

PART A - APPENDIX A: COMPREHENSIVE PLAN REVIEW

PART A - APPENDIX B: TRAILS INVENTORY

PART A - APPENDIX C: WINTER TRAILS

**Susitna-Watana Hydroelectric Project  
(FERC No. 14241)**

**Recreation Resources Study (12.5)**

**Part A - Appendix A  
Comprehensive Plan Review**

**Initial Study Report**

Prepared for

Alaska Energy Authority



**SUSITNA-WATANA HYDRO**

*Clean, reliable energy for the next 100 years.*

Prepared by

URS Corporation

June 2014

## PLANS

Alaska's Outdoor Legacy: Statewide Comprehensive Outdoor Recreation Plan (SCORP) 2009–2014

Alaska Recreational Trails Plan

Chase Comprehensive Plan

Copper River Basin Area Plan for State Lands

Cultural Resource Plan for the Denali Highway Lands, Central Alaska

Denali Borough Planning Comprehensive Plan

Denali High Adventure Scout Base (DHASB) Strategic Long Range Plan

Denali Highway Interpretive Master Plan

Denali State Park Management Plan

Division of Parks and Outdoor Recreation (DPOR) Ten Year Strategic Plan 2007–2017

East Alaska Record of Decision (ROD) and Approved Resource Management Plan (RMP)

The George Parks Highway Scenic Byway Corridor Partnership Plan

Lake Louise Comprehensive Plan

MSB Comprehensive Development Plan

MSB Comprehensive Economic Development Strategic Plan

MSB Parks and Recreation Open Space Plan

MSB Recreational Trails Plan

South Denali Implementation Plan and Environmental Impact Statement

South Denali Visitor Center Complex

Susitna Area Plan

Susitna Basin Recreation Rivers Management Plan

Susitna Matanuska Area Plan

Talkeetna Comprehensive Plan

**Management Plans**

Plan Information	Nexus to Project	Goals/Objectives/Management Principles	Recommendations/Future Plans	Challenges, Trends, Safety Concerns	Key Elements
<p><b>ALASKA'S OUTDOOR LEGACY: STATEWIDE COMPREHENSIVE OUTDOOR RECREATION PLAN (SCORP) 2009-2014</b> (Alaska Department of Natural Resources [ADNR] 2009)</p> <p><b>Manager:</b> ADNR, DPOR</p> <p><b>Plan Period:</b> 2009-2014</p> <p><b>Maps:</b></p> <ul style="list-style-type: none"> <li>Generalized Land Ownership</li> <li>Planning Regions</li> </ul>	<p><b>Nexus to Project Area:</b> Plan is statewide.</p> <p><b>Land Use Categories:</b> Varied across different area designations.</p> <p><b>Facilities in/near project area:</b> Campgrounds, cabins/shelters, visitor centers, boat facilities, wildlife viewing, interpretation, trails, trailheads</p>	<p>Goals outlined in plan (p.1):</p> <ul style="list-style-type: none"> <li>Provide recreation agencies and communities with a reference for outdoor recreation preferences, use trends, and issues relevant to Alaska through 2014;</li> <li>Identify statewide and regional capital investment priorities, for acquiring, developing, and protecting outdoor recreation resources;</li> <li>Identify the State's priorities, strategies, and actions for the obligation of its Land and Water Conservation Fund (LWCF) apportionment;</li> <li>Provide information that agencies and communities need to develop project proposals eligible for LWCF assistance.</li> </ul>	<p>Recommended strategies:</p> <p>Strategies to address lack of adequate funding (p. 35-40):</p> <ul style="list-style-type: none"> <li>Support ongoing efforts for reform of the land and water conservation fund program</li> <li>Continue interagency communication and cooperative efforts</li> <li>Strengthen alternative funding mechanisms and programs such as volunteer programs</li> <li>Develop alternative funding sources, such as matching grant program and trails foundation</li> </ul> <p>Strategies to expand recreation based tourism (p. 40-43):</p> <ul style="list-style-type: none"> <li>Expand cooperative planning and marketing efforts. Special emphasis on increasing access</li> <li>Maintain and expand private-public nature-based tourism partnerships</li> <li>Promote private sector development on public lands where appropriate</li> <li>Develop year-round tourism destinations and related services on public lands</li> <li>Increase capital spending to rehabilitate and expand facilities</li> <li>Expand public use cabin system</li> <li>Promote the Alaska public lands information centers (APLICS)</li> </ul> <p>Strategies to improve access to recreation resources (p. 44-47):</p> <ul style="list-style-type: none"> <li>Implement a recreational trails program</li> <li>Improve access to water-based recreation</li> <li>Develop inventory of barrier-free outdoor recreation facilities</li> <li>Continue cooperative planning efforts with 'barrier free' advocacy groups</li> <li>Consider incompatibility among users and user values. Protect natural quiet as a resource.</li> </ul> <p>Strategies to address recreation needs in communities (p. 47-48):</p> <ul style="list-style-type: none"> <li>Give some communities a higher priority for LWCF matching grants</li> <li>Develop alternative funding sources" such as a state trust</li> <li>Design facilities to reflect economic realities and sustainable practices. Encourage low maintenance, revenue generation, and environmentally sound practices.</li> </ul>	<p>Challenges outlined in plan:</p> <ul style="list-style-type: none"> <li>Lack of adequate funding (p.35-40) Goals: Secure a reliable source of funding for outdoor recreation in Alaska. Develop programs that allow important projects to be completed and maintained. Strengthen relationships with agencies, the private sector, and user groups. Address deferred maintenance issue.</li> <li>Tourism and the economy (p.40-43). Goal: Provide and promote high-quality, sustainable, safe and affordable recreational opportunities to address rising demands, needs and diversity of Alaskans and visitors. Nearly 8% avg. annual growth rate in visitors.</li> <li>Improved access to outdoor recreation resources (p.44-47). Goal: Provide more convenient, legal, and barrier-free access to outdoor recreation opportunities on Alaska's public lands and waters.</li> <li>Meet recreation needs in communities (p.47-48). Goal: Support efforts to assist communities in meeting the outdoor recreation needs of their citizens. Shortage of outdoor recreation facilities is most critical in rural areas.</li> <li>Barriers noted in recreation survey: 1) lack of funding, 2) access issues, 3) lack of connecting trails, 4) shortage of land for development, 5) climate/seasonal, 6) accessibility for people with disabilities, 7) safety, overcrowding, 8) knowledge gap, 9) gas prices, 10) closing of private or corporation land. (p.32)</li> </ul> <p>Recreation trends outlined in plan:</p> <ul style="list-style-type: none"> <li>Alaska's population is increasing slowly and is getting slightly older (p.6). Most noticeable population growth through 2030 will be that of Alaska's seniors (p.9).</li> <li>Cruise visitors represent major growth in tourism industry (p.10). Visitor infrastructure is important.</li> <li>96% of recreation survey respondents said "parks and outdoor recreation are important or very important to their lifestyle" (p. 23-24).</li> <li>Railbelt supports more trailheads, RV campgrounds, new parks from private land and state land, and an increase in law enforcement in parks (p.27).</li> <li>Railbelt recreation shortages are characterized by the inability to keep up with growing resident and non-resident demand (p.21).</li> <li>Overall increase of recreation and use of facilities since 2006, and increase of ownership of recreation equipment</li> </ul> <p>Public safety: Recommendation to inventory recreation facilities for ADA compliance and creating a brochure of accessible facilities. (p. 45-46)</p>	<ul style="list-style-type: none"> <li>Avoid negative fiscal impact on funding for recreational resources</li> <li>Minimize impact to recreational-based tourism</li> <li>Promote continued access to recreation lands</li> <li>Minimize adverse impacts to community-based recreation</li> </ul>
<p><b>ALASKA RECREATIONAL</b></p>	<p><b>Nexus to Project Area:</b> Plan is statewide. Sections covering</p>	<p>Vision Statement (p.7): "To instill pride and responsibility in</p>	<p>Recommendations (p. 58-70): Improve leadership:</p>	<p>Challenges:</p>	<ul style="list-style-type: none"> <li>Protect ownership of trails on public lands</li> </ul>

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<p><b>TRAILS PLAN</b> (ADNR 2000a)</p> <p><b>Manager:</b> ADNR, DPOR</p> <p><b>Plan Period:</b> Unspecified</p> <p><b>Maps:</b> No maps for this plan.</p>	<p>the Southcentral are applicable.</p> <p><b>Land Use Covered:</b> Trails are defined as having some or all of all of the following elements: important for current or future needs, identified in public plan, legally established, designated for certain uses, improved, managed, maintained, adopted, signs present, mapped/advertised, has identifiable public entry point (p.9).</p> <p>Formal trails (dedicated to public use, have signs, maintained, mapped, advertised, improved) vs. informal trails (threatened by many factors, lack improvements and advertisements of formal trails) (p.16)</p>	<p>residents and visitors for Alaska’s trails through a partnership approach with government for improvement, maintenance, and dedication of trail systems.”</p> <p>National goal (p.8): “Bring trails within 15 minutes of every American”.</p> <p>Plan goals and objectives (p.7)</p> <p>“This plan provides information on how to sustain user’s favorite trails, along with a number of broad aims:</p> <ul style="list-style-type: none"> <li>Enhancing the quality of life of Alaska’s residents and the quality of the experience of Alaska’s visitors by promoting the protection and development of Alaska’s trails.</li> <li>Promoting a common understanding of statewide, regional, and local issues and potential solutions affecting all trail interests.</li> <li>Providing a framework for strengthening the roles of trails advocates, managers, and elected officials to be more effective in sustaining Alaska’s trail heritage.</li> <li>Building a large, connected, effective constituency for trails in Alaska.</li> <li>Establishing and promoting a framework for research, education, and action for trails in Alaska.</li> <li>Recommending initiatives to improve and maintain Alaska’s trails.”</li> </ul>	<ul style="list-style-type: none"> <li>Hold an Alaska Trails Summit</li> <li>Evaluate need for a statewide trail-specific Citizen Advisory Group</li> <li>Create website and newsletter for trails</li> <li>Develop interagency trail management council</li> <li>Conduct trail training</li> <li>Determine need for trail easements</li> <li>Establish trails acquisition mechanisms</li> <li>Fund fulltime trails support staff</li> <li>Establish trail funding clearinghouse</li> <li>Create Alaska Trails System</li> <li>Encourage regional coordination and Borough support</li> <li>Establish regional trail assistance centers</li> <li>Streamline permitting and platting processes for rights-of-way</li> <li>Secure legal access and protection for trails</li> <li>Pass landowner liability law for private property owners with trails on their properties</li> <li>Evaluate 17(b) trail easements under ANCSA</li> <li>Increase trail rights-of-way and easement dedications</li> </ul> <p>Funding: Identify resources and disburse funds for trails</p> <p>Trail Design: Avoid use conflicts and unsafe conditions on trails</p> <p>Construction, Improvements, Maintenance:</p> <ul style="list-style-type: none"> <li>Evaluate establishing regional trail rehabilitation teams</li> <li>Evaluate feasibility of AK Air and Army National Guard, Coast Guard, military orgs, and firefighting crews for trail projects</li> <li>Establish trail adoption groups and programs</li> </ul> <p>Public Safety and Education:</p> <ul style="list-style-type: none"> <li>Trail signing standards</li> <li>Establish trail information centers</li> </ul> <p>Private Sector:</p> <ul style="list-style-type: none"> <li>Evaluate establishing regional or statewide non-profit recreational trails organizations</li> <li>Incorporate a new statewide non-profit trail group, and possibly regional non-profits</li> </ul>	<ul style="list-style-type: none"> <li>Statewide, there is a need to allocate scarce financial resources among competing demands (p. 19).</li> <li>Funding concerns (p.19-20)</li> <li>Public land transfers to private ownership and development of lands pose threat to existing and future trails; need to protect ownership of important public lands trails (p.20-21)</li> <li>Public trail opportunities are in danger of being lost because insufficient attention to reserving existing and potential trails and access to them for future use. There is a great potential for establishing long-distance trails in Southcentral.” (p.23)</li> </ul> <p>Recreation Trends:</p> <ul style="list-style-type: none"> <li>Trails threatened by development</li> <li>Most motorized recreation occurs north of Anchorage on general use public lands. Heaviest use is occurring along the Glenn, Parks, and Richardson Highways. Summer and winter motorized trail use is steadily increasing in this area. (p.22)</li> <li>Natural resource extraction trails for oil, gas, minerals, and timber have potential to be converted to recreation trails (p.20)</li> </ul> <p>Public Safety: Plan has a section that focuses on improving user education through trail signage to aid in public safety (p.69)</p> <p>ADA guidelines are still under development for trails and associated facilities. Until guidelines are adopted, those with trail responsibilities must consider people with physical disabilities when planning, designing, constructing, and maintaining any and all trails. (p.43)</p>	<p>and undeveloped private lands</p> <ul style="list-style-type: none"> <li>Prevent trail fragmentation</li> <li>Consider people with physical disabilities when planning, designing, and constructing trails.</li> </ul>
<p><b>CHASE COMPREHENSIVE PLAN</b> (MSB 1993)</p> <p><b>Manager:</b> MSB, ADNR</p> <p><b>Plan Period:</b> Unspecified</p> <p><b>Maps:</b></p> <ul style="list-style-type: none"> <li>Chase Planning Area</li> <li>Location Map</li> <li>Chase Census Designated Place (CDP) Boundary</li> </ul>	<p><b>Nexus to Project Area:</b> The Chase Community Planning Area stretches from Talkeetna north to Gold Creek along the railroad, and encompasses the length of the Talkeetna River from Talkeetna, then circling to Gold Creek. All are within Project Area.</p> <p>Chase area is not road accessible. Access obtained through railroad corridor, boat traffic, snow machines, and aircrafts (p.91).</p> <p><b>Land Use Covered:</b> Existing land uses: residential,</p>	<p>Overall Goal Statement for the Chase Community Planning Area (p.70):</p> <ul style="list-style-type: none"> <li>Preserve the present character of the area without large-scale commercial development.</li> <li>All use of the area should respect and be compatible with the natural environment; and extraordinary care should be taken to preserve and protect the area’s natural beauty and wildlife.</li> <li>All existing lifestyles and land use patterns will be accommodated and preserved.</li> <li>Assure reasonable legal access to all parcels, recognizing the existing trail systems. A basic ORV/snowmachine trail parallel to the railroad may be considered from the Talkeetna River north to ARR Milepost 232, with a crossing connecting to the existing agricultural trail (approximately ARR milepost 230.5).The planning area will be served primarily by trails; however motor vehicle facilities will be allowed in legal rights-of-way.</li> </ul>	<p>Commercial Use Recommendations (p.80)</p> <ul style="list-style-type: none"> <li>Non-recreationally oriented commercial business is discouraged in the area as a primary use.</li> <li>Free-standing recreationally oriented businesses should be reviewed for appropriateness on a case by case basis.</li> </ul> <p>Transportation Recommendations:</p> <ul style="list-style-type: none"> <li>Research existing trails to determine if they have legal easements or rights-of-way; and if they do not and are in the trails plan, then easements/ROW should be acquired. (p.92)</li> <li>Resolve the trail/private property conflict issue. (p.92)</li> <li>Establish standards for trail development in accordance with the trails plan. (p.92)</li> <li>Provide rail passenger service for “residents, recreational users, and, tourists. (p.94)</li> <li>Establishment of Chase Trail Service Area gives mechanism for</li> </ul>	<p>Challenges: Issues listed under trails:</p> <ul style="list-style-type: none"> <li>Need in the Chase area to establish maximum as well as minimum standards for trail development and use (p.96)</li> <li>Principal issue for the residential/recreational trail system is use of the railroad right-of way, particularly during the winter. “Alaska Railroad cannot allow such traffic within its right-of-way unless a safe route is established an adequate distance from the tracks” (p.96).</li> <li>Trails passing along private parcels rather than adjacent to, and cabin located too close to main trails (p.97)</li> <li>Lack of trail marking can cause trail explorers to wander to cabins instead of elsewhere (p.97)</li> <li>Concerns over use of mining trails to haul heavy equipment— damage to trails and conflicting use on trails; residents want to be notified before heavy equipment is moved (p.98).</li> </ul>	<ul style="list-style-type: none"> <li>Ensure reasonable legal access to public lands</li> <li>Avoid hauling heavy equipment over trails; if so, notify residents and follow regulation if equipment is hauled</li> <li>Clearly mark trails and site trails and access routes away from cabins</li> <li>Keep railroad and trails as main access points into area</li> </ul>

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<ul style="list-style-type: none"> <li>Land Use</li> <li>Mining Trails</li> </ul>	<p>agriculture, commercial, mining, subsistence, open space, vacant, water</p> <p><b>Facilities in/near project area:</b> Cabins/shelters, boat facilities, formal and informal trails, trailheads</p> <p><b>Focused Management Areas:</b> A portion of Denali State Park is in the planning area.</p> <p>Clear Creek public use area (proposed)</p>		<p>construction and maintenance of trails (p.98).</p> <ul style="list-style-type: none"> <li>Trails should be planned as a system (p.100).</li> <li>Capability of trails might vary as to type of use; classification system for trails and design standards outlined (p.100-101).</li> <li>Develop year-round safe trail between Talkeetna railroad bridge and McKenzie Creek in proximity to the railroad (p.102)</li> <li>Develop route leading to a bridge designed to accommodate only ATC, snowmachine, and foot traffic (p.102)</li> <li>Research and acquire rights-of-way and easements for trail incorporation (p.102)</li> <li>Design local access trails to discourage through traffic (dead ends, loops, etc)</li> <li>Develop and implement trail marking program (p.103).</li> <li>Set permits/restrictions for mining equipment transport (p.103-104).</li> <li>Develop secure parking area in Talkeetna (p.104)</li> <li>Identify airstrips and lakes for landing. Record on maps (p.105)</li> <li>Accommodate boats landing at mouth of Clear Creek within the proposed public use area (p.105)</li> </ul> <p>Recreation Recommendations (p.117):</p> <ul style="list-style-type: none"> <li>Public cabins are recommended in lieu of remote cabins; and it is recommended that public use cabins be limited or tied carefully to area carrying capacity for cordwood. Strategically placed public use cabins could be used as winter shelter cabins.</li> <li>Private recreational developments should be reviewed and permitted under the Borough's zoning authority and comply with state guidelines as well as those of this plan.</li> <li>A boat storage area is needed on the Talkeetna side. This might be combined with a parking area, which is also needed.</li> <li>Tasteful information signs should be posted at important locations, encouraging safe and courteous use of the area, alerting visitors to the fact that this is an inhabited area.</li> </ul>	<p>Recreation Trends:</p> <ul style="list-style-type: none"> <li>Majority of land owned by State of Alaska or MSB, but over 900 parcels have passed into private control (p.1).</li> </ul> <p>Public Safety:</p> <ul style="list-style-type: none"> <li>Plan discusses how for safety and liability, the Railroad cannot allow trail use alongside of the tracks, particularly from Talkeetna to the Chase community. At time of plan the Railroad was working with community to develop trail a reasonable distance away, in the cleared area. (p.96)</li> <li>Given large amount of public recreation in area there is concern among property owners about security of unattended cabins and intrusion from passers-by.</li> <li>Concern that if location of a trail is known, "it will attract use and jeopardize privacy and security". However, it is important to inventory and map trail in order to develop a trails plan for the area (p. 97).</li> <li>Develop and implement trail marking to show hazards and private lands (no trespassing)</li> <li>Conspicuously mark some trails for public use to encourage their use rather than trails which access private property (p.110).</li> </ul>	
<p><b>COPPER RIVER BASIN AREA PLAN FOR STATE LANDS</b> (ANDR 1986)</p> <p><b>Manager:</b> ADNR, ADFG</p> <p><b>Plan Period:</b> Reviewed every 5 years (p. 1-3)</p> <p><b>Maps:</b></p> <ul style="list-style-type: none"> <li>Area Plan for State Lands</li> </ul>	<p><b>Nexus to Project Area:</b> Plan is for state-owned land in the Copper River Basin managed by ADNR. Land surrounding Paxson and the eastern end of the Denali Highway are covered in this plan.</p> <p><b>Land Uses Covered:</b> Land use categories: agriculture, fish and wildlife habitat, forestry, materials, recreation, settlement, subsurface resources, transportation (p. 2-1)</p> <p><b>Facilities in/near project area:</b> Trails, cabins</p> <p><b>Focused Management Areas:</b> Gulkana River is a designated Wild and Scenic River.</p>	<p>Fish and Wildlife Habitat Goals (p. 2-9):</p> <ul style="list-style-type: none"> <li>Ensure access to public lands and waters, where appropriate, to promote or enhance public use and enjoyment of fish and wildlife resources. Access improvements should be designed to match the public use objectives for the area under consideration.</li> </ul> <p>Recreation Resources Goals (p. 2-18-2-19):</p> <ul style="list-style-type: none"> <li>Develop a system of state parks, recreation areas, trails, historic parks, rivers, and sites that provide a wide range of year-round outdoor recreation opportunities for all ages, abilities, and use preferences near population centers and major travel routes.</li> <li>Provide recreational opportunities on land and water areas that serve multiple purposes such as habitat protection, timber management, and mineral resource extraction.</li> <li>Assist communities through cooperative planning, conveyance of state lands, and grants-in-aid for parks and trails within population centers.</li> <li>Encourage commercial development of recreational facilities and services through land sales, leases, loans and technical assistance where public recreation needs can most effectively be provided by private enterprise.</li> </ul>	<p>Recommendations: Plan recommends lands that are vacant, un appropriated, or unreserved federal lands to be added to state ownership.</p> <p>State would also like to designate some state land as recreation destinations, including Gulkana River and Nelchina (p. 2-20-2-21).</p> <p>Recreation Management Guidelines:</p> <ul style="list-style-type: none"> <li>A system of public use cabins should be established. (p.2-19) Site priorities, budget, and maintenance still to be determined at time of plan's writing.</li> <li>Private facilities will be permitted or leased in facility fulfills certain conditions...enhance public recreation opportunities...amount of use will not exceed the best available calculation of the recreation carrying capacity of the area....lease conflict with natural values and traditional uses...designed in accordance with stream corridor, access, wetlands guidelines (p. 2-19)</li> </ul> <p>Remote Cabins Guidelines (p. 2-22):</p> <ul style="list-style-type: none"> <li>Minimize conflicts with other anticipated forms of resource use and management (for example, wildlife habitat, forestry, agriculture, or</li> </ul>	<p>Recreation Trends: Plan notes increased recreation use of Nechina and Little Nelchina, Rivers.</p> <p>Plan notes that most state land trails in the plan have a history of public use, and "can be expected to see increased use as the state's population increases". (p. 2-50-2-51)</p> <p>Public Safety: Public Access management guideline (p. 2-44): Access to public lands may be curtailed at certain times to protect public safety, allow special uses, and prevent harm to the environment.</p>	<ul style="list-style-type: none"> <li>Maintain public access to recreation lands and remote cabins</li> <li>Recreation opportunities should serve multiple purposes</li> <li>Protect and portray important natural and historic features</li> <li>Provide opportunity for remote cabin development</li> <li>Minimize conflict between user groups</li> </ul>

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		<ul style="list-style-type: none"> <li>• Protect and portray natural features of regional or statewide significance and cultural features representative of major themes of Alaska history in historic sites, parks, and preserves of the State Park System.</li> <li>• Rehabilitate and maintain recreation facilities that enable greater appreciation of Alaska's scenic and historic resources.</li> <li>• Increase the number of attractions through additions to the Alaska State Park System.</li> <li>• Develop cooperative interagency information centers for visitors.</li> </ul> <p>Remote Cabins Goals (p. 2-22):</p> <ul style="list-style-type: none"> <li>• Provide opportunities for isolated cabin development in remote locations where survey and conveyance are impractical, where disposal of land would cause potential conflicts with other resources and uses, or where a long-range interest in public ownership and use exist.</li> <li>• Contribute positively to other uses of natural resources, and minimize the undesired impacts of remote cabins on other resource uses.</li> <li>• Minimize undesired changes in the character of life among nearby communities or residents by remote cabins while considering the needs and demands of all state residents.</li> </ul> <p>Settlement Goals (p. 2-24):</p> <ul style="list-style-type: none"> <li>• State will offer opportunities for short term private use of state-owned cabins through the state's remote cabin program.</li> <li>• High priority on making land available for new town development and expansion of existing communities adjacent to major resource development projects.</li> </ul> <p>Lakeshore Management Goal (p.2-41):</p> <ul style="list-style-type: none"> <li>• Protect and enhance a variety of lakeshore public recreation opportunities.</li> </ul> <p>Public Access Goal (p. 2-44):</p> <ul style="list-style-type: none"> <li>• Maintain, enhance, or provide adequate access to publicly owned land and resources.</li> </ul> <p>Stream Corridors and Instream Flow (p. 2-46):</p> <ul style="list-style-type: none"> <li>• Provide opportunities for a variety of recreational activities within publicly owned stream corridors, including both wilderness and developed recreational activities.</li> <li>• Protect water quality to support...recreational activities.</li> </ul> <p>Trail Management Goals (p. 2-50):</p> <ul style="list-style-type: none"> <li>• Ensure continued opportunities for public use of important recreation, public access, and historic trails of regional and statewide significance.</li> <li>• Assist in establishing local trail systems that provide access to community recreation areas.</li> <li>• Protect or establish trail corridors to meet projected future use requirements and protect current use.</li> </ul>	<p>public recreation and mining).</p> <ul style="list-style-type: none"> <li>• Remote cabin permits rather fee simple disposals of land, new rights-of-way to remote cabin sites not granted unless protects other values, limits of size/number may be established, remote cabin permit areas will remain open to mineral entry, remote cabin program will not be implemented until DNR has budget and staff for it.</li> </ul> <p>Settlement Management Guidelines:</p> <ul style="list-style-type: none"> <li>• Protect the need for and retain appropriate areas for outdoor recreation, trails, campsites, boat launches, historic sites, and areas for scientific study. Areas for intensive and dispersed use will be preserved. (p. 2-27)</li> <li>• The State will ensure that legal, practical public access routes (roads, trails, or other options most appropriate to the particular situation) are identified and reserved within land offerings. (p. 2-28)</li> </ul> <p>Lakeshore Management Guidelines (p. 2-41-2-42):</p> <ul style="list-style-type: none"> <li>• ADNR will attempt to provide wilderness lakes (users don't encounter human development), recreational lakes (primarily natural), general development lakes</li> <li>• At least 50 percent of all public land within 500 feet of the shore of recreation or general development lakes that have significant public values will be retained in public ownership.</li> </ul> <p>Public Access Management Guidelines (p. 2-44):</p> <ul style="list-style-type: none"> <li>• Retain access and improve or maintain public access to areas with significant public resource values by retaining access sites and corridors in public ownership, by reserving rights of access when state land is sold or leased, by acquiring access, or by asserting rights of way through Revise State (RS) 2477.</li> <li>• When an access route is constructed for resource development, existing public access should be maintained or improved to mineralize areas, recreation, fish, wildlife, and forest resources, agriculture areas, and other public resources.</li> <li>• Where practical and within the limits of available funding, full public rights of access should be provided when roads are constructed by state or local governments</li> </ul> <p>Stream Corridors Mgmt Guidelines (p. 2-46):</p> <ul style="list-style-type: none"> <li>• State land "disposals nears streams with important recreation value will be designed to protect access to, across, and along the stream for fishing, hiking, camping, and other recreational activities."</li> </ul>		
<b>CULTURAL RESOURCE PLAN FOR</b>	<b>Nexus to Project Area:</b> Denali Highway is included in the	<ul style="list-style-type: none"> <li>• Alaska Historic Preservation Act makes it Alaska State policy to preserve and protect historic, prehistoric and cultural heritage</li> </ul>	Guidelines for Office of History and Archaeology's Cultural Resource Management Activities on Denali Highway Lands (pp.35-40):	Challenges: <ul style="list-style-type: none"> <li>• Few lands have been archaeologically surveyed, including</li> </ul>	<ul style="list-style-type: none"> <li>• Design and maintain trails to avoid and</li> </ul>

