

# Matanuska-Susitna

## Bicycle and Pedestrian Plan

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## Letter from the Mayor

The Mat-Su Borough's vision statement is to be 'The greatest community in Alaska to live, work and play'; a vital part of our mission statement is 'To efficiently and effectively deliver responsive services to the public'. These two statements are more than just words, they are action statements. It is our goal here at the Borough to not only provide a great place to live, work and raise families, but also provide the essential services that will ensure a safe community to live, work and play.



The Mat-Su Borough's Bike and Pedestrian Plan (BPP) is one of the ways that we are working to provide a safe and effective way for residents to safely enjoy our beautiful Valley. The implementation of the BPP includes programs, policies, and infrastructure that will improve our public health by making it easier to ride a bike, or walk the pathways; strengthen our public safety by reducing the number of cyclist and pedestrian injuries and fatalities; increase home values by building up the trails and pathway networks around neighborhoods; and add to the local economy by developing connections that bring people into business districts and provide for tourism opportunities.

The BPP is a chapter of the Borough's Long-Range Transportation Plan and will help us reach our goal of increasing transportation choices, improving connectivity, and supporting economic vitality here in the Mat-Su Valley. Tourism and recreation opportunities are some of the Mat-Su Valley's greatest strengths; a safe and functional road, pathway, and trail system will improve the quality of life for residents and visitors alike.

We appreciate your input and participation in the planning process, because working together we can make even better decisions.

*Mayor Edna DeVries*

## Executive Summary

The Matanuska-Susitna Borough (MSB) Bicycle and Pedestrian Plan (BPP) was developed to improve the nonmotorized transportation network in the borough. RESPEC, a firm contracted by the MSB, performed an existing conditions analysis, sought input from the public, and worked with the steering committee to develop the project recommendations in this plan.

### The Process

- 1 The project team reviewed existing planning documents, analyzed bicycle and pedestrian crash data, and conducted interviews with stakeholders and user groups to develop an Existing Conditions & Issues report. Outreach and research showed that there is a strong desire for a robust bike and pedestrian network in the MSB and a clear need to make nonmotorized transportation safer for all users. Two key challenges with developing a borough-wide transportation network were identified: population centers are widely dispersed and several entities are responsible for constructing and maintaining nonmotorized facilities.
- 2 The team conducted extensive outreach to identify where new or improved facilities are needed according to the folks who know the area best – MSB residents. In addition to interviews and an interactive comment map, MSB staff attended several community events to share information and gather public input.
- 3 The BPP steering committee has provided guidance and feedback throughout the entire process. The committee has 10 members, each of whom has familiarity and expertise with the bike and pedestrian network in the MSB. The members of the committee provided recommendations, identified important user groups, and reviewed multiple drafts of the BPP.

### Implementation Plan

The BPP contains 111 policy, infrastructure, and program recommendations. The infrastructure recommendations are listed as near-term, mid-term, or

long-term projects, though the timeframes for individual projects may vary based on future studies or the need to obtain right-of-way.

- Policy:
  - ❖ Facility design standards
  - ❖ Complete Streets policy
  - ❖ Snow clearing policy
  - ❖ Maintenance policy
  - ❖ Subdivision regulations
  - ❖ Vision Zero program
  - ❖ Bike and pedestrian projects in the TIP
- Infrastructure:
  - ❖ Separated, shared-use paths
  - ❖ Sidewalks
  - ❖ Roadway crossing treatments
  - ❖ Connections between or extensions of existing pathways
- Programs:
  - ❖ Nonmotorized taskforce
  - ❖ Annual bicycle/pedestrian counts
  - ❖ Level of service assessment
  - ❖ Bicycle and pedestrian map
  - ❖ ADA assessment
  - ❖ User conflict guide
  - ❖ Wayfinding plan
  - ❖ Greenbelt pathway reconnaissance and engineering study
  - ❖ Interpretive bicycle and pedestrian path

The BPP also outlines what funding sources are available based on what entity or entities will be taking ownership of the project and provides a list of potential grant funding opportunities.

## **Recreation connections and resources**

Another goal of the BPP is to connect the nonmotorized transportation network to recreational trail networks and parks. To accomplish this, many of the recommended infrastructure projects link these two networks. The plan also contains a map of trailheads and public parks that shows existing or planned network connections and compiled resources for residents and visitors to learn more about recreational trails in the MSB!

