

Agency: Commerce, Community and Economic Development**Grants to Municipalities (AS 37.05.315)****Grant Recipient: Sitka****Federal Tax ID: 92-0041163****Project Title:****Project Type: Remodel, Reconstruction and Upgrades**

Sitka - Cross Trail Improvements

State Funding Requested: \$40,618**House District: 2 / A**

One-Time Need

Brief Project Description:

Project will complete funding for the Sitka Cross Trail Multimodal Pathway project.

Funding Plan:

Total Project Cost:	\$926,000
Funding Already Secured:	(\$842,382)
FY2012 State Funding Request:	<u>(\$40,618)</u>
Project Deficit:	\$43,000

*Funding Details:**Other funding \$43,000 (Municipal and Sitka Trail Works)***Detailed Project Description and Justification:**

The City and Borough of Sitka requests funding to complete improvements to the Sitka Cross Trail Multimodal Pathway project. The City and Borough of Sitka, Sitka Trail Works, and the Rasmuson Foundation are providing half the match, state assistance is needed to cover the remaining match for this multi-ownership multimodal trail segment. This project was awarded funding in the 2010-13 State Transportation Improvements Program (TRAAK). Matches for TRAAK projects were waived previously, as a result, the 9.03% match commitment was not anticipated when the application was submitted. On December 14th, 2010 the CBS Assembly passed Resolution 2010-34 in support of the project.

The Sitka Cross Trail Multiuse Pathway has been included in Sitka planning documents since 1981 and is an identified community priority in the 2003 Sitka Trail Plan, the 2002 Non-Motorized Transportation Plan, the Sitka Parks and Recreation Plan, and the 2007 Sitka Comprehensive Plan. Three phases of the project have been completed since 2007. The pathway will link schools and other major public destinations. When all phases of the project are complete, the pathway will extend from the Alaska Marine Highway terminal on the northwest end of Sitka to the Sawmill Cove Industrial Park at the southeast end of Sitka.

The STIP project will reconstruct the existing Cross Trail from the Mental Health property to Yaw Drive to a non-motorized multimodal pathway standard, reroute the Gavan connector trail from Baranof Street trailhead to the Cross Trail and add new neighborhood connector trails. The total project distance is 7,600 feet long by 10 foot wide (on 12 ft wide shot rock base) compacted gravel trail. This is the standard profile recommended in the Sitka Non-Motorized Transportation Plan for a multimodal pathway. This standard trail design has been utilized in recent reconstruction of the Cross Trail. The STIP project will upgrade the deteriorating Cross Trail from where the 2009 reconstruction project terminated at Gavin Hill Trail, across Mental Health and BIHA property to Yaw Drive, and add a new trailhead at Pherson Street.

The project will create a low-maintenance barrier-free multimodal 10 foot wide compacted gravel pathway. The completed pathway will contribute to healthier and more active lifestyles for residents and visitors. It will resolve currently unsafe conditions on the existing trail. It will favorably impact the local economy and provide for local employment.

Project Timeline:

FY12

Entity Responsible for the Ongoing Operation and Maintenance of this Project:

City and Borough of Sitka

Grant Recipient Contact Information:

Name: Marlene Campbell - City and Borough of Sitka
Title: Govt Relations Director
Address: 100 Lincoln St.
Sitka, Alaska 99835
Phone Number: (907)747-1855
Email: campbell@cityofsitka.com

Has this project been through a public review process at the local level and is it a community priority? Yes No

FY 2012 CBS LEGISLATIVE CAPITAL PROJECT REQUEST

Project Title: CROSS TRAIL MULTIMODAL PATHWAY

Total Project Cost:	\$ 926,000
Funding already secured:	\$ 842,382 (TRAAK)
FY2012 State Funding Request:	\$ 40,618
Other Funding:	\$ 43,000 (CBS and STW)
Additional Funding Required:	\$ 0
City and Borough of Sitka Federal Tax ID Number: 92-0041163	

CBS requests \$40,618 to complete a 9.03% match requirement for the Sitka Cross Trail Multimodal Pathway project. The City and Borough of Sitka, Sitka Trail Works, and the Rasmuson Foundation are providing half the match and state assistance is needed to cover the remaining match for this multi-ownership multimodal trail segment. This project was awarded funding in the 2010-13 State Transportation Improvements Program (TRAAK). Matches for TRAAK projects were waived previously, so the 9.03% match commitment was not anticipated when the application was submitted. On December 14th, 2010 the CBS Assembly passed Resolution 2010-34 in support of the project.

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CITY AND BOROUGH OF SITKA

RESOLUTION 2010-32

A RESOLUTION BY THE CITY AND BOROUGH OF SITKA (CBS)
SUBMITTING CBS 2012 STATE LEGISLATIVE PRIORITIES
TO STATE OF ALASKA AND 2011 LEGISLATURE

WHEREAS, the City and Borough of Sitka advocates cooperating and sharing resources with the State of Alaska to maximize public infrastructure and services for the citizens of Alaska in the most efficient, cost effective manner; and

WHEREAS, the State of Alaska has inadequately maintained State owned facilities and passed unfunded mandates on to municipalities; and

WHEREAS, municipalities have suffered major budget impacts from State management of the PERS/TRS system, State harbors, State roads and utilities, and other State responsibilities which should be compensated;

NOW, THEREFORE, BE IT RESOLVED that the Assembly of the City and Borough of Sitka, Alaska, adopts the following FY2012 State Legislative Priorities and urges the Alaska State Legislature to support them to the maximum extent possible:

- **State Revenue Sharing/Local Tax Relief** – The City and Borough of Sitka supports the State Revenue Sharing provided on a sustainable basis to equitably compensate Alaska communities for providing local services.
- **Education** – State funding should be increased to cover escalating transportation expenses, the rising costs of fuel and energy, and reasonable new costs to improve the quality of education.
- **Local Control and Maximum Local Self-Government Guaranteed by the Alaska Constitution** – The Legislature should defeat any legislation that creates new unfunded mandates or takes away existing powers of local governments. The State should fund existing unfunded State mandates.
- **Deferred Maintenance of Harbors** – The State should fully fund the deferred maintenance of State harbors transferred to local governments. In addition, the State should fully fund the 50 percent matching grants legislated by SB 291, the Municipal Harbor Facility Grant Fund, to assist with future harbor upgrades.