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<p><b>THE DENALI HIGHWAY LANDS, CENTRAL ALASKA</b> (VanderHoek 2011)</p> <p><b>Manager:</b> ADNR</p> <p><b>Plan Period:</b> About 20 years, and ideally re-evaluated every five years internally and every ten years through a public process (p.40).</p> <p><b>Maps:</b> • Denali Highway Lands (p.2)</p>	<p>study area.</p> <p><b>Land Use Categories:</b> State land near the Denali Highway. Specific focus is on Denali Block I, Denali Block II East, Denali Block II West. These lands were conveyed to the State from BLM in 2003 and 2004. Denali Block I contains the northern fifth of TLAD. Denali Block II East contains the historic Valdez Creek Mining District (p.1). Restrictions on OHV use in TLAD area.</p> <p><b>Facilities in/near project area:</b></p> <p><b>Focused Management Area:</b> • This plan notes that there are other planning documents for the area, including Copper River Basin Area Plan, Tanana Basin Area Plan, and Susitna Area Plan (p.7).</p>	<p>resources. Denali Highway lands have significant cultural resources (p.3).</p> <ul style="list-style-type: none"> <li>ADNR’s Division of Mining is responsible for, “making the region available to the public for a variety of uses while protecting aspects of the region that have been deemed important to preserve, including the cultural resources” (p.3).</li> </ul> <p>OHA’s management and protection goals for the Denali Highway lands include (p.35):</p> <ul style="list-style-type: none"> <li>consultation and coordination with state, federal and other agencies</li> <li>continued site monitoring</li> <li>mitigation of affected archaeological sites</li> <li>continued collaboration with DMLW on management of cultural resources in the Denali Highway region</li> <li>the development of site management information through archaeological survey and landscape history</li> <li>the development of public outreach materials and programs</li> <li>the production of reports.</li> </ul>	<ul style="list-style-type: none"> <li>Work with state and federal agencies (including DMLW and BLM), regional native groups (including Ahtna Inc.), and commercial interests.</li> <li>Monitor threatened sites and ice patches</li> <li>Known endangered sites in need of mitigation are along Landmark Gap North Trail, unauthorized Landmark Gap Creek Trail, Butte Creek Trail. Need to identify other sites for mitigation</li> <li>Need for archaeological surveying, and should develop a Denali Hwy Region Archaeological Survey Plan</li> <li>Public outreach through cultural resources pamphlet, interpretive signs, regional presentations, archaeological field school, education materials</li> <li>Report regularly, integrate new info into AHRS database</li> <li>Curate collected artifacts</li> <li>Create bibliography on topics related to regional prehistory</li> </ul> <p>Consideration to be taken into account when reviewing projects involving ground-disturbing activities on Denali Hwy Lands (pp.31-34):</p> <ul style="list-style-type: none"> <li>Legal foundation--OHV responsible to review</li> <li>Early assessment of project impacts--easier to avoid impacts than mitigate them; design projects to avoid areas with known sites or with a high probability for sites to exist</li> <li>Project design factors (avoid direct or indirect impacts)</li> <li>Recommend annual meeting between OHA, DMLW, large commercial developers</li> <li>Consultation between land managing agency and OHA should involve applicant to avoid communication gaps</li> </ul>	<p>those selected but not yet conveyed (p.14)</p> <ul style="list-style-type: none"> <li>Majority of sites are very shallowly buried or exposed at the surface, so they are easily disturbed (p.20)</li> </ul> <p>Plan notes potential adverse impacts, including both human and natural disturbance factors, to cultural resources on Denali Highway Lands (pp.20-30)--</p> <ul style="list-style-type: none"> <li>OHV trails—primary human ground-disturbing factor p.21 (names Landmark Gap Trail, Glacier Gap to Sevenmile Lake Trail, Maclaren Summit Trail, Sevenmile Lake Trail, Yost Trail, Butte Creek Trail, user-developed trails)</li> <li>Hiking trails (names Rusty Lake Trail and Tangle Lake Campground Trail)</li> <li>RS2477 trails</li> <li>Resource extraction</li> <li>Commercial development</li> <li>Road modification or development</li> <li>Artifact collecting</li> <li>Natural erosion</li> <li>Melting of regional ice patches and cirque glaciers.</li> </ul> <p>Recreation Trends: • Notes potential for future land conveyance (p.14).</p> <p>Public Safety:</p>	<p>mitigate damage to archaeological sites, with particular attention to the impacts of OHV use</p>
<p><b>DENALI BOROUGH COMPREHENSIVE PLAN</b> (Denali Borough 2009)</p> <p><b>Manager:</b> Denali Borough</p> <p><b>Plan Period:</b> Not specified.</p> <p><b>Maps:</b> <b>NO MAPS FOR THIS PLAN.</b></p>	<p><b>Nexus to Project Area:</b> • Denali Borough includes Cantwell a western portion of the Denali Highway.</p> <p><b>Land Use Covered:</b> • Federal, state, borough, private (p.10) • 70% of Borough is in Denali National Park and Preserve (p.10)</p> <p><b>Facilities in/near project area:</b></p> <p><b>Focused Management Areas:</b> • George Parks Highway Scenic Byway Corridor Partnership Plan</p>	<p>Denali Borough Bill of Rights (p.4):</p> <ul style="list-style-type: none"> <li>Right to access public lands and waters</li> <li>Right to have efficient and adequate public facilities</li> </ul> <p>Economic Expansion Goals (p.9):</p> <ul style="list-style-type: none"> <li>Create sustainable, diversified economic base through development of natural resources and tourist industry</li> <li>Promote recycling and the generation of power from renewable resource.</li> </ul> <p>Transportation Goals (p.17):</p> <ul style="list-style-type: none"> <li>Expand public transportation</li> <li>Support state’s efforts to identify and resolve all RS2477 routes and other transportation corridors</li> <li>Develop plan to improve and expand airport facilities.</li> </ul>	<ul style="list-style-type: none"> <li>RS 2477 corridors can preserve public options for the future should transportation requirements warrant it (p.14)</li> </ul>	<p>Recreation Trends: (p.8)</p> <ul style="list-style-type: none"> <li>Population has remained stable</li> <li>Seasonal jobs in tourism businesses provide jobs</li> <li>Tourism, government, mining, power generals, and Clear Air Force Station provide diverse economic base</li> </ul>	<ul style="list-style-type: none"> <li>Maintain RS 2477 corridors</li> <li>Maintain access to public lands and waters</li> </ul>
<p><b>DENALI HIGH ADVENTURE SCOUT BASE (DHASB) STRATEGIC LONG RANGE PLAN</b> (Boy Scouts of America Great Alaska Council 2013)</p> <p><b>Manager:</b> Great Alaska Council (Boy</p>	<p><b>Nexus to Project Area:</b> Base is near Blair Lake, south of Denali State Park</p> <p><b>Facilities in/near project area:</b> Plans for trails, pavilions, restrooms, housing for camp staff and campers, lodge, parking areas</p> <p><b>Focused Management Areas:</b></p>	<p>Mission Statement (p.1): AK wilderness education and adventures while encouraging physical, mental, moral growth and stewardship.</p> <p>Vision Statement (p.1): Develop world class destination for scouts and visitors to experience Alaska’s remote wilderness. Educate all campers.</p> <p>Goals (p.1-2): • Create camp with rustic, Alaskan character defined by geography,</p>	<ul style="list-style-type: none"> <li>DHASB should be used for family and unit camping, Boy Scout long term/resident camp, high adventure activities. As the development of the properties moves forward the base can simultaneously support both Boy Scout Resident Camp and a high adventure program. (p.7)</li> </ul> <p>Property recommendations: • Develop extensive system of multiuse trails, extending from the Chulitna to the Susitna Rivers connecting with Denali SP trails (p.7)</p> <p>Facilities recommendations:</p>	<p>Challenges: (p.3)</p> <ul style="list-style-type: none"> <li>Competition from other facilities</li> <li>Cost of business increases as energy, food, transport costs to remote areas increases</li> <li>Providing foo commodities could be expensive and limited</li> </ul> <p>Recreation Trends: (p.3)</p> <ul style="list-style-type: none"> <li>Use of recreational opportunities and outdoor facilities by</li> </ul>	<ul style="list-style-type: none"> <li>Future trails planned to the Susitna River</li> <li>Future recreational rafting planned for Susitna River</li> </ul>



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<p>Scouts)</p> <p><b>Plan Period:</b> Not specified.</p> <p><b>Maps:</b> <b>NO MAPS FOR THIS PLAN.</b></p>	<p>No focused management areas listed in plan.</p>	<p>geology, terrain while protecting quality of lake and area</p> <ul style="list-style-type: none"> <li>• Establish DHASB brand</li> <li>• Be financially sustainable and provide financial support to DHASB and council operations</li> <li>• Attract third party user groups</li> <li>• Develop multiuse, year-round trail system for hiking biking, mountain boarding, cross country skiing, snowshoeing, horses, dog sledding ATV use, and snowmobiles</li> <li>• Provide support for off-property activities including information, personnel, equipment, transportation, wilderness first aid</li> <li>• Develop relationships with individuals, local community, businesses, organizations</li> </ul>	<ul style="list-style-type: none"> <li>• Architectural standards for buildings and structures</li> <li>• Build all-season pavilions along trail system</li> <li>• Develop aquatic facilities (restrooms, changing rooms, storage)</li> <li>• Develop rafting facilities on Chulitna and Susitna Rivers</li> <li>• Build permanent housing for staff and campers</li> <li>• Support restroom and parking areas—one west of Lowell Creek and one north of Gorsuch Creek at top of hill</li> <li>• Support R.V. camping area north of Gorsuch Creek</li> <li>• Build campfire arena</li> <li>• Build non-denominational, outdoor chapel</li> </ul>	<p>families groups and individuals increasing as urbanization increases</p> <ul style="list-style-type: none"> <li>• Guided tours have increased in both land and water activities</li> <li>• Wildlife viewing and study is increasing</li> <li>• Access to power and internet seems to be a requirement, and is not incompatible with wilderness experiences</li> </ul>	
<p><b>DENALI HIGHWAY INTERPRETIVE MASTER PLAN</b> (BUCY Associates 1999)</p> <p><b>Manager:</b> BLM</p> <p><b>Plan Period:</b> Not specified.</p> <p><b>Maps:</b></p> <ul style="list-style-type: none"> <li>• PROJECT AREA</li> <li>• LAND STATUS MAP</li> <li>• CONCEPTUAL NETWORK</li> <li>• LOCATION OF FIXED OPPORTUNITIES</li> </ul>	<p><b>Nexus to Project Area:</b> Land within a quarter mile of the entire Denali Highway is included in the study area.</p> <p><b>Land Use Covered:</b> Plan is specific to interpretation opportunities along the Denali Highway.</p> <p><b>Facilities in/near project area:</b> Two public campgrounds and one private campground along the route</p> <p><b>Focused Management Areas:</b> Tangle Lakes Archaeological District</p>	<p>Goal 1 (p.106): Protect resources by reducing human impacts to the ecosystem through increasing personal stewardship and heightening visitors’ environmental ethic.</p> <p>Objectives:</p> <ul style="list-style-type: none"> <li>• Educate visitors about personal value of resources</li> <li>• Educate visitors of resource susceptibility to human impacts</li> <li>• Educate visitors of their personal impacts to resources, and how to minimize those impacts.</li> <li>• Make people aware of use restrictions</li> </ul> <p>Goal 2 (p.106-107): Protect the resource by increasing support for management policies. One way is to improve visitor understanding of the area so that they will show public support for management.</p> <p>Objectives:</p> <ul style="list-style-type: none"> <li>• Educate visitors about personal value of resources</li> <li>• Increase understanding of ecosystems and their susceptibility to human impacts</li> <li>• Increase awareness of connection between management policies for environmental protection to resource susceptibility to human impacts</li> <li>• Increase awareness of managing agencies and their cooperation</li> <li>• Increase awareness of unique political circumstances of public land management in the are</li> </ul> <p>Goal 3 (p.107): Contribute to appropriate and satisfying recreational activities and use patterns.</p> <p>Objectives:</p> <ul style="list-style-type: none"> <li>• Create appropriate recreation expectations among visitors</li> <li>• Provide effective orientation system to serve all segments of recreating public about transport, recreation, informative opportunities</li> <li>• Provide satisfying interpretive experience of natural and cultural resources</li> </ul>	<p>Priority for Implementation (p.87-88)---</p> <p>Level 1 Priority (highest priority):</p> <ul style="list-style-type: none"> <li>• Orientation in general</li> <li>• Denali Hwy orientation panel</li> <li>• Safety information panel</li> <li>• Brochure holder</li> <li>• River orientation panels with brochure holders</li> </ul> <p>Level 2 Priority :</p> <ul style="list-style-type: none"> <li>• Thematic overview panels</li> <li>• Activity brochures</li> </ul> <p>Level 3 Priority:</p> <ul style="list-style-type: none"> <li>• Interpretive Panel Clusters for Summit Lake Overlook, Tangle Lakes Overlook, Landmark Gap Viewpoint, Maclaren Summit Overlook, Valdez Mine Overlook, Mountains Viewpoint</li> <li>• These sites deemed higher priority than other places due to overviews, proximity to access points, areas protecting key cultural/natural resources or private property, higher traffic expected.</li> </ul> <p>Level 4 Priority:</p> <ul style="list-style-type: none"> <li>• 6 interpretive panel clusters located outside of areas of level 3 priority</li> </ul> <p>Level 5 Priority:</p> <ul style="list-style-type: none"> <li>• Boreal Forest Interpretive Trail</li> <li>• Tundra Interpretive Trail</li> <li>• Points of Interest Guide to the Denali Highway</li> </ul> <p>Level 6 Priority (lowest priority):</p> <ul style="list-style-type: none"> <li>• Area orientation panels</li> <li>• Parks and Richardson Highway orientation panels</li> </ul>	<p><b>Challenges:</b></p> <p>Parameters (p.113-122)</p> <ul style="list-style-type: none"> <li>• Budget—Likely to be limited</li> <li>• Staffing—Unlikely to have much staff presence so self-guided activities important. Will likely have campground hosts at Brushkana and Tangle Lakes Campgrounds</li> <li>• Vandalism—Currently low, but gunshot vandalism expected. Vandalism may increase if road in paved.</li> <li>• Location and Access—Access limited to easy to provide information to most travels, few emergency services, far from field offices, connects to national parks</li> <li>• Physical Infrastructure—Road is unpaved so travel is slow (reduces time to stop for interpretation), paving is being considered, existing plans call for 37 more pullouts (prime locations for interpretive signs), campgrounds other good areas for interpretation, few outhouses and no additional ones planned (outhouses also good spots for signs)</li> <li>• Environmental Conditions—Part of area highly sensitive to human disturbance, natural hazards, road/weather concerns</li> <li>• Policy and Legal—Land ownership of areas adjacent to Denali Highway are uncertain due to selection by State or Ahtna Inc. under ANSCA. Unknown when conveyance will occur. About 20 miles of Denali Hwy from Paxon already conveyed or selected by the state but ADOT has few resources to manage. Some land privately owned. Area used for subsistence. Mineral extraction may occur in viewshed. Tangle Lakes Achaeological District, Controlled Use Areas/Close Areas by ADF&amp;G, Gulkana and Delta Rivers have more specific management requirements. ADOT has jurisdiction over all signage in the highway easement.</li> <li>• Use Patterns: Motor vehicle use is seasonal. Route has increase snowmachine use in winter. Many ORV trails being created by visitors. Many tour buses on Richardson Highway go to at least MP7 before turning around. Use patterns will change if Denali Highway is paved.</li> </ul> <p>Recreation Trends: General Audience Characteristics (p.109-110):</p> <ul style="list-style-type: none"> <li>• Many travelers are unfamiliar with the environment</li> <li>• Visitors will have a variety of impairments (visual, auditory,</li> </ul>	<ul style="list-style-type: none"> <li>• Protect natural and cultural resources along the Denali Hwy</li> <li>• Provide information about public safety and items of interpretive benefit</li> </ul>

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				<p>physical or otherwise)</p> <ul style="list-style-type: none"> <li>• Visitors will have varying limitations on energy, time, interests, and learning style preferences</li> <li>• Visitors will have varying degrees of knowledge about AK</li> <li>• Visitors will have varying levels of education</li> <li>• Families and other groups will have a variety of education levels within the group (need many levels of interpretation)</li> <li>• Groups, especially families, expect to interact with each other while having an interpretive experience</li> <li>• People tend to visit in groups</li> </ul> <p>Public Safety:</p> <ul style="list-style-type: none"> <li>• Objective for Goal 3 of contributing to appropriate and satisfying recreational activating and use (p. 107): Increase safety by making visitors aware of hazards with being in Alaska generally, and of the hazards associated with specific recreational activities (including traveling the Denali Highway, backpacking, etc)</li> </ul>	
<p><b>DENALI STATE PARK MANAGEMENT PLAN</b> (Alaska Division of Parks and Outdoor Recreation [DPOR] 2006)</p> <p><b>Manager:</b> DPOR within ADNR</p> <p><b>Plan Period:</b> 2006-2026.</p> <p><b>Maps:</b></p> <ul style="list-style-type: none"> <li>• Location Map</li> <li>• Land Use Designation</li> <li>• Facilities</li> </ul>	<p><b>Nexus to Project Area:</b> Denali State Park is located within the southwest part of the study area.</p> <p><b>Facilities in/near project area:</b> Trails, campgrounds, signs, visitor centers</p> <p><b>Land Uses Covered:</b> Four land use categories within the park are: Recreational, Cultural, Natural Area, Wilderness , with scattered parcels of privately owned land within the park (p.51).</p> <p><b>Park Restrictions</b></p> <ul style="list-style-type: none"> <li>• Hydroelectric power development within the park is not compatible with all land uses (p. 64)</li> <li>• List regulations and allowed uses on p.127</li> <li>• Byers Lake only electric motor if motorized boat (p.128)</li> <li>• Jet skis/hovercraft prohibited except on Susitna River (p.128)</li> <li>• Bicycles allowed only on designated trails west of Parks Highway and Byers Lake Loop (p.130)</li> </ul> <p><b>Focused Management Areas:</b></p> <ul style="list-style-type: none"> <li>• Indian River State Recreation Area, Blair Lake State Recreation Area, Tokositna State Recreation</li> </ul>	<p>Natural Resources Goal: Protect natural ecosystem and visible landscape (p.7)</p> <p>Natural Resources Objectives (p.8):</p> <ul style="list-style-type: none"> <li>• Locate non-recreational activities outside the park</li> <li>• Locate facilities and activities where carrying capacity is adequate</li> <li>• Minimize impact to park landscape by locating recreation facilities relatively close to the highway to preserve backcountry</li> <li>• Design recreation facilities to minimize need for management controls</li> <li>• Locate recreation facilities where there is adequate water, soil suitable for waste disposal, good drainage, outside floodplains, no permafrost, and little erosion</li> <li>• Keep facilities small and design to blend with landscape</li> </ul> <p>Recreational Goal: Provide recreation opportunities for present and future Alaska residents. Recreation for non-residents and tourists can be provided as long as it does not displace local resident recreation. (p.9)</p> <p>Recreational Objectives (p.9-10): The Park should provide those recreation facilities and uses that achieve the following objectives :</p> <ul style="list-style-type: none"> <li>• A wide range of recreation opportunities for people of different ages, abilities, incomes, and recreational interests.</li> <li>• Opportunities for year-round use</li> <li>• Recreation facilities should provide for those uses most in demand</li> <li>• Recreation facilities that take advantage of the special natural qualities of the park, should be designed with human needs in mind (level slope, visual appeal, well-drained soils)</li> <li>• Encouragement of compatible use of adjoining land, such as AK Railroad, private land, municipal land, river access</li> <li>• A certain level of management presence (permitting, reservations, fee collection, vegetation management.)</li> <li>• Facilities for people approaching from either north or south</li> <li>• Highly accessible facilities for all travel modes in all seasons</li> </ul>	<p>Land Use Management Recommendations (p.49-50): Following are recommended land use designations for the park lands:</p> <ul style="list-style-type: none"> <li>• Designate three areas adjacent to the Parks Highway for recreational development</li> <li>• Cultural area designation near old Curry Lookout</li> <li>• Natural areas in three State Recreation Areas, Tokositna River Valley, most of Chulitna River Valley, west slope of Curry-Kesugi Ridge, half-mile buffer around Susitna and Indian Rivers</li> <li>• Wilderness designation for east slope of Curry-Kesugi Ridge, large part of Troublesome Creek drainage, west of Fountain and Chulitna Rivers</li> </ul> <p>Proposed Park Additions and Boundary Adjustments, Land Acquisition Management Recommendations (p.66-68):</p> <ul style="list-style-type: none"> <li>• Blair Lake, Tokositna, Indian River State Recreation Areas added legislatively, but not administratively.</li> <li>• Acquire inholdings along Parks Highway Miles 135-136 and Byers Lake</li> <li>• As available, acquire other inholdings along Parks Highway, Byers Creek, west side of Chulitna River, lakes, others</li> </ul> <p>Wildlife, Research Management Recommendations (p.69-73):</p> <ul style="list-style-type: none"> <li>• Establish management practices that will enhance wildlife viewing</li> <li>• Monitor alpine camping outside of designated remote sites</li> <li>• Consider use of backcountry overnight permits and education</li> <li>• Maintain trails in wilderness at primitive standards; restrict pack animals and mountain bikes to certain trails; develop and improve winter trails</li> </ul> <p>Land Use Regulations, Cooperative, Staffing, Commercial Management Recommendations (p.74-79):</p> <ul style="list-style-type: none"> <li>• Consider revising DNR zoning over private land within park and use restriction of horse/pack animals in alpine areas</li> <li>• Expand summer staffing and add winter ranger position</li> <li>• Establish regional resource management position</li> <li>• Consider contracting with concessionaires to operate park facilities</li> <li>• Develop agreements with park lodges and tours for park staff to</li> </ul>	<p>Challenges: Chapter 3 of the plan describes issues by category.</p> <p>Land Use and Development Issues (p.15-16):</p> <ul style="list-style-type: none"> <li>• Improve mix of land use classifications within park, ranging from wilderness to developed recreation areas</li> <li>• Access to private inholdings and allotments within the park</li> <li>• Management of adjacent public lands and spillover development spawning from adjacent land use changes</li> </ul> <p>Recreational Activities and Facilities Issues (p.16-17):</p> <ul style="list-style-type: none"> <li>• Conflicts between user groups (modes of travel, noise, crowding, aesthetics)—these conflicts are likely to increase.</li> <li>• Appropriate level of facility development that will support existing uses while providing new opportunities</li> <li>• Appropriate regulation for motorized recreational vehicles, such as snow machines, motorboats, aircraft, ATVs</li> <li>• Noise impacts from flight operations for recreational access and flightseeing</li> <li>• Three areas adjacent to Parks highway are designated Recreation Development and will have facilities. However, areas designated as Natural Area not intended for development.</li> </ul> <p>Fish and Wildlife Issues (p.17):</p> <ul style="list-style-type: none"> <li>• Possible changes needed to hunting/fishing regulations</li> <li>• Boundaries maybe need to be changed</li> </ul> <p>Tourism Issues (p.17-18):</p> <ul style="list-style-type: none"> <li>• Role of park in satisfying tourism demand</li> <li>• Park competition with private sector tourism providers</li> <li>• Quality of life/community lifestyle impacts of tourism</li> </ul> <p>Governmental Coordination/Cooperation Issues (p.18-19):</p> <ul style="list-style-type: none"> <li>• Parks highway right-of-way and buffer management</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain year-round access to recreational facilities</li> <li>• Accessible facilities for all modes of travel in all seasons</li> <li>• Facilities accessible to a wide variety of user groups</li> <li>• Compliance with land use designations</li> <li>• Hydroelectric facilities and non-recreational uses must be located outside of the park</li> </ul>