## Acronyms and Abbreviations

**ADA** Americans with Disabilities Act

**BIL** Bipartisan Infrastructure Law

**BPP** Bicycle and Pedestrian Plan

**CIP** Capital Improvement Plan

**Comp Plan** Matanuska-Susitna Borough Comprehensive Development Plan – 2005 Update

**DOT&PF** Alaska Department of Transportation & Public Facilities

**EPA** U.S. Environmental Protection Agency

**ESRI** Environmental Systems Research Institute

**FAO** Food and Agriculture Organization

**FHWA** Federal Highway Administration

**GIS** Geographic Information System

**GPRA** Government Peak Recreation Area

**HERE** Here Technologies

**IJA** Infrastructure Investment and Jobs Act

**L RTP** Long-Range Transportation Plan

**Mat-Su** Matanuska-Susitna

**METI/NASA** Ministry of Economic, Trade, and Industry/National Aeronautics and Space Administration

**MPO** Metropolitan Planning Organization

**MSB** Matanuska-Susitna Borough

**MVP** Matanuska-Susitna Valley Planning for Transportation

**RSA** Road Service Area

**SRTS** Safe Routes to School

**STBG** Surface Transportation Block Grant

**STIP** Statewide Transportation Improvement Program

**TIP** Transportation Improvement Program

**USGS** United States Geological Survey

## Introduction

The Matanuska-Susitna (Mat-Su) geographical area includes approximately 25,000 square miles of land and approximately 2,000 miles of trails (MSB, 2022). The Mat-Su has been inhabited for millennia, beginning with the Dena'ina and Ahtna Athabascans, and expanding to settlers throughout the 19th and 20th centuries. Transportation routes were developed and built upon by each group for subsistence, trade, and commerce. The Mat-Su encompasses glaciers, rivers, wetlands, hills, mountains, lakes, farmland, and forests, and hosts a vast array of natural resources that continue to bring people to the region to live, work, and play.

The Mat-Su Borough (MSB) consists of 25 communities, including three cities—Houston (second-class city), Palmer (home-rule city), and Wasilla (first-class city). The remaining 22 communities are classified as Census Designated Places. The MSB is a second-class borough with a seven-member Assembly and Mayor. The MSB also includes two tribal governments: Chickaloon Native Village and Knik Tribe.

### **Why does the MSB need a bicycle and pedestrian plan?**

The MSB's vision is to be the greatest community in Alaska to live, work, and play. This vision means something different to every resident, but for the borough, it means protecting and enhancing those qualities of life that residents value most. The Mat-Su continues to be the fastest-growing community in the state and vehicle travel will remain the dominant and, in many areas, only option for transportation. As a result, bike and pedestrian planning has been an afterthought in planning for how people move throughout the region. The MSB has a lot of work to do to make up for gaps in the existing network, while looking forward to meet the future needs of its dynamic and ever-changing population. The Bicycle and Pedestrian Plan (BPP) was developed to help launch programs, start infrastructure projects, and put policies in place. The plan supports a nonmotorized transportation network that is safe, connected, and easy to use for residents and visitors of all ages and abilities.



According to an MSB Smart Growth survey from January 2022, borough residents agree that improving and expanding transportation infrastructure and widening shoulders on existing roads should be top priorities of the MSB government. Residents also agreed that the top three measures of good quality of life in the Mat-Su are (1) access to public lands and recreation areas, (2) a great place to raise children, and (3) access to grocery stores and local food options. The BPP makes the connection between how MSB residents measure quality of life through the lens of transportation choices. It is a policy document that will help MSB staff and elected officials consider how an expanded and safer nonmotorized network can support economic diversity and growth through tourism and transportation infrastructure, decrease serious injuries and fatal crashes, and increase Safe Routes to School (SRTS) connections, to name a few.

The MSB's population has **grown by 20%** in the last decade (Census, 2020) and is expected to reach **130,000 by 2027** (MSB, 2022).

The BPP's priority is the safety of all travelers within the MSB. Data show that the more local governments plan for compatible uses and shared spaces in transportation, the safer drivers, bikers, and pedestrians are. Incorporating bike and pedestrian facilities throughout the MSB does not have to be limited to separated pathways along the road system. The MSB has many existing urban and rural trails, separated pathways, sidewalks, and backcountry trails that could become part of an all-encompassing bike and pedestrian system. By improving existing facilities and adding new connections, the MSB can support the health and safety of all its residents and visitors.

### **What is a bicycle and pedestrian plan?**

A BPP is a comprehensive strategy that evaluates the current bike and pedestrian network, examines gaps and hazard areas, and provides solutions to develop an all-encompassing nonmotorized transportation

network that creates additional connections outside the road system and is safe for all user types.

