



FISH CREEK TRAIL EXTENSION

Project Status Update – Prepared
by MOA Parks and Recreation

December 5, 2024

ABOUT

Led by DOT&PF in partnership with the MOA Parks and Recreation Department, AMATS: Fish Creek Trail Connection Project will **connect key non-motorized facilities while addressing **coastal erosion protection, drainage, and safety features**, including ADA-compliant elements.**





PROJECT OVERVIEW

PURPOSE

The purpose of the proposed project is to complete a missing link in Anchorage's trail system by developing a safe, multi-use trail connection between the Fish Creek Trail and the Tony Knowles Coastal Trail. There is currently no formal connection between these popular multi-use trails.

FUNDING

The project is funded through AMATS Transportation Improvement Program (91% Federal, 9% Local), with \$440k raised via voter-approved bonds and approximately \$1.1 million spent on planning, design, outreach, and environmental documentation to date, including a \$100k match to AKDOT.



ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS FISH CREEK TRAIL CONNECTION PROJECT

Project No. CFHWY00587

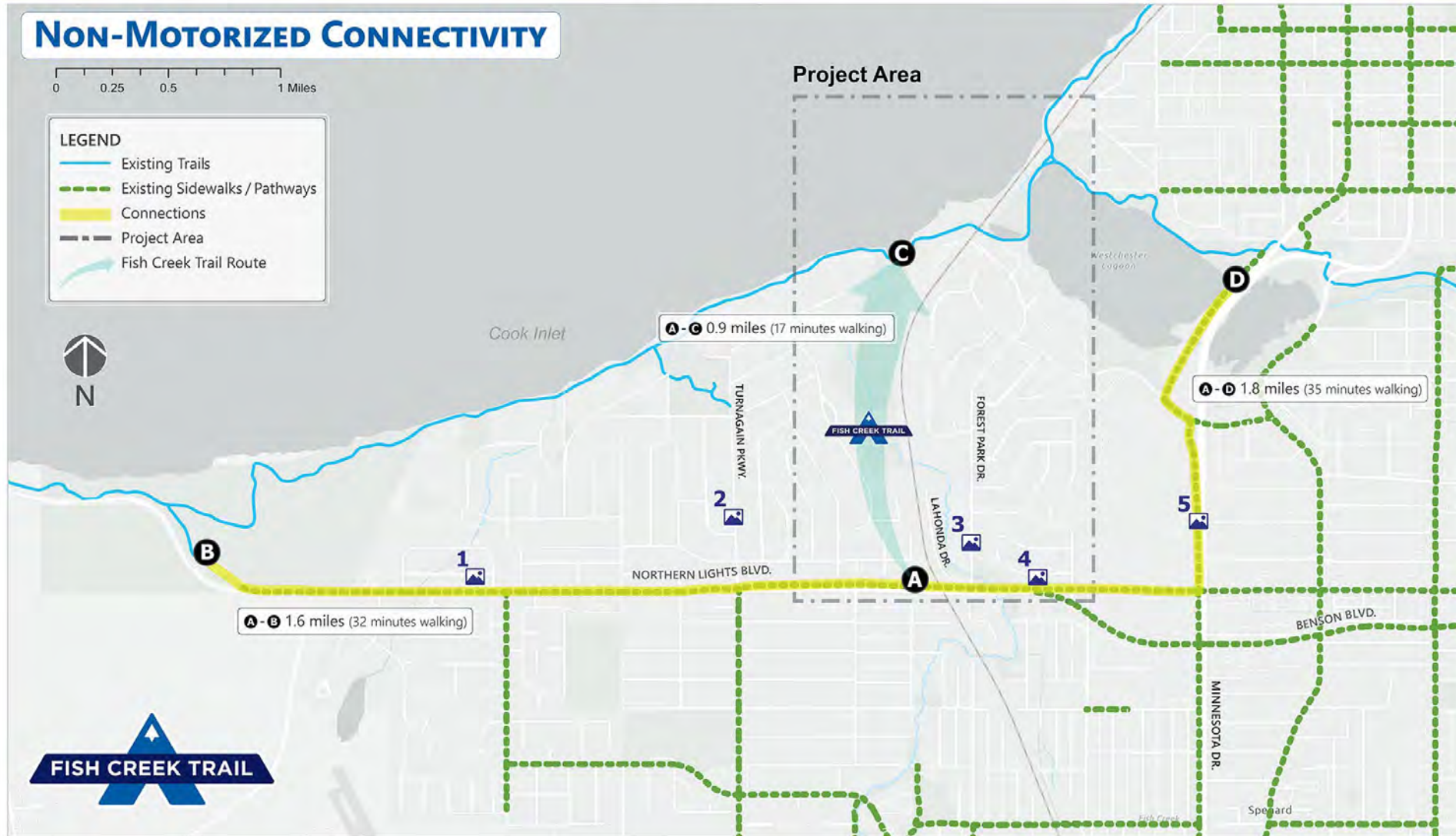


Non-Motorized Connectivity

0 0.25 0.5 1 Miles

LEGEND

- Existing Trails
- Existing Sidewalks / Pathways
- Connections
- Project Area
- Fish Creek Trail Route



This graphic demonstrates the **lack of non-motorized infrastructure** north of Northern Lights Blvd – not a single sidewalk exists for N-S traverse between Minnesota Drive and Earthquake Park.

PUBLIC INPUT

ADOPTED PLANS

1997 Anchorage Areawide Trails Plan: Identified two future paved trails paralleling Fish Creek Between Northern Lights and the Coastal Trail

2021 AMATS Nonmotorized Plan as study corridor

2050 MTP: “TIP NMO 2”

FUNDING

Fish Creek Trail Connection funded FY 2021-2026 on AMATS TIP

2021 Bond (100k)

2022 Bond (150k)

2023 Bond (150k)

2024 Bond (50k)

PUBLIC INPUT*

Fish Creek Trail to the Ocean Group formulated and advocated for project 2016 to date.

Total Comments during open comment period: 220 (111 in Support and 80 in Opposition)*

ARRC Real Estate Meeting – 7 in favor of lease, over 200 comments opposed to lease, which may create complications for the project**

Petition in support of Fish Creek Trail current signatures: 285 (as of 12/04)***

*A note on opposed individuals – many of the comments are from 2022 prior to a preferred alternative being identified and opposition reasoning can generally be broken down into three categories: 1) homeowner/property concerns, 2) environment/wildlife impact (mostly estuary specific), and 3) Misuse of funds when current trails are in need of repair.

**Currently obtaining meeting minutes to confirm this number

***[Anchorage Petition Seeks Support to Complete Fish Creek Trail Project | Homepage | youralaskalink.com](#)

Areawide Trails Plan



April, 1997

Department of Community Planning and Development
Municipality of Anchorage



AMATS Non-Motorized Plan



Approved by the AMATS Policy Committee, November 2021



Coastal Trail at Westchester Lagoon – courtesy of AMATS/Municipality of Anchorage.

Table 21. MTP Active Transportation Projects
Projects with * (highlighted) support the 2016 Congestion Management Process (CMP) results

MTP Number	Project	2022 Cost Estimate	Timeline	Federal Performance Areas	MTP Goals
TIP NMO 9*	Chugach Foothills Connector Phase II - Project will construct a multi-use path on Tudor Road between Regal Mountain Drive and Campbell Airstrip Road.	\$250,000	TIP	Safety, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability	2, 3, 4, 5, 6
TIP NMO 1	Downtown Trail Connection (Coastal Trail to Ship Creek Trail) - Project will construct a connection between the Tony Knowles Coastal Trail to the Ship Creek Trail in downtown Anchorage.	\$13,260,000	TIP	Safety, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability	2, 3, 4, 5, 6
TIP NMO 2	Fish Creek Trail Connection (Northern Lights Boulevard to the Tony Knowles Coastal Trail) - This project will construct a connection of the Fish Creek Trail to the Tony Knowles Coastal Trail.	\$15,900,000	TIP	Safety, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability	2, 3, 4, 5, 6

*Highlighted projects support the 2016 Congestion Management Process (CMP) results.



2050 MTP

TIMELINE

1997

1997 Anchorage Areawide Trails plan identified two future paved trails paralleling Fish Creek between Northern Lights and the Coastal Trail

2016-2020

AWWU Maintenance Road constructed and fenced restricting access to estuary. Fish Creek Trail to the Ocean group formed, Fish Creek Trail Connection was included in AMATS TIP

2021

APR passed first of four bonds for “Fish Creek Trail to Ocean” for 100k

2022

Project Kick off, Project Website, Stakeholder Meetings, Pop-up public outreach on Coastal Trail (x2), Public Open House Meeting, Completed Draft DSR, Received Public Comments. Obtained Survey and Geotechnical Information. Second bond for Fish Creek to Ocean passes for 150k

TIMELINE

2023

Booth at Anchorage Transportation Fair, Completed Public Involvement Report, Kick-Off Environmental Documents, Refined Survey Information, Continued engagement with neighbors and stakeholders. The third of four bonds pass for 150k.

