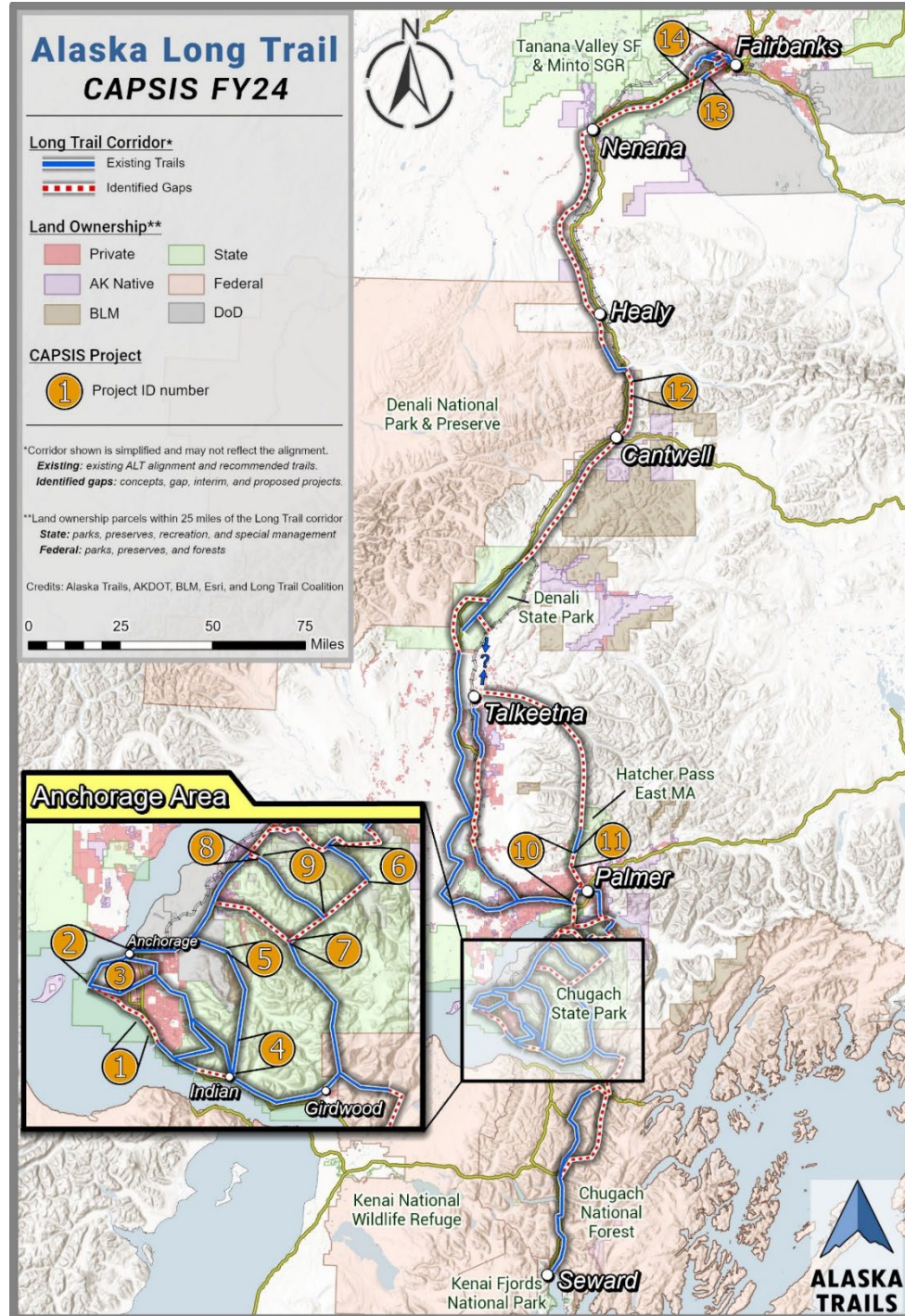


ALASKA LONG TRAIL - CAPSIS FY2024

Alaska Trails, working closely with partners, identified 14 high-priority shovel-ready and planning-ready projects along the length of the [Alaska Long Trail](#) proposed route. These projects have been submitted to legislature for the FY2024 state capital budget. The table on the following page provides the summary of the projects, including TPS#s, and their location is shown on the map below. “Multi-use” refers to both motorized and non-motorized uses.



CONTACTS

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www.alaska-trails.org/the-alaska-long-trail

ALASKA LONG TRAIL - CAPSIS FY2024 PROJECTS INCLUDE:

- Building new non-motorized trails (#1, 4, 11, 14)
- Existing multi-use¹ trail improvements (#6, 8, 9, 13)
- Planning studies to identify links between segments (#7, 10)
- Improving trail access and parking (#4, 5, 7, 8, 14)
- Wayfinding and cultural heritage (#2, 3)
- Separated highway paths for safe non-motorized travel (#12)

WHO IS MAKING IT HAPPEN? [Alaska Trails](#), a statewide non-profit, is coordinating this ambitious project, working with the Long Trail Coalition (representatives from each region along the route) bringing in local trail users, landowners, and communities.

LEVERAGE & MATCHING FUNDS: Requested state capital dollars can be used to leverage additional, larger sums of federal LWCF, FLAP, and RTP funds.

FY2023 state capital budget: State legislature included 15 Alaska Long Trail projects in the [FY2023 budget last year](#) – THANK YOU! However, only seven of the projects were funded after the vetoes. The table below shows the new set of ALT projects for FY2024, including a few that didn't make it last year².

| | TPS # | Project | Use | Amount | Recipient | Location |
|--------------|-------|---|---------------|--------------------|------------------------------------|--|
| 1 | 66547 | Connect Oceanview Bluff Park to Potter Marsh | non-motorized | \$1,000,000 | Anchorage Park Foundation | Anchorage |
| 2 | 66459 | Connect Ship to Coastal Through Indigenous Place Name Plaza | non-motorized | \$600,000 | Anchorage Park Foundation | Anchorage |
| 3 | 66548 | Wayfinding in Anchorage & Chugiak-Eagle River | non-motorized | \$300,000 | Anchorage Park Foundation | Anchorage |
| 4 | 67940 | Indian Valley Trail Reroute | non-motorized | \$1,500,000 | Alaska Trails | Indian / Chugach State Park |
| 5 | 67994 | Arctic Valley Trailhead Parking Expansion | non-motorized | \$175,000 | DPOR | Arctic Valley / Chugach State Park |
| 6 | 67954 | Eklutna Lakeside Trail Improvements | multi-use | \$234,000 | Alaska Trails | Eklutna / Chugach State Park |
| 7 | 67910 | Ram Valley Re-establishing Access | non-motorized | \$100,000 | Alaska Trails | Eagle River / Chugach State Park |
| 8 | 68009 | Peters Creek Trailhead Parking Survey and Design | multi-use | \$75,000 | DPOR | Peters Creek / Chugach State Park |
| 9 | 68011 | Peters Creek Trails Assessment and Design Prescription | multi-use | \$60,000 | Chugach Mountain Bikers | Peters Creek / Chugach State Park |
| 10 | 67978 | Core Mat-Su Corridor Planning | non-motorized | \$100,000 | Alaska Trails | Matanuska-Susitna Borough (Greater Palmer) |
| 11 | 66755 | GPRA Traverse and Little Susitna Loop | non-motorized | \$1,900,000 | Mat-Su Trails and Parks Foundation | Matanuska-Susitna Borough (Greater Palmer) |
| 12 | 66753 | Carlo Creek to Crabbies Crossing Separated Path | non-motorized | \$1,000,000 | Denali Borough | Denali Borough |
| 13 | 66749 | Isberg 4-Season Trail | multi-use | \$990,000 | Fairbanks North Star Borough | Fairbanks North Star Borough |
| 14 | 66751 | Equinox Marathon Trail -- Parks Highway to Fairbanks via Ester Dome | multi-use | \$1,450,000 | Fairbanks North Star Borough | Fairbanks North Star Borough |
| TOTAL | | | | \$9,484,000 | | |

¹ "Multi-use" refers to both motorized and non-motorized uses.

