

## Community Council Surveys | 2025 Community Projects

Priority	Project Name	Agency	Estimated Cost	Funding in Hand	Additional Funding Needed	Scope	Need	Status	CC Comments
1	42nd Ave Upgrade - Lake Otis Pkwy to Florina St (18-06)	Project Management and Engineering	\$16,600,000	\$2,250,000	\$14,350,000	This project will upgrade 42nd Avenue to current urban standards. Typical improvements include a new road base, storm drain installation, curb and gutters, pedestrian facilities, street lighting, and landscaping.	42nd Avenue is a strip-paved local road with the highest traffic volume of any local road in the municipality. Due to the flat terrain and the existence of little underground drainage, localized flooding and icing are constant hazards. The eastern section of the road is in particularly bad shape as evidenced by the 2023 GASB survey's failing rating.	University Area Community Council passed a resolution in support of expediting this project. Preliminary Design is complete with final design underway. Phase 1 construction anticipated 2024.	
2	Folker St Upgrade - 42nd Ave to Tudor Rd	State of Alaska	\$2,000,000	\$0	\$2,000,000	Project funding has been included in the new AMATS TIP. Improvements are expected to include a new road base, curbs, pavement, pedestrian facilities, drainage, and street lighting.	This local road has never been constructed to standards. The need was identified by the University Area Community Council. The 2020 GASB survey rated this road in fair condition.	No work is currently scheduled in the 6-year Capital Improvement Program.	
3	Dale St Pedestrian Improvements - Tudor Rd to 40th Ave	State of Alaska	\$2,000,000	\$0	\$2,000,000	The project will install pedestrian facilities.	No pedestrian facilities exist. The need was identified by the University Area Community Council.	Project funding is proposed in the AMATS TIP.	
4	Castle Heights Park improvements	CUSTOM	\$900,000.00	\$0	\$900,000.00	Large Capital Improvements = \$875,000.00 Drainage Issues = \$20,000.00 Playground Upgrades = \$400,000.00 Pavilion = \$200,000.00 Lighting (per light) = \$75,000.00	Castle Heights Park is a neighborhood park located between Vance and Wesleyan Drives and contains limited and aging playground and picnic area, poor drainage, and an orientation that shades the playground area. Castle Heights Park is connected to the Chester		Neighbors and Parks and Recreation staff have conducted a site visit to discuss possible enhancements to the park including new play equipment, relocation of equipment, lighting, wayfinding, grading and drainage improvements,

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						Water Source = \$30,000.00 Asphalt Pathways/ Circulation (200 x \$300/LF) = \$60,000.00 Asphalt Pathway Upgrade (600 x \$150/LF) = \$90,000.00 Challenge Grant Ideas = \$25,000.00 Wayfinding Kiosks (ea) \$5,000.00 Drainage = \$5,000.00 Gravel Pathway Upgrades = \$10,000.00 Benches (ea) = \$5,000.00 Volunteer Scale = \$? Plants (Volunteer Beds) = \$? Planting/Drainage = \$? Dog Stations = \$?	Campbell Connector via walkway which provides convenient access to residents, visitors and staff from the Alaska Native Medical Center, schools, and campers at Alaska Pacific University.		additional and refreshed pathways, benches, and other gathering spaces.
5	Campbell Airstrip Rd Upgrade - Glenn Don Dr to Baxter Rd	Project Management and Engineering	\$6,000,000	\$0	\$6,000,000	The project will upgrade the road to current urban design standards. Improvements are expected to include a new road base, curb and gutter, street lights, and pedestrian facilities where warranted.	This segment of Campbell Airstrip Road has never been constructed to standards. The road is narrow and poorly lit. The existing road is littered with frequent pot holes and the edges have suffered extensive deterioration. The project need was identified by the University Area Community Council. The 2023 GASB survey rated most of Campbell Airstrip Road in failing condition.	The project has not started. The project will remain on the Needs List for future funding consideration.	
6	Goose Lake Park	Parks and Recreation	\$2,500,000	\$0	\$2,500,000	Funds will be used to upgrade aging facilities at Goose Lake Park.	Goose Lake Park is a centrally located and popular year-round recreation destination. The bathhouse is currently un-	Public engagement and master planning will identify future park improvements.	

