

ALASKA LONG TRAIL

PATH FOR A STRONGER ALASKA ECONOMY

VISION: A system of trails from Fairbanks to Seward, linking spectacular Alaskan terrain and communities along the way, that attracts and inspires Alaskans and people from all over the world.

LONG TRAIL BENEFITS

- **Jobs for Alaskans:** Trail construction will get Alaskans back to work this coming summer and provide jobs and business opportunities long into the future.
- **Stronger Economy:** Long trails are potent, proven attractions, that increase the time and money spent in AK and spawn business opportunities along the length of the trail.
- **Active, Healthy Lives:** The Long Trail creates more reasons for Alaskans to be active, healthy and happy outside.

WHY FAIRBANKS TO SEWARD?

- **Momentum and Landowner Support:** 95% on public land; substantial portion already exists
- **Manageable Construction & Operations Costs:** buildable terrain, decent access.
- **Community Connections =** more jobs, more businesses and tax revenues.
- **“Goldilocks Factor”:** Wild, but not too wild; manageable logistics
- **Multi-Season/Multi-modal:** options for summer and winter
- **Wow Factor:** mountains, glaciers, wildlife, spiced with history

SOARING GLOBAL POPULARITY

Interest in Spain’s 500-mile Camino de Santiago is steadily increasing, now exceeding **300,000 people** a year.

Just **20,000 people** have walked the 2,184 miles of Appalachian Trail since 1936, but **3 million people** hike a portion of the trail annually. (2017 data each of the above)

AND IN ALASKA...

\$137 Million increase in annual spending if just half of typical year out-of-state visitors added “One More Day” to their AK trip.

Trail Users Stay Longer, Spend More New Zealand’s generous trail system is a big reason why NZ’s average stay is 19 days vs. Alaska’s average of 9 days.

Growing Demand for Hiking: the fastest growing activity for both air and cruise out-of-state Alaska visitors 2011-2016.

ALL-ALASKA VISION:

This first 500-mile segment from Seward to Fairbanks could ultimately expand into a 2000+ mile trail extending north from Fairbanks to the Brooks Range and the North Slope, and south to a future SE Long Trail, following an alluring mix of trails and ferry rides.



USE & USERS Our *long-term goal* is a continuous hiking and skiing trail, like the famous long trails around the world. But we Alaskans also like to get outside in all kinds of other ways. We are actively supporting a **multi-use trail system corridor**, providing opportunities for a range of types of trail use, extending over the full year. Where the Long Trail includes any existing trail, the uses permitted on that trail will continue.

NEAR-TERM AND LONG-TERM The Appalachian Trail celebrates its 100th year anniversary in 2025, and that trail is still a work in progress. The good news is that existing trails and routes already make up about a third of the Alaska Long Trail route. In the near term, portions of the trail may follow roadside paths or mixed motorized/non-motorized paths. Some segments may always be best experienced on the Alaska Railroad or, like in Nenana Canyon, with a local rafting guide company.

G.O. BOND PROJECTS (\$13.2M total)



Fairbanks Equinox Trail – securing easements, constructing a new section of trail on Ester Dome, and building trailheads; connects to the Nenana-Fairbanks segment. **\$1.2M**

Isberg 4-Season Trail Connections – 4 miles of trail hardening for all-season use and trailhead construction. *Fairbanks North Star Borough & local trail partners.* **\$1.2M**

Nenana-Fairbanks - 18 new miles of recreational multi-use trails through Tanana Valley State Forest, linking existing forest roads. *State & local trail partners.* **\$1.6M**

Antler Creek – New parking area and restroom, with short easy loop trail, leading to a longer more adventurous route up to Denali National Park; second phase is planning for a related ATV/hiking trail system north to Otto Lake. **\$0.5M**

McKinley Village/Mile 231 – Pedestrian bridge over the Nenana River, connecting to lodging and commercial uses, new parking, and new trails to the north. *This and Antler Creek above are joint projects of Denali Borough, AK DOT/PF, NPS.* **\$2.2M**

Government Peak Recreation Area to Skeetawk Ski area Connector Trail – a new 12-mile connection. *Mat-Su Borough/Mat-Su Trails & Park Foundation* **\$1.9M**

Coastal Trail to Ship Creek – A long sought for connection filling the gap between two major Anchorage Trails. *Municipality of Anchorage* **\$0.8M**

Crow Pass-Eagle River Trail – Upgrades and bridges on a trail of statewide significance that is washing into Eagle River. *Chugach State Park* **\$1.3M**

Turnagain Arm Trail Connection – Filling the short gap in the trail system from Girdwood to Anchorage. *Chugach State Park* **\$0.3M**

“Southern Trek” of the Iditarod National Historic Trail – Two bridges and a new trailhead on the route from Seward to Girdwood. *USFS, AK DOT/PF* **\$2.2M**

Now is the time for Alaska to invest in its future by creating a route to stand with the other great long trails of the world.

We need your help! Visit Alaska Trails for more information and how to be involved.

Thanks! <https://www.alaska-trails.org/the-alaska-long-trail>



Recommended Expanded Long Trail GO Bond Package

Long Trail Project Development Process and Partners

Long Trail projects included in this G.O. Bond Package were prepared by teams of partners in each location along the length of the trail, working with Alaska Trails. Partners and parties consulted included: local municipal governments (cities and boroughs); Alaska Department of Natural Resources (Divisions of Parks and Outdoor Recreation, Forestry, Mining Land & Water); Alaska Department of Transportation and Public Works; Chugach National Forest; Denali National Park; NPS Rivers Trails Conservation Assistance Program; Kenai Mountain Turnagain Arm National Heritage Area, representatives of regional tourism marketing organizations and individual tourism businesses; non-profit regional trails organizations and individual trail users.

The initial results of this work produced a proposed budget for the full G.O. Package of \$15.8M. That starting budget was subsequently reduced to \$13.2M. The table below shows the original proposed budgets and briefly describes the benefit of an additional increment of funding.

