

Projects to Implement

Policy

Policies to facilitate bicycle or pedestrian infrastructure and maintenance provide accountability and ensure that all user groups are accommodated in the transportation system. Policies can also improve the planning process by prescribing preferred facilities through design standards.

Recommendation	Description	Rationale	Authority
Near-term			
Facility design standards	Develop standard drawings and specifications for bicycle and pedestrian facilities. Write legislation for adoption by Assembly defining guidelines for pedestrian facilities based on road classification.	A standard design gives engineers and platting staff a basis for nonmotorized facility design. A standard design also helps with cost estimating and ensuring consistent infrastructure across the borough, which provides users a consistent experience that translates to fewer crashes. These standards should take into consideration environmental factors and surrounding infrastructure, such as culverts or wetlands.	MSB
Complete Streets policy	Craft a Complete Streets policy that includes all users.	A Complete Streets policy establishes an approach to planning, platting, designing, operating, and maintaining streets that enable safe access for all people who need to use them.	MSB/MPO/Cities
Snow-clearing policy	Adopt a snow-removal policy for nonmotorized infrastructure across the borough and across jurisdictions.	Removing snow from paths, sidewalks, and road shoulders provides year-round use for all users.	MSB/MPO/Cities
Maintenance policy	Adopt a general maintenance policy for nonmotorized infrastructure across the borough and across jurisdictions for debris removal, sweeping, and pavement patching.	Gravel and other debris on sidewalks and pathways can impede many nonmotorized users, including wheelchairs or other assistive devices, narrow-tired bicycles, and rollerblades and skateboards.	MSB/Cities/ DOT&PF
Subdivision regulations	Revise MSB Code to include pedestrian infrastructure when subdivisions are created; require safe route to school when building or subdividing within 1/2 mile from a school; distinguish between urban and rural contexts.	Current MSB subdivision code (Title 43) requires consideration of 'walkways' but does not require their dedication or construction. Code language that is more stringent would require pedestrian facilities be included in the subdivision and thus help eliminate the creation of new gaps in the nonmotorized network every time a new subdivision is created.	MSB
Vision Zero program	Coordinate the adoption of the international Vision Zero program.	Vision Zero seeks to reduce fatalities and serious injuries while ensuring mobility for all.	All Organizations

Recommendation	Description	Rationale	Authority
Include bike and pedestrian plans in the TIP	At least 20% of the MSB TIP and MVP TIP should be bike and pedestrian projects.	Both the Anchorage and Fairbanks MPOs require 20% of their TIP projects to be bike and pedestrian projects.	MPO/MSB

Infrastructure

All recommendations assume that right-of-way is available or easily obtainable for the proposed facility. Authorities have varying responsibilities for construction, maintenance, and/or funding. The project numbers correspond to the implementation map and do not indicate priority.

Recommendation	Description	Rationale	Authority	Timeframe
1. Widen Shoulder of Glenn Highway from Sutton to Glacier View	Create a path along Glenn Highway from Fish Lake Road to Chickaloon Branch Road	Proposed by public comment and approved by Steering Committee	DOT	Long-term
2. Sutton Elementary	See SRTS Plan	2014 Walk zone Inventory and Recommendations SRTS Plan	DOT/MSB	Near-term
3. Glenn Highway path	Develop a separated path along Glenn Highway between Palmer Fishhook Road and Jonesville Road	Connecting Palmer-Fishhook Road to the separated path at Callison Road in Sutton would provide connectivity between Sutton and Palmer. This facility is also proposed in the Palmer Comprehensive Plan	DOT	Mid-term
4. Butte Elementary	See SRTS Plan	2014 Walk zone Inventory and Recommendations SRTS Plan	DOT/MSB	Near-term
5. 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.	DOT	Mid-term
6. Smith Road Extension pathway	Provide a pathway connection between the Old Glenn Highway and the recreational trailhead access	This project is part of the 2021 Transportation System Package	DOT/MSB	Near-term
7. 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 project is part of the 2021 Transportation System Package	DOT	Near-term

