



## Public Open House #2 - March 19, 2025, 6:00-8:00pm, Spenard Rec Center

*The Anchorage Metropolitan Area Transportation Solutions (AMATS): Fish Creek Trail Connection project is a proposed multi-use pathway connection between Northern Lights Boulevard and the Tony Knowles Coastal Trail, managed by the Alaska Department of Transportation (DOT&PF) in collaboration with the Municipality of Anchorage (MOA) Parks and Recreation Department.*

### Frequently Asked Questions (FAQs)

**Why is the trail needed?** There are no accessible, all ages and abilities connections from Northern Lights Boulevard to the Coastal Trail between Earthquake Park and Minnesota Drive. This trail connection was identified in the 1997 Anchorage Trails Plan, reaffirmed with community input in the 2021 AMATS Non-Motorized Plan, and approved by voters on four separate bond propositions (2021-24).

**How is this project funded?** The project is funded through the AMATS Transportation Improvement Program, with 91% federal funding and 9% local match from MOA Parks and Recreation bonds.

**What's the project status?** The project analyzed several alternatives between 2022-2024 and completed the environmental document in March 2025, finalizing the selection of the preferred alternative. Open House #2 provides a status update and an opportunity for input on specific project elements as the project team advances towards the 75% Design, the first draft of detailed design.

**What is the preferred alternative, and how was it chosen?** The preferred alternative is a combination of S2b and N3a, located almost exclusively in Alaska Railroad (ARRC) right-of-way (ROW), on the west side of the railroad tracks. This specific route was determined to be the most accessible and least impactful to wetlands. It avoids impacts to Marathon TAPL, has lowest estimated construction cost and most constructable route, contains the fewest private property impacts, and has the greatest public support.

**Will the project impact the Fish Creek Estuary?** The preferred alternative is aligned completely outside of the boundaries of the conservation easements and avoids impacts within the estuary.

**Will the project impact private property?** The only private property acquisition required would be a small amount of an asphalt driveway necessary to route the trail adjacent to the Marathon valve at the south end of the project.

**Will the project impact the Marathon pipeline, and are they opposed to the project?** The preferred alternative does not impact the Marathon pipeline. Marathon is supportive of the project and coordinating with the project team to ensure safe construction practices around the pipeline and security upgrades as necessary.

**Will the project impact LaHonda Drive?** No, the preferred alternative is on the west side of the railroad, avoiding an 1,800-foot detour along Northern Lights Boulevard, following existing developed corridors, and reducing visibility from nearby homes while avoiding tunnels, railroad detours, and major utilities.

**Contact the Project Team with additional questions or comments at [www.fishcreektrail.com](http://www.fishcreektrail.com)**

The project team is committed to inclusive public involvement throughout the project process. It is the policy of the DOT&PF that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities the DOT&PF provides based on race, religion, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Highway Administration, and State of Alaska Funds.

The DOT&PF complies with Title VI of the Civil Rights Act of 1964 and Title II of the Americans with Disabilities Act of 1990.



# ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS FISH CREEK TRAIL CONNECTION PROJECT

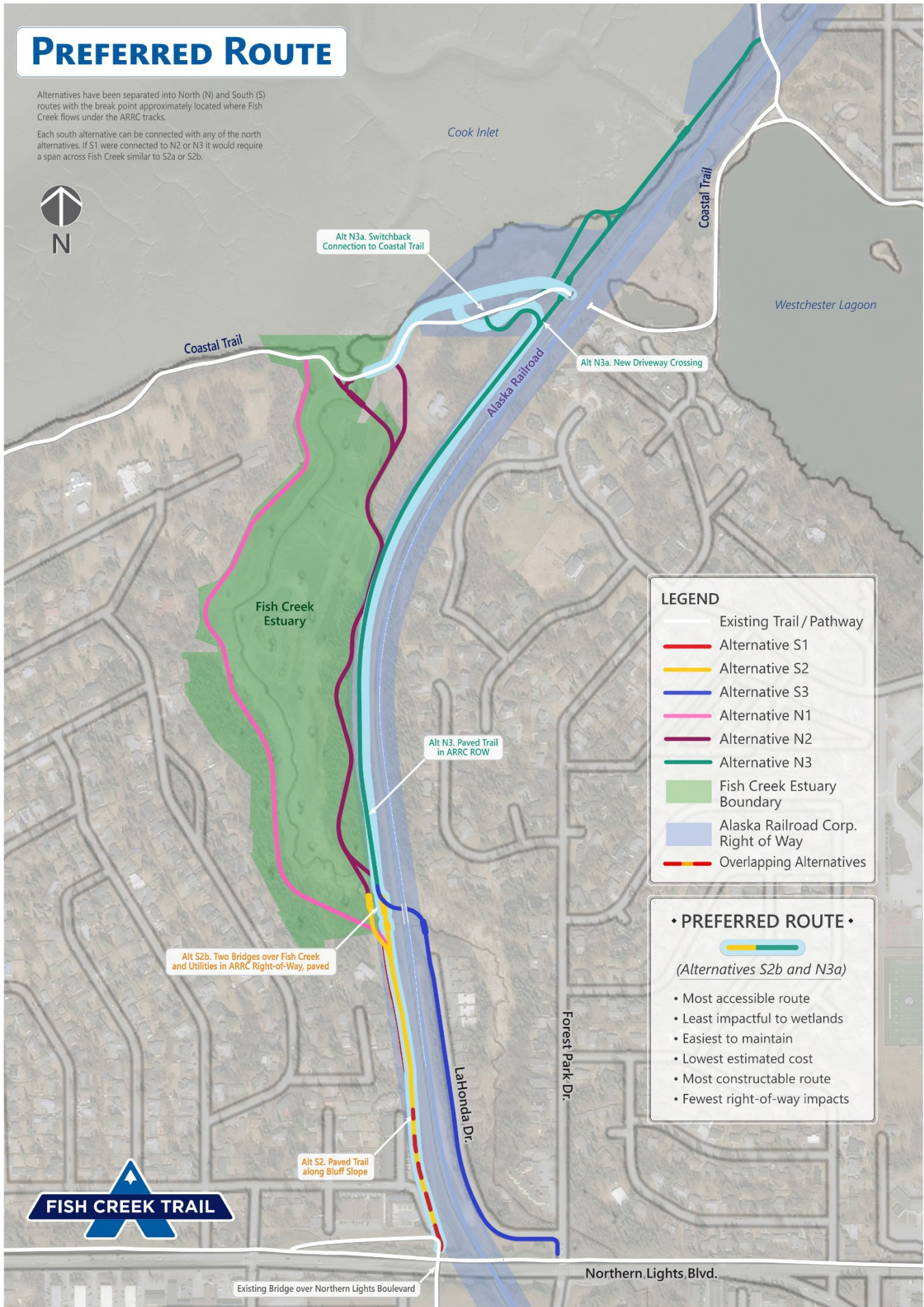
Project No. CFHWY00587



## PREFERRED ROUTE

Alternatives have been separated into North (N) and South (S) routes with the break point approximately located where Fish Creek flows under the ARRC tracks.

Each south alternative can be connected with any of the north alternatives. If S1 were connected to N2 or N3 it would require a span across Fish Creek similar to S2a or S2b.



Alt N3a. Switchback Connection to Coastal Trail

Alt N3a. New Driveway Crossing

Coastal Trail

Fish Creek Estuary

Alaska Railroad

Alt N3. Paved Trail in ARRC ROW

Alt S2b. Two Bridges over Fish Creek and Utilities in ARRC Right-of-Way, paved

Alt S2. Paved Trail along Bluff Slope

FISH CREEK TRAIL

Existing Bridge over Northern Lights Boulevard

### LEGEND

- Existing Trail / Pathway
- Alternative S1
- Alternative S2
- Alternative S3
- Alternative N1
- Alternative N2
- Alternative N3
- Fish Creek Estuary Boundary
- Alaska Railroad Corp. Right of Way
- Overlapping Alternatives

### ♦ PREFERRED ROUTE ♦

(Alternatives S2b and N3a)

- Most accessible route
- Least impactful to wetlands
- Easiest to maintain
- Lowest estimated cost
- Most constructable route
- Fewest right-of-way impacts