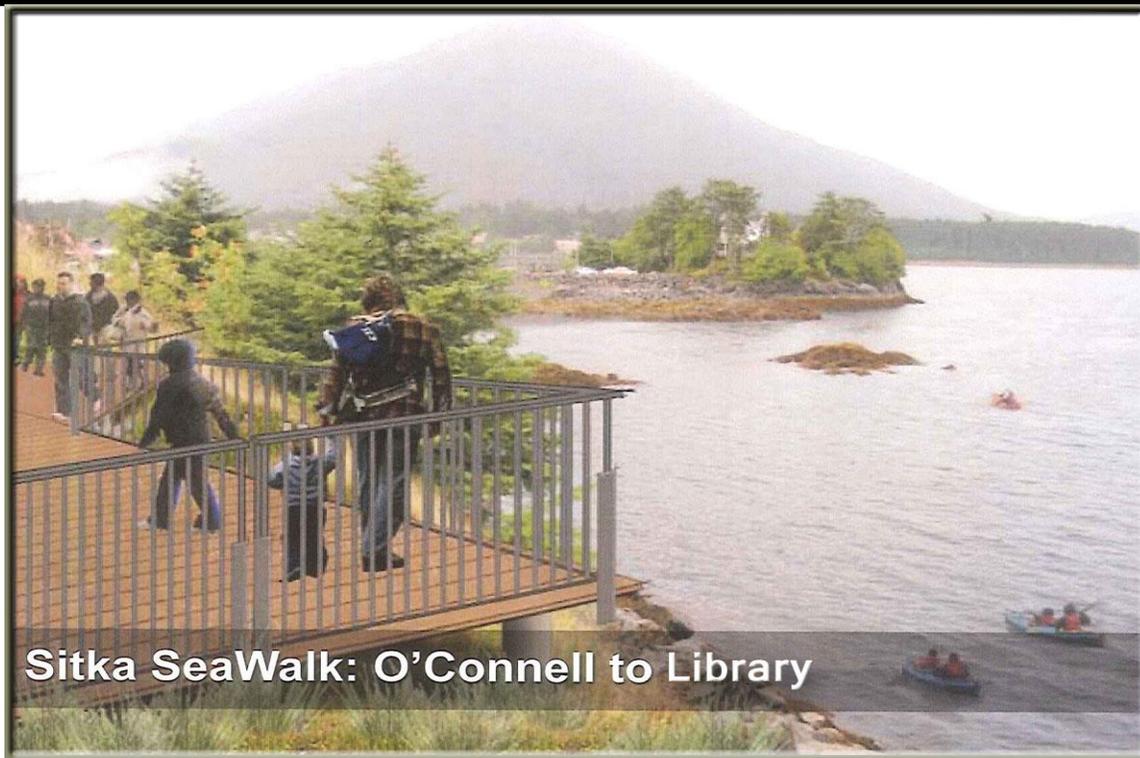


**Sitka Sea Walk Phase II,
Planning and Design**

FEDERAL LANDS ACCESS PROGRAM PROJECT PROPOSAL



**City and Borough of Sitka in
Partnership with Sitka
National Historical Park**

May 15, 2014



City and Borough of Sitka

100 Lincoln Street Sitka, Alaska 99835

Coast Guard City, USA

May 6, 2014

Project Selection Team
Federal Lands Access Program
Western Federal Lands
610 E. Fifth St.
Vancouver, WA 98661

Dear Selection Team:

The City and Borough of Sitka, in partnership with the National Park Service (NPS), is pleased to submit an application for a Federal Lands Access Program (FLAP) Grant to provide planning and design for the Sitka Sea Walk Phase II. Phase II will span from the Kettleson Memorial Library to the O'Connell lightering facility with a connector to Lincoln Street, downtown shopping and Totem Square.

The Sea Walk has a high level of community support and has been included as a priority goal in many Sitka community plans over the years. With the completion of the Sea Walk Phase I project from Harrigan Centennial Hall to the Sitka National Historical Park (SNHP) boundary last fall, this support has increased. It is highly used as a very popular walking route.

The Phase II project, once complete, will provide direct access for visitors arriving at Sitka's O'Connell lightering facility to the NPS Russian Bishop's House and to Sitka NHP, as well as eleven other National Historic Landmark or Register properties. Connectors to downtown shopping will also be established during the planning and design.

A key goal of the project is to enhance Sitka as a visitor destination and reverse recent declines in cruise ship visitation. The Sea Walk functions as a marketing tool that showcases Sitka's culture, history and stunning ocean vistas.

The Sea Walk Phase II is an important component in the Sitka's downtown pedestrian transportation network. The Sea Walk route around the seaward side of the O'Connell Bridge solves a long-standing, identified safety issue with pedestrians making uncontrolled crossings of the state of Alaska owned and maintained Harbor Drive. A comprehensive wayfinding signage system along with this designated pedestrian route will result in visitors moving in a predictable and safe way.

The City has committed 2.8 million to the project from Sitka NHP to the Kettleson Library. The FLAP grant for funding the planning and design for the last phase is a valuable next step toward completing this worthwhile community asset.

The City and Borough is pleased to submit a proposal for your consideration. If you have questions regarding the proposal, please contact Lynne Brandon, Parks and Recreation Manager, 907-747-1852, parks@cityofsitka.com.

Sincerely,

Mark Gorman, Municipal Administrator
City and Borough of Sitka

2014 Alaska Federal Lands Access Program

Project Proposal

(Use this form for Road, Trail, Enhancements, and Planning Projects)

(To be completed by the State/Local Agency/Local/Tribal Government with a joint signature
from the appropriate Federal Land Manager)

Project Name:	Sitka Sea Walk Phase II, Planning and Design				
Route Name/ Number:	<i>Asset number or general route number and local name of the transportation facility</i>				
State/Local Government Applicant	<i>Entity applying for the proposed project</i> City and Borough of Sitka				
Name and Ownership of Federal Land(s) Accessed by Project:	<i>Unit of the Bureau of Land Management, National Park Service, Fish and Wildlife, Forest Service or US Army Corps of Engineers.</i> National Park Service, Sitka National Historical Park				
Ownership of the Transportation Facility:	<i>Who owns the transportation facilities?</i> City and Borough of Sitka				
Entity responsible for maintenance:	<i>Who has the maintenance responsibility for the transportation facility? The question of maintenance responsibility is related to the eligibility language in MAP-21 for a Federal Lands Access route.</i> City and Borough of Sitka				
Contact Name, address, phone, and email	Name: Mark Gorman, Municipal Administrator Address: 100 Lincoln St., Sitka, Alaska 99835 Phone:907-747-1813 Email: markgorman@cityofsitka.com				
Type of project proposed:	<input checked="" type="checkbox"/> Planning or Research <input checked="" type="checkbox"/> Design <input type="checkbox"/> Construction (road construction, reconstruction, rehabilitation) <input checked="" type="checkbox"/> Enhancement (Enhancement to a transportation facility: wayside, kiosk, restroom) <input type="checkbox"/> Alternative Transportation <input type="checkbox"/> Trail <input type="checkbox"/> Intelligent Transportation System				
Project Termini (location)		Mile Posts	Latitude	Longitude	Project Length (miles)
	Begin	N/A	57.0491	-135.3392	
	End	N/A	57.0498	-135.3380	
Estimated Total Project Costs		\$218,060			
Funds Requested from Federal Lands Access Program		\$198,369			
Required Match			\$19,691	From:	CPET Funds/CBS Staff In-kind

Functional Classification of the roadway: (Show official designations of route.) Harbor Drive
 National Highway System Arterial Major Collector Minor Collector Local Road

Traffic Volumes	Current		20 year Projections	Basis for projections? (e.g. Transportation plan, population growth rate...)
	Actual Counts	Estimated		
Average Daily Traffic (ADT) on Highway	4610		5093	.5% growth/year. Anticipate slow population and traffic growth
Seasonal Average Daily Traffic (peak season) (SADT) on Highway				
Other Traffic Data:				
NBI Structure Number	Dimensions (Overall Length x Width)	No. of Spans	Bridge Type	NBIS Sufficiency Rating (1-100)

Functional Classification of the roadway: (Show official designations of route.) Harbor Way
 National Highway System Arterial Major Collector Minor Collector Local Road

Traffic Volumes	Current		20 year Projections	Basis for projections? (e.g. Transportation plan, population growth rate...)
	Actual Counts	Estimated		
Average Daily Traffic (ADT) on Highway	1161		1283	.5% growth/year. Anticipate slow population and traffic growth
Seasonal Average Daily Traffic (peak season) (SADT) on Highway				
Other Traffic Data:				
NBI Structure Number	Dimensions (Overall Length x Width)	No. of Spans	Bridge Type	NBIS Sufficiency Rating (1-100)

Problem Statement: What purpose does this roadway serve? What is the need for this project? Who will this project serve (such as skiers, communities, hikers...)? What are the conditions requiring relief? Describe the consequences if these conditions are not addressed. Describe physical and functional deficiencies, anticipated changes in road use, safety problems, capacity issues, structural bridge deficiencies, pavement condition, etc.

