

ANCHORAGE CONCEPTUAL



NETWORK

CONCEPTUAL ROUTES

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| A Turnagain Pkwy Northern Lights to Coastal Trail | K 20th Ave Chester Creek Trail to Russian Jack |
| B Barbara St Fish Creek Trail to Ped Bridge | L Craig Dr Russian Jack to Cheney Lake Trail |
| C Forest Park Dr Northern Lights to Coastal Trail | M 16th Ave Cheney Lake Trail to Patterson St |
| D N St Chester Creek Trail to 10th Ave | N Patterson St Northern Lights to Creekside Park |
| E Eagle St Chester Creek Trail to Fireweed | O 16th Ave Creekside Park to Cherry St |
| F 10th Ave A st to Medfra St | P "Muldoon Bypass" Boundary Ave to Chanshtnu Muldoon Park |
| G Karluk St 8th Ave to Chester Creek Trail | Q Jewel Terrace & 88th Dimond Blvd to Arlene St |
| H Fireweed & Bannister Seward Hwy to Chester Creek Trail | R Ocean View Dr Johns Rd to Old Seward hwy |
| I Maplewood & Princeton Chester Creek Trail to 36th Ave | S Helena Dr Old Seward Hwy to Hamilton Park |

FOR MORE INFO AND SURVEY VISIT

WWW.MUNI.ORG/DEPARTMENTS/TRAFFIC/PAGES/GREENWAYS.ASPX



WEBSITE LINK

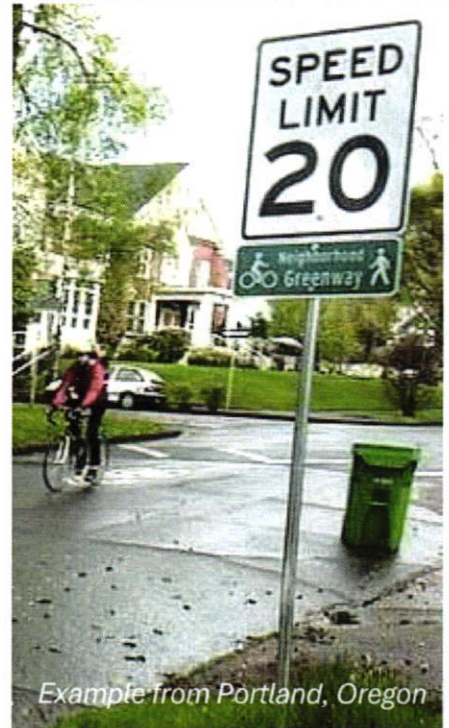
Neighborhood Greenways for Anchorage

The Muni Traffic Engineering Department is excited to introduce a program to create a network of enhanced neighborhood streets that provide comfortable and safe on-street bicycle routes connecting to key destinations throughout the city. This concept is identified in the AMATS Non-Motorized Plan as “Enhanced Shared Roadways” and Moose Loop segments on local streets (see Figure 4.1 in the plan).

Starting with around a dozen neighborhood streets in 2025*, it is envisioned that this network will include:

- 20-mph speed limit signs with accompanying “Neighborhood Greenway” plaques
- “Sharrow” street markings
- Reoriented stop signs or new All-Way Stop control at intersections based on engineering evaluation

In future years, these streets will be prime candidates for wayfinding signs and traffic calming treatments as needed to reduce vehicular speeds and volumes (as bond-funded projects).



** With current staffing levels, these treatments would be installed towards the end of the summer (likely August 2025). Adding 2 additional seasonal Paint & Sign Shop staff (\$105,000) to our 2025 budget would allow for a new painting crew and sufficient additional capacity to adequately meet the department’s summer workload with the prioritization of neighborhood greenways at the beginning of the summer (likely May 2025).*

Example treatments used in Portland, Oregon, which has more than 100 miles of neighborhood greenways in every part of the city and considers them the backbone of their bike network.