NOW FURTHER BE IT RESOLVED that the Assembly submits the enclosed FY2012 City and Borough of Sitka Legislative Priorities, CBS Legislative Capital Project Requests and CBS Requests for State Funding for State Facilities in priority order to the 2011 Session of the Alaska State Legislature and State of Alaska.

PASSED, APPROVED, AND ADOPTED by the Assembly of the City and Borough of Sitka, Alaska, on this 30th day of November, 2010.


Cheryl Westover, Mayor

ATTEST:


Colleen Ingman, MMC
Municipal Clerk

PROJECT SUMMARY:

Applicant Organization: City and Borough of Sitka (CBS)

Project Title: Cross/Sitka Multimodal Pathway upgrade and reconstruction from Baranof St. trailhead to Yaw Drive

Site Location: Sitka, Alaska, Latitude: 570311N Longitude: 1351948W

Land Owners: Baranof Island Housing Authority, Bart Meyer

US Coastal Geodetic Survey

US Forest Service (USFS)

City and Borough of Sitka, Jim Dinley, Administrator

Project Implementation Start Date: Fall 2010

Project Summary: (see maps on page 11)

The STIP project will reconstruct the existing Cross Trail from the Mental Health property to Yaw Drive to a non-motorized multimodal pathway standard, reroute the Gavan connector trail from Baranof Street trailhead to the Cross Trail and add new neighborhood connector trails. The total project distance is 7,600 feet of 10ft wide (on 12 ft wide shot rock base) compacted gravel trail. This is the standard profile recommended in the Sitka Non- Motorized transportation plan for a multimodal pathway. This standard trail design has been utilized in recent reconstruction of the Cross/Sitka Multimodal Pathway from Sitka High School to approximately Gavan Trail. The STIP project will upgrade the deteriorating Cross Trail from where the 2009 reconstruction project terminated, across Mental Health and BIHA property to Yaw Drive.

The Cross Trail, originally built in 1999, was poorly designed and located. Reconstruction of the original trail began in 2009 when the Cross Trail from the High School to the Mental Health Land Trust property was reconstructed with a \$50,000 Recreation Trails Grant. This reconstruction project brought the first deteriorated section up to a non-motorized pathway, barrier-free standard by replacing all wooden structures, (step and run planking and bridges) with compacted aggregate and new culvert. The grade was also reduced. The problems with resource degradation along the trail's length due to the narrow width and poor tread have been resolved by widening the trail. The increased use and bicycle use will be able to be sustained by the new, low maintenance design.

The STIP project will also relocate the existing eroded Gavan Hill connector trail with new construction to a non-motorized multi-modal pathway standard. Currently, the lower end of the Gavan Hill trail connects Baranof Street boardwalk and trailhead with the multiuse Cross trail. This section of trail is in extreme disrepair and is recommended to be abandoned, not only due to it's poor condition but because trail users are crossing US Geological Survey lands too close to sensitive instruments.

The USGS, in the past, has suggested banning public access across the current Gavan Trail alignment because of the interference with their instrumentation. The proposed new construction will minimize public access and disturbance to the USGS monitoring

equipment, by moving the traffic 600 feet to the east. In absence of this project, closure continues to be possible. The public's use and access to the popular Gavan to Harbor Mountain trail would be seriously impaired if this occurred.

Permits and Approvals:

The Cross Trail is a partnership project between the CBS, USFS Sitka Ranger District and Sitka Trail Works. In 2009 an Alaska State Parks Recreational Trails grant for \$50,000 was used to complete work to rehabilitate existing Cross Trail across City lands from the high school to Mental Health property. These funds were also used for permitting, design and other pre-construction activities on Federal and City land portions during the summer 2009. Permits and planning for the Cross/Sitka Multimodal Pathway rehabilitation project was expanded to include USGS and private lands.

Professional design services and permitting for the 2009 rehabilitation project were paid for by Sitka Trail Works through a collection agreement with the Forest Service for \$35,000. A Forest Service Landscape Architect, Engineer and Hydrologist were utilized to determine the optimal trail reconstruction techniques so that impacts to the wetlands are eliminated. NEPA for the 2009 rehabilitation project including archeological and biological surveys were completed by Forest Service staff and paid for through the collection agreement as well. The City contributed \$13,600 of this amount to complete the survey and design and with in-kind staff time. The City and Borough of Sitka provided staff to complete public scoping for NEPA for the rehabilitation project.

Existing Conditions of Cross Trail - Mental Health property to Yaw Drive:

The degradation of the existing Cross Trail designated for the STIP reconstruction is rapidly worsening as the intensity of use increases. Trail widening outside of the constructed trail footprint is causing erosion and damage to the surrounding sensitive wetlands. As the original alignment becomes degraded, trail users widen the trail in order to go around the mucky trail sections. The trails' narrow widths also cause users to step off the trail tread in order to pass each other. This process has been repeated over and over again eventually resulting in severely damaged wetland areas along these trail corridors.

Erosion caused by trail widening



The poor construction of the existing trail and lack of culverts, have created a situation where small streams have adopted the trail footprint and are flowing on the trail for distances up to 200 feet. In other areas wetland adjacent to the existing trail is a eutrophic fen. Upslope groundwater is emerging above an impermeable soil layer, flowing on the surface across the fen and the trail, creating erosion of the trail tread.

The interconnected existing Cross/Sitka Multimodal Pathway/Gavan Trail loop is also very popular with dog walkers. Dogs running along the edge of the trail, on the fragile muskeg, contribute in a major way to the significant resource damage to wetland vegetation along the sides of the trail corridor.