The City and Borough of Sitka (CBS), Alaska in partnership with Sitka National Historical Park (SNHP) is requesting a Federal Lands Access Program grant to complete the planning and design for Phase II of the Sitka Sea Walk. The Sea Walk is a long standing community priority with Phase I completed in 2013. The Sitka Sea Walk Phase I project from Harrigan Centennial Hall and Crescent Lightering Facility to the Sitka National Historical Park boundary was completed for \$1.9 million in October 2013. Phase II will complete the design and planning for the Sea Walk from the Kettleon Memorial Library to the O'Connell lightering facility with a connector to Lincoln Street, downtown shopping and Totem Square. Phase II of the Sea Walk, once constructed, will link the Phase I project with the west end of downtown Sitka, thus increasing the use levels and functionality of the entire pathway.

The Sea Walk Phase II is a major element of a downtown transportation network for both visitors and residents. The Sea Walk is a visitor enhancement, marketing tool and safety improvement. It links downtown shopping with multiple visitor destinations and will function with the new wayfinding system as the main thoroughfare for visitor circulation and flow within Sitka. Future plans call for linking the Sea Walk to the Sitka Multimodal Pathway System (SMPS) and Cross Trail Multimodal Pathway (TMP) via the Sitka National Historical Park's trail system. Pedestrians will be the primary user group. The Sea Walk Phase II will greatly expand and enhance public opportunities for transportation, exercise and recreation in a safe and aesthetically pleasing environment.

More efficient, direct and safe wayfinding through Sitka to Sitka National Historical Park will be enhanced. A gap in a transportation network exists without Phase II. An opportunity to create a significant visitor and community asset that potentially could help reverse some of Sitka's declines in visitation would be missed should this project not be completed.

Unsafe, uncontrolled pedestrian crossings across Harbor Drive (the condition) will be reduced. Only one crosswalk exists on Harbor Drive between the Lake and Lincoln Intersection and the O'Connell Bridge, a distance of nearly 0.25 mile. Visitors frequently cross Harbor Drive to access the Harrigan Centennial Visitor Center (also a venue for the New Archangel Russian Dancer's performance) or to get to the waterside of the road mid-block.

Pedestrians are currently forced to try to navigate through a confusing, discontinuous system of sidewalks to get to Harbor Drive. The new section of the Sea Walk, will create a safer walking option, but also enhance the experience of pedestrians.



Sidewalk Ends at Castle Hill State Historic Site along Harbor Way

Existing 5' wide sidewalks along Harbor Drive are too narrow for two wheelchairs to safely pass. The sidewalk ends at the bridge (see photo below) and without a cross walk, pedestrians are forced to cross in an unsafe manner. This danger is amplified as drivers politely stop to afford pedestrians an opportunity to cross. Rear end accidents occur with these random stops. The situation is more hazardous as the speed limit is 35 mph coming down the bridge. Roadway function will improved as conflicts between motorists and confused visitors will be reduced.



5' DOT Harbor Drive sidewalk ends at the Bridge with no adjacent crosswalk which results in uncontrolled crossings. Sea Walk Phase II, once constructed, will be a continuation of a widened 8' sidewalk at grade, around the bridge toward the lightering facility and downtown Sitka.

Description of proposed work: Describe the overall design concept, any unusual design elements, design standards, and any work affecting structures (bridges and major culverts). Include widths, surfacing type, earthwork needs or roadside safety features. Include optimum year work should be done and year work needs to be done no later than.

The Sitka Sea Walk Phase II will span approximately 0.33 miles from Harrigan Centennial Hall toward the O'Connell Lightering Facility via the seaward side of the O'Connell Bridge before terminating at Totem Square in downtown Sitka. This alignment provides both physical and grade separation from traffic on the bridge and solves a long-standing, identified safety issue with pedestrians making uncontrolled crossings of the State of Alaska owned and maintained Harbor Drive. This portion of the Sea Walk will complete a continuous pedestrian corridor from downtown Sitka at Totem Square to the Sitka National Historic Park

encompassing both cruise ship lightering facilities which will require no road crossings from one end of town to the other. It is anticipated that the Sea Walk route around the seaward side of the O’Connell Bridge will be constructed on a shelf built on the existing rip-rap embankment however some additional rip rap may be required. A pedestrian oriented facility with a minimum 8-foot wide concrete walking surface and guardrail (where required) is anticipated and will be constructed to Federal Highway Administration (FHWA) *Best Practices Design Guide for Designing Sidewalks and Trails for Access* standards. The alignment is not anticipated to affect the bridge structure or major culverts in any way. The City and Borough of Sitka is seeking FLAP funding for design for FY2014 with the intent to request construction funds the next fiscal year. Ideally, that would allow for design during Fall/Winter 2014-15 with construction in Spring/Summer 2015-16.



Proposed location of the Sea Walk Phase II at O’Connell Bridge lightering facility “Walk on Sitka’s Wild Side” of O’Connell Bridge, that is.



Existing condition: Visitor walking option and lightering cueing area.



Sitka Sea Walk Phase I constructed in 2013 - Railing style and walkway design which may be used along the O'Connell Bridge

Description of work on this project that has been completed to date: Describe which elements of the project proposed have been completed to date.

The Sea Walk Phase I project from Harrigan Centennial Hall and the Crescent Harbor Lightering Facility to the Sitka National Historical Park boundary was completed in October 2013. This portion of the Sea Walk consists of a minimum 8-foot wide primarily concrete walking surface however portions of the walkway through a Conservation Easement consist of Alaska Yellow Cedar bridges and boardwalks. A Tlingit tidal pattern was incorporated into the sidewalk edge using concrete unit pavers and decorative concrete Ovoid patterns were constructed at trail intersections along the corridor. To support the current Phase II Sea Walk project, a detailed as-built survey was completed in 2014.



Sea Walk Phase II design elements will be consistent with Sea Walk Phase I

Right-of-Way, Permitting, NEPA Compliance: Describe the project’s potential need for of right-of-way, possible permitting required, and the level of NEPA compliance either completed or needed.

The Sea Walk in the vicinity of the O’Connell Bridge and along Harbor Drive will be constructed within State of Alaska Right-of-Way so will require an encroachment permit (offered at no cost for government agencies not acting in a business capacity, ADOT&PF ROW Manual Section 9.5.2) and Memorandum of Agreement with the State. An O’Connell Bridge seaward side walkway was included in the 2000-2003 Statewide Transportation Improvement Program (STIP) to reduce unsafe pedestrian crossings of the highway. It remained a priority project in the STIP until the program that was slated to fund it was drastically reduced. The State has expressed project support since it will help reduce uncontrolled crossings.

Permitting and compliance work will be minimal due to the alignment being located on fill or roadway shoulder. No in-water work is planned and no wetlands are present so ACOE jurisdiction is minimal. NEPA will be very streamlined as well due to the nature of the project area. The project will not impact any cultural or archeological sites.