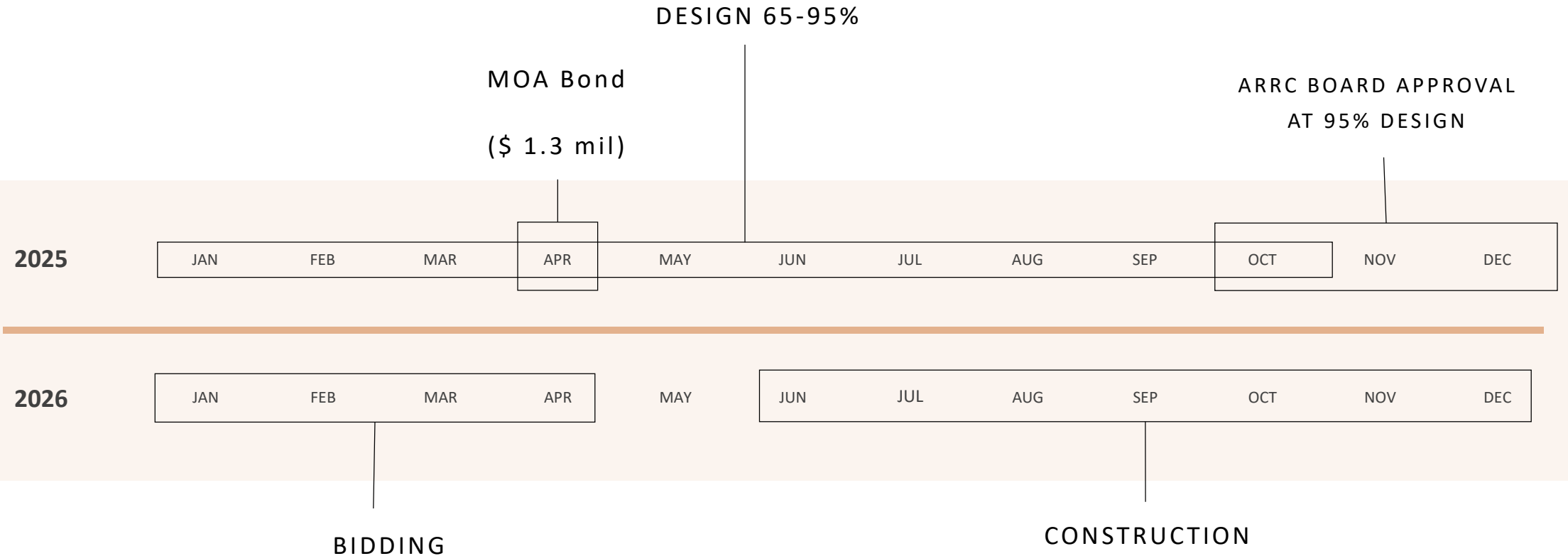
2024

Developing Bid Package, Finalizing Environmental Documents, Community Council Updates. Four for four on bonds passed for 50k.

2025

Moving from 65 to 95% Design, Public Open House, Anchorage Transportation Fair, **Anchorage Railroad Board Approval at 95% Design**. Proposed bond for construction match in 2025 - \$1.3 million.

TWO-YEAR TIMELINE



PREFERRED ALTERNATIVE

During the development of the Design Study Report (DSR) six major alternatives were developed- three in the north and three in the south.

A preferred alternative as selected through the DSR development and public in been pursued, shown in light blue, which nearly stays entirely in Alaska Railroad ROW or on Alaska Railroad Property.

The preferred alternative was selected through the DSR process influenced - costs, technical feasibility, and public input.



SOUTHERN ALTERNATIVES



S1

\$3.4 Million

Construct pathway west of Petroleum fuel enclosure, paralleling railroad within ARRC ROW. Descends from bluff at 9% grade for 450', alight with sewer force main offsets.

S2

\$5.7 Million

Extends 27 feet within ARRC ROW, includes retaining walls, a 25-foot span over Fish Creek, a 70-foot bridge over sewer and overflow culverts, achieves 5% grades.

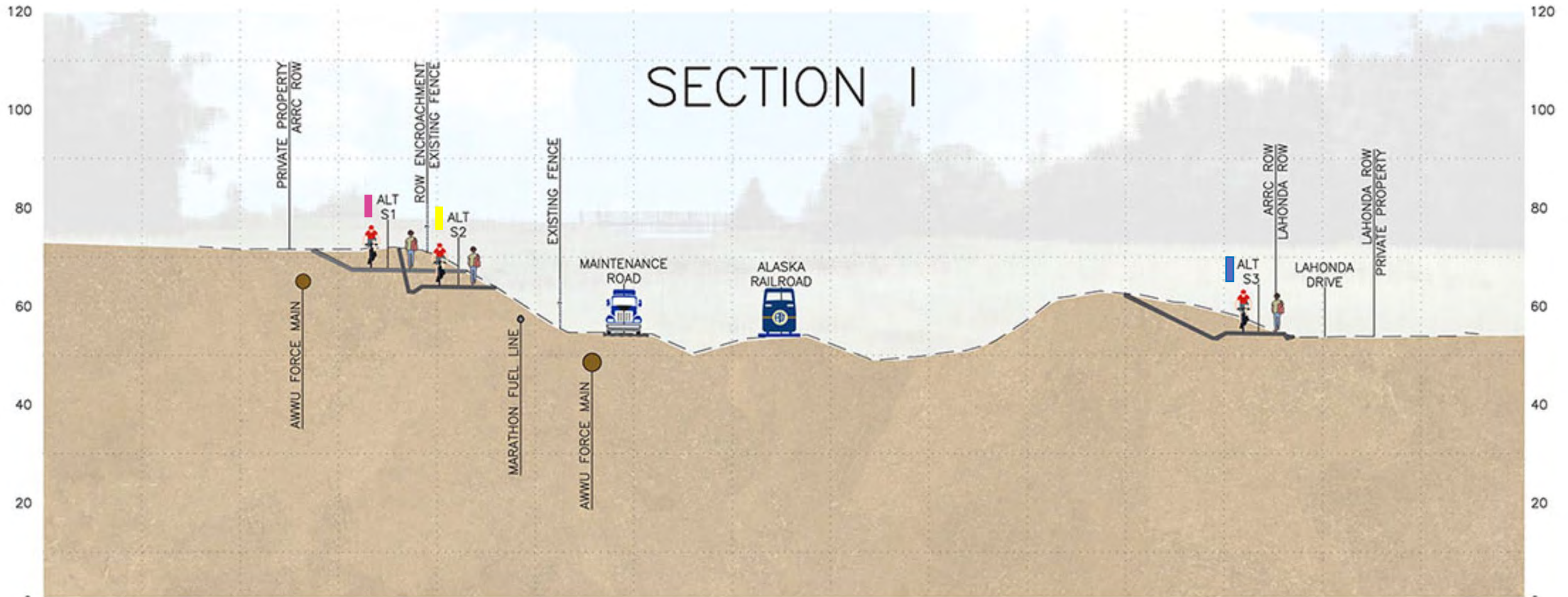
S3*

\$17.7 Million

Shared use pathway from NLB, following LaHonda Drive with a max grade of 8%, a grade separated railroad crossing with two 84' overhead bridges, Fish Creek daylighting, and utility relocations. Also includes temporary rail track be built for the duration of construction

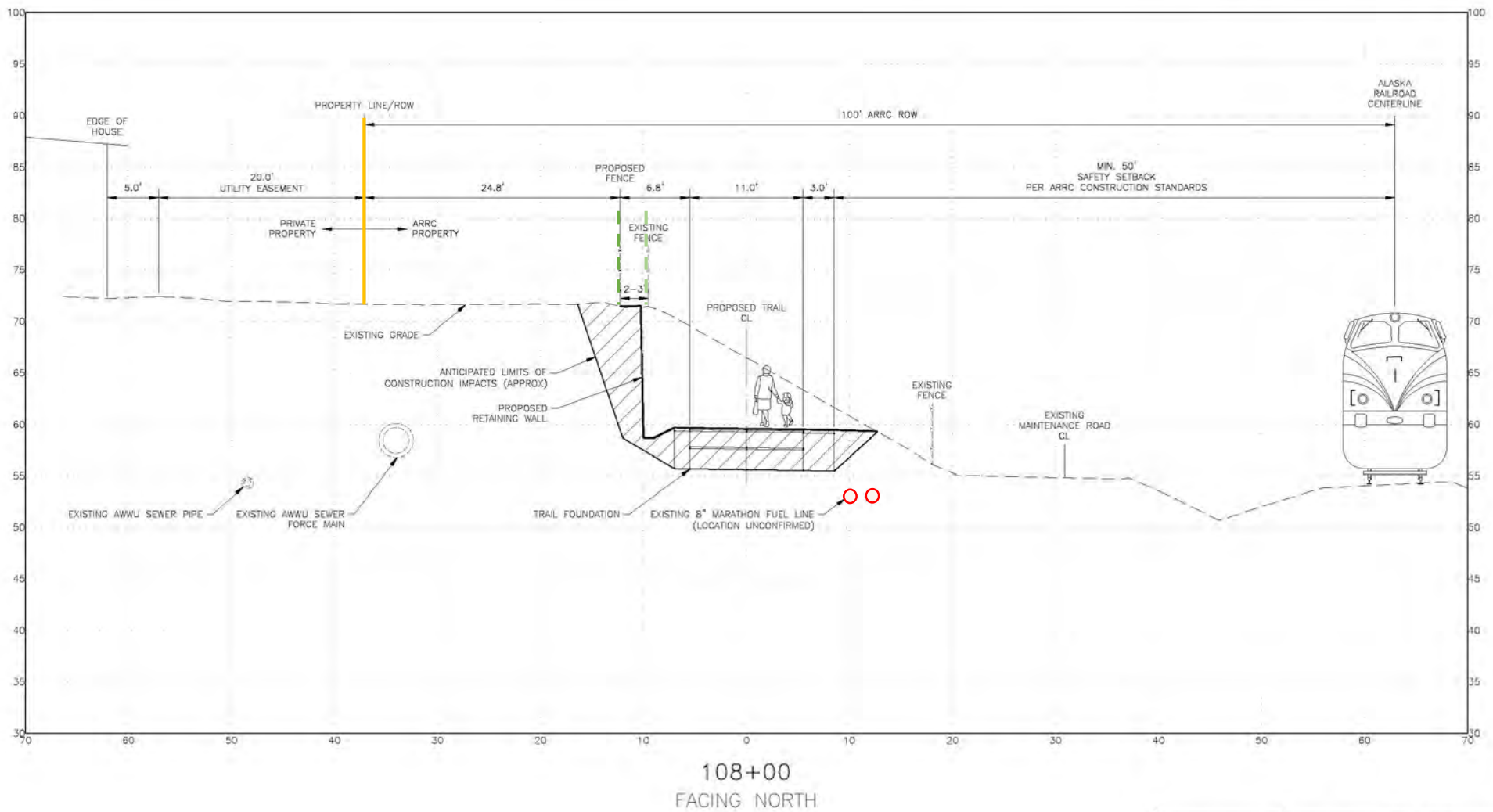
*Would require relocation of the marathon fuel line, which would add upwards of 10 million to this alternative