Damage to Muskeg Vegetation along Cross Trail



Benefits:

The Sitka Multimodal Pathway has many intrinsic values for the community of Sitka. Sitka is an island community of 8800 people with no road access to the mainland. Most of Sitka's traffic is concentrated along two highways that parallel the coast line. Access is only possible by plane and boat. The Sitka Multimodal Pathway is considered a community project priority and is a goal in the 2007 Sitka Comprehensive Plan, 2003 Sitka Trail Plan, 2002 Sitka Non-Motorized Transportation Plan and the Sitka Parks and Recreation Plan. The Sitka City and Borough of Sitka Assembly has consistently supported the project. Sitka Parks and Recreation Committee and the Sitka Trail Works Board of Directors have the project as a top priority.

A high rate of Sitka's population walks and rides bicycles. The 2002 Sitka Non-Motorized Transportation plan found "Sitka has three times the national average of its population walking as transportation and over six times the national average for cycling as transportation." The use of bicycles as a primary form of transportation has increased significantly since then due to the efforts of a local safe bicycling advocacy group who also got Sitka designated as a bronze level Bicycle Friendly Community in 2008 by the League of American Bicyclists.

The Cross Trail/Sitka Multimodal Pathway will be available for use by the 8,800 residents of Sitka. Sitkans love their trail system and use levels are high for a small community.

Temperate weather also contributes to frequent, year-round use of the trail. An average of 20–40 people enjoys the Cross trail segment from the High School to Indian River daily. With the trail connected to Cascade Creek the trail is adjacent to more residences and directly accessible to even more of the local population. With the proposed improvements the trail will become even more accessible to greater number of Sitkans. Although currently no commercial operators hold permits to use the trails, many visitors also enjoy the trail.

Public Benefits include the following:

- Eliminate further resource degradation;
- Increase recreational opportunities and use;
- Eliminate unsafe trail conditions;
- Improve trail tread and drainage;
- Improve ADA access;
- Reduce future maintenance costs;
- Reduce user conflicts;
- Improved linkage with other segments of the Cross Trail and with other trails;
- Economic benefits.

Reduction of Resource Damage: The existing section of the trail from the Mental Health property to Yaw Drive hasn't had major maintenance since the trail's construction in 1999. In the rainforest environment wooden structures never dry out and have a short functional life. Wooden trail structures, steps and planking, on the existing Cross Trail are reaching the end of their functional lifespan. Since this wood is slippery and dangerous to step on walkers avoid using them and often detour around. Resource damage is occurring as a result. Lack of adequate drainage has resulted in muddy sections. Additional culverts will eliminate this problem. The trail also receives heavy use from dog walkers. Dogs tend to avoid the planked sections and also contribute to the damage to the trail shoulders.

The existing Cross/Gavan Hill Trails have high levels of public use. An increase in use of the existing trail will occur as additional neighborhoods have access to the trail. Resource damage is predicted to accelerate if not addressed soon. Some bicycle use is already occurring. The existing Cross Trail's tread and trail profile weren't constructed to accommodate this use. Since the existing Cross Trail wasn't originally designed for the bicycle use, impacts to the trail tread are accelerated. The interconnected Cross/Gavan Hill trail corridors have observable soil erosion and vegetative disturbance that affects wetlands and nearby anadromous streams.

Stream Bank Damage along the Existing Cross Trail



Trail improvements will protect and restore wetlands along the trail. The project will help mitigate impacts to sensitive wetland habitat and lessen the amount of erosion runoff and sedimentation in the watershed. The wetland adjacent to the existing trail is a eutrophic fen. Upslope groundwater is emerging above an impermeable soil layer, flowing on the surface across the fen and the trail, creating erosion of the trail tread. Trail improvements including hardening and improved drainage reduces wetlands damage and the amount of siltation entering the adjacent watershed river system and eventually the coastal area. The trail project will improve downstream coastal water quality and anadromous stream habitat.

Highly impacted sections of the existing trails with the greatest degree of environmental degradation will be rerouted and “hardened” with a compacted gravel trail tread. Culverts will be added to eliminate standing water and water running across the trail surfaces. The trails will be widened to 10’, hardened with compacted aggregate. Reconstructing the trail will minimize impacts to the wetlands. By defining and widening the trail corridor use will be limited to the compacted aggregate surface, eliminating damage along the trail borders. The intent is to make one time improvements to the trail, creating more a sustainable trail that can support increased use without any impacts to surrounding wetlands and the watershed.

The previous trail alignments will be abandoned, allowing the degraded wetland areas to revegetate and rehabilitate with the objective of protecting or restoring damaged wetlands. The resulting soil erosion from the degraded trail eventually ends up in the Indian River, which drains into Sitka Sound within a mile of the trails. Rehabilitation of wetland areas will substantially reduce the amount of siltation entering from wetland streams which feed anadromous streams and coastal waters.

Afford a wider spectrum of recreational opportunities: As a barrier free trail, more recreational opportunities will be created that attract a broader spectrum of users including cross-country skiers, bikers, jogging strollers, and folks with walking impairments or disabilities. Encouraging and enhancing facilities for additional recreational opportunities is a goal of the CBS Parks and Recreation Plan. The 2003 Sitka Trail Plan states: "One objective of the Sitka Cross Trail project is to upgrade the trail tread over the entire Cross Trail length for use by bicyclists. Several sections of this trail could also be constructed to ADA standards in order to increase accessibility to the trail by more members of the community."

Improved safety: The existing Cross Trail section slated for upgrade is narrow, with many steps and planking that are extremely slippery during snowy, frosty or wet conditions. These conditions account for approximately 85% of the yearly season. Erosion is occurring where people step off the trail tread to detour around and avoid slick planking or stairs. In wintertime ice and snow accumulation on raised step and run planking causes treacherous conditions. The new standard of a compacted gravel multiuse path construction will create a much safer surface for all users year-round.

Vehicle traffic in Sitka is concentrated on Halibut Point Road and Sawmill Creek Road, two lane highways that bring traffic to the downtown area from the north and south. These routes parallel the water and the northern section from the AMHS ferry terminal into town is narrow and dangerous to cyclists and pedestrians. Conditions for non-motorized use along Halibut Point Road are treacherous and unpleasant. The major barge lines unload container vans near the ferry terminal and heavy truck traffic creates dangerous conditions. The Cross trail, as an alternative non-motorized route, allows safe access to schools and recreation areas.