### Comprehensive Development Plan

The MSB Comprehensive Development Plan – 2005 Update (Comp Plan), originally adopted in 1970, offers goals and policy recommendations for future development for a 20-year period. Within the Comp Plan are transportation goals that include supporting a multi-modal transportation plan that encourages street and trail connectivity at a regional and local level. The BPP is taking these goals and turning them into a list of implementable projects.

### Long Range Transportation Plan

The 2035 Long Range Transportation Plan (LRTP) provided a road map of planned future infrastructure that the BPP used to identify locations where more safety and connectivity could be provided. In turn, the development of this plan contributes to many of the active transportation goals and strategies within the LRTP.

- Goal Two: Provide Transportation Choices
  - ❖ The BPP satisfies the strategy “Development of an Active Transportation Plan” and will be adopted as a chapter of the LRTP.
- Goal Three: Improve Connectivity
- Goal Four: Improve Mobility
- Goal Five: Safety – Make Transportation Safer

### Benefits of Nonmotorized Transportation

A well-connected and well-maintained bicycle and pedestrian network does more than just provide alternative transportation opportunities. It creates a greater sense of belonging and community among residents and entices visitors to stay in the area longer. The alternative modes of transportation that require bike and pedestrian trails improve both physical and mental health and can help prevent long-term health concerns such as heart disease, strokes, and diabetes. By creating a safe and complete bicycle and pedestrian transportation network, we can uplift

the whole MSB. Read the full *Economic Impact of Bicycle and Pedestrian Paths* report in Appendix A.

“The economic impact from trails is highest when a trail is connected to local businesses that cater to trail user needs, including restaurants, grocery stores, camping, and hotels, guiding services, and gear stores.” (*Economic Impact Report*)

## Vision and Goals

The Matanuska-Susitna Borough envisions equitable access to a safe bike and pedestrian transportation network where residents and visitors of all ages and abilities enjoy an improved quality of life through **healthier, better-connected communities**.

Goals:

- Inventory and document the bike and pedestrian network to identify gaps and deficiencies.
- Review MSB Code, the MSB Subdivision Construction Manual, and MSB Policy to identify potential changes that will help implement the plan’s recommendations.
- Create a prioritized list of projects to start building out the bike and pedestrian network.
- Educate the public on the vision and goals of the BPP.
- Solicit public input on the BPP’s gap analysis and other findings.
- Identify funding mechanisms to help implement the BPP’s recommendations.

## How was the BPP developed?

### Outreach

Due to the nature of the BPP, much of its development was generated through community outreach and feedback. It was important that users of the network provide their experiences while using current plans to create

a more robust system that allows for more connections, recreational opportunities, and safe routes.

## Steering Committee

The Steering Committee was created in the first quarter of 2022 and held its first meeting in March. The committee consisted of the following 10 community members, who represent a wide range of backgrounds and familiarity with the bike and pedestrian network:

**Adam Bradway** *MSB Planner*

**Jenny Willardson** *Elevate Alaska Realty, Commercial Sales & Leasing*

**Jim Beck** *Mat-Su Health Foundation*

**Joe Metzger** *MSB Land Management*

**Joshua Shaver** *Alaska Pioneer Homes*

**Julius Adolfsson** *DOT&PF Statewide Bike and Pedestrian Coordinator, Rural Transit Planner*

**Mike Campfield** *MSB Public Works*

**Patricia Owens** *Parks, Recreation, and Trails Advisory Board*

**Tracy Kalytiak** *Mat-Su Health Foundation*

**Wes Hoskins** *Mat-Su Trails and Parks Foundation*

The Steering Committee met on a semi-monthly basis, with a long holiday break. The following highlights are from the Steering Committee meetings:

- Assistance in providing information on problem areas
- Recommendations of events to spread the word of the BPP
- Feedback and edits on reports generated through the project

## Comment Map

The comment map was made available to the public in May 2022. The map was an online interactive outlet for participants to comment on specific areas that needed the attention of the BPP. The comments were viewable by others that used the map and users were able to “like” or “dislike” the comments, which made the feedback more compelling. In total, the comment map acquired 137 unique comments, 1204 likes, and 10 dislikes before it was closed in September 2022.

## Public Engagement

Because of the size and varying terrain of the Mat-Su, residents use the bike and pedestrian network in many different ways, including recreating, exercising, and commuting. The strategy behind the public outreach process for the BPP was aimed at capturing the full picture of where, when, and how users are on the roads, pathways, and trails. The lived experience is the driving force for this plan, and the recommendations are connected to real-life comments and known safety issues. For example, residents of Talkeetna frequently use the separated pathway along Talkeetna Spur Road, but they cannot cross the road safely to get to their public library from the pathway. The BPP is meant to provide recommended projects that bring value to communities, and the public outreach process is focused on finding out what residents envision for the future of their bike and pedestrian system.