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	<p>Area. These areas are managed as part of Denali State Park. (p.118)</p> <ul style="list-style-type: none"> <li>Proposed South Denali Visitor Center Complex---see the summary for this plan on p.19 of this document</li> </ul>	<ul style="list-style-type: none"> <li>Recreation facilities and uses that are not subject to adverse impact from mining claims</li> </ul> <p>Tourism Goal (p.10): Support the State’s Tourism industry, which depends on both resident and non-resident visitors.</p> <p>Tourism Objectives (p.10-12):Park should provide those recreation facilities and uses that achieve the following objectives:</p> <ul style="list-style-type: none"> <li>Feature natural resources of park, including Denali views, wildlife, glaciers, wooded/alpine area, river corridors</li> <li>A diversity of recreation opportunities and facilities for various tourist groups such as visitor/info center, interpretation, hikes</li> <li>Opportunities for all seasons including high demand summer, shoulder seasons of spring and fall, winter season</li> <li>Provide recreation facilities that complement and support the private sector and Denali National Park</li> <li>Provide recreation facilities that are close to the main highway or railroad and have adequate parking.</li> <li>Provide at least minimal recreation facilities at both ends of the park, for tourists traveling north or south</li> </ul> <p>Regional Goals/Objectives (p.12-13)</p> <ul style="list-style-type: none"> <li>Prepare a ‘Denali Recreation Region Study’...to coordinate development so that natural values and visual resources are protected.</li> <li>Develop Regional Interagency Cooperative Agreement so agencies meet periodically to avoid conflicts or duplications</li> <li>Provide Information Centers, North and South of Denali State Park. The centers (information centers, not visitor centers) should be at Healy, Cantwell, and Talkeetna Junction area with maps, brochures, etc. Centers would be low-cost and low-maintenance.</li> <li>Provide Visitor Interpretive Centers. Maybe one large larger with view of Denali, small facility on cultural resources in Talkeetna, and smaller remote centers near glaciers or wildlife viewpoints.</li> <li>Limit Development inside Denali State Park with possible facilities on public/private/state/borough land adjacent to park.</li> </ul>	<p>provide interpretation</p> <p>Facility Recommendations:</p> <ul style="list-style-type: none"> <li>South Denali Visitor Complex with visitor center, campground, trails, parking, access road (p.81-84)</li> <li>Visitor information stops in Healy, Cantwell, Trapper Creek, Talkeetna junctions (p.85)</li> <li>Viewing platforms/overlooks along Parks Highway (p.86)</li> <li>Improve Byers Lake campground, including the addition of a group campground, walk-in/canoe-in campground (p.91-92)</li> <li>Campsites at Denali View North Scenic Outlook, Susitna River remote campsites, remote campsites between north end of Kesugi Ridge and Blair Lake (p.91-92)</li> <li>Public use cabins and shelters not in alpine areas (p.94)</li> <li>Improvements along AK Railroad, including train stop shelters, nature trails and interpretive facilities, public use cabins, boat landing on east side of Susitna River at Curry and at Gold Creek, footbridge or hand tram to cross Susitna River, and trails (p.95-96)</li> <li>Develop an access point on Chulitna River (p.98)</li> <li>Relocation of Lower Troublesome Creek Trail and replace Upper Troublesome Creek Trail (p.99-102)</li> <li>Construct additional highway pullouts (p.103-104)</li> <li>Improve Byers Lake beach, possibly improve boat launch (p.105-106)</li> <li>Improve Veterans Memorial (p.105)</li> </ul> <p>Implementation Recommendations:</p> <ul style="list-style-type: none"> <li>Restrict vehicle access to proposed new visitor center (p.108)</li> <li>Use BMPs during construction (p.109)</li> <li>Route trails to minimize impacts on vegetation and commit to annual maintenance (p. 109-110)</li> </ul>	<ul style="list-style-type: none"> <li>Potential boundary adjustments to park</li> <li>Proper and consistent recreational use regulations</li> <li>Proper amount and venues for providing public information</li> </ul> <p>Parking Operations and Staffing Requirements Issues (p.19-20):</p> <ul style="list-style-type: none"> <li>Funding shortfalls; budget cuts over last ten years</li> <li>Staff presence and maintenance over winter months</li> </ul> <p>Recreation Trends: (p.45-47)</p> <ul style="list-style-type: none"> <li>Growing Alaska resident population and increasing tourist numbers will result in increased recreation demand.</li> <li>Visitation increases mostly in summer months, but also in shoulder seasons and winter season.</li> <li>Need to consider Denali State Park region as a whole for tourism attractions, and not just individually</li> <li>Access issues—AK Railroad interested in more facilities, stops</li> <li>Facilities proposed; new private sector facilities for demand</li> <li>Resident users tend to be younger and camp, fish, hike</li> <li>Tourist users tend to be older and sightsee, but also camp, fish, hike. Variety of interests.</li> <li>Regional network of recreation facilities on both public/private lands; existing facilities exceeding capacity</li> </ul> <p>Public Safety: Recreation Objective: “Provide recreation facilities that minimize the safety risk to visitors from such sources as wildlife (especially bears); landscape dangers, floods, glaciers, cliffs; and conflict of pedestrian/vehicle traffic.” (p.10)</p> <p>Proposed Monitoring and Management Recommendation: Ensure existing no-shooting areas are sufficient to protect public (p.72)</p>	
<p><b>DIVISION OF PARKS AND OUTDOOR RECREATION (DPOR) TEN YEAR STRATEGIC PLAN 2007–2017</b> (DPOR 2007)</p> <p><b>Manager:</b> DPOR</p> <p><b>Plan Period:</b> 2007-2017</p> <p><b>Maps:</b> No maps for this plan.</p>	<p><b>Nexus to Project Area:</b> Statewide plan. Primary plan focus is for new initiatives and improvements.</p> <p><b>Land Use Categories:</b> Not specified.</p> <p><b>Facilities in/near project area:</b> Trails, campgrounds, visitor centers, restrooms, signs.</p> <p><b>Focused Management Areas:</b> Denali State Park, Lake Louise State Recreation Area, Montana Creek State Recreation Site</p>	<p>Mission Statement (p.8): The Division of Parks and Outdoor Recreation provides outdoor recreation opportunities and conserves and interprets natural, cultural, and historic resources for the use, enjoyment, and welfare of the people.</p> <p>Vision Statement (p.9): AK DPOR envisions an affordable and accessible system of parks that provide diverse, safe, year-round, high-quality, family-oriented, outdoor recreation experiences; statewide programs that enhance the enjoyment and stewardship of the state’s outdoor recreation, natural, historic and cultural resources; and a dedicated, professional staff that fully meets the needs of the public.</p> <p>Recreation goal: Provide and promote high-quality, sustainable, safe and affordable recreational opportunities to keep pace with the rising demands, needs and diversity of Alaskans and visitors. (p.10)</p> <p>Recreation Objectives:</p> <ul style="list-style-type: none"> <li>Ensure all equipment and facilities are well maintained at</li> </ul>	<p>Recreation Action Strategies:</p> <ul style="list-style-type: none"> <li>Develop yearly increments for deferred maintenance needs, revolving maintenance fund, explore grant program, park bond (p.11)</li> <li>Develop Preventative Maintenance and Management Plan (p.11)</li> <li>Conduct trails inventories on all high-use trails (p.11)</li> <li>Revamp placement system for mooring buoys (p.11)</li> <li>Upgrade existing trails to sustainable standards (p.12)</li> <li>Develop additional group campsites (p.12)</li> <li>Develop online campground reservation system (p.12)</li> <li>Explore renewable and alternative energy options (p.12)</li> <li>Expand public use cabin system, and consider backcountry hut-to-hut system (p.12)</li> <li>Develop at least one challenge (obstacle, ropes) course (p.12)</li> <li>Secure funding for South Denali Visitor Center Complex (p.12)</li> <li>Consider development of commercial facilities and services (p.12)</li> <li>Improve and expand parking areas at access points (p.13)</li> <li>Plowing more and bigger parking lots; keep gates open longer’ collect winter day use fees (p.13)</li> <li>Consider linear parks (greenbelts)that connect areas (p.13)</li> </ul>	<p>Challenges:</p> <ul style="list-style-type: none"> <li>DPOR’s budget has not kept up with inflation; resulted in fiscal limitations (p.2)</li> <li>Increased deferred maintenance; no funding to keep up with routine maintenance (p.10)</li> <li>Need to protect current and future access points and trails connecting park units (p.10)</li> </ul> <p>Recreation Trends:</p> <ul style="list-style-type: none"> <li>Park visitation has risen 29% in the last decade...increased use threatens to damage park resources and challenges the agency’s ability to sustain facilities and programs (p2).</li> </ul> <p>Public Safety:</p> <ul style="list-style-type: none"> <li>Plan notes need to improve facilities for compliance with Americans with Disabilities Act (p.11)</li> <li>Promote the safety of persons and property connected with the use, operation, and equipping of noncommercial boats by increasing public awareness of boating risks and improving</li> </ul>	<ul style="list-style-type: none"> <li>Support DPOR’s efforts to collect data to enhance planning decisions</li> <li>Consider DPOR’s budget or financial condition</li> <li>Maintain compliance with ADA facilities guidelines</li> </ul>

Plan Information	Nexus to Project	Goals/Objectives/Management Principles	Recommendations/Future Plans	Challenges, Trends, Safety Concerns	Key Elements
		<p>standardized level (p.11)</p> <ul style="list-style-type: none"> <li>• Provide sustainable park facilities and infrastructure that accommodate diverse user groups for present and future visitors' needs (p.12)</li> <li>• Pursue new state park lands and access needs for current and future demand (p.13)</li> <li>• Provide for a diversity of recreation opportunities and provide sustainable outdoor recreation settings. (p.14)</li> </ul> <p>Financial Management goal: Stabilize and strengthen the division's financial condition (p.15) Financial Objective:</p> <ul style="list-style-type: none"> <li>• Continue and expand grants for recreation, education, cultural resources and public safety (p.19).</li> </ul> <p>Planning goal: Apply effective, accurate and reliable information for the analysis, planning and implementation of all decisions (p.40) Planning objectives:</p> <ul style="list-style-type: none"> <li>• Produce a Management and Trails Plan for each park (p.43)</li> <li>• Improve information collection to be able to make decisions based upon data (p.41)</li> </ul>	<ul style="list-style-type: none"> <li>• Direct users to lesser-used facilities in peak times; encourage use of more popular facilities in off-peak times (p.14)</li> <li>• Expand diverse recreational opportunities; i.e. underwater trails, motorized uses, educational parks (p.14)</li> <li>• Establish additional historic parks and cultural interpretation (p.14)</li> </ul> <p>Other Action Strategies:</p> <ul style="list-style-type: none"> <li>• Limit user impacts and ensure resources remain intact for future generations (p.24)</li> <li>• Create interactive trails website by 2009 (p.28)</li> <li>• Update trail brochures (p.28)</li> <li>• Enhance volunteer program (p.33)</li> <li>• Create additional adopt-a-trail and adopt-a-park programs (p.34)</li> <li>• Develop plan to generate accurate visitation estimates (p.41)</li> <li>• Gather baseline data on patterns and intensities of use (p.41)</li> <li>• Develop state park policy that includes sustainable trails classifications (p.43)</li> <li>• Develop trail plans within five years within areas with develop trails (p.43)</li> </ul>	<p>boater behaviors (p.31).</p> <ul style="list-style-type: none"> <li>• Develop outdoor recreation education and interpretive programs, modeled after the Alaska Boating Safety Program to address other outdoor activities with a high incidence of injuries/ fatalities such as backcountry skiing, snowboarding, ATV riding and snowmachining. (p.31)</li> </ul>	
<p><b>EAST ALASKA RECORD OF DECISION (ROD) AND APPROVED RESOURCE MANAGEMENT PLAN (RMP)</b></p> <p>(Bureau of Land Management [BLM] 2007)</p> <p>Summarizing information was taken from the ROD and Approved RMP. Information from the ROD and not the Approved RMP is marked as ROD.</p> <p><b>Manager:</b> BLM</p> <p><b>Plan Period:</b> Unspecified</p> <p><b>Maps:</b> <b>Proposed RMP (BLM 2006):</b></p> <ul style="list-style-type: none"> <li>• Land Managers</li> <li>• Land Status</li> </ul>	<p><b>Nexus to Project Area:</b> A large portion of the plan area is within the project area. Planning area extends from southern slopes of Alaska Range to Chugach Mountains, from Talkeetna Mountains to Wrangell Mountains. Includes land between Denali Hwy and Glenn Hwy (BLM 2006, p.8).</p> <p><b>Land Use Categories:</b> BLM-administered lands, including BLM public lands, state-selected, native-selected, dual-selected, and military lands.</p> <p><b>Facilities in/near project area:</b> Public use cabins, trails, signs, campgrounds, boating access points</p> <p><b>Focused Management Areas:</b> Tangle Lakes Delta River SMRA Denali Highway SRMA</p>	<p>Vision Statement for BLM Managed Lands (BLM 2006, p.iv)-- Within the capability of the resources:</p> <ul style="list-style-type: none"> <li>• Provide diverse recreational and educational opportunities;</li> <li>• Support a sustainable flow of benefits of the social and economic systems of eastern Alaska;</li> </ul> <p>Lands and Realty Goals (p.19)</p> <ul style="list-style-type: none"> <li>• Support the BLM-Alaska State Office in the Alaska Conveyances which involve the survey and conveyance of lands to the State of Alaska, Native Corporations, Native Allottees, and other inholders."</li> <li>• Provide a balance between land use (rights-of-way, land use permits, leases and sales) and resource protection that best serves the public at large.</li> <li>• Provide support to other BLM programs to protect and enhance resources.</li> </ul> <p>Recreation Goal: Manage recreation to maintain a diversity of recreational opportunities. (p.34)</p> <p>Renewable Energy Goal: Provide opportunities for the development of renewable energy resources from sources such as wind, biomass, solar while minimizing adverse impacts to other resource values. (p.40)</p> <p>Transportation and Facilities Maintenance Goal: Manage facilities, including trails and roads, to provide for public access or administrative needs, while maintaining or protecting resource values and in coordination with other Federal and state agencies and private landowners." (p.45)</p> <p>Travel Management and OHV Use Goals (p.46):</p>	<p>Recommendations (Alternative D) selected in the ROD: Balance between resource conservation and improvement in ecological conditions while allowing commodity production (BLM 2006, p.i).</p> <p>Fish and Special Status Fish Management Actions:</p> <ul style="list-style-type: none"> <li>• Where OHV trails are designated, coordinate with ADNR and ADFG on permitted crossings across anadromous streams (p.16)</li> <li>• Identify need for re-location, closure, or maintenance of OHV trails to avoid crucial habitat features. (p.16)</li> <li>• Provide educational information through the Gulkana website regarding waterflow levels and potential rafting and boating impacts to spawning beds. (p.16)</li> </ul> <p>Lands and Realty Management Actions-Land Use Authorizations (p.19-21):</p> <ul style="list-style-type: none"> <li>• Federal Land Policy and Management Act (FLPMA) leases not issued for Delta or Gulkana WSR corridors unless purpose is to maintain values; cabins would not be permitted in these areas</li> <li>• FLPMA leases on cabins would be reviewed based upon proximity to other structures, proximity to transport routes, lifestyle/need</li> <li>• Nelchina calving area leases and permits must mitigate or consider impacts to caribou calving</li> </ul> <p>Management Actions--Access (p.24-26):</p> <ul style="list-style-type: none"> <li>• BLM will continue to review and reserve ANCSA 17(b) easements to ensure legal access to publicly owned lands as ANCSA corporation's land entitlements are conveyed</li> <li>• BLM will locate, mark, and monitor easements</li> <li>• BLM will monitor easement to determine maintenance</li> </ul> <p>Recreation</p>	<p>Challenges: Issues addressed in Proposed RMP and EIS (BLM 2006). The EIS addressed seven issues when evaluating each of the alternatives, and when considering the affected environment, environmental consequences, and cumulative impacts. The seven issues are briefly described below, with most summary material taken from p.9-17 of the Proposed RMP and EIS.</p> <ul style="list-style-type: none"> <li>• Travel Management: -Concerns over access routes to public lands being lost as land is conveyed. Section 17(b) of ANCSA allows for easements across lands conveyed to Native corporations primarily to provide access to isolated public lands; many easements have not been field verified. -Use of off-highway vehicles (OHVs) has been increasing and there is concern about effects upon wildlife, damaged soils and vegetation, conflicting uses, and public perception -Few secondary roads in planning area.</li> <li>• Recreation: -Want to maintain a diversity of recreational opportunities on BLM-managed lands.</li> <li>• Natural and Cultural Resources: -Concerns over maintaining habitat for trumpeter swans, salmon, and the Nelchina caribou herd -Sustainable resource development balanced with protection of resource values</li> <li>• Lands and Realty: -PLO 6456 in 1983 opened lands in the Slana area for settlement, and must balance settlement with resource value</li> <li>• Vegetation Management: -Must determine what role fire will play in vegetation mgmt. -Provide for forest health, personal and commercial wood products, and fish and wildlife habitat</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain access to recreation lands.</li> <li>• Compliance with Visual Resource Inventory requirements</li> <li>• Adhere to travel management guidelines and restrictions (OHV, trails use, conflict)</li> <li>• Compliance with Wild and Scenic River requirements</li> </ul>

Plan Information	Nexus to Project	Goals/Objectives/Management Principles	Recommendations/Future Plans	Challenges, Trends, Safety Concerns	Key Elements
<ul style="list-style-type: none"> <li>• Trails</li> <li>• Recreation Opportunity Spectrum Classes</li> <li>• Anadromous Rivers and Streams</li> <li>• Eligible Wild and Scenic Rivers</li> <li>• Delta River SRMA- Recreation Management Zones</li> <li>• Denali Highway SRMA Recreation Management Zones</li> <li><b>Approved RMP (BLM 2007):</b> <ul style="list-style-type: none"> <li>• Delta River SRMA</li> <li>• Delta River Designated Trails</li> <li>• Denali Highway SRMA Interim Management</li> <li>• Travel Management Areas</li> <li>• Visual Resource Management Classes</li> </ul> </li> </ul>		<ul style="list-style-type: none"> <li>• Manage trails to provide access to public lands, recreation, and subsistence opportunities.</li> <li>• Manage trails to provide a diversity of recreation experiences and opportunities, including motorized and non-motorized.</li> <li>• Manage trails to minimize resource impacts and reduce user conflicts.</li> <li>• Manage trails with an emphasis on education where appropriate.</li> <li>• Manage OHV use associated with permitted and development activities to provide for access while protecting resources.</li> </ul> <p>Visual Resources Goal (p.55-56): Manage scenic values in accordance with the objectives established for VRM classes</p> <p>Wild and Scenic Rivers Goal(p.57): Manage Gulkana and Delta Wild and Scenic River corridors to protect the outstandingly remarkable values</p>	<ul style="list-style-type: none"> <li>• Special Recreation Management Areas (SRMA) within Study Area (p.35).                             <ul style="list-style-type: none"> <li>- Denali Highway SRMA is almost completely within the study area</li> <li>- Delta River SRMA has a very small part in the study area where it crosses the Denali Highway near Tangle Lakes.</li> <li>- Areas outside SRMAs managed as Extensive Recreation Management Areas based on maintenance of existing recreation, possible interpretation development, and possible inventory/monitoring of trails (p.38)</li> </ul> </li> <li>• Delta SRMA (p.35)                             <ul style="list-style-type: none"> <li>- Objectives to maintain existing recreation opportunities, with emphasis on managing for a primitive experience in portion classified as wild (wild part is outside of study area).</li> <li>- Objective to protect Class I viewsheds</li> <li>- OHVs restricted to designated trails; snowmachine use not limited.</li> <li>- Recommends limits on motorized use in Tangle Lakes</li> <li>- No public use cabins considered</li> <li>- Visitor use and commercial use limits will be established</li> <li>- Tangle Lakes Campground will be renovated</li> </ul> </li> <li>• Denali Highway SRMA (p.35-37)                             <ul style="list-style-type: none"> <li>- Interim Management until conveyance of State/Native selected lands occurs</li> <li>- Under Interim Management no SRMA would be designated, and objectives would be to manage for roaded natural, semi-primitive non-motorized and motorized, mitigate impacts to viewshed, and provide education and interpretation</li> <li>- Under Interim Management area limited for OHVs (must stay on designated trails), snowmachines not restricted to trails, no mineral development on State/Native selected lands, no public use cabins developed, no new recreation facilities until land status resolved for State/Native</li> <li>- For long-term management SRMA considered if lands retained in federal ownership are in large contiguous blocks</li> <li>- For long-term management area limited to OHVs (stay on trails), construction of trails for motorized/non-motorized use, trails for snowmachines may be considered, area open for locatable mineral entry and leasable minerals, public cabins considered in area particularly Welsh cabin on Maclaren River, visitor use limits</li> <li>- For long-term management area may develop day-use waysides at miles 39 (Maclaren River), 56 (Clearwater Creek), 80 (Susitna River), upgrades of trailheads, possible Susitna River boat launch, education/interpretive site development</li> </ul> </li> </ul> <p>Management Actions:</p> <ul style="list-style-type: none"> <li>• Public use cabins would be considered consistent with objectives described in each SRMA. In general, existing structures would be considered for public use cabins before the construction of new cabins. Land status would need to be resolved before major investment occurs in a public cabin system. Outside of SRMAs, the following have been identified for potential public use cabins: Tyone cabin, Monsoon Lake cabin, Welsh cabin on the Maclaren River.(p.39)</li> </ul> <p>Monitoring:</p> <ul style="list-style-type: none"> <li>• Regular patrols on recreation uses/sites, visitor counts (p.39-40)</li> </ul> <p>Riparian and Wetland Vegetation Management Actions:</p>	<ul style="list-style-type: none"> <li>• Leasable and Locatable Minerals:                             <ul style="list-style-type: none"> <li>-Need to determine which areas should be made available for mineral exploration and development</li> <li>-No active federal or state oil and gas leases in planning area; was a 5-yr exploratory license for oil and gas in 2000 in the Copper River Basin</li> <li>-Are known mineral deposits throughout planning area, particularly along Denali Fault paralleling AK Range—would need site-specific measures if withdrawals are revoked (are withdrawals to mineral entry during selection and conveyance process for ANCSA and these are still in place)</li> </ul> </li> <li>• Subsistence/Social and Economic Conditions                             <ul style="list-style-type: none"> <li>-Desire to maintain and protect subsistence opportunities</li> <li>-ANILCA mandates that the BLM consider the effect of proposed management on subsistence resources and that rural residents have priority over other users</li> </ul> </li> <li>• Issues listed as beyond the scope of the plan:                             <ul style="list-style-type: none"> <li>-Land conveyance</li> <li>-Federal Subsistence Program management</li> <li>-Fishing and hunting regulations</li> <li>-Wilderness inventory and management---If mandated, BLM must conduct wilderness review of BLM lands</li> <li>-Lands with wilderness characteristics—No BLM-managed wilderness areas or wilderness study areas within the planning areas, but there are areas with opportunities for a primitive recreation experience</li> </ul> </li> </ul> <p>Recreation Trends:</p> <ul style="list-style-type: none"> <li>• Increase in OHV use, use is mostly unmanaged (p.11,12 Proposed RMP &amp; EIS)</li> <li>• Recreational uses, demands, impacts in the planning area are increasing (p.12 Proposed RMP &amp; EIS)</li> <li>• Winter use on the rise (p.12 Proposed RMP &amp; EIS)</li> <li>• Increase in number of applications received for commercial recreational activities, organized races/events, heli-skiing (p.12 Proposed RMP &amp; EIS)</li> </ul> <p>Public Safety:</p> <p>Transportation Management Actions:</p> <ul style="list-style-type: none"> <li>• Trails non-17(b) easements maintenance prioritized where public safety concerns exist (p.45)</li> <li>• Trails 17(b) easements considered for maintenance if it is a public safety concern (p.45)</li> <li>• Maintain other facilities such as boat ramps, communication facilities, etc. according to Bureau standards and to meet public health and safety requirements. (p.45)</li> </ul>	

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			<ul style="list-style-type: none"> <li>• Focus and prioritize OHV trail management and hardening on stream crossings or trails that parallel or approach riparian areas or wetlands, in order to minimize impacts to riparian areas. (p.41)</li> </ul> <p>Transportation Management Actions:</p> <ul style="list-style-type: none"> <li>• Manage about 7 miles of road associated with six campgrounds and waysides (p.45)</li> <li>• Conduct trail maintenance when necessary on non-17(b) easements; no maintenance in general on 17(b) easements</li> <li>• Maintain boat ramps</li> <li>• Analyze new road, trail, or facility construction case-by-case</li> </ul> <p>Monitoring:</p> <ul style="list-style-type: none"> <li>• Comprehensive condition assessments completed at recreation sites on a 5-yr schedule, and periodic inspections at least every 3 years. (p.46)</li> </ul> <p>Travel Management and OHV Use Allocations (p.46-47):</p> <ul style="list-style-type: none"> <li>• Manage no areas as “open” for OHVs</li> <li>• Manage about 1.7 mil acres as “limited” to designated routes for OHVs</li> <li>• Manage about 5.3 million acres of State/Native lands as “limited” to existing trails with weight limits, allowance of off-trail travel if necessary, education about rules and enforcement</li> <li>• Close area in Delta Range to snowmachines (outside of study area)</li> </ul> <p>Travel Management Area Prescriptions (p.47-53)</p> <ul style="list-style-type: none"> <li>• See Map for Travel Management Areas</li> <li>• Nelchina Caribou Area: OHVs limited to existing trails; need to inventory trails, provide education, prevent unmanaged trail proliferation; no snowmachine limits; road building permitted for resource development with seasonal restrictions; trails should avoid caribou calving areas.</li> <li>• Delta River: “Limited” to OHVs. Need to designate trails, and OHVs restricted to designated trails seasonally; snowmachine use not limited; some trails managed as non-motorized including trails out of Tangle Lakes Campground; avoid road construction around all river segments but overland travel within or across river may be authorized if there are no economically feasible and prudent alternatives consistent with ANILCA and Wild and Scenic River (WSR) Act</li> <li>• Denali Highway: OHVs “limited” to existing trails. Interim management will focus on inventory and education. No immediate snowmachine limits. Road construction permitted for resource development in manner to maintain viewshed. Will designate trails if remains owned by feds.</li> <li>• TLAD: OHVs restricted to designated trails; trails designated to avoid cultural resources; road construction permitted if necessary for resource development and in line with Nat. Historic Preservation Act</li> <li>• Chistochina-Cantwell: OHVs “limited” to existing trails. Area will provide more intensive and proactive OHM management as request by Ahtna, the selecting entity. Must protect traditional/cultural sites. Road construction on case-by-case basis. May reroute trails to avoid cultural areas, keep some trails non-motorized, and have education.</li> <li>• Other State/Native selected lands: OHVs limited to existing trails and must not disturb resources; roads permitted on a case-by-case basis.</li> </ul>		