GO Bond Trail Project	Current Project Budget (in millions)	Original Proposed Budget (in millions)	Increase Over Current Budget (in millions)	Benefits of Recommended Additional Increment
Fairbanks Equinox	\$ 1.2	\$ 1.4	\$ 0.2	Adds a trailhead and what every popular Alaska trailhead/parking lot needs – a restroom.
Isberg 4-Season	\$ 1.2	\$ 1.4	\$ 0.2	Upgrades an existing informal trailhead/parking lot and adds a double vaulted restroom.
Nenana Fairbanks	\$ 1.6	\$ 2.1	\$ 0.5	Adds in 6 miles of trail in what would be the most attractive, south-facing portion of the route, an area with prominent views of the Alaska Range; adds 4 miles of trail near the route’s west end.
Antler Creek	\$ 0.5	\$ 0.5	\$ -	N.A.
McKinley Village	\$ 2.2	\$ 2.8	\$ 0.6	Establishes connections between the pedestrian bridge and existing and planned trails and trailhead on the north side of the Nenana. Provides landscape design and ensures functionality for all users (commercial, river access, parking) at southern bridge abutment.
Gov't Peak	\$ 1.9	\$ 2.0	\$ 0.1	Supports trailhead upgrades at all four trailheads, including vault toilets, parking lot improvements, and kiosks.
Coastal to Downtown and Ship Creek + Wayfinding	\$ 0.8	\$ 1.0	\$ 0.2	Adds wayfinding information to guide residents and visitors along the route, from the end of the Campbell Ck Trail to Kincaid, downtown and the Ship Creek Trail; directs users to restaurants and visitor attractions along the route.
Crow Pass-Eagle River	\$ 1.3	\$ 1.5	\$ 0.2	Adds an additional one half to 1 mile of reconstructed/relocated trail in Eagle River Valley
Turnagain Arm Trail	\$ 0.3	\$ 0.3	\$ -	N.A.
Southern Trek	\$ 2.2	\$ 2.8	\$ 0.6	Adds in 3 key bridges that span gaps over gullies and creeks along existing trails in the Turnagain Pass area of the Iditarod National Historic Trail
TOTAL (in millions)	\$ 13.2	\$ 15.8	\$ 2.6	



Equinox Marathon Trail – Parks Highway to Fairbanks via Ester Dome

LEGISLATIVE DISTRICTS: 6C

PROJECT DESCRIPTION

This project would help connect the Long Trail to Fairbanks via Ester Dome and the Equinox Trail. The Equinox Marathon Trail connects several of the most popular trail through the heart of Fairbanks: The Skarland Ski Trail, the UAF Campus trails, the Ester Dome Singletrack trail, and multiple trails on Ester Dome. The route is used for the popular race and for year-round recreation. Better access to and development of this trail route gives visitors the chance to explore several local trail systems, find impressive views, and traverse excellent single-track trail. The project will focus on securing easements, constructing a new section of trail on Ester Dome, and building trailheads. Ester Dome is the premier high point in Fairbanks. A world-class Long Trail would be amiss if the route did not incorporate this incredible feature and its trails. This project is a stunning upland connection to culminate the trip.

BENEFITS AND NEED

This is the ultimate upland connection for Long Trail to Fairbanks communities.
 Creates a well-defined route suitable for hikers, bikers and skiers of all experience levels.
 Connects multiple trail systems, and some of Fairbanks’ very best.
 Creates possibility for smaller, convenient loops.
 Ends at the University of Alaska Fairbanks Campus, home of the Museum of the North and the “Into the Wild” bus.
 Increased draw and economic impact potential for the Equinox Marathon event.

LAND OWNERSHIP

Fairbanks North Star Borough, Alaska Mental Health Trust Authority, Alaska DNR ML&W, University of Alaska Fairbanks

PROJECT LEAD AND PARTNERS

Project lead: Fairbanks North Star Borough Parks & Recreation
Partners: FNSB Parks will work with AKMHTL and DNR to expand its existing easements on Ester Dome. Running Club north may also be a key project partner as the coordinator of the Equinox Marathon Race.

PROJECT STATUS

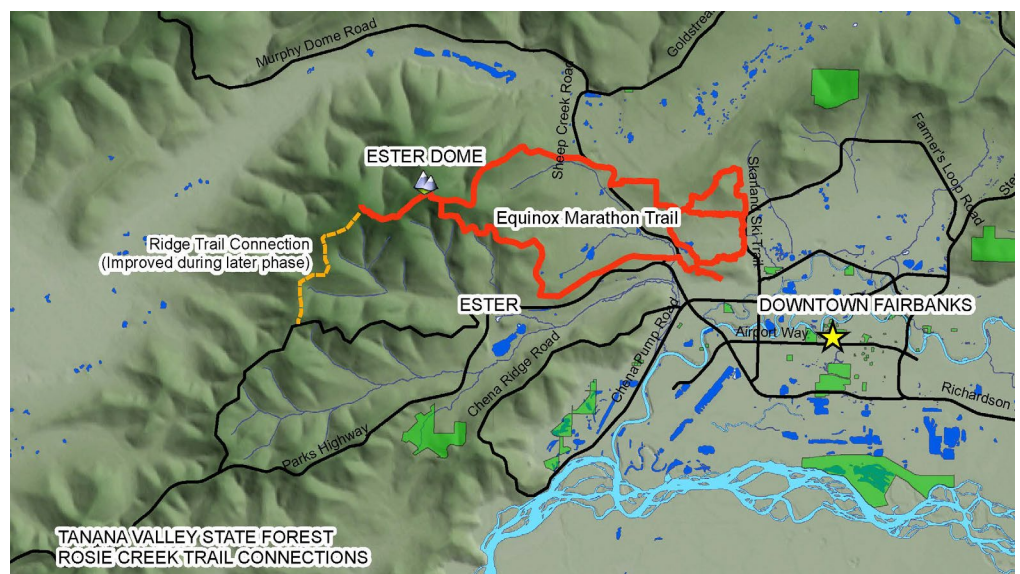
Nearly all this route exists, though some sections lack year-round access and a new trail section needs built. Funds will purchase access easements, construct new trail, repair some damaged sections of existing trail, and improve wayfinding and trailheads along the trail system.

USE: Mixed: Mostly non-motorized, some multiple-use/motorized.

ESTIMATED COST

- Access/Easement expansion: \$250,000
- 1 mile of upland trail construction = \$150,000
- Trailheads & Restrooms, multiple locations = \$750,000
- Project oversight and management: \$50,000

Total: \$1,200,000



Fairbanks Connection – Isberg Recreation Area All Season Trail Connections

LEGISLATIVE DISTRICTS: 6C

PROJECT DESCRIPTION

Isberg Recreation Area is situated on the west side of Fairbanks, off the Parks Highway near the town of Ester. It boasts abundant natural green space and winter and summer trails. It is also a popular launch point for longer trail systems such as the Rosie Creek Forest trails, 100-Mile Loop Trail, and the Chena Ridge-F.E. Ditch trails. With this location, Isberg trails can complete the Alaska Long Trail’s connection to Fairbanks, tying the Nenana—Rosie Creek forest section to Fairbanks communities through the Isberg lowlands. The Isberg trails are a popular draw, especially in the winter. But the area is under-utilized in the summer due to the wet conditions. Recent grant-funded projects have hardened over a mile of previously mucky trails, but much more is needed. Roughly 4 miles of trail will be hardened and have drainage features added to facilitate year-round use. As developments continue to make this trail system more inviting, people from all over the community are coming to enjoy the trails, natural landscape, berry picking, and wildlife viewing. Becoming a launch-off hub for the Alaska Long Trail will only make this more popular.