The BPP public outreach consisted of small group presentations, community council workshops, an interactive web map, a project website, frequent posts to the Planning Department's Facebook page, three interviews with Big Cabbage Radio, several features in the Planning Department's newsletter (the Planner Platform), and stakeholder interviews. Planning staff reached out to 51 stakeholder groups, including all active community councils in the MSB, local businesses and chamber groups, tribal councils, and advisory boards.

Staff were present or provided information materials at the following community events: State of Alaska Transportation Fair, Valley Mountain Bikers and Hikers Spring Bike and Gear Swap, Colony Days, Skeetawk Blueberry Ball, and the Palmer Spring Classic bike race.

The following groups requested and received a presentation or written update on the BPP (see Appendix B for a full list of stakeholders who were contacted for comment):

- Chickaloon Village Traditional Council
- Knik Tribe
- Talkeetna Community Council
- Tanaina Community Council
- Lazy Mountain Community Council
- South Knik Community Council
- North Lakes Community Council
- Sutton Community Council
- City of Wasilla
- Backcountry Bike and Ski
- Mat-Su Valley Board of Realtors
- All About Herbs
- Valley Mayors' & Managers' Meeting
- Greater Wasilla Chamber of Commerce
- MSB Parks, Recreation, & Trails Advisory Board
- MSB Transportation Advisory Board
- MSB Safe Routes to School Committee
- MSB Health and Human Services Board
- Valley Transit
- Sunshine Transit
- Chickaloon Area Transit Systems
- Mat-Su Coalition on Housing and Homelessness
- Alaska Climate Action Network
- Valley Interfaith Action Group

## Public Comment Period

The draft Bike and Pedestrian Plan was available for public comment between March 15 and April 30, 2023. Information about the public comment period was shared via Facebook, emails to community councils and key stakeholders, an email to the MSB School District mailing list, physical flyers in libraries, an announcement on Big Cabbage Radio, and an article in the Frontiersman. Backcountry Bike and Ski also included the link to the comment page on their Palmer Spring Classic entry form!

A total of 72 comments were received through the project website, Facebook, and emails to the BPP project team. The team was also forwarded a letter to the Alaska Department of Transportation & Public Facilities (DOT&PF) regarding the crosswalk near the Talkeetna Library.

“I also fully support an ADA sidewalk assessment. When my children were in a stroller, I often found it difficult to navigate steep or nonexistent curb cutdowns across Palmer. Even now, it can be especially challenging with young kids to navigate soft shoulders and nonexistent sidewalks.”

Comments were reviewed to identify suggested routes for new facilities and alterations to projects already listed in the Implementation Plan. The list of new recommendations was evaluated by the Steering Committee to determine which suggestions would be incorporated into the final BPP.

### Outcomes:

- 30 new projects in the Implementation Plan
- 12 comments supporting the crosswalk near the Talkeetna Library - the most received for any one project
- 28 comments expressing support for the BPP as a whole

## How do I use the BPP?

### As a resident

- Advocate for the bike and pedestrian facilities you want to see and the programs you want to make happen.
- Leverage the BPP for grant applications and community funding opportunities.
- Nominate projects from the BPP to the Transportation Improvement Program (TIP) and the Capital Improvement Program (CIP).

### As an MSB employee

- Evaluate and include bike and pedestrian infrastructure in transportation bond packages.
- Set department, organization, and legislative priorities.
- Advocate for local, state, and federal funds.
- Implement the policies, programs, and infrastructure projects outlined later in this plan.

### As a private sector developer or investor

- Learn more about community-supported network connections and bike and pedestrian infrastructure design and standards.
- Leverage the *Economic Impact Report* (Appendix A) and *Existing Conditions and Issues Report* (Appendix C) to inform your development decisions.

### As a business owner

- Advocate for changes and improvements that will make nonmotorized access to your local business easier and safer.

### As a City or MSB official

- Inform your policy decisions regarding transportation and land-use issues within the borough. The BPP reflects community priorities that were built on extensive public outreach and expert analyses of the borough-wide transportation network, so it provides useful insights for policy makers.



## Recreation Trails

One of the goals of the BPP is to connect people to recreation opportunities throughout the MSB. The BPP does not contain recommendations for creating new recreation trails, but the resources below provide information about existing trails throughout the borough.



### MSB Trails Page

See which trails are open, what amenities they have, and more!