Utilities: Identify utilities in the roadway corridor. Would relocation be needed? Would relocation require reimbursement to the utility owner? What is the estimated cost of reimbursement?

The as-built survey, completed in 2014 to assist with planning and design efforts for the Sea Walk Phase II project, indicates several existing utilities are located in or near the project corridor to include: storm drains pipes, underground fiber optic, electric, and telephone lines, above grade utility boxes, and a large satellite dish. Relocation of utilities is not anticipated as part of this project. However, should the relocation of any utilities be part of the final design plans that will be highlighted in future grant applications.

Project is identified within the following (Check all that apply and show plan name):

- System Transportation Plan:
 - Land Management Plan:
 - Regional Transportation Plan:
 - Local Agency Transportation System Plan:
 - Tribal Transportation Plan:
 - Other Transportation Plan:
-

Describe any other environmental or social issues that should be considered that are within the project area: Is the route included in an area receiving special management considerations for water quality, wildlife security, connectivity?

As mentioned above the Sea Walk Phase II is a major connectivity element of a downtown transportation network for visitors and residents. Without Phase II construction this network's function will be impaired. To maximize safety, continuity and efficiency of Sitka's non-motorized system as prescribed by the Sitka Non-Motorized Plan (2002), the Sea Walk should be completed. A Federal Lands Access Program grant is needed for Phase II of the Sea Walk which will link the Phase I project with the west end of downtown Sitka, thus increasing the use levels and functionality of the entire pathway.

The alignment of the Sea Walk is not in an area receiving any other special management considerations.

Describe the range of attitudes, both support and opposition, that this proposed project will receive from organizations, the public and cooperating agency: State the basis for this supposition and include coordination efforts and public involvement efforts completed to date.

Local public review occurred during the planning processes for many community plans in which the Sea Walk is listed as a goal. It is included in the 2007 Sitka Comprehensive Plan, the 2002 Sitka Non-Motorized Plan, the 2006 Sitka Visitor's Plan V1 and V2 and the 2010 Sitka Passenger Fee Fund Downtown Master Plan. The most recent 2011 Sitka Sustainable Outdoor Recreation Plan had extensive public process in conjunction with this plan's development. The Sea Walk was a first tier project in this most recent plan.

During the Sea Walk Phase I project development, extensive public vetting occurred. A total of 8 public meetings were held as well as multiple Assembly (City Council) meetings. Neighbors, stakeholders, organizations and the public at large were given multiple opportunities to provide input. There were design elements that underwent discussion to synthesize an approach everyone agreed upon but the concept of the Sea Walk was supported by 99% of the participating public. Currently, the highly popular pathway is heavily used by the public and visitors for transportation and recreation.

The lead agency for project delivery will be WFLHD. If any other lead Agency is recommended by the project proponent then indicate below which agency and provide rationale for recommendation. Include previous experience in delivering FHWA funded projects, any certifications to deliver FHWA funded projects, and ability to satisfy FHWA project delivery requirements: N/A

Total Project Budget: Fill-in estimates for appropriate items. Please attach an itemized budget or cost estimate sheet to the application

Item	Total
Planning	\$ 17,000
Compliance	\$ 12,000
Permitting	\$ 12,000
Design and Preliminary Work (Pre-construction)	\$ 177,060
Construction (including mobilization, contingency, and construction management)	n/a
Right of Way	\$ 0
Other:	\$
TOTAL ESTIMATED PROJECT COST	<u>\$ 218,060</u>

Required Local Contribution to Project: (Describe the financial plan to provide the required 9.03% match for the project? Example match sources include State funds, local funds, Federal Lands Transportation Program, in-kind services, and right of way acquired.)

The local match will be comprised of local Commercial Passenger Excise Tax (CPET) proceeds and in-kind staff time to manage the project.

CPET Funds	\$ 13,060
City Staff In-Kind	<u>\$ 6,631</u>
	\$ 19,691

Long Term Maintenance for the Project: (maintenance responsibility for the design life of the facility.) Once constructed, the Sea Walk in the vicinity of the O'Connell Bridge and along Harbor Drive will be constructed within State of Alaska Right-of-Way so will require an easement and Memorandum of Agreement. The City and Borough of Sitka will be responsible for maintenance and operation of the Sea Walk Phase II.

Other contributions to the project: (Describe any additional contributions secured or being sought to implement the project proposal.)

Summarize the other funding to the project: \$2,751,976

Other Funding Contributions to Project:	\$1,700,000	From:	FY2011 SOA Legislative Grants
Other Funding Contributions to Project:	\$80,000	From:	National Park Service - Phase I

Other Funding Contributions to Project:	\$837,000	From:	Centennial Building/Library Phases - Community Fund raising, CBS, Passenger Tax
Other Funding Contributions to Project:	\$18,400	From:	CBS/Passenger Tax - Phase II Survey
Other Funding Contributions to Project:	\$116,576	From:	Local CPET Funds – Phase I

Schedule for Project Development: Provide a project schedule if available. If not available please describe the current state of planning, permitting, compliance and design. Provide the expected completion dates for NEPA and design. Describe when construction would be expected to start.

SCHEDULE FOR PROJECT DEVELOPMENT	
FLAP Grant Awarded for Design of Sea Walk Phase II	July 2014
Design Contract Awarded	August 2014
Public Process/Design Development/Compliance/Permitting	Fall–Winter 2014/2015
Bid Ready Plans, Specifications and Estimate	Spring 2015
FLAP Grant Application for Construction Funds Submitted	May 2015
FLAP Grant Awarded for Construction of Sea Walk Phase II	July 2015
Bidding	December 2015-January 2016
Award	January 2016
Construction	April 2016-September 2016

How does the project relate to the following evaluation criteria?

Questions are provided as a guide to the response. This space will automatically expand to hold the words you type. The ranking team will appreciate concise responses addressing the ranking factor.

1. Development, utilization, protection, and administration of the Federal Lands and their recreation and resources.

Describe improvements for access to High-use Federal recreation site or Federal economic generator and its' recreation, renewable or subsistence resources associated with Federal Lands. Describe the recreation or resource utilized if the project is implemented. Forecast the effect expected from changes in access, development, restoration, utilization, protection and/or administration to the extent you are able.

Factor 1 response:

The project has definitive impacts to recreation and resources on federal lands for multiple jurisdictions: the Sitka National Historical Park and the US Forest Service via the Sitka Multiuse Pathway System (SMPS).

The Sea Walk is a primary conduit from cruise ship lightering facilities to the Sitka National Historical Park and the Russian Bishop's House. One half of Sitka's cruise ship visitors (133,513 out of 286,000 visitors in Sitka's peak year of visitation - 2006) disembark at the O'Connell Bridge lightering facility. The project supports the efforts of the National Park Service to increase cruise ship visitation. In the past, they have devoted considerable resources to increasing visitation. Prior to the Sea Walk Phase I construction, a NPS staff person or two would be staged at cruise ship docks on days cruise ships were in port to provide information and directions to encourage visits to their facilities.



Sitka Seawalk Phase I completed with SNHP Russian Bishop's House in the background

The Sea Walk Phase I will increase the utilization of the National Park Service facilities for residents and visitors from the Centennial Building cruise ship lightering facility. Pedestrians also combine the Sea Walk, Sitka Multiuse Pathway System (SMPS) and Cross Trail Multimodal Pathway (TMP) into various walking loops for a recreational activity. Together, the Sea Walk, SMPS and Cross TMP link neighborhoods, schools and other destinations like the Raptor Center with downtown and Sitka

National Historical Park. The Forest Service's Harbor Mountain recreational area, Verstovia Trail, Thimbleberry-Heart lake trail, USFS Blue Lake and Starrigavan Campgrounds, USFS Herring and Beaver Lake Trail will ultimately be accessible via this comprehensive, multiuse network. Sitka Tribe's Community Ride service, a federally funded transportation project, is also integrated with this walkway and multiuse pathway system with stops at many trailheads.

2. Enhancement of economic development at the local, regional or national level including tourism and recreational travel.