BENEFITS AND NEED

- Ultimate lowland connection for Long Trail to Fairbanks communities.
- Year-round access to scenic spruce lowlands.
- Easy, short trail loops; Convenient day-use.
- High interpretive potential.
- Increase nearby residential property values.
- Reduce environmental impacts through wetlands.

LAND OWNERSHIP

Fairbanks North Star Borough Parks & Recreation owns all property in the scope of this project.

PROJECT LEAD AND PARTNERS

Project lead: Fairbanks North Star Borough Parks & Recreation

Partners: FNSB Parks will coordinate with DNR Division of Forestry on the connection to the Rosie Creek Forest trails.

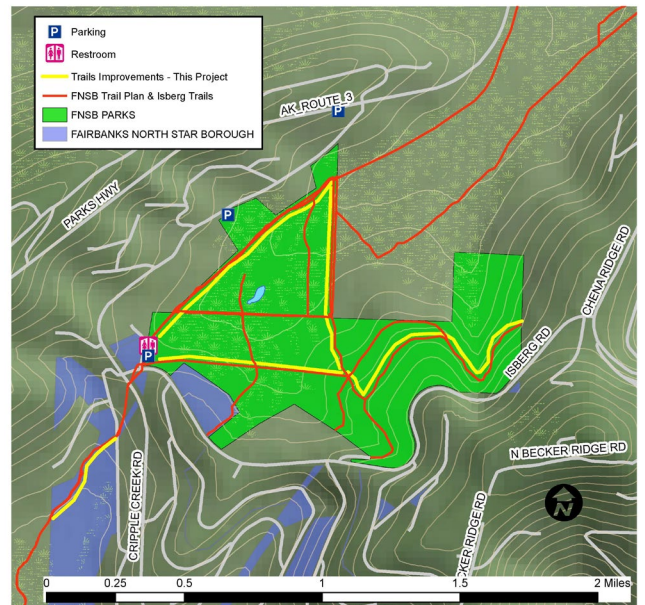
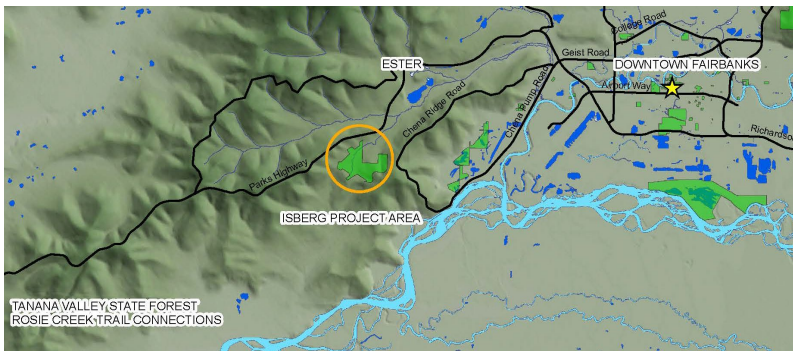
PROJECT STATUS

Trail connections to and through Isberg Rec Area were made a priority in the FNSB adopted 2006 Comprehensive Recreational Trail Plan. In 2007 a Master Plan for the Isberg Rec Area was also adopted, specifically calling out the need to improve major trail connections. In 2019, the FNSB adopted a Capital Improvement Plan which prioritized the implementation of the Isberg master plan as a project for which to secure funding from FNSB and outside sources. Since 2007, trail connections in Isberg have been reconstructed using pass-through funds from multiple Recreational Trails Program grants. This project continues such work. The scope includes improving key sections within the Master Plan that must be developed to facilitate the Alaska Long Trail and finish the connection between Tanana Valley State Forest Land to the residential areas of Ester, Chena Ridge and West Fairbanks.

USE: Multi-use: motorized/non-motorized

ESTIMATED COST

- 4 miles of wet winter trails to be hardened for all-season use (class 3 ATV trail) x \$250,000 per mile = \$1,000,000
 - Adds a new trailhead (no restroom) = \$130,000
 - Project oversight and management (10%): \$100,000
- Total: \$1,230,000**



Fairbanks to Nenana Multi-Use Trails

LEGISLATIVE DISTRICTS: 6C

PROJECT DESCRIPTION

This segment of the Long Trail would connect Nenana and Fairbanks, passing through the Tanana Valley State Forest (TVSF). This section takes advantage of many scenic miles of unpaved forestry roads that currently offer excellent year-round opportunities for both motorized and non-motorized recreationists. However, the roads are not continuous and do not provide a complete route from Fairbanks to Nenana. This project would build 18 miles of multi-use trails through the working State Forest, connecting about 35 miles of existing forestry road system. The project would also regrade and maintain inactive sections of forestry road along the route. This system would create a complete motorized/non-motorized trail link to the Parks Highway near Nenana. If the original budget is retained, the route will include a loop section that takes advantage of a scenic, south-facing hillside (shown on the map as a dotted red line).

BENEFITS AND NEED

The proposed connections and loops are desirable because they

1. complete the northern link of the Alaska Long Trail from Fairbanks to Nenana for use by Alaska residents and visitors, including directional signs, maps and information kiosks;
2. provide excellent recreation opportunities for day-trip recreationists who are returning to their starting point in Fairbanks or Nenana;
3. Provide for maintenance on timber roads to support future timber harvest.

LAND OWNERSHIP

This proposed route remains entirely within the TVSF: heading west, it ends following the existing Maisch forestry road onto the Parks Highway about five miles north of Nenana, thus providing an almost complete link from Fairbanks to Nenana and requiring a recreationist to travel only a short stretch on the highway to Nenana.

PROJECT LEAD AND PARTNERS

Project lead: Interior Alaska Trails and Parks Foundation (IATPF)

Partners: DNR Division of Forestry; Happy Trails, Inc.

If funded, IATPF will take the lead on this project, with some assistance and permits obtained from DNR Division of Forestry. Alaska Trails and the Fairbanks North Star Borough are active supporters of this project and will assist as needed.

