



Parks and Recreation Committee Agenda

Tuesday, October 10, 2023 12:00 PM

Harrigan Centennial Hall, 330 Harbor Drive

Members: Chair – James Poulson, Ben Hughey, Brandon Marx
Rich Krupa, Katherine Prussia, Steve Black
Assembly Liaison: Crystal Duncan

I. CALL TO ORDER

II. ROLL CALL

III. AGENDA CHANGES

IV. APPROVAL OF MINUTES

V. REPORTS

Chair:

Members:

City Staff:

Assembly Liaison:

Other(s): Sitka Trail Works

VI. PERSONS TO BE HEARD (For items OFF the agenda - not to exceed 3 minutes)

VII. UNFINISHED BUSINESS

VIII. NEW BUSINESS

A. Sitka Trail Plan

IX. PERSONS TO BE HEARD (For items ON or OFF the agenda – not to exceed 3 minutes)

X. ADJOURNMENT

XI. Agenda items for the next regular meeting of November 14, 2023, at noon, Harrigan Centennial Hall



SITKA TRAIL WORKS

MEMORANDUM

To: Sitka Parks and Recreation Committee
From: Sitka Trail Works, Inc
Date: October 6, 2023
Subject: Draft 2023 Sitka Trail Plan available for review and approval
CC: Public Works and Planning Department

Over the past two years, Sitka Trail Works has led a collaborative, community-wide process to develop a new guiding vision for the maintenance and development of our multi-jurisdictional trail system.

The new Sitka Trail Plan is built from the input of thousands of public comments from Sitkans, the dedicated effort of the Trail Plan Committee, and consistent oversight by public land managers, including feedback from CBS Public Works and Planning staff.

The full plan is over 100 pages and is available for download at sitkatrailworks.org/2023-trail-plan/

This Plan is a direct descendant of the landmark 2003 Sitka Trail Plan and owes much of its structure and content to the work of those original planners. The tremendous success of that first collaborative planning document is shown on the ground, in the form of trails that cross jurisdictions and connect Sitkans from neighborhoods to outdoor destinations. Sitka Trail Works seeks to continue this success through a reinvigorated direction for maintaining, developing, and promoting Sitka's trails. Through partnerships with Sitka Trail Works, public agencies can leverage volunteerism, private philanthropy and grants, in-kind trail expertise, and shared maintenance resources, delivering the myriad public benefits of a diverse trail system at a lower cost.

To most effectively facilitate future collaboration, Sitka Trail Works is seeking a resolution of support from the Sitka Parks and Recreation Committee and the City & Borough Assembly. The resolution should allow the City Administrator to sign an MOU with other land management agencies, following the successful model of the 2003 Trail Plan.

The 2023 Sitka Trail Plan focuses on the greater Sitka area, the entire City and Borough of Sitka on Baranof, Kruzof, southern Chichagof and outlying islands, encompassing over 50 formal trails. The Sitka Trail Plan calls for 13 new trails and 11 trail reconstructions. The Plan also includes recommendations for policy, programming, and infrastructure to enhance outdoor recreation in Sitka.

Executive Summary

The 2023 Sitka Trail Plan focuses on the greater Sitka area, the entire City and Borough of Sitka on Baranof, Kruzof, southern Chichagof and outlying islands, encompassing over 50 formal trails. The Sitka Trail Plan calls for 13 new trails and 11 trail reconstructions. The Plan also includes recommendations for policy, programming, and infrastructure to enhance outdoor recreation in Sitka.

This Plan is based on the 2003 Sitka Trail Plan, which had considerable success in expanding and diversifying the trail network, creating some of Sitka’s most popular outdoor destinations. The previous plan proposed 13 trail reconstructions, and 11 of them were at least partially completed. Additionally, 22 new trails were proposed, and half of these projects were fully or partially completed, resulting in the construction of over 18 miles of new trails. The new infrastructure, largely funded by federal grants, has greatly benefited the community by improving public health, promoting economic development, and enhancing overall quality of life. Millions of dollars in federal grants have

helped to stimulate the local economy through increased wages and spending, while the new trails have created business opportunities for local guiding companies and attracted more visitors to Sitka.

This new Trail Plan comes at an opportune time with the recent surge in federal infrastructure spending. With well-researched, concrete trail proposals ready to present to public and private investors, Sitka can leverage upcoming grant opportunities for community development.

The town of Sitka (est. population 8,000) is a small island community surrounded by rainforest. Residents live close to the land, with far higher rates of outdoor recreation and subsistence harvesting than national averages. Given this affinity, and the limited road system, infrastructure to better access public lands commands exceptionally high levels of public support. A community survey garnered responses from over ten percent of the adult population, which helped inform and guide this 2023 Sitka Trail Plan.

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TABLE OF ACRONYMS

- City and Borough of Sitka
CBS
- United States Department of Agriculture Forest Service
USDA FS
- Southeast Alaska Land Trust
SEALT
- Federal Energy Regulatory Commission
FERC
- Sitka Community Land Trust
SCLT
- Alaska Department of Natural Resources Division of Parks and Outdoor Recreation
DNR
- Alaska Dept. of Transportation and Public Facilities
DOT&PF
- National Environmental Policy Act
NEPA
- Shee Atiká, Incorporated
SAI
- Halibut Point Road
HPR
- Sawmill Creek Road
SMC