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			<ul style="list-style-type: none"> <li>• Other unencumbered BLM lands: OHVs “limited” to existing trails. Road construction permitted within guidelines. Trail education. Management Actions (p.53-54)</li> <li>• Continue trail inventory and emphasize “limited” OHVs BLM public lands</li> <li>• Characterize trail users and their perception of resource impacts associated with trails and their tolerance of impacts, regulations.</li> <li>• Permits would stipulate OHV use be consistent with regulations; cross-country travel would be stipulated to minimize impacts</li> <li>• OHV allowances for subsistence purposes</li> </ul> <p>Monitoring (p.54-55):</p> <ul style="list-style-type: none"> <li>• Continue inventory and assessment of trails</li> </ul> <p>Wild and Scenic Rivers (p.58):                      15 rivers eligible for inclusion in WSR system (see map of eligible rivers); including Susitna River headwaters, Maclaren River, Clearwater Creek, Brushkana Creek, Nenana headwaters. “A suitability determination for these eligible rivers will be deferred until ANCSA and State entitlements are met and land status has been stabilized.”</p>		

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<p><b>THE GEORGE PARKS HIGHWAY SCENIC BYWAY CORRIDOR PARTNERSHIP PLAN</b></p> <p>(Alaska Department of Transportation and Public Facilities 2008)</p>	<p><b>Nexus to Project Area:</b></p> <ul style="list-style-type: none"> <li>The George Parks Highway, from the Chulitna River Bridge to Fairbanks has been designated the George Parks Highway Scenic Byway. The Scenic Byway, from milepost 132 to Cantwell is within the study area. (p. 2)</li> </ul>	<p>Develop a sustainable Parks Byway Community Partnership to provide for the long-term viability of the Scenic Byway. (p.56)</p> <ul style="list-style-type: none"> <li>Attain status as an All-American Road.</li> <li>Strengthen and promote partnership by increasing public and stakeholder participation in planning and implementation efforts</li> <li>Develop methods to communicate regularly with public and byway stakeholders</li> </ul> <p>Protect and enhance the intrinsic qualities of the byway through cooperative planning, education, and partnerships. (p.56)</p> <ul style="list-style-type: none"> <li>Collaborate with private and public entities to protect and improve scenic viewing opportunities</li> <li>Support respectful development offering recreational resource experiences on byway</li> <li>Preserve and enhance byway’s historical and cultural resources</li> </ul> <p>Develop and implement an interpretive plan to promote stewardship of and connections to the byway’s unique landscapes and cultures. (p.56)</p> <ul style="list-style-type: none"> <li>Use interpretive plan to develop consistent and complimentary informational and educational materials.</li> </ul> <p>Develop and implement a marketing plan that enlightens visitors to opportunities along the byway and in neighboring gateway communities. (p.56)</p> <p>Support enhancing traveler services and facilities along the byway to provide a safe and enjoyable travelling experience for all users. (p.56)</p> <ul style="list-style-type: none"> <li>Support development of transportation service enabling safely and efficiently travel between and within communities.</li> <li>Support multi-modal approach via air, rail, trail, river, and road travel.</li> <li>Engage stakeholders and byway communities to inventory and plan for travelers’ needs; promote respectful, sustainable development complementing local character.</li> <li>Work with user groups, residents, agencies to identify and accommodate needs of non-vehicular byway traffic; plan for year-round, multi-use trails</li> </ul>	<ul style="list-style-type: none"> <li>There is local interest in extending the state byway designation south to encompass the entire route; however, since highway segments not designated under state byway programs are ineligible for state and federal byway grant funding, the beginning segment of the Parks Highway was omitted from this planning effort. (p.2)</li> <li>Parks Byway Community Partnership will implement plan and coordinate with other agencies as Partnership can only make recommendations and suggestions, but not policies</li> </ul>		<ul style="list-style-type: none"> <li>Preserve and enhance the areas natural, scenic and cultural character for which it was designated</li> <li>Work with partners to maintain current facilities, plan new facilities, improve visitor experience and safety.</li> </ul>
<p><b>LAKE LOUISE COMPREHENSIVE PLAN</b> (Entitled “Comprehensive Plan Lake Louise) (MSB 1998)</p> <p><b>Manager:</b> MSB, Lake Louise Community Council</p> <p><b>Plan Period:</b> 1998-2018; plan looks 15-20 years into future (p.1)</p> <p><b>Maps:</b> No maps for this plan.</p>	<p><b>Nexus to Project Area:</b> Lake Louise and Lake Louise Recreation Area are within the study area.</p> <p><b>Land Use Covered (p.20-22, 28):</b></p> <ul style="list-style-type: none"> <li>Primarily second-home residential use and retirement and seasonal recreational use.</li> <li>Year-round residential use</li> <li>Four commercial lodges</li> <li>Gravel road access, water, boat access</li> </ul> <p><b>Facilities in/near project area:</b></p>	<p>Overall Goal Statement (p.28): “To maintain and protect the natural resources and rural character of the area.”</p> <p>Objectives (p.29):</p> <ul style="list-style-type: none"> <li>Preserve the function of roads, trails, and waterways.</li> <li>Preserve the rural and recreational characteristic of the community.</li> <li>Promote adequate and efficient public facilities and services.</li> <li>Preserve the natural resources.</li> </ul>	<p>Recommendations (p.30-31):</p> <ul style="list-style-type: none"> <li>Investigate a need for a sewage collection station located at the state campground</li> <li>Investigate possible remote public campsites for public use.</li> <li>Investigate adequate off road parking at trailheads along the Lake Louise access road.</li> <li>Develop a network of snowmachine/ATV and hiking/biking/skiing trails</li> <li>Provide trail maps</li> <li>Develop plans for a boat launch at the causeway with parking for use by lake front property owners, and visitors. Also construct a bridge across the causeway tall enough for boats to pass into Dinty Lake</li> <li>Investigate the need for a parking lot at the Lake Louise Airport to accommodate air taxi clients as well as other users of the airport</li> </ul>	<p>Challenges:</p> <ul style="list-style-type: none"> <li>Few hiking trails exist within the study area (p.21)</li> <li>Debate to pave road and add more turnouts (p.22)</li> <li>Sewage disposal is vulnerable to water quality degradation (p.24)</li> <li>There is no dump station for recreational vehicles. Best location would be at State campground where it is necessary to collect trash generated by recreational users and avoid attracting bears. (p.24)</li> </ul> <p>Recreation Trends: Recently the area has been experiencing an increase in year-round residents. It appears that a number of recreationalists are choosing to retire in the area. (p.20)</p>	<ul style="list-style-type: none"> <li>Maintain recreational amenities and rural character of Lake Louise</li> </ul>



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	<p>Lake Louise State Recreation Area: campground, vehicle parking, potable water, boat launch, trails, float planes, and Lake Louise Airport.</p> <p><b>Focused Management Areas:</b> Trumpeter swan nesting sites within region—Bird Island on west shore of Lake Louise in particular.</p>			<p>Public Safety:</p> <ul style="list-style-type: none"> <li>Designate hazardous locations on land and water where warning signs could be placed. (p.30)</li> <li>Promote safety for the use of motorized vehicles over land and water, and overall hunting, fishing, and recreational use (p.29).</li> <li>Landing strip at airport is in poor condition, with some planes using Lake Louise Road to land. (p.22)</li> </ul>	
<p><b>MSB COMPREHENSIVE DEVELOPMENT PLAN</b> (MSB 2005)</p> <p><b>Manager:</b> MSB</p> <p><b>Plan Period:</b> Plan will be reviewed every 7 years (p.19)</p> <p><b>Maps:</b></p> <ul style="list-style-type: none"> <li>Mat-Su Borough</li> </ul>	<p><b>Nexus to Project Area:</b> Northern section of MSB is within study area</p> <p><b>Land Use Coverage:</b> Urban, suburban, rural, remote (p.10).</p> <p>26 recognized communities in the MSB (p.10).</p> <p><b>Facilities in/near project area:</b> Specific recreation facilities not addressed in this plan.</p> <p>Trails, restrooms, parks, campgrounds, boat launches are part of MSB open space.</p> <p><b>Focused Management Areas:</b> Lake Management Plans Talkeetna Riverfront Park Plan Talkeetna Lakes Park Plan</p>	<p>Parks and Open Space Goals:</p> <ul style="list-style-type: none"> <li>To acquire, develop, and redevelop a system of parks, recreation facilities, community centers, and open spaces that is safe, functional and accessible to all segments of the population (p.12).</li> <li>Protect and preserve natural resource areas (p.13).</li> </ul> <p>Public Facilities:</p> <ul style="list-style-type: none"> <li>Develop efficient and effective public facilities to meet the needs of the Borough’s diverse communities, economy, and growing population. (p.7)</li> </ul>	<p>Transportation Policy:</p> <ul style="list-style-type: none"> <li>Policy T1-6 (p.9): “Provide and encourage street and trail connectivity at a regional and local level. Require new developments to integrate street and trail connectivity as a component of their proposal.”</li> </ul> <p>Parks and Open Space Policies:</p> <ul style="list-style-type: none"> <li>Policy PO1-1: Acquire parks, community centers, recreation, and open space facilities in those areas of the Borough facing population growth and in areas where facilities are deficient. (p.12)</li> <li>Policy PO1-2: Develop pedestrian and bicycle linkages between schools, public facilities, neighborhoods, parks and open spaces and population centers where feasible. (p.12)</li> <li>Policy PO1-3: Ensure adequate maintenance and operation funding prior to development of parks and recreational facilities. (p.13)</li> <li>Policy PO1-4: Ensure that parks and open spaces are provided using standards in this plan to determine the need for parks. (p.13)</li> <li>Policy PO2-1: Work cooperatively with resource management agencies, community councils, and citizens to care for wildlife habitat while providing public access for recreational opportunities that have minimal impacts to such areas. (p.13)</li> <li>Policy PO2-2: Preserve opportunities for people to observe and enjoy wildlife and wildlife habitats. (p.13)</li> </ul> <p>Public Facilities Policies:</p> <ul style="list-style-type: none"> <li>Policy PF1-3: Develop a set of facility and level of service standards to guide the development of public facilities. (p.7)</li> <li>Policy PF1-4: To the extent feasible and practical, co-locate public facilities in order to reduce construction, operating, maintenance costs, and potential negative impacts. (p.7)</li> <li>Policy PF1-5: Identify and acquire the necessary land for future public facilities. (p.7)</li> <li>Policy PF1-6: Identify and retain public lands that are appropriate for future public facility use. (p.8)</li> </ul>	<p>Challenges:</p> <p>Protection and equitable dispersion of parks and open space for a growing number of users:</p> <ul style="list-style-type: none"> <li>Acquiring and developing additional parkland, campgrounds and recreational areas in areas where such amenities are deficient. (p.12)</li> <li>Providing additional pedestrian and bicycle trails and linkages, between parks, open spaces, water bodies, and neighborhoods. Acquire additional public greenways to enhance such trails and linkages. (p.12)</li> <li>Developing restrooms and additional benches in new and existing parks and recreational areas. (p.12)</li> <li>Providing ongoing renovation and maintenance of parks and recreational areas associated facilities. (p.12)</li> </ul> <p>Recreation Trends:</p> <p>Significant population growth since the plan was created in 1970, and expectation of continued population increases in the MSB.</p> <p>Public Safety:</p> <p>Hazards:</p> <p>Goal H-1: Develop an approach for responding to natural and human caused hazards. (p.9)</p> <p>Goal H-2: Adequately prepare for natural and human caused emergencies. (p.9)</p> <p>Land Use:</p> <p>Goal LU-1: Protect and enhance the public safety, health, and welfare of Borough residents. (p.9)</p>	<ul style="list-style-type: none"> <li>Maintain MSB parklands in present or future consideration, particularly with regard to connecting corridors and public safety</li> <li>Maintain access to public lands and open spaces</li> </ul>
<p><b>MSB COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGIC PLAN</b> (TIP Strategies Inc. 2010)</p> <p><b>Manager:</b> MSB</p> <p><b>Plan Period:</b> Unspecified</p>	<p><b>Nexus to Project Area:</b> Northern section of MSB is within study area</p> <p><b>Land Use Categories:</b> Land use not addressed in this plan.</p> <p><b>Facilities in/near project area:</b> Specific facilities not addressed in this plan aside from examples of potential tourism infrastructure investments</p>	<p>Goal 3: Expand MSB economic development infrastructure (p.39)</p> <ul style="list-style-type: none"> <li>Goal 3C: Continue expanding basic tourism infrastructure (p.43)</li> </ul> <p>Goal 5: Raise awareness of economic development opportunities (p.55)</p> <ul style="list-style-type: none"> <li>Goal 5C: Increase tourism marketing efforts. (p.63)</li> </ul>	<p>Priority Strategies:</p> <ul style="list-style-type: none"> <li>3C: Continue investing in the tourism infrastructure and marketing of Mat-Su. (p.5)</li> <li>5E: Continue to update the MSB Planning code...to ensure that the Borough’s land and resources are efficiently used for the benefit of Mat-Su’s economy and population as well as to protect its natural beauty. (p.6)</li> </ul> <p>Other Strategy:</p> <p>5D: Leverage tourism marketing for talent attraction, entrepreneurship, and economic development. (p.66)</p>	<p>Challenges:</p> <ul style="list-style-type: none"> <li>Population growth</li> <li>Image improvement needed</li> <li>Need to reach out more to tourists</li> <li>No common vision for growth and development</li> <li>Economy needs to diversify</li> </ul> <p>Recreation Trends:</p> <p>Tourism is growing increasingly important to the Borough’s economy. (p.5)</p>	<ul style="list-style-type: none"> <li>Maintain MSB’s recreational tourism industry</li> </ul>

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<p><b>Maps:</b> No maps for this plan.</p>	<p><b>Focused Management Areas:</b> No focused management areas listed in plan.</p>		<p>Actions for Goal 3 of expanding MSB’s economic development infrastructure:</p> <ul style="list-style-type: none"> <li>• 3C: Listed potential investments include information kiosks and signs, restrooms, viewpoints, trail improvements, larger anchor projects such as visitor centers. Identifying funding sources also listed as action item. (p.44-45)</li> <li>• 3D: Support a regional trail system as a component of the local transportation systems as well as tourism infrastructure. (p.46)</li> </ul> <p>Actions for Goal 5 raising awareness of econ. development opportunities in MSB:</p> <ul style="list-style-type: none"> <li>• 5C: Actions listed Increase resources devoted toward marketing tourism amenities and recreational options throughout the Borough; Continued pursuit of a National Heritage Area (NHA) designation for Mat-Su (p.64-65)</li> <li>• 5E: Action listed “Protect and promote Mat-Su Borough’s green spaces and natural amenities.” (p.69)</li> </ul>	<p>Public Safety: Public safety not addressed in this plan.</p>	
<p><b>MSB PARKS AND RECREATION OPEN SPACE PLAN</b> (MSB 2000)</p> <p><b>Manager:</b> MSB</p> <p><b>Plan Period:</b> 2000-2020 (p.iii)</p> <p><b>Maps:</b> Overall Open Space Concept</p>	<p><b>Nexus to Project Area:</b> Northern section of MSB is within study area</p> <p><b>Land Use Categories (p.iii-iv):</b></p> <ul style="list-style-type: none"> <li>• Local play areas</li> <li>• Neighborhood parks</li> <li>• Community/ athletic parks</li> <li>• Regional parks</li> </ul> <p><b>Facilities in/near project area:</b> Plan does not focus on specific facilities. Trails are within/near study area.</p> <p><b>Focused Management Areas:</b> MSB Recreational Trails Plan</p>	<p>Goals to provide or promote:</p> <ol style="list-style-type: none"> <li>1. Adequate open space and recreational facilities to meet the needs of Borough residents as well as visitors. (p.108)</li> <li>2. Quality recreational opportunities as close to home as possible, that meet local community needs. (p.110)</li> <li>3. Maximize recreation opportunities by development of facilities that foster year round use. (p.111)</li> <li>4. Retain the openness, scenic quality and historic character that makes the MSB a desirable place to live. (p.112)</li> <li>5. Minimize costs of recreational development through multiple family use and coordinating uses by recreational groups. (p.114)</li> <li>6. Economic opportunities through recreational development that benefits both residents and visitors to the borough. (p.115)</li> <li>7. Multi-use system of parks and corridors linking open spaces and residential neighborhoods and parklands. (p.117)</li> <li>8. System of parks, from the neighborhood to regional level, to serve all segments of the Borough. (p.118)</li> <li>9. Implementation of the Borough Wide Trail Plan. (p.122). See line summarizing MSB Recreational Trails Plan for information about that document.</li> <li>10. Continual upgrade and development of recreational facilities to serve all segments of the Borough. (p.125)</li> <li>11. Integrated open space and corridor system throughout the borough for the following purposes: accommodate trails and recreation facilities, protect sensitive natural areas, provide public easement access along waterways, provide buffers between incompatible land uses, provide linkages, and protect ecologically sensitive areas. (p.129)</li> </ol>	<ul style="list-style-type: none"> <li>• Develop new parks and facilities to meet needs. <ul style="list-style-type: none"> <li>-Expansion of the existing community/athletic parks to meet expanded athletic field needs. (p.vii)</li> <li>-Focus development on regional parks close to the central region that meet special recreational needs (dog mushing, skiing, equestrian, snow machines, ATVs, camping). (p.vii-viii)</li> </ul> </li> <li>• Provide links with open space and recreational corridors. (p.viii)</li> <li>• Address issues of overuse and under maintenance (p.x).</li> <li>• Focus on creating corridors and connections (p.xii).</li> <li>• Promote community involvement (p.133).</li> <li>• Promote tourism and recreational facilities for visitors (p.x, p.115).</li> <li>• Promote multiple use of facilities (p.132).</li> <li>• Borough should adopt a formal implementation strategy that identifies a regional network of non-motorized and motorized trails that are linked through a series of connector systems. (p.xviii)</li> <li>• Provide separate use areas for motorized and non-motorized recreational activities. (p.124)</li> <li>• Ensure maintenance of existing facilities and services given high priority (p.109)</li> </ul> <p>Strategic actions (p.xx):</p> <ul style="list-style-type: none"> <li>• Establish Clear Finance Procedures</li> <li>• Hire additional full and part time staff to implement the Plan.</li> </ul>	<p>Challenges:</p> <ul style="list-style-type: none"> <li>• Population growth puts pressures on finite amounts of land and increased the need for recreational facilities. (p.i)</li> </ul> <p>Listed Issues:</p> <ul style="list-style-type: none"> <li>• Population disbursement (p.iv)</li> <li>• Population density (low) (p.v)</li> <li>• Lack of physical planning and zoning guidelines (makes it hard to predict where parks should go) (p.v)</li> <li>• In past, recreation use has been “easily accommodated across private undeveloped land”. With increased development, access is cut off particularly for linear trails. (p.xiii)</li> <li>• Need to preserve natural corridors along streams (p.xiv)</li> <li>• Overused and under maintained facilities (p.x)</li> <li>• Incompatible or conflicting uses (motorized vs. non-motorized for instance) (p.xvii)</li> </ul> <p>Recreation Trends: Fastest growing area in state places increasing need for recreational facilities</p> <p>Public Safety: Plan does not discuss public safety measures aside from need to place trails safely</p>	<ul style="list-style-type: none"> <li>• Maintain current or future open space in MSB, particularly in parcels that would create links and corridors.</li> <li>• Accommodate motorized and non-motorized uses</li> <li>• Ensure MSB residents have recreational opportunities close to home</li> </ul>
<p><b>MSB RECREATIONAL TRAILS PLAN</b> (MSB 2008)</p> <p><i>Note Mat-Su Trails Master Plan is currently being developed.</i></p> <p><b>Manager:</b></p>	<p><b>Nexus to Project Area:</b> Northern section of MSB is within study area</p> <p><b>Land Use Categories:</b></p> <ul style="list-style-type: none"> <li>• Primitive trails (unpaved surface)</li> <li>• Separated paths (alternate transport between areas in the</li> </ul>	<p>Main focus of plan is “primitive, unpaved, backcountry recreational trails and related issues throughout the Borough”. Focus on “less known, and underfunded, primitive trails”. (p.1-1).</p> <p>Overall goal: MSB wants to provide exciting, trail recreation opportunities for both visitors and residents by complementing other local groups and agencies (p.2-1)</p>	<p>Primitive Trail Policies (p.2-1,2-2):</p> <ul style="list-style-type: none"> <li>• Community hubs should be designed with extensive community input and the proposed designs should be reviewed by community councils.</li> <li>• Design community hubs such that food, gas and lodging is conveniently available to recreationalists.</li> </ul> <p>Separated Path Policies (p.2-2,2-3):</p> <ul style="list-style-type: none"> <li>• Work with appropriate agencies to “include separated paths on all arterial road projects within the Borough”.</li> </ul>	<p>Challenges:</p> <ul style="list-style-type: none"> <li>• Mountain ranges impeding trail development (p.3-1)</li> <li>• Conflicting users and multiple modes of transport to accommodate (p.2-6)</li> <li>• Desire to have trails make useful connections (p.2-2)</li> <li>• Growing MSB population (p.3-4)</li> <li>• Trail access through private property/loss of privacy (p.4-12,5-8)</li> <li>• Rights-of-Way—can be expensive (p.5-8)</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain access to current or likely future trail routes in the MSB; reserve those lands for public use</li> <li>• Maintain trails on public land in public ownership or acquire an easement</li> </ul>

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<p>MSB</p> <p><b>Plan Period:</b> Unspecified</p> <p><b>Maps:</b></p> <ul style="list-style-type: none"> <li>MSB Trails Map Index</li> <li>Area 4: Lake Louise</li> <li>Area 9: Trapper Creek-Amber Lakes</li> <li>Area 10: Kashwitna River-Montana Creek</li> <li>Area 11: Talkeetna</li> <li>Area 12: Petersville-Collinsville</li> <li>Area 13: Denali Hwy</li> </ul>	<p>MSB)</p> <ul style="list-style-type: none"> <li>Legal access</li> <li>Regionally significant trails (attracts user throughout MSB)</li> <li>Locally significant trails (attracts mainly local recreationists) (p.5-5)</li> </ul> <p><b>Facilities in/near project area:</b> Trails, signs</p> <p><b>Focused Management Areas:</b> No focused management areas listed in plan.</p>	<p>Need trails system for healthful resident recreation, economic development of tourism/recreation industry, increase appeal of MSB to businesses and prospective residents (p.4-3)</p> <p>Primitive Trails (p.2-1,2-2):</p> <ul style="list-style-type: none"> <li>Goal: Provide trail facilities for all varieties of primitive trail users, including: snowmachiners, dog mushers, skiers, hikers, alpine climbers, mountain bikers, equestrians and ATV enthusiasts.</li> <li>Goal: Promote the development of a regionally integrated network of trails, with communities as hubs of the trails system.                     <ul style="list-style-type: none"> <li>Objectives: Enable community residents to design community hubs providing convenient trail access and rely on local knowledge to minimize conflicts</li> <li>Objective: Enable community businesses to economically benefit from trails</li> </ul> </li> </ul> <p>Goals for Separated Paths (p.2-2,2-3):</p> <ul style="list-style-type: none"> <li>Goal: Provide facilities for pedestrians and bicycles along all arterial roads within the Borough.                     <ul style="list-style-type: none"> <li>Objectives: Develop biking/walking trail connecting communities in the MSB and connecting residences with activity centers.</li> <li>Objectives: Connect primitive trails and separated paths.</li> </ul> </li> </ul> <p>Goals for Legal Access (p.2-3):</p> <ul style="list-style-type: none"> <li>Goal: Protect reasonable/practical public access to public lands and public recreational resources.</li> <li>Goal: Establish legal reservations of public access which protect recreational use for all recreational trails in the plan                     <ul style="list-style-type: none"> <li>Objectives: Maintain public access prior to the subdivision process; obtain legal trail use reservation in a cost-effective and unobtrusive manner; incorporate review of MSB Trails Plan into MSB's Planning Division's review process</li> <li>Objective: Acquire easements for the most important recreational trails in a manner which most increases the recreational opportunities in the near future.</li> <li>Objective: Prevent important trails from being sold in order to avoid expensive/difficult acquisition of private property.</li> <li>Objectives: Work with ADTO/PF and other agencies to acquire legal reservation for trail heads.</li> </ul> </li> </ul> <p>Goals for Impacts on Private Property (p.2-4-2-5):</p> <ul style="list-style-type: none"> <li>Goal: Minimize impact of the proposed trails system to private property owners.                     <ul style="list-style-type: none"> <li>Objective: Avoid private property to avoid conflicts with owners.</li> <li>Objectives: Include impact on private property and development when evaluating proposed trails; consider trail's effect on nearby private lands—motorized trails need a greater buffer from private lands than non-motorized trails</li> <li>Objectives: Ensure those with most trail and community knowledge include in trail planning</li> </ul> </li> </ul> <p>Goals for Management Recommendations (p.2-6,2-7):</p> <ul style="list-style-type: none"> <li>Goal: Minimize conflicts between different types of trail users and avoid trail degradation due to improper use.</li> </ul>	<p>Legal Access Policies (p.2-3):</p> <ul style="list-style-type: none"> <li>Work with landowners to gain legal protection of public trail access through voluntary easements, right-of-way permits, cooperative agreements, or other written permission</li> <li>Include trails in subdivision process</li> <li>If grants or funding become available for trail easements, use it as a priority over trail development</li> <li>Work with appropriate agencies to ensure trails currently on public land will be retained in public ownership or have an easement</li> <li>Trail head areas should be acquired when warranted, and located adjacent to roads when possible</li> </ul> <p>Impacts on Private Property Policies (p.2-4-2-5):</p> <ul style="list-style-type: none"> <li>Select trails for inclusion into trails plan that are located mostly on public lands with a buffer</li> <li>Avoid siting trail crossings on/near small parcels of private land</li> <li>Motorized or multi-use trails should have a greater buffer and less dense adjacent private development than non-motorized trails</li> <li>Work with community councils and groups to determine trail proposal acceptance</li> <li>Provide signs and more intense trail management where they cross private lands</li> <li>Relocate trail from private land when an equal route is available on public lands</li> </ul> <p>Management Recommendations Policies (p.2-6,2-7):</p> <ul style="list-style-type: none"> <li>Work with public and private landowners to obtain more dedicated trails</li> <li>Develop "rules of the trails" brochure and signs promoting trail rules</li> <li>Create trail hotline for complaints, degradation notices, and opening/closing dates, and conditions</li> </ul> <p>Trail Information Policies (p.2-7):</p> <ul style="list-style-type: none"> <li>Provide more detailed trail information with maps, guidebooks</li> <li>Mark popular routes with signage at junctions and intersections; have uniform signage for trails</li> <li>Install "rules of the trails" signs at trailheads and along trails</li> </ul> <p>Evolution of Trails into Roadways Policies (p.2-8):</p> <ul style="list-style-type: none"> <li>If recreational trail upgraded for highway vehicle travel, dedicate easement to accommodate both uses along same route or identify alternative recreational trail route</li> <li>Have trail easement language limiting trail use to travel modes supported by community</li> </ul> <p>Trail Funding Policies (p.2-8,2-9,2-10):</p> <ul style="list-style-type: none"> <li>Use existing public and private facilities as trailheads.</li> <li>Promote a Borough adopt-a-trail program</li> <li>Acquire easements in subdivision process as least cost option for obtaining them</li> <li>Borough should pursue grant funding for trails</li> <li>Initial trail development should be on right-of-way acquisition</li> <li>Use Land Management fund as available for financing trails</li> </ul>	<ul style="list-style-type: none"> <li>Noise concerns (p.4-11)</li> <li>Property value concerns (p.4-13)</li> <li>Maintaining winter access (p.5-21)</li> </ul> <p>Recreation Trends: Background: The population growth and increased development is likely to have significant impacts on availability of recreational trails. Many of the trails relied upon currently cross private property. As the level of development on private parcels increases more of these trails will be blocked. (p.3-4)</p> <p>Public Safety: Liability listed as concern in trail development (p.4-13)</p> <p>Liability Section (p.2-5,2-6): Goal: Work towards minimizing trail liability within the MSB.</p> <ul style="list-style-type: none"> <li>Objectives: Ensure trails are maintained and safe for intended uses; increase public awareness of trail hazards and hazardous practices; new trails and improvements should be designed to avoid unnecessary hazards; avoid interactions of motorized trail vehicles and highway vehicles.</li> <li>Policies: Encourage trail user groups to sign maintenance and monitoring agreements; post educational signs about hazards/etiquette at trailheads and speed limits on motorized trails near populated areas; motorized trails should avoid roads and non-motorized trails; trail designs should be reviewed by MSB Parks and Recreation Department for safety</li> </ul>	<ul style="list-style-type: none"> <li>If trails are impacted by development, work to find alternative routes to maintain access.</li> <li>Maintain adequate signage to trail users passing</li> <li>Develop maintenance plan for any public use trails</li> </ul>