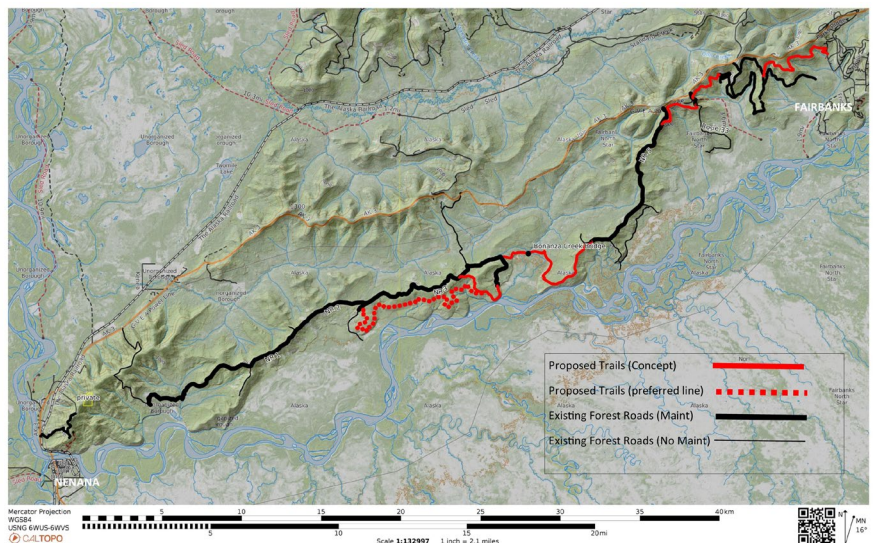
PROJECT STATUS

On the northern end of this TVSF multi-use segment, the Division of Forestry has already received a grant through federal Recreational Trails Program for recreational improvements to the existing Rosie Creek forestry road system. The project repairs the existing forestry road for recreational use, adds signage and GPS map links, and creates a large parking lot along the Parks Highway to provide a trailhead adequate for motorized and non-motorized use.

USE: Multi-use: motorized/non-motorized

ESTIMATED COST

- Build 18 miles of 7' wide multi-use trails at \$55,000 per mile = \$990,000
- Brushing, regrading, resurfacing, and repair of 35 miles of forestry roads: (12' wide, naturally surfaced, full bench, with 3% outsloting) x \$5,280 per mile = \$184,800
- Map kiosk, directional signs: \$30,000
- Bridge over Bonanza Creek: \$150,000
- Design and environmental review: \$100,000
- Project oversight and management (10%): \$140,520
- **Total: \$1,595,320**



Map Key. Solid Red: proposed trails; dashed Red – section to be added if additional \$500,000 was available; Black thick: forest roads, maintenance; Black light: forest roads,

Antler Creek and Ridgeline Trails

Denali Borough, Legislative District: 6C

PROJECT DESCRIPTION

The project will include 4.5 miles of new trail construction from the Parks Highway along Antler Creek and Ridgeline, as well as the construction of a trailhead and a restroom at the already planned and funded parking lot at Parks Highway. Though a small section in trail-miles, these trails and day-use amenities will create a necessary and safe access point north of Denali National Park and Preserve. This site is about three miles south of the town of Healy, just south of the site of the old Healy roadhouse (RV park today).

BENEFITS AND NEED

This section will create a new trail that provides access to Mt. Healy alpine hiking and gives a reason for visitors to spend more time in the Denali Borough, helping grow its outdoor recreation economy. The strategic placement of this section of the Alaska Long Trail connects the wilderness experiences to the south in Denali National Park with the activities on the Park’s periphery in and around Healy. The foot-traffic of Antler and Ridgeline trails preserve and protect the Denali National Park. Additionally, development of a safe and durable trailhead at Antler Creek will give trail users the option to access restroom facilities or even shuttle around more strenuous parts of crossing over Mt. Healy.

PROJECT LEAD AND PARTNERS

Project lead: Denali Borough Alaska

Project partners: Denali National Park and Preserve, NPS Alaska RTCA, AK DOT and Public Facilities

The Denali Borough has been the driver and lead of this project for the past two years and will continue to play a major role in future project execution and development. The Borough has brought in technical support from the NPS Alaska Rivers, Trails, and Conservation Assistance (RTCA) program and Alaska DOT and Public Facilities on an array of project components including planning, support applying for FLAP, and trailhead site evaluation. Given the time already invested in creating the new Antler Trailhead and planning the future trails, Denali Borough have worked diligently to include the resident and business owners of Healy to design a project that supports local vision.

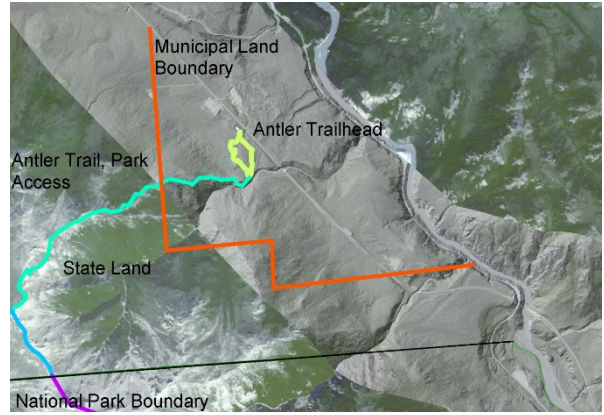
PROJECT STATUS

To date, the Denali Borough has already received \$550,000 in support from the Federal Lands Access Program (FLAP) to begin construction of an Antler Ridgeline Trailhead parking lot, in partnership with the National Park Service (NPS) and Alaska Department of Transportation & Public Facilities. With the FLAP funding and subsequent design work, the parking lot will be constructed this summer 2021. With this safe access point to the trails, development of Antler Creek and Ridgeline trails can begin.

USE: Hiking. There are also future opportunities to connect this trail to the north on multi-use ATV trails.

ESTIMATED COST

	Description of work needed	Total Est. Cost
Small Loop-Trail	0.6-mile multi-use trail, highly developed (class 4 - \$40/foot), begins at Antler Trailhead parking lot	\$140,000
Antler Creek Trail	1-mile rustic trail, developed (class 3 - \$20/foot)	\$100,000
Ridgeline Trail	2.3- trail in high-country, moderately developed (class 2 - \$10/foot)	\$120,000
Restroom for Antler Trailhead	2-stall, waterless SST restroom	\$80,000
Administrative Costs	Design, survey, and general administrative work needed for project management	\$50,000
Day-use site components	Trash Receptacle, interpretive, information, and wayfinding signs.	\$15,000
	Total:	\$505,000



The map above shows the Antler Trail components: The Antler Trailhead, Small Loop, Antler Creek Trail and Ridgeline Trail. While small parts of the trail are on municipality land, the majority of needed trail infrastructure is on state land.