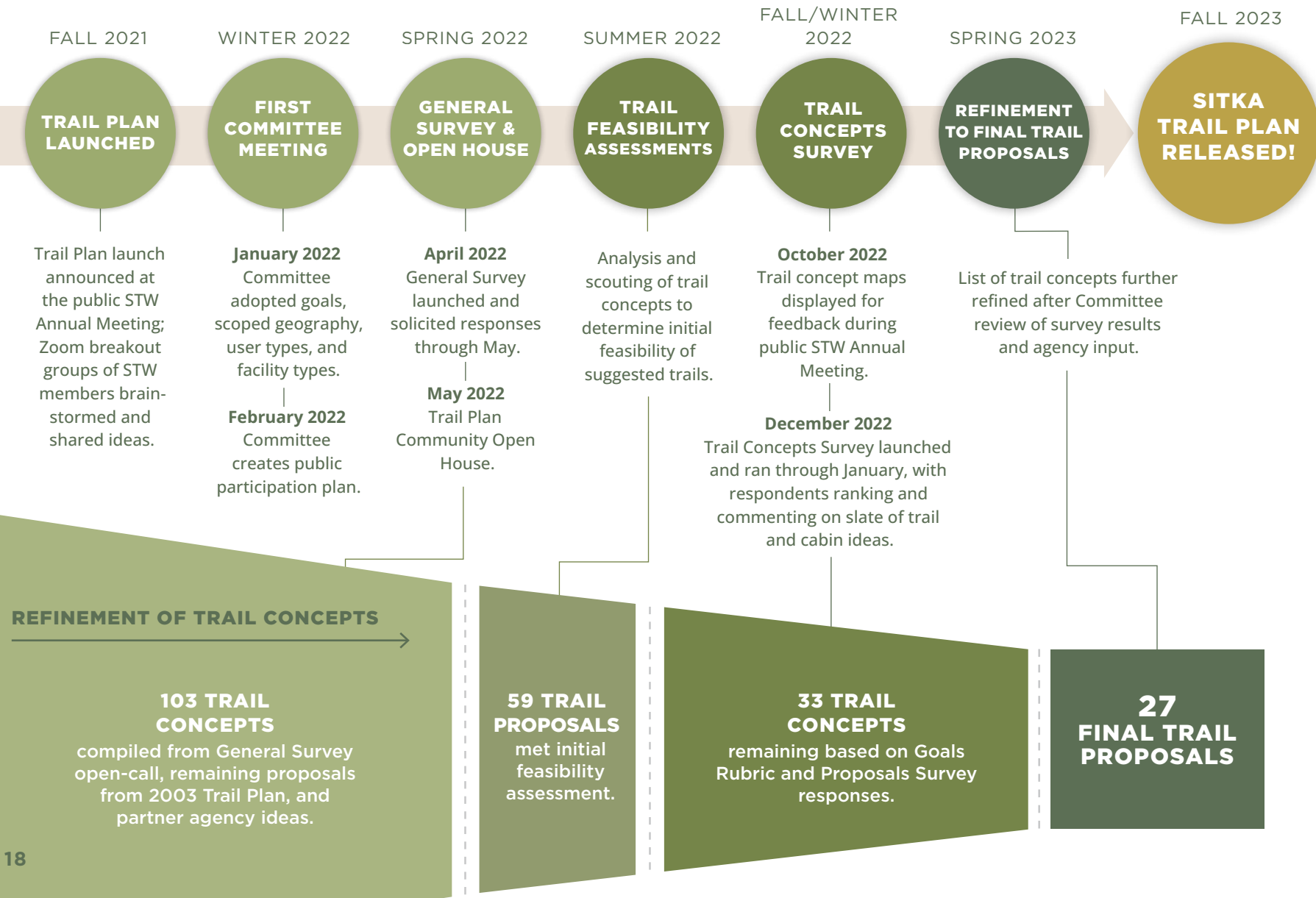
Project List / Reconstruction

TRAIL PROJECT	PAGE	LENGTH	ESTIMATED COST	RESPONSIBLE AGENCIES & PROJECT PARTNERS
Cross Trail to Kaasda Héen (Indian River)	36	0.3 mile	\$187,462	USDA FS, CBS
Gavan Hill Reroute	38	2.1 miles	\$1,579,907	USDA FS, CBS
Upper Cross Trail	40	1.2 miles	\$459,914	CBS, USDA FS
Verstovia Reroute	42	0.75 mile	\$427,450	USDA FS, CBS
Fort Rousseau Causeway	44	1.5 miles	Not Available	DNR
Mosquito Cove	46	1.5 miles	\$336,177	CBS
Medvejie Lake Trailhead Reroute	48	0.2 mile	\$167,383	CBS
Sealion Cove	50	2.5 miles	\$589,352	DNR
Lake Suloia	52	0.65 mile	\$69,403	CBS, FERC
Baranof Lake & Grotto Trail	54	0.5 mile	\$292,452	CBS, USDA FS
Port Alexander Trails	56	1.6 miles	\$5,529,154	DNR, Municipality, Private Landowners

Project List / New Development

TRAIL PROJECT	PAGE	LENGTH	ESTIMATED COST	RESPONSIBLE AGENCIES & PROJECT PARTNERS
North Swan Lake Connector	58	0.2 mile	\$630,351	CBS
Sitka High 5K Loop	60	0.7 mile	\$964,571	CBS, Sitka School District
Kaasda Héen Underpass & Flume Trail	62	0.25 mile	\$504,811	DOT&PF, NPS, SEALT, SSSC
Price-Hillside Neighborhood Connector	64	0.1 mile	\$1,255,578	CBS
Mills Street Land Trust Connector	66	0.05 mile	\$43,436	CBS, SCLT
Halibut Point Road Improvements	68	4.9 miles	\$30,869,540	DOT&PF, CBS
Starrigavan Recreation Enhancements	70	Not Available	Not Available	USDA FS, CBS
Starrigavan Ridge Trail	72	3.8 miles	\$2,464,941	USDA FS, CBS
Eagle Dip Lake	74	1.4 miles	\$1,216,324	USDA FS
South Fork Starrigavan to Harbor Trail	76	2.7 miles	\$1,682,146	USDA FS
Harbor Mountain Lookout Tower Trail	78	0.1 mile	\$221,433	USDA FS
Lucky Chance Historic Trail	80	9 miles	\$3,426,857	USDA FS, CBS, FERC
South Sitka Sound Coastal Trail	82	21 miles	\$16,804,763	USDA FS, CBS, State of Alaska
Marine Trails	84	Not Available	Not Available	USDA FS, CBS, State of Alaska
Cabin Network	85	Not Available	Not Available	USDA FS, CBS, State Parks

Planning Process & Outreach Timeline



The Committee pursued both formal and informal methods to gather ideas, feedback, and concerns from the public. Informal engagement included informational interviews with community members and project partners. Formal touch points included two public surveys and two open house meetings at Centennial Hall. Learnings from all public engagement efforts were used to (1) compile all initial trail & cabin ideas (2) alter or eliminate proposed trail designs and (3) prioritize between

proposed trails and cabins. Below is a review of the two public surveys launched in the community.

The advantages of the internet and social media allowed far greater public engagement than the 2003 Trail Plan. However, the increased public attention can also be attributed to the growth in trail users after the significant expansion in the trail network in the last two decades.

> Public Surveys

	2022 GENERAL SURVEY	2023 TRAIL CONCEPTS SURVEY
SURVEY GOAL	To understand community priorities for engaging with outdoor recreation infrastructure and gather new trail development and maintenance ideas.	To assess level of community benefit and relative priority between 25 trail proposals and gather detailed feedback and concerns on initial geographic route designs.
DATES RAN	April 8, 2022 – May 31, 2022	December 9, 2022 – February 1, 2023
SAMPLE SIZE	787 responses	567 responses
SAMPLE TYPE	Convenience Sample (open to all)	Convenience Sample (open to all)
OUTREACH METHODS	Local print & radio news, flyers, social media advertising, paper copies of survey at library	Local print & radio news, flyers, social media
SURVEY WRITING PARTNERS	Trail Plan Committee, Forest Service Recreation Staff, Public Land Managers, McKinley Research Group	Trail Plan Committee