Graphic shown during the 2022 public open house



NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001696/CFHWY00587	2024	1	2

DRAWING LOCATION: U:\JOBS\DATA\30172000 AMATS FISH CREEK TRAIL CONNECTION\00 CAD\2019\01 WORKING SET\01 CIVIL\02 DESIGN\00967_001_05.DWG
 USER: JF
 DATE: 12/3/2024 4:08 PM
 SCALE: N/A
 TIME:



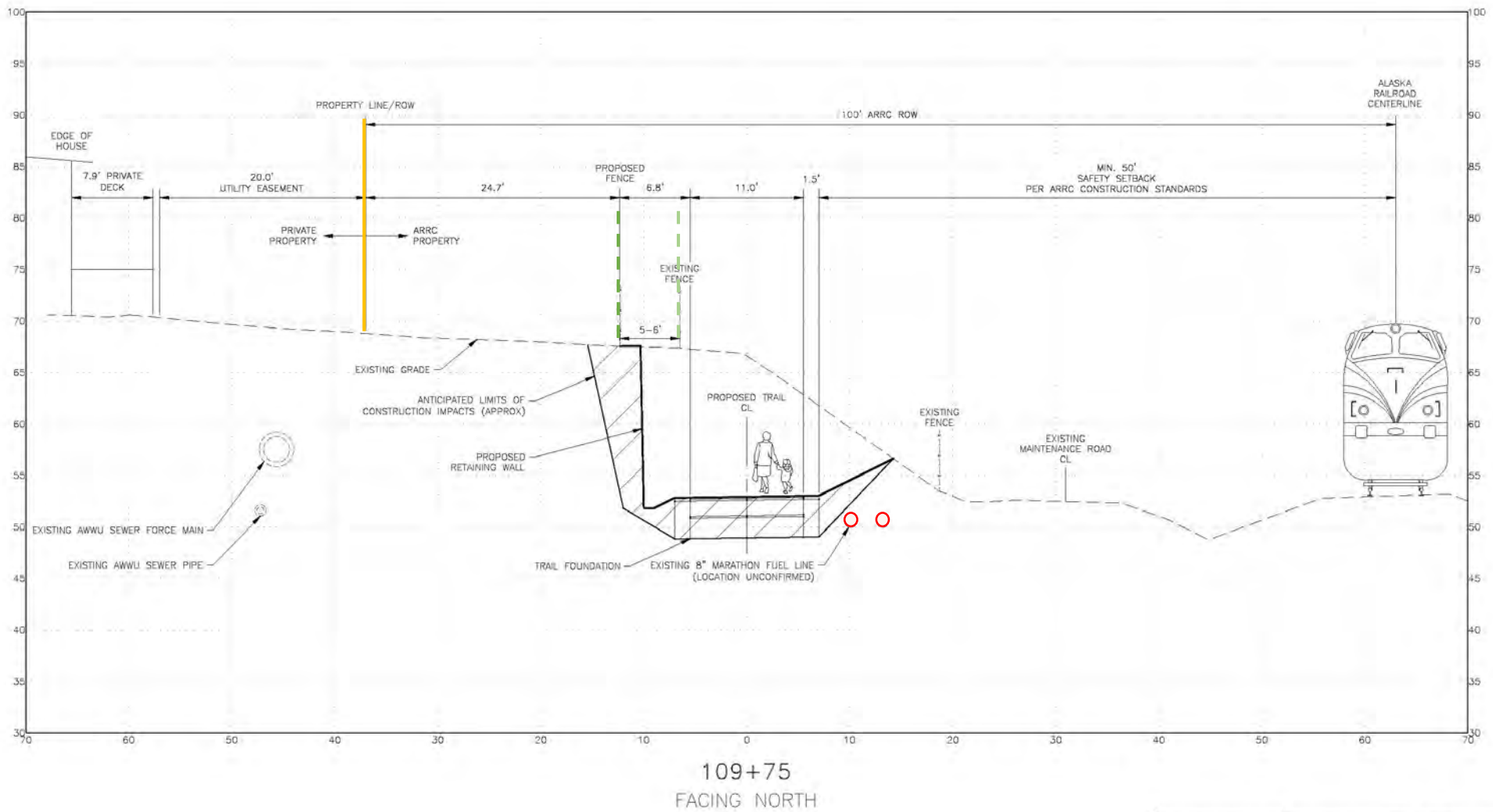
108+00
FACING NORTH

Southern Preferred Alternative Section (Station 108+00)

<p>DRB ENGINEERING GROUP, LLC 2810 ASTOR BLVD., SUITE 300 ANCHORAGE, ALASKA 99503 (907) 562-3352 #AEC0882-AK</p>	<p>STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES</p> <p>AMATS: FISH CREEK TRAIL CONNECTION</p> <p>RETAINING WALL CROSS SECTIONS</p>
--	--

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	0001696/CFHWY00587	2024	2	2

DRAWING LOCATION: U:\JOBS\DATA\30172000 AMATS FISH CREEK TRAIL CONNECTION\00 CAD\2019\01 WORKING SET\01 CIVIL\02 DESIGN\00967_001_XS.DWG
 USER: JF
 DESIGNED BY: JF
 CHECKED BY: JF
 DATE: 12/3/2024 4:08 PM
 SCALE: N/A
 TIME:



109+75
FACING NORTH

Southern Preferred Alternative Section (Station 109+75)

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES AMATS: FISH CREEK TRAIL CONNECTION	RETAINING WALL CROSS SECTIONS
DRB ENGINEERING GROUP, LLC 2810 ASTOR BLVD., SUITE 300 ANCHORAGE, ALASKA 99503 (907) 562-3352 #ECL0882-AK	

NORTHERN ALTERNATIVES



N1

\$11.1 Million

Includes unpaved pathway running 3,000' along the estuary, crossing private property with required easements. Not favored by public, Great Land Trust, or private property owners.

N2

\$9 Million

Unpaved pathway through estuary uplands, includes boardwalks, bridges, and potential private property easements. Not favored by public, Great Land Trust, or private property owners.

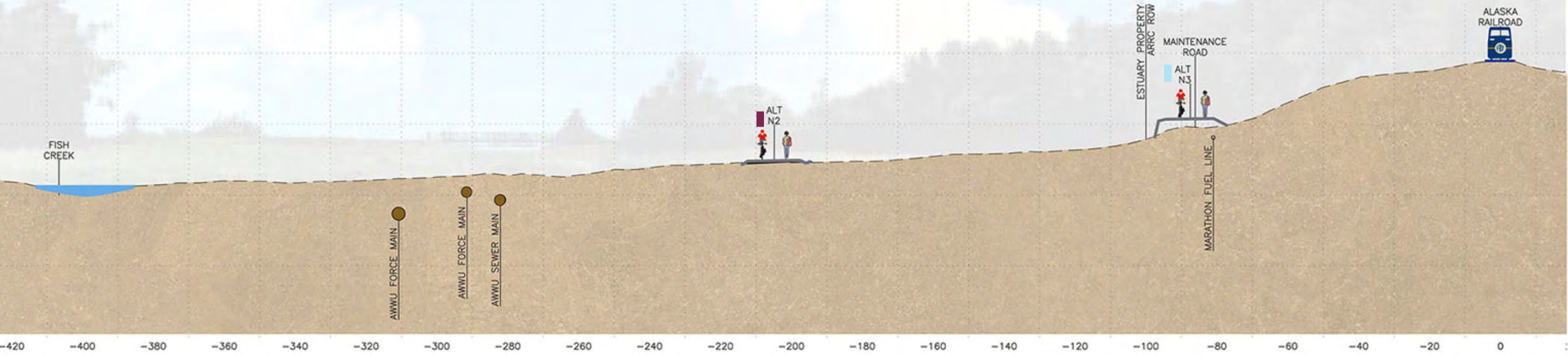
N3

\$4 Million*

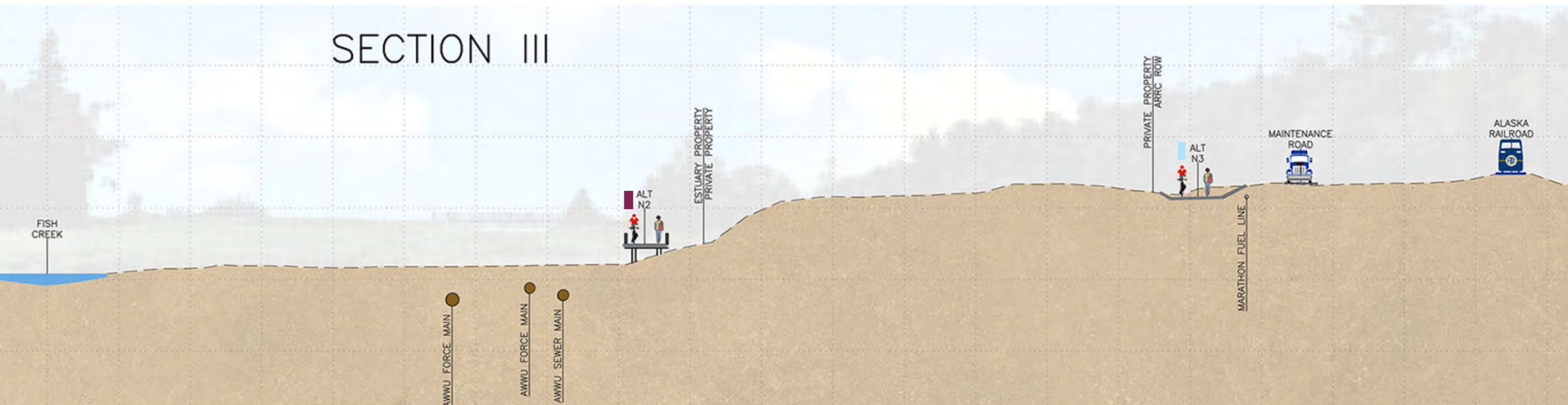
Includes a paved pathway within ARCC ROW, intersecting the Coastal Trail with a double switchback. Realigns coastal trail to improve curves and sightlines between Fish Creek Estuary and West Chester Lagoon.

