trucks with special equipment, supervisor vehicles, shift change vehicles, fork lifts, sweepers, and bus access snow removal equipment. | 1,3, 5, 6 | Rolling Stock / Equipment | \$ 150,000 |
| 706 | Transit Centers/ Support Facilities | This project supports an on-going effort to provide major transit facilities key areas of the city and major destinations. The Anchorage Comprehensive Plan and 2040 Land Use Plan (LUP) identified neighborhood, town, regional commercial, and city centers that function as focal points for community activities with a mix of retail, residential, and public services and facilities. Anchorage Talks Transit coordinated with the LUP and implemented a frequent bus network along transit supportive development corridors. These corridors should provide pedestrian connections to surrounding neighborhoods and transit. Existing and future facility improvements along these corridors and in areas like Midtown, Downtown, U-Med, Dimond Center and Muldoon, are vital to the implementation of these community planning documents. | 1, 3, 4, 5, 6 | Facilities | \$ 150,000 |

Note: Project costs shown reflect an anticipated annual amount. Actual funding levels may vary year to year

Table 7-7 Recommended 2040 MTP Public Transportation Projects - On-Going (2018-2040)

| MTP # | Project Name | Project Description | MTP Goals | Address Federal Performance Area | 2018 Cost Estimate |
|-------|---|--|---------------|--|--------------------|
| 707 | Section 5310 Enhanced Mobility of Seniors & Individuals w/ Disabilities | Projects may include purchasing buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems including scheduling/routing/one-call systems; mobility management programs; and acquisition of transportation services under a contract, lease, or other arrangement. Other activities may include travel training; volunteer driver programs; building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features; improving signage or way-finding technology; providing same day service or door-to-door service; purchasing vehicles to support new accessible taxi, ride-sharing and/or vanpooling programs; and mobility management programs. | 1, 3, 4, 5, 6 | Rolling Stock / Equipment / Facilities | \$ 200,000 |
| 708 | Section 5339 Bus and Bus Facilities Program | This program includes capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. | 1, 3, 4, 5, 6 | Rolling Stock / Equipment / Facilities | \$ 600,000 |

Note: Project costs shown reflect an anticipated annual amount. Actual funding levels may vary year to year



Rail

The Alaska Railroad provides passenger and freight rail service from Anchorage to and from outlying areas. Passenger service provides an alternative mode of inter-city travel. Keeping passenger service safe and

efficient will allow the ARRC to meet the needs of its passengers. Railroad projects are listed in Table 7-8.

Table 7-8 Recommended 2040 MTP Railroad Projects

| MTP # | Project Name | Project Description | Address Federal Performance Area | 2018 Cost Estimate |
|-------|--|--|--|--------------------|
| 800 | 1% Transit Security on the Alaska Railroad Corporation projects. | | Equipment | \$ 150,000 |
| 801 | Preventative Maintenance (5307) | This project partially funds statewide maintenance costs of passenger vehicle railcars and locomotives. Preventive maintenance is defined as all activities, supplies, materials, labor, services and associated costs required to preserve or extend the functionality and serviceability of the asset. | Rolling Stock, Facilities, Equipment, Infrastructure | \$ 3,500,000 |
| 802 | 1% Associated Transit Enhancements | Can include benches, landscaping, and other transit related amenities. | Facilities | \$ 130,000 |

Table 7-8 Recommended 2040 MTP Railroad Projects cont.

| MTP # | Project Name | Project Description | Address Federal Performance Area | 2018 Cost Estimate |
|-------|---------------------------------|---|--|--------------------|
| 803 | Track Rehabilitation (5307) | Rail and tie rehabilitation within AMATS boundaries. | Infrastructure | \$ 525,000 |
| 804 | Radio System | Replace and/or upgrade radio system equipment and communication components. | Equipment | \$ 290,000 |
| 805 | Track Rehabilitation (5337) | Rail and tie rehabilitation within AMATS boundaries. | Infrastructure | \$ 400,000 |
| 806 | Preventative Maintenance (5337) | This project partially funds statewide maintenance costs of passenger vehicle railcars and locomotives. Preventive maintenance is defined as all activities, supplies, materials, labor, services and associated costs required | Rolling Stock, Facilities, Equipment, Infrastructure | \$ 3,900,000 |



Freight

Anchorage is a gateway connection to the world for Alaska; freight shipments from elsewhere sustain the state and local economies. Modernizing the Port of Alaska (currently in process) is essential for safe, reliable, and cost-effective port operations. It will also improve the Port's resiliency, improve operational efficiency, and accommodate modern shipping operations. The modernization project will also allow the Port to better accommodate changing statewide economic and market needs. MTP freight projects include improving access to the Port, airport, and railroad terminals and those facilities' connections to the NHS. The cost of moving goods directly affects end-user costs as well as economic vitality. The AMATS Freight Advisory Committee provides a forum for continuing interaction with members of the freight community, as well as establishing a dialog on issues and concerns affecting freight operations.



Recommended Special Plans, Projects and Studies

MPOs may identify plans, projects, or studies that may be undertaken to provide additional analysis or detail, or to clarify need for and solutions to issues identified during MTP development. While this section is not meant to list every plan or study that may be undertaken by AMATS in the next 20 years, it indicates some of the major recommended plans and studies intended to be pursued (see projects #133 and #211 in the roadway table list).

Recommended Plan System Performance

The 2040 MTP network consists of all the Short Term and Long Term road, public transportation, and non-motorized projects listed earlier in this chapter. Figure 7-5 shows how the recommended MTP network might perform in the peak period

in 2040 in the Anchorage Bowl and Chugiak-Eagle River. In the Anchorage Bowl, most roads perform at an acceptable level-of-service. Some roads, mostly east-west connections, are likely to be overloaded and congested (orange and red

segments). These include sections of the Glenn Highway, Tudor Road, and 5th Avenue.

Table 7-9 compared the recommendations to the 2013 existing conditions and the 2040 existing plus committed scenarios.

Table 7-9 Comparison of the Recommended Alternative to the 2013 Baseline and 2040 E+C

| | 2013 | 2040 E+C | Recommended Alternative |
|------------------------|-----------|-----------|-------------------------|
| Auto Statistics | | | |
| VMT | 4,639,283 | 5,914,460 | 5,977,705 |
| VHT | 119,635 | 152,808 | 149,162 |
| VMT by LOS | | | |
| A | 3,828,191 | 4,130,997 | 4,004,910 |
| B | 328,382 | 631,066 | 698,091 |
| C | 261,692 | 354,420 | 487,015 |
| D | 150,353 | 254,674 | 206,669 |
| E | 27,173 | 202,807 | 197,333 |
| F | 43,493 | 340,496 | 383,688 |

Figure 7-8 Recommended Alternative Peak Period LOS