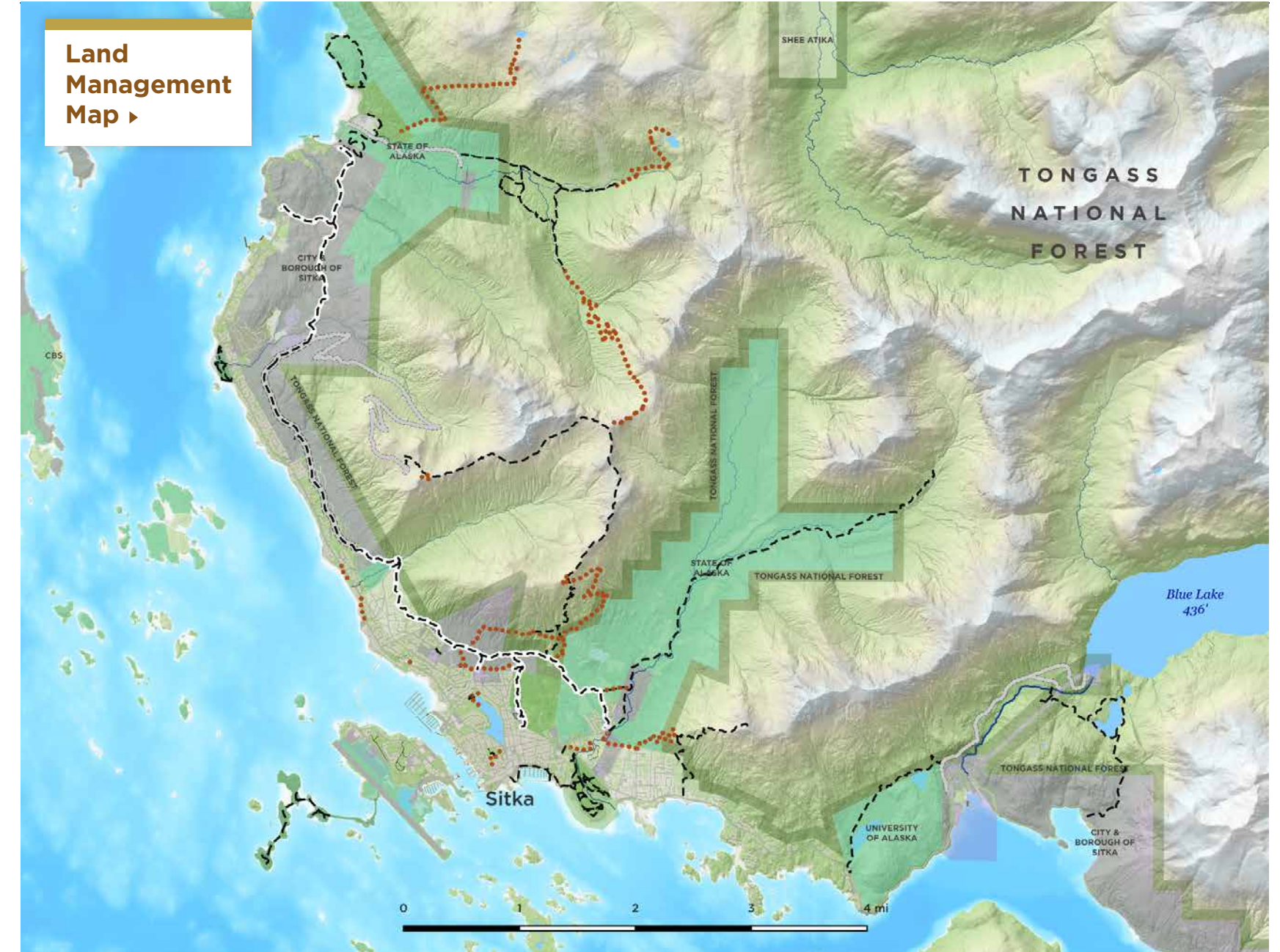
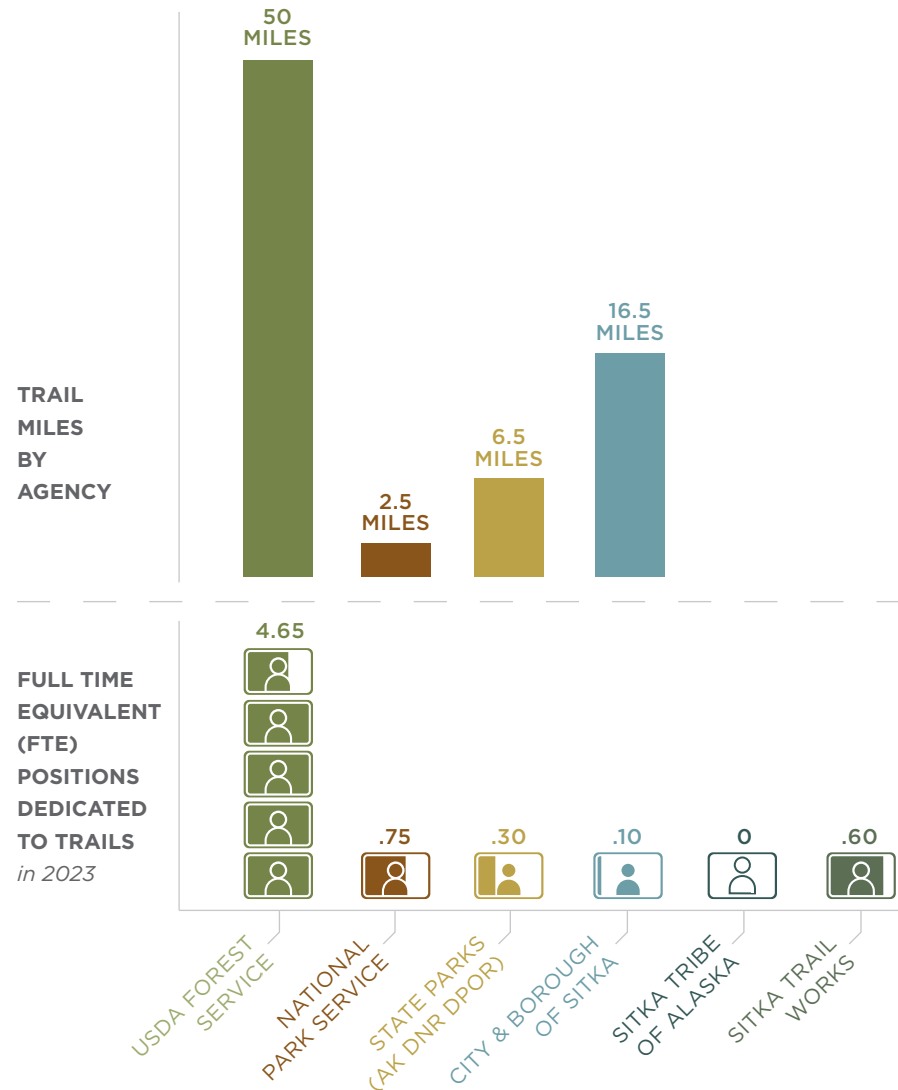
projects, and planning. Southeast Alaska Independent Living (SAIL) provides resources and programming to empower people with disabilities to live, work, and play outdoors. For years, the Sitka chapter of the Rotary Club has invested significant resources and volunteer hours into the maintenance and improvement of the City-owned Goddard Hot Springs.