The Sitka Safe Routes to School committee has identified the Cross/Sitka Multimodal Pathway as an important component of an overall plan to develop safe routes for students to bike and walk to school. In its current state the Cross Trail and Gavan connector would prove difficult for children to navigate and they do not function as an alternative route. With the proposed enhancements, children from many neighborhoods will have access to a safe, traffic-free route between elementary schools.

ADA accessibility: Removal of steps, planking and bridges will eliminate access barriers. With grades less than 12% to the maximum extent feasible, trail surface hardening with compacted aggregate, and widening the existing Cross Trail, the upgraded trail will make it more closely meet the accessibility standards for a multiuse path.

The 2003 Sitka Trail Plan states: "One objective of the Sitka Cross Trail project is to upgrade the trail tread over the entire Cross Trail length for use by bicyclists. Several sections of this trail could also be constructed to ADA standards in order to increase accessibility to the trail by more members of the community."

Expanded recreational opportunities: Enhancing facilities for additional recreational opportunities is a goal of the CBS Parks and Recreation Plan.

The trail use is currently mainly by pedestrians. Trail users will increase to include more modes of travel and a greater number of users. These newest sections will be built to closely match the trail profile and grades for a multiuse, non-motorized pathway. The Cross/Sitka Multimodal Pathway will be barrier free with grades under 12% for the maximum extent possible. The compacted aggregate trail surface will be hardened and better accommodate wheeled traffic. The improved trail will be extensively used by bicyclists, persons with disabilities; folks pushing jog strollers and cross country skiers.

The opening of the next links of the Cross/Sitka Multimodal Pathway will cause an increase of use of the entire trail as more neighborhoods gain access to the trail as these new sections are continuous with the older barrier free sections of the Cross/Sitka Multimodal Pathway.

Reduction of Maintenance costs: Maintenance of stairs and boardwalk requires significant maintenance and has high replacement costs. Trail structures, planking and bridges, have reached the functional end of their projected lifespan and need replacement. Barrier-free, compacted gravel will be a significantly lower maintenance costs for the trail surface.

User Conflict Reduction: Improvements will be made to enhance safety along the trail corridor. Improving sight distances, reduction of grades in steeper sections with slight modifications to alignments and widening the trail to more closely match the trail profile for the new Cascade Creek section and the newly reconstructed section from just beyond the Gavan Trail to Sitka High School. The widened and slightly straighter trail will improve sight distance and create a more safe hiking/biking experience and reduce conflicts with pedestrians.

Continuous Trail Profile/Improved linkage: The plan is for the Cross/Sitka Multimodal Pathway to provide a non-motorized transportation route linking neighborhoods and destination points throughout Sitka. Currently, the trail profile and design along the entire length of the existing Cross Trail is varied and inconsistent. During the summer of 2008 the newest section of the Cross/Sitka Multimodal Pathway was built to closely match the trail profile and grades for a multiuse, non-motorized pathway. The STIP project will bring the section from where the 2009 reconstruction project left off to Yaw Drive up to the same standard. The goal is to improve the tread along all segments to facilitate use as non-motorized alternative to the Sitka road system and as a link connecting major destination points.



When this project is complete the reconstructed Cross/Sitka Multimodal Pathway will link Indian River Trail, Gavan Hill Trail, schools and neighborhoods from Cascade Creek to the Indian River subdivision. Planning and design is underway to link the Cross/Sitka Multimodal Pathway to the Kramer Subdivision which when developed will add up to 250 residential lots. The new alignment of the Gavan Hill connector will make the Cross/Sitka Multimodal Pathway more accessible to the Pherson Street neighborhood. The Yaw Drive connector will enable Indian River neighborhood access to the Sitka multimodal pathway. Baranof Island Housing just completed a purchase of over 200 acres of private lands from Sheldon Jackson College. It is their intent to subdivide and develop this property for additional subsidized housing. The expansion of the residential neighborhood would likely result in an additional 100 families that will utilize the existing the pathway to travel to schools, other neighborhoods and recreational facilities.

Economic Benefits: In addition to job creation and the economic multiplier effect resulting from project dollars spent in the community, Sitka will benefit economically. Sitka's economy is directly linked to tourism. Sitka visitor industry is enhanced by creating more recreational (hiking) opportunities which attracts additional visitors to Sitka. Sitka is positioning itself for recognition as a world class hiking and outdoor recreation destination.

Community Support:

The 2007 Sitka Comprehensive Plan has the following community goals:

- The City and Borough Assembly encourages healthy lifestyles and activities within the community including healthy youth and elder activities and services and educational and community forums and programs to promote healthy activities and recreational opportunities in the community.
- To improve efforts to maintain existing recreation facilities, both indoor and outdoor.
- To work toward developing an on-going trail maintenance program on Borough lands and public easements to maintain, repair, clean and improve the area trails in cooperation with Sitka Trail Works and the other state, tribal and federal agencies that are partners to the Sitka Trail Plan.

The Sitka Parks and Recreation Plan:

- The Parks and Recreation Committee still believe that the Cross Trail System should be developed. The first priority, however, must go to the maintenance of existing trails. Once those needs are satisfied then the second priority would be the construction of the shorter links in the Cross Trail system.

SCORP(Statewide Comprehensive Outdoor Recreation Plan):

- State Priorities – Rehabilitate, upgrade or expand existing high-demand facilities – High Priority
- Community Priorities – Trails – High Priority

2002 Non-Motorized Transportation Plan:

- “The Cross Trail extensions will compose a major element of a well integrated alternative transportation system for both pedestrians and bicyclists. This will greatly expand and enhance public opportunities for transportation, exercise and recreation in a safe and aesthetically pleasing environment. Multiple access points along the trail will facilitate use by people living all along its route. One objective of the Sitka Cross Trail project is to upgrade the trail tread over the entire Cross Trail length for use by bicyclists. Several sections of this trail could also be constructed to ADA standards in order to increase accessibility to the trail by more members of the community”