<https://matsugov.us/trails>

## Mat-Su Trails and Parks Foundation Winter Trails and Parks Guide

This guide includes a map of parks and recreation areas, sledding adventures, and “can’t miss” winter trails! This guide also provides links to more resources.

<https://matsutrails.org/>



### Matanuska-Susitna Borough Recreation Trails Plan

This plan is the official guiding document for recreation trails owned by the MSB.

<https://matsugov.us/plans>

## Trails and Parks Master Plan for the Mat-Su Area

Learn more about recreation trails and parks planning in the region from the Mat-Su Trails and Parks Foundation.

<https://matsutrails.org/master-plan-trail-building-resources/>



Go to [www.matsubikeandped.com](http://www.matsubikeandped.com) to view a map of the parks, trailheads, and proposed connector pathways in the Mat-Su!

## Existing Conditions and Issues

The following is a summary of the 2022 *Existing Conditions and Issues Report* (Appendix C).

### Bike and Pedestrian Facilities

The nonmotorized transportation network in the MSB contains the following types of bike and pedestrian facilities:

**Separated Pathways:** Separated pathways are made of asphalt and connect larger populated areas that run parallel to high-volume roadways.

**Bike Lane:** Bike lanes are intended to be exclusively for bicycle traffic. The City of Palmer has bike lanes.

**Paved Shoulder:** Paved shoulders can function similarly to bike lanes. They are shared use and can include rumble strips.

**Sidewalk:** Sidewalks are typically used for pedestrian traffic in urban areas. The Cities of Palmer and Wasilla have sidewalks in parts of their respective city centers. Typically, bicycles are not allowed on sidewalks. MSB subdivision code does not require the construction of sidewalks when a residential subdivision is developed.

**Shared Roadways:** Shared roadways have no delineation between vehicle, bike, and pedestrian use and are common throughout the MSB.

**Transit:** The majority of transit services in the MSB are currently provided through a demand-response model instead of the fixed-route services typical of many transit systems. Bike and pedestrian facilities are frequently used to create connectivity within transit networks. However, with the gaps created by a demand-response service, developing a route-based, scheduled service is needed to fully support the community's needs. The MSB is in the beginning stages of developing a Transit Development Plan that will address the issue of connectivity on a broader scale throughout the borough.

## Related Plans, Projects, and Policies

Several plans at the state, borough, and community levels were reviewed in the development of this plan. The goals and strategies of each plan were evaluated to determine how they relate to one another and how they could be used to support the BPP. Key plans included the MSB Official Streets and Highways Plan, the MSB LRTP, the MSB Trails Plan, and Safe Routes to School Plan.

For the full list of plans, please see *Section 3.1 Plans* in the *2022 Existing Conditions and Issues Report* (Appendix C).

## Current and Planned Projects

Through cooperative efforts between communities, cities, MSB, and the state, several projects are planned and several projects that are included in the BPP are already designed and funded. See Appendix E for a map of bike and pedestrian projects.

## Policies and Regulations

In addition to federal regulations that guide state and federal construction of roads, some cities in the borough have design standards for bike and pedestrian facilities (see figure below). The MSB does not have requirements for developers to construct bike and pedestrian facilities.

<b>City of Wasilla downtown overlay district sidewalk requirements</b>				
<b>Corridor</b>	<b>Min. distance from back of curb (BOC)</b>	<b>Paved furniture zone at BOC</b>	<b>Sidewalk req. both sides</b>	<b>Min. width of sidewalk</b>
Avenues	2'	NA	Y	6'
Parkways	2'	NA	Y	5'
Boulevards	4.5'	NA	Y	5'
Main Streets	4'	4'	Y	8'
Urban Streets	4'	4'	Y	6'
Local Streets	3'	NA	Y	5'
Alleys	NA	NA	NA	NA

On a local level, Complete Streets policies are enacted for the safety of all users. The Federal Highway Administration (FHWA) and National Complete Streets Coalition support community development of the Complete Streets policy. The conceptual street cross-section below is an example of an urban arterial road provided in an FHWA guidance document; Complete Streets designs are tailored to a specific area and are not one-size-fits-all.

For a full list and summaries of all policies and regulations please see *Section 3.3 Policies and Regulations of the 2022 Existing Conditions and Issues Report* (Appendix C).