* Estimate done before adding re-alignment of coastal trail

SECTION II



SECTION III

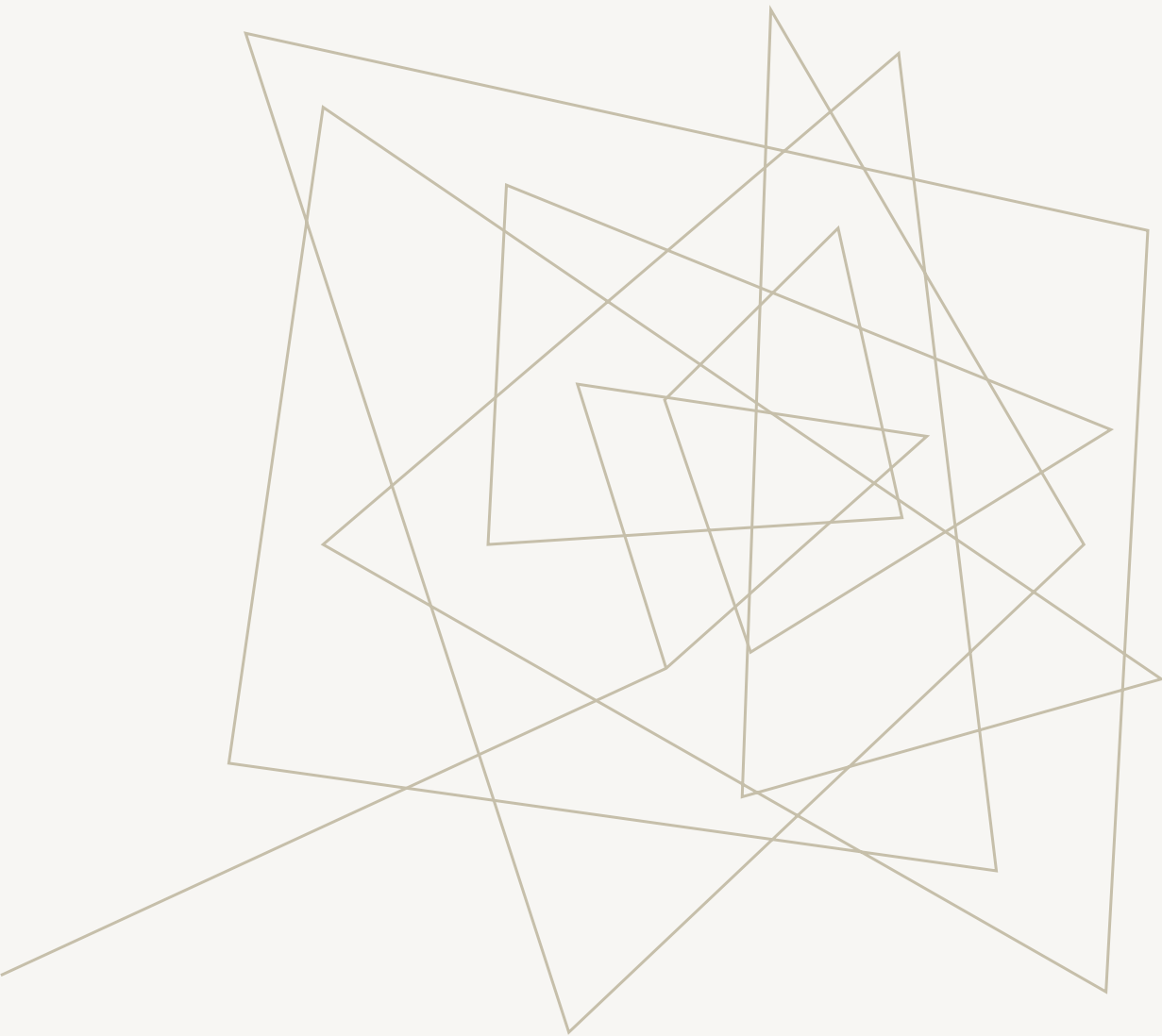


PREFERRED ALTERNATIVE

A combination of S1 and S2 in the south section of the corridor.

N3a is the preferred alternative on the north side of the corridor.





CONCERNS



PROPERTY OWNERSHIP

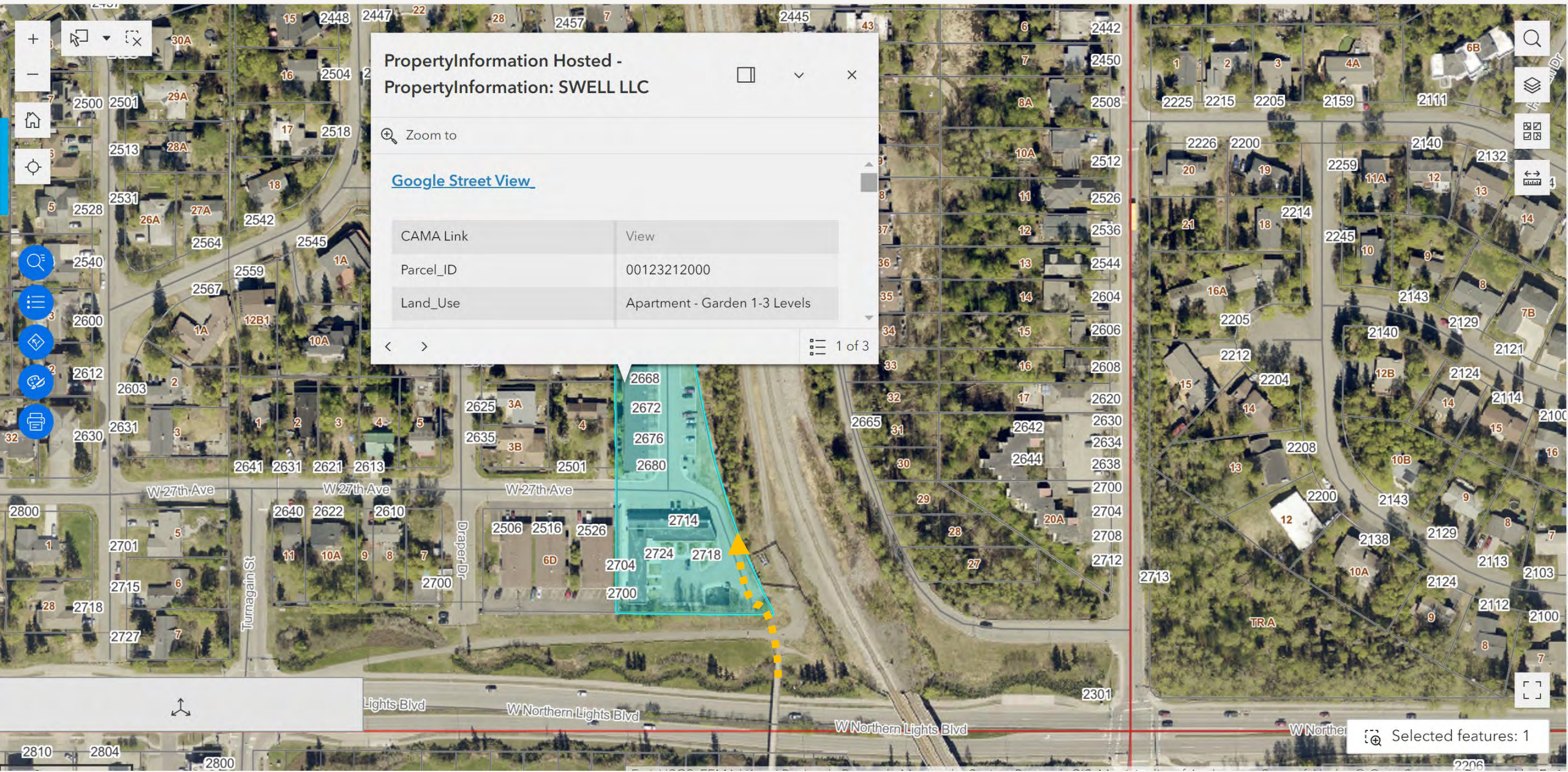
CONCERN

“This trail is significantly impacting my private property and backyard.”