Denali National Park Pedestrian Bridge and Trail Connections Near Parks Highway MP 231

Legislative District: 6C

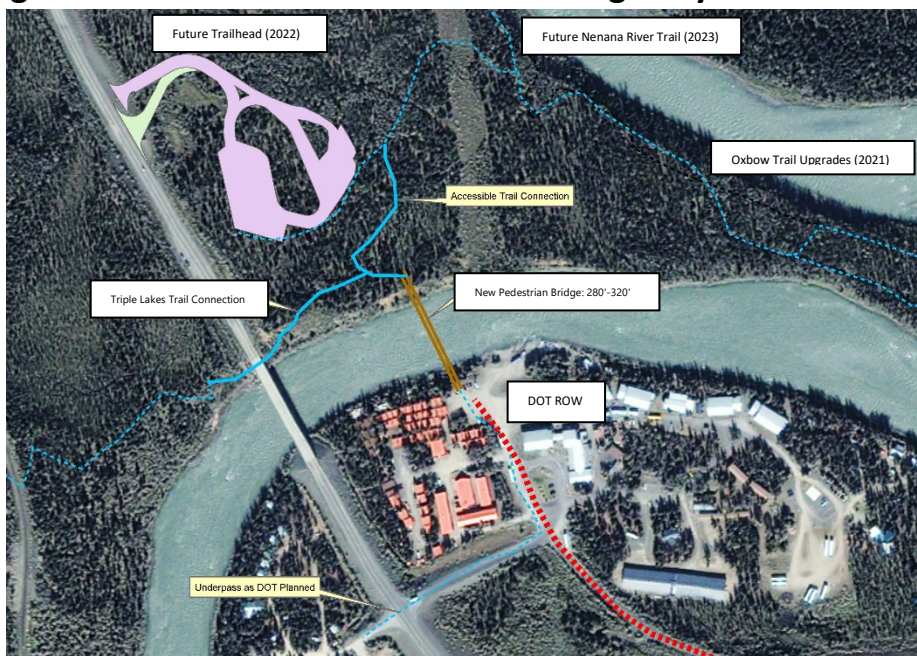
PROJECT DESCRIPTION

Construct a pedestrian bridge over the Nenana River, rebuild trail connections to provide direct and safe access to Denali National Park and connect nearby businesses and communities.

BENEFITS AND NEED

A pedestrian bridge separate from the highway bridge will provide:

- Safe and direct access to Denali National Park
- Keeps pedestrians off the Parks Highway
- DOT currently has a sizeable Right-of-Way on the south side of the river.
- Connect to future multiuse path from McKinley Village or Alaska Long Trail
- Low cost vs. new highway bridge construction that provides same amount of safety
- Quality user experience away from the noise of the highway



In order to complete the trail connections from planned trailheads (see below), the park needs to construct new or rehabilitate existing trails. The focal problem is that the existing parking is non-existent other than the informal, unsafe pull-offs on the shoulder and gravel brow of the George Parks Highway. Visitor parking on both sides has increased on the 65 mph posted highway in recent years and trail hikers attempt to cross the highway to get from one trailhead to another. The Triple Lakes Trail on the west side of the road extends up to the park entrance area and the Oxbow Trail extends east to access the Nenana River. Another accessible loop trail is planned on the east side as well.

PROJECT PARTNERS

National Park Service, Alaska Department of Transportation and Public Facilities, Denali Borough

PROJECT STATUS

Planned Construction for the Area

- Upgrade of the Oxbow Trail to accessible standards (2021)
- AKDOT&PF to construct new trailhead for the Nenana River Trail, Triple Lakes Trail and Oxbow Trail (2022)
- Construction of the Nenana River Trail (2023)

In collaboration with the State of Alaska Department of Transportation and Public Facilities, the park is completing a new trailhead (Future Trailhead 2022 on the map) to correct safety deficiencies on the George Parks Highway, create a transit station to provide community linkages along the highway corridor, and enhance safe access to three trailheads within the park.

ESTIMATED COSTS

- \$2 million for bridge construction and engineering (Placer Bridge at Spencer Whistle Stop cost in 2011 was \$1.6 million)
- \$194,950 – rebuild trail connections on the north side of the bridge

Total - \$2,194,950

Additional funding (\$580K), would establish connections between the pedestrian bridge and existing and planned trails and trailhead on the north side of the Nenana and provide landscape design and ensure functionality for all users (commercial, river access, parking) for a new wayside at southern bridge abutment (DOT ROW site). Future Trailhead 2022 is not part of this project.

- \$500k for site design and construction of AKDOT&PF ROW area to accommodate all users (river users, hotel interests, trail users, AK Long Trail users)
 - SST style restrooms - \$80k
 - Gravel/road/pad work | Landscaping | Retaining walls

GPRA Traverse and Little Susitna Loop

LEGISLATIVE DISTRICT(S): Mat-Su Borough; 9-E

PROJECT DESCRIPTION

GPRA Traverse and Little Susitna Loop: The project will construct approximately 12 miles of new trails to connect two popular existing non-motorized trail systems and increase access to the alpine country east of Government Peak. At the south end, this new trail would connect to the Matanuska-Susitna Borough's Government Peak Recreation Area (GPRA) which currently boasts 22 miles of hiker, biker, skier, and equestrian trails. To the north, extending into the Hatcher Pass area would be connections to the Skeetawk Ski Area and the 16 Mile downhill mountain bike trail.

BENEFITS AND NEED

This highly used area will greatly benefit from increased trail connectivity. In addition to the four developed trailheads that will be connected by this project (GPRA, Skeetawk, Fishhook Creek and 16 Mile) the trail will link to the campground at Government Peak along the Little Susitna River. An additional benefit for safety and user experience will be a route for mountain bikers and hikers to return to the top of the 16 Mile trail without needing a vehicle shuttle. Visitation to this region is heavy throughout the year, especially in the summer months when this trail will be used the most. Providing this infrastructure will give users a dramatic increase in connectivity between the four trailheads that does not exist and will open up many more possibilities for outdoor recreation. Beyond the connection of Hatcher Pass and GPRA, two destination recreation areas, the Government Peak Traverse Trail linking Skeetawk with the Little Susitna Loop will create a world-class option for bikers to use Skeetawk in the summer.

LAND OWNERSHIP

Portions of the trail will be on land managed by Alaska State Parks, the Mat-Su Borough, and Skeetawk which leases land from the Mat-Su Borough.