## Issues and Needs

### Crash Data

DOT&PF collects data regarding crashes involving bicycle and pedestrian injuries or fatalities. From 2010 to 2019, there were 103 incidents within the MSB, 33% of which resulted in a serious injury or fatality (DOT&PF, 2019). The incidents were distributed nearly evenly between cyclists and pedestrians. Due to higher populations and traffic volume in the areas, more incidents were reported in Wasilla and Palmer than in surrounding areas. Crashes tended to occur during daylight hours, with July having the highest frequency of incidents. The figure below shows locations of crashes throughout the borough. See Appendix D to view a map of bike and pedestrian crashes in the MSB from 2010-2019.

### Connectivity

Throughout the bike and pedestrian network, gaps were identified through analysis, a comment map, stakeholder interviews, and planned projects.

### Maintenance

Throughout the development of the BPP, concerns about maintenance were raised repeatedly. Maintenance is an issue no matter the season, whether it be snow-burdened pathways and narrowed roadways from snow plowing, gravel from winter on pathways during the summer, or year-round cracks and frost heaves.

DOT&PF prioritizes road maintenance based on the functional class of the roadway—the higher the classification, the higher the priority. Pathways along the roadway are given the same priority as the roadway itself, but the rate of maintenance is not always equal.

The MSB contracts its road maintenance to private parties through the Road Service Area (RSA) system. The borough oversees the maintenance of roughly 1,100 miles of roadways and prioritizes based on roadway classification, with subdivision roads having the lowest priority. Plowing is required after 4 or more inches of snowfall and must occur within 12 hours on school bus routes and main roadways. The projects recommended later in this plan would add a total of 134 miles of pathways for winter maintenance.

Wasilla and Houston prioritize their main city roads, and Palmer prioritizes its arterial roads and school routes. Neither Wasilla nor Houston have written regulations for snow removal from sidewalks. Palmer requires building owners or occupants to remove snow from their sidewalks, while the city removes snow from sidewalks surrounding city buildings.

### User Conflicts

Comments from the public indicate that the most common user conflicts on bike and pedestrian paths in the Mat-Su are between vehicles (including ATVs) and bicycles. This is due to the absence or poor maintenance of pathways for cyclists, which causes cyclists to ride on roads, as well as the use of ATVs on paths intended for nonmotorized use. Paths and trails throughout the MSB are also used by horseback riders and sled dog teams.

All users should verify what activities are allowed on paths and trails by checking local ordinances and trail information. Generally, *paths* are for bicycle and pedestrian use and *trails* may have additional permitted uses.

For more information, see:

- Recreation trails resources, page 21
- Wasilla Municipal Code 10.12.020
- Palmer Municipal Code 10.05.020
- MSB Code 24.07.050

## Funding

Funding for the BPP can come from several sources and be distributed to multiple entities. The BPP implementation plan may be able to receive funding for standalone projects or may be included in larger projects to be eligible for a wider range of funding opportunities. Examples of funding sources for which BPP projects are potentially eligible are listed below; these are not guaranteed sources of funding. See Appendix F for a list of grant opportunities for which BPP projects may be eligible.

### Federal

There are many funding opportunities for bike and pedestrian infrastructure from federal sources. The Bipartisan Infrastructure Law (BIL, also known as the Infrastructure Investment and Jobs Act or IIJA) renewed funding for several federal programs. The following federal sources are most relevant to the BPP: the **Surface Transportation Block Grant (STBG)**, **Safe Streets and Roads for All**, and the **Carbon Reduction Program**.

### Tribal

As federally recognized tribes, the Chickaloon Native Village and Knik Tribe are eligible to apply for funds from the **Tribal Transportation Program** and the **Tribal Transportation Program Safety Fund**, among other programs dedicated to Tribal transportation. Federally recognized tribes are also eligible to apply for other state and federal transportation programs.

### State

DOT&PF provides state funding for transportation projects and administers and manages federal funds for individual projects. The state-funded **Community Transportation Program** is a competitive surface transportation program that runs in 3-year cycles. DOT&PF also provides funding for selected projects through the federal **STBG Transportation**

**Alternatives Set-Aside**, using funds that are not otherwise suballocated to Metropolitan Planning Organizations (MPOs).

## Borough

Funding opportunities for projects throughout the MSB are available through Alaska **Statewide Transportation Improvement Program** (STIP), RSAs, **voter-approved transportation packages** (including bond packages), and **grants**. The MSB does not currently have road powers; therefore, funding for road projects is largely facilitated through community-driven bond requests. Bond packages must be approved by voters as the funding will be provided by the taxpayers.

## Cities

Although the cities of Palmer, Wasilla, and Houston can seek **state, bond, and grant** funding similarly to the MSB, each city has its own respective CIP to use for improvements within city limits. The CIP nomination is simple the city opens the nomination to the public and members of the public can provide their reason that the nomination is beneficial to the city.