Plan Information	Nexus to Project	Goals/Objectives/Management Principles	Recommendations/Future Plans	Challenges, Trends, Safety Concerns	Key Elements
		<p>- Objective: Develop recreational opportunities for all user groups                      - Objective: Promote responsible trail use                      - Objective: Prevent degradation of trails from use at inappropriate times and from user groups not suited for trail</p> <p>Goals for Trail Information (p.2-7):</p> <ul style="list-style-type: none"> <li>• Goal: Increase public knowledge of legal public trails.                             <ul style="list-style-type: none"> <li>- Objectives: Provide maps and guidebooks; promote recreational opportunities to residents and visitor; create user-friendly experience for first-time users; reduce inadvertent trespassing with signage; promote responsible trail use with peer pressure</li> </ul> </li> </ul> <p>Goals for Evolution of Trails into Roadways (p.2-8):</p> <ul style="list-style-type: none"> <li>• Goal: Prevent recreational trails from being replaced by roads.                             <ul style="list-style-type: none"> <li>- Objectives: Provide for recreational trail access when route will compete with necessary transport uses; ensure development of a recreational trail does not displace users or lead to road development.</li> </ul> </li> </ul> <p>Goals for Trail Funding (p.2-8,2-9,2-10):</p> <ul style="list-style-type: none"> <li>• Goal: Minimize trail development and maintenance costs.                             <ul style="list-style-type: none"> <li>- Objectives: Avoid expense of purchasing private lands for trailhead; encourage volunteer efforts in trail development / maintenance; time acquisition of easements with other projects to reduce costs</li> </ul> </li> <li>• Goal: Obtain a funding source for unavoidable trail development costs without passing the burden directly on to taxpayer.                             <ul style="list-style-type: none"> <li>- Objectives: Obtain right-of-ways at earliest and least expensive phase; enlist borough staff where volunteers need assistance</li> <li>-Objectives: Use monies from public lands sale to recoup some outdoor recreation opportunities lost with the sale.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Promote voluntary donations for trails</li> <li>• Fund Trails Coordinator position</li> </ul> <p>Implementation (p.7-1,7-2):</p> <ul style="list-style-type: none"> <li>• Borough’s first and main emphasis will be establishing legal rights-of-way for trails identified in the plan as regionally significant.</li> <li>• Regionally/locally significant trails “shall be reserved in public use in new State, Borough and private subdivisions, just as roads are reserved during the platting process. The exact alignment of a trail can be shifted so long as it does not adversely affect the usefulness of the trail route.”</li> <li>• MSB Land Management policies and procedures will be followed in acquisition of public use easement for rights-of-way and trail dedications not acquired during the subdivision process.</li> <li>• Must plan out funding for trails</li> <li>• Must plan for construction and maintenance of trails</li> </ul>		
<p><b>SOUTH DENALI IMPLEMENTATION PLAN AND ENVIRONMENTAL IMPACT STATEMENT</b> and Record of Decision (National Park Service [NPS] 2006a, NPS 2006b)</p> <p><b>Manager:</b> NPS</p> <p><b>Plan Period:</b> 2006-2021</p> <p><b>Maps:</b></p> <ul style="list-style-type: none"> <li>• Overview Map</li> <li>• Parks Highway-Overview</li> <li>• Parks Highway-Visitor Center</li> <li>• Parks Highway-Parking</li> <li>• South Denali Land Status</li> </ul> <p>Note: Parks Highway is the</p>	<p><b>Nexus to Project Area:</b> South Denali includes lands east of Peters Hills to the eastern boundary of Denali State Park, and the Parks Highway corridor from Rabideaux Creek north through the state park. (p.2)</p> <p><b>Land Use Categories:</b> The FEIS evaluates options for expanded visitor facilities and recreational opportunities</p> <p><b>Facilities in/near project area:</b> Visitor center, campground, trails, signs, kiosks, road</p> <p><b>Focused Management Area:</b></p> <ul style="list-style-type: none"> <li>• South Denali Visitor Center Complex—see p.19 of this document for a summary of this plan</li> </ul>	<p>Purpose of the Plan (p.3): The purpose of the plan is to enhance recreation and access throughout the South Denali region including:</p> <ul style="list-style-type: none"> <li>• Provide a quality visitor experience while protecting resources values in the South Denali region.</li> <li>• Enhance recreational and access opportunities through the South Denali region for the benefit of a wide variety of visitors including Alaskans, independent travelers, and package tour travelers.</li> <li>• Preserve quality of life for residents in nearby communities.</li> </ul>	<p>Preferred alternative (Alternative C) plans for a new visitor complex off of the Parks Highway with paved parking area, access road, visitor center, campground, 13 miles of trails. Alternative A is no new actions, Alternative B was nature center in Peters Hill (p.iii,iv).</p> <p>Actions common to all action alternatives (p.17-19):</p> <ul style="list-style-type: none"> <li>• Enhance trail system through primitive trail construction for Chulitna Bluff/Rabideux/106 Seismic Winter Trail System (p.18-19)</li> <li>• Improve parking area at mile 121.5 on east side of Parks Highway with toilets, signs, additional parking, picnic tables (p.19)</li> <li>• Construct parking areas at mile 122 on west side of Parks Highway and at Rabideux Creek on west side of Parks Highway (p.19)</li> <li>• Add crossing signs at mile 122 of Park Highway, signs along trail systems, and an info kiosk near Peterville Road/Parks Highway (p.20)</li> <li>• Provide Other recreational opportunities by creating access to Chulitna River from Parks Highway; possible dock at mile 121.5 (p.20)</li> <li>• Protect Scenic Qualities by exploring federal Scenic Highway designation for Parks Highway between miles 105-132, create contiguous scenic buffer for those miles, establish zoning and land use controls (p.20-21)</li> <li>• Petersville Road Enhancements through campground near mile 18.6, pedestrian/bike path for miles 0 to 7, possible speed restrictions and turning lanes, turnouts, and Kroto Creek parking lot redesign (p.21-22)</li> </ul>	<p>Challenges:</p> <ul style="list-style-type: none"> <li>• Local residents report...vandalism, trespass, litter, damage to natural resources, and public safety issues that they attribute to increased use of the area. (p.4)</li> <li>• Scoping comments suggest that freedom of movement, natural sounds, visual quality, and solitude are valued components of the recreational experience. (p.121)</li> <li>• Skiing and snowshoeing at relatively low levels; conflicts between skiers and snowmachiners increasing; many skiers and snowshoers displaced due to conflicts (p.125)</li> <li>• Some mushers displaced due to user conflicts (p.125)</li> </ul> <p>Recreation Trends:</p> <ul style="list-style-type: none"> <li>• Growth in resident population in South Denali region has created “increasing year-round demand for recreational opportunities on public lands in the South Denali region” (p.3)</li> <li>• Growth in tourism industry over last 20 years has “brought more pressure for access to Alaska’s wild land” (p.3)</li> <li>• Mountain biking has increased in Peters and Dutch Hills and around Petersville Road (p.123)</li> </ul> <p>Alternative C (preferred) visitor opportunity consequences (p.235):</p>	<ul style="list-style-type: none"> <li>• Avoid impacts to views or user experiences on planned trails and visitor center</li> </ul>

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<p>preferred alternative (Alternative C), and the one chosen in the ROD.</p>			<p>Mitigation Measures (p.34-39):</p> <ul style="list-style-type: none"> <li>• Construction restricted to minimum area required with BMPs</li> <li>• Visitor center would be rustic and energy efficient/sustainable</li> <li>• Parking constructed in phases</li> <li>• Long-term monitoring program</li> </ul> <p>Changes from Draft EIS to FEIS:</p> <ul style="list-style-type: none"> <li>• Modify preferred alternative (Alternative C) to have “additional land use controls along the Parks Highway and Petersville Road corridors, mitigation measures for alleviating conflicts between motorized and non-motorized use, and the addition of wildlife monitoring in Denali State Park” (p.ii)</li> <li>• Remove proposed trail near Hill 1007 and move Chulitna River proposed access downstream (p.ii)</li> <li>• Improved analysis of cross-country ORV use, Boy Scout camp south of Denali SP, indirect impacts from parking lots (p.ii)</li> </ul>	<ul style="list-style-type: none"> <li>• Alternative would have a major positive impact on visitor opportunities for individuals who require assistance with access, facilities, and services throughout the South Denali region and especially at Curry Ridge and on the Chulitna River by increasing access, interpretation, visitor services, and trails.</li> <li>• Actions in this alternative would improve access for some recreational activities and would enhance the experience for snowmachine users.</li> <li>• Create a major negative impact by degrading the quality of the experience for non-motorized winter recreation throughout the planning area and introducing adverse impacts to primitive, self-reliant recreational opportunities on Curry Ridge and on the Chulitna River by providing opportunities for increases in types and levels of use which could create user conflicts.</li> </ul> <p>Public Safety: In Alternative C (preferred):</p> <ul style="list-style-type: none"> <li>• Visitor safety would be improved by education associated with interpretive panels, information kiosks, and agency staffing. (p.235)</li> <li>• Visitor safety would be adversely affected by conflicts between motorized and non-motorized users. (p.235)</li> </ul>	
<p><b>SOUTH DENALI VISITOR CENTER COMPLEX</b></p> <p><b>Document:</b></p> <p>South Denali Visitor Center Complex Interpretive Master Plan (Schmeeckle Reserve Interpreters 2009)</p> <p><b>Manager:</b></p> <p>NPS, ANDR, MSB</p> <p><b>Maps:</b></p> <p>No maps for this document.</p>	<p><b>Nexus to Project Area:</b> New visitor center is within study area</p> <p><b>Facilities in/near project area:</b> Visitor center, campground, trails, signs, kiosks, road</p>	<p>Specific Goals of the Project (p.9):</p> <ul style="list-style-type: none"> <li>• Demonstrate stewardship commitment.</li> <li>• Emphasize active use through outdoor recreational activities</li> <li>• Incorporate a wide variety of viewpoints to facilitate understanding between user groups</li> <li>• Exploit multi-modal opportunities</li> <li>• “Celebrate the stunning natural setting...emphasize view” of Denali</li> <li>• Connect cultural and recreational resources with the natural resources</li> <li>• South Denali should release pressure from Denali National Park</li> <li>• Connect people to year-round recreation</li> <li>• Access and facilitate responsible use of resources</li> <li>• Promote appreciation for South Denali region</li> <li>• Provide a central axis point for multi-agency land management cooperation</li> </ul>	<ul style="list-style-type: none"> <li>• Visitor center, campground, trails, signs, kiosks, road to be built. Travel on road will be limited at peak visitation times through use of a shuttle.</li> </ul>		<p>Maintain views and recreational experiences for visitors</p>
<p><b>SUSITNA AREA PLAN</b> (ADNR, ADF&amp;G, MSB 1985)</p> <p>Preceded Susitna Matanuska Area Plan (ANDR 2011). From interviews, it was learned</p>	<p><b>Nexus to Project Area:</b> All MSB lands including except those in the Willow Sub-basin. Parks Hwy, Glenn Hwy, Lake Louise, Talkeetna, Talkeetna Mtns are included in this plan.</p>	<p>Overall goals and policies (pp.10-11):</p> <ul style="list-style-type: none"> <li>• Use public lands for development of basic industries to be ready when state oil revenues decline in the South Denali region.</li> <li>• Allow forestry, agriculture, mining, and other development to occur while minimizing environmental impacts. On p.10 preserving community character and protecting environmental quality were most important goals from plan workshops.</li> </ul>	<p>Recreation Guidelines and Land Allocation Summary (pp.31-34):</p> <ul style="list-style-type: none"> <li>• Consider recreation land transfer from state to MSB ownership</li> <li>• Develop public use cabin system in Susitna basin</li> <li>• Develop private facilities on public land while maintaining resources</li> <li>• Promote use of under-utilized areas to relieve crowding</li> <li>• Maintain high quality experiences to achieve maximum site use</li> </ul>	<p>Challenges:</p> <ul style="list-style-type: none"> <li>• Alternative themes were presented at planning meetings that represented conflicting land use desires—land sales for settlement, land sales for agriculture, fish and wildlife/recreation/forest resources, economic diversification (p.9)</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain access and public ownership of recreation sites</li> <li>• Protect natural resources, particularly water resources</li> <li>• Provide a spectrum of</li> </ul>

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<p>this plan is still relevant, and used for differing purposes than the 2011 Area Plan.</p> <p><b>Manager:</b> ADNR</p> <p><b>Plan Period:</b> Specific policies for the near term (5 years) and more general policies for the long term (20 years) (p.3). Reviewed at least every five years (p.433).</p> <p><b>Maps:</b></p> <ul style="list-style-type: none"> <li>• Susitna Study Area (p.5)</li> <li>• Primary Surface Land Use Designations (Appendix)</li> <li>• North Parks Highway (p.84)</li> <li>• South Parks Highway (p.130)</li> <li>• Lake Louise (p.331)</li> <li>• Glenn Highway (pp.373-374)</li> <li>• Talkeetna Mountains (pp.391-392)</li> </ul>	<p><b>Land Use Categories:</b> Agriculture, fish and wildlife habitat, forestry, recreation, settlement, subsurface resources, and transportation (p.15).</p> <p><b>Facilities in/near project area:</b> Visitor center, campground, trails, signs, kiosks, road</p> <p><b>Focused Management Area:</b></p> <ul style="list-style-type: none"> <li>• This plan notes that there are other planning documents for the area.</li> <li>• This plan gives land mgmt. policies for the mgmt. units in the plan.</li> </ul>	<ul style="list-style-type: none"> <li>• Sustain characteristics attracting people to region, including proximity to recreation, visual quality, open space, fish/wildlife</li> <li>• Open more land in region to public and private uses.</li> </ul> <p>Recreation Goals (p.31):</p> <ul style="list-style-type: none"> <li>• Recreation opportunities through state park system, multi-purpose lands for habitat and resource extraction as well as recreation, assist communities in cooperative planning, encourage commercial recreation facilities.</li> <li>• Resource protection of natural and cultural features, and offering assistance to land managing agencies to do so</li> <li>• Economic development of tourism/recreation through rehab and maintenance of recreation facilities, increase of AK State Park attractions, interagency visitor information centers.</li> </ul> <p>Fish and Wildlife Goals (p.23):</p> <ul style="list-style-type: none"> <li>• Ensure access to public lands and waters</li> </ul> <p>Settlement Goals (p.35):</p> <ul style="list-style-type: none"> <li>• Offer sites for private recreational use or seasonal residences</li> </ul> <p>Instream Flow Goals (p.52):</p> <ul style="list-style-type: none"> <li>• Maintain water quantity and quality sufficient to protect human uses of region.</li> </ul> <p>Lakeshore Management Goals (p.53):</p> <ul style="list-style-type: none"> <li>• Protect and enhance a variety of lakeshore public recreation opportunities. Protect visual quality of lakeshores.</li> </ul> <p>Public Access Goals (p.54):</p> <ul style="list-style-type: none"> <li>• Maintain or enhance access to publicly owned land and resources by protecting trails, winter roads, river corridors.</li> </ul> <p>Stream Corridors Goals (p.55):</p> <ul style="list-style-type: none"> <li>• Provide opportunities for a variety of recreational activities within stream corridors, including both wilderness and developed recreational activities.</li> <li>• Protect water quality to support recreational activities.</li> </ul> <p>Trail Management Goals (p.57):</p> <ul style="list-style-type: none"> <li>• Ensure continued opportunities of use and access to trails.</li> <li>• Assist in establishing local trails to access recreation areas.</li> <li>• Protect or establish trail corridors for current and future uses.</li> </ul> <p>Wetlands Management Goals (p.59):</p> <ul style="list-style-type: none"> <li>• Protect wetlands for recreational use.</li> </ul>	<ul style="list-style-type: none"> <li>• Public recreation streams/rivers given 200 feet buffers; can make buffer larger when desired to allow more recreation opportunities</li> <li>• Lakes with recreation value retain at least half of land within 500 ft. in public ownership.</li> <li>• Set aside land for dispersed recreation and developed recreation</li> <li>• Protect trails of regional and statewide significance</li> </ul> <p>Settlement Management Guidelines (p.37):</p> <ul style="list-style-type: none"> <li>• Retain in public ownership unique natural features; maintain public access to these unique amenities.</li> <li>• Protect and enhance recreational opportunities</li> </ul> <p>North Parks Highway Subregion Management Summary (p.71):</p> <ul style="list-style-type: none"> <li>• Overall intent is to protect or improve recreation, wildlife habitat, and scenic values while allowing mining and a small number of land sales.</li> <li>• Most public lands will be kept in public ownership for recreation and wildlife habitat, and be open to mineral exploration and development.</li> <li>• Recreation (p.72)—Protect scenery of Parks Highway, add recreational cabins, develop commercial recreational facility.</li> </ul> <p>South Parks Highway Subregion Management Summary (pp.87-88):</p> <ul style="list-style-type: none"> <li>• Overall goal is to preserve character of area by retaining recreation and habitat lands, protecting visual quality along highway, and maintaining low density settlements in some areas.</li> <li>• Recreation (p.89)—Develop Alaska Range viewsite at hill south of Talkeetna and improve boat launch on Susitna River. Many recreation activities require large, undeveloped areas. Recommends funding for public use cabins. Notes area near Montana Creek is identified as ecological reserve.</li> </ul> <p>Lake Louise Subregion Management Summary (p.315):</p> <ul style="list-style-type: none"> <li>• Overall intent is to protect quality of physical environment and opportunities for hunting, fishing, and other recreation depending on environmental quality.</li> <li>• Offer moderate amounts of land for settlement.</li> <li>• Recreation (p.316)—Notes concentrations of caribou and trumpeter swans in area. Improve developed state recreation site. Little Nelchina and Tyone River corridors retained for recreational use. System of trail will be retained in public ownership.</li> </ul> <p>Glenn Highway Subregion Management Summary (p.333):</p> <ul style="list-style-type: none"> <li>• Overall intent is to protect and improve recreation, fish and wildlife, visual values while developing coal and timber resources.</li> <li>• Recreation (p.334)—Protect visual quality through pullouts and visual nuisance restrictions on property, maintain existing recreation sites/trails, proposal to designate recreation at Gunsight Mtn.</li> </ul> <p>Talkeetna Mountains Subregion Management Summary (pp.377-378):</p> <ul style="list-style-type: none"> <li>• Manage as multiple use area emphasizing recreation, habitat, mining.</li> <li>• New roads and new settlement on public lands contingent on a demonstrated need, such as mining or dam construction.</li> <li>• Recreation (p.378)—Maintain hunting, stream use, full range of recreational activities. Build public use cabins. In most of area, terrain and vegetation permit cross country travel without construction of</li> </ul>	<p>Recreation Trends:</p> <ul style="list-style-type: none"> <li>• Susitna Area serves more than just populations within the planning boundaries because many people from Anchorage area recreate there (p.4)</li> <li>• Many important resource lands are jointly owned by MSB and the State; they are served by joint planning (p.6)</li> </ul> <p>Public Safety:</p> <ul style="list-style-type: none"> <li>• Recreation Management Guidelines (p.32)-- Maintain safety in recreation sites</li> <li>• Transportation Goal (p.49)-- Ensure public safety</li> <li>• Public Access Management Guidelines (p.54)-- Access to public lands may be curtailed at certain times to protect public safety and prevent harm.</li> </ul>	<p>recreational opportunities</p> <ul style="list-style-type: none"> <li>• Minimize recreational impacts of mining and forestry.</li> </ul>

Plan Information	Nexus to Project	Goals/Objectives/Management Principles	Recommendations/Future Plans	Challenges, Trends, Safety Concerns	Key Elements
			<p>improved trails. "Construction of the Susitna hydroelectric project also could provide increased opportunities for public recreation, primarily due to improved access. Any plans for recreation improvements in the subregion— for example a trails system — should be coordinated with recreation plans associated with the proposed hydro-project."</p>		
<p><b>SUSITNA BASIN RECREATION RIVERS MANAGEMENT PLAN</b> (ADNR 1991)</p> <p><b>Manager:</b> ADNR, ADFG in cooperation with MSB and NPS</p> <p><b>Plan Period:</b> 20 year planning period (1991-2011). Reviewed approximately every 5 years. (p.1-9)</p> <p><b>Maps:</b></p> <ul style="list-style-type: none"> <li>• Management Units</li> <li>• Management Intent for Subunits</li> <li>• Talkeetna River Management Unit</li> <li>• Talkeetna River Mi. 0-8</li> <li>• Talkeetna River Mi. 6-13</li> <li>• Mouth of Clear Creek</li> <li>• Talkeetna River Mi.13-25</li> <li>• Talkeetna River Mi.25-33</li> <li>• Talkeetna River Mi.33-44</li> <li>• Talkeetna River Mi.43-53</li> </ul>	<p><b>Nexus to Project Area:</b> Talkeetna River is the only Management Units within study area. Plan is for state land and water established as a Recreation River by the Recreation Rivers Act (p.1-8).</p> <p><b>Land Use Categories:</b> Management intent classes (p.2-2): Class I: primitive recreation Class II: semi-primitive recreation Class III: more developed setting</p> <p>Fish Creek, a tributary of Clear Creek, is designated a catch and release special management area for rainbow trout. Only unbaited, single-hook artificial lures can be used. (p.3-41)</p> <p><b>Facilities in/near project area:</b> Boat launches, parking lots, campgrounds, trails</p> <p><b>Focused Management Areas:</b> Talkeetna River Management Unit</p>	<p>Area-wide goals (p.2-1,2-2):</p> <ul style="list-style-type: none"> <li>• Public Ownership: Retain the Recreation Rivers in public ownership for public use.</li> <li>• Recreation: Maintain and enhance the Recreation Rivers for recreation.</li> <li>• Public Use: Protect and enhance public use and enjoyment of the Recreation Rivers, including ensuring the availability of public use sites to meet the needs of all users.</li> <li>• Mitigation Measures: Manage upland activities for multiple uses within the Recreation Rivers using mitigation measures to alleviate potential adverse effects on water quality and flow.</li> <li>• Access: Accommodate access for uses including recreation and tourism within or adjacent to the Recreation Rivers.</li> <li>• Spectrum of Opportunities: Provide for a spectrum of recreation opportunities on the six Recreation Rivers.</li> <li>• Specific Opportunities: Provide specific recreation opportunities on individual rivers, river segments, units, subunits, and public use sites.</li> <li>• Monitoring: Monitor conditions to ensure that the desired recreation opportunities are maintained through time.</li> <li>• Education: Promote public understanding and appreciation of the resource and public values.</li> <li>• Management: Formulate policies and specific guidelines for short- and long-term management.</li> </ul> <p>Recreation goals:</p> <ul style="list-style-type: none"> <li>• Ensure a quality recreation experience, area wide opportunities, and river segment opportunities.</li> <li>• Reduce signs of use (overcrowding, litter, and human waste)</li> <li>• Maintain and enhance for viewing the existing characteristic natural landscape.</li> <li>• Ensure availability of public use sites to meet needs of all users.</li> <li>• Provide public facilities, public access, convenience, and safety.</li> <li>• Encourage self-reliance and maintain opportunity for users to encounter challenges and risks inherent in the natural environment, particularly on the more remote rivers.</li> <li>• Monitor condition to ensure recreation opportunities are maintained through time.</li> </ul> <p>Boat Access goals:</p> <ul style="list-style-type: none"> <li>• Ensure spectrum of boating opportunities and specific opportunities of river segments.</li> <li>• Protect public safety and property with no wake and float-plane landing areas</li> <li>• Minimize conflicts between user groups</li> <li>• Maintain consistency with Public Trust Doctrine in the Alaska Constitution</li> </ul>	<p>Talkeetna River Management Unit Intent and Guidelines:</p> <ul style="list-style-type: none"> <li>• Lower Talkeetna River Subunit—RM 0 to RM 15.5 (p.3-42, 3-43) <ul style="list-style-type: none"> <li>-Management intent is Class II</li> <li>-Maintaining public use sites is a high priority</li> <li>-No non-motorized areas in this subunit</li> <li>- A kiosk which includes information on Talkeetna Recreation River should be constructed at the Talkeetna Boat Launch.</li> </ul> </li> <li>• Middle Talkeetna River Subunit—RM 15.5 to RM 31.1 (p.3-44) <ul style="list-style-type: none"> <li>-Management intent is Class I</li> <li>-Maintaining public use sites is a high priority</li> <li>-No non-motorized areas in this subunit</li> <li>-The one valid trapping cabin permit on the Talkeetna River may be renewed if no significant conflicts with habitat or recreation.</li> </ul> </li> <li>• Clear (Chunilna) Creek Subunit—Clear Creek RM 0 to RM 9.5 (p.3-35, 3-36) <ul style="list-style-type: none"> <li>- Management intent is Class II</li> <li>-Clear Creek Lodge owner wants to exchange land with the state, but concerns over drinking water and septic system, flooding, erosion</li> <li>-No non-motorized areas in this subunit</li> <li>- Trail access to Fish Creek should be improved</li> </ul> </li> <li>• Talkeetna River Canyon Subunit—RM 32.25 to RM 44.5 (p.3-46 to 3-48) <ul style="list-style-type: none"> <li>-Management intent is Class I</li> <li>-No non-motorized areas in this subunit</li> <li>-Recommendation to expand Talkeetna Recreation River to RM 51.5, and add additional area to this subunit. If area is added, the one-acre public site easement at the mouth of Prairie Creek will be a public use site</li> <li>-Sign should be placed on the public easement at the mouth of Prairie Creek.</li> <li>-Should mark eastern boundary of Talkeetna River with sign identifying it as a Recreation River.</li> <li>-Monitor whitewater impact levels and experience to determine if a permit system is necessary</li> <li>-Voluntary trip scheduling program administered by ADNR should be implemented for Talkeetna Canyon</li> </ul> </li> </ul>	<p>Challenges:</p> <p>Recreation Issues (p.1-10):</p> <ul style="list-style-type: none"> <li>• Littering (p.1-10)</li> <li>• Sanitation (p.1-10)</li> <li>• Long-term camps at popular campsites (p.1-10)</li> <li>• Abandoned property (p.1-10)</li> <li>• Crowding (p.1-10)</li> <li>• Regulation enforcement (p.1-10)</li> <li>• Derelict boats, cars, heavy equipment stored or abandoned on state property (1-10)</li> <li>• Unauthorized cabins (1-10)</li> <li>• Threats to sports fisheries (p.1-7)</li> <li>• Access issues for boat, upland, and air</li> </ul> <p>Recreation Trends:</p> <ul style="list-style-type: none"> <li>• Increases in recreation use over last decade (p.1-6).</li> <li>• Sport fishing effort on these six rivers has increased over 300 percent between 1977 and 1988 (p.1-7).</li> </ul> <p>Public Safety:</p> <ul style="list-style-type: none"> <li>• Discussion of boating safety.</li> <li>• Recreation goal: "Minimize human-caused risks..."</li> <li>• Protect public safety and property through no-wake areas and float-plane landing areas.</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain public ownership of Recreation Rivers</li> <li>• Maintain availability of public use sites to meet needs of all users</li> <li>• Accommodate access for a range of user groups</li> <li>• Provide a spectrum of recreation opportunities</li> <li>• Provide recreation opportunities on river segments</li> </ul>

