

Recommendation	Description	Rationale	Time frame
1. Smith Road Extension pathway	Provide a pathway connection between the Old Glenn Highway and the recreational trailhead access	This is project is part of the 2021 Transportation System Package	Near-term
2. Fill the gap in the Old Glenn Highway path between Sodak Circle and Knik River	Connect the separated pathway on Old Glenn Highway between Sodak Circle and Knik River	This is project is part of the 2021 Transportation System Package	Near-term
3. 49 th State Street separated path	Construct a separated pathway along 49 th State Street between Bogard Road and Palmer-Wasilla Highway to connect with separated paths on both of those roadways	No dedicated bicycle/pedestrian facility between two major corridors. This is project is part of the 2021 Transportation System Package	Near-term
4. Tex-Al Drive path	Add a separated pathway the length of Tex-Al Drive, including the new connecting segment proposed in the 2021 Transportation System Package	The connection between the east and west segments of Tex-Al Drive would provide a major east-west corridor in this area of the borough. This is project is part of the 2021 Transportation System Package	Near-term
5. Edgerton Parks Road and Mountain Trails Drive path	Extend a separated pathway from Palmer-Fishhook Road to the Government Peak Recreation Area trailhead along Edgerton Parks Road and Mountain Trails Drive	A pedestrian/bicycle facility would connect the Palmer-Fishhook Road to the Government Peak Recreational Area. This is project is part of the 2021 Transportation System Package	Near-term
6. Palmer-Fishhook Road Separated Path	Provide a separated pathway from the Glenn Highway to Little Susitna River Bridge linking to the heavily used Trunk Road pathway.	This fast-growing area of the borough needs a connection between the Trunk Road pathway, the Glenn Highway, and the Little Susitna Bridge. This is a project in the 2021 Transportation System Package. The Fishhook Comprehensive Plan also identifies this need.	Near-term
7. Fern Street path	Provide a connection between KGB Road and Fairview Loop in this fast-growing portion of the borough	This is a project in the 2021 Transportation System Package	Near-term

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8. Bogard/Seldon Road separated path	Provide a dedicated pathway on this busy road between Trunk Road and Seldon/Lucille	2017 MSB Long-range Transportation Plan	Near-term
9. West Karen Street separated path	Provide a separated pathway along this busy corridor to connect the Meadow Lakes Community Center with Pittman Road	The Meadow Lakes area is a fast-growing area of the borough. This project is in the 2021-22 MSB Capital Improvement Plan	Mid-term
10. Church Road separated path	Provide a connection north from the Church Road separated path that ends at Spruce Avenue to Schrock Road	This project is part of the 2021-22 MSB Capital Improvement Plan	Mid-term
11. Schrock Road path	Provide a connection from Church Road to the Little Susitna River to connect the Pittman Road, Church Road, and Parks Highway Master Circle trail system	This project was identified in the 2021-22 MSB Capital Improvement Plan	Mid-term
12. Vine Road separated path	Construct a separated path along the full length of Vine Road from KGB Road to Parks Highway	This project is part of the 2021-22 MSB Capital Improvement Plan	Mid-term
13. Meadow Lakes Loop Road path	Connect Parks Highway separated path to the intersection of Pittman Road to accommodate bicycles and pedestrians along this significant corridor in a fast-growing area of the borough	This fast-growing area of the borough does not have a bicycle/pedestrian connection between Parks Highway, Hollywood Road, and KGB Road. This would also connect to the separated path on West Hollywood Road that extends to Goose Bay Elementary School. There were three serious bike/pedestrian crashes on this segment between 2015 and 2019. This project is in the 2021-22 MSB Capital Improvement Plan.	Mid-term
14. Pittman Road path	Provide a dedicated space for bikes and pedestrians between the separated path on Parks Highway all the way to Church Road	This busy road does not have any dedicated pedestrian facilities.	Long-term

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15. Inner and Outer Springer Loops shoulder widening	Widen the shoulders on both sides of these roads to 5'.	This area is projected to grow significantly over the next 20 years. There are no dedicated bicycle or pedestrian facilities along these roads. A dedicated facility would provide connections between residential areas and the core Palmer commercial area (via Chugach Street sidewalks).	Near-term
16. Knik-Goose Bay Road separated path	Construct a separated path along KGB Road from South Settlers Bay Road to Malemute Run.	Extending the separated path from South Settlers Bay Road to Malemute Run would provide a safe facility for pedestrians and cyclists along this high-volume, high-speed road in a fast-growing area of the borough.	Mid-term
17. Fairview Loop path	Extend the separated pathway along Fairview Loop from S Knik-Goose Bay Road to South Abby Boulevard.	This fast-growing region of the borough would benefit from a non-motorized facility that connects the separated path at Top of the World Circle to South Abby Boulevard. The facility would service residential areas, an elementary school, and a recreational area.	Mid-term
18. Parks Highway separated path	Continue the separated pathway from Willow north to Talkeetna Spur Road.	There is no dedicated facility north of Willow that connects to the separated path along Talkeetna Spur Road.	Long-term
19. Glenn Highway path	Provide a separated path along Glenn Highway from the northwest corner of Bogard & Glenn Highway to Palmer-Fishhook Road.	Extending the separated path north from Scott Road to Palmer-Fishhook Road would connect neighborhoods to schools and the commercial center of Palmer. This would complete a loop if a Palmer-Fishhook Road path is constructed. This need is also identified in the Palmer Comprehensive Plan	Mid-term