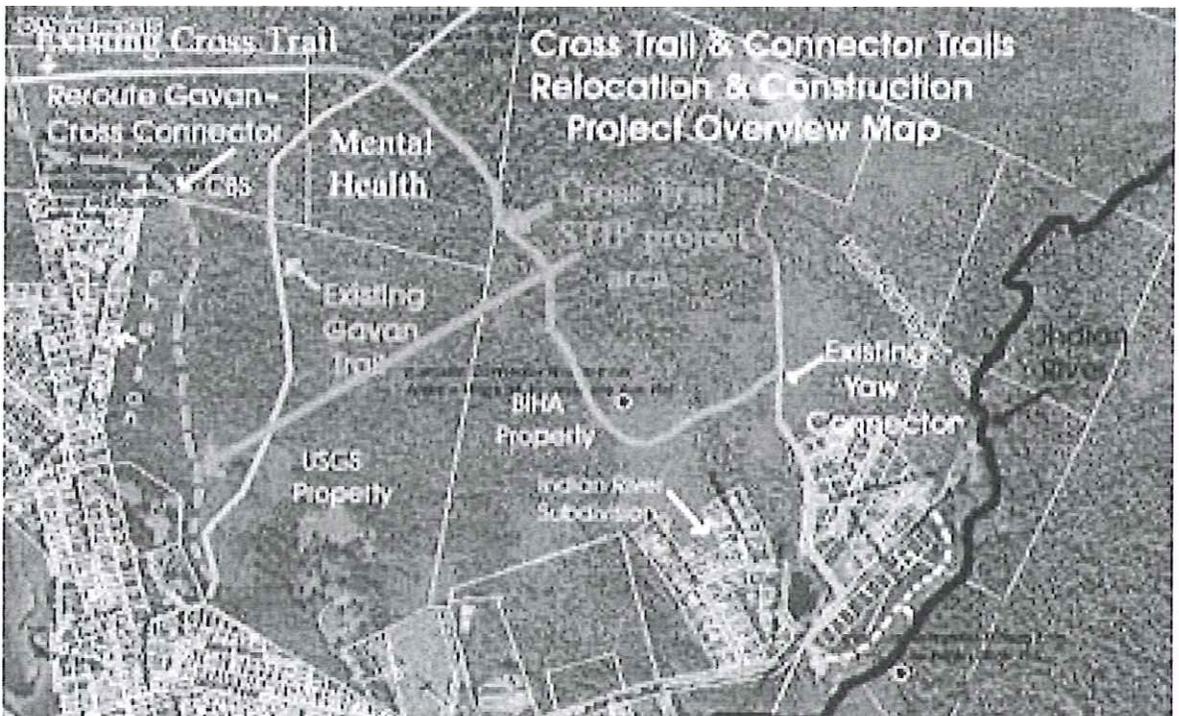
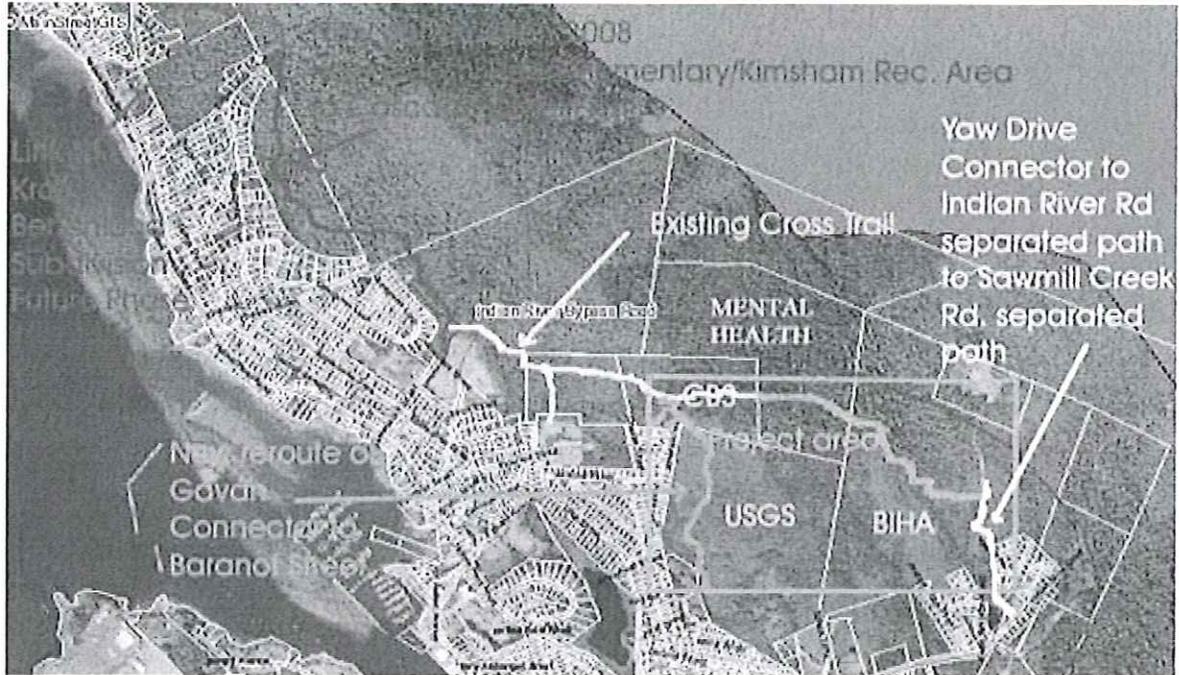
2003 Sitka Trail Plan

- “The Cross Trail extensions will compose a major element of a well integrated alternative transportation system for both pedestrians and bicyclists. This will greatly expand and enhance public opportunities for transportation, exercise and recreation in a safe and aesthetically pleasing environment. Multiple access points along the trail will facilitate use by people living all along its route. One objective of the Sitka Cross Trail project is to upgrade the trail tread over the entire Cross Trail length for use by bicyclists. Several sections of this trail could also be constructed to ADA standards in order to increase accessibility to the trail by more members of the community. The entire proposed Cross Trail route is a designated SEA trail. It will provide an important transportation route for visitors arriving via the Alaska State Ferries. The Cross Trail will allow them to bike or hike to recreation sites, campgrounds and other visitor destinations like the Sitka National Historical Park and the Alaska Raptor Center.