Plan Information	Nexus to Project	Goals/Objectives/Management Principles	Recommendations/Future Plans	Challenges, Trends, Safety Concerns	Key Elements
<p><b>SUSITNA MATANUSKA AREA PLAN</b> (ADNR 2011)</p> <p>Update to Susitna Area Plan (ADNR, ADFG, MSB 1985)</p> <p><b>Manager:</b> ADNR</p> <p><b>Plan Period:</b> Updated every 15-20 yrs. (p.1-3)</p> <p><b>Maps:</b></p> <ul style="list-style-type: none"> <li>• Planning Boundary and Regions</li> <li>• Index for Location of Detail Maps</li> <li>• North Parks Hwy Region</li> <li>• South Parks Hwy Region</li> <li>• Petersville Road Region</li> <li>• Talkeetna Mtn. Region</li> </ul>	<p><b>Nexus to Project Area:</b> General state uplands and shorelands within Susitna Matanuska Basins</p> <p>Includes portions of Parks Highway (north of Talkeetna Spur) and Talkeetna Mountains</p> <p><b>Land Use Categories:</b> State owned lands---agriculture, coal, forestry, general use, habitat, materials, minerals, public facilities-retain, public recreation-dispersed, public recreation-public use site (developed), settlement, water resources. (p.3-4,3-5,3-6)</p> <p><b>Facilities in/near project area:</b> Cabins, trails, air facilities.</p> <p><b>Focused Management Areas:</b> Talkeetna Denali State Park Nelchina Public Use Area</p>	<p>Education goals:</p> <ul style="list-style-type: none"> <li>• Provide adequate orientation and direction to recreation users</li> <li>• Ensure public awareness of regulations.</li> <li>• Provide interpretation services to river users</li> </ul> <p>Fish and Wildlife Habitat Goals (p.2-12):</p> <ul style="list-style-type: none"> <li>• Ensure access to public lands and waters</li> <li>• Conserve sufficient number or a diversity of species to support commercial, recreational, or traditional uses on an optimum sustained yield basis</li> </ul> <p>Management Guideline for Fish and Wildlife Habitat (p.2-16):</p> <ul style="list-style-type: none"> <li>• Alteration of the Riverine Hydrologic System. To the extent feasible, channelization, diversion, or damming that will alter the natural hydrological conditions and have a significant adverse impact on important riverine habitat will be avoided.</li> </ul> <p>Recreation Opportunities Goals (p.2-30): Lands will be provided for accessible outdoor recreational opportunities with well-designed and conveniently located recreational facilities. In addition, undeveloped lands should be provided for recreation pursuits that do not require developed facilities. These opportunities shall be realized by:</p> <ul style="list-style-type: none"> <li>• Providing recreation opportunities on state land and water that serves multiple purposes such as habitat protection, timber management, and mineral resource extraction;</li> <li>• Assisting communities through cooperative planning, conveyance of state lands, and grants-in-aid for parks and trails within population centers;</li> <li>• Encouraging commercial development of recreational facilities and services through concession contracts, land sales, leases, and permits where public recreation needs can most effectively be provided by private enterprise, while minimizing environmental impacts and conflicts with the existing users of an area;</li> <li>• Protection of recreation resources including public access, visual resources, fish and wildlife important for recreation, and, where appropriate, the isolation and unique wilderness characteristics of the planning area;</li> <li>• Management of recreation to minimize user conflict, provide for a quality experience for all user groups, and protect the natural values and attributes of the area within which the recreation occurs.</li> <li>• Protection of ecosystems and habitat from damage caused by inappropriate recreation use.</li> </ul> <p>Management Guidelines for Recreation (p.2-31,2-32):</p> <ul style="list-style-type: none"> <li>• Coordinate with other landowners and users</li> <li>• Coordinate among levels of government roles of providing public recreational opportunities</li> <li>• Uses adversely affecting public areas should not be authorized</li> <li>• Private commercial recreation facilities may be operated on state lands if it is operated in a manner creating the least conflict with natural values and existing uses of the area</li> <li>• Permits/easements/leases may be granted adjacent to recreation facilities if the two uses are compatible now and in the future</li> <li>• DNR is to manage recreation use and activities for a variety of</li> </ul>	<p>North Parks Highway Region (p. 3-15-3-17):</p> <ul style="list-style-type: none"> <li>• Most land use development near Parks Hwy and AK Railroad;</li> <li>• Most state land can be accessed via snowmachine or off road vehicle.</li> <li>• Dispersed recreation use high with snowmachines and off road vehicles</li> <li>• Mountainous areas to be managed for multiple uses</li> <li>• Most areas unsuitable for development</li> <li>• See p.3-18-3-23 for detailed management intents</li> </ul> <p>South Parks Highway Region(p.3-25-3-27):</p> <ul style="list-style-type: none"> <li>• Area has experienced considerable growth in recreation cabins, but also recently in residential growth</li> <li>• In areas of Talkeetna River not designated as State Recreation River, sections were designated public recreation-dispersed.</li> <li>• State land at or near Talkeetna town site is be retained in public ownership and used for public purposes</li> <li>• See p. 3-28-3-37 for detailed management intents</li> </ul> <p>Talkeetna Mountains Region (p.3-119-3-121):</p> <ul style="list-style-type: none"> <li>• Nelchina Public Use Area (PUA) makes up majority of the region</li> <li>• Talkeetna River is a state recreation river for most of its extent</li> <li>• State land managed mostly for habitat, water resource, public recreation values; all state land within this region is to be retained.</li> <li>• Mineral exploration and development appropriate within general domain land and within the Nelchina PUA, but must ensure mineral licks area voided or proper mitigation is provided.</li> <li>• See p.3-122-3-124 for detailed management intents</li> </ul> <p>Legislatively Designated Areas (LDAs) (p.3-125-):</p> <ul style="list-style-type: none"> <li>• State Recreational Rivers (Talkeetna River within the study area)</li> <li>• Denali State Park and Nechina Public Use Area</li> <li>• See p.3-127-3-128 for detailed management intents---most just reference specific plans for these areas</li> </ul> <p>Navigable rivers and lakes (p. 3-129-3-132):</p> <ul style="list-style-type: none"> <li>• LDAs are to be both public recreation-dispersed and habitat if anadromous, and public recreation-dispersed if not anadromous</li> <li>• Navigable rivers/lakes not within general state land or LDAs are designated general use, and to be managed for a diversity of uses consistent with adjoining lands</li> </ul>	<p>Challenges: Plan does not discuss challenges or economic and demographic trends.</p> <p>Recreation Trends: Plan discusses extensive residential development of Susitna Valley, with growth along Talkeetna Spur road, and Trapper Creek. (p.1-3)</p> <p>Public Safety:</p> <ul style="list-style-type: none"> <li>• Management Guideline for Public Access: Access to state lands may be curtailed at certain times to protect public safety (p.2-51)</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain proper public access to recreation lands</li> <li>• Protect recreation resources, visual resources, fish and wildlife</li> <li>• Work with communities and user groups to avoid recreational conflicts</li> <li>• Follow ADNR guidelines for stream access corridors and setback regulations</li> </ul>



Plan Information	Nexus to Project	Goals/Objectives/Management Principles	Recommendations/Future Plans	Challenges, Trends, Safety Concerns	Key Elements
		<p>uses and vehicle types while avoiding user conflicts and habitat impacts</p> <ul style="list-style-type: none"> <li>ADNR will consult with ADF&amp;G in siting facilities near fish/wildlife</li> </ul> <p>Settlement Goal (p. 2-34):</p> <ul style="list-style-type: none"> <li>DNR will offer land suitable for seasonal recreation use provided as demand warrants, subject to the availability of funding no public facilities and services are intended to be provided.</li> <li>Protection of Critical Recreational Areas. Lands used by local residents for recreation will be taken into consideration in subdivision design, and subdivisions should be designed to protect or maintain these features.</li> </ul> <p>Management Guidelines for Settlement:</p> <ul style="list-style-type: none"> <li>Priority of Public Uses in Stream Corridors. Within stream corridors, DNR will set a higher priority on protecting public use values. Disposals near streams with important recreation value will be designed to protect riparian habitat and protect access to and along the stream for fishing, hiking, camping, and other recreational activities. (p.2-37)</li> </ul> <p>Shoreland/Stream Corridors Goal (p.2-40):</p> <ul style="list-style-type: none"> <li>Provide opportunities for a variety of recreational activities within publicly owned stream corridors, including both wilderness and developed recreational activities.</li> </ul> <p>Management Guidelines for Stream Corridors:</p> <ul style="list-style-type: none"> <li>See Priority of Public Uses in Stream Corridors under Settlement</li> <li>Legal public access will be reserved to protect public’s right to travel to and along the ordinary high water of a waterbody (p.2-40, 2-41).</li> <li>Building setbacks or easement may be used in instances where public recreation use is moderate. (p.2-42)</li> <li>Portion of the lakefront on lakes greater than 10 acres that have or may be expected to have public recreation shall remain in public ownership. Adequate public access to these lakes shall also remain. (p.2-42)</li> </ul> <p>Public Access Goal (p.2-50):</p> <ul style="list-style-type: none"> <li>Preserve, enhance, or provide adequate access to public and private lands and resources.</li> <li>Provide for future trail and access needs, and protect or establish trail corridors to ensure continued public access consistent with responsible wildlife and fish habitat conservation.</li> <li>Ensure adequate opportunities for the public’s use of public resources of local, regional, and statewide significance.</li> </ul> <p>Management Guidelines for Public Access:</p> <ul style="list-style-type: none"> <li>Reserve public use easements when land is sold (p.2-50)</li> <li>Improve or preserve public access to areas with significant public resource values (p.2-50)</li> <li>ADNR will assess need for public access before disposing of land estate (p.2-52)</li> <li>Plan sets guidelines for factors ADNR will consider in deciding access corridor or public use easement and widths of trail corridors (p.2-52, p.2-53)</li> </ul>			

Plan Information	Nexus to Project	Goals/Objectives/Management Principles	Recommendations/Future Plans	Challenges, Trends, Safety Concerns	Key Elements
<p><b>TALKEETNA COMPREHENSIVE PLAN</b> (MSB 1999)</p> <p><b>Manager:</b> MSB, Talkeetna Community Council</p> <p><b>Plan Period:</b> Revisions every five years</p> <p><b>Maps:</b></p> <ul style="list-style-type: none"> <li>Talkeetna Overall Planning Area</li> <li>Proposed Land Use</li> </ul>	<p><b>Nexus to Project Area:</b> Area includes Talkeetna townsite, corridor along Talkeetna Spur Road, area east of townsite into Talkeetna Mountains; bounded north by Talkeetna River, west by Susitna River.</p> <p><b>Land Use Categories:</b> Residential, commercial, industrial, agriculture, forestry, public lands.</p> <p>Talkeetna River is designated as a motorized river (p. 4-27).</p> <p><b>Facilities in/near project area:</b> Boat launch, campground, playgrounds, playing field, pavilions, restrooms, formal/informal trails</p> <p><b>Focused Management Plans:</b> No focused management areas listed in plan.</p>	<ul style="list-style-type: none"> <li>Trail rerouting permitted to minimize land use conflicts (p.2-53)</li> </ul> <p>Land Use and Community Development Goals (p. vii, 4-1):</p> <ul style="list-style-type: none"> <li>Maintain the community’s small town atmosphere, sense of community, and high quality of life.</li> <li>Protect and preserve the wilderness values and natural resources of the lands surrounding Talkeetna.</li> <li>Maintain Talkeetna’s major recreation and ecologically sound tourism economy and avoid conflicting activities.</li> </ul> <p>Transportation Goals (p. vii, p. 5-1):</p> <ul style="list-style-type: none"> <li>Guide the future development of roads, trails, or other access within the Talkeetna planning area with a sensitivity and respect for the natural topographic features and historic use patterns established up to this time.</li> <li>Have Talkeetna continue to be an ‘END OF THE ROAD’ town, i.e. no bridges across the rivers.</li> </ul>	<p>Recommendations:</p> <ul style="list-style-type: none"> <li>Set aside land for additional parks and playing fields and add restrooms to Talkeetna ballfield (p. 6-38, 6-39).</li> <li>Trail development for VOR Triangle and from Talkeetna to Parks Highway. Several other trail improvements discussed, including new trails, seasonal uses, sanitary facilities, Twister Creek, Bald Mountain, and Larson Lake areas (p. 6-42-6-43).</li> <li>Boat launch and campground improvement discussed (p. 6-36)</li> <li>Public Lands Recommendations for several Units: “No new disposal or subdivisions of public lands in remote areas not accessible by road...should be permitted until such time as there is a demonstrated lack of available remote residential lands” (p. 4-32-4-35)</li> <li>All lakes in the Talkeetna planning area have significant recreational value and should be managed accordingly. (p. 4-38)</li> <li>Dispersed recreational activities could be allowed in remote, non-road accessible lands intended to be kept in near-wilderness conditions. (p. 4-39)</li> <li>Safe pedestrian facilities should be provided in areas where pedestrian traffic is high (p. 5-1)</li> <li>Re-construct or create dedicated public rights-of-way where there is current common usage on unplatted roads and trails (p. 5-13)</li> <li>A pedestrian trail for access between downtown and east Talkeetna should be officially established and maintained. (p. 5-21)</li> </ul>	<p>Challenges:</p> <ul style="list-style-type: none"> <li>Residential (in-fill in existing developed areas vs. development of wilderness) p. 4-6</li> <li>Lots with sub-standard road access or no road access p. 4-8</li> <li>Desire to maintain low density in west townsite ( p. 4-9)</li> <li>Traffic congestion lack of pedestrian facilities and parking areas in the west townsite (p. 4-10).</li> <li>No developed pedestrian walkways (p. 4-12)</li> <li>More amenities needed around railroad, such as “covered waiting area, historic or pleasing ambiance, or restroom facilities” (p. 5-20)</li> </ul> <p>Recreation Trends:</p> <ul style="list-style-type: none"> <li>Talkeetna River Park and Christiansen Lake are beginning to suffer from overcrowding and use conflicts.</li> <li>Increasing need to provide more immediately accessible outdoor recreational activities for both residents and visitors.</li> <li>Talkeetna’s seasonal/recreational stock of residences will probably grow. (p. 4-5 within Land Use Plan Chapter)</li> </ul> <p>Public Safety:</p> <ul style="list-style-type: none"> <li>Need to improve safety around village airstrip and state airport (p. 5-23-5-25)</li> <li>The Talkeetna boat launch needs to be upgraded for reasons of safety (p. 6-36)</li> <li>Heavy volume of river boat traffic increases congestion, safety problems, noise pollution, bank erosion, and marine pollution on the river (p. 4-39, p. 6-36))</li> </ul>	<ul style="list-style-type: none"> <li>Maintain small town character</li> <li>Maintain non-road areas in near-wilderness state</li> <li>Activities should not conflict with recreation and tourism</li> <li>Lakes managed for recreation</li> </ul>

**Susitna-Watana Hydroelectric Project  
(FERC No. 14241)**

**Recreation Resources Study (12.5)**

**Part A - Appendix B  
Trails Inventory**

**Initial Study Report**

Prepared for

Alaska Energy Authority



**SUSITNA-WATANA HYDRO**

*Clean, reliable energy for the next 100 years.*

Prepared by

URS Corporation

June 2014

## 1. RS 2477 TRAILS

A brief description of each RS 2477 easement trail is provided below (ADNR 2013a) and summarized in Table B-1:

### *Chulitna Trail (RST 52)*

The route begins at Honolulu Station, mile 287 of the Alaska Railroad and runs southwestward to the Chulitna River, crosses the river by means of a 360-foot suspension span, then continues half of a mile to the top of a bench. The trail is approximately three miles long.

### *Murder Lake North to Ridge Line (RST 80)*

The Murder Lake North to Ridge Line Trail heads northward from Murder Lake to a ridge. The trail is approximately two miles long.

### *Meiers Lodge-Dickey Lake Trail (RST 82)*

The trail begins about a quarter mile north of Meier's Lake Roadhouse on the Richardson Highway. It travels northwest between Gillespie Creek and Paxson Lake before crossing the Gulkana River. From there, the trail parallels the Middle Fork of the Gulkana River to Dickey Lake. The trail goes west from Dickey Lake to its endpoint on the Maclaren River. This route covers approximately 40 miles. In the early 20th century, this trail was investigated as an alternate route into the Valdez Creek Mining District.

### *Indian River-Portage Creek Trail (RST 100)*

The Indian River-Portage Creek Trail starts from the Chulitna Station, mile 274 of the Alaska Railroad, and heads eastward, crosses the Indian River, and continues eastward to cabins on Portage Creek. The route is approximately eight miles long.

### *Gulkana-Denali Winter Trail (RST 294)*

Originally created as an access route for the Valdez Mine, this Alaska Range winter trail follows the west fork of the Gulkana River. It then parallels the Maclaren and Susitna rivers for a total trail length of about 125 miles.

### *Gulkana-Valdez Creek Trail (RST 295)*

This summer trail starts in Gulkana and travels northwest along Ewan, Dog, and Fish lakes. It then follows the Gulkana River along its west fork before meeting with Keg Creek. The trail heads north to cross Moose Creek and the Maclaren River before meeting with the Paxson-Denali Trail (RST 318). The trail was a historic access route to Alaska Range gold mines on Valdez Creek.

*Paxson-Denali Trail (Valdez Creek) (RST 318)*

The trail begins at milepost 94 of the Denali Highway and travels north along the Maclaren River. After about seven miles, the trail crosses the Maclaren River. From there, the trail goes south and east to cross the West Fork of the Maclaren River and Clearwater Creek. The trail continues along Pass, Roosevelt, and Valdez creeks. The trail forks at mines at the base of Valdez Creek. One fork goes south about five miles to the Denali Highway east of the Susitna River bridge. The other fork leads west about two miles to the Denali Highway after crossing the Susitna River. The trail is approximately 40 miles in total. The route was used historically to reach gold mines in the Valdez Creek area.

*Talkeetna-Iron Creek Trail (RST 331)*

The trail parallels the Talkeetna River north from the town of Talkeetna to the mouth of Iron Creek. From there, the route turns southwest to follow Iron Creek for about 14 miles. The total trail length is about 47 miles. Historically, the path was used to reach mines near Iron Creek.

*Stephan, Murder, and Daneka Lake Connector Trail (RST 377)*

From the western end of Stephan Lake, the route heads southwestward to Murder Lake. From the other side of Murder Lake, the trail continues southward, crosses Prairie Creek, and terminates at Daneka Lake. The trail is used to access Murder and Daneka lakes from Stephan Lake. The route is approximately two miles long.

*Chickaloon River Trail (RST 427)*

This trail travels about 35 miles north along the Chickaloon River through the Talkeetna Mountains. The trail starts in the town of Chickaloon at milepost 77.7 of the Glenn Highway. Historically, the trail was a way to access Nelchina-Susitna District placer mining.

*McWilliams-Gold Creek Trail (RST 469)*

The McWilliams-Gold Creek Trails starts at mile 263 of the Alaska Railroad at the community of Gold Creek. The trail heads eastward along the base of the hills, turns southward and climbs onto a plateau south of the Susitna River. The route continues in a general south-southeastward direction to mining claims on John Creek, a tributary of Chuniilna Creek.

*Windy Creek Access Road (RST 517)*

The Windy Creek Access Road starts from milepost 78 on the Denali Highway and heads east along Windy Creek to the Caribou Dome Mine in Wedding Pass. The trail is approximately 16 miles long.

*Cantwell Small Tracts Road (Lovers' Lane) (RST 625)*

The trail originates 1.5 miles from Cantwell, on the southern side of the Denali Highway. The trail travels southeastward approximately one half mile, crosses the Parks Highway, skirts the northern bank of the Jack River and continues eastward, crossing the highway to Summit and

termination on the southern side of the Denali Highway. The trail is approximately 1.25 miles long.

*Curry Landing Strip-Lookout Tower Trail (RST 1509)*

The trail is an approximately three-mile route from Curry Station westward to Lookout Point. A shelter was historically maintained by the Alaska Railroad at Lookout Point.

*Lake Louise Trail (RST 1522)*

Starting at milepost 12 of Lake Louise Road, this trail heads north for approximately seven miles. The route passes along Lake George and Lake Dinty. The trail continues to a cabin on Lake Louise, and the end of Lake Louise Road.

*Talkeetna River Trail (RST 1620)*

The Talkeetna River Trail starts on Willow Creek Road across the ending point of the Wet Gulch Trail (RST 1710). It travels north to cross Purches and Willow creeks before skirting the western edge of the Talkeetna Mountains. It continues to cross the Kashwitna River, Montana Creek, and the Talkeetna River. The route turns east to parallel Disappointment Creek and cross the Talkeetna River at Prairie Creek and continues along the south side of the Talkeetna River to its headwaters before gaining elevation to reach the headwaters of the Chickaloon River. From here the trail intersects with the Chickaloon River Trail (RST 427). This route is about 105 miles. The trail was an early route to explore the Talkeetna Mountains, and had some use by trappers and miners.

*Herning Trail-Question Creek (RST 1691)*

This trail travels about 50 miles. It starts at the Little Susitna River and winds north at the base of Bald Mountain Ridge before following Deception Creek and the Kashwitna River. It continues further north to cross Caswell Lake, Sheep Creek, Goose Creek, Montana Creek, and the Talkeetna Cutoff before ending at Question Creek. This trail was historically a wagon and sled path into the Talkeetna Area.

*Iron Creek-North Fork Kashwitna River Trail (RST 1694)*

The trail starts from an intersection with the Talkeetna-Iron Creek Trail (RST 331) near Rainbow Lake and travels south to Sheep River before heading uphill to an elevation of 3,500 feet. It then descends along a tributary of Sheep Creek before paralleling Sheep Creek westward and climbing another mountain pass to the south. The trail traverses the western edge of a small lake before meeting with the North Fork of the Kashwitna River. The trail is about 25 miles, and has been used historically to reach the Talkeetna Mountains.

*Glacier Gap (Lavery) Lake Trail (RST 1809)*

This trail was nominated as a potential RS 2477 right-of-way; however, there is insufficient documentation available to make any determination at this time (ADNR 2013a).

### *Sevenmile Lake Trail (RST 1814)*

Starting from milepost 7.3 of the Denali Highway, the trail leads north to Sevenmile Lake. Past uses of the trail were to access fishing spots and other hiking trails.

## **2. WINTER TRAILS AND ROUTES**

Some trails may be located on private lands; this study report is not intended to suggest that the recreating public is authorized to access these lands for recreation purposes.

### **2.1. Groomed (Formal) Winter Trails**

#### **Talkeetna and Southern Parks Highway**

##### *Amber Lake Trail*

The Amber Lake multi-use winter trail is approximately 0.5 miles and provides access to the Rabideux and Chulitna Bluff trails. It is located east of the Parks Highway at milepost 105. The Amber Lake trail is part of the Alaska State Parks SnowTRAC grooming pool. Snowmachiners are the primary trail users, but skiers, dog mushers, and skijorers also use the trail. Snowmachiners must yield to dog teams by pulling over, shutting off their machines, and waiting for dog teams to pass.

##### *Bartlett Trail*

The Bartlett Trail is a non-motorized winter trail located southeast of Talkeetna that is a connecting trail heading north from Talkeetna Lakes Park to Comsat Road and the Old RCA Trail (MSB 2008). The trail skirts the western edge of the Bartlett Hills and is approximately 1.8 miles long.

##### *Chase Trail*

Chase Trail is a multi-use trail located adjacent to the Alaska Railroad line north of Talkeetna that provides an access route for Chase residents and is also used by recreationists. The trailhead for the Chase Trail begins from a parking lot in Talkeetna. In the winter, this trail is groomed by volunteers from the Chase Community. The Chase Trail is funded by a service district, and lies within the railroad right-of-way (MSB 2008). The bridge over the Talkeetna River limits the width of any equipment on the trail to 45 inches. The trail is primarily used by snowmachiners, but skiers, skijorers, and dog sledgers also utilize the Chase Trail. It is approximately five miles long.