## Metropolitan Planning Organization

Mat-Su Valley Planning for Transportation (MVP) is in the process of forming an MPO that will be responsible for short- and long-term transportation planning for a defined area within the MSB. The MPO boundary will be finalized in Summer 2023 and the organization is scheduled to be fully formed in Fall 2023. Once it is fully formed, the MPO will be eligible to receive funds and engage in transportation planning (note: the MPO will not have ownership of any infrastructure, but MPO funding can be used on bike and pedestrian facilities as well as equipment to maintain new infrastructure). Learn more about the MPO and its formation at [www.mvmpo.com](http://www.mvmpo.com).



## Implementation

The core of the BPP is the implementation plan for the nonmotorized transportation network of the MSB. The implementation plan was created by evaluating the existing conditions and issues in the MSB, public input, and existing plans and projects. The plan is divided into the categories of Policy, Infrastructure, and Programs and Planning; details about each project can be found on pages 25-43.

### Who implements the BPP?

Many projects will likely have multiple partners responsible for implementing them, including the MSB, cities, the MVP MPO, and DOT&PF. The Projects to Implement tables on pages 25-43. identify the parties that will likely be responsible for each project.

### When are the recommendations implemented?

Each recommendation has a suggested timeframe for implementation, but some projects may require additional studies or analyses prior to implementation. The recommendations in the BPP assume that right-of-way has been or is easily obtained for facilities projects; if right-of-way is difficult to obtain, project timelines may shift.

### Projects to Implement

See the project website to view the map of recommended projects and the map of Safe Route to Schools projects.

### 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	Rational	Authority
<b>Near-term</b>			
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	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	MSB

<b>Recommendation</b>	<b>Description</b>	<b>Rational</b>	<b>Authority</b>
	urban and rural contexts.	time a new subdivision is created.	
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 Orgs
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 recommendation numbers correspond to the implementation map and are not an indication of priority.

<b>Recommendation</b>	<b>Description</b>	<b>Rationale</b>	<b>Authority</b>	<b>Timeframe</b>
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

<b>Recommendation</b>	<b>Description</b>	<b>Rationale</b>	<b>Authority</b>	<b>Timeframe</b>
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 is 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 is project is part of the 2021 Transportation System Package	DOT	Near-term
8. Bodenbug Loop shoulder widening - Entire Loop	Widen the shoulder on the entire Bodenbug Loop Rd	The Butte Trail is a signification 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 signification recreational destination. Connecting the trailhead to the Old Glenn Highway path would fill the gap along Bodenbug Loop.	DOT	Near-term

<b>Recommendation</b>	<b>Description</b>	<b>Rationale</b>	<b>Authority</b>	<b>Timeframe</b>
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
17. South Gulkana Street crossings	Provide pedestrian crossing facilities at	The large recreational fields	City of Palmer	Mid-term

<b>Recommendation</b>	<b>Description</b>	<b>Rationale</b>	<b>Authority</b>	<b>Timeframe</b>
	South Gulkana Street intersections with East Dahlia Avenue and East Elmwood Avenue.	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.		
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

<b>Recommendation</b>	<b>Description</b>	<b>Rationale</b>	<b>Authority</b>	<b>Timeframe</b>
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
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	Project is already funded and designed	DOT	Near-term

<b>Recommendation</b>	<b>Description</b>	<b>Rationale</b>	<b>Authority</b>	<b>Timeframe</b>
	Inner Springer Loop to the Matanuska Lake State Rec Area			
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	DOT/MSB	Near-term

<b>Recommendation</b>	<b>Description</b>	<b>Rationale</b>	<b>Authority</b>	<b>Timeframe</b>
		also identifies this need.		
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	DOT/MSB	Near-term



<b>Recommendation</b>	<b>Description</b>	<b>Rationale</b>	<b>Authority</b>	<b>Timeframe</b>
		Recommendations SRTS Plan		
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. Machetanz 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
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 is 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 is 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	Seward Meridian is a high-volume roadway with no traffic control at the	MSB/DOT	Mid-term

<b>Recommendation</b>	<b>Description</b>	<b>Rationale</b>	<b>Authority</b>	<b>Timeframe</b>
	connect the separated path on Blue Lupine to the Seward Meridian pathway.	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.		
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
51. Wasilla-Fishhook Road	Provide a separated pathway along Wasilla-Fishhook Road from Seldon	There is no constructed bicycle/pedestrian facility north of	DOT	Mid-term