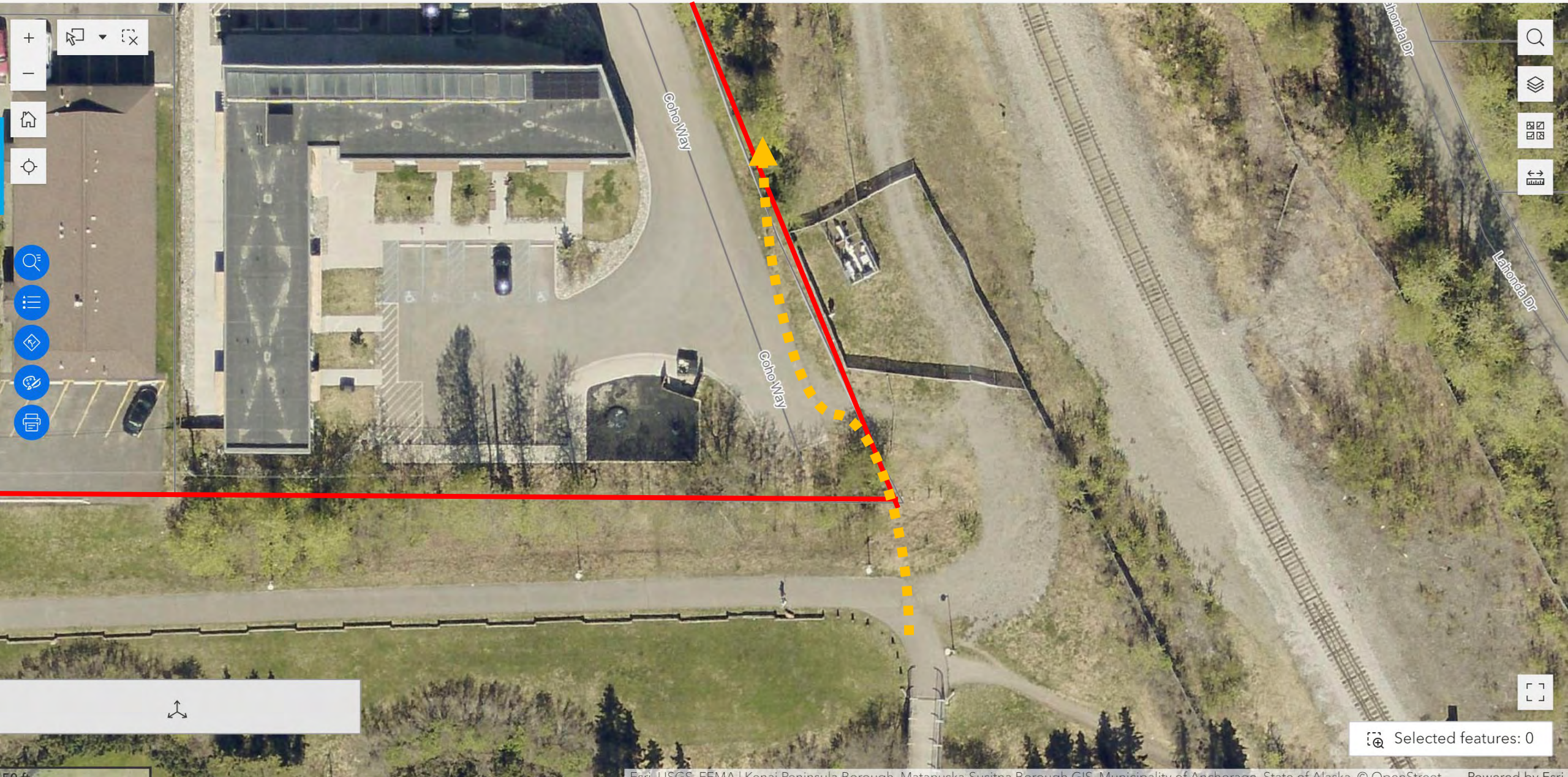
RESPONSE

The goal of the project is to minimize impacts to private and adjacent property.

The only private property, outside of ARRC ownership and ROW, will be an acquisition **of a small amount of an asphalt driveway** adjacent to the Marathon block valve to safely get around that facility.



Bird's eye view of the **only current area** that will likely require private property acquisition, with the intention of avoiding and further securing Marathon's block valve.

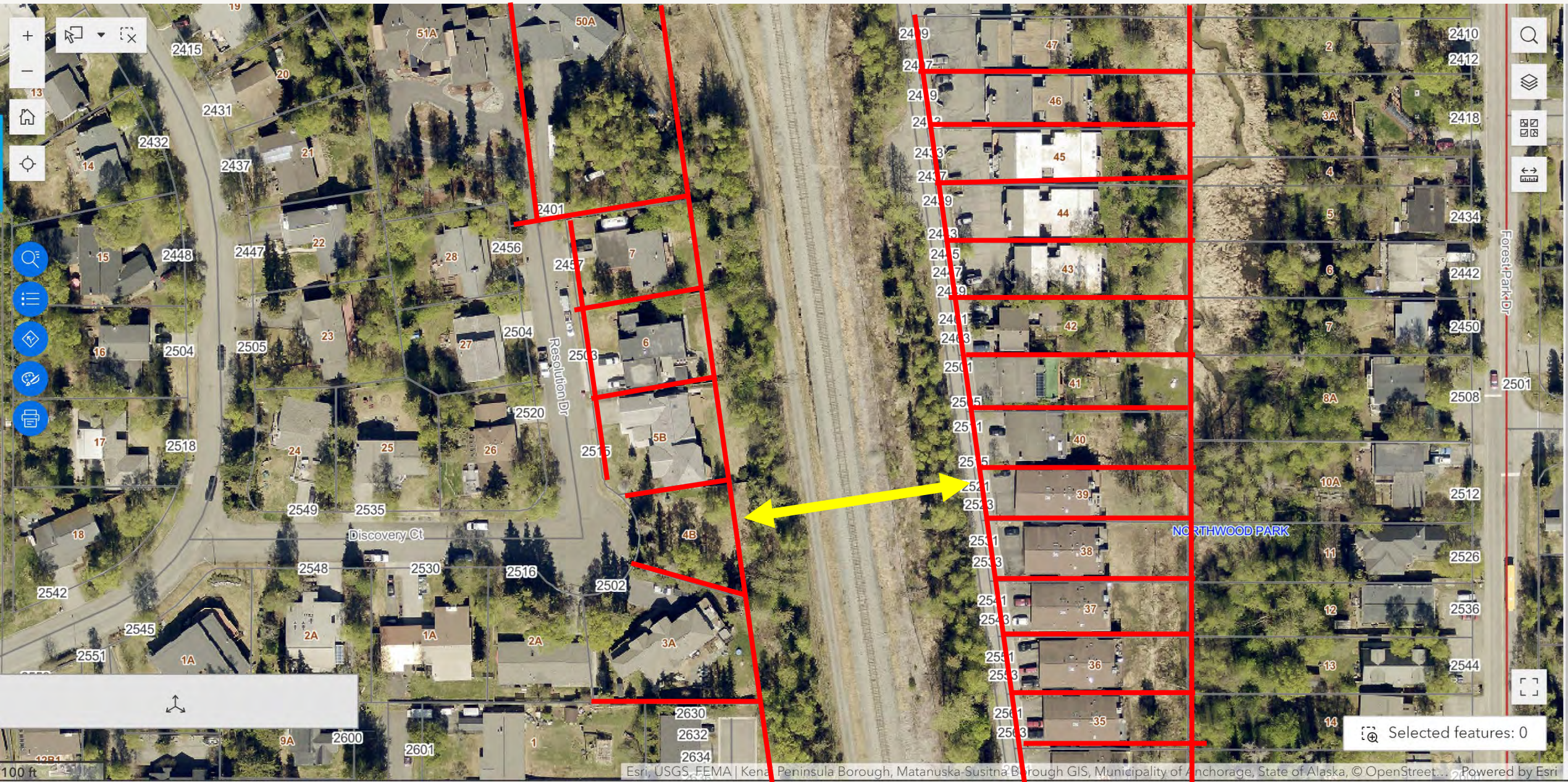


Selected features: 0

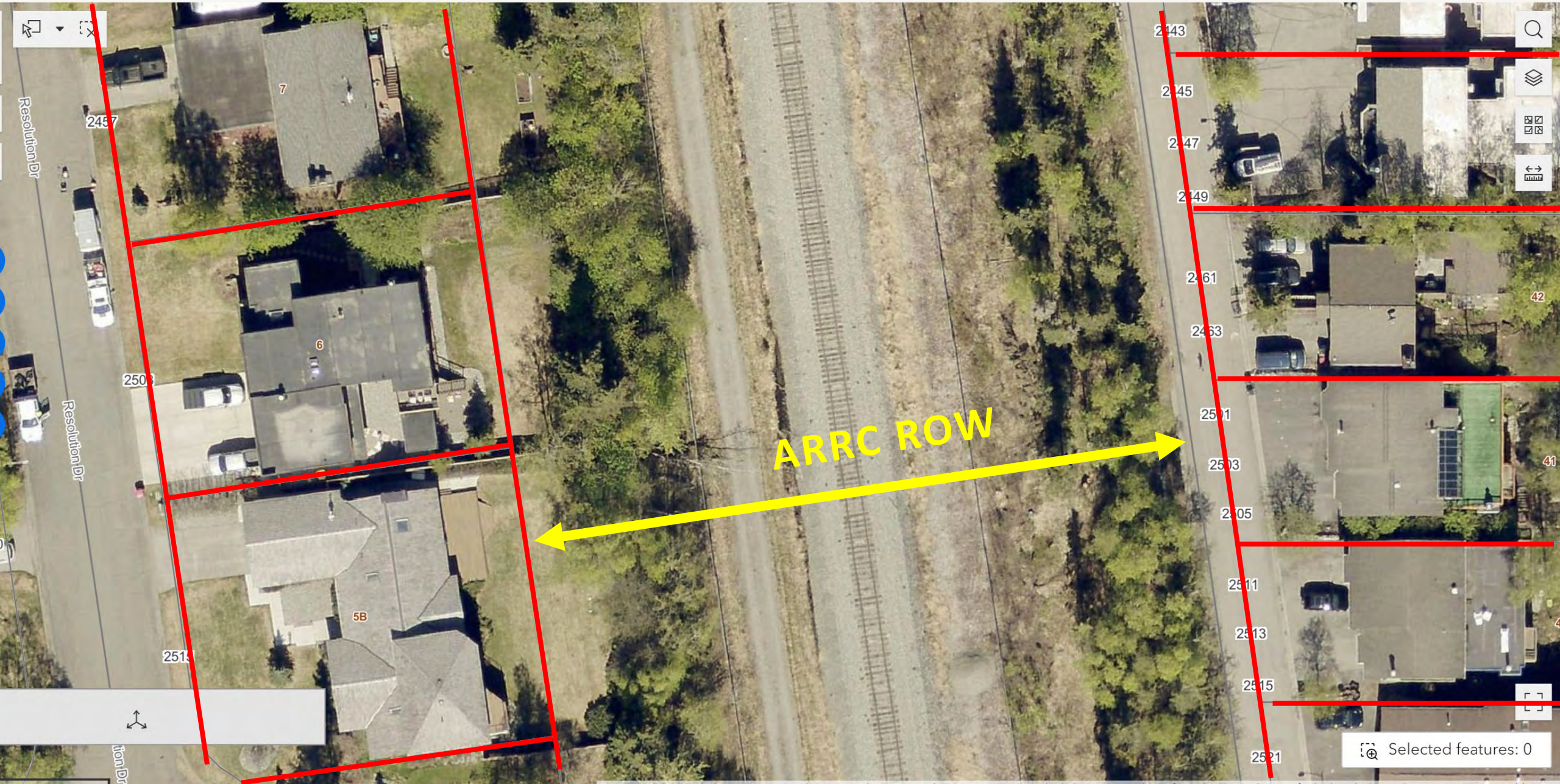
A **very** conceptual zoomed in look at the project area needing private property acquisition. **Orange** area is rough proposed route, and **red** is the private property boundary.