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							inhabitable following the 2018 earthquake and funds are needed to remove or rehabilitate or reconstruct the facility. Other support facilities such as paved trails and the parking lot are also in poor condition and in need of repaving.		
7	Northern Lights Blvd at Bragaw St Pedestrian Crossing Improvements	Project Management and Engineering	\$450,000	\$0	\$450,000	The project will construct pedestrian friendly crossing signals and improve crosswalk visibility.	This is a busy pedestrian crossing used by East High students. This project is included in the Anchorage Pedestrian Plan. The project need was identified by the Airport Heights Community Council.	No work is currently scheduled in the 6-year Capital Improvement Program. The project will remain on the Capital Project Needs List for future funding consideration since it is included in the Anchorage Pedestrian Plan.	
8	Northern Lights Blvd Eastbound Capacity Improvements - Lake Otis Pkwy to Bragaw St	Project Management and Engineering	\$8,000,000	\$0	\$8,000,000	A third eastbound lane will be added. Intersection improvements at Lake Otis, UAA, and Bragaw are anticipated to be included in the scope.	The Metropolitan Transportation Plan (MTP) identified this section of East Northern Lights Boulevard as a short-term project need.	The project has not started.	
9	Northern Lights Blvd Pedestrian Overpass to Goose Lake Lighting Upgrades	Project Management and Engineering	\$750,000	\$0	\$750,000	The project will install enhanced lighting.	Concerns have been expressed about the adequacy of existing lighting on this overpass related to safety.	No work is currently scheduled in the 6-year Capital Improvement Program. The project will remain on the Capital Project Needs List for evaluation and prioritization.	
10	Providence Dr/ University Dr Resurfacing - Lake Otis Pkwy to east end (21-12)	Project Management and Engineering	\$8,500,000	\$250,000	\$8,250,000	The project will rehabilitate the surface of the roadway, repair any worn or damaged curbs, and bring pedestrian facilities into ADA compliance.	The top lift is wearing thin in many places. This results in rutting that is a potentially hazardous condition. Street Maintenance added some skin patching in 2016.	2021 bond funds provided a design start. A design study report has been completed. Awaiting additional funds to finalize the design.	
11	University Lake Green	Project Management	\$3,000,000	\$200,000	\$2,800,000	The scope will be developed during the	The oil and grit separator (OGS) located near	Project scoping in progress.	

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	Infrastructure	and Engineering				design study phase.	Ambassador Drive is less effective as a single end point treatment system. Green infrastructure is desired to enhance stormwater management and treatment prior to stormwater discharge to University Lake.		
12	UAA Dr Pedestrian Undercrossing	Project Management and Engineering	\$5,000,000	\$0	\$5,000,000	The project will construct a pathway underneath UAA Drive.	The existing crosswalk on UAA Drive is a disruption to traffic flow on this busy collector street. The project need was identified by the University Community Council.	The project has not started. The project will remain on the Capital Project Needs list for future funding consideration.	
13	Wright Street S of 40th to Tudor Rd Repave.	CUSTOM	TBD	TBD	TBD	Replace/Upgrade Wright St South of 40th to Tudor Rd to include drainage improvement and or upgrade.			UACC recommends that priority 13 (Wright Street S of 40th to Tudor Rd Repave) & 14 (Wright St Upgrade - 40th Ave to Tudor Rd) be combined into one project.
14	Wright St Upgrade - 40th Ave to Tudor Rd	Project Management and Engineering	\$5,000,000	\$0	\$5,000,000	The project will upgrade Wright Street to current urban standards. Improvements typically include a new road base, storm drain with curb and gutter, pedestrian facilities, and street lighting. Traffic calming features will be evaluated in the design process.	Wright Street is a strip-paved roadway serving a mix of commercial, medical, and residential users. The surface of the roadway is in poor condition as evidenced by frequent pot holing and frayed edges. The corridor lacks adequate drainage and lighting. The need was identified by the University Area Community Council. The 2023 GASB survey rated Wright Street in failing condition.	The project has not started. It will remain on the Needs List for future funding consideration.	UACC recommends that priority 13 (Wright Street S of 40th to Tudor Rd Repave) & 14 (Wright St Upgrade - 40th Ave to Tudor Rd) be combined into one project.
15	Wright St at E Tudor Rd Pedestrian	Project Management and	\$1,500,000	\$0	\$1,500,000	The project will study the alternatives for improving pedestrian safety near	There are no pedestrian crossings on Tudor Road between Lake Otis Parkway	The project has not started. State grant funding is proposed.	

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	Safety	Engineering				the Wright Street intersection with Tudor Road. The study will recommend alternatives for a pedestrian crossing that will enhance safety. The project need was identified by the University Community Council.	and Piper Street. Many pedestrians cross in the vicinity of Wright Street, which has led to fatal consequences.		
16	E 41st Ave Upgrade - Piper St to Dale St	Project Management and Engineering	\$3,000,000	\$0	\$3,000,000	The project will upgrade the road to current municipal urban design standards. Improvements are expected to include a new road base with the possible addition of storm drain, including curb and gutter. The lighting will be upgraded to current standards, and the roadway will be evaluated to see if pedestrian facilities are warranted.	East 41st Avenue is a strip-paved local road that has never been built to municipal standards. There is no storm drain system and inadequate lighting. There are no pedestrian facilities. The road surface has completed deteriorated in some places. The road edge has been compromised for much of the length of the street.	The project has not started. The project will remain on the Needs List for future funding consideration.	
NA	Athletic Field Safety Improvements	Parks and Recreation	\$1,000,000	\$400,000	\$600,000	Improvements to athletic fields throughout the Anchorage Bowl to improve play for youth and adult sports. Improvements include turf rehabilitation, fence repair, irrigation systems repairs, amenities, and general facility improvements.	Anchorage's athletic fields are well used during the short summer season. Funding will be used to improve athletic fields and supporting facilities in coordination with user groups.	Parks and Recreation is working with local user groups to identify and provide needed improvements to athletic fields and sports complexes in Anchorage.	
NA	Campbell Creek Trail - Separated Grade Crossing @ Lake Otis	Parks and Recreation	\$19,000,000	\$50,000	\$18,950,000	Design and construct an elevated bike/pedestrian bridge over Lake Otis Blvd to connect the east and	The Campbell Creek Trail consists of an east and west trail which is separated by Lake Otis Blvd. Pedestrians	A design alternatives study was completed in 2019 to evaluate potential options and rough order of magnitude costs estimates.	