Whether affiliated with an organization or not, local volunteers can significantly aid in public trail maintenance, as long as Sitka Trail Works and agencies dedicate sufficient capacity toward coordination. Several local institutions are well suited to recruiting and facilitating volunteerism, like AmeriCorps, the Jesuit Volunteer Corps, the Student Conservation Association, or local schools. Outer Coast College emphasizes service as a key part of their curriculum, and Outer Coast students provide a strong base of volunteer power for the Sitka community each semester.

Sitka Trail Works created a Trail Condition Rubric in collaboration with the City of Sitka to identify the Miles of Trail by Condition grading metric for each public land manager. This identification aims to establish a standard way to measure trail quality among all land managers, which allows Sitka Trail Works to better analyze and communicate the needs of Sitka's entire trail system. For the purposes of this planning process, the rubric was applied as an estimated average across the length of a trail to convey a rough sense of each agency's maintenance needs. Applying grades to smaller segments of the trail would provide higher precision data.

Total Trail Network

54 TRAILS **78** MILES OF TRAIL





City & Borough of Sitka

Mission: The mission of the City and Borough of Sitka Public Works Department is to provide, control, and maintain reliable and cost-effective public works facilities and systems in a manner that emphasizes customer satisfaction, public service, and the long-term best interest of the community.

Acres of Public Land **109**
Miles of Trail **16.5**

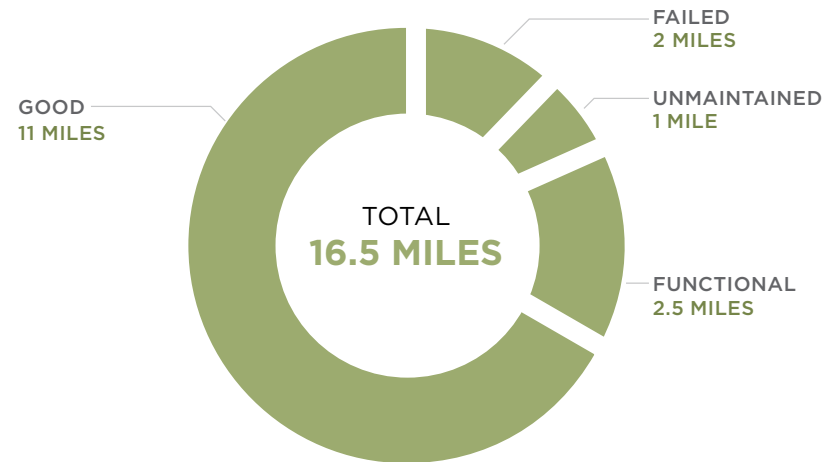
For a small municipality, the City of Sitka manages an enormous amount of public land. When the Parks & Recreation department was subsumed within the Public Works department in 2015, staffing dedicated to trail maintenance was significantly reduced. The Assembly reestablished a Parks & Recreation staff position in fiscal year 2023, but the role has largely been focused on providing recreation programming formerly provided by Community Schools. The Sitka Parks & Recreation Committee, an Assembly appointed body of volunteers, received monthly updates on the Trail Plan throughout the planning process. Public Works staff reviewed and provided feedback on project selection on several occasions through the process. The Committee has a planning document in progress that would outline a vision for key park facilities, complementing recommendations from this Trail Plan.

> Capacity & Challenges

Public Works maintenance staff are responsible for all open space, fields, grounds, and buildings—a large portfolio including far more than trail maintenance. The upkeep of public buildings is generally prioritized over trail maintenance.

In addition to the projects identified here, major bridge replacements are needed on the Thimbleberry and Herring Cove trails. At each trail, bridges will be nearing the end of their lifespans soon, and their failure would result in loss of access to beloved segments of trail.

> Miles of Trail by Condition



> Projects on City & Borough Lands

TRAIL PROJECT	PAGE	PROJECT TYPE	LENGTH	ESTIMATED COST	PARTNERS
Cross Trail to Kaasda Héen (Indian River)	36	Reconstruction	0.3 mile	\$187,462	USDA FS, CBS
Medvejie Lake Trailhead Reroute	48	Reconstruction	0.2 miles	\$167,383	CBS, USDA FS, NSRAA, FERC
Baranof Lake & Grotto Trail	54	Reconstruction	0.5 miles	\$292,452	USDA FS, CBS, Baranof Property Owners Association, Inc (BPOA)
Halibut Point Road Improvements	68	New	4.9 miles	\$30,869,540	DOT&PF, CBS
Price-Hillside Neighborhood Connector	64	New	0.1 mile	\$1,255,578	CBS
Mills Street Land Trust Connector	66	New	0.05 mile	\$43,436	CBS, SCLT
Sitka High 5K Loop	60	New	0.7 mile	\$964,571	CBS, SSD
North Swan Lake Connector	58	New	0.2 mile	\$630,351	CBS

Reconstruct Cross Trail to Kaasda Héen (Indian River)

Reroute Length	0.3 mile
Trail Surface	Gravel

> Project Description

The short segment of the Cross Trail from Yaw Drive to the Indian River (Kaasda Héen) Trail is the only portion that has not been upgraded to modern standards. The narrow pathway constructed directly on the muskeg is subsiding, frequently leaving long stretches of the tread completely under water. In addition, stairs and other trail structures built into the route are beginning to fail and need to be replaced. These issues result in a higher ongoing maintenance burden which could be addressed by a reconstruction.

Since this segment of the Cross Trail intersects with the single-track footpath along Kaasda Héen, it should not be rebuilt to the same eight-foot profile of the rest of the trail. Instead, keeping the trail at a narrower width and tapering down as it approaches the riverside intersection, provides a more cohesive experience.

> Public Needs Met

This project is an investment in taking care of existing infrastructure and was requested by the City of Sitka. A reconstruction will reduce the need for future maintenance. Revamping this segment of the Cross Trail will

improve accessibility, providing more community members the opportunity to walk the loop created by the intersecting trails.