The City and Borough of Sitka Parks and Recreation Committee unanimously voted at their August 7, 2008 meeting “To support Sitka Trail Works submitting a Recreational Trails Grant application for funding the rehabilitation and upgrade of the existing Cross Trail to make it multiuse.”

Resolution of Support from the City and Borough of Sitka Assembly was passed on 9/23/08.

The City and Borough of Sitka is a partner in the MOU for implementation of the Sitka Trail Plan. Trail Plan Projects as well as maintenance issues are of priority. The MOU agreement states: "The MOU process is intended to foster cooperation and communication on a number of issues necessary to achieve the goals of the plan. These issues include, but are not limited to, trail maintenance, trail funding and protection of cultural heritage sites."



STATE OF ALASKA
Department of Transportation
and Public Facilities,
Southeast Region Planning

SEAN PARNELL, GOVERNOR

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June 4, 2010

RE: City & Borough of Sitka Local STIP Project
Local Federal-aid funding match
Cross Trail Construction

Jim Dinley, Administrator
City and Borough of Sitka,
100 Lincoln Street,
Sitka, Alaska 99835

Dear Mr. Dinley:

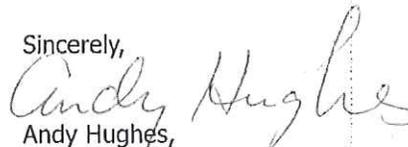
In 2009 the City and Borough of Sitka nominated a number of projects in response for the department's 2009 call for projects to be considered for inclusion in the State Transportation Improvement Program (STIP). The following project received a score sufficient to elevate it for inclusion in the current 2010-13 STIP:

- o Cross Trail Construction – High School to Baranof, Charles, Yaw and Pherson Streets

The purpose of this letter is to request a resolution from the Sitka City and Borough Assembly committing to providing the required local funds for matching the programmed federal-aid to highways funding, including any project cost increases incurred in the development and construction of the project. Department Policy 09.01.040 requires that local government provide the federal-aid highway match for the above project (currently 9.03% of the total cost).

Enclosed is a copy of the project scope, schedule and estimated cost by phase for the above project as currently published in the 2010-13 STIP, which provides an estimate of the amount and years that the matching funds will be required. Following receipt of the resolution, the Department will develop a Project Agreement between the Department and the City and Borough of Sitka. No work will be initiated on a project prior to receipt of local commitment of match funding and the execution of a Project Agreement. Projects for which the local government cannot commit to provision of the match requirement may be postponed or removed from the STIP.

Sincerely,


Andy Hughes,
Regional Planning Chief

cc: Gary L. Davis, Director, SE Region, DOT&PF
Jeff Ottesen, Director, Division of Program Development, DOT&PF
Vic Winters, Preconstruction Engineer, SE Region, DOT&PF
Mike Crabb, Operations Manager, SE Region, DOT&PF

Enclosure: Project page from the 2010-13 STIP

2010-2013 Alaska Statewide Transportation Improvement Program Revision 14 Incorporated

Need ID: 23436 Region: Southeast

Place Name: Sitka

Title:

Cross Trail Construction - High School to Baranof, Charles, Yaw and Pherson Streets

Project Description:

New construction of 5,050 feet of 10ft (on 12ft wide shot rock base) compacted gravel multiuse trail.



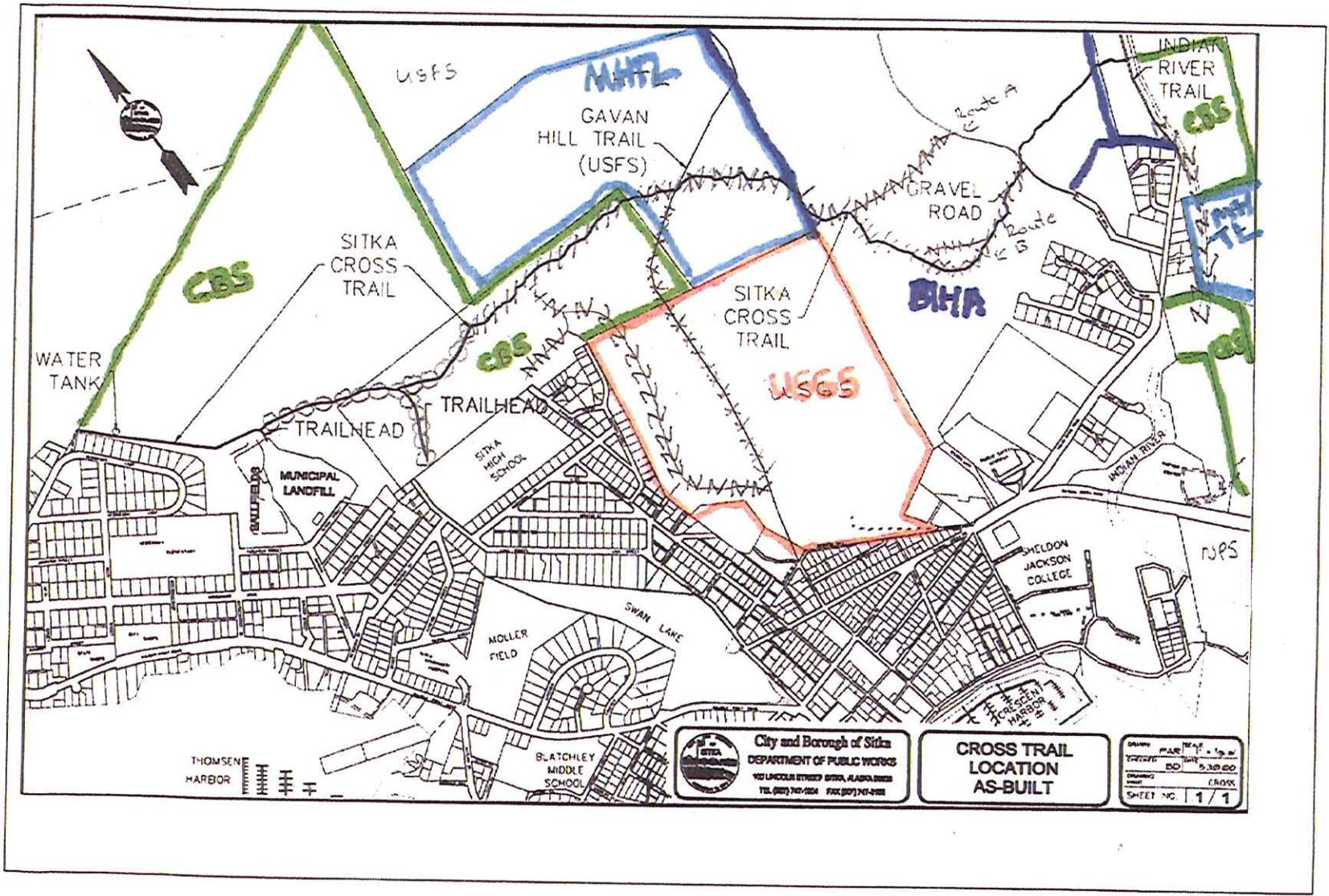
PHASE	FUNDING	FFY10	FFY11	FFY12	FFY13	After FFY13
All amounts x1,000 dollars						
Design	3PF	0.0	4.5	0	0	
Design	TE	0.0	45.5	0	0	
Right of Way	3PF	0	0.5	0	0	
Right of Way	TE	0	4.5	0	0	
Construction	3PF	0	0.0	124.1	0	
Construction	TE	0	0.0	746.9	0	
Totals:		0.0	55.0	871.0	0.0	0.0