Recommendation	Description	Rationale	Authority	Timeframe
8. Bodenbug Loop shoulder widening - Entire Loop	Widen the shoulder on the entire Bodenbug Loop Rd	The Butte Trail is a significant recreational destination. Connecting the trailhead to the Old Glenn Highway path would fill the gap along Bodenbug Loop.	DOT	Mid-term
9. Bodenbug Loop shoulder widening - To trailhead	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.	DOT	Near-term
10. Lazy Mountain trail connection	Connect E Huntley Road to Lazy Mountain Trail Head.	Provide connection from pedestrian pathway to recreational trail.	MSB	Long-term
11. Clark Wolverine Pathway	Create a path along Clark-Wolverine Rd from the Old Glenn Hwy	Proposed by public comment and approved by Steering Committee	DOT	Long-term
12. Palmer to Sutton pathway along the Matanuska River	Reconstruct the existing railroad bed into a pathway. Stabilize slopes that are subject to erosion.	This pathway follows an old railway and is very popular but is often muddy and difficult to use.	MSB/City of Palmer/ARRC	Long-term
13. 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).	City of Palmer/ DOT	Near-term
14. Evergreen Ave/ Airport Road pathway	Construct a pathway along Evergreen Avenue and Palmer Airport Road, creating a connection from Gulkana Street to Arctic Avenue	Already designed and planned to be constructed	City of Palmer	Near-Term
15. Palmer East/West Abandoned rail line pathway	Turn the abandoned railroad between Thuma St and Inner Springer Loop into a bike/ pedestrian trail	Proposed by public comment and approved by Steering Committee	City of Palmer/ ARRC	Long-term
16. S Gulkana Pathway extension north	Create a path along S Gulkana St from E Fireweed Ave to the existing path near the Dr. Myron F. Babb Arboretum	Proposed by public comment and approved by Steering Committee	City of Palmer	Long-term

Recommendation	Description	Rationale	Authority	Timeframe
17. 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.	City of Palmer	Mid-term
18. 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.	City of Palmer/ DOT	Near-term
19. 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.	City of Palmer/ DOT	Mid-term
20. Valley Way Intersection Crosswalks	Create crosswalks/connections between the pathway along S. Valley Way and the other side of the road at Cottonwood Ave, Dogwood Ave, Blueberry Ave, and Dahlia Ave	Proposed by public comment and approved by Steering Committee	City of Palmer	Long-term
21. S Colony Way Pathway	Add a path along S Colony Way connecting the path at the intersection of the Glenn Highway/ East Harold Street (where E Harold St turns into S Colony Way) to the Palmer Visitor Information Center	Proposed by public comment and approved by Steering Committee	City of Palmer	Mid-term
22. 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.	City of Palmer/ DOT	Near-term
23. North Valley Way pathway	Pave and maintain the pathway within the Alaska Railroad right-of-way along North Valley Way to the Matanuska River.	This pathway follows an old railway and is very popular but is often muddy and difficult to use.	City of Palmer/ ARRC	Mid-term

Recommendation	Description	Rationale	Authority	Timeframe
24. Colony Way to Amoosement Park Pathway	Create a sidewalk along W Fireweed Ave, Cobb St, and W Fern Ave to connect S Colony Way to the Amoosement Park	Proposed by public comment and approved by Steering Committee	City of Palmer	Long-term
25. Arctic Avenue to Auklet pathway connection	Create a Path connection from Arctic Avenue to Auklet along the Glenn Highway Construct a new sidewalk on the south side of Auklet Avenue that crosses the railroad corridor and Valley Way, and continues to Gulkana Street	Proposed by public comment and approved by Steering Committee	City of Palmer/ARRC	Mid-term
26. 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	DOT	Near-term
27. 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	DOT	Mid-term
28. Felton Street pathway	Develop a pathway along Felton Street north of the Palmer-Wasilla Highway to Bogard Road.	This project is nearly completed.	City of Palmer	Near-term
29. Maple Springs Pathway	Create a sidewalk on Maple Springs Way	Proposed by public comment and approved by Steering Committee	MSB	Mid-term
30. North Hemmer Road pathway	Develop a pathway along Hemmer Road north of the Palmer-Wasilla Highway to Bogard Road.	This project is already in the design phase as part of the extension/repaving of North Hemmer Road.	MSB/DOT	Near-term
31. 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.	DOT/MSB	Near-term