> Planning & Design

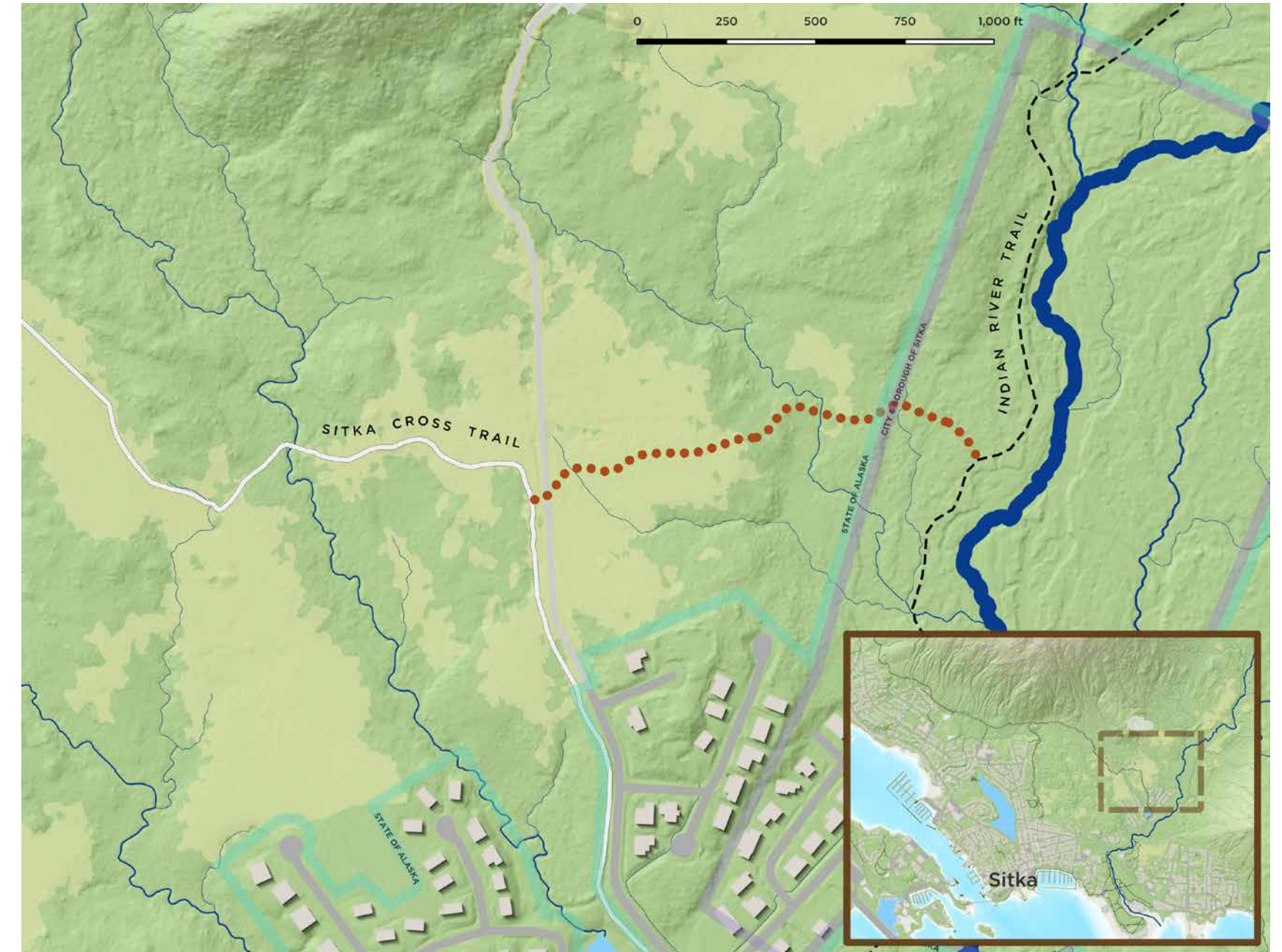
Before reconstruction, a final design standard width needs to be determined. Efficiently reconstructing this route with machinery would necessitate a small reroute to use lower grades in the steep section currently constructed with stairs. However, the current route with stairs provides a barrier to bicycles around the walking only Kaasda Héen Trail. Decisions on an approach to user management are needed before final design.

> Responsible Agency & Participants

Forest Service, City & Borough of Sitka

> Cost Estimate

ITEMS	TOTAL
Planning, Design, Admin, Permits	\$7,126
Tread	\$130,785
Crossings	\$23,600
Signs & Information	\$1,500
Unaccounted Items	\$24,452
Total Project Cost	\$187,462



Medvejie Lake Trailhead Reroute

Reroute Length	1000 feet
Trail Length	0.2 mile
Trail Surface	Gravel, natural

> Project Description

Maintaining and improving access to the Medvejie Lake Trail is a priority to allow Sitkans to enjoy the spectacular scenery of this pocket of central Baranof Island. A flood in the fall of 2020 washed out the log that had been serving as a bridge to the start of the trail, requiring hikers to now ford an occasionally deep and fast stream or walk upstream to hop between slick rocks. A reroute of the beginning of the trail could keep hikers on the north side of the stream for the entirety of the route to mitigate the hazardous crossing and avoid the nuisance of visitors wandering through the hatchery grounds. This reroute would require the clearing of a small trailhead, ideally with a small kiosk and a bike rack.

> Public Needs Met

This priority responds to the public demand for challenging day hikes and backcountry access and offers a unique experience. The trail connects with spectacular backcountry backpacking further up the valley at Camp Lake. The upper valley is known for outstanding “Yosemite-like” geology. As the beginning of the mountaineering route across Baranof Island, the trail provides an experience of adventure and solitude not offered in closer to town trails. The difficult-to-find trailhead and risky

stream crossing impedes some users, so improvements would increase safety and access.

> Planning & Design

The majority of the Medvejie Valley is an active avalanche and landslide zone, making sustainable trail design challenging. With limited maintenance capacity at the City and Borough of Sitka, identifying a durable route and design is paramount. Without NSRAA staff performing volunteer trail maintenance over the years, the trail would have become unusable due to frequent blowdown. The route to Camp Lake should be kept as minimally developed and rustic, as specified in 2003 Plan, to maintain the wild character of the area. Competent mineral soils in the upper Valley will hold an undeveloped trail with minimal erosion. Camping pads could be installed at Camp Lake only if needed to prevent erosion.

> Responsible Agency & Participants

City & Borough of Sitka, Forest Service, Northern Southeast Regional Aquaculture Association, Federal Energy Regulatory Commission

> Cost Estimate

ITEMS	TOTAL
Planning, Design, Admin, Permits	\$16,023
Tread	\$61,995
Crossings	\$11,800
Amenities	\$43,552
Signs & Information	\$1,800
Trailhead	\$10,380
Unaccounted Items	\$21,833
Total Project Cost	\$167,383



Chapter 5 / New Development: Enhancing the Network

North Swan Lake Connector

> Project Description

Swan Lake is a large municipal park in Sitka with a mostly forested fringe and spectacular views of surrounding peaks. However, the lack of developed access reduces its use. The small peninsula off Lake Street has no buffer from the road, lacks parking, and fails to provide an immersive nature experience that the lake could offer. When frozen, Swan Lake brings out hundreds of residents to ice skate, play hockey, and socialize.

The project seeks to establish an additional lake access point, via a short connector trail from Moller Field to Lake Street, all on municipal land. The new trail could connect to the Path of Hope or pass by underneath. While the north and south ends of the lake shore are public, private residents own the northeast and northwest banks, with private property extending into the lake. If property owners were willing to sell easements along the Lake's shore, a full loop trail of Swan Lake could be developed.

