



Anchorage Transportation Planning

Bicycle & Pedestrian Projects - Nomination Form.

Anchorage Metropolitan Area Transportation Solutions (AMATS) is soliciting project nominations within the AMATS boundary for the 2023-2026 Transportation Improvement Program (TIP).

Example of projects included in this category are: new separated pathway, bike lanes, transit stop improvements, new sidewalks, ADA improvements, new trail connection, rehabilitation of an existing non-motorized facility, and/or safety improvements for non-motorized users. More information on eligible projects can found here: <https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>

Projects nominated under this category are highly encouraged to demonstrate compatibility and integration with the surrounding land use.

Scoring: Project nominations will be scored based on the adopted Project Scoring Criteria. The score the project receives will be used to help determine the project's eligibility for funding in the TIP. The TIP identifies, prioritizes, and allocates anticipated funding for surface transportation improvements over a 4-year period.

An asterisk * means that the question is required.

Date



2/10/2022

Time* 09:29 PM**Project Information** ▾**Project Name***

Johns Park Remediation

Name of Person Submitting the Nomination*

If you do not wish to provide your name, type (none)

Stanton Moll

Affiliation*

If you do not have an affiliation, type (none)

Old Seward / Oceanview Community Council

Phone Number*

If you do not wish to provide your name, type (none)

907.229.7041

Email Address shm99516@yahoo.com

Description of Project or Program ▾

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

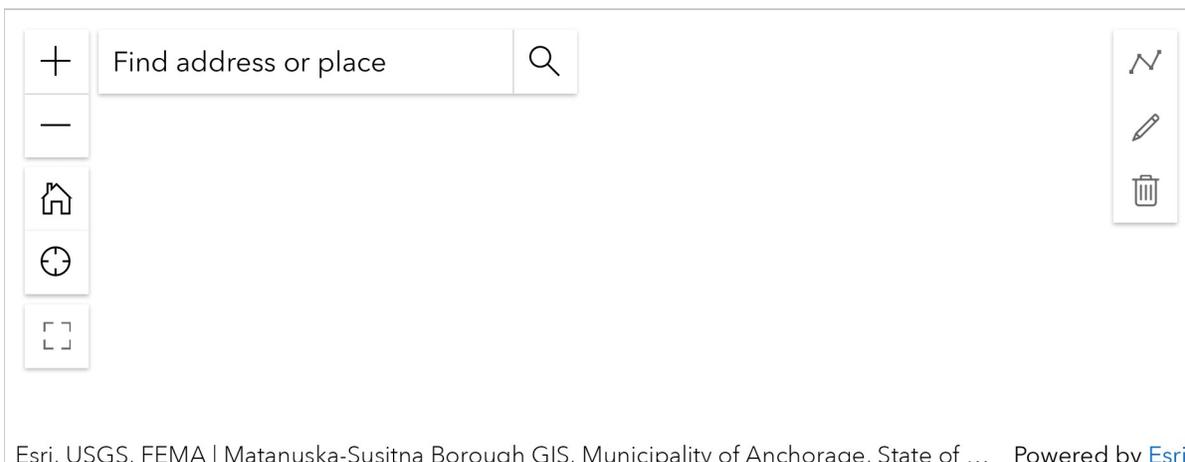
Include as much detail about the project as you can. What does the project consist of - **what changes will be made**? And what is the project's purpose - **what problem does the project solve**? For example, if the project includes a new pathway and/or sidewalk or an upgrade to an existing one, note that in the description. Are there drainage issues in the area? If so, please mention that here.

Johns Park has grown in popularity over the years, and is subject to substantial, at times intense, user pressure. It has a heavily used gravel connector trail that is popular with pedestrians, dog walkers, bikers and bike commuters, and others; a playground that attracts users from throughout south Anchorage, and an undeveloped area with a "wild" aspect which is attractive to a wide variety of casual users. Low areas along the trail are prone to flooding and in need of maintenance, culverts need improvement or maintenance, and the Furrow Creek bridge exhibits areas of erosion and needs stream restoration. Funds will be used to provide trail armoring, stream bank and bluff stabilization, development of structures for access and appreciation (stairs and benches), playground maintenance, and repair of a botched stream bank armoring effort.

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

- Type in an address or cross street to get you close to the project area
- Use the plus and minus signs to zoom in and out
- Click the icon on the top right to draw a line in the area of the project
- Place the cursor on the start of your line and click once to start your line
- Drag the line and click again to place the line
- Repeat to create additional line segments
- Double click to finish your line



The screenshot shows the top portion of the Esri Survey123 application. On the left, there is a vertical toolbar with icons for zooming in (+), zooming out (-), home, refresh, and full-screen. In the center, there is a search bar with the placeholder text "Find address or place" and a magnifying glass icon. On the right, there is a vertical toolbar with icons for drawing a line, editing, and deleting.