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						west portions of the Campbell Creek Trail.	and cyclists are required to travel a half mile to the south to access a tunnel under Lake Otis Blvd. An overpass would provide for a more direct connection and eliminate safety concerns associated with trail users cutting directly across traffic.	This project was recently nominated as an AMATS non-motorized project. Preliminary design will begin in 2023. Note the total project funds will require a 9.03% local match and the remainder will be matched through AKDOT/AMATS.	
NA	Campbell Creek Trail Rehabilitation and Wayfinding	Parks and Recreation	\$2,800,000	\$1,000,000	\$1,800,000	Asphalt repair, lighting assessment and improvements, bridge repair/replacement, signage improvements.	Anchorage has over 250 miles of paved trails. Current infrastructure is outdated, unsafe and in need of repair. Trail use, both summer and winter, will continue to increase and safety and quality condition of trail infrastructure and amenities needs to be a priority.	Continuation of multi-year, multi-phase trail rehabilitation project including pavement resurfacing, drainage improvements, wayfinding, streambank restoration, and bridge replacement along the Campbell Creek Trail. Previously completed bond funded phases have rehabilitated trail from Dimond Blvd to Fairbanks Street. Future phases will continue east along the trail to Elmore Rd.	
NA	Chester Creek-Campbell Creek Trail Connection Lighting	Parks and Recreation	\$1,800,000	\$130,000	\$1,670,000	Add light poles and LED light fixtures to the Chester Creek Trail-Campbell Creek Trail Connection from the Tudor Road overpass all the way to Goose Lake Park/Northern Lights Bridge.	Trail user safety is a priority for the Department and the residents of Anchorage. The Chester Creek-Campbell Creek trail connection is a well used link between two major greenbelts within Anchorage. Trail safety will increase with the addition of lighting for the long winter months. LED technology continues to decrease in cost and the utility bills are a fraction of traditional lighting technology.	The P&R Department continues a systematical upgrade of lighting on major multi-use trails and popular trail systems in FNBP and Kincaid Park. Completing this missing link is an important step in creating a connected trail system in all seasons.	
NA	Fish Creek Trail to the Ocean (Fish Creek Trail Extension)	Parks and Recreation	\$15,000,000	\$250,000	\$14,750,000	Connect the Fish Creek Trail at Northern Lights Blvd to the Tony Knowles Coastal Trail	Non Motorized transportation that connects Spenard, Midtown, Turnagain, West Anchorage and Downtown	Project was nominated for AMATS funding in 2018. The project is now in the preliminary design and engineering phase. Local match is 9.03% of the total project costs.	

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NA	FNBP Improvements	Parks and Recreation	\$5,500,000	\$2,500,000	\$3,000,000	Bridge repair, trail sustainability projects, trail reroutes and construction of missing trail links, parking lot improvements.	There are over 100 miles of soft surface trails in FNBP. Trail and trailhead infrastructure (bridges, lighting, parking lots, signage, drainage) needs to be repaired to keep pace with increasing demand.	The FNBP Trail Improvement Plan was adopted in 2011 by the Parks & Recreation Commission and the Urban Design Commission. The Trail Improvement Plan identifies a list of projects supported by all trail user groups. Federal grant funds were secured for wayfinding, bridges replacement, and trail repair with re-construction of three bridges on the Tour of Anchorage Trail in summer 2023. Funds will be used to match federal dollars. Federal grant funds have been secured for the replacement of the Blue Dot bridge with construction anticipated for summer 2024. Funds will be used to match federal dollars.	
NA	Multi-use Trails and Pedestrian Bridge Upgrades	Parks and Recreation	\$3,000,000	\$0	\$3,000,000	Add LED lighting to trails and missing greenbelt trail links. Upgrade/replace aging bridges. Upgrade signage and wayfinding.	Safety upgrades are needed along major greenbelt trails to support trail use in all seasons. This includes lighting missing links and spur trails, wayfinding with emergency locators, bridge upgrades as needed.	Park maintenance performs monthly safety inspections and repairs the park assets as necessary. Emergency locators and mile markers have been installed on greenbelt multi-use trails.	
NA	Tony Knowles Coastal Trail Erosion	Parks and Recreation	\$3,500,000	\$400,000	\$3,100,000	Design, permit, and construct a solution to protect against shoreline erosion along the land-water interface near the Tony Knowles Coastal Trail	To protect the shoreline and trail corridor from shoreline erosion threatening the Tony Knowles Coastal Trail.	Recent and ongoing bank armoring has provided protection for a 5-10 year period. Additional funding is needed for a more long-term sustainable solution.	