> Public Needs Met

This project proposes expanding access to an underused central public park. Enhancing access will provide residents with a nearby destination for immersion in nature, a new walking route for exercise, and safer access for children in winter. A more fully developed trail around Swan Lake, or at least at its southern end, could provide seniors and people

with disabilities an accessible way to experience the natural beauty and wildlife of the lake. Developing Swan Lake into a destination would also help with visitor dispersal, reducing downtown summer congestion.

This plan would provide a walking path between Lower Moller Avenue and Lake Street. Connecting these streets would aid those walking to Sitka High School from Moller Avenue. Installing a boardwalk around the North end of Swan Lake would incorporate an unused segment of the public park. The new dock would provide a safer alternative for winter access to Swan Lake than the small park along Lake Street because it includes parking and does not require users to cross a busy street.

> Planning & Design

The City holds some preliminary plans for the project. Construction of a boardwalk over a wetland and Swan Lake's open water will be expensive. The trail design should aim to ensure privacy of adjacent homeowners while protecting the aesthetic experience of the Path of Hope. Construction of the route may require helical pilings or a pounded galvanized pipe substructure to reduce costs. Survey feedback suggested greater support for a full lake boardwalk loop, but that project was not scoped in this plan as it would require private property owners' support.

> Responsible Agency & Participants

City & Borough of Sitka



Sitka High 5K Loop

New Construction Length	0.7 mile
Difficulty Level	Easy
Trail Surface	Gravel

> Project Description

Sitka lacks a 5-kilometer course that adheres to the National Federation of State High School Associations’ (NFHS) standards so cannot host statewide competitions in cross country and track. Regional competitions hosted in Sitka are reliant on using the National Park trails, which fall short of 5 kilometers, requiring the route to go up the road towards the Science Center. The trails in the park as well as the road to the Science Center are heavily trafficked by cruise passengers and tour buses, making the route dangerous for the high school students.

This proposal incorporates segments of the Cross Trail to construct a regulation 5K course. It will also improve access from surrounding neighborhoods to the school and the Cross Trail. Increased accessibility would aid tsunami evacuation and Performing Arts Center attendants as well as reduce parking needs during school events.

> Public Needs Met

The 2022 Trail Survey determined easy loop trails were the second most in-demand type of trail. This project serves to address the specific need for a 5k route, as well as the broader hiking interests of the public. Not only would it provide additional hiking options, but it would tie into the Cross Trail which is the most frequently used trail in town. This location

would also be ideal for reducing current user conflict between runners and tourists visiting Sitka during peak season.

> Planning & Design

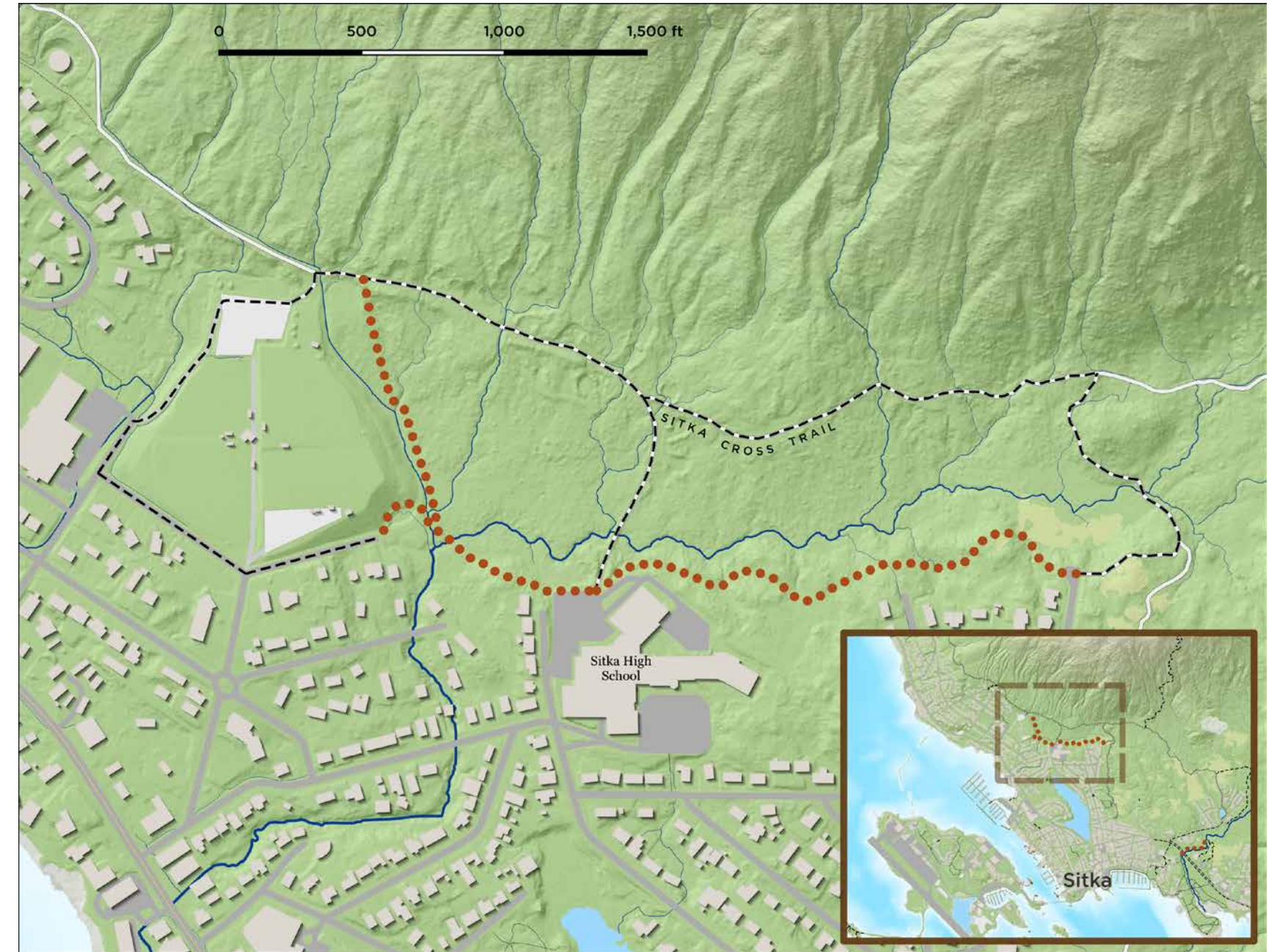
Construction of the proposed route would require negotiation of wetland areas, as its current path would cross a muskeg. A drainage crossing would need to be considered and mitigated. The final design would need to ensure exact distances meet cross-country route specifications. The trail design should seek to ensure proper privacy of homeowners in the area. Trail design should proceed in close coordination with CBS Planning to ensure compatibility with potential housing development in the area.