##### *Chulitna Bluff Trail*

This multi-use winter trail is approximately 19 miles long and starts east of the Parks Highway at milepost 122. It runs parallel to the west bank of the Chulitna River. Traveling north, the trail will intersect with the East-West Express and North Loop Trails. Traveling south on the Chulitna Bluff Trail leads to the Rabideux Trail. The Chulitna Bluff Trail has a right-of-way reserved with

the State of Alaska as ADL 230118. The trail is part of the Alaska State Parks SnowTRAC grooming pool. It is groomed for travel by snowmachines, dog sleds, skiers and skijorers. Snowmachiners must yield to dog teams by pulling over, shutting off their machines, and waiting for dog teams to pass.

#### *East-West Express Trail*

The East-West Express multi-use winter trail (photograph in Appendix K) departs from milepost 121.5 of the Parks Highway, and heads west towards the Petersville area to connect with the Trapper Creek-Petersville Winter Trail system. It passes through a mixed spruce-hardwood forest and wetlands. The East-West Express offers views of the Alaska Range on clear days. The trail intersects with several creeks and winter trails, including the Tokositna River Trail and Deep Creek trail, before ending at the Petersville Road trail, approximately 11.3 miles in total. The East-West Express has public recreation trail easement 228839 reserved with the Alaska Division of Lands. The trail is part of the Alaska State Parks SnowTRAC grooming pool. The East-West Express is groomed by local volunteers for travel by snowmachines, dog sleds, skiers and skijorers. Snowmachiners must yield to dog teams by pulling over, shutting off their machines, and waiting for dog teams to pass.

#### *Fish Lake Trail*

Fish Lake is located at milepost 9 to the east of the Talkeetna Spur Road. In summer, the lake is popular for float plane takeoffs and landings. In winter, 2.5 miles of groomed classic and skate ski trail run along the southern edge of the lake.

#### *Rabideux Trail*

The Rabideux Trail is east of the Parks Highway at milepost 105, and is a multi-use winter trail. The north-south trail follows the Rabideux Creek drainage through Black Spruce forests and swamps to connect with other trails in the Trapper Creek-Petersville area, about seven miles. The Rabideux is part of the Alaska State Parks SnowTRAC grooming pool. It is groomed primarily for snowmachine users, but dog mushers, skiers, and skijorers also use the trail. Snowmachiners must yield to dog teams by pulling over, shutting off their machines, and waiting for dog teams to pass.

#### *Ski Hill Trail*

Ski Hill is a popular Nordic ski trail system in Talkeetna 1.5 miles long. It is located west of the Talkeetna Spur Road at milepost 12, and is about 100 yards south of a paved overlook of the Alaska Range. Denali Nordic Ski Club volunteers manage and maintain the trail system.

#### *South Fork Loop Trail*

South Fork Loop Trail detours in an oval fashion from South Fork Montana Creek Trail. This trail is part of the Alaska State Parks SnowTRAC grooming pool and is about 11 miles long. It receives primary use from travel via snowmachine, but non-motorized winter recreationists also use the trail.



### *South Fork Montana Creek Trail*

South Fork Montana Creek is a multi-use winter trail that follows the South Fork of Montana Creek from Yoder Road to the small lake near the headwaters of the creek. This trail is part of the Alaska State Parks SnowTRAC grooming pool and is approximately 20 miles long. It receives primary use from travel via snowmachine, but non-motorized winter recreationists also use the trail.

### *Talkeetna Lakes Trail*

This trail is within the Talkeetna Lakes Park trail system accessed from Comsat Road (milepost 12 of the Talkeetna Spur Road). It is groomed for skiing in winter. The trail forms a loop around X Lake, and passes through old-growth forest, approximately 4.65 miles. On clear days, there are views of the Alaska Range.

### *Twister Creek Trail*

A multi-use winter trail south of the Talkeetna Airport about three miles long that connects the Old Lake Trail to the Ski Hill area. The trail has been surveyed and traverses lands owned by a Native corporation and the University of Alaska (MSB 2008).

### *Upper South Fork Montana Creek Trail*

Upper South Fork Montana Creek is a multi-use winter trail that heads northeast from the South Fork Montana Creek Trail up the smaller drainage of the Upper South Fork (MSB 2008). This trail is part of the Alaska State Parks SnowTRAC grooming pool and is approximately 7.1 miles long. It receives primary use from travel via snowmachine, but non-motorized winter recreationists also use the trail.

## Winter Race Routes

### *Oosik Classic Race Route*

The Oosik Classic is a cross-country ski race organized by the Denali Nordic Ski Club each March. A different race route is groomed by race organizers each year, but the route begins and ends in Talkeetna and is approximately 50km long, with a 25km race option. (Appendix C).

### *Trio Fat Bike Race Route*

The Trio Fat Bike Race is an annual race held in Talkeetna for winter bikers. In 2013 the race began in Talkeetna and follow local winter trails around Talkeetna. The race route is either 20 miles or 60 miles long and is for bikes only. (Appendix C).

## **Denali State Park and Northern George Parks Highway**

### *North Loop (Tokositna Flats) Trail*

The North Loop (Tokositna Flats) Trail is east of the Parks Highway at milepost 131, and is a multi-use winter trail. The trail is the only one groomed for winter travel in Denali State Park. The trail travels east to meet with the Tokositna River Trail, over 11 miles. The North Loop is part of the Alaska State Parks SnowTRAC grooming pool. It is groomed primarily for snowmachine users, but dog mushers, skiers, and skijorers also use the trail.

## **Denali Highway**

### *Denali Highway Trail*

The Denali Highway travels through the Alaska Range for 134 miles. The town of Cantwell at the junction with the Parks Highway at milepost 210 marks the eastern end, and the town of Paxson at the junction with the Richardson Highway at milepost 185.5 marks the western end. In winter, the Denali Highway is maintained for multi-use travel as part of the Alaska State Parks SnowTRAC grooming pool.

### *Maclaren River Road Trail*

The trail heads north from the Denali Highway to form a loop around the Maclaren River. In winter, Maclaren River Road is maintained for multi-use travel as part of the Alaska State Parks SnowTRAC grooming pool, and is approximately eight miles long.

### *Sevenmile Lake Trail*

The trail heads north from milepost 39.7 of the Denali Highway to Sevenmile Lake, about 7.5 miles. In winter, Sevenmile Trail is maintained for multi-use travel as part of the Alaska State Parks SnowTRAC grooming pool.

## **Lake Louise and the Glenn Highway**

### *Crosswind Lake Trail*

Crosswind Lake is a multi-use, winter trail which is part of a large system of trails that start in Lake Louise and connect to a system of winter trails to the east toward Glennallen. It is groomed and marked by volunteers from the Lake Louise Snowmachine Club (MSB 2008). Crosswind Lake is part of the Alaska State Parks SnowTRAC grooming pool, and is approximately 13 miles long.

### *Eureka East Trail*

Eureka East is a multi-use, winter trail that is part of a large system of trails connecting Eureka with Lake Louise. The trail crosses many lakes and lowlands. It is groomed by volunteers from Lake Louise and Eureka. The trail has been surveyed and an easement reserved for public use

(MSB 2008). Eureka East is part of the Alaska State Parks SnowTRAC grooming pool and is approximately 28 miles.

#### *Eureka West Trail*

Eureka West is a multi-use, winter trail which is part of a large system of trails connecting Eureka with Lake Louise. Eureka West facilitates travel in a north-south direction, and ascends to higher elevations. It is groomed by volunteers from Lake Louise and Eureka and well-marked for winter travel. The trail has been surveyed and a public recreation trail easement reserved (MSB 2008). Eureka West is part of the Alaska State Parks SnowTRAC grooming pool, and is approximately 25 miles.

#### *Moore Lake Trail*

Moore Lake is a multi-use, winter trail which is part of a large system of trails connecting Eureka with Lake Louise. It is groomed by volunteers from Lake Louise and Eureka, and is well marked for winter travel. The trail has been surveyed and a public recreation trail easement reserved (MSB 2008). Moore Lake Trail is part of the Alaska State Parks SnowTRAC grooming pool and is approximately 22 miles.

#### *Tolsona Trail*

The Tolsona Trail starts at about mile 16 of the Lake Louise Road and travels across Tolsona Creek and on to Tolsona Lodge, about 26 miles. The trail is maintained by the Lake Louise Snowmachine Club but is not part of the Alaska State Parks SnowTRAC grooming pool and is approximately 26 miles.

#### *Winter Lakes Trail*

Winter Lake Trail is a multi-use, winter trail of about 33 miles that departs from the end of Lake Louise Road, and forms loops around Lake Louise and Susitna Lake. The trail connects to the large system of Lake Louise and Eureka trails. Winter Lakes Trail is part of the Alaska State Parks SnowTRAC grooming pool, and is maintained by volunteers from Lake Louise.

## **2.2. Informal Winter Trails**

### **Talkeetna and Southern Parks Highway**

#### *Clear Creek Route*

Clear Creek Route leads from the Chase Trail northeast to the Talkeetna Mountains. The trail is partially groomed by volunteers from the Chase Community and is about 26 miles in length.

#### *McWilliams-Gold Creek Route*

The McWilliams-Gold Creek Route is a multi-use trail that starts at mile 263 of the Alaska Railroad at the community of Gold Creek. The trail heads eastward along the base of the hills, turns southward and climbs onto a plateau south of the Susitna River. The route continues in a

general south-southeastward direction to mining claims on John Creek, a tributary of Chunilna Creek and is approximately 16 miles long. This trail is designated as an RS 2477 right-of-way (RST 469).

#### *Nodwell Route*

This route continues north from the terminus of the groomed portion of Chase Trail, and ends at the Chase community. In winter, it is ungroomed. Nodwell Route passes through a thick spruce-birch forest for about 10 miles.

#### *Sheep River Route*

Sheep River is an ungroomed winter route about 18 miles long. It is an eastern extension of the Talkeetna River Route that follows the Sheep River into the Talkeetna Mountains for several miles before a junction with the Stephan Lake Route.

#### *Stephan Lake Route*

This route begins at a junction with the Sheep Mountain Route and traverses valleys in the Talkeetna Mountains to reach Stephan Lake, about 28 miles.

#### *Talkeetna River Route*

The Talkeetna River Route is a multi-use winter route that heads east from Talkeetna. It travels along the Talkeetna River, following RST 1620 for several miles before leaving the easement and becoming the Sheep River route, about 10 miles total.

### **Denali State Park and Northern George Parks Highway**

#### *Indian River Portage Creek*

This trail is accessed from the Parks Highway around milepost 165, or the Chulitna stop of the Alaska Railroad. The route travels east to lands north of Devils Canyon for 5.7 miles. It is 17(b) easement number 18.

#### *East Fork Chulitna Route*

This winter route travels east from the Parks Highway up the East Fork of the Chulitna River towards the Talkeetna Mountains. A branch of this route heads north along the Alaska Railroad to connect with the Middle Fork Chulitna Route. The trail is 8.2 miles in total.

#### *Middle Fork Chulitna Route*

This winter route travels east from the Parks Highway up the Middle Fork of the Chulitna River towards the Talkeetna Mountains and Caribou Pass, approximately 23 miles. The route follows 17(b) easements 3a and 87.

### *Pass Creek Route*

This winter route departs from the Parks Highway at milepost 170 and travels east through Chulitna Pass to accesses cabins north of Gold Creek. It is about 7 miles long and is not groomed (photograph in Appendix K).

## **Denali Highway**

### *Butte Lake Route*

This multi-use, year-round trail leads south from milepost 94 of the Denali Highway to Butte Lake, and becomes Deadman Lake Route for about five miles. During winter, it is not groomed.

### *Deadman Lake Route*

This ungroomed winter route continues south from the Butte Lake Route along Deadman Creek. The route skirts Deadman Mountain before ending at Deadman Lake, approximately 17 miles.

### *East Fork Susitna Glacier Route*

This winter route departs north from the Denali Highway, and follows the Susitna River to Susitna Glacier. East Fork Susitna Glacier Route is 31.4 miles long and is not groomed.

### *Raptor Valley Route*

This route travels south from the Denali Highway. It travels past the Susitna River and Snodgrass Lake before heading into Raptor Valley. Raptor Valley Route is 18 miles long and is not groomed.

### *Valdez Creek Route*

This multi-use route begins at the end of Valdez Creek mining road heading east toward Clearwater Creek Trail and Clearwater Mountains, about 17 miles (MSB 2008). The trail and area are managed by BLM, but this route is not groomed in winter. The route is designated as an RS 2477 right-of-way under RST 318.

### *Windy Creek Route*

This multi-use route starts just east of the Susitna River crossing on the Denali Highway and runs east along the Windy Creek drainage, eventually connecting to Valdez Creek Trail, about 11 miles (MSB 2008). The trail and area are managed by BLM, but this route is not groomed in winter. The route is designated as an RS 2477 right-of-way under RST 517.

## **Lake Louise and the Glenn Highway**

### *John Lake Route*

John Lake is a multi-use, winter route that is part of a large system of trails and routes starting at Lake Louise. It heads south from Lake Louise to John Lake and onto Eureka and the Glenn

Highway (MSB 2008). The trail receives some grooming attention from volunteers in Lake Louise, but is not part of the Alaska State Park SnowTRAC grooming pool, and is approximately 20 miles long.

#### *Moose Creek Route*

This multi-use, winter route travels north from the Lake Louise trail system to eventually meet with the Maclaren River and the Denali Highway, about 47 miles. Moose Creek Route is partially groomed by members of the Lake Louise Snowmachine Club.

#### *Old Man Creek Trail/Eureka Trail West*

The major trailhead for the Old Man Creek Trail (photograph in Appendix K) is at milepost 130.5 of the Glenn Highway. The trail is part of the Chickaloon-Knik-Nelchina trail system that connects to the Lake Louise trails. The trail goes north until it becomes the Eureka Trail West. It is part of the Alaska State Parks SnowTRAC grooming pool.

#### *Slide Mountain Route*

Slide Mountain is a multi-use, winter route used primarily by snowmachine riders to access the John Lake area. It connects to the Lake Louise Winter Trails and Eureka Winter Trails, approximately four miles. The trail has been surveyed and request for public easement has been submitted to the State (MSB 2008).

#### *Tyone Creek Route*

This multi-use, winter route travels north from the Lake Louise trail system following Tyone Creek to its headwaters and the Susitna River. The route skirts the border of the Nelchina Public Use Area, and passes the site of the old Tyone Village, about 28 miles (MSB 2008). Tyone Creek Route is partially groomed by members of a snowmachine club in Lake Louise.

### **3. SUMMER TRAILS AND ROUTES**

Some trails may be located on private lands; this study report is not intended to suggest that the recreating public is authorized to access these lands for recreation purposes.

#### **3.1. Formal Summer Trails**

##### **Talkeetna and Southern Parks Highway**

###### *Chase Trail*

The Chase Trail is a multi-use trail located adjacent to the Alaska Railroad line north of Talkeetna that provides an access route for Chase Community residents. It is also used by recreationists. The trailhead for the Chase Trail begins from a parking lot in Talkeetna. The Chase Trail is funded by a service district, and lies within the railroad right-of-way (MSB 2008). The bridge over the Talkeetna River limits the width of any equipment on the trail to 45 inches.

The trail is traveled primarily by ATV riders, but bicyclists and hikers also utilize the Chase trail. It is a mostly flat, gravel trail, about five miles long.

#### *Luthman Trail*

This scenic trail leads to 80-foot Montana Creek Falls. Luthman Trail is accessed by following Yoder Road over the Montana Creek Bridge east from milepost 3.1 of the Talkeetna Spur Road. The trail is about four miles long and is steep for the last half mile.

#### *Talkeetna Lakes Trail*

This trail system is within Talkeetna Lakes Park accessed from Comsat Road east of the Talkeetna Spur Road at milepost 12. It is used for hiking and mountain biking in summer. The trail forms loop around X Lake, and passes through old-growth forest, about 4.65 miles. Log benches are present along parts of the Talkeetna Lakes Trail. On clear days, there are views of the Alaska Range. The adjacent lakes are good for fishing, paddling, and viewing wildlife. In fall, blueberries grow along the trail.

#### *Talkeetna Pathway*

The Talkeetna Pathway is a paved bike path that traverses the length of the Talkeetna Spur Road from the Parks Highway turnoff into the town of Talkeetna, about 14 miles. It is mostly level and used for biking, jogging, and hiking.

#### *Tigger Lake*

The trail to Tigger Lake is about 0.25 miles long and is located at milepost 11 along the Talkeetna Spur Road. The trail leads to Tigger Lake, a popular destination for fishing in the summer.

#### *Talkeetna River Trail*

The Talkeetna River Trail follows the Talkeetna River along the southern bank up river (MSB 2008). The trail is about 1.5 miles, and is accessed from Talkeetna. It heads east from the Talkeetna River to intersect with Beaver Road, Old Lake Trail, and Ridge Trail.

### **Denali State Park and Northern Parks Highway**

#### *Byers Lake Trail*

This trail forms a loop around Byers Lake, and has flat terrain (photograph in Appendix K). Three bridges traverse streams connecting to the lake. Good views of Denali and spawning salmon can be seen from this trail. In summer, mostly hikers and bikers use the trail. The trail is accessed from Byers Lake Campground and is about five miles long. Byers Lake is good for paddling. ADNR manages this trail.

*Cascade Trail*

The trail leads from the eastern end of the Byers Lake Trail uphill to connect with Kesugi Ridge Trail at its southern end, approximately two miles. The trail passes a scenic waterfall. It is steep and has a series of switchbacks, but hikers are rewarded with stunning views of the Alaska Range on clear days. This trail is managed by ADNR.

*Denali View North Trail*

The Denali View North viewpoint offers a paved short trail that is 750' long and has interpretive signs about native plants. The trail is wheelchair accessible. ADNR manages this trail.

*Ermine Hill Trail*

This trail winds through forest before connecting to the Kesugi Ridge Trail by a series of switchbacks, approximately four miles. It is steep, but hikers are rewarded with stunning views of the Alaska Range on clear days. It is accessed from the Ermine Hill Trailhead east of the Parks Highway at milepost 156.5. This trail is managed by ADNR.

*Kesugi Ridge Trail*

Kesugi Ridge forms the heart of the Denali State Park hiking system. The trail follows an alpine ridge for 27 miles, and is a popular backpacking route. Views from the trail include Denali, the Alaska Range, and the Chulitna River Basin. It is accessed from Little Coal Creek Trail at its northern end, Cascade Trail at its southern end, and Ermine Hill Trail in the middle. This trail is managed by ADNR.

*Little Coal Creek Trail*

The trail parallels Little Coal Creek uphill to connect with the Kesugi Ridge Trail at its northern end, about four miles. It is steep, but hikers are rewarded with stunning views of the Alaska Range on clear days. It is accessed from the Little Coal Creek Trailhead east of the Parks Highway at milepost 163.8. ADNR manages this trail.

*Lower Troublesome Creek Trail*

This trail is a short 0.6 mile path to the Chulitna River from the parking lot at the Lower Troublesome Creek Trailhead west of the Parks Highway at milepost 137.2. This trail is managed by ADNR.

*Upper Troublesome Creek Trail*

This trail has severe flood damage, and is being rerouted and repaired by ADNR. It leads north to alpine landscapes to connect with Kesugi Ridge Trail. It is accessed from the Upper Troublesome Creek Trailhead east of the Parks Highway at milepost 137.7. This trail approximately 11 miles and is managed by ADNR.



## **Denali Highway**

### *Alphabet Hills Trail*

An approximately 30-mile extension of the Swede Lake Trail, this trail provides access to the Alphabet Hills. It begins in the TLAD and is managed by the BLM.

### *Brushkana Creek Trail*

The Brushkana Creek Trail begins at the Brushkana Creek Campground at milepost 105 of the Denali Highway and travels west along Brushkana Creek, about four miles. It is managed by the BLM.

### *Clearwater Creek South Trail*

Clearwater Creek South is approximately 12 miles long and is a multi-use, year round trail that connects the Denali Highway with Maclaren River Road Trail. The area and trails are managed by BLM (MSB 2008).

### *Dickey Lake Trail*

Access by the Swede Lake Trail, this trail parallels the Middle Fork of the Gulkana River and is about eight miles long. It lies in the TLAD and is managed by the BLM.

### *Glacier Gap to Sevenmile Lake Trail*

This trail lies in the TLAD and begins at milepost 30.5 of the Denali Highway. It goes north to the east side of Glacier Gap Lake, and continues north to Sevenmile Lake, approximately eight miles. The trail is designated as an RS 2477 right-of-way under RST 1809, however the trail has been rerouted off the easement to protect archaeological resources. The trail is managed by ADNDR (photograph in Appendix K).

### *Jack River Trail*

The Jack River Trail (photograph in Appendix K) provides access through lands owned by Ahtna, Inc., the State of Alaska, and state selected lands to reach the Jack River drainage. It is about eight miles long and reserved under 17(b) easement 3c.

### *Landmark Gap Lake Trail*

This trail is a designated motorized trail that leads north from milepost 24.6 of the Denali Highway to Landmark Gap Lake, approximately 3 miles. Several known archaeological sites are nearby and staying on the designated trail is highly encouraged.

### *Landmark Gap South Trail*

Landmark Gap South Trail leads south from the Denali Highway. Landmark Gap South Trail is for ATV use and is about nine miles long. After about six miles, the trail comes to an unnamed

creek. Motorized use is prohibited past the creek. Some parts of the trail are wet and muddy. This trail is managed by BLM.

#### *Maclaren River Road Trail*

Maclaren River is a multi-use, year round trail. It travels north-south along the west bank of Maclaren River, and then on to the Clearwater Mountains, approximately 21 miles. This trail is managed by BLM.

#### *Maclaren Summit Trail*

This trail lies within the TLAD. The trail leads north from the Denali Highway to Maclaren Summit, elevation 4,086 feet. Black currant berries and blueberries grow along the trail. Maclaren Summit Trail is managed by ADNR and is about three miles long.

#### *Osar Lake Trail*

This trail is approximately eight miles and heads south to Osar Lake and views of the SnowTRAC River Basin. This trail is usually dry, and attracts hunters during August and September. The trail is managed by the BLM Field Office in Glennallen.

#### *Rusty Lake Trail*

This trail is a non-motorized trail approximately one mile long that leads to the southern shore of Rusty Lake. It begins at milepost 17.2 of the Denali Highway.

#### *Swede Lake Trail*

This trail heads south from the Denali Highway for about 10 miles. It travels through the Tangle Lakes Archaeological District towards the Middle Fork of the Gulkana River. From there, travelers can access the Alphabet Hills and Dickey Lake. Motorized use is the primary mode of travel on this trail. The trail is managed by the BLM Field Office in Glennallen.

#### *Tangle Ridge Trail*

This trail starts from Tangle Lakes Campground, and is for non-motorized use only. It leads about 3,000 feet to views of Tangle Lakes and the Alaska Range. Hikers can continue on unmaintained footpaths towards Landmark Gap Creek. The trail is managed by the BLM Field Office in Glennallen.

### **3.2. Noteworthy Informal Summer Trails**

Due to the large number of informal summer trails in the Recreation Use Study Area, particularly along the Denali Highway, not all are profiled below. Descriptions are given for trails that extend more than a few miles into the Recreation Use Study Area, are heavily used, or have a connection to the Susitna River or the Recreation Effects Analysis Area. Informal trails are listed in Table B-6.

## **Talkeetna and Southern Parks Highway**

### *Curry Landing Strip South Trail/Curry-Quarry Route*

Curry Landing Strip South Trail is accessed from the Curry landing strip and follows Deadhorse Creek to Lane Creek about four miles, where it becomes the Curry-Quarry Route and leads over a bench to the east to Chunilna Creek.

### *Indian River Portage Creek Trail*

This trail is accessed from the Parks Highway around milepost 165, or the Chulitna stop of the Alaska Railroad. The route travels east to lands north of Devils Canyon, approximately seven miles. It is 17(b) easement number 18 and RST 100.

### *McWilliams-Gold Creek Route*

The McWilliams-Gold Creek Route is a multi-use trail that starts at mile 263 of the Alaska Railroad at the community of Gold Creek. The trail heads eastward along the base of the hills, turns southward and climbs onto a plateau south of the Susitna River. The route continues in a general south-southeastward direction to mining claims on John Creek, a tributary of Chunilna Creek and is approximately 65 miles long. This trail is designated as an RS 2477 right-of-way (RST 469).

### *Nodwell Route*

This route continues north from the terminus of the Chase Trail, and ends at the Chase community. Nodwell Route passes through a thick spruce-birch forest and is approximately four miles.

### *Old RCA Trail*

Old RCA Trail is accessed from the end of Comsat Road, an east turn from milepost 12 of the Talkeetna Spur Road. The trail connects to the Ridge Trail and Old Lake Trail creating a loop, about two miles (MSB, 2008). It is used for hiking, biking, ATV riding, and horseback riding. Motorized users must yield to non-motorized users.

### *Old Lake Road Trail*

Old Lake Road Trail is accessed from Christiansen Lake Road via Comsat Road, an east turn from milepost 12 of the Talkeetna Spur Road. Old Lake Road Trail travels north to meet with the Talkeetna River Trail and Beaver Road, approximately five miles. It is used for hiking, biking, ATV riding, and horseback riding. Motorized users must yield to non-motorized users.

### *Ridge Trail*

Ridge Trail is accessed from the end of Comsat Road. Comsat Road is an east turn from milepost 12 of the Talkeetna Spur Road. Ridge Trail travels north and then west to connect with Beaver

Road and Talkeetna River Trail, approximately two miles. It is used for hiking, biking, ATV riding, and horseback riding. Motorized users must yield to non-motorized users.

## **Denali State Park and Northern Parks Highway**

### *East Fork Chulitna Route*

This route travels east from the Parks Highway up the East Fork of the Chulitna River towards the Talkeetna Mountains and Tsusena Creek and is approximately 30 miles long.

### *Middle Fork Chulitna Trail*

This trail travels east from the Parks Highway up the Middle Fork of the Chulitna River towards the Talkeetna Mountains and Caribou Pass, about 19 miles. The route follows 17(b) easements 3a and 87.