<b>Recommendation</b>	<b>Description</b>	<b>Rationale</b>	<b>Authority</b>	<b>Timeframe</b>
	Road to Palmer-Fishhook Road	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.		
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	DOT	Near-term

<b>Recommendation</b>	<b>Description</b>	<b>Rationale</b>	<b>Authority</b>	<b>Timeframe</b>
		may include pedestrian refuge islands or leading signal intervals.		
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
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	City of Wasilla/ DOT	Near-term

<b>Recommendation</b>	<b>Description</b>	<b>Rationale</b>	<b>Authority</b>	<b>Timeframe</b>
		intersection although there are school zone flashers and reduced speed limits.		
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

<b>Recommendation</b>	<b>Description</b>	<b>Rationale</b>	<b>Authority</b>	<b>Timeframe</b>
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	MSB	Mid-term

<b>Recommendation</b>	<b>Description</b>	<b>Rationale</b>	<b>Authority</b>	<b>Timeframe</b>
		project is in the 2021-22 MSB Capital Improvement Plan.		
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
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

<b>Recommendation</b>	<b>Description</b>	<b>Rationale</b>	<b>Authority</b>	<b>Timeframe</b>
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
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	DOT	Long-term



<b>Recommendation</b>	<b>Description</b>	<b>Rationale</b>	<b>Authority</b>	<b>Timeframe</b>
		separated path along Talkeetna Spur Road.		
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 and Planning

<b>Recommendation</b>	<b>Description</b>	<b>Rational</b>	<b>Authority</b>	<b>Cost</b>
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
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 Orgs	\$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 Orgs	\$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 Orgs	\$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

<p>Develop a wayfinding plan.</p>	<p>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.</p>	<p>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.</p>	<p>All Orgs</p>	<p>\$75K</p>
<p>Conduct a greenbelt pathway reconnaissance and feasibility study.</p>	<p>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.</p>	<p>A greenbelt pathway network would provide opportunities for locals and visitors to travel across the core urban area in a separated, natural setting.</p>	<p>MSB</p>	<p>\$100K</p>
<p>Develop an interpretive bicycle and pedestrian path.</p>	<p>Create a pathway connecting historic transportation routes. Include interpretive and wayfinding signs.</p>	<p>Tribal partners have expressed interest in developing an interpretive trail.</p>	<p>MSB, Knik Tribe, Chickaloon Native Village</p>	<p>N/A</p>

## TIP and CIP Nominations

Projects from the BPP can be nominated to the MSB TIP or the CIP to become eligible for funding.

### TIP Scoring Criteria

The MSB is currently testing a newly-developed, borough-wide TIP. The TIP will be a tool that is used by the MSB Planning and Public Works Departments for evaluating and prioritizing publicly-nominated and MSB-nominated transportation projects. Once fully developed, MSB residents will be able to submit nominations throughout the year that will be evaluated when the MSB is developing lists for transportation packages for Assembly and voter approval. A nomination for the TIP will not be a guarantee for project funding. The TIP will also be used for MSB nominations to the MVP Transportation TIP, and the Statewide TIP. MSB Planning and Public Works will use the TIP as an implementation tool for the Bike and Pedestrian Plan and the Long Range Transportation Plan. This section will be updated as the Program is developing.

### CIP Scoring Criteria

The purpose of the MSB's CIP is to give residents a way to nominate community-supported projects for the MSB Capital Budget. Every year, the MSB CIP Scoring Committee reviews public nominations for capital projects, scores and prioritizes them, and brings them to the Assembly for adoption. Once the CIP is adopted, staff nominate the projects to the capital budget. *A nomination for the CIP is not a guarantee for project funding.* Many BPP projects meet the criteria of a valid CIP project; staff and residents may use the BPP to nominate projects to be considered in the annual budget discussions. This is just one way the BPP can be implemented; Assembly approval is required before any funds could be allocated for a project. All BPP projects will be scored alongside community nominations and other MSB priorities for possible inclusion in the CIP.

To be accepted as a valid nomination, the project must:

- Support a goal or objective of a state- or Assembly-adopted plan
- Fall within borough powers (MSB 1.10) to execute

- Cost more than \$20,000
- Have a useful life of more than 5 years
- Not be considered routine maintenance or equipment replacement.

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## **Appendices**

The following appendices are available as separate files:

**Appendix A: Economic Impact Report**

**Appendix B: Full Stakeholder Contact List**

**Appendix C: Existing Conditions and Issues Report**

**Appendix D: Bike and Pedestrian Crashes in MSB**

**Appendix E: Current and Planned Projects**

**Appendix F: Potential Grant Opportunities**