Identify the long term economic opportunities associated with the project. Also describe the scope of the economic development benefits. Industries to consider are tourism, recreation, logging, forest products, fisheries, mining, energy and transportation. Describe how the proposed improvements enable, support and sustain long term economic health of the community, region and the State.

NOTE that the ranking team will not consider the short term effects of implementing the project, i.e. construction employment in the ranking of the project.

Factor 2 response: Construction of the Sitka Sea Walk is a critical element in a prescribed effort to improve the number of recreational and walking opportunities downtown for visitors and to enhance Sitka's attractiveness as a visitor destination. A significant benefit of the Sea Walk is a marketing tool that showcases Sitka's culture, history and stunning vistas. The Sea Walk route is the primary link between Sitka's visitor destinations and highlights while also featuring a unique walking experience.

The CBS desires to reverse the trend of declining cruise ship visitation that has been occurring in Sitka in part, through the construction of additional visitor infrastructure. Construction of a complementary wayfinding system and branding will be additional enhancements that in concert with the Sea Walk enable travelers to navigate easily between shopping downtown and major visitor destinations. The well-designed system of navigation has been shown to do several things: It gives cruise visitors peace of mind and a better overall experience; allows for visits to see more attractions; and leads to maximum time in port and for shopping downtown.

Additional recreational opportunities that are easily accessible from downtown will create a stronger, more durable local economy. An increase in tourism results in the generation of more business and subsequently sales tax receipts from souvenirs, tours, equipment rentals, meals and accommodations and sales of outdoor recreation gear. As denoted in the 2011 Sitka Sustainable Outdoor Recreation Action Plan, additional recreation facilities in Sitka support the following:

- More reasons to visit Sitka; more independent overnight travelers; reverse recent declines in cruise ship visitation.
- More revenues to existing tour companies and bike rental businesses who can expand recreational offerings
- Open new markets or recreation tourism related businesses (e.g. Historic Walking tours, active seniors)
- More recreation infrastructure strengthens and supports the strategy to market Sitka as an outdoor recreation destination.

Cruise ship passengers and the cruise ship companies are always interested in a wide array of recreational activities. Surveys of cruise ship visitors and independent travelers were completed for the Sitka Outdoor Recreation Plan in 2010. These surveys indicate a desire for more walking and hiking activities and tours and these survey results also found that the majority of cruise ship visitors choose to walk during their visit.

New guided, commercial use or tours of City trails generates revenue for the City through permit and guided client fees. With fifteen historic register or landmark properties linked by the Sea Walk opportunities for Historic walking tours, either self-guided or by a tour operator are plentiful. Business income and sales tax are produced from tours, equipment rentals or sales.

3a. Continuity of transportation network serving the region, which are economically dependent upon the network. Capacity/demand are considerations in evaluation of this criterion.

Are there gaps or missing links in the transportation system that the proposed project will address? What other practical routes or alternatives are available? How does existing demand compare to the capacity of the current facility? Is the need identified in a local, regional or State transportation plan for the Federal Land Management Agency plan?

Factor 3a response: Phase 2 of the Sea Walk, once constructed will complete a gap in the Sea Walk and complete the downtown portion of Sitka's interconnected pedestrian transportation network.

No alternative routes exist which maximize efficiency and safety as the Sea Walk will. The narrow streets and buildings in downtown Sitka were laid out by the Russians after the original settlement in 1804. There isn't space in the central downtown along Lincoln Street for an 8' wide pedestrian walkway. Roadway width is available along Harbor Way which is an area of Sitka that was filled in the late sixties for construction of the Centennial Building and O'Connell Bridge.

There isn't an existing pedestrian facility that supports the type and volume of use that the Sea Walk is intended. The new section of the Sea Walk, will create a safer walking option, but also enhance the experience of pedestrians. Currently the pedestrians are forced to try to navigate through a confusing, discontinuous system of sidewalks to get to Harbor Drive to include dangerous road crossings. Existing 5' sidewalks along Harbor Drive are too narrow for two wheelchairs to safely pass. The Phase I Sea Walk was designed for high volumes of cruise ship passengers, accessibility and for two individuals with a jog-strollers and dogs on leashes to comfortably be able to pass each other.

The need for this type of transportation infrastructure is spelled out as a goal in the Sitka Non-Motorized Plan as a safety improvement to remediate an identified pedestrian facility deficiency. An O'Connell Bridge seaward side walkway was included in the 2000-2002 Statewide Transportation Improvement Program (STIP) to reduce unsafe pedestrian crossings of the highway. It remained a priority project in the STIP until the program that was slated to fund it was drastically reduced.

3b. Continuity of transportation network serving communities, which are economically dependent upon the network. Capacity/demand are considerations in evaluation of this criterion.

Identify how the community or communities are economically dependent on the network, and the elements that comprise that economy (e.g. fishery, timber, mining, hydro, tourism, etc.). How will the proposed project provide continuity to the transportation network and support the community's economic goals/needs, cost of living or economic plan?

Factor 3b response: Sitka's economy is based upon tourism, fishing and government. The population is comprised of people who choose to live on a remote island in the north Pacific, connected to the world only by boat or plane. By improving the continuity of the pedestrian transportation network, the local economy will be enhanced. The 2010 McDowell Economic Report, Sitka Economic Trends, reported that quality of life is the primary reason given for why people choose to live and remain in Sitka. Sitka is isolated and has a very high housing and other costs of living. According to local businesses interviewed by McDowell, Sitka's quality of life is

key to attracting and retaining employees. Highlighting outdoor recreation opportunities and the quality of life has allowed for Sitka's population to grow by over 150 people in the last two years. Population growth is key to Sitka's strengthening the economy.

Demand is high for non-motorized transportation opportunities and facilities. 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." Alaska ranks first in the nation for adults who walk to work with nearly 1 in 10 Alaskans walking to work every day. These rates have increased since 2002 due to the addition of the Cross Trail Multimodal Pathway and six miles of separated pathway along Sawmill Creek Road and with the current healthy living and exercise trends.

The strategy has been to implement outdoor recreation and non-motorized plan goals and infrastructure projects which make Sitka increasingly liveable. Being able to walk and bicycle to work has been identified as a community value during public scoping for the 2011 Sitka Outdoor Recreation Plan. In 2013, Sitka was awarded the Bronze level for a Walkable Community. As a community goal, creating safer and more pleasant biking and walking opportunities has allowed for significant increases to non-motorized use. Once again, retaining and growing Sitka's population is critical to sustaining Sitka's economy.

With fuel costs that are \$1.07 per gallon higher than in the "Lower 48" and significantly higher than five years ago, greater numbers Sitkans rely on non-motorized travel. Providing good non-motorized infrastructure helps reduce individual reliance on fossil fuel, reduces carbon emissions and provides individuals with budget savings.

Projects that enhance visitor experiences provide economic benefits to the community. When cruise ship visitors have enjoyable visits, surveys indicate that they make return visits or recommend Sitka as a destination to others.

4. Mobility: Provide users with efficient, affordable, and agency-appropriate access to and through Federal lands. Includes accessibility changes to meet ADA/ABA regulations

Describe access improvements or improved accessibility in terms of the user travel opportunity: user cost, speed, capacity, reliability, convenience, and service frequency.

Factor 4 response: The Sea Walk Phase II when constructed will result in most direct, reliable, efficient and safe transportation link between downtown and the Sitka National Historical Park properties. As previously described, the completion of Phase II project will address gaps in the pedestrian network and facilitate a safe and efficient alternative to busy roadways and/or roadways lacking adequate non-motorized facilities.

The Phase II Sea Walk will complete the primary conduit and most direct route to the National Park. Further the long range plan calls for construction of a by-pass pathway which links the SNHP trail system with the Sitka Multiuse Pathway System of which the Cross TMP is a major component. With Phase II construction along with the planned Sitka By-pass pathway, Sitka National Historical Park and multiple Forest Service recreational facilities and trails will be linked.

Construction of Phase II Sea Walk provides opportunity and supports the strong trend underway in Sitka toward non-motorized travel. As fuel costs rise, environmental awareness increases and

health consciousness grows, use of non-motorized transportation modes has intensified in Sitka. Other factors have contributed to this local trend. With Sitka's relative small size and moderate maritime climate, non-motorized use year-round is possible.

A survey conducted for the Sitka Sustainable Outdoor Recreation plan in 2010 indicated a public desire for more accessible walking opportunities for seniors and individuals with limited mobility. With ADA grades less than 3%, the Sea Walk meets the accessibility standards for a multiuse path and allow for use by a broad range of individual walking abilities. The Alaska Pioneer's Home is an Alaska Historic Register property that is within ½ block of the terminus of the Sea Walk downtown connector. Limited mobility and wheelchair bound seniors will be afforded a direct access point to the continuous Sea Walk with only one roadway crossing necessary to access the start of the Sea Walk.

5. Safety: Transportation infrastructure will provide safe access for the public to and within Alaska's Federal lands.

Describe the improvements to user safety by reducing hazardous features that have a history of accidents. Proposed mitigation which is recognized in practice to address a major portion of crashes on a segment or intersection with a crash rate exceeding the Critical Rate defined in the HSIP or a documented high accident potential between a major non-motorized use and vehicular traffic. Describe improvement to the identified hazardous conditions other than crash occurrences. Describe the range of users that are affected by the safety improvement. Also describe how the proposed project relates to any education and enforcement opportunities to improve safety.

Factor 5 response: Safety concerns will be significantly reduced when the Phase II project is complete. Phase II will, as an alternative pedestrian route, substantially improve safe access to federal lands, visitor and other primary destinations and recreation areas for visitors and residents. As previously described, the completion of Phase II project will facilitate a safe and efficient alternative to crossing the busy, State highway, Harbor Drive. Currently, uncontrolled crossings frequently occur. On a cruise ship day the photographer had to wait less than two minutes for the individual shown below to cross.



Visitor crossing Harbor Dr. while focusing on phone. People gravitate to the water side or cross to get to the Harrigan Centennial Visitor Center.

Sitka's active Bicycle and Pedestrian groups play an on-going role in public education and promotion of non-motorized use. This group has consistently been a strong voice in planning processes for the Sitka Non-Motorized Plan and Sitka Outdoor Recreation Plan where the Sea Walk is listed as a goal. Guidelines and recommendations were received upon the acceptance of the Bronze Walkable Community. To further improve Sitka's walkability, constructing continuous "sidewalks" is recommended.

6. Asset investment planning: Consider sustainability of operation and maintenance of new and existing multimodal assets.

Describe the condition of the multi-modal assets including transportation facility surface, bridge structures and safety problems connected to the existing transportation system addressed by the proposed project. Do the state or local agency pavement, bridge and/or safety management systems recommend the proposed improvements? Describe how the project addresses the existing road, bridge, trail, parking, or alternative transportation system conditions and any system management recommendations. If bridge structures have deficiencies, include bridge number, condition rating, and the most recent bridge inspection report. Describe the tradeoffs between cost of maintaining the existing assets and investments in new assets.

Factor 6 response:

The Sea Walk was originally proposed as a STIP project in 1998 to improve safety conditions related to uncontrolled pedestrian crossings of the State highway. The project was listed as a TRAAK program need until the program was drastically reduced. The need for this type of transportation infrastructure is spelled out as a goal in the Federal Highways funded Sitka Non-Motorized Plan as a safety improvement to remediate an identified roadway deficiency.

As previously mentioned, currently the pedestrians are forced to try to navigate through a confusing, discontinuous system of sidewalks to get to Harbor Drive. Existing 5' sidewalks are too narrow for two wheelchairs to safely pass. The Phase I Sea Walk was designed for high volumes of cruise ship passengers, accessibility and for individuals with a jog-strollers and dogs on leash to comfortably be able to pass each other.

Upon disembarking visitors at the O'Connell Bridge visitors will be greeted with a major wayfinding kiosk directly proximate to the highly-visible, tan concrete with red pavers of the Sitka Sea Walk. They will safely follow the "red brick road" to downtown shopping or to the Sitka NHP, the Bishop's House and other many other major visitor destinations many with national historic significance along the Sea Walk "red brick" walkway.

Sustainability has been a key consideration behind the design of the Sea Walk Phase I and these similar elements will be utilized for the Sea Walk Phase II. Life cycle costs are calculated for this facility differently for the yellow cedar boardwalk vs. the concrete sidewalk. Four inch cedar decking and stainless rails with galvanized posts were used for the Phase I project to ensure structural longevity.

The Sea Walk Phase II as it wraps around the outside of the O'Connell Bridge, once constructed may be yellow cedar boardwalk or concrete depending upon the outcome of the planning and design process. The four inch dimensional yellow cedar is an extremely durable, long-lived building material. The sections adjacent to the roadway will be colored concrete sidewalk with a paver band. When adding .33 miles of additional walkway, the economic and public benefits vs. long-term replacement and maintenance costs are considered. With the calculated safety improvement included in the equation the City and Borough sees this is a sound investment.

The City and Borough of Sitka and the Alaska Department of Transportation will need to develop an

agreement regarding the maintenance, operation and future replacement of the Sea Walk Phase II along Harbor Drive. It is anticipated that the Sea Walk in DOT's ROW will be the responsibility of the CBS. The Sea Walk will improve DOT's bottom line as its maintenance and capital replacement will become the City's responsibility.

It is anticipated that the City of Sitka will continue to receive State Passenger Tax dollars that will be used to eventually replace the Sea Walk thirty or forty years in the future. A maintenance fund for the facility, using visitor taxes, has been proposed.

7. Environment: Protect and enhance natural and cultural resources through comprehensive transportation planning and management.

Describe how the proposed project implements the goals and objectives of the Federal Land Management Agency's (FLMA's) plans at the appropriate ecosystem scale (explain the indirect effects on the regional area). Explain how the project ensures protection of open water, wetlands, and aquifers across Federal lands. Explain how the project maintains or improves air quality. How does the project affect wildlife habitat by avoiding, minimizing, or mitigating transportation related impacts? Explain how the project avoids or minimizes negative impacts to culturally significant human settlements, subsistence areas, cultural landscapes, and historic and archaeological sites.

Factor 7 response:



Vantage from location of proposed Sea Walk Phase II on the outside of O'Connell Bridge. 20' of vertical separation from the road forms a significant sound barrier from road noise.

The Sea Walk Phase II will provide an enhanced opportunity to experience a pure, natural Alaska seascape immediately after disembarking the lightering ship. As an accessible pathway that closely follows the edge of the sea, far below the bridge's rising grade, the walkway will be effectively screened from the busy thoroughfare above. Visitors will have an opportunity to leave the hectic world behind and experience a quiet, secluded Sitka shoreline with views of a pristine Alaska landscape with striking fishing boats close by. This experience will be unlike any other conventional port setting. The welcome to Sitka will be unparalleled.



Sitka Sea Walk Phase II will provide visitors an opportunity to experience an intimate interface with the sea and Sitka’s outstanding scenery. The Sitka Sea Walk Phase I is shown above.

The goals and objectives of the National Park Service’s *Foundation Statement* and *General Management Plan* will be implemented at the appropriate scale. The project is consistent with the NPS foundation statement which is to “preserve and interpret, for public benefit, a culturally and historically significant landscape that tells the story of SE Alaska Native peoples, signature totemic art forms, the 1804 Battle of Sitka and Russian exploration and colonization.”

The Sea Walk is designed to incorporate in Tlingit totemic art forms and basketry designs. CBS staff worked with local Native artist to develop traditional design elements for the Sea Walk. The seating nodes are ovoids, a Tlingit art element, and the paver band is a basketry design.



Traditional Tlingit Ovoid Form and Pavers with Basketry Design

Yellow cedar is a traditional building material. At the Centennial Building current plans are for the Sea Walk to include a double headed Russian eagle. Interpretive signage is planned to describe these cultural and historical elements to educate visitors.

The Sea Walk will provide visitors with unrivaled access to eleven National Register or Landmark properties that are adjacent to the walkway and four additional Historic properties that are only one block from the Sea Walk. The walkway will have views of Sitka's historic architecture and buildings along the way. Interpretive signage and wayside exhibit design along the Sea Walk will be coordinated with the NPS wayside exhibits and describe the historic landscape. No negative impacts are anticipated.

This project phase could also improve access to the Sitka Tribe's Sheet'ka Kwaan Naa Kahidi clan house which is located adjacent to Totem Square. The Sea Walk will connect to the Totem Square seaside walkway.

-
- 8. Partnerships.** Describe the non Federal Land Access Program capital contributions for planning, scoping, design, right-of-way, and construction. What percentage of the proposed project total cost will be funded through means other than the Federal Lands Access Program? Identify the contributing partners' type of contribution, amount, and when those funds will be available. What other contributions (in-kind, donating materials, etc.)
-

Factor 8 response: The City and Borough of Sitka has allocated a substantial amount of financial and staff resources to this project. The undeniable public value and the enthusiastic community support of the project has motivated this high level of commitment. The project development included extensive public process and involvement in the design process from neighbors, organizations, City Commissions, the

Assembly and the public at large. The Southeast Alaska Land Trust, National Park Service, Sitka Sound Science Center, Land and Water Conservation, Sitka Arts Southeast, the Allen Memorial Preservation Project and Sheldon Jackson Museum all came to together to lend expertise and input into the design development process. As a result, the City considers this a community partnership project.

The funding request from the City of Sitka is for the planning, scoping, design, compliance and permitting of Phase II. One million, nine hundred twenty three thousand has already been expended on the Phase I project. Another \$837,000 is budgeted to complete the sections behind the Centennial Building and adjacent to the Kettleson Library during the building upgrade projects. Surveying and an as-built of the potential Phase II alignment along the O'Connell Bridge has been completed at a cost of \$18,400.

9. Intrinsic Qualities. Describe any qualities that are applicable to the proposed project:

- a. Special or unusual scenic attributes.
- b. historic resources such as National Register,
- c. cultural or archaeological significance beyond the ordinary,
- d. recreational potential to provide special services:
- e. Natural setting or factors that are unusual and of special interest.

Factor 9 response:

- a. See photos
- b. Sitka is has been a Preserve America Community since 2006. In 2008, National Geographic Magazine ranked Sitka 68th out of the 100 most historic visitor destinations — in the world. The Sea Walk features eleven Historic Register or Historic Landmark properties along its length with four others within one or two blocks of the project.
- c. The Sea Walk is designed to incorporate in Tlingit totemic art forms and basketry designs. The seating nodes are ovoids, a Tlingit art element, and the paver band is a basketry design. Yellow cedar is a traditional building material. At the Centennial Building the Sea Walk will include a double headed Russian eagle. Interpretive signage is planned to describe these cultural and historical elements to educate visitors.
- d. See above.
- e. As mentioned above the Sea Walk Phase II will provide for a unique experience to cruise ship visitors that choose to disembark at the O'Connell Lightering facility and follow the “red brick” Tlingit basketry inspired path around the outside of the Bridge. Their first experience in Sitka, whose authenticity is one of its chief attributes, will be a “secluded” view of Sitka’s wild landscape and an intimate interaction with the sea. The experience will embody the elements that set Sitka apart from other ports of call in Southeast..... Sitka’s unrivaled, pristine beauty.

10. Other Factors. Does the project exhibit significant innovation or creativity not included in any of the factors above? Are there project characteristics not accounted for by the previous standards?

Factor 10 response: Community plans call for continuing the Sea Walk to the Alaska Native Brotherhood (ANB) Hall and Harbor and the Sitka Native Village beyond. The ANB is another Historic Landmark building and the Sitka Native Village beyond is pursuing the designation of a historic district.

Other Remarks:

Start: -135.3393, 57.0491

End: -135.3338, 57.0498

Alaska Native Brotherhood Hall

Katlian Ave

Sheetka Kwaan Naa Kahidi

Sitka Pioneers Home

St. Michael's Cathedral

Stereo North

Kettleson Memorial Public Library

Harrigan Centennial Hall

Lincoln St

Sitka City Hall

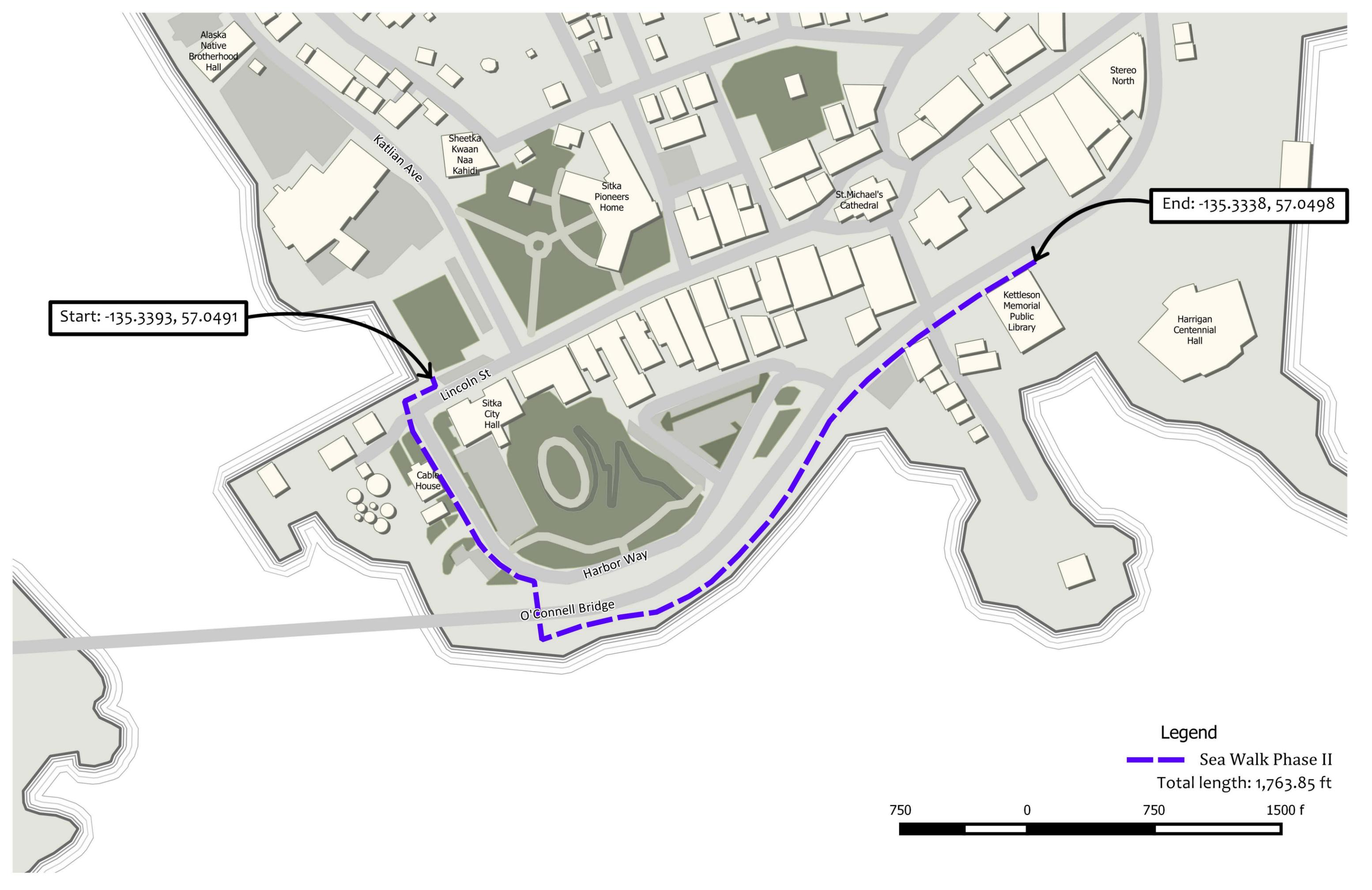
Cable House

Harbor Way

O'Connell Bridge

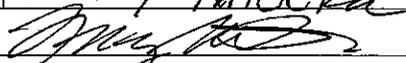
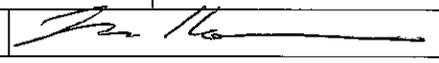
Legend

Sea Walk Phase II
Total length: 1,763.85 ft





**JOINT ENDORSEMENT- This project is supported and endorsed by:
(add agency endorsements as needed)**

Federal Land Agency(ies):	NATIONAL PARK SERVICE	Agency with Title or Maintenance Responsibility:	CITY AND BOROUGH OF SITKA
Federal Land Manager Name:	Title SCIPERIA FENWICK SITKA NATIONAL HISTORICAL PARK MARY MILLER	Authorized Agency Official:	Title MUNICIPAL ADMINISTRATOR
Signature:		Signature:	
Date:	MAY 8, 2014	Date:	MAY 12, 2014
E-Mail:	MARY-MILLER@NPS.GOV.	E-Mail:	MARK.GORMAN@CITYOFSITKA.CO
Telephone:	907 747-0111	Telephone:	907-747-1808
Point of Contact:	SAME AS ABOVE	Point of Contact:	LYNNE BRANDON
Title:		Title:	PARKS & RECREATION MGR.
E-mail:		E-mail:	PARKS@CITYOFSITKA.COM
Telephone:		Telephone:	907-747-1852

Provide a high quality map clearly showing the project location and project termini.

The best available data should be used in completing the project proposal form. Photos should also be included that support the proposal.

The proposal must be received by **May 15th, 2014**. The total file size for the proposal form (including maps, photos and letters) should not exceed 10 megabytes.

RESOLUTION 2014 - 05

**A RESOLUTION OF THE ASSEMBLY OF THE CITY AND BOROUGH OF SITKA
SUPPORTING THE CITY'S APPLICATION TO THE ALASKA FEDERAL LANDS ACCESS
PROGRAM (FLAP) GRANT PROGRAM FOR PRECONSTRUCTION PLANNING AND
DESIGN OF THE SITKA SEAWALK PHASE II.**

WHEREAS, a grant from the Alaska Federal Lands Access Program (FLAP), if awarded, will fund the planning and design of the Sitka Sea Walk from the O'Connell Bridge to the Harrigan Centennial Building with a connector to Lincoln St and Totem Square; and

WHEREAS, the Sitka Sea Walk project is a priority to the community of Sitka since the pathway links cruise ship lightering facilities with downtown shopping, multiple visitor destinations, including Sitka National Historical Park and will function with the new wayfinding system as the main thoroughfare for visitor circulation and flow within Sitka; and

WHEREAS, the Sitka Sea Walk is a publicly identified priority in the 2002 Sitka Non-Motorized Transportation Plan, Comprehensive Plan, Sitka Tourism Plans 1.0 and 2.0, Sitka Downtown Master Plan and 2011 Sitka Outdoor Recreation Action Plan; and

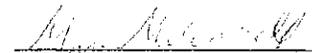
WHEREAS, surveys of cruise ship visitors and independent travelers completed for the Sitka Outdoor Recreation Plan in 2010 indicate a desire for more walking and hiking activities and tours and these survey results also found that the majority of cruise ship visitors choose to walk during their visit; and

WHEREAS, the Sitka Sea Walk Phase II upon construction will complete the Sitka Sea Walk, a visitor enhancement and marketing tool as well as a very popular walking opportunity for residents; and

WHEREAS, the Sitka Sea Walk Phase II will be also be a safety improvement by reducing uncontrolled visitor crossings of Harbor Drive; and

THEREFORE, BE IT RESOLVED, that the Municipal Administrator of the City and Borough of Sitka, Alaska is hereby authorized to negotiate, execute and administer any and all documents required for the application and acceptance of funding from the Alaska Federal Lands Access Program and to manage those funds on behalf of the City and Borough of Sitka.

PASSED, APPROVED, AND ADOPTED by the Assembly of the City and Borough of Sitka, Alaska on this 22nd day of April 2014


Mim McConnell, Mayor

ATTEST:


Colleen Ingman, MMC
Municipal Clerk



United States Department of the Interior

NATIONAL PARK SERVICE
Sitka National Historical Park
— 103 Monastery St.
Sitka, Alaska 99835

1.A.2 Resource Management Planning

April 24, 2014

Mayor McConnell and Assembly Members
Mark Gorman, Municipal Administrator
City and Borough of Sitka
100 Lincoln Street, Room 305
Sitka AK, 99835

Dear Mayor McConnell, Assembly Members, and Mr. Gorman:

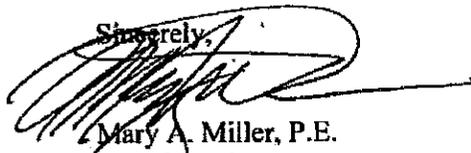
The National Park Service wholeheartedly supports the Federal Lands Access Program (FLAP) applications you are forwarding to the Federal Highways Administration.

The extension of the SeaWalk will provide an uninterrupted, grade-separated pedestrian route from the cruise ship lightering docks to the park, and eventually to the Lincoln Street business district, dramatically improving visitor safety and the quality of cruise ship passengers' experiences in Sitka. These are goals we share. We look forward to working collaboratively on an ongoing basis to increase the safety of pedestrian connections between Sitka's primary cultural sites, attractions, and amenities.

Although not physically connected to the extension of the Sitka Cross Trail, we support outdoor recreation in general, and see the Cross Trail as a major hiking amenity in the community and a feature that helps us attract highly-motivated employees and volunteers to serve at the park, as well as more adventurous and active visitors who will visit the community and the park. Connecting the Cross Trail to more outdoor attractions helps improve its functionality and appeal.

We appreciate the improvement that these two projects will bring to the community and look forward to their completion.

Sincerely,



Mary A. Miller, P.E.
Superintendent
Sitka National Historical Park



THE STATE
of **ALASKA**
GOVERNOR SEAN PARNELL

**Department of Transportation
and Public Facilities**

SOUTHEAST REGION
Planning Section

6860 Glacier Highway
PO Box 112506
Juneau, Alaska 99811-2506
Main: 907.465.4418
Toll free: 800.575.4540
Fax: 907.465.2016
TTY-DDD 800.770.8973

May 9, 2013

Federal Lands Access Program, Western Federal Lands
610 E. Fifth St., Vancouver, WA 98661

Dear Project Selection Team:

ADOT&PF would like to express support for the City and Borough of Sitka's application for Federal Lands Access Program (FLAP) funds to plan and design the Sitka Sea Walk Phase II project, along Harbor Drive. The City and Borough of Sitka would be required to apply for and receive an Encroachment Permit in accordance with AS 19.25.200, in addition to a Memorandum of Agreement assigning maintenance and operations responsibility for the life of the facility once constructed, in the vicinity of the O'Connell Bridge and along Harbor Drive to the City and Borough of Sitka.

It is in the interest of ADOT&PF to have safe transportation options for pedestrians, and particularly to reduce the number of pedestrians making uncontrolled crossings of State-owned Harbor Drive.

Sincerely,

A handwritten signature in black ink, appearing to read "Al Clough".

Al Clough,
Southeast Region Director

cc:

Michael Harmon, CBS Public Works Director
Andy Hughes, ADOT&PF Southeast Region Planning Chief

"Keep Alaska Moving through service and infrastructure"

ALASKA STATE LEGISLATURE

SESSION

State Capitol, Suite 30
Juneau, Alaska 99801-1182
(907) 465-3873 Phone
(907) 465-3922 Fax
(877) 463-3873 Toll Free
Senator.BertStedman@akleg.gov



INTERIM

1900 1st St
Suite 210
Ketchikan, AK 99901
Phone (907) 225-8088
Fax (907) 225-0713
www.BertStedman.com

SENATOR BERT K. STEDMAN

Project Selection Team,
Federal Lands Access Program
Western Federal Lands
610 E. Fifth St.
Vancouver, WA 98661

May 7, 2014

Dear Team Members:

This letter serves to express my support for the City and Borough of Sitka's application for a Federal Lands Access Program (FLAP) Grant to provide planning and design for the Sitka Sea Walk Phase II. Phase II would span from the Centennial Building to the O'Connell lightering facility, connecting to Lincoln Street.