<p>Program Type: TRAAK</p> <p>Primary Work:</p> <p>Secondary Work:</p> <p>Special Financial:</p>	<p>Election District(s): 2</p> <p>PEB Score: Criteria: N/A</p> <p>Borough/Census Area: Sitka, City and Borough of</p> <p>Municipal Planning Organization (MPO): non-MPO</p>										
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td>Project Start:</td> <td></td> </tr> <tr> <td>Environmental Clearance:</td> <td></td> </tr> <tr> <td>Construction Funded:</td> <td></td> </tr> <tr> <td>Right of Way Authorized:</td> <td></td> </tr> </table>	Project Status	Year	Project Start:		Environmental Clearance:		Construction Funded:		Right of Way Authorized:		
Project Status	Year										
Project Start:											
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT: Sponsor: City & Borough of Sitka

Pavement Rating: Predominant Functional Class:





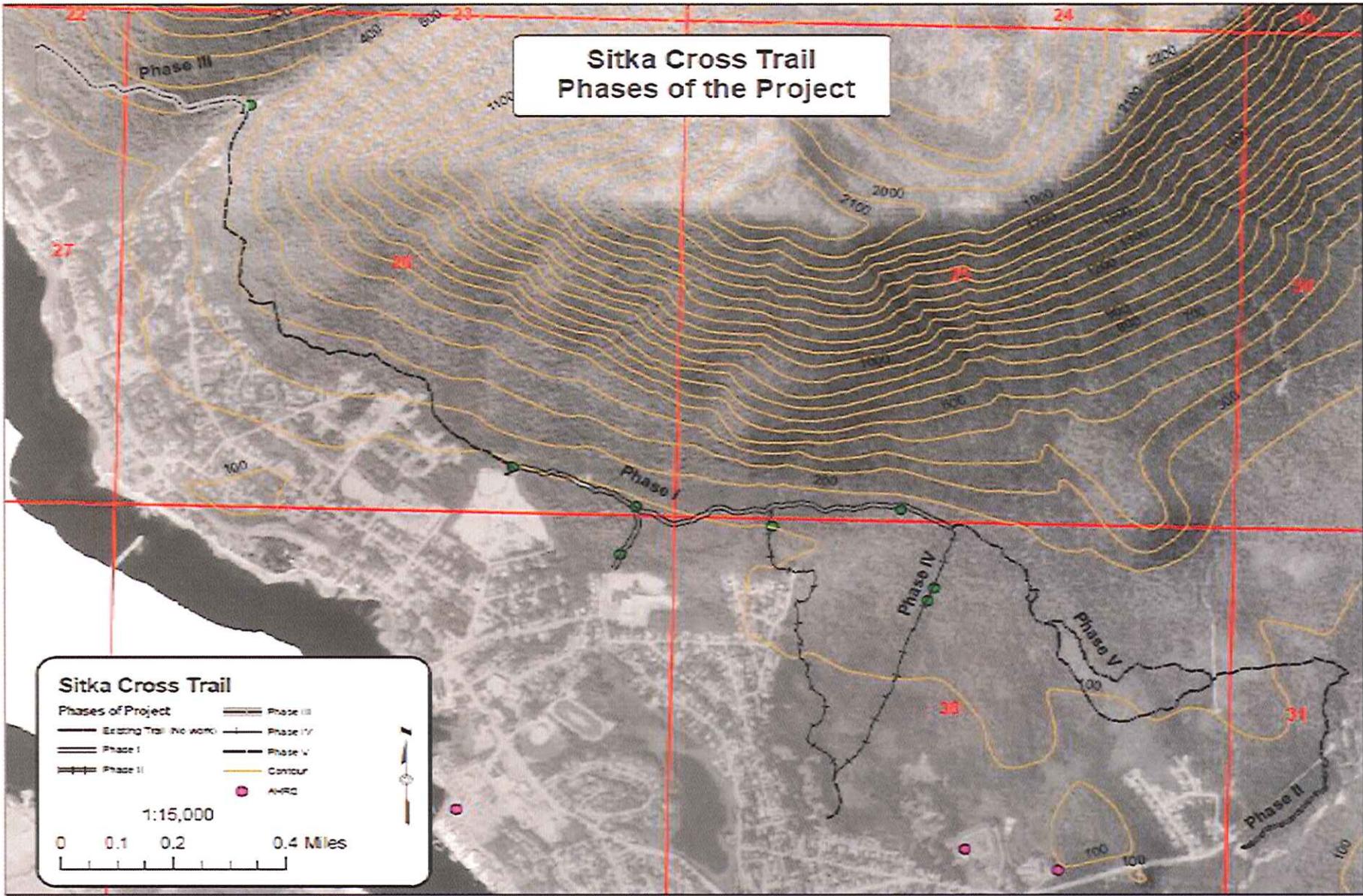
CROSS TRAIL SITE MAP NN NEW //// RECONSTRUCTION OO TRAIL RESURFACE XX ABANDON


City and Borough of Sitka
 DEPARTMENT OF PUBLIC WORKS
 100 LINCOLN STREET SITKA, ALASKA 99801
 TEL. (907) 747-2524 FAX. (907) 747-2122