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20. Glenn Highway path	Develop a separated path along Glenn Highway between Jonesville Road and Palmer-Fishhook Road.	Connecting Palmer-Fishhook Road to the separated path at Jonesville Road in Sutton would provide connectivity between Sutton and Palmer. This facility is also proposed in the Palmer Comprehensive Plan	Mid-term
21. Wasilla-Fishhook Road	Provide a separated pathway along Wasilla-Fishhook Road from Seldon Road to Palmer-Fishhook Road	There is no constructed bicycle/pedestrian facility north of Seldon Road. A dedicated non-motorized facility extending to Palmer-Fishhook Road would create a loop that connects dozens of subdivisions throughout this fast-growing area. Additionally, this connection was identified in the Fishhook Comprehensive Plan.	Mid-term
22. Bodenbug Loop shoulder widening	Widen the shoulder on the north side of Bodenbug Loop Road between Old Glenn Highway and the Butte trailhead to six feet to accommodate cyclists and pedestrians	The Butte Trail is a significant recreational destination. Connecting the trailhead to the Old Glenn Highway path would fill the gap along Bodenbug Loop.	Near-term
23. Maud Road path	Construct a separated pathway along Maud Road from Old Glenn Highway to the end of the paved portion of Maud Road.	Development in the area has increased traffic on Maud Road. The road is narrow with narrow shoulders. A separated non-motorized path would connect residential areas to the Old Glenn Highway path.	Mid-term
24. Seward Meridian Road path	Provide a separated path along Seward Meridian between Palmer-Wasilla Highway and Seldon Road.	The already funded and designed Seward Meridian Parkway Road Improvement Project will upgrade Seward Meridian to a four-lane roadway, extend the Seward Meridian Parkway one mile from Bogard Road to Seldon Road, and construct a multi-use separated pathway	Near-term

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25. Arctic Avenue at Gulkana Street crossing	Provide a pedestrian crossing at this unsignalized intersection	Pedestrians and cyclists heading south on Gulkana Street must cross Arctic Avenue to reach the separated path on the south side of Arctic. Traffic on Arctic does not have to stop at the intersection with Gulkana Street.	Near-term
26. Arctic Avenue at Valley Way crossing	Provide a pedestrian crossing of Arctic Avenue at the intersection with Valley Way.	There are no crossing facilities at this busy intersection that is not signalized. South Valley Way is a destination for walkers, bikers, and skateboarders, as it has a separated path and skate park.	Near-term
27. Arctic Avenue bike lanes	Provide bike lanes on both sides of Arctic Avenue between Glenn Highway and South Airport Road.	There are no dedicated bike facilities on the west end of East Arctic Avenue. Existing sidewalks should be used by pedestrians only. The shoulder is very narrow and doesn't not accommodate safe bicycle travel.	Mid-term
28. South Gulkana Street crossings	Provide pedestrian crossing facilities at South Gulkana Street intersections with East Dahlia Avenue and East Elmwood Avenue.	The large recreational fields between Elmwood and Dahlia are a destination for pedestrians and cyclists coming from neighborhoods east of South Gulkana Ave. Gulkana Ave traffic does not have to stop at these intersections and bushes/shrubbery make it difficult for motorists to see pedestrians.	Mid-term
29. Seward Meridian Parkway crossing treatment	Provide a pedestrian crossing at the intersection with East Blue Lupine Drive to connect the separated path on Blue Lupine to the Seward Meridian pathway.	Seward Meridian is a high-volume roadway with no traffic control at the East Blue Lupine intersection. Pedestrians and cyclists using the separated path on Blue Lupine must cross 6 lanes of traffic to reach the separated path on Seward Meridian.	Mid-term