Property lines overlaid onto an aerial map showing how private property currently relates to Alaska Railroad ROW.

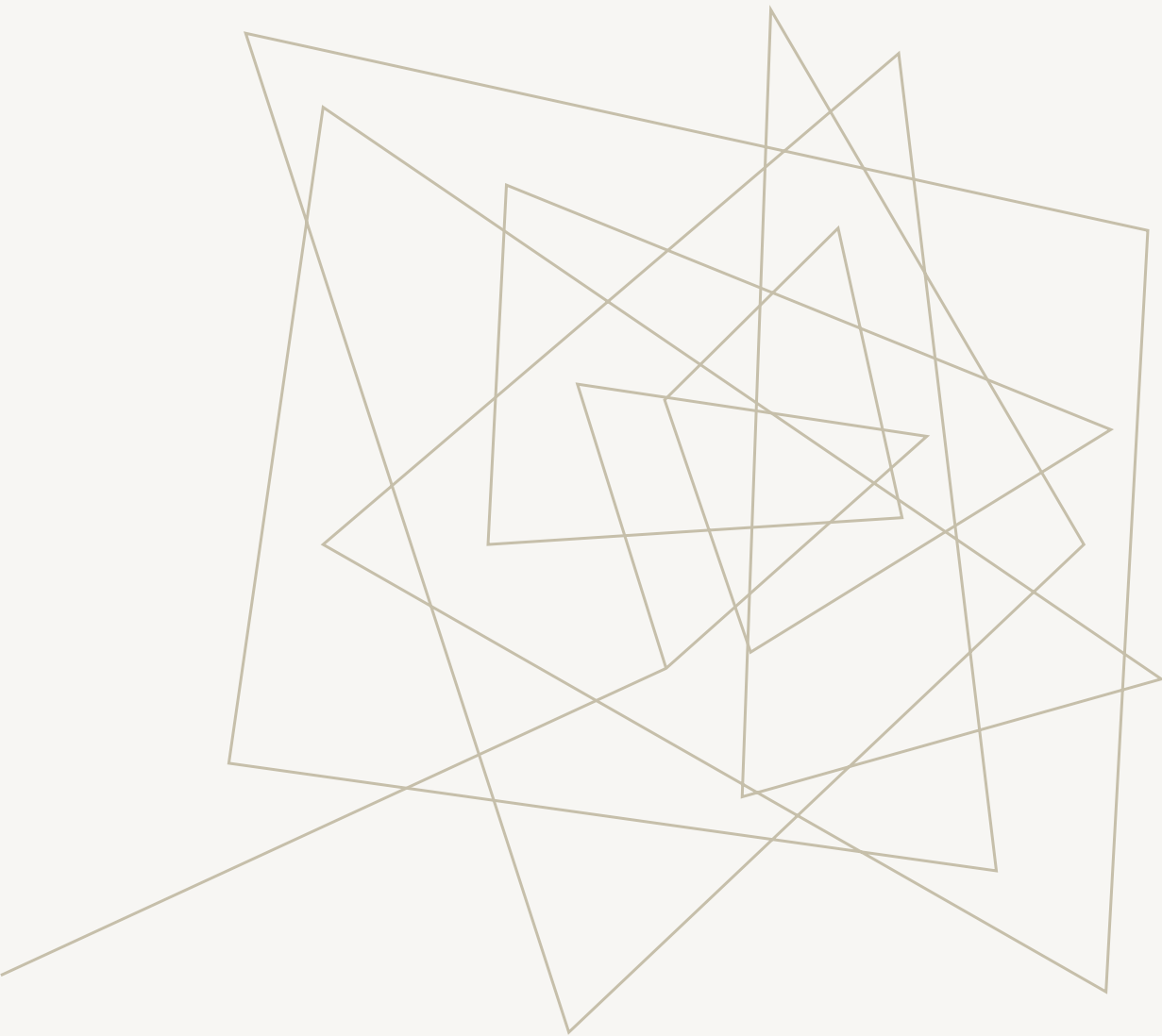


Red property lines highlight private property, and the yellow arrow highlighting Alaska Railroad ROW.



ARRC ROW

Zoomed in red property lines highlight private property, and the yellow arrow highlighting Alaska Railroad ROW. The preferred alignment falls along the forested bluff.



UTILITY CONCERNS



SECURITY

CONCERN

Limited public awareness of pipeline location between Northern Lights and Coastal Trail.

Increased access may raise security concerns near critical infrastructure.

Greater visibility in Fish Creek could increase risks of unauthorized access or vandalism.

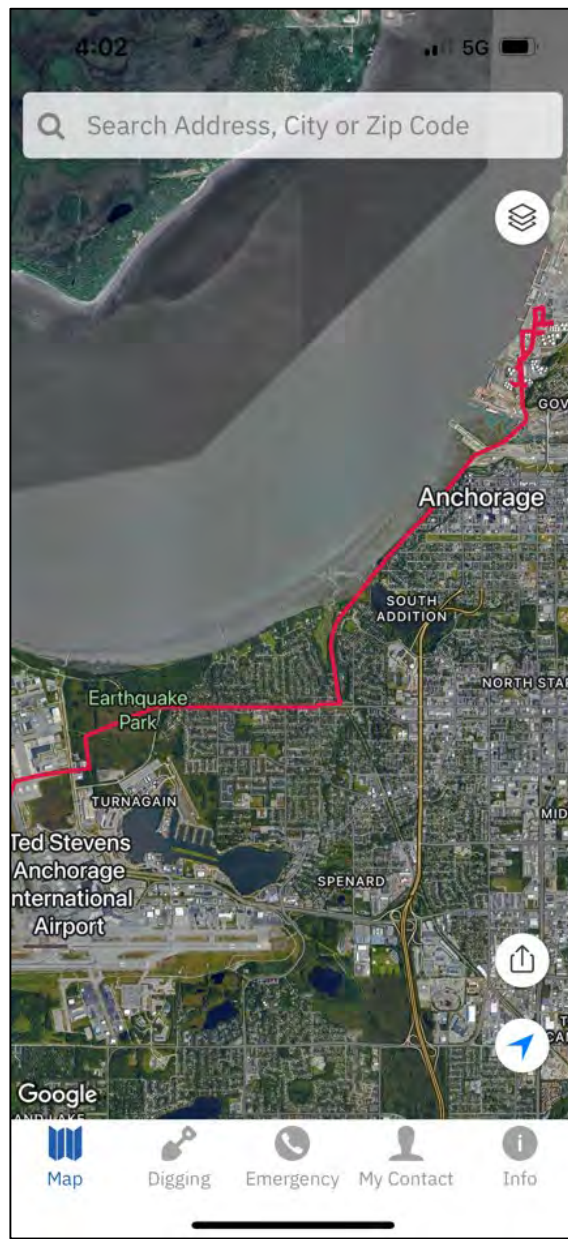
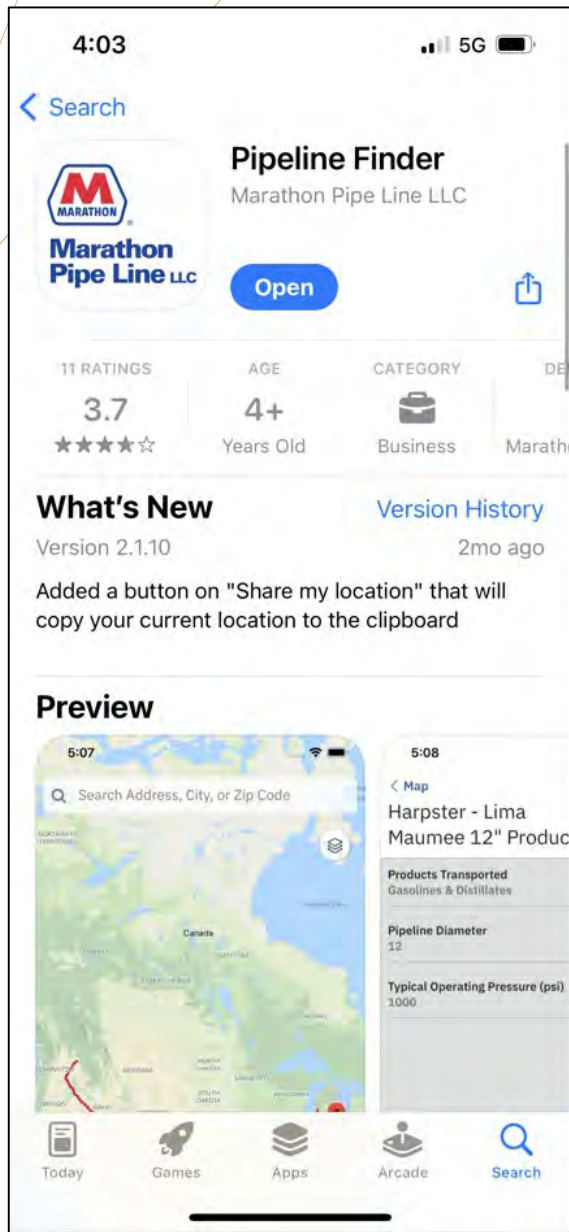
RESPONSE

Increased access enables security concerns to be addressed through design and collaboration.

Trail design incorporates clear sightlines to **deter unauthorized access.**

Team supports added security measures like fencing or vegetation management.