CROSS TRAIL
LOCATION
AS-BUILT

DRAWN: MAR 1994 BY: J.P.M.
 CHECKED: BO DATE: 5.30.00
 SHEET NO. 1 / 1

Sitka Cross Trail Phases of the Project



RESOLUTION 2010 -34

A RESOLUTION OF THE CITY AND BOROUGH OF SITKA CONCERNING THE SITKA CROSS TRAIL PROJECT, PROVIDING MATCHING FUNDING, AND PROVIDING FOR FUTURE MAINTENANCE

WHEREAS, the Sitka Cross Trail multi-modal trail project is of high priority to the community of Sitka because its proximity to neighborhood subdivisions allows for high levels of multiuse by residents for recreation, transportation and exercise; and

WHEREAS, these improvements will make the trail safer, reduce maintenance, improve area drainage and increase recreational uses of the trail staying consistent with the construction design of the new and rehabilitated Cross Trail Sections; and

WHEREAS, the City and Borough of Sitka Assembly passed Resolution 2009-33, February 2009, in support of the Cross Trail Project on the Statewide Transportation Improvements Program (STIP) ; and

WHEREAS, the Sitka Cross Trail project has qualified for \$842,382 in Federal funding through the Alaska Department of Transportation TRAAK program which requires that the CBS accept ownership of the project, provide 9.03% matching funds and provide for future maintenance of the trail; and

WHEREAS, a recommendation to commit CBS funds and/or other grant matching funds for the Cross Trail project was supported by the Parks and Recreation Committee on June 3, 2010; and

WHEREAS, the City and Borough of Sitka is providing \$5,000 in matching funds to begin the Design phase of the project; and

WHEREAS, Sitka Trail Works will provide \$38,000 of the match requirement; and

WHEREAS, an appropriation request is being submitted to the Alaska State Legislature for the remainder of the match;

THEREFORE, BE IT RESOLVED, that the Assembly of the City and Borough of Sitka, Alaska, accepts this project, authorizes the Administrator to enter into agreements the Alaska State Department of Transportation, commits to meeting the matching funds requirement and will provide for future maintenance needs of the trail.

PASSED, APPROVED, AND ADOPTED by the Assembly of the City and Borough of Sitka, Alaska on this 14th day of December 2010.

ATTEST Sara Peterson
Sara Peterson
Acting Municipal Clerk

Cheryl Westover
Cheryl Westover, Mayor



Sitka Trail Works, Inc

801 Halibut Point Road, Sitka AK 99835

Phone: 747- 7244 email: trail@gci.net

Deborah A. Lyons, Executive Director

March 29, 2011

Dear Mayor Westover, Assembly Members of the City and Borough of Sitka, and Municipal Administrator Mr. James Dinley,

Sitka Trail Works Board of Directors is very pleased to inform you that we have been notified by the Rasmuson Foundation of an \$18,000 capital grant award for the Sitka Cross Trail TRAAK project. Please see the attached letter from President Diane Kaplan.

These grant funds will be applied to Resolution 2010-34 "A Resolution of the City and Borough of Sitka Concerning the Sitka Cross Trail Project, Providing Matching Funding, and Providing for Future Maintenance." The Sitka Cross Trail multiuse pathway has qualified for \$842,382 in Federal funding through the AK DOT STIP TRAAK program and Sitka has been challenged to supply a \$83,618 nonfederal match. The Resolution is attached for reference.

Sitka Trail Works has launched the capital campaign to raise the additional \$20,000 commitment to the match. Local resident Dick Dapcevich has led the way with a generous \$5,000 donation in memory of his wife Georgina. Our spring 2011 newsletter, "On the Paper Trail" features the capital campaign appeal and is being sent out to all registered voter households. The newsletter is also attached for your review.

We fully expect to achieve our Cross Trail Capital Campaign fundraising goal by June 1st 2011 and will present a check to the Assembly for the full \$38,000 at that time.

Thank you for submitting a Legislative Appropriations request for the remainder of the match, Resolution 2010-32 attached. We hope our efforts to raise these funds locally, and with the support of the Rasmuson Foundation, will help demonstrate the importance of the project to the community of Sitka.

Yours Truly,

Brian Hanson

Brian Hanson
President, Sitka Trail Works, Inc.

CC: Senator Bert Stedman, Representative Peggy Wilson

Attachments

- CBS Resolution 2010-32
- CBS Resolution 2010-34
- Rasmuson Foundation, Notification of Award
- Volume 9, Issue 1 "On the Paper Trail"

Revised STIP Proposal Sitka Cross Trail

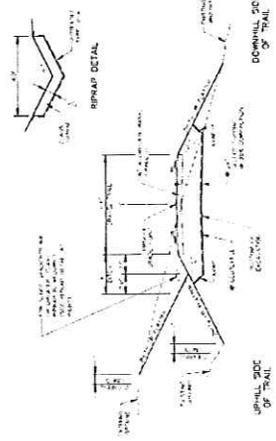


All distances and locations are approximate and do not constitute a cadastral survey. Lot lines and property boundaries are not shown. Linear distances are not to be used to calculate final quantities. Map shows proposed and existing trails.

SITKA TRAIL WORKS
801 Halibut Point Road
Sitka, AK 99835
(907)747-7244
ttrail@gcl.net
Deborah A. Lyons - Exec. Dir.

Map created: Jan 26, 2011
B Anderson - STW
Revised: Jan 27, 2011

Proposed Typical Section of Trail



Approximate Distances Table	Ln Ft
Yaw TH to CBS Boundary (New)	2470
Yaw TH to CBS Boundary (Reconstruct)	2251
Pherson TH to Cross Trail (New)	768