PROJECT STATUS

The project is a priority for the Borough, led by the Land and Resource Management Division, working closely with Alaska State Parks and the Mat-Su Trails and Parks Foundation. The Borough has received letters of support from several local non-profit organizations, including Mat-Su Ski Club, Valley Mountain Bikers and Hikers, and Hatcher Alpine Xperience (Skeetawk). The design for the Government Peak Traverse and the Little Susitna Loop is currently being developed by a professional trail building firm working with Skeetawk. In April 2018, The Matanuska-Susitna Borough submitted an easement application to the State of Alaska, Department of Natural Resources, Division of Mining Land and Water (DNR DMLW) for this project. As of February 2021, no decision has been provided by DNR.

PROJECT LEAD AND PARTNERS

Project Lead: Land and Resource Management Division, Mat-Su Borough

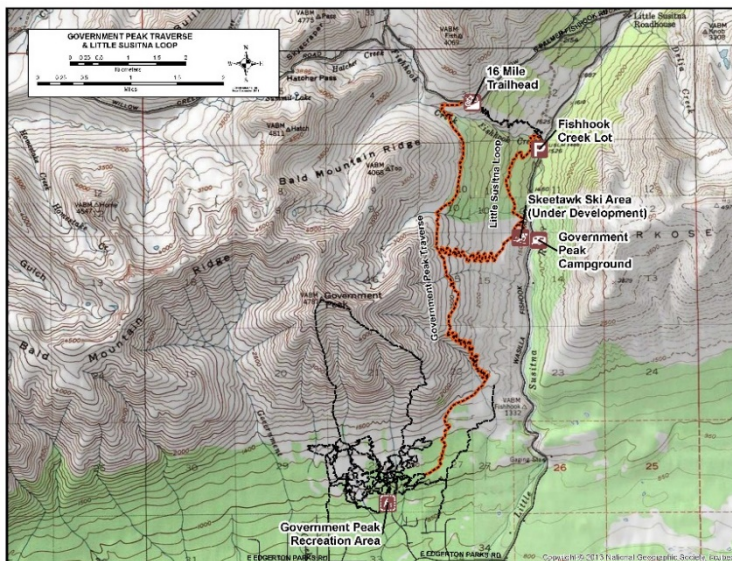
Partners: Alaska State Parks; Mat-Su Trails and Parks Foundation; Hatcher Alpine Xperience (Skeetawk).

This trail is consistent with the objectives of the Hatcher Pass Management Plan. The plan calls for the development of a bike trail plan and this trail is part of a large complex of trails under consideration for that plan. The trails are also consistent with the Borough's Government Peak Unit Asset Management and Development Plan (2012).

USE: The trail will most likely be 4-to-6-foot bench cut tread built for hiking and mountain biking. There may be an option in the future to connect the Carle Wagon Road Trail with the southern most section of the Government Peak Traverse.

ESTIMATED COST

Cost for the trail construction, trail easement survey, along with limited upgrades at the four trailheads is estimated at **\$1.9 million**.



Downtown Anchorage Revitalization & Ship Creek - Coastal Trail Connection

LEGISLATIVE DISTRICTS: 13-28 House / H-N Senate

PROJECT DESCRIPTION

The Downtown Anchorage Revitalization and Trail Connection project connects the Tony Knowles Coastal Trail to the Ship Creek Trail – a key component of Anchorage’s Moose Loop Trail. The east end of Ship Creek Trail connects to the Alaska Long Trail.

BENEFITS AND NEED

- Support the Ship Creek/Waterfront area growth into a viable, tourist-related, people-oriented commercial development;
- Create a new trail that connects the existing Ship Creek Trail to the waterfront, small boat launch, Tony Knowles Coastal Trail and downtown Anchorage;
- Provide wayfinding for the Alaska Long Trail connections to the Anchorage Moose Loop.

PROJECT STATUS

In 2017 the Municipality of Anchorage contracted with CRW Engineering Group, LLC to provide professional services to evaluate alternatives for connecting the Coastal Trail to the Ship Creek Trail in downtown Anchorage. Support is growing for the [Blue Route Alternative](#).

In 2020 the Municipality of Anchorage Parks and Recreation Department and the State of Alaska Department of Transportation contracted with Kinney Engineering, LLC and subcontractors Bettisworth North Architects and R&M Consultants to move forward with design, engineering, environmental review and ROW. Construction will begin as early as 2022.

The project is authorized under the 2019-2022 Transportation Improvement Program administered through Anchorage’s transportation planning agency, Anchorage Metropolitan Area Transportation Solutions (AMATS):

http://www.dot.state.ak.us/stwdplng/cip/stip/incorporations/assets/AMATS_01302019.pdf

Wayfinding signs were approved by Anchorage Parks and Recreation Commission in 2016.



Map of alternative routes between Coastal Trail and Ship Creek Trail. The Blue Route has been identified as the most strategic alternative for those supporting the Moose Loop connectivity to the Alaska Long Trail.

ESTIMATED COST

The project is estimated to cost \$8M, and federal funding is available with a 9% state/local match of \$720,000.

Approximately \$80K will be needed for wayfinding (signage and trail marking) for Ship Creek-Coastal Trail connections.

TOTAL: \$0.8 M to leverage the federal funds and to pay for a portion of wayfinding.

An additional \$200K would allow to provide wayfinding for the Alaska Long Trail connections to the Moose Loop trail in other parts of Anchorage – for example, from the end of the Campbell Ck Trail to Kincaid, and will directs users to restaurants and visitor attractions along the route.

Crow Pass Trail

LEGISLATIVE DISTRICTS: Senate Districts G-N; House Districts 13-28 (all of Anchorage/Eagle River/Girdwood)

PROJECT DESCRIPTION

This Long Trail project would upgrade the popular, spectacular but degrading Crow Pass Trail in Chugach State Park, which connects Girdwood and Eagle River. The 21-mile trail ascends from the Crow Creek Trailhead in Girdwood, through talus fields and mine ruins up to Crow Pass, near the toe of Raven Glacier. The trail descends from the snowfields and lakes at the pass, through alpine meadows and forests to a ford on Eagle River (no bridge yet). The route then trends west, paralleling Eagle River to the Eagle River Nature Center. This route is formally designated as a portion of the Iditarod National Historic Trail and is the premier overnight, point-to-point trail in Chugach State Park.

Like the majority of trails in Alaska, this “trail” is just an informal social route worn in by users over the years. Significant portions the route need to be relocated and rebuilt. Chugach State Park staff and professional trail builders have done the in-field work needed to lay out the routes and estimate costs for two sections needing substantial improvements:

- Heidi’s Knob, the last mile of the descent from Crow Pass down to the Eagle River: The trail in this area drops down for the more gently sloping upper valley, scampering down through steep, forested ground. This critical relocation/rebuilding project would create a safer, more enjoyable route.
- Eagle River Valley: In much of this area the route runs right next to the actively eroding river. A steadily increasing percentage of the trail is disappearing into the river. This project would fund the critically needed trail reconstruction and reroute of about 5 miles of this 12-mile stretch of the trail, lifting the trail onto more stable and sustainable higher ground.