Project team is committed to **integrating** unobtrusive security **features for public safety.**



Marathon's pipeline locator app enhances transparency and demonstrates a commitment to safety while increasing public knowledge.



Bird's eye view of the valve adjacent to both the railroad tracks and a ROW used to access a residential area.



The block valve is currently visible from the non-motorized bridge over northern lights, the southern connection to the project.



This is an **existing valve adjacent to the coastal trail**, and an example of the utility and a similar trail coexisting.



IMPORTANCE OF FACILITY

CONCERN

The pipeline transports 2.2 million gallons of fuel daily, essential to Alaska's energy infrastructure.

Disruptions could lead to severe statewide consequences, with Anchorage running out of fuel in 5–6 days.

At 50 years old, the pipeline requires robust protection as a critical asset.

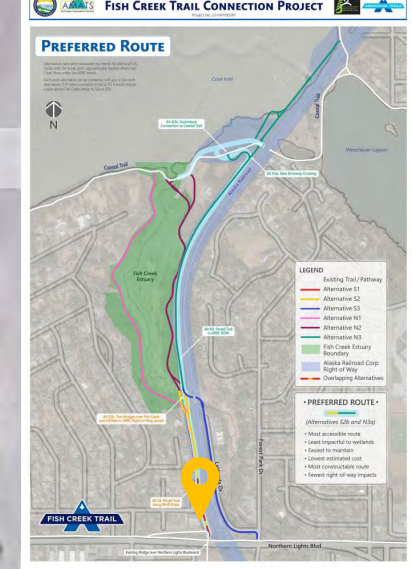
RESPONSE

Design includes safeguards to protect the pipeline.

Engineering concerns addressed, including excavation concerns, per federal and PHMSA standards.

Reimbursable agreement ensures **Marathon's safety oversight during construction.**

No plans for major repairs indicate the pipeline is in strong condition.



Bird's eye view of the valve adjacent to both the railroad tracks and a ROW used to access a residential area.





The project team looks forward to working to **improve the safety and security** of the current facility through implementation.



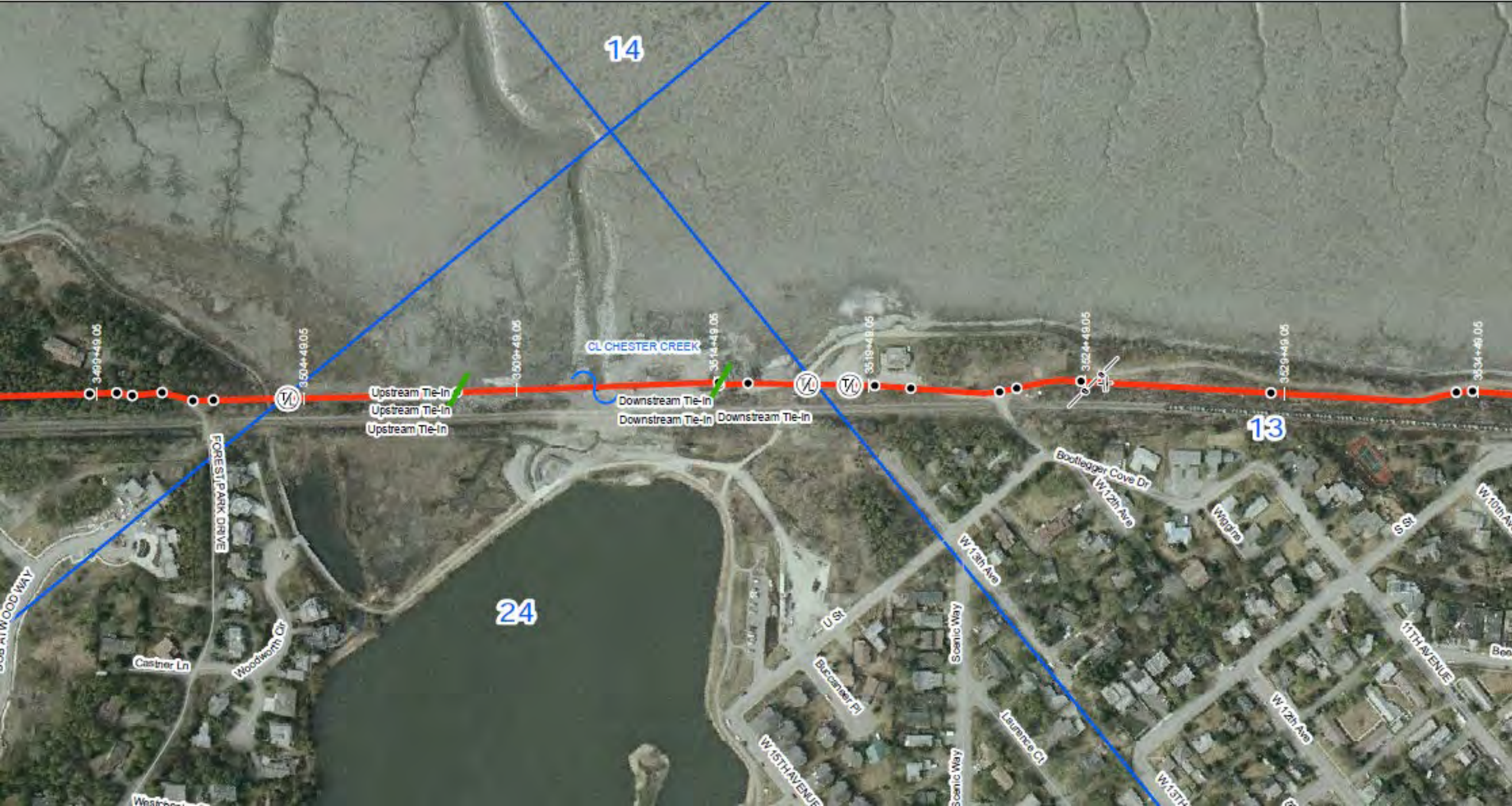
The project team looks forward to working to **improve the safety and security** of the current facility through implementation.



The project team looks forward to working to improve the safety and security of the current facility through implementation.



The pipeline facility going across Fish Creek near the preferred alignment of the proposed trail.



The pipeline currently goes under parts of the Coastal Trail and adjacent to AWWU Facilities as it heads east from the project site.



MAINTENANCE AND REPAIR

CONCERN

The trail's presence may complicate future maintenance, increasing excavation challenges and costs.

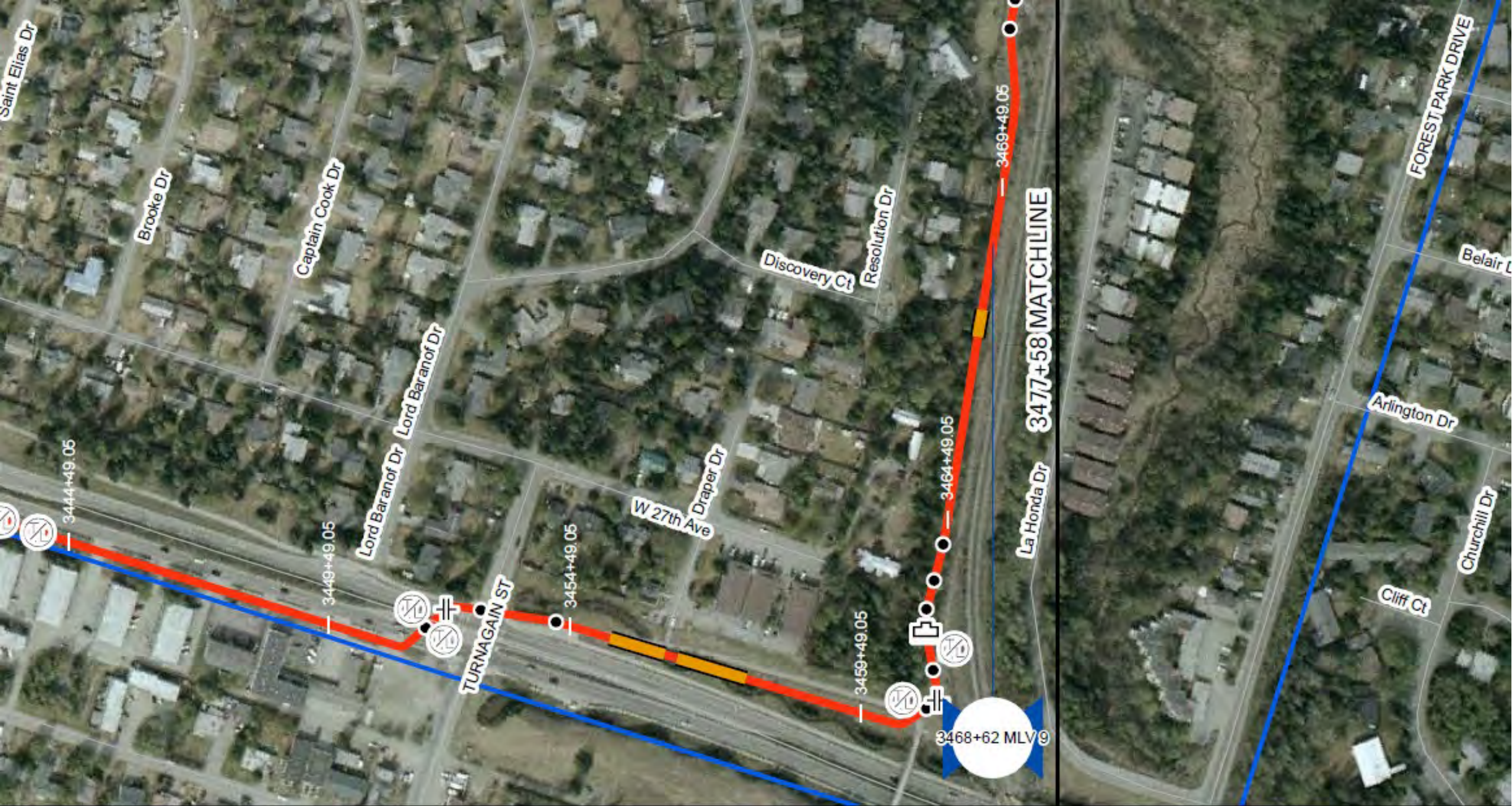
Trail reconstruction after pipeline repairs could impose additional financial burdens on Marathon.