² Projects that were included in the FY2023 capital budget last year but didn't make it through the vetoes are shaded in yellow.



1. Connect Oceanview Bluff Park to Potter Marsh

TPS Number: 66547

PROJECT DESCRIPTION

Anchorage is the urban braid of the Alaska Long Trail, which envisions a continuous protected multi-use path from Girdwood to Anchorage's trail system - the Moose Loop. This project addresses the gap between the Moose Loop and Potter Marsh. There are two gaps in the Alaska Long Trail between Anchorage and Girdwood. The first gap is along the Seward Highway between Bird and Potter Marsh. The 2nd gap is between the Moose Loop and Potter Marsh. The goal of this project is to be simultaneously researching and working toward building a trail in both sections at the same time, working closely with Alaska DOT&PF.

The Alaska DOT&PF Statewide Transportation Plan (STIP) is starting its community engagement process to re-design the Seward Highway between Potter Marsh and Bird - the MP 98.8 to 118 project. A coalition has formed to advocate for a protected multi-use path the full length of that highway project.

If this request is funded, Anchorage Park Foundation will issue an RFP to review existing planning and other site-specific information and prepare a design study report of options to connect Oceanview Bluff Park to Potter Marsh, including consultation with major landowners, assessment of utility conflicts, a preliminary geotechnical assessment, potential ROW impacts, and typical sections proposed for a trail in this corridor. The project will also engage the community on existing uses and preferences for routes as part of a shared vision for this trail connection. Multiple landowners will be involved, including the Alaska Railroad, Alaska Fish and Game, Anchorage Parks and Recreation and the Municipality of Anchorage.

The long-term goal is to connect Anchorage to Girdwood, where the Alaska Long Trail continues its path north to Fairbanks. This project is included in the Non-Motorized Transportation Plan for Anchorage.

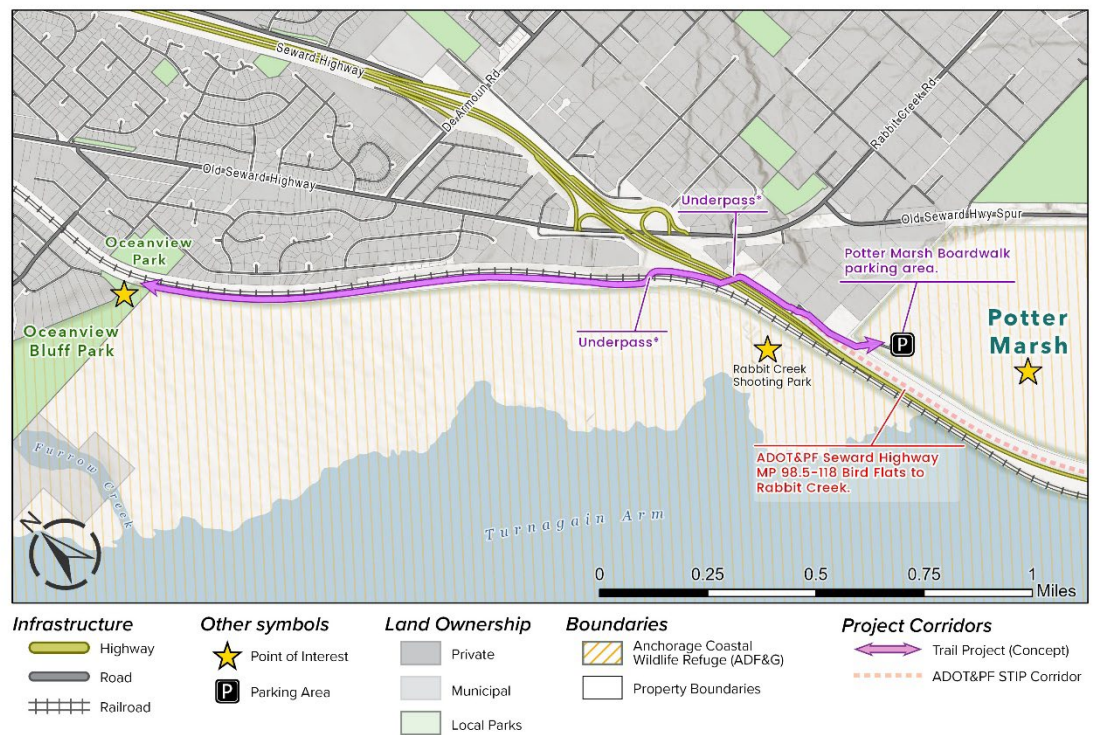
PROJECT LEAD AND PARTNERS: Anchorage Park Foundation, AK DOT&PF

USE: non-motorized

ESTIMATED COST

2023 & 2024 public process and route selection
2025 on-sight geotechnical exploration and design
2026 build (separate funding)

TOTAL: \$1,000,000



*Locations and number of underpasses are conceptual at this time.

Sources: ADF&G, ADOT&PF, BLM, and MOA

Created for Anchorage Park Foundation (Feb. 2023) by Alaska Trails

2. Connect Ship to Coastal Through Indigenous Place Name Plaza

TPS Number: 66549

PROJECT DESCRIPTION

Build and install a Dena'ina Indigenous Place Name Plaza and visitor amenities where the Coastal Trail meets the Ship Creek Trail in Downtown Anchorage.

AMATS Transportation Improvement Program Project No. CFHWY00586 will connect the Ship Creek Trail to the Tony Knowles Coastal Trail near the small boat launch downtown. The two trails are separated by a one-mile gap. Funding is needed for a cultural plaza, an improved Beluga whale viewing area, and amenities to improve the experience for residents and visitors. This trail connection in downtown Anchorage has the potential to be an urban highlight of the 500-mile Alaska Long Trail from Seward to Fairbanks, celebrating our region's Indigenous people and their history of connection to the land and waters.

Anchorage Park Foundation seeks funding to work with the Native Village of Eklutna, the Anchorage Downtown Partnership, the Anchorage Museum, Visit Anchorage, The Anchorage Chamber of Commerce and AEDC to Indigenize our downtown with a wayfinding system and other features. A coalition called the Roadmap for a Vital and Safe Anchorage also supports this request, envisioning expanded economic opportunities available to other business centers through cultural tourism.

Other supporting partners are the Alaska Native Heritage Center, Anchorage Community Land Trust, ATIA, Cook Inlet Region, Southcentral Foundation, Municipality of Anchorage, Cook Inlet Housing, Rasmuson Foundation, AFN, Providence Board, Bristol Bay Native Corporation, APU, First Alaskans Institute, and the Project Anchorage Task Force initiated by Mayor Bronson. Anchorage's business community wholeheartedly supports cultural tourism as a way to enhance the visitor experience in a globalized world. Independent travelers are seeking cultural attractions and stories that are unique to this place, tying our people and our art and cultures to our very attractive outdoor experiences in Alaska. Investment in cultural tourism infrastructure with Dena'ina leadership is strongly advised for this region.

BENEFITS AND NEED

Indigenous place names encompass our relationship with the land. It is a story of our interaction and understanding of the animals, plants and waters of an environment. For thousands of years, the Dena'ina have and continue to steward and care for this place. The Indigenous Place Names Project is a step towards recognizing and honoring the Dena'ina language, knowledge and innovations in Alaska. In Anchorage, our trails are often along our creeks. We know our trails to be ancient pathways that led to food sources and have always been "active transportation corridors."

Cultural tourism infrastructure will benefit the tourism industry in Anchorage, and will benefit the economy of Alaska as a whole, as we simultaneously enhance the visitor stay and the Alaska Long Trail urban experience.