Esri, USGS, FEMA | Matanuska-Susitna Borough GIS, Municipality of Anchorage, State of ... Powered by Esri

ⓘ Perimeter: 0.47 Miles

CRITERIA: Safety ▾

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

Yes

No

Unknown

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

Yes

No

Unknown

What are the bicycle related safety concerns?*

The Johns Park trails are widely used by a spectrum of bicyclists, from experienced bike commuters to small children with training wheels. The surface of the trail is gravel and has deteriorated over time, leaving exposed cobbles and culverts, plus low spots that flood and stay muddy. The trail traverses an old bog and can remain wet for long periods. Although it is not possible nor desired to pave the trail, improving the crown, drainage, and surface will improve the safety and quality of the biking experience

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

Yes

No

Unknown

What are the pedestrian related safety concerns?*

As for bicyclists, this trail is heavily used by pedestrians to connect the surrounding neighborhoods, both within and adjacent to the OSOVCC. A rehabilitated surface, as well as repairs and improvements to damaged and worn playground equipment and bridge, will improve the safety of all users.

706

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

 Yes No Unknown

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

Although motor vehicles are prohibited in the park and trail, youngsters have been observed riding motor scooters and dirt bikes on the premises. Due to the geography, it can be an attractive shortcut between neighborhoods. The OSOVCC would like to discourage this use of the trail and park, to limit the chances of unfortunate interactions.

659

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

 Yes No Unknown

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

Although we would like to discourage the use of the trail for motorized traffic, it can be used for emergency access to otherwise widely separated neighborhoods.

838

CRITERIA: Mobility ▾

Is the project expected to reduce vehicular congestion?*

 Yes No Unknown

How is the project expected to reduce vehicular congestion?*

By mitigating hazards in the park, non-motorized traffic will be improved. We do not anticipate reducing motorized vehicle congestion.

866

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

 Yes No Unknown

Is the project expected to improve the bicycle network?*

 Yes No Unknown

How is the project expected to improve the bicycle network?*

A buffer can be a physical or painted separation.

The trail through Johns Park is widely used by bicyclists. It is often used by those wishing to circumnavigate the city by bike, as it offers a pleasant off-road path through South Anchorage. Combined with the connecting easement between Shore Drive and Botanical Heights Circle, bikers can avoid heavily trafficked roadways between Victor Rd. and Oceanview Dr. But this option is becoming less desirable as the trail surface deteriorates.

559

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

 Yes No Unknown

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

As for bicyclists, a suitable trail surface, well-drained and even, will improve the experience for dog-walkers, parents with prams, and those with disabilities using wheelchairs, crutches, and other mobility devices.

783

CRITERIA: Economic ▾

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

Growth supporting features from the 2040 Land Plan are: Transit-supportive Development, Greenway-supporting Development, Traditional Neighborhood Design, and Residential Mixed-use Development.

[Anchorage 2040 Land Use Plan Map \(muni.org\)](#)

[Anchorage 2040 Land Use Plan App \(arcgis.com\)](#)

Yes

No

Unknown

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

Yes

No

Please identify the Land Uses associated with this project.*

[Anchorage 2040 Land Use Plan Map \(muni.org\)](#)

[Anchorage 2040 Land Use Plan App \(arcgis.com\)](#)

Single-Family and Two-Family
Park Or Natural Area

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Is the project expected to promote or include transit improvements?*

Yes

No

Unknown

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

By improving the trail, this project can provide easier access to bus routes on Johns Rd., should they be reinstated in the future.

869

CRITERIA: Environment ▾**Is the project expected to improve air quality?***

Example of ways to help air quality: Provide alternative travel options such as bicycle or pedestrian transportation infrastructure, reduces travel distance between key destinations.

 Yes No Unknown**How is the project expected to improve air quality?***

A popular non-motorized traffic corridor, the Johns Park trail can be expected to improve air quality by enabling users to more easily access open spaces, thus driving less and exercising more.

807

Is the project expected to improve systemwide Vehicle Miles Traveled (VMT)?* Yes No Unknown**Is the project expected to help implement the Municipality of Anchorage (MOA) Climate Action Plan?*** Yes **Submit** Unknown**CRITERIA: Preservation** ▾

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Is the project expected to improve sidewalk or off-street facilities?* Yes No Unknown**How is the project expected to improve sidewalk or off-street facilities?***

The maintenance and improvements to the bridge over Furrow Creek will improve off-street access to walkers and other users from the surrounding neighborhoods. The botched bank armoring effort from a few years ago, if repaired, can be expected to improve the life of the bridge, the quality of the creek water feeding the Coastal Refuge, access to the trail from users on the south side of the park. This part of the project alone is critical due to the continued erosion around the bank rip-rap.

Furthermore, repairs to the playground and picnic equipment are due; improvements can be expected to increase park utilization and enjoyment.

361

Is the project expected to implement natural based solutions?*

Natural based solutions such as: bio swales/rain gardens, vegetated medians, or naturalized stormwater basins.

 Yes No Unknown**Which nature based solutions is the project expected to implement?***

This project is expected to improve the drainage issues which are damaging the trail and limiting its enjoyment. Repairing the bridge and its locale are expected, in addition to those items mentioned above, to stabilize the stream banks and contribute to returning Furrow Creek below Johns Rd. to a near-natural state, scrubbing some of the toxins and pollutants acquired from traversing miles of upstream industrial and commercial development, and thus maintaining a haven for birds, wildlife, micro-invertebrates, natural vegetation, etc.

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Is the project expected to improve transit stops?*

Examples of transit-supporting infrastructure are capital projects including bus terminals, on-street bus stops, transit signal priority (TSP), boarding pads, shelters, bench(es), lighting, trash bins, etc.

 Yes No Unknown