Recommendation	Description	Rationale	Authority	Timeframe
32. South Hemmer Road pathway	Develop a pathway along Hemmer Road south of the Palmer-Wasilla Highway to the Valley Pathways School.	This project is already in the design phase as part of the extension of South Hemmer Road.	MSB	Near-term
33. South Hemmer Road extension	Construct a parking lot on the borough-owned parcel west of the Valley Pathways School and extend South Hemmer Road to provide access to the Crevasse Moraine trail system.	Additional trail access and parking in a non-residential area will alleviate parking challenges at the Loma Prieta Drive parking lot.	MSB	Near-term
34. Snowgoose pathway extension South	Create a pathway from E Bogard Rd to N Palmer-Fishhook Rd following N Arabian Ln, E Scott Rd, and N Snowgoose Rd	Proposed by public comment and approved by Steering Committee	MSB	Long-term
35. 49th State Street separated path	Construct a separated pathway along 49th 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.	DOT	Near-term
36. Future Hospital Access Road Pathway	Construct a path along future road that will provide alternative access to Matsu Regional Hospital, near the Glenn Highway Park Highway Interchange	Proposed by public comment and supported by the OSHP	DOT/MSB	Mid-term
37. 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	MSB	Near-term
38. Pioneer Peak Elementary	See SRTS Plan	2014 Walk zone Inventory and Recommendations SRTS Plan	DOT/MSB	Near-term
39. Stringfield Road pathway	Convert Old Trunk Road/Stringfield 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.	MSB	Mid-term
40. Machtetanz 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	MSB	Near-term
41. Engstrom Road Pathway	Widen shoulders on Engstrom from Bogard to Hart Lake Loop	Proposed by public comment and approved by Steering Committee	MSB	Long-term

Recommendation	Description	Rationale	Authority	Timeframe
42. Finger Lake Elementary	See SRTS Plan	2014 Walk zone Inventory and Recommendations SRTS Plan	DOT/MSB	Near-term
43. 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 project is part of the 2021 Transportation System Package	MSB	Near-term
44. 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 project is part of the 2021 Transportation System Package	MSB	Near-term
45. 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.	MSB/DOT	Mid-term
46. 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	MSB/DOT	Near-term
47. Crosswalk for access to Fronteras Spanish Immersion Charter School	Provide bike and pedestrian access to the Fronteras Spanish Immersion Charter School on the east side of Seward Meridian as part of the planned Seward Meridian upgrade	Proposed by public comment and approved by Steering Committee	DOT	Mid-term
48. Teeland Middle School	See SRTS Plan	2014 Walk zone Inventory and Recommendations SRTS Plan and DOT SRTS Audit	MSB	Near-term
49. Bogard Road separated path	Provide a dedicated pathway on this busy road between Trunk Road and Lucille	2017 MSB Long-range Transportation Plan	DOT	Near-term
50. Shaw Elementary	See audit report	DOT SRTS Audit	DOT/MSB	Near-term

Recommendation	Description	Rationale	Authority	Timeframe
51. 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.	DOT	Mid-term
52. Hermon Road Upgrade	Pathway along Herman Road	Planned and in design with DOT - includes pedestrian/bicycle amenities	City of Wasilla/ DOT	Near-Term
53. Bogard Road separated path	Provide a separated pathway on this busy road between the Bogard Road roundabout to Peck Street.	This is a high-traffic road and supports several densely populated areas. No pedestrian connections exist between the residential areas to the Wasilla High/Middle Schools.	DOT&PF	Near-term
54. 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	DOT/MSB	Near-term
55. 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.	DOT	Near-term
56. 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.	DOT	Mid-term
57. 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	MSB	Near-term
58. Wasilla Middle School	See SRTS Plan	2014 Walk zone Inventory and Recommendations SRTS Plan	DOT/City of Wasilla	Near-term