> Responsible Agency & Participants

City & Borough of Sitka, Sitka School District

> Cost Estimate

ITEMS	TOTAL
Planning, Design, Admin, Permits	\$57,377
Tread	\$665,280
Crossings	\$94,800
Amenities	\$16,000
Signs and Information	\$5,300
Unaccounted Items	\$125,814
Total Project Cost	\$964,571



Kaasda Héen Underpass and Flume Trail

New Construction Length	0.25 mile
Difficulty Level	Easy
Trail Surface	Gravel

> Project Description

Opening access to one of the most beautiful sections of Kaasda Héen (Indian River) would provide a vital pedestrian linkage in the heart of Sitka’s transportation system. Taking advantage of the natural underpass below the Sawmill Creek Bridge is the lowest risk path to cross the highway, with significant co-benefits of creating attractive outdoor space and better connecting the trail system. This proposal would formalize existing public access along the Flume pipeline path and construct a pedestrian highway underpass with connection ramps to the Riverview Trail, the SMC multi-use pathway, and the north sidewalk.

> Public Needs Met

An underpass facility was recommended in the CBS 2002 Non-Motorized Transportation Plan and the 2003 Sitka Trail Plan. Collision risk is increasing as growing numbers of tourists cross Sawmill Creek Road illegally from the National Park to the Raptor Center, drawing more agency attention.¹⁸ An underpass may not alleviate all illegal crossings but would provide an attractive and safe alternative. Before design, a hydrological study of infrastructure impacts, incorporating the Riverview trail bridge, would be needed to ensure no adverse downstream changes in the National Park.

Clear signage prohibiting bicycle riding on the underpass and National Park would be posted at trail entrances.

> Planning & Design

Tread construction along the Flume would need to ensure safety of the Sitka Sound Science Center’s water supply pipeline. Additionally, formalizing the trail must concentrate public use on the existing footprint to reduce traffic elsewhere on the Southeast Alaska Land Trust’s conservation easement. The northern access would need to maintain privacy of Sitka Counseling’s supportive housing on Flume Circle. A maintenance and management plan would need to identify responsible parties for each segment before proceeding.

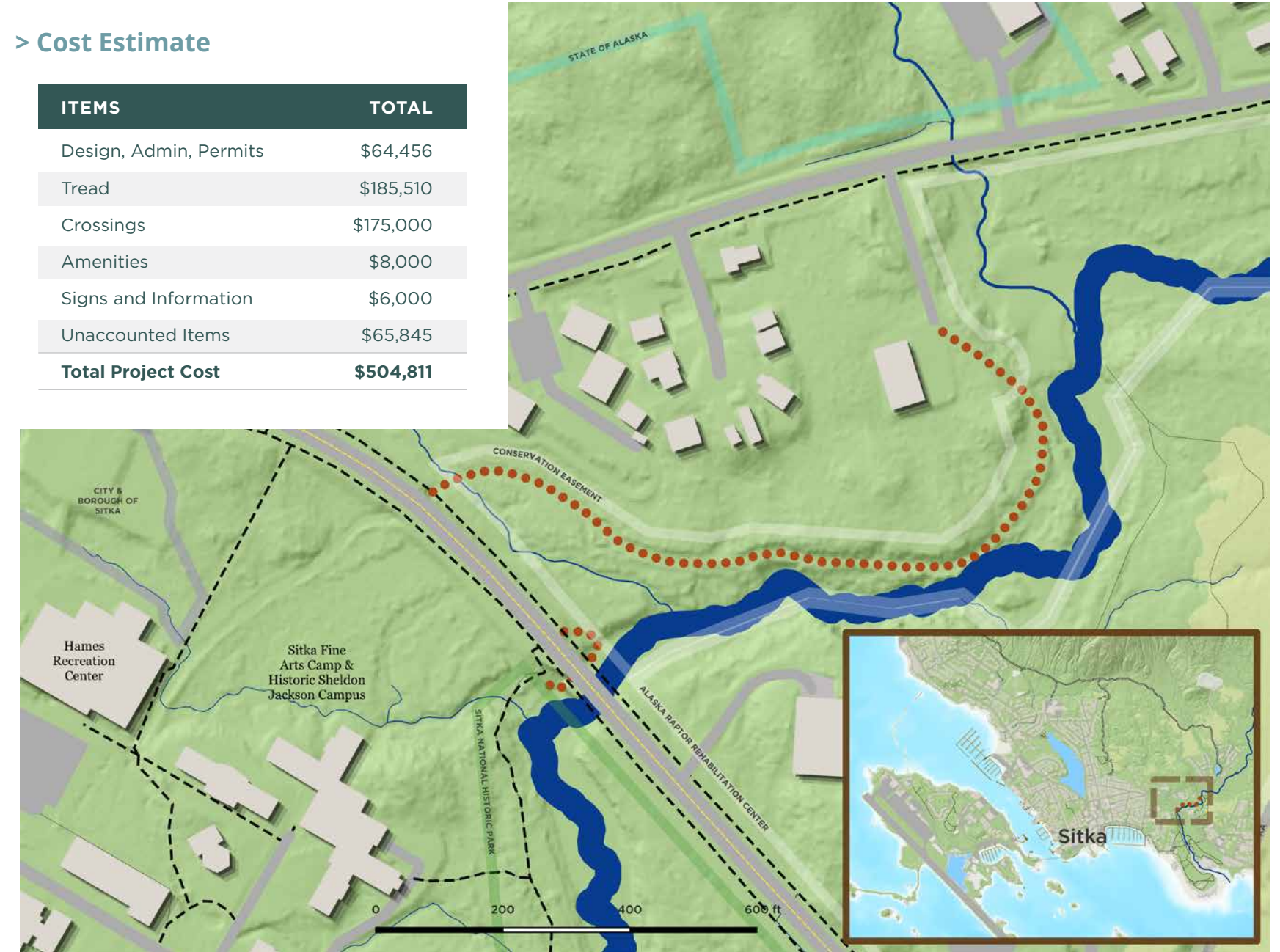
> Responsible Agency & Participants

Land Managers	Alaska Department of Transportation, National Park Service, Southeast Alaska Land Trust
Adjacent Landowners	Alaska Raptor Center, Sitka Fine Arts Camp, Sitka Sound Science Center, Sitka Counseling, Baranof Island Housing Authority
Other Participants	STA, Indian River Watershed Working Group

¹⁸ 2018, the National Park Service and the US DOT Federal Highway Administration published “Sawmill Creek Road Transportation Corridor Assessment.”

> Cost Estimate

ITEMS	TOTAL
Design, Admin, Permits	\$64,456
Tread	\$185,510
Crossings	\$175,000
Amenities	\$8,000
Signs and Information	\$6,000
Unaccounted Items	\$65,845
Total Project Cost	\$504,811



Price-Hillside Neighborhood Connector

New Construction Length	0.1 mile
Difficulty Level	Easy
Trail Surface	Gravel

> Project Description

This proposed connector trail is an opportunity to provide access to the Cross Trail network from a high-density, underserved neighborhood. The current neighborhood, with many apartments, trailers, and low-cost housing, lacks trail access afforded to many other neighborhoods in Sitka. With construction of a bridge and a short neighborhood connector, over 250 households and 80 businesses will have access to the extensive Cross Trail network.