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30. Crossing improvements at Parks Highway and Palmer-Wasilla Highway	Improve the pedestrian crossing facilities at this intersection.	This intersection is one of the busiest in the MSB. Currently, pedestrians must cross seven lanes of traffic in either direction to move between the busy retail/commercial areas. Additional study is needed, but potential solutions may include pedestrian refuge islands or leading signal intervals.	Near-term
31. Crossing treatment at Wasilla-Fishhook, Kalli Circle, and Carpenter Circle	Provide an enhanced pedestrian crossing treatment at this busy intersection.	Iditarod Elementary school is on the east side of Wasilla-Fishhook Road and there are no pedestrian crossing facilities between the school and neighborhoods and after-school programs on the west side. Wasilla-Fishhook Road traffic does not have to stop at this intersection although there are school zone flashers and reduced speed limits.	Near-term
32. Stringfield Road pathway	Convert Old Trunk Road/Springfield Road to a pathway along Wasilla Creek from Katherine Road to Bogard Road	This connection provides a north-south pathway between residential areas and existing pathways.	Mid-term
33. Seldon Road Extension Separated Path	Extend Sheldon Road from Windy Bottom Road to Pittman Road and add a separated pathway along the new roadway.	Project is already funded and designed	Near-term
34. Glenn Highway Pathway South of Palmer	Add a separated path along the Glenn Highway from South Inner Springer Loop to the Matanuska Lake State Rec Area	Project is already funded and designed	Near-term
The following recommendations include multiple improvements around each school. For full details, please review the 2014 Safe Routes to School (SRTS) Plan, 2021 MSB Transportation Bond, and 2021 DOT SRTS Audits			
35. Knik Elementary	See audit report	DOT SRTS Audit	Near-term

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36. Shaw Elementary	See audit report	DOT SRTS Audit	Near-term
37. Meadow Lakes Elementary	See audit report	DOT SRTS Audit	Near-term
38. Butte Elementary	See SRTS Plan	2014 Walk zone Inventory and Recommendations SRTS Plan	Near-term
39. Finger Lake Elementary	See SRTS Plan	2014 Walk zone Inventory and Recommendations SRTS Plan	Near-term
40. Pioneer Peak Elementary	See SRTS Plan	2014 Walk zone Inventory and Recommendations SRTS Plan	Near-term
41. Snow Shoe Elementary	See SRTS Plan	2014 Walk zone Inventory and Recommendations SRTS Plan	Near-term
42. Sutton Elementary	See SRTS Plan	2014 Walk zone Inventory and Recommendations SRTS Plan	Near-term
43. Tanaina Elementary	See SRTS Plan	2014 Walk zone Inventory and Recommendations SRTS Plan	Near-term
44. Willow Elementary	See SRTS Plan	2014 Walk zone Inventory and Recommendations SRTS Plan	Near-term
45. Houston Middle School	See SRTS Plan	2014 Walk zone Inventory and Recommendations SRTS Plan	Near-term
46. Teeland Middle School	See SRTS Plan	2014 Walk zone Inventory and Recommendations SRTS Plan and DOT SRTS Audit	Near-term
47. Wasilla Middle School	See SRTS Plan	2014 Walk zone Inventory and Recommendations SRTS Plan	Near-term
48. Iditarod Elementary	See SRTS Plan	2017 Walk zone Inventory and Recommendations SRTS Plan Addendum	Near-term
49. Big Lake Elementary	See SRTS Plan, MSB Transportation Bond, and DOT audit report	2021 MSB Transportation Bond, and 2014 Walk zone Inventory and Recommendations SRTS Plan, and DOT SRTS Audit	Near-term
50. Reddington Jr/Sr High School	See SRTS Plan, MSB Transportation Bond, and DOT audit report	2021 MSB Transportation Bond, and 2014 Walk zone Inventory and Recommendations SRTS Plan, and DOT SRTS Audit	Near-term

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51. Den'aina Elementary	See SRTS Plan, MSB Transportation Bond, and DOT audit report	2021 MSB Transportation Bond, and 2017 Walk zone Inventory and Recommendations SRTS Addendum, and DOT SRTS Audit	Near-term
52. Machetanz Elementary	See SRTS Plan, MSB Transportation Bond, and DOT audit report	2021 MSB Transportation Bond, and 2017 Walk zone Inventory and Recommendations SRTS Addendum, and DOT SRTS Audit	Near-term
53. Larson Elementary	See SRTS Plan, MSB Transportation Bond, and DOT audit report	2021 MSB Transportation Bond, and 2014 Walk zone Inventory and Recommendations SRTS Plan, and DOT SRTS Audit	Near-term
54. Colony Middle School	See SRTS Plan, MSB Transportation Bond, and DOT audit report	2021 MSB Transportation Bond, and 2014 Walkzone Inventory and Recommendations SRTS Plan	Near-term
55. Talkeetna Elementary	See SRTS Plan, MSB Transportation Bond, and DOT audit report	2021 MSB Transportation Bond, and 2014 Walkzone Inventory and Recommendations SRTS Plan, and DOT SRTS Audit	Near-term