PROJECT LEAD AND PARTNERS: Anchorage Park Foundation and partners: Native Village of Eklutna, the Anchorage Downtown Partnership, the Anchorage Museum, Visit Anchorage, The Anchorage Chamber of Commerce and AEDC

ESTIMATED COST:

TOTAL: \$600,000

3. Wayfinding In Anchorage & Chugiak-Eagle River

TPS Number: 66548

PROJECT DESCRIPTION

The Municipality of Anchorage is one of the "urban braids" to the Alaska Long Trail. The Alaska Long Trail urban braid currently connects from Chugiak Eagle River to Anchorage along the Glenn Highway Trail. The Glenn Highway Trail connects to Anchorage's Moose Loop trail system and the two Alaska Long Trail segments - the Coastal Trail on the south and west, and Ship Creek Trail on the north. Other portions of the 33-mile Anchorage Moose Loop provide key Long Trail "on-ramps", improving access for neighborhoods and visitors throughout the Anchorage Bowl.

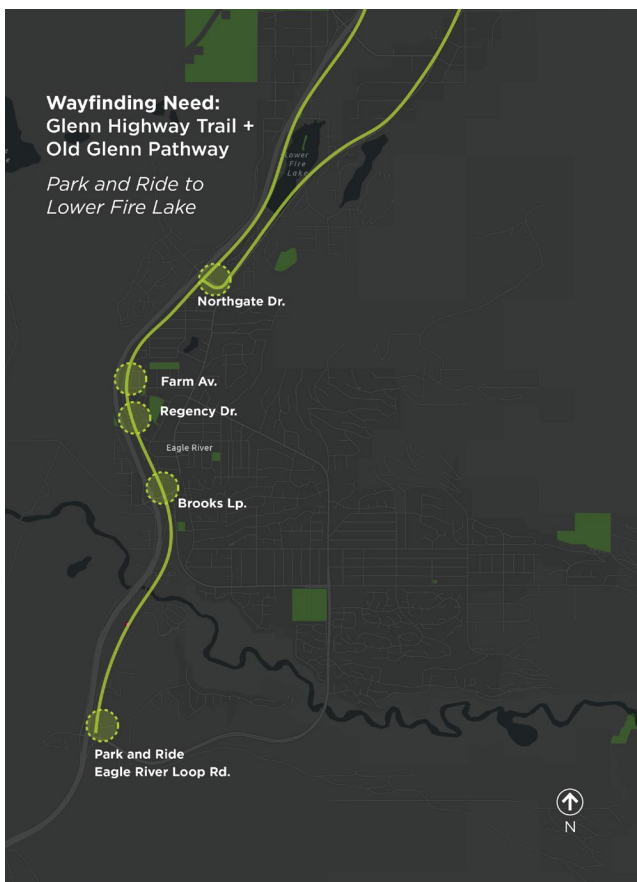
Funding through this project will provide for safer and more enjoyable connectivity within Anchorage and to Eagle River-Chugiak in the north, to benefit residents, visitors and businesses.

Wayfinding: For experienced cyclists, the MOOSE LOOP and the Glenn Highway Trail can be enjoyed in its current form, but wayfinding signs and tools are needed for new users and visitors to navigate the trail system. Funding from the Alaska Legislature for FY2023 has been used to develop a wayfinding plan that meets national standards for roadways and trails in Anchorage and secure all necessary materials to complete 90% of the project area. Additional funds will be used to develop a similar plan for Chugiak-Eagle River, and complete the design and install in Anchorage and Eagle River-Chugiak. The Alaska Long Trail is in the process of creating a logo that will be used in the branding on the wayfinding signage.

PROJECT LEAD AND PARTNERS: Anchorage Park Foundation

USE: nonmotorized

ESTIMATED COST: \$300,000



4. Indian Valley Trail Reroute

TPS# 67940

PROJECT DESCRIPTION

The project will create a new alignment for the Indian Valley Trail in Chugach State Park according to sustainable trail principles, moving it to higher ground with better drainage and trail grades to restore year-round access to a large portion of the southern reaches of Chugach State Park.

The Indian Valley Trail (identified in the Chugach State Park Trail Management Plan (TMP) as trail ID #509a) is a 5+ mile trail which begins at the Upper Indian Creek Trailhead at the end of Boretide Road in the community of Indian. This trail provides access to the alpine environment of Indian Pass, the upper Ship Creek drainage, can be used to connect to the Glen Alps and Prospect Heights trailheads via Ship Pass, and is a critical five miles of the popular 21-mile Arctic to Indian Traverse.

The current trail is poorly aligned, staying near the creek where the ground is wet and unstable, with dense brush and frequent creek crossings. The best solution is to re-align the trail according to sustainable trail principles, moving it to higher ground with better drainage and trail grades, resulting in a higher quality trail at a lower cost than “fixing” the existing trail. The new trail will be approximately 7 miles long and climb approximately 2000 feet from Boretide Road to Indian Pass. At least 5 bridges will be required. The trail will be 4 ft wide with a clearing width of 8 ft high and 8 ft wide, adhering to Alaska State Parks Handbook standards for a Class III Trail.

BENEFITS AND NEED

This project will improve the experience of hikers, equestrians and skiers who utilize the Indian Valley Trail year-round. In addition to improvements to the Indian Valley Trail, this project will improve the gravel parking lot that serves the trail, the Upper Indian Creek Trailhead.

Rebuilding the Indian Valley Trail with a sustainable alignment also sets the stage for the next step in the development of the Arctic to Indian summer trail as identified in the TMP. Currently the Arctic to Indian corridor is largely impassable in summer due to numerous creek crossings, dense vegetation and challenging tread. A future iteration of the trail will connect the new Muktuk Marston Trail, which departs from Arctic Valley Ski Area to Indian Pass.

PROJECT LEAD AND PARTNERS: Alaska Trails, Chugach State Park

USE: non-motorized: hiking, skiing, equestrian

ESTIMATED COST:

Reconnaissance, Design and Layout - \$60,000

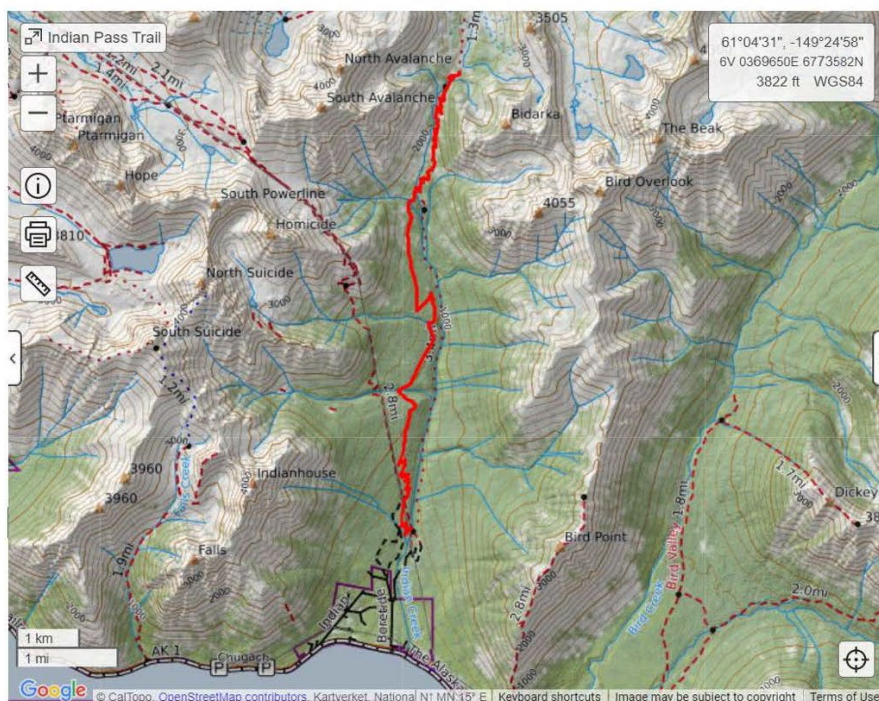
Project Management - \$40,000

Construction costs (trail - \$100,000 per mile) - \$700,000

Construction Costs (5 bridges) - \$700,000

TOTAL: \$1,500,000

Alaska Long Trail - Indian Valley Trail Reroute



Note: The red line is a preliminary route, to be determined during the proposed project

5. Preliminary Design/Feasibility Study - Arctic Valley Trailhead Parking Expansion, Chugach State Park

TPS Number: 67994

PROJECT DESCRIPTION

This project funds study/design work to modernize and expand the Arctic Valley Trailhead in Chugach State Park. It will determine suitable expansion areas, access road improvements, circulation patterns, and additional trailhead facilities.

This project is a preliminary design & feasibility study for upgrading the Arctic Valley Trailhead in Chugach State Park. The current trailhead has a poor and eroding access road, poor drainage, is unpaved, and does not have a convenient, modern vault latrine or accessible ADA trail. The existing trailhead was built by the Anchorage Ski Club in the 1950s and 60s, and does not conform to any modern Alaska State Parks standards for trailheads, parking lots, drainage, latrines, etc. As part of the Anchorage Ski Club's concession contract with Alaska State Parks, the trailhead, road, and parking lots were transferred to Alaska State Parks' ownership.

The Anchorage Ski Club, Inc. which operates the area under a concession contract with Alaska State Parks, received a grant for \$90,000 from the Municipality of Anchorage to build a new visitor contact station at the trailhead. This is a first step towards modernizing the trailhead, but additional work needs to be done to improve drainage, the parking and access road surface, and determine the most efficient traffic patterns to accommodate the increased usage of the area.

BENEFITS AND NEED

During peak seasons in the winter and fall the current parking lots are full, with vehicles parked down the side of the access road, creating hazards and impeding traffic flow. Because Arctic Valley is not in a residential neighborhood, it is a rare access point that can be improved and expanded without creating conflicts with its neighbors. As such, it provides an opportunity to take pressure off the Glen Alps and South Fork Eagle River trailheads.

The study would evaluate neighboring areas for potential parking lot expansion and explore alternative traffic pattern arrangements that would decrease vehicle conflicts in on the steep access road.

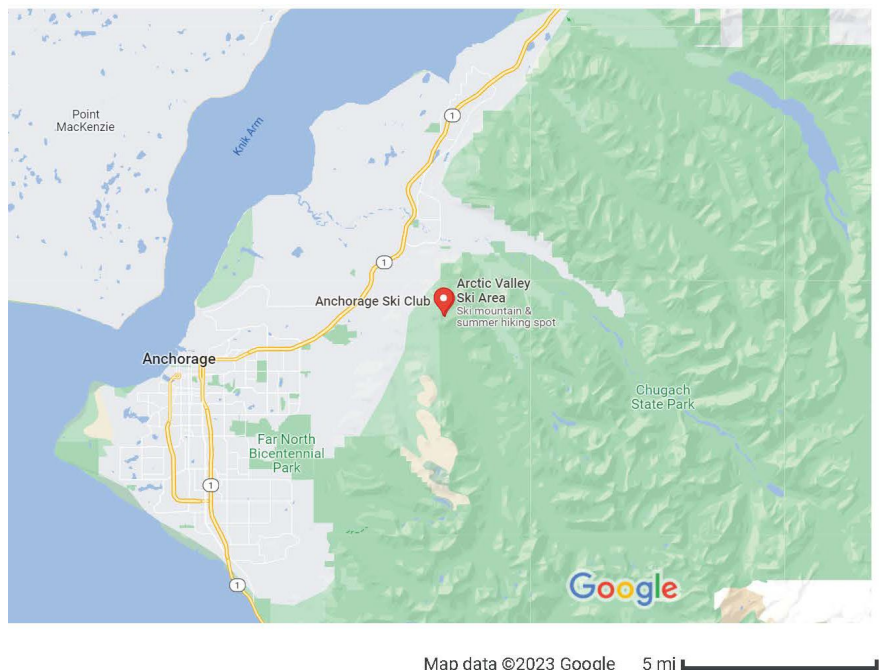
An ADA-accessible trail from the trailhead to the Marston Overlook, with sweeping views of Anchorage and the Ship Creek Valley, would provide an easy walk, with negligible elevation change, to a great viewpoint, and further facilitate increased visits and recreational opportunities for young children, older adults, and visitors with disabilities.

The current latrines are located near the end of the tertiary parking lot, and are of an older design that is more difficult to maintain and clean than newer models. Newer latrines located near the trailhead would result in increased usage of the appropriate facilities and would be less susceptible to vandalism.

PROJECT LEAD AND PARTNERS: Anchorage Ski Club, Inc. (concessionaire), Chugach State Park

USE: non-motorized

ESTIMATED COST: \$175,000



6. Eklutna Lakeside Trail Improvements

TPS# 67954

PROJECT DESCRIPTION

Portions of the popular Eklutna Lakeside Trail have collapsed and eroded into the waters of Eklutna Lake. This project would help to realign the trail along this popular, family-friendly four-season multi-use corridor. This trail is a high priority for the Chugach State Park due to high use both for nonmotorized and motorized recreation. Erosion is a critical issue for parts of the trail, as well as blocked ditches and culverts. Improved drainage is necessary to keep the trail accessible.

The Eklutna Lakeside Trail improvement project will realign and rebuild sections of the Eklutna Lakeside Trail where the trail has collapsed and eroded into Eklutna Lake. In some locations the bike trail may be moved higher to avoid erosion along the lakeshore. In other locations, drainage needs will be addressed through culverts and/or rocky swales.

BENEFITS AND NEED

- The project will repair sections of the trail that have collapsed and created dangerous and unpassable situations for trail users.
- Some sections of the trail will be moved to a higher ground, creating a sustainable solution to combat trail erosion.
- Completion of this project will lead to a safer, more enjoyable Eklutna Lakeside Trail for all users - ATVs, snowmachines, skiers, bikes, and hikers.

PROJECT LEAD AND PARTNERS: Alaska Trails, Chugach State Park

USE: Multi-use: motorized/non-motorized

ESTIMATED COST:

Trail work could commence and be completed in summer 2023. A single field season should be sufficient to repair and rebuild the damaged section of trail. Expenditures are expected to be as follows:

Layout and design = \$18,600

Repairs to 6 miles of single-track trail (biker and hiker) @ \$8,000/mile = \$48,000

Repairs to 12 miles of multi-use trail (ATV and snowmachine) @ \$12,000 = \$144,000

Project management = 23,400

TOTAL: \$234,000



7. Ram Valley, Reestablishing Access

TPS# 67910

PROJECT DESCRIPTION

The project will produce a feasibility study to examine several options to restore access to Ram Valley, a popular Chugach State Park high alpine destination. The outcome of the study will be a recommendation made to Chugach State Park to provide feasible and legal access to Ram Valley.

Ram Valley is a popular corner of Chugach State Park, located north of Eagle River and south of Eklutna Lake. The area has historically been popular with hunters, hikers, backpackers, skiers and climbers. Since 2020, access to Ram Valley has been effectively eliminated when the prior existing access, through private property at the discretion of the landowner, was revoked due to conflicts over parking and trespassing. Since then, Ram Valley and the surrounding environs have only been accessible by especially long and arduous routes - unsuitable for most users.

BENEFITS AND NEED

Providing access to Alaska's park lands is a central tenet of the Department of Parks and Outdoor Recreation and the Alaska State Park system. Losing access to a large swathe of Chugach State Park, Alaska's most visited public land, disenfranchises Alaskans. However, restoring access needs to be done in a thoughtful, deliberate way which is inclusive of community perspectives. Alaska Trails, a statewide non-profit based in Anchorage, will work in collaboration with Chugach State Park and other stakeholders to produce a feasibility study that will examine access options to this valuable outdoor recreation destination. The study will ensure that community voices are heard, incorporated and respected so that Chugach State Park access is compatible with neighborhood values and private landowner rights. The final outcome of the project will be a recommendation to Chugach State Park on the best access options and a feasible trail layout to Ram Valley.

PROJECT LEAD AND PARTNERS: Alaska Trails, Chugach State Park, Chugach State Park Citizens' Advisory Board

PROJECT STATUS

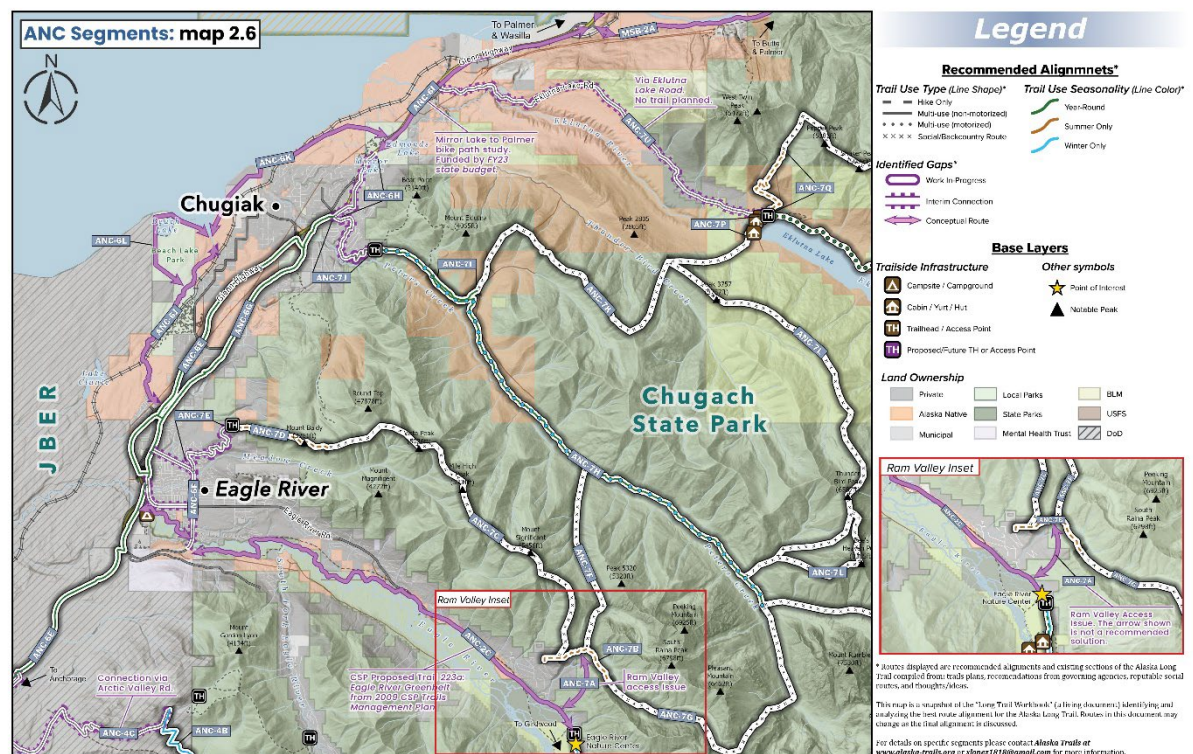
The project has gone through a public review process. The trail which was formerly used to access Ram Valley was included in the Chugach State Park Trail Management Plan (TMP) as trail ID# 209 and thus was a part of the public review process associated with the crafting of that document prior to its adoption. Additionally, the Chugach State Park Citizens' Advisory Board formed an ad-hoc Ram Valley Access Committee in early 2023 to assist in the resolution of the access issue in this section of Chugach State Park.

USE: non-motorized

ESTIMATED

COST:

Real Estate and
Land Use Research
- \$20,000
Community
Outreach - \$30,000
GIS Mapping -
\$20,000
Rough Layout of
Options - \$30,000
Total: \$100,000



8. Peters Creek Trailhead Parking Survey and Design

TPS Number: 68009

PROJECT DESCRIPTION

Peters Creek is a major access point to Chugach State Park with no parking facilities, and public access encroaches on private land. Parking survey and design is needed to secure current use and plan for future park improvements.

The Chugach State Park Peters Creek Trailhead provides a popular access to the Bear Mountain/Mount Eklutna hiking loop and leads to more remote hunting and snowmachining areas in the upper valley. Currently there is no off-street parking, and cars line the road in the neighborhood. What is more worrisome is that the beginning of the trail system encroaches onto private land.

BENEFITS AND NEED

Peters Creek Valley is a high priority not just for the local residents, but it is an integral link in the Alaska Long Trail. Staff look to this valley to help disperse use from overwhelmed sections of Chugach State Park.

Any park improvements in Peters Creek Valley will first need a parking area. Planned relocation and reconstruction of trails, the Alaska Long Trail connection to Ram Valley and a future Public Use Cabin are all on hold until the parking issue is resolved.

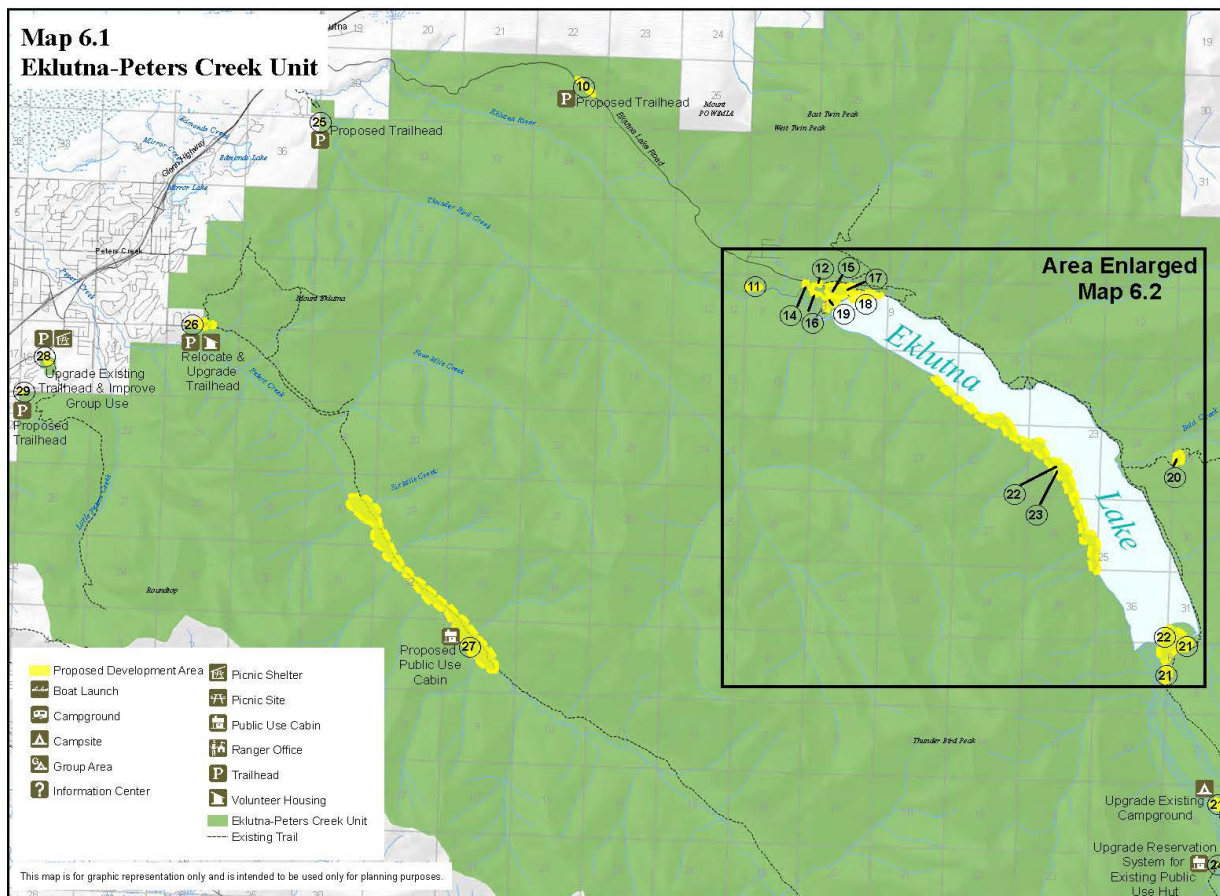
PROJECT LEAD AND PARTNERS: Chugach State Park

USE: multi-use: motorized and non-motorized

ESTIMATED COST:

Surveys to be completed Summer/Fall 2023 and initial design work completed by February 2024, additional field work Summer/Fall 2024. All funds will be spent by December 31, 2024.

TOTAL: \$75,000



9. Peters Creek Trails Assessment and Design Prescription

TPS Number: 68011

PROJECT DESCRIPTION

Design prescription for approximately 18 miles of hiking, biking, skiing and snowmachining trail improvements in Peters Creek Valley, Chugach State Park. This project complements the Peters Creek Trailhead Parking Survey and Design (TPS 68009). The popular Peters Creek Trail system is comprised of old roads, pack trails and muddy mountain scrambles that encroach onto private property. Current landowners allow hikers, bikers, skiers, hunters and snowmachiners to cross their property, this project would fund fieldwork to locate and design a route on public lands.

Peters Creek Valley has seen little in the way of trail improvements and Chugach State Park plans rank this as an important area to provide recreation for the local community and to disperse use from other sections of the park. Peters Creek is a key part of the Alaska Long Trail connecting to Ram Valley and Crow Pass to the south, and Eklutna to the north.

Any development in this valley would first require a parking lot (TPS 68009), but this parking development would also require rerouting of existing trails. This funding will provide a comprehensive trail assessment and design prescription for future improvements.

BENEFITS AND NEED

- Peters Creek Valley is a high priority not just for the local residents, but it is an integral link in the Alaska Long Trail.
- The valley is a priority for Chugach State Park to help disperse use from other overwhelmed sections of the park.
- The valley is one of few areas of multi-use access in the Anchorage area.

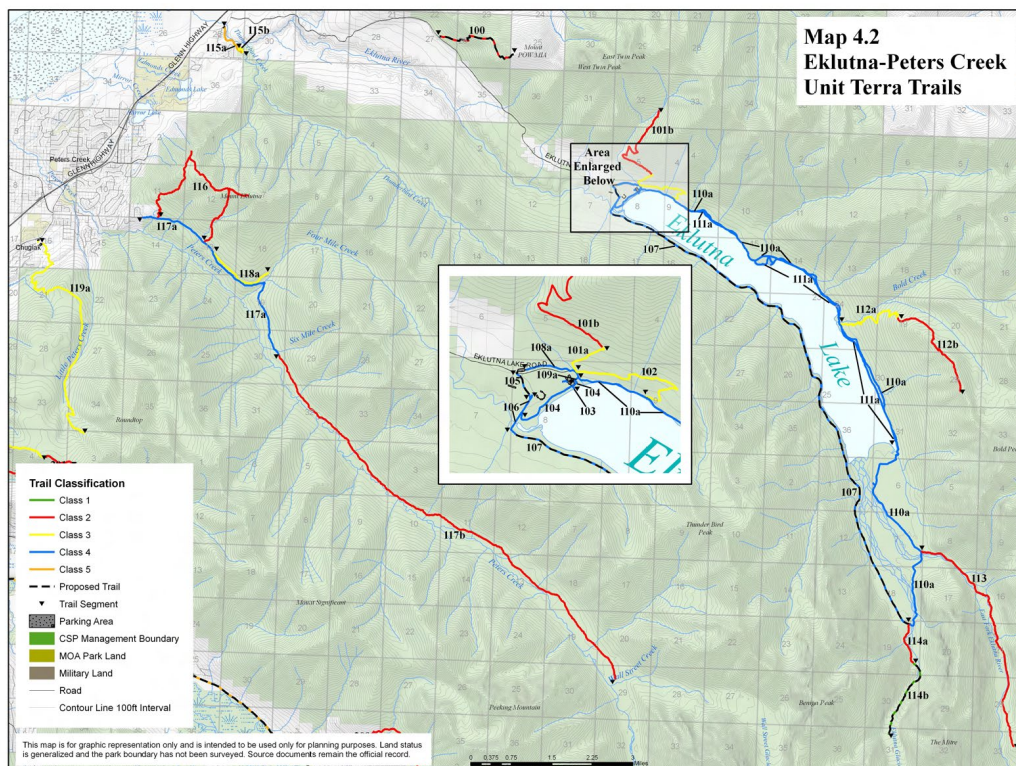
PROJECT LEAD AND PARTNERS: Chugach State Park, Chugach Mountain Bikers

USE: multi-use: motorized and non-motorized

ESTIMATED COST:

Initial assessment would begin in summer/fall 2023 and continue through 2024. All funds will be expended, and a final trail design prescription would be complete by Dec 31, 2024.

TOTAL: \$60,000



10. Core Mat-Su Corridor Planning

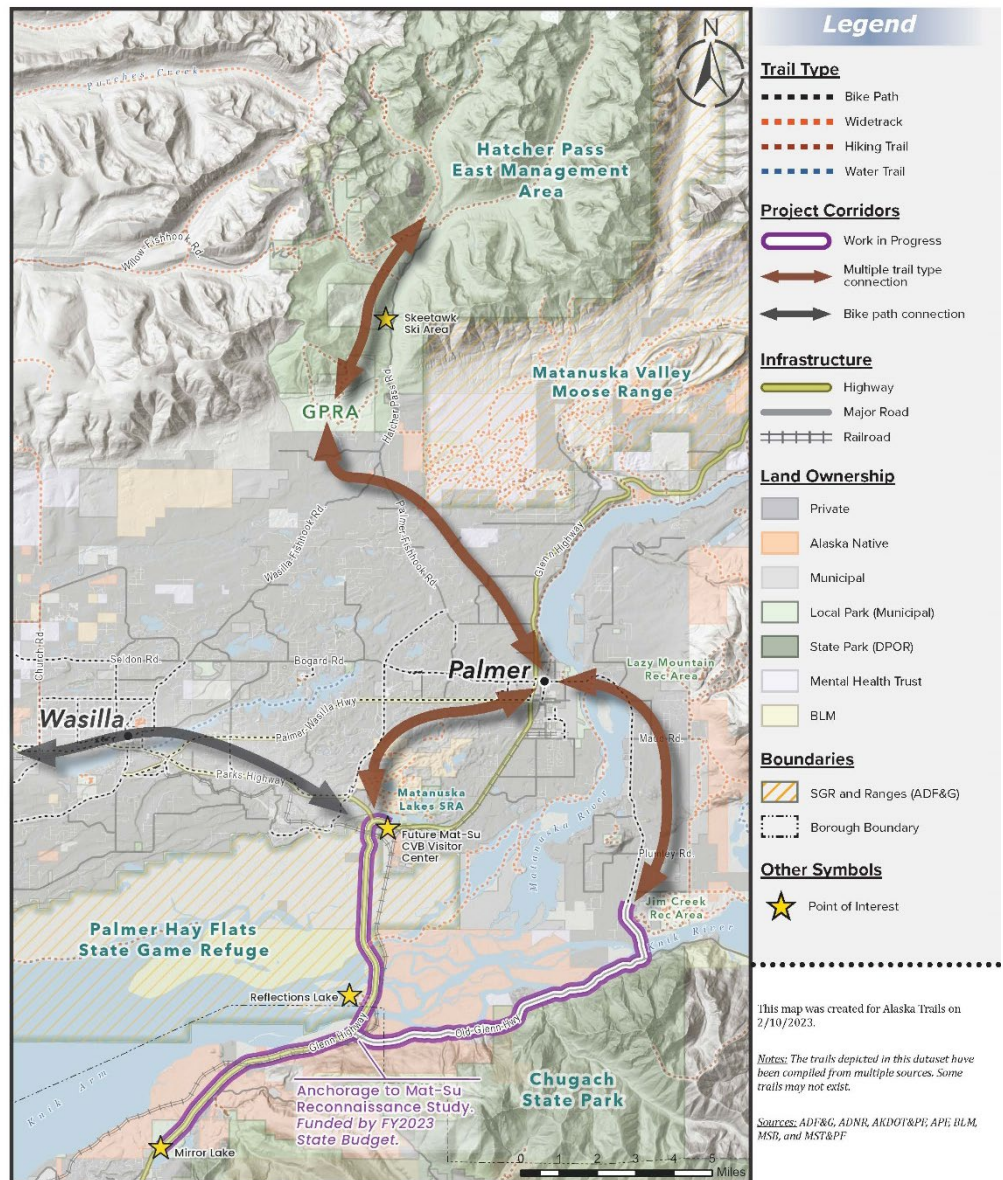
TPS# 67978

PROJECT DESCRIPTION

This project will conduct a planning study in collaboration with AK Department of Transportation and the Matanuska-Susitna Borough to chart the Alaska Long Trail through the Palmer/Wasilla area - the most populous section of the Trail outside of Anchorage. The Alaska Long Trail is one of the vehicles to enhance Mat-Su Valley as a premier overnight destination in Alaska, creating new recreation and business opportunities both for visitors and residents of the area.

Planning for this project will bring landowners, businesses, tribes, residents, and community stakeholders together to find the best route options and identify related beneficial infrastructure improvements. These infrastructure improvements will include trailside amenities such as improved trail heads, parking and access, and options for public-private partnerships for lodging and other recreation-related amenities. Currently identified key connection points are the new Mat-Su Convention and Visitors Bureau (CVB) Visitor Center at the intersection of the Glenn and Parks Highways, the Government Peak Recreation Area (GPRA), and the Hatcher Pass State Recreation Area.

This planning project builds on the current \$300,000 Alaska Long Trail - Anchorage to Mat-Su Reconnaissance Study, allocated in the FY2023 state capital budget to the Anchorage Park Foundation to plan the extension of existing trails from Anchorage across the Knik River.



As a fast-growing center for outdoor recreation, the Mat-Su needs expanded infrastructure and route connections that will benefit the tourism industry and Alaska residents alike. Alaska Long Trail is a tool to create these new opportunities.

BENEFITS AND NEED

- Planning the route for one of the most used sections of the Alaska Long Trail
- Create Alaska Long Trail access for Mat-Su residents
- Improve existing access to popular winter / summer trail systems
- Conserve popular historic routes
- Creating trail infrastructure and amenities that best serve local residents and businesses

PROJECT LEAD AND PARTNERS: Alaska Trails, Mat-Su Trails and Parks Foundation, Mat-Su Borough, AK DOT

USE: non-motorized

ESTIMATED COST: \$100,000

11. GPRA Traverse and Little Susitna Loop

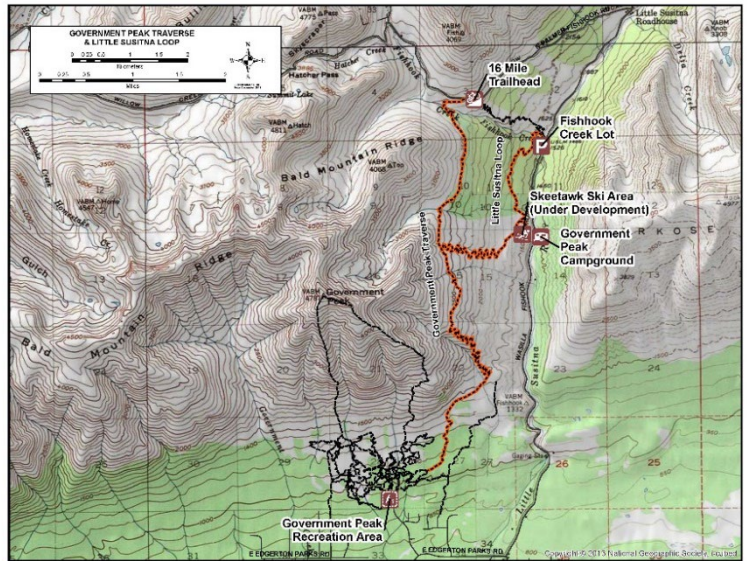
TPS# 66755

PROJECT DESCRIPTION

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 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 connecting Skeetawik Ski Area and the 16 Mile downhill mountain bike

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, Skeetawik, 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 Skeetawik with the Little Susitna Loop will create a world-class option for bikers to use Skeetawik in the summer.



LAND OWNERSHIP

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

PROJECT LEAD AND PARTNERS

Project Lead: Mat-Su Trails and Parks Foundation

Partners: Land and Resource Management Division, Mat-Su Borough, Alaska State Parks; Hatcher Alpine Xperience (Skeetawik).

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

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

12. Carlo Creek to Crabbies Crossing Separated Path

TPS# 66753

PROJECT DESCRIPTION

Parks Highway Carlo Creek to Crabbies Crossing Separated Path (MP 224 to 231) would produce design and engineering for an approximate 7-mile separated path along the east side of the Parks Highway from Carlo Creek to McKinley Village, connecting concentrations of commercial and residential uses along the Parks Hwy.

BENEFITS AND NEED

The construction of separated pathways in the Parks Highway corridor, including within communities and between communities, was an identified need and opportunity in the [Parks Highway PEL \(Planning & Environmental Linkages\) Study draft](#). Specific benefits include:

- Improve safety
- Improve mobility for all transportation modes
- Balance the needs of all users (includes local residents, visitors/ tourists, through travelers, freight, non-motorized, and recreational uses)
- Separate motorized and non-motorized uses where reasonable
- Accommodate increased recreation and tourism demands, in turn to support the economic vitality of the region

LAND OWNERSHIP: AK DOT/PF

PROJECT LEAD AND PARTNERS

Denali Borough, AK DOT/PF

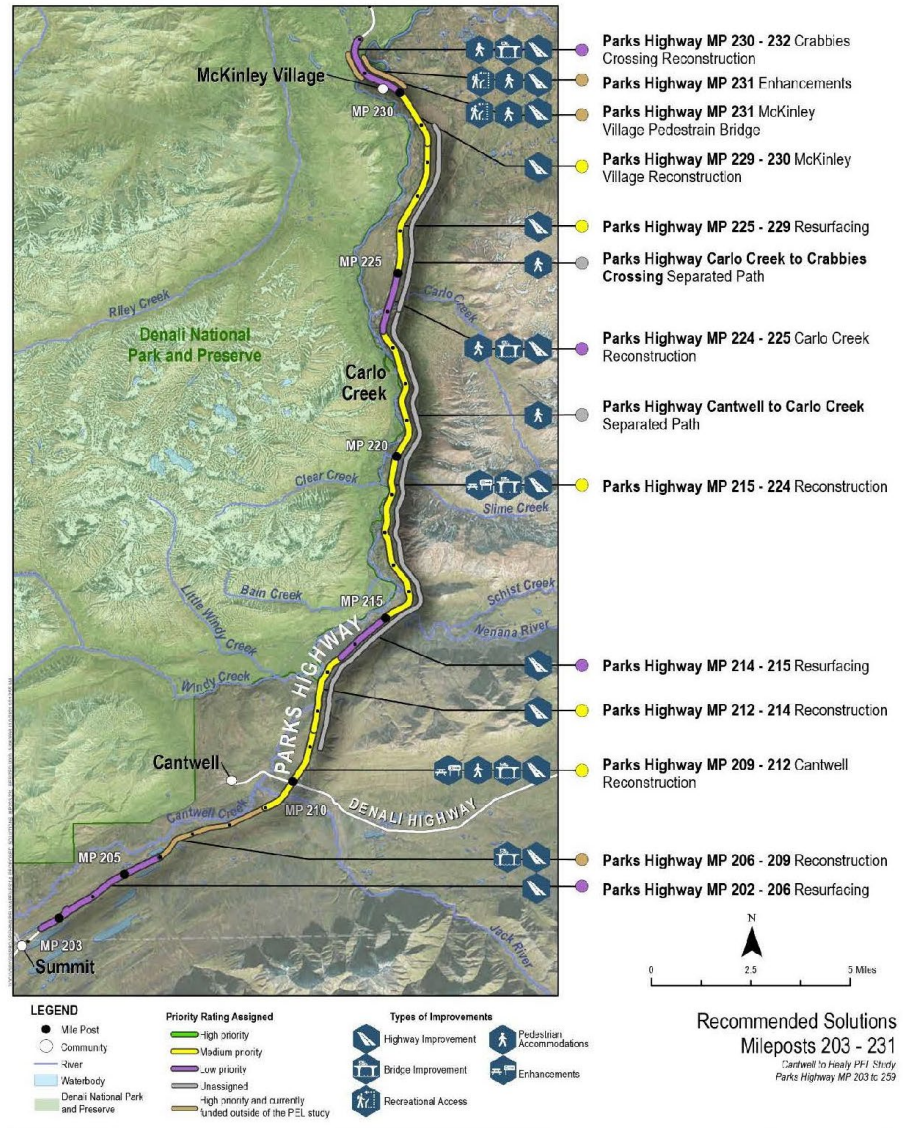
PROJECT STATUS

The [Parks Highway PEL \(Planning & Environmental Linkages\) Study draft](#) recommended constructing five stand-alone separated pathways between communities along the Parks Highway corridor between mileposts (MP) 203 and 259 and identified the costs in segments. Carlo to Crabbies section is seen as a priority by Denali Borough at this time. Work is in progress with DOT/PF, Denali Borough and other partners to find solutions for funding ongoing maintenance costs. A qualitative assessment showed separated pathways would help achieve many of the PEL goals identified for the corridor.

USE: nonmotorized

ESTIMATED COST: \$1M

Figure 5-3. Recommended Solutions in the Southern Corridor, Mileposts 203 - 231



13. Isberg 4-Season Trail

TPS# 66749

PROJECT DESCRIPTION

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 3 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 is another incentive for developing an all-season trail.

BENEFITS AND NEED

- Ultimate lowland connection for proposed Alaska 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.

PROJECT LEAD AND PARTNERS: Fairbanks North Star Borough Parks & Recreation

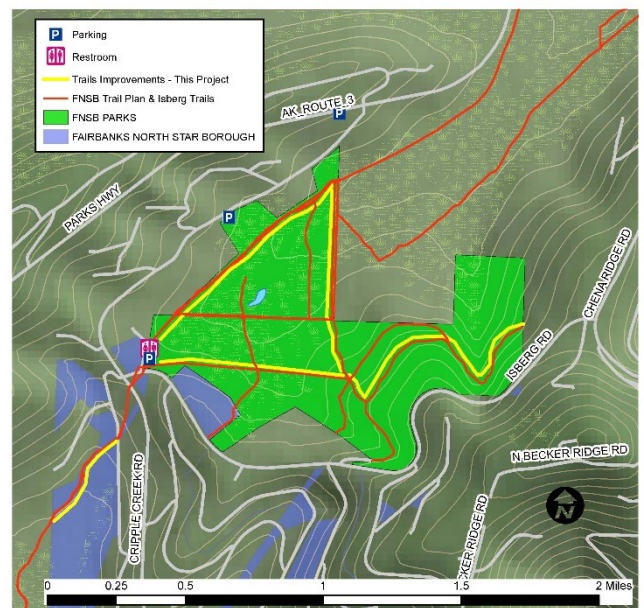
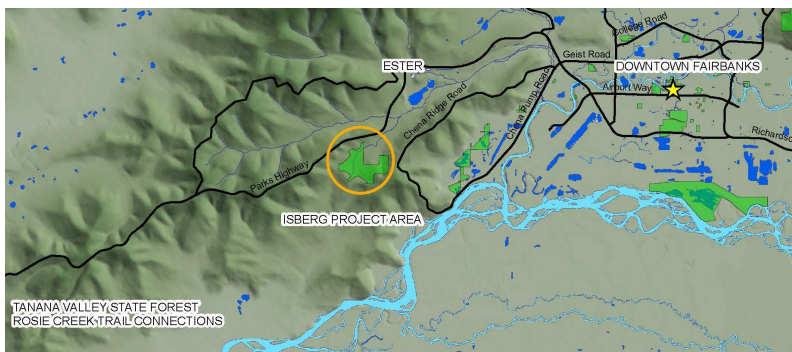
PROJECT STATUS

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

- 3 miles of wet winter trails to be hardened for all-season use (class 3 ATV trail) x \$250,000 per mile = \$750,000
 - Adds a new trailhead (no restroom) = \$150,000
 - Project oversight and management (10%): \$90,000
- TOTAL: \$990K**



14. Equinox Marathon Trail – Parks Highway to Fairbanks via Ester Dome

TPS# 66751

PROJECT DESCRIPTION

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. This project would also help connect the Alaska Long Trail to Fairbanks via Ester Dome and the Equinox Trail.

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 & 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

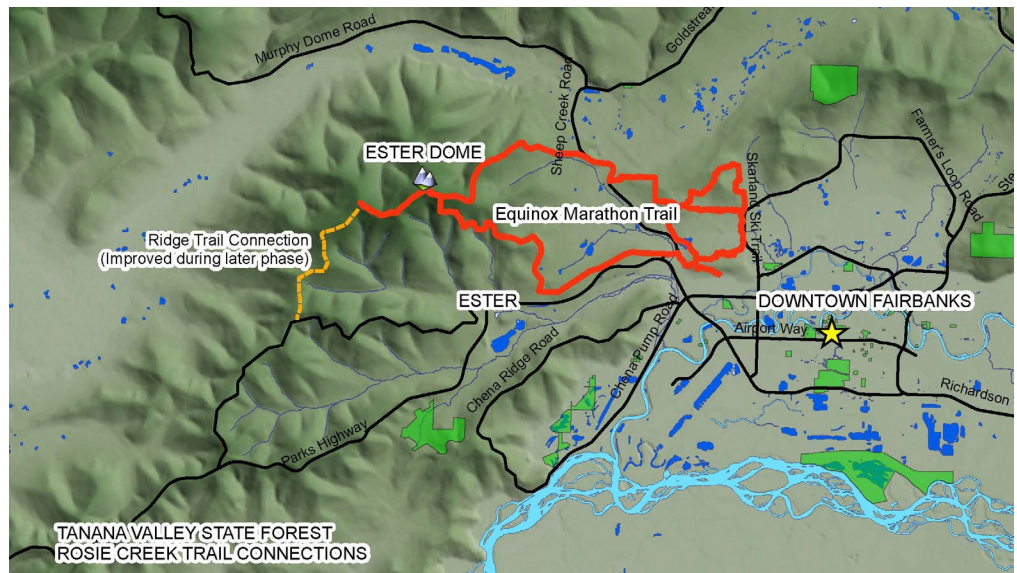
PROJECT LEAD AND PARTNERS

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 = \$1,000,000
- Project oversight and management: \$50,000

TOTAL: \$1,450,000