The Sea Walk Phase II will greatly enhance Sitka's downtown transportation network. The Sea Walk route around the seaward side of the O'Connell Bridge solves a long-standing, identified safety issue with pedestrians making uncontrolled crossings of the State of Alaska owned and maintained Harbor Drive. A comprehensive wayfinding signage system along with a designated pedestrian route will result in visitors moving in predictable ways. Not only is this a significant safety improvement, but also reduces the potential for visitor-resident conflicts and frustration.

The Sea Walk has been included as a priority goal in many Sitka Community Plans over the years. With the completion of the Sea Walk Phase I project from Harrigan Centennial Hall and the Crescent Lightering Facility to the Sitka National Historical Park boundary last fall, this support has increased. It is highly used as a very popular walking route.

I strongly support the City's grant application for funding to complete planning and design of the Sea Walk Phase II. This is a valuable next step toward completing this worthwhile community asset.

Sincerely,

A handwritten signature in black ink, appearing to read "Bert Stedman".

Bert Stedman

ALASKA LEGISLATURE
Representative Jonathan Kreiss-Tomkins

Angoon · Craig · Elfin Cove · Haines · Hoonah · Hydaburg · Kake · Kasaan · Klawock · Klukwan · Metlakatla · Pelican · Port Alexander · Sitka

rep.jonathan.kreiss-tomkins@akleg.gov

Committees:
Transportation
Fisheries
State Affairs



Juneau, Alaska 99801 (Jan-Apr)
State Capitol, Room 426
(907) 465-3732

Sitka, Alaska 99835 (May-Dec)
201 Katlian Street, Ste 103
(907) 747-4665

May 9, 2014

Federal Lands Access Program
Western Federal Lands
610 E. Fifth St.
Vancouver, WA 98661

Project Selection Team,

I write to express my support for the City and Borough of Sitka's application for a Federal Lands Access Program (FLAP) grant to plan and design the second phase of the Sitka Sea Walk. Phase II would extend the Sea Walk from the Centennial Building to the O'Connell lightering facility, the arrival point for many of Sitka's cruise ship visitors. The Sea Walk would include connections to downtown shopping and scenic Totem Square.

The Sea Walk is strongly supported in Sitka and has been included as a priority goal in many Sitka community plans over the years. The first phase of the Sea Walk was completed last fall, and has already become a very popular walking route. Once the second phase is completed, the Sea Walk will provide direct (and pleasant!) access for visitors arriving at both downtown cruise ship lightering facilities to the NPS Russian Bishop's House, Sitka National Historical Park, and eight other National Historic Landmark or Register properties. These additions to the Sea Walk would connect the entirety of downtown Sitka's waterfront, link additional historical sites, and provide a great conduit for tourists and locals alike.

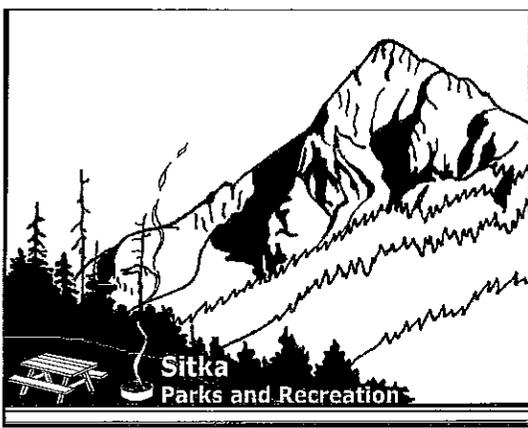
The second phase of the Sea Walk is an important component in Sitka's overall downtown transportation network. Construction of the Sea Walk around the seaward side of the O'Connell Bridge will solve a long-standing pedestrian safety issue on Harbor Drive. Comprehensive wayfinding signage along with a designated pedestrian route will result in visitors moving in predictable ways. In addition to improving safety, this will also reduce the potential for visitor-resident conflicts and frustration.

I strongly support the City's grant application for funding to complete planning and design of the Sea Walk Phase II. The Sea Walk is a most worthwhile community asset, and this funding would bring it an important step closer to completion.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Kreiss-Tomkins".

Representative Jonathan Kreiss-Tomkins



City and Borough of Sitka

Parks & Recreation Committee

100 Lincoln Street • Sitka, Alaska 99835

Project Selection Team,
Federal Lands Access Program
Western Federal Lands
610 E. Fifth St.
Vancouver, WA 98661

Dear Team Members:

The Sitka Parks and Recreation Committee would like to express our strong support for the City and Borough of Sitka's application for a Federal Lands Access Program (FLAP) Grant to provide planning and design funding for the Sitka Sea Walk Phase II. Phase II would span from the Centennial Building to the O'Connell lightering facility with a connector to Lincoln Street, downtown shopping and Totem Square.

The Sea Walk has a history of a high level of support and is included as a priority goal in many Sitka Community Plans over the years. With the completion of the Sea Walk Phase I project from Harrigan Centennial Hall and the Crescent Lightering Facility to the Sitka National Historical Park boundary last fall, this support has increased. It is a beautiful scenic trail and heavily used as a very popular walking route by Sitka residents and tourists alike.

When completed, the Sea Walk will provide direct safe access for visitors arriving at the lightering facilities and the Old Sitka Dock to the NPS Russian Bishop's House and Sitka National Historical Park, as well as eight other National Historic Landmark or Register properties. Connectors to downtown attractions and shopping will also be established during the planning and design phase.

The Sea Walk Phase II is a critical component of Sitka's downtown transportation network. The Sea Walk route around the seaward side of the O'Connell Bridge solves a long-standing, identified safety issue of pedestrians making uncontrolled crossings of the State of Alaska owned and maintained Harbor Drive. A comprehensive wayfinding signage system along with a designated pedestrian route will result in visitors moving in predictable ways. Not only is this a significant safety improvement, but also reduces the potential for visitor-resident conflicts and frustration.

The Parks and Recreation Committee strongly supports the City's grant application for funding to complete planning and design of the Sea Walk Phase II. This is a valuable next step toward completing this worthwhile community asset.

Sincerely,

Hans vonRekowski

Hans vonRekowski, Chair

Sitka Parks and Recreation Committee



Sitka Trail Works, Inc

801 Halibut Point Road, Sitka AK 99835
Phone: 747- 7244 email: trail@gci.net
Brian E. Hanson, President

Project Selection Team, Federal Lands Access Program - Western Federal Lands
610 E. Fifth St.
Vancouver, WA 98661

May 12, 2014

Re Sitka Sea Walk – City and Borough of Sitka

Dear Team Members:

I would like to express our support for the City and Borough of Sitka's application for a Federal Lands Access Program (FLAP) Grant to provide planning and design for the Sitka Sea Walk Phase II. Phase II would span from the Centennial Building to the O'Connell lightering facility with a connector to Lincoln Street, downtown shopping and Totem Square.

Sitka Trail Works was a plan tem member for the 2012 Sitka Sustainable Outdoor Recreation Action Plan and the Sea Walk is First Tier Project for the Sitka Downtown area. Our community is very dependent on revenues for summer cruise ship passengers. Because Sitka is located on the outside coast we are an expensive community to travel to. Rising fuel prices resulted in some major cruise lines "trimming" Sitka from their schedules.



The Sitka Sea walk is beautiful, functioning welcoming feature of the town. The portion completed last year is already very popular. If our town is to remain a viable and popular destination for visitors to Alaska we must continue to design and invest in infrastructure that helps sustain and grow the local economy. The Sea Walk does just that and our organization supports the CBS grant request for the Sea Walk.

Sincerely,

Brian E. Hanson, President