RESPONSE

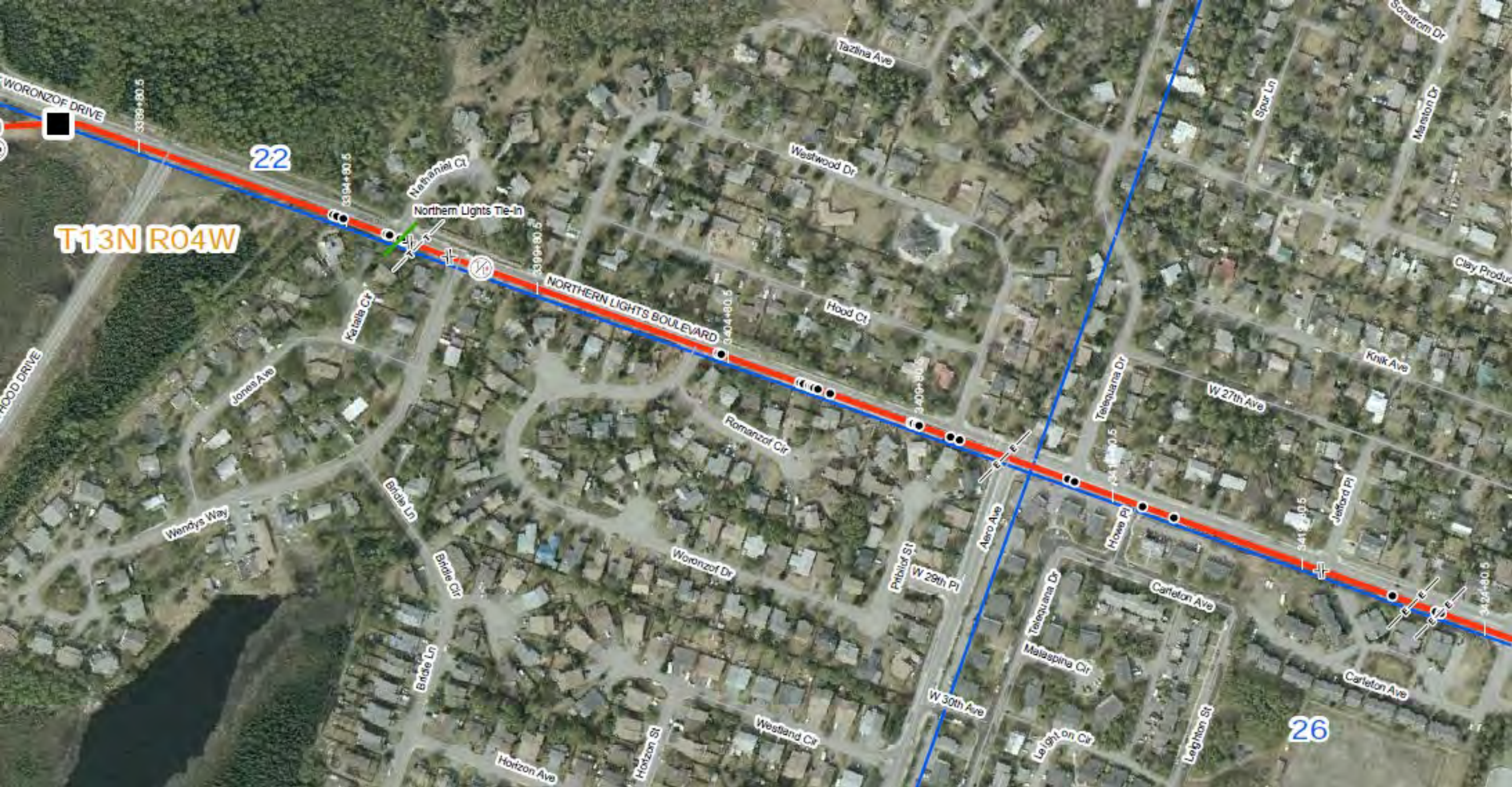
Collaborative design minimizes conflicts and ensures safe operations.

Considering an **MOU to outline trail repair responsibilities after maintenance**.

Pipeline successfully coexists with the Ted Stevens International Airport, Northern Lights and the Coastal Trail, showcasing effective management.



The current pathway of the pipeline goes under a roadways, pathways, and intersections as it heads west on Northern Lights Blvd



The current pathway of the pipeline goes under a roadways, pathways, and intersections as it heads west on Northern Lights Blvd



The current pathway of the pipeline also goes under airport facilities including multiple runways at Ted Stevens Int'l Airport.



2390+33 MATCHLINE

T11N R06W

16

21

Mile 46

2380+00

2390+00

2395+00

2400+00

T-4

2404+80.5

2409+80.5

2414+80.5

2419+80.5

2424+80.5

2429+80.5

2434+80.5

2439+80.5

2444+80.5

2449+80.5

2454+80.5

The current pathway of the pipeline extends into the Cook Inlet as it continues eastward away from the Coastal Trail.



RISK OF ACCIDENTAL DAMAGE DURING CONSTRUCTION OR LOCATING

CONCERN

Construction risks include accidental pipeline damage near sensitive areas.

Potential concerns: coating integrity and accidental breaches.

Safety and environmental impacts linked to coating degradation or damage.

RESPONSE

The **project employs practices to minimize risk and protect critical infrastructure.**

Extensive coordination with Marathon ensures safety and operational standards.

Plans include **advanced excavation, protective measures, and monitoring.**

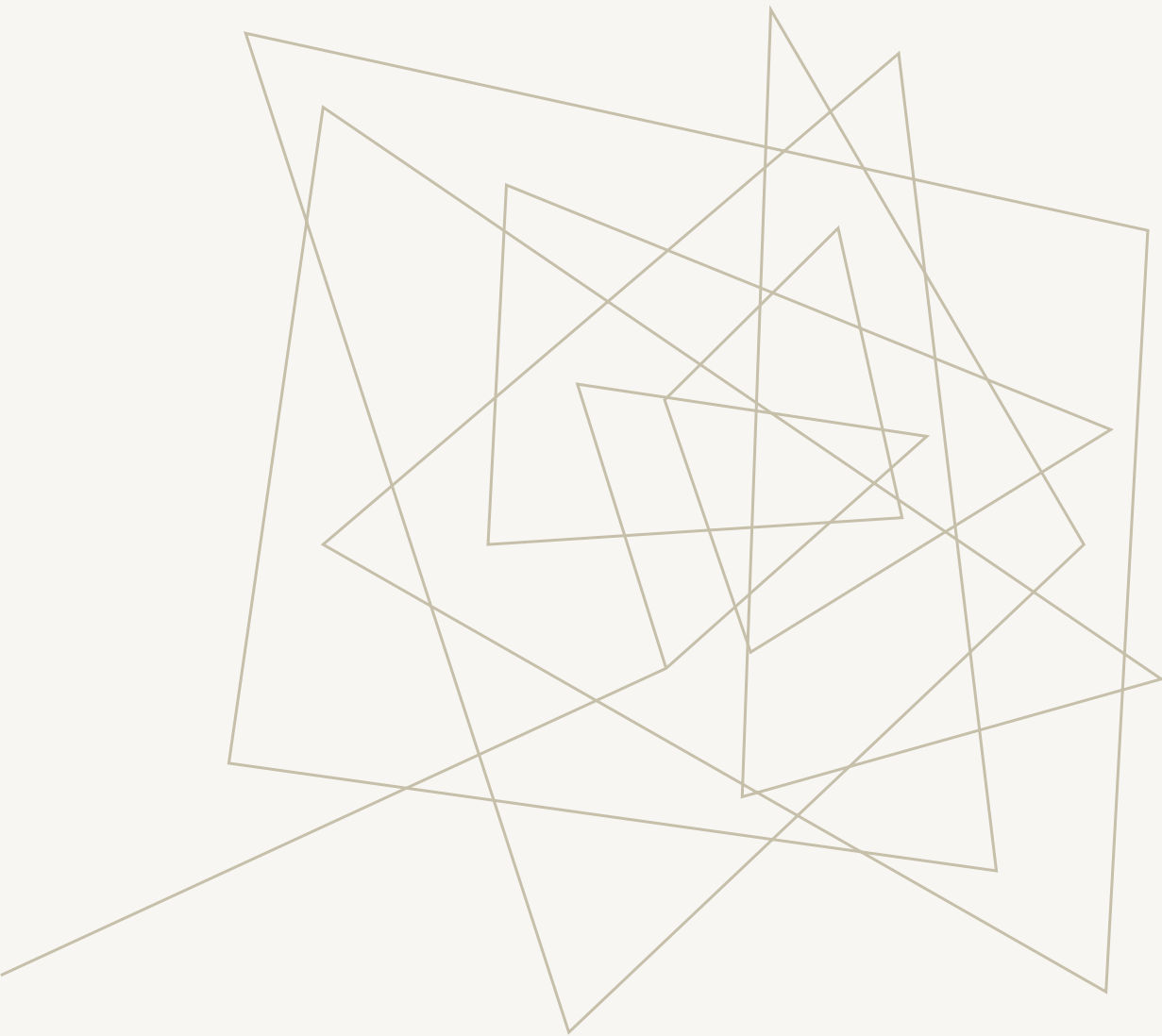
Vacuum excavation used as a safe, non-invasive pipeline locating method.

Marathon oversees construction via a line watch program.

Rigorous oversight ensures pipeline integrity and aligns with safety standards.



Similar infrastructure projects near pipelines have been **completed successfully without incidents**. 2024 Utility Work on Northern Lights Blvd.



SUMMARY

THANK YOU

More information and resources found here:

www.fishcreektrail.com

