

Bicycle & Pedestrian Projects

Submitted By: Anonymous user

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Project Information

Project Name

Schools on Trails - develop pathways on existing unused easements

Name of Person Submitting the Nomination

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Affiliation

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Description of Project or Program

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

Project Stranded Assets: completion of undeveloped pathways that were platted or reserved but never built. Tasks include: inventory of unused easements and ROW; scoping; surveys; signage and improvements for new pathways. Undeveloped easements are a maximally efficient way to connect the pedestrian network. These new through-routes and short-cuts will encourage walking and biking in lieu of driving. They offer safe, fast, and pleasant travel separated from traffic. We've shown several examples that will help users avoid dangerous road segments. They will benefit public health, equity, and neighborhood cohesion. Stranded Assets connections exist all over Anchorage. The inventory and scoping will determine which projects should be funded to completion. Examples include: a ROW from Bainbridge Road to DeArmoun Road; connections from Golden View Drive to Bear Valley School; a missing school/commute connection along Elmore Road south of DeArmoun to Riverton.

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



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CRITERIA: Safety

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

No

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

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

Yes

What are the bicycle related safety concerns?

The inventory of Stranded Assets will reveal numerous safety opportunities across town. The example projects in this application will divert bicyclists from prohibitively hazardous road segments such as the crash-prone Dearmoun Road curve, crash-prone Golden View intersection, steep parts of Rabbit Creek Road. and roads with fast through-traffic.

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

Yes

What are the pedestrian related safety concerns?

The inventory of Stranded Assets will reveal numerous safety opportunities throughout town. The example projects in this application will divert pedestrians from prohibitively hazardous road segments such as the crash-prone DeArmoun Road curve, crash-prone Golden View intersection, steep parts of Rabbit Creek Road. and roads with a lot of fast through-traffic. This supports the Non-Motorized Plan's goals for a network. Undeveloped easements are a maximally efficient way to connect the pedestrian and bike network. Connections will encourage walking and biking. They offer safe, fast, and pleasant travel separated from traffic. They foster public health, equity, and neighborhood cohesion. Stranded Assets connections exist all over Anchorage. The inventory and scoping will determine which projects should be funded for completion. Examples: connections from Golden View Dr to Bear Valley School; connection along Elmore Rad south of DeArmoun to Riverton. Unable to map these.

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

Yes

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

The inventory of assets will reveal specific safety vehicular safety concerns that this project can mitigate. The examples in this application include roadways with steep slopes, poor sightlines, and dangerous curves with inherent vehicle hazards. In addition, these areas have high student driving and student pick up/drop off, which diminishes vehicular travel safety.

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

No

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

CRITERIA: Mobility

Is the project expected to reduce vehicular congestion?

Yes

How is the project expected to reduce vehicular congestion?

The inventory of assets will reveal specific congestion reductions. The Stranded Asset examples in this application all would alleviate the acute congestion created by school-related driving. Safe walk- and bike-to-school routes will shift people away from driving, especially direct, fast connections such as these. Improve bicycle network: Upgrading and signage of NEW, direct connections will shorten travel and keep bicyclists off hazardous roadways and intersections. Bicyclists with disabilities or low skills will be empowered to use these safe connections.

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

No

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

Is the project expected to improve the bicycle network?

No

How is the project expected to improve the bicycle network?

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

Yes

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

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

CRITERIA: Economic

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

No

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

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

No

Please identify the Land Uses associated with this project.

adjacent large lot residential and school uses, also open space, undeveloped lands

Is the project expected to promote or include transit improvements?

No

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

CRITERIA: Environment

Is the project expected to improve air quality?

Yes

How is the project expected to improve air quality?

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

Why is the project NOT expected to improve air quality?

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

Yes

How is the project expected to improve systemwide VMT?

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

Why is the project NOT expected to improve systemwide VMT?

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

Yes

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

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

CRITERIA: Preservation

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

Yes

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

Stranded Asset connections are new off-the-roadway connections. They include short-cuts and direct routes that the public doesn't know exist. They make non-motorized travel safe, convenient, and physically possible for the first time for many residents, especially the young, the old, and the less physically able who need to avoid busy roadways.

Is the project expected to implement natural based solutions?

Yes

Which nature based solutions is the project expected to implement?

The short distance and relatively narrow width of these trail connections (compared to roads) means minimal use of built infrastructure. Some trails can be built with native materials for the tread, and the drainage can be captured by native terrain and vegetation. There will not be a flush of run-off into the stormwater system.

Is the project expected to improve transit stops?

No

How is the project expected to improve transit stops?