Recommendation	Description	Rationale	Authority	Timeframe
59. Iditarod Elementary	See SRTS Plan	2017 Walk zone Inventory and Recommendations SRTS Plan Addendum	DOT/City of Wasilla	Near-term
60. 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.	City of Wasilla/ DOT	Near-term
61. Tanaina Elementary	See SRTS Plan	2014 Walk zone Inventory and Recommendations SRTS Plan	MSB	Near-term
62. Lucille Street north extension	Add a path to along Lucille Road to connect Schrock Road and Seldon Road	Proposed by public comment and approved by Steering Committee	MSB	Long-term
63. Shock Road pathway	Create a path on Shrock Rd from Seldon Rd to Church Rd	Proposed by public comment and approved by Steering Committee	DOT	Long-term
64. Snow Shoe Elementary	See SRTS Plan	2014 Walk zone Inventory and Recommendations SRTS Plan	DOT/MSB	Near-term
65. 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	DOT	Mid-term
66. 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	DOT	Mid-term
67. Settlers Bay area trail connections	Connect Hayfield Road Scout Ridge Loop Trail and Cottonwood Creek Wetlands Trail.	Provide connection from pedestrian pathway to recreational trail.	MSB	Long-term
68. S Knik-Goose Bay Rd Crossing	Create a bike and pedestrian crossing on S Knik-Goose Bay Rd at Pinnacle Peak Dr to connect the south side of the street to the path on the north side	Proposed by public comment and approved by Steering Committee	DOT	Long-term

Recommendation	Description	Rationale	Authority	Timeframe
69. 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	DOT	Near-term
70. 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.	DOT	Long-term
71. Knik Elementary	See audit report	DOT SRTS Audit	DOT	Near-term
72. 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	DOT	Mid-term
73. 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	MSB	Mid-term
74. Meadow Lakes Elementary	See audit report	DOT SRTS Audit	DOT/MSB	Near-term
75. 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.	MSB	Mid-term
76. 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.	DOT	Mid-term
77. Dena'ina 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	MSB	Near-term

Recommendation	Description	Rationale	Authority	Timeframe
78. 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	MSB	Near-term
79. Hawk Lane east pathway extension to Parks Hwy	Create a path along Hawk Ln from Kenlar Rd to the Parks Hwy	Proposed by public comment and approved by Steering Committee	MSB	Long-term
80. Houston Middle School	See SRTS Plan	2014 Walk zone Inventory and Recommendations SRTS Plan	MSB	Near-term
81. Beaver Lake Road/ Hawk Lane/Kenlar Road Pathway loop	Create a path along Beaver Lake Rd starting at Big Lake Rd, continuing along Hawk Ln and Kenlar Rd and returning to Big Lake Rd	Proposed by public comment and approved by Steering Committee	MSB	Long-term
82. South Big Lake bike trail extension	Extend the South Big Lake bike trail across Fish Creek to the Big Lake South State Recreation Site	Proposed by public comment and approved by Steering Committee	DOT	Long-term
83. 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	DOT	Near-term
84. Northshore pathway west rehabilitation	Reconstruct the bike path on Northshore Dr to the North Shore Campground	Proposed by public comment and approved by Steering Committee	DOT	Long-term
85. Willow Fishhook Road Pathway	Create bike path along bike path along the paved portion of Willow Fishhook Rd, from the Parks Highway to intersection with Locke Lane	recommended in the Willow Summer Trails Plan. This path would improve bike access to Hatchers Pass.	DOT	Mid-term
86. Nancy Lake Parkway Path	Create an approximately 6.5 mile pathway that would connect Parks Highway Trail to the Nancy Lakes Rec Area/Red Shirt Trailhead.	Recommended in the Willow Summer Trails Plan.	DOT	Mid-term
87. Long Lake Road Path	Create pathway along Long Lake Road	Provides access from Parks Highway/Willow Core Area to residential areas	DOT	Mid-term
88. Willow Elementary	See SRTS Plan	2014 Walk zone Inventory and Recommendations SRTS Plan	DOT/MSB	Near-term

Recommendation	Description	Rationale	Authority	Timeframe
89. Willow Creek Road Path	Create an approximately 4 mile long pathway that connects Parks Highway pathway to campground/river access at end of Willow Creek Road.	This pathway is recommended in the Willow Summer Trails Plan	DOT	Mid-term
90. Parks Highway separated path	Continue the separated pathway from Willow Creek Road to Talkeetna Spur	There is no dedicated facility north of Willow that connects to the separated path along Talkeetna Spur Road.	DOT	Long-term
91. Comsat Road Path	Add a separated path along Comsat Road	Talkeetna Community Council sent letter to ADOT&PF highlighting the dangerous bike and pedestrian conditions on this road	DOT	Near-term
92. Crossing Near Talkeetna Library	Add a crosswalk or crossing signal between separated path and Talkeetna Library	Proposed by public comment and approved by Steering Committee	DOT	Near-term
93. Wild Woods Park Pathway	Create a sidewalk at Wild Woods Park	Proposed by public comment and approved by Steering Committee	DOT/MSB	Long-term
94. 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	DOT/MSB	Near-term
95. Bear Trail Railroad Crossing	Pedestrian underpass from "Bear Trail" to downtown Talkeetna	Proposed by public comment and approved by ARRC	ARRC/MSB	Mid-term

Programs

Recommendation	Description	Rationale	Authority	Cost
Convene a nonmotorized task force.	Form a task force of mobility advocates that represent walking, biking, transit, the mobility impaired, seniors, and other groups to advise local agencies on mobility issues.	A task force of volunteers will give additional public opportunities for input on the nonmotorized system and bring issues to the forefront.	MSB	N/A
Conduct annual bicycle/pedestrian counts at key locations across the MSB.	Using a network of volunteers, conduct annual counts at major intersections and along significant transportation corridors.	Baseline data are required to monitor use of the network.	MSB/DOT&PF	N/A

Recommendation	Description	Rationale	Authority	Cost
Conduct a level of service assessment for bicyclists and pedestrians.	Using the Highway Capacity Manual's methods, determine the level of service for major transportation corridors for both pedestrians and cyclists.	A level of service assessment will help identify issues along the bicycle and pedestrian network that can be addressed in future plans.	All Organizations	\$25K
Publish a bicycle and pedestrian map.	Develop and publish a simple, fold-out map that depicts bicycle and pedestrian facilities.	A regularly updated map can promote cycling and walking. Additionally, it can be an educational tool for informing the public on rules of the road.	All Organizations	\$7.5K
Conduct an ADA assessment in core areas.	Perform a reconnaissance study of curb ramps, curb slopes, detectable warnings, clear spaces, and other operable parts to determine compliance with ADA requirements in the core areas of the MSB.	An ADA assessment will help identify issues that need to be addressed.	All Organizations	\$25K
Conduct a user conflict study	Evaluate user conflicts on bike and pedestrian paths and develop a guide for minimizing user conflict on bike and pedestrian paths.	Conflicts between users were mentioned repeatedly throughout this project, but addressing these conflicts is not within the scope of the current plan.	MSB	N/A
Develop a wayfinding plan.	Prepare a comprehensive wayfinding plan for core areas of the MSB that includes look and feel standards, pedestrian- and vehicle-scale signage, standard specifications, and locations for wayfinding elements.	A strong wayfinding plan will help promote walking and cycling for both residents and visitors, as well as help walkers and cyclists find their destinations.	All Organizations	\$75K
Conduct a greenbelt pathway reconnaissance and feasibility study.	Assess the feasibility of creating a greenbelt pathway in the core urban areas of the borough to identify locations, costs, environmental issues, and property ownership.	A greenbelt pathway network would provide opportunities for locals and visitors to travel across the core urban area in a separated, natural setting.	MSB	\$100K
Develop an interpretive bicycle and pedestrian path.	Create a pathway connecting historic transportation routes. Include interpretive and wayfinding signs.	Tribal partners have expressed interest in developing an interpretive trail.	MSB, Knik Tribe, Chickaloon Native Village	N/A