BENEFITS AND NEED

The planned upgrade will significantly upgrade and reroute a high value, deteriorating trail, delivering the following benefits:

1. Upgrade one critical link of the full Long Trail, and at the same time, provide a much improved day or short overnight recreation amenity, close to Alaska’s largest city and most visited destination.
2. Upgrade an important, historic section of the Iditarod supply route, including evidence of historic mining activity along the route.
3. Further expand options and opportunities on a trail important to local commercial outfitters and guides.
4. Greatly improve safety of an increasingly hazardous trail, reducing regularly search and rescue costs to the state.
5. Replace a near impossible-to-maintain social trail with a purpose-built, durable and sustainable trail.

LAND OWNERSHIP

The first 3 miles of the trail, from the Girdwood Trail head to Crow Pass crosses through Chugach National Forest. The remainder of the route, and all the projects outlined here, are entirely within Chugach State Park.

PROJECT LEAD AND PARTNERS

Project lead: DNR, Division of Parks and Outdoor Recreation, Chugach State Park

Partners: Alaska Trails’ Trail Stewards Program (volunteer and paid trail crews)

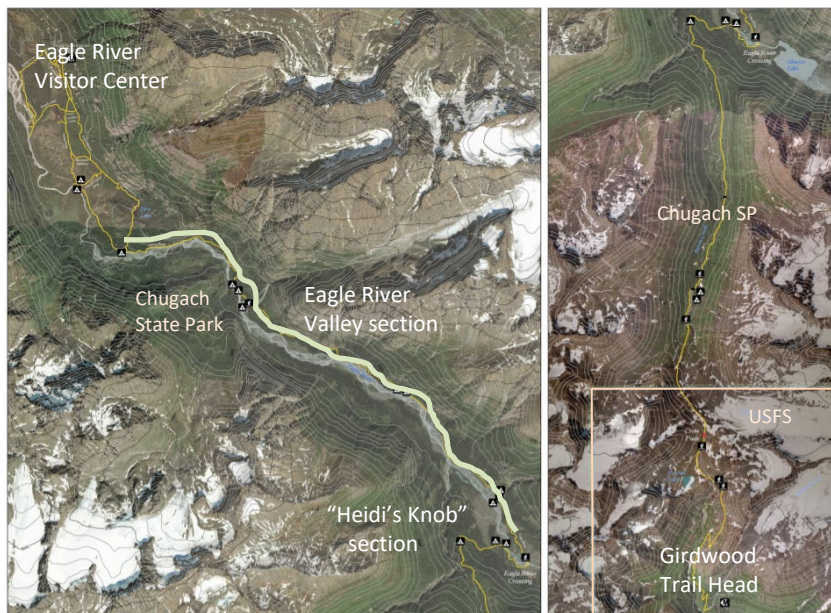
PROJECT STATUS

This project is fully shovel ready, matches the 2016 Chugach State Park Trail plan, and merely awaits funding to carry out the needed improvements.

USE: Hiking, Backcountry skiing

ESTIMATED COST

- “Heidi’s Knob” section \$150,000
- Eagle River Valley section \$900,000
- Trail-side facilities to support and manage impacts of growing use including hardened campsites, restrooms, signage. \$150,000
- Project oversight and management \$100,000
- **Total: \$1,300,000**



Improvements to the Crow Pass Trail. Chugach State Park

Turnagain Arm Trail Maintenance and Extension

LEGISLATIVE DISTRICTS: 13-28 House / H-N Senate

PROJECT DESCRIPTION

The Turnagain Arm Trail follows a support route created during the 1910s to aid the construction of the Alaska Railroad. This trail meanders above the Seward Highway and offers sweeping views of Turnagain Arm. Thanks to its southern exposure, this is one of the first snow-free trails in the spring.

The Turnagain Arm Trail is 9.5 miles one way and accessed from several trailheads along the Seward Highway: Potter Creek, McHugh Creek, Rainbow Creek, and Windy Corner. Along its current course, the trail bridges several creeks, travels through eroded, muddy terrain, and continues along cliffs where landslides have been sloughing off sections of trail. A comprehensive list of maintenance needs exists for this popular year-round trail.

The Chugach State Park Trail Management Plan includes a roughly 1.5-mile extension of the southern terminus at Windy Corner to the Falls Creek Trailhead. This section of trail would switchback over a rocky ridge extending from South Suicide Peak to an elevation of approximately 500' ASL and offer immense views of the head of Turnagain Arm. This extension would tie into the existing Falls Creek Trailhead and terminate at the established trailhead there.

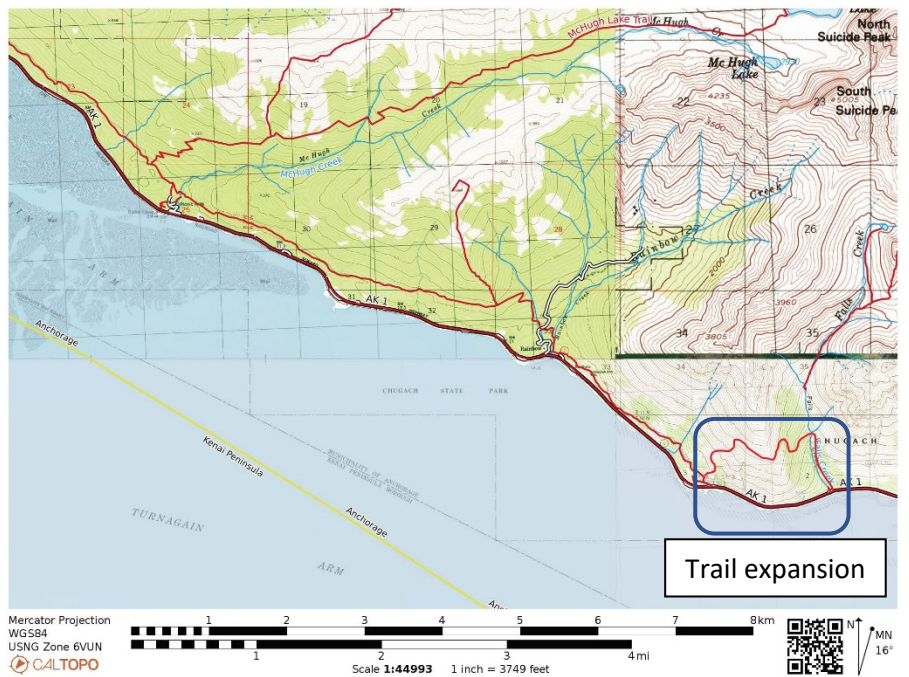
ESTIMATED COST

Maintenance Needs:

- Boardwalk and tread materials: 50K
- McHugh Creek Bridge resurfacing: 20K
- Retaining structure improvements: 50K
- Labor and dirt work: 100K

New trail segment: 150K

Total: 370K



Seward to Girdwood Segment - Southern Trek of the Iditarod National Historic Trail (INHT)

LEGISLATIVE DISTRICTS: O-29/30

PROJECT DESCRIPTION

This segment of the Long Trail would connect Seward and Girdwood, passing through both Forest Service federal lands and non-federal lands. This section takes advantage of many scenic miles of back-country Forest Service trails that currently offer excellent year-round opportunities for non-motorized recreationists, some sections of the trail are open to winter motorized use. However, the trails are not continuous and do not yet provide a complete route from Seward to Girdwood. This project would build a new trailhead located at 20 Mile south of Girdwood, and 5 trail bridges (4 in Turnagain Pass: Lyon Creek, Taylor Creek, Spokane Creek, Bertha Creek; and 1 in Moose Pass at Victor Creek) connecting and expanding vital segments along the INHT system. This system would create opportunity to continue trail building in areas beyond where these trail bridges would be installed as currently the back-country areas are not accessible without these crucial bridges in place.

BENEFITS AND NEED

The proposed trailhead and bridges are desirable because they

1. allow access to federal, State, and private lands through the new trailhead,
2. provide excellent recreation opportunities for day-trip recreationists along this historic section of trail, and
3. create safe access and water crossings along trail segments that are normally inaccessible.

LAND OWNERSHIP

This proposed route remains within the Chugach National Forest, while the trailhead site is on State/non-federal lands.

PROJECT LEAD AND PARTNERS

Project lead: Chugach National Forest

Partners: Kenai Mountain Turnagain Pass National Heritage Area; Alaska Trails; Student Conservation Association.

If funded, Chugach National Forest will take the lead on this project, multiple partnership opportunities are available to assist in the shared stewardship of this trail segment. Alaska Trails and the Kenai Borough are active supporters of this project and will assist as needed.

PROJECT STATUS

The proposed 20 Mile Trailhead construction project is shovel ready and able to receive funding towards construction. Design, NEPA, and Surveys are all completed at this time. Bridges are near shovel ready and could be implemented within the next year. Surveys and NEPA are complete, some finalized design, geotechnical data, and hydrology reports are still required but will be completed this year. Two of the five bridges are currently on hand awaiting final installation design.

USE: non-motorized (year-round) and motorized (winter only)

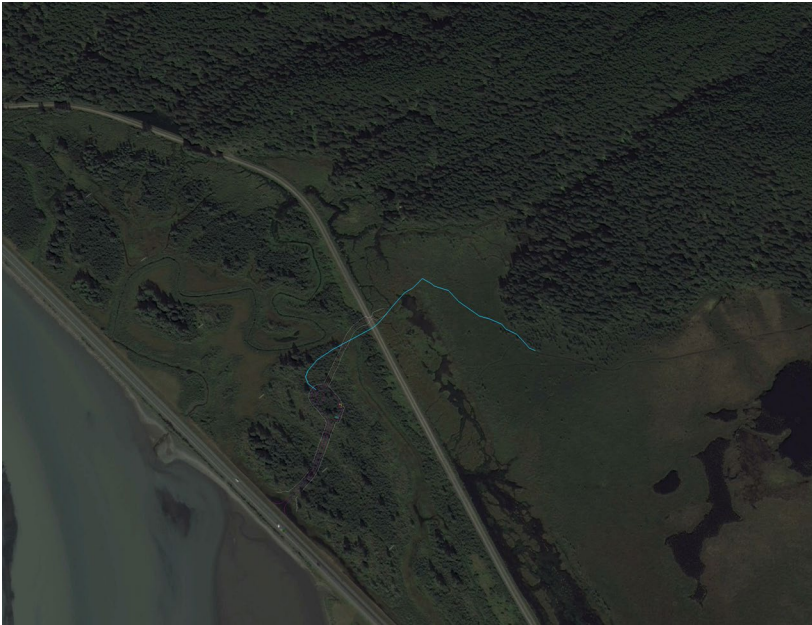
ESTIMATED COST

- 20 Mile Trail Head Construction = \$1,760,317.
- Lyon Creek Bridge: Currently have bridge on hand, \$120,000 needed for installation costs.
- Victor Creek Bridge: 105' span, \$310,000 for bridge purchase and installation.
- **Total: \$2,190,317**

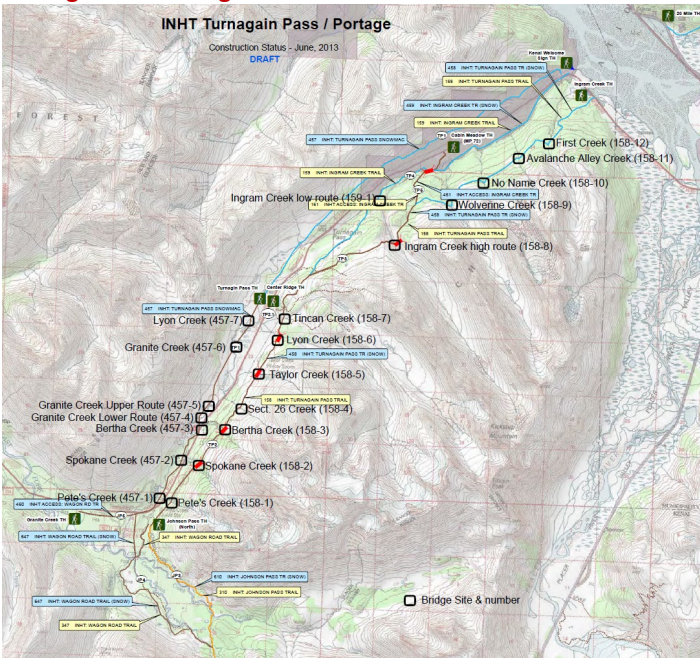
Shovel Read bridge projects that would be purchased/installed with an additional \$625,000

- Taylor Creek Bridge: Currently have bridge on hand, \$110,000 needed for installation costs.
- Spokane Creek Bridge: 90' span, \$265,000 for bridge purchase and installation.
- Bertha Creek Bridge: 85' span, \$250,000 for bridge purchase and installation.

Proposed 20 Mile Trailhead Site Location, Mile Marker 82 Seward Highway:



Turnagain Pass Bridges:



Moose Pass Bridges – Victor Creek:

