

WASILLA CITY COUNCIL ACTION MEMORANDUM

CM No. 99-04

SUBJECT: Request for Iditarod Funding

PREPARED BY: Administration

DATE: February 2, 1999

FOR AGENDA OF: February 8, 1999

SUMMARY:

Iditarod Trail Sled Dog Race is requesting conditions be met for the 1999 Iditarod re-start.

In addition to the services requested by Iditarod that you'll read in the attachment, we'll need to pay for the shuttle bus service required to transport the public to and from the re-start at the airport.

This request is based on the assumption that the Iditarod will re-start in Wasilla.

Greater Wasilla Chamber of Commerce is requesting advertising dollars for Iditarod Days events. I request council consideration of this request.

Thank you.

FISCAL IMPACT: No Yes, amount requested: \$15,000

Fund: \$5,000 from Legal Fees – Transfer
\$10,000 from Council Contingency

RECOMMENDED ACTION:


Reviewed by: SARAH PALIN, Mayor

Attachment: Iditarod Trail Sled Dog Race Memorandum

APPROVED
DATE: 2/8/99
BY: K. VanSledright

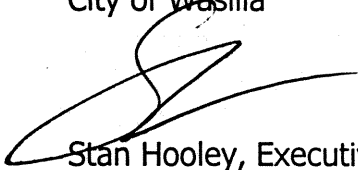


Iditarod Trail Sled Dog Race

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Homepage <http://www.iditarod.com/> e-mail iditarod@iditarod.com

Memorandum

To: Sarah Palin, Mayor
City of Wasilla

From:  Stan Hooley, Executive Director
Iditarod Trail Committee, Inc.

Date: January 18, 1999

Subject: **IDITAROD XXVII RE-START**

Forty-eight (48) days remain prior to the Re-Start of Iditarod XXVII here in Wasilla. Needless to say, much work remains before us as an organization as well as a community.

As always, our intention is to re-start the Iditarod in Wasilla. Unfortunately, less than desirable weather conditions have, in three (3) of the past five (5) years, forced us to re-start the Race elsewhere. While re-starting the Race in Willow remains as a secondary option, we want to assure you that doing so is just that, an option. Moreover, we have collapsed our "plan B" decision making window to ten days. We feel comfortable in doing so, perhaps as a result of our recent experiences in having to make such a change.

As a result of new construction and fencing at the the old airport site (Iditapark), we no longer believe that staging the Iditarod Re-Start at that particular site is feasible.

While we have some rather serious concerns about the new airport as the potential new home of the Iditarod Re-Start, we believe they can be overcome provided the City is willing to provide the services and assistance we believe to be necessary:

SHUTTLE SYSTEM

Our very best information indicates that 4,500-5,000 cars were parked at the Willow Airport and various other sites nearby and that approximately 11,000-12,500 people attended the Re-Start in Willow this past March. This number is

an estimate of the people who were within approximately ¼ of a mile of the Re-Start line itself and does not take into consideration the number of people who viewed the Race from other vantage points nearby.

As much of a problem as traffic was, and is, with a Willow re-start, we believe we face a far greater challenge with the new airport site. And as we are sure you would agree, it is not in our best interest, nor the City of Wasilla, to stage the Race in such a way so as to restrict the number of people who can readily attend.

We believe that a rather extensive shuttle system to and from the new airport is essential. Further, we believe that it will be necessary to limit traffic on Neuser to mushers and their handlers, volunteers, sponsors and other VIP's.

SNOW PLACEMENT AND OVERALL READINESS

The Re-Start chute needs to be ten feet wide, a minimum of one foot deep (prior to being packed) and the length of the airstrip, 3600 feet, or approximately 1,333 cubic yards of snow. Lastly, it is highly desirable for the snow to be in place some 24 hours in advance to allow it to set up properly.

Additionally, we will need to ensure that snow is in place on Klapp Road and that traffic can be restricted to one lane to allow safe access for mushers to Knik Goose Bay Road.

OTHER SERVICES REQUESTED OF THE CITY

- Development and implementation of a traffic control plan;
- 20 port-a-potties, two of which to be handicap accessible;
- Create traffic control notifications and PSA's to be circulated amongst the appropriate newspapers, television and radio stations, and;
- Obtain lienholder permissions on airport and any other private property crossings.