> Public Needs Met

The Price-Hillside Connector was ranked seventh out of all trail concepts surveyed, with many respondents extolling the many benefits of greater north-south trail connectivity. Establishing a new neighborhood trail link would reduce trips through a busy industrial corridor, provide a back-up evacuation route for emergencies, and boost community health. Clear signage prohibiting bicycle riding on the underpass and National Park would be posted at trail entrances.

> Planning & Design

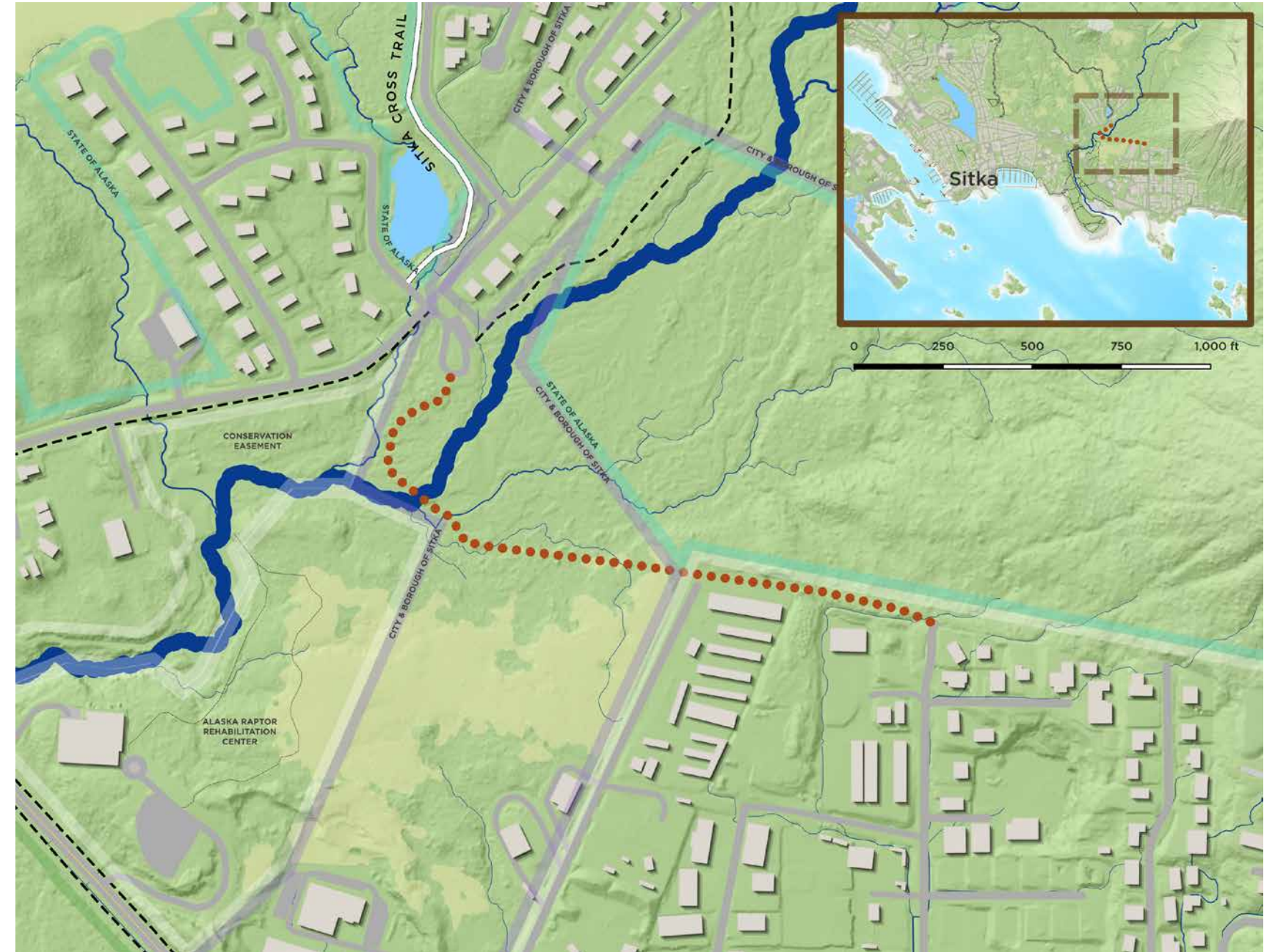
The greatest challenge to this project is the crossing of Kaasda Héen. A direct line between Jarvis Street and the Cross Trail Trailhead would only be 900 feet long, but most of that distance crosses a dynamic floodplain. The river maintains a wide floodplain for over a mile upstream of the trailhead. Downstream, land on either side of the river is in private ownership between the Southeast Alaska Land Trust and the Alaska Raptor Center.

> Responsible Agency & Participants

City & Borough of Sitka

> Cost Estimate

ITEMS	TOTAL
Design, Admin, Permits	\$140,563
Tread	\$236,080
Crossings	\$569,664
Amenities	\$8,000
Signs and Information	\$2,500
Trailhead	\$135,000
Unaccounted Items	\$163,771
Total Project Cost	\$1,255,578



Mills Street Land Trust Connector

New Construction Length	0.05 mile
Difficulty Level	Easy
Trail Surface	Gravel or asphalt

> Project Description

Establishing a formalized walking connection between Halibut Point Road and Mills Street/Edgcumbe Drive will be a simple, but impactful addition to the Sitka’s non-motorized transportation network, improving access to a Cross Trail trailhead and an elementary school. The trail could be constructed entirely within the existing City roadway easement. The trail would be hard pack gravel or asphalt and wide enough to accommodate people walking and biking. The route will need to switchback up the hillside to maintain sufficiently low grades for wheeled users.

> Public Needs Met

Shortcuts between destinations like schools and trailheads make it easier for commuters to make the choice of walking or biking instead of driving. For residents of Halibut Point Road and the Community Land Trust neighborhood, this access point could facilitate increased levels of physical activity, supporting public health goals. The route would also serve as an alternative evacuation route for those living on Halibut Point Road as well as provide students of Keet Gooshi Heen Elementary School a safer way to walk to school.

> Planning & Design

The Sitka Community Land Trust is developing S'us' Héeni Sháak Community Neighborhood and has incorporated the vision for this multi-modal pathway into their site plans. A more refined trail alignment will be required before construction. However, with a rock substrate hillside that has already been cleared, excavation work will be relatively straightforward. The trailhead would need to be signed and adequately visible so all members of the public feel comfortable using the route.

> Responsible Agency & Participants

City & Borough of Sitka, Sitka Community Land Trust

> Cost Estimate

ITEMS	TOTAL
Planning, Design, Admin, Permits	\$11,426
Tread	\$185,510
Signs and Information	\$6,000
Unaccounted Items	\$5,666
Total Project Cost	\$43,436