### *Pass Creek Trail*

This trail departs from the Parks Highway at milepost 206 and travels east to the headwaters of an unnamed creek, approximately seven miles. It is 17(b) easement 5h.

## **Denali Highway**

### *Butte Lake*

The Butte Lake Trail heads south from the Denali Highway at milepost 94. After about five miles, the trail reaches Butte Lake, which has good fishing for lake trout. The first part of the trail features views of tundra and small lakes. Butte Lake Trail continues south past Butte Lake towards Deadman Mountain, eventually meeting with Big Lake. It is approximately 35 miles in total.

### *Butte Creek Trail*

Butte Creek is a multi-use, year round trail that starts approximately on milepost 80.7 of the Denali Highway, and heads southwest toward the headwaters of Butte Creek (MSB 2008). The first section of the trail travels along the western bank of Susitna River, and is former mining trail. The trail continues past Snodgrass Lake, and ends in alpine forest, about 19 miles total. BLM manages this trail (photograph in Appendix K).

### *Hatchet Lake Trail*

Hatchet Lake is a multi-use year round trail accessible from the Denali Highway and goes south to the Susitna River, about nine miles. The trail is managed by BLM (MSB 2008).

### *Jay Creek Trail*

The Jay Creek Trail (photograph in Appendix K) is accessed from a junction along the South Butte Trail. From the junction, it goes south and eventually follows the Jay Creek drainage and terminates at the Susitna River. It is approximately 18 miles long.

*Parallel Trail*

True to its name, this trail runs parallel to the Denali Highway at its southern edge. The trail connects to Hatchet Lake Trail to the west, and with several trails around Clearwater Creek to the east. The trail runs about 15 miles.

*Raptor Trail-Watana Creek*

This trail begins at a junction along the South Butte Trail and follows the Watana Creek, ending in a small network of hunting trails.

*Round Top Trail*

Round Top Trail leads south from the Denali Highway over the land formation known as “Round Top” before meeting with the Maclaren River. This trail is approximately 17 miles and is managed by BLM.

*Seattle Creek Trail*

This trail leads from the Denali Highway at milepost 111.3. Seattle Creek has good fishing for grayling and Dolly Varden. This trail is approximately 25 miles long and is managed by BLM.

*Sevenmile Lake Trail*

The trail heads north from milepost 7.3 of the Denali Highway to Sevenmile Lake, about 0.5 miles. This trail is designated as an RS 2477 right-of-way under RST 1814.

*South Butte Trail/Susitna South Trail*

The South Butte Trail begins at milepost 80.7 of the Denali Highway and goes south until it becomes the Susitna South Trail and ends overlooking the Susitna River, approximately 25 miles.

*South Fork Butte Creek Trail*

This route travels south from the Denali Highway at milepost 80.7, or can be reached from the Wickersham Creek Trail. It is about two miles long.

*Valdez Creek Trail*

This multi-use trail begins at the end of Valdez Creek mining road heading east toward Clearwater Creek Trail and Clearwater Mountains, approximately eight miles (MSB 2008). The trail and area are managed by BLM. The trail is designated as an RS 2477 right-of-way under RST 318.

*Windy Creek Trail*

This multi-use route starts just east of the Susitna River crossing on the Denali Highway and runs east along the Windy Creek drainage, eventually connecting to Valdez Creek Trail,

approximately 17 miles (MSB 2008). The trail and area are managed by BLM. The route is designated as an RS 2477 right-of-way under RST 517.

### **Lake Louise and Glenn Highway**

#### *Old Man Creek Trail/Goose Lake Trail*

The major trailhead for the Old Man Creek Trail is at milepost 130.5 of the Glenn Highway. The trail is part of the Chickaloon-Knik-Nelchina trail system that extends west to Palmer. The trail goes northwest through the Horn Mountains and crosses the Little Nelchina River and Tyone Creek and follows Yacko Creek until it becomes the Goose Lake Trail. The Goose Lake Trail goes north, forking once. Both forks end overlooking the Susitna River.

## 4. TABLES

Table B-1. RS2477 Easements

Number	Trail Name	Length (mi)	Primary Access
RST 52	Chulitna Trail	3.0	Honolulu Station, AKRR, MP 287
RST 80	Murder Lake North to Ridgeline Trail	2.0	Murder Lake
RST 82	Meiers Lodge-Dickey Lake Trail	40.0	Richardson Highway, MP 170
RST 100	Indian River-Portage Creek Trail	8.0	Chulitna Station, AKRR MP 274
RST 294	Gulkana-Denali Winter Trail	119.22	Denali Highway, MP 94
RST 295	Gulkana-Valdez Creek	105.00	Richardson Highway, Gulkana
RST 318	Paxson-Denali Trail (Valdez Creek)	40.0	Denali Highway, MP 94
RST 331	Talkeetna-Iron Creek Trail	40.68	Town of Talkeetna
RST 377	Stephan-Daneka Lake Trail	2.0	Stephan Lake
RST 427	Chickaloon River Trail	32.9	Glenn Highway, MP 77.7, Chickaloon
RST 469	McWilliams-Gold Creek Trail	36.0	Gold Creek, AKRR MP 263
RST 517	Windy Creek Access Road	16.0	Denali Highway, MP 78
RST 625	Cantwell Small Tracts Road (Lover's Lane)	1.25	Junction of Parks Highway and Denali Highway
RST 1509	Curry Landing Strip-Lookout Tower	2.81	AKRR, MP 248.3, Curry Station
RST 1522	Lake Louise Trail	7.0	Lake Louise Road, MP 12
RST 1620	Talkeetna River Trail	102.42	Intersection with RST 311
RST 1691	Herning Trail-Question Creek	50.0	Little Susitna River North of Palmer
RST 1694	Iron Creek-North Fork Kashwitna River Trail	25.0	Intersection with Talkeetna-Iron Creek RST 311
RST 1809	Glacier Gap (Lavery) Lake Trail	U	U
RST 1814	Sevenmile Lake Trail	0.5	Denali Highway, MP 7.3

U=Unknown

Table B-2. 17(b) Easements

Number	Width (ft.)	Length (mi)	Region	Quadrant(s)	Allowable Uses	Managing Agency	Status	Primary Access
3a	25	6.27	Ahtna	Healy B-5	Multi-use; vehicles must be less than 3,000 lbs.	BLM, General public	Existing	Parks Highway, MP 195
3c	25	3.75	Ahtna	Healy B-4	Multi-use; vehicles must be less than 3,000 lbs.	BLM, General public	Existing	Denali Highway, MP 131
5h	U	4.63	Ahtna	Healy B-4	Multi-use	AK Div. of Lands, General public	Existing	Parks Highway, MP 206
6b	50	1.11	Ahtna	Healy B-5	Multi-use; trucks/cars prohibited	BLM, General public	Existing	Parks Highway, MP 196
7a	25	2.68	Ahtna	Healy B-4	Multi-use; vehicles must be less than 3,000 lbs	BLM, AK Div. of Lands, General public	Existing	Cantwell
18	50	14.82	CIRI	Talkeetna Mountains D-5, D-6	Multi-use; trucks/cars prohibited	AK Div. of Lands, ADF&G, General public	Existing	Alaska Railroad, Chulitna
22	25	1.88	Ahtna	Healy B-4	Multi-use; vehicles must be less than 3,000 lbs	AK Div. of Lands	Proposed	Denali Highway, MP 127
22e	25	0.99	CIRI	Talkeetna Mountains D-3	Multi-use; vehicles must be less than 3,000 lbs	ADF&G	Proposed	Fog Lakes
23	25	1.91	Ahtna	Healy B-4	Multi-use; vehicles must be less than 3,000 lbs	AK Div. of Lands	Proposed	Denali Highway, MP 122.4
26	50	2.81	CIRI	Talkeetna Mountains C-4	Multi-use; trucks/cars prohibited	ADF&G, General public	Existing	Stephan Lake
28	25	1.73	CIRI	Talkeetna Mountains C-4	Multi-use; vehicles must be less than 3,000 lbs	ADF&G	Existing	Stephan Lake
38	25	12.01	CIRI	Talkeetna Mountains C-4, C-5	Multi-use; vehicles must be less than 3,000 lbs	AK Div. of Lands, ADF&G	Proposed extension of Existing	Talkeetna River, North and south of Prairie Creek
40	25	3.76	CIRI	Talkeetna Mountains C-5	Multi-use; vehicles must be less than 3,000 lbs	AK Div. of Lands	Proposed	Talkeetna River at Cache Creek
46	25	2.84	CIRI	Talkeetna Mountains C-4, D-4	Multi-use; vehicles must be less than 3,000 lbs	BLM, AK Div. of Lands	Existing	Stephan Lake
48	50	18.71	CIRI	Talkeetna Mountains D-5, D-6	Multi-use; trucks/cars prohibited	General public	Existing	Alaska Railroad, Gold Creek
72	25	1.00	CIRI	Talkeetna Mountains D-4	Multi-use; vehicles must be less than 3,000 lbs	BLM, ADF&G	Proposed	Susitna River, northeast of Stephan Lake
87	25	8.27	Ahtna	Healy B-4	Multi-use; vehicles must be less than 3,000 lbs	AK Div. of Lands	Existing	Parks Highway, MP 195
100	60	0.11	Ahtna	Healy A-5	Multi-use; trucks/cars allowed	BLM-State	Existing	Parks Highway, MP 192

U=Unknown



Table B-3. Groomed (Formal) Winter Trails

Trail Name	Length (Miles)	Allowable Uses	Primary Access	Destination (if Known)	Managing Agency
<b>Talkeetna and Southern Parks Highway</b>					
Amber Lake Trail	0.5	Multi-use	Parks Highway, MP 105	Rabideux Trail	ADNR
Bartlett Trail	1.8	Non-motorized use	Comsat Road, MP 12 of Talkeetna Spur	Bartlett Hills	MSB
Chase Trail	5	Multi-use	Talkeetna	Chase Community	MSB
Chulitna Bluff Trail	18.9	Multi-use	Parks Highway, MP 121.5	Chulitna River	ADNR
East-West Express Trail	11.2	Multi-use	Parks Highway, MP 121.5	Petersville area	ADNR
Fish Lake Trail	2.5	Multi-use	Talkeetna Spur, MP 9	Fish Lake	MSB
Rabideux Trail	6.8	Multi-use	Parks Highway, MP 105	Rabideux Creek drainage, Trapper Creek-Petersville area	ADNR
Ski Hill Trail	1.5	Skiing	Talkeetna Spur, MP 12	Ski Hill	MSB
South Fork Loop Trail	11.1	Multi-use	Yoder Road, MP 3.1 of Talkeetna Spur	South Fork Montana Creek Trail	ADNR
South Fork Montana Creek Trail	19.3	Multi-use	Yoder Road, MP 3.1 of Talkeetna Spur	Lake near headwaters of South Fork of Montana Creek	ADNR
Talkeetna Lakes Trail	4.6	Non-motorized use	Comsat Road, MP 12 of Talkeetna Spur	X Lake, Z Lake	MSB
Twister Creek Trail	2.7	Multi-use	South of Talkeetna Airport	Twister Creek	MSB
Upper South Fork Montana Creek Trail	7.1	Multi-use	Yoder Road, MP 3.1 of Talkeetna Spur	Upper South Fork Montana Creek drainage	ADNR
2013 Oosik Classic Race Route	31.1	Skiing	Talkeetna	Talkeetna	N/A
2013 Trio Fat Bike Race route	60	Biking	Talkeetna	Talkeetna	N/A
<b>Denali State Park</b>					
North Loop Trail (Tokositna Flats)	11.0	Multi-use	Parks Highway, MP 131	Tokositna River Trail	ADNR
<b>Denali Highway</b>					
Denali Highway Trail	134.2	Multi-use	Parks Highway, MP 210	Cantwell to Paxson	ADNR
Maclaren River Road Trail	8	Multi-use	Denali Highway, MP 43.3	Maclaren River	ADNR
Sevenmile Lake Trail	7.3	Multi-use	Denali Highway, MP 39.7	Sevenmile Lake	ADNR
<b>Lake Louise and Glenn Highway</b>					
Crosswind Lake Trail	12.8	Multi-use	Lake Louise Trail, Crosswind Trail West	Crosswind Lake	ADNR
Eureka East Trail	28.3	Multi-use	Lake Louise Road end at MP 19.3	Lowlands west of Lake Louise	ADNR
Eureka West Trail	25.3	Multi-use	Eureka East Trail, Glenn Highway at Eureka	Highlands west of Lake Louise	ADNR
Moore Lake Trail	22.1	Multi-use	Eureka Trails, Winter Lakes Trail	Moore Lake, Susitna Lake	ADNR
Tolsona Trail	26	Multi-use	Lake Louise Road MP 16	Tolsona Lodge	ADNR
Winter Lakes Trail	33.3	Multi-use	Lake Louise Road end at MP 19.3	Lake Louise, Susitna Lake	ADNR

Note: Some trails may be located on private lands; this study report is not intended to suggest that the recreating public is authorized to access these lands for recreation purposes.

**Table B-4. Informal Winter Trails**

Route Name	Length (Miles)	Uses	Access Point	Destination (if Known)
<b>Talkeetna and Southern Parks Highway</b>				
Clear Creek Route	25.6	Multi-use	Chase Trail	Talkeetna Mountains
McWilliams-Gold Creek Route (RST 469)	16	Multi-use	Alaska Railroad, MP 263 (Gold Creek)	Talkeetna Mountains, John Creek, Stephan Lake
Nodwell Route	10	Multi-use	Chase Trail	Chase community
Sheep River Route	18.1	Multi-use	Talkeetna River Route	Sheep River, Talkeetna Mountains
Stephan Lake Route (17b 38)	28.2	Multi-use	Stephan Lake	Talkeetna Mountains, Stephan Lake
Talkeetna River Route (RST 1620)	10	Multi-use	Talkeetna	Talkeetna River, Talkeetna Mountains
<b>Denali State Park and Northern Parks Highway</b>				
Indian River Portage Creek Trail (RST 100, 17b 18)	5.7	Multi-use	Chulitna	East from Chulitna to land north of Devils Canyon
East Fork Chulitna Route	8.2	Multi-use	Parks Highway, MP 195	East Fork Chulitna River
Middle Fork Chulitna Route (17b 3a and 87)	23.1	Multi-use	Parks Highway, MP 195	Middle Fork Chulitna River, Caribou Pass
Pass Creek Route	7.1	Multi-use	Parks Highway, MP 170	Chulitna
<b>Denali Highway</b>				
Butte Lake Route	5	Multi-use	Denali Highway, MP 94	Butte Lake
Deadman Lake Route	16.7	Multi-use	Denali Highway, MP 94	Deadman Lake
East Fork Susitna Glacier Route	31.4	Multi-use	Denali Highway, MP 80	Susitna Glacier
Raptor Valley Route	17.9	Multi-use	Denali Highway MP 80	Raptor Valley
Valdez Creek Route (RST 318)	16.2	Multi-use	Denali Highway MP 79	Valdez Creek, Clearwater Mountains
Windy Creek Route (RST 707)	11.1	Multi-use	Denali Highway MP 80	Windy Creek, Clearwater Mountains
<b>Lake Louise</b>				
John Lake Route	19.3	Multi-use	Eureka East Trail; Glenn Highway, MP 133	John Lake Area
Moose Creek Route	46.6	Multi-use	Lake Louise Trail system	SnowTRAC River
Old Man Creek/Goose Lake Trail	56.1	Multi-use	Glenn Highway, MP 130	Chickaloon-Knik-Nelchina trail system
Slide Mountain Route	3.9	Multi-use	Lake Louise Trail system	John Lake area
Tyone Creek Route	28	Multi-use	Lake Louise Trail system	Tyone Creek headwaters

Note: Some trails may be located on private lands; this study report is not intended to suggest that the recreating public is authorized to access these lands for recreation purposes.

Table B-5. Formal Summer Trails

Trail Name	Miles of Trail	Allowable Uses	Access Location	Access ID	Destination (if Known)	Managing Agency
<b>Talkeetna and Southern Parks Highway</b>						
Chase Trail	5	Multi-use	Talkeetna	A14	Chase Community	MSB
Luthman Trail	3.7	Multi-use	Yoder Road, MP 3.1 on Talkeetna Spur	A22	Montana Falls	MSB
Talkeetna Lakes Trail	4.6	Non-motorized	Comsat Road, MP 12 on Talkeetna Spur	—	X Lake, Z Lake	MSB
Talkeetna Pathway	14	Multi-use	Talkeetna	—	Parks Highway	MSB
Tigger Lake	0.2	Multi-use	Talkeetna Spur, MP 11	A19	Tigger Lake	MSB
Talkeetna River Trail (RST 1620)	1.5	Multi-use	Talkeetna	—	Beaver Lake Road, Ridge Trail	MSB
<b>Denali State Park and Northern Parks Highway</b>						
Byers Lake Trail	4.7	Hiking, biking, skiing	Byers Lake Campground, Parks Highway, MP 147.0	A10	Byers Lake	ADNR
Cascade Trail	2.0	Hiking	Byers Lake Trail	A10	Kesugi Ridge Trail junction	ADNR
Denali View North Trail	.1	Hiking	Parks Highway, MP 162.7	—	Denali View North	ADNR
Ermine Hill Trail	3.7	Hiking	Parks Highway, MP 156.5	A9	Kesugi Ridge Trail junction	ADNR
Kesugi Ridge Trail	22.3	Hiking	Little Coal Creek Trail, Cascade Trail, Troublesome Creek Trail	A9, A10, A23	Curry, Kesugi Ridges	ADNR
Little Coal Creek Trail	3.2	Hiking	Parks Highway, MP 163.9	A8	Kesugi Ridge Trail junction	ADNR
Lower Troublesome Creek Trail	0.6	Hiking	Parks Highway, MP 137.2	—	Chulitna River	ADNR
Upper Troublesome Creek Trail	10.6	Hiking, skiing	Parks Highway, MP 137.6	A23	Kesugi Ridge	ADNR
<b>Denali Highway</b>						
Alphabet Hills Trail	27	Multi-use	Swede Lake Trail	A76	Alphabet Hills	BLM
Brushkana Creek Trail	3.9	Multi-use	Brushkana Campground	A38	Brushkana Creek	BLM
Clearwater Creek South Trail	11.4	Multi-use	Denali Highway, MP 55.7	A64	Clearwater Creek	BLM
Dickey Lake Trail	7.7	Multi-use	Swede Lake Trail	A76	Dickey Lake	BLM
Glacier Gap to Sevenmile Lake Trail	7.2	Multi-use	Denali Highway, MP 39.7	A95	Sevenmile Lake	ADNR
Jack River Trail (17b 3c)	8.1	Multi-use	Denali Highway, MP 131	A28	Jack River Drainage	BLM
Landmark Gap Lake Trail	2.3	Multi-use	Denali Highway, MP 24.7	A73	Landmark Gap Lake	ADNR
Landmark Gap South Trail	8.6	Motorized use	Denali Highway, MP 24.9	A72	Tangle Lakes, Osar Lake	BLM
Maclaren River Road	20.4	Multi-use	Denali Highway, MP 44	A67	Maclaren River	ADNR
Maclaren Summit Trail	3	Multi-use	Denali Highway, MP 37	A70	Maclaren Summit	ADNR
Osar Lake Trail	7.6	Multi-use	Denali Highway, MP 37	A69	Osar Lake	BLM

Rusty Lake Trail	1	Non-motorized	Denali Highway, MP 17.2	A75	Rusty Lake	ADNR
Swede Lake Trail	11.1	Multi-use	Denali Highway, MP 16.2	A76	Middle Fork of Gulkana River	BLM
Tangle Ridge Trail	1	Non-motorized	Tangle Lakes Campground	—	Tangle Ridge	BLM

Note: Some trails may be located on private lands; this study report is not intended to suggest that the recreating public is authorized to access these lands for recreation purposes.

**Table B-6. Informal Summer Trails**

Trail Name	Miles of Trail	Access Location	Access ID	Destination (if Known)
<b>Talkeetna and Southern Parks Highway</b>				
Curry Landing Strip South Trail/Curry-Quarry Route	4.1	Curry Landing Strip	A104	Lane Creek, Chunilna Creek
Indian River Portage Creek Trail (RST 100, 17b 18)	7.3	Chulitna	A95	East from Chulitna to land north of Devils Canyon
McWilliams-Gold Creek Route (RST 469)	65.3	Alaska Railroad, MP 263 (Gold Creek)	A103	Talkeetna Mountains, John Creek, Stephan Lake
Nodwell Route	4.1	End of Chase Trail	A92	Chase Community
Old Lake Road Trail	4.5	Comsat Road, MP 12 on Talkeetna Spur	—	Hills east of Talkeetna
Old RCA	1.25	Comsat Road, MP 12 on Talkeetna Spur	—	Old RCA Trail to River and Ridge Trails
Ridge Trail	2.0	Comsat Road, MP 12 on Talkeetna Spur	—	Hills east of Talkeetna
<b>Denali State Park and Northern Parks Highway</b>				
East Fork Chulitna Trail	29.3	Parks Highway, MP 195	—	East Fork Chulitna River
Honolulu Creek Trail	1.9	Parks Highway MP 178	—	Honolulu Creek
Middle Fork Chulitna Route (17b 3a and 87)	18.5	Parks Highway, MP 195	—	Middle Fork Chulitna River, Caribou Pass
Pass Creek Trail (17b 5h)	7	Parks Highway, MP 206	A1	Creek headwaters
<b>Denali Highway</b>				
Big Lake North Trail	6.1	Denali Highway, MP 94.8	A46, A47	Big Lake, Butte Lake
Big Lake South	6.8	Denali Highway, MP 94.8	A46, A47	Big Lake, Butte Lake
Brushkana Campground Trail	0.32	Denali Highway, MP 105.2	A40	
Butte Creek Trail	18.7	Denali Highway, MP 80.45	A55	Butte Lake, Big Lake
Butte Lake Trail	35.3	Denali Highway, MP 94.8	A46, A47	Butte Lake
Clearwater Creek North Trail	.64	Denali Highway, MP 56	—	
Clearwater Creek Route	9.1	Denali Highway, MP 60.2	A62	Maclaren River
Corkscrew Creek Trail	1.3	Denali Highway, MP 60.2	A62	Corkscrew Creek
Crazy Notch Trail	1.9	Denali Highway, MP 46	—	
Edmonds Creek Trail (17b 23)	1.9	Denali Highway, MP 122.4	A31	Emonds Creek
Grogg Lake Trail	3.9	Valdez Creek Road	A59	Grogg Lake

Hatchet Lake Trail	7.9	Denali Highway, MP 68.2	A60	Susitna River
Hungry Hollow Trail	6.1	Denali Highway, MP 16.2, Richardson Highway 169.5	A76, A77	
Jay Creek Trail	18	Denali Highway, MP 80.45	A55	Susitna River
Little Gorge Trail	2.3	Denali Highway, MP 83.2	A52	
Lucky Gulch Trail	3.6	Valdez Creek Road	A59	
Maclaren River Lodge Trail	0.5	Denali Highway, MP 42.1	—	
Middle Fork Trail	7.4	Richardson Highway 169.5	A76, A77	Swede Lake Trail
Monohan Flat Trail	1.4	Denali Highway, MP 94.5	A45	
Nenana Overlook Trail	0.9		—	Nenana Overlook
Octopus Lake Trail	0.6	Denali Highway, MP 10.6	—	Octopus Lake
Old Dump Road Trail	1.3		—	
Parallel Trail	15.8	Denali Highway, MP 68.2	A60, A61, A63	
Raptor Trail-Watana Creek	24	Denali Highway, MP 80.45	A55	Butte Creek Drainage
Round Top Trail	16.1		—	Maclaren River
Roosevelt Lake Trail	3.7	Valdez Creek Road	A59	Roosevelt Lake
Seattle Creek Trail	23.8	Denali Highway, MP 112.6	A36, A37	Soule Creek
Sevenmile Lake Trail (RST 1814)	0.5	Denali Highway, MP 7	—	Sevenmile Lake
Susitna River Overlook Trail	.44	Denali Highway, MP 85.8	A51	View of Susitna River
Tangle Lake Trail	0.7	Denali Highway, MP 21.7	—	
Tangle River Overlook Trail	1.5	Denali Highway, MP 21.7	—	
Twelve-Mile Creek Trail	17.8	Denali Highway, MP 16.2	A76, A77	Alphabet Hills
Upper Brushkana Creek Trail	4.8	Denali Highway, MP 106.7	A39	
Valdez Creek Road	11.1	Denali Highway, MP 79.5	A59	Valdez Creek
Valdez Creek Trail	7.8	Denali Highway, MP 79.5	A51	Valdez Creek
Whistle Ridge Route	6.4	Denali Highway, MP 36.8	A69	Whistle Ridge
Wickersham Creek Trail	6.8	Denali Highway, MP 80.45	A55	Butte Creek Drainage
Windy Creek Trail (RST 517)	16.6	Denali Highway, MP 79.8, MP 78.6	A57, A58	Windy Creek, Clearwater Mountains
48 South Route	3.0	Denali Highway, MP 48	—	
48.8 South Route	9.1	Denali Highway, MP 48.8	A66	
60 Mile Trail	5.6	Denali Highway, MP 60.2	A61, A62	Maclaren River
80.7 South Route	1.8	Denali Highway, MP 80.7	—	Butte Creek Trail
82 South Route	0.7	Denali Highway, MP 82	—	Butte Creek Trail
87.6 South Route	12.1	Denali Highway, MP 88.1	A50	Wickersham Creek
87.8 South Route	8.3	Denali Highway, MP 88.3	A49	Wickersham Creek
91.7 South Route	2.9	Denali Highway, MP 92.3	A48	
95.8 South Route	1.1	Denali Highway, MP 95.8	—	
96.3 South Route	0.7	Denali Highway, MP 96.3	—	
99 Mile Route	6.1	Denali Highway, MP 99.55	A44	
100 North Route	4.5	Denali Highway, MP 100	A43	Monahan Flats
100 South	3.3	Denali Highway, MP 100.2	A42	
102.5 South Route	1.0	Denali Highway, MP 102.5	—	

103.6 South Route	4.2	Denali Highway, MP 104.4	A41	Long Peak
108.5 South Route	1.25	Denali Highway, MP 108.5	—	
109 North Route	3.4	Denali Highway, MP 109	—	
109 South Route	0.7	Denali Highway, MP 109	—	
112 Mile Route	0.3	Denali Highway, MP 112	—	
113.7 South Route	2.3	Denali Highway, MP 115.6	A34, A35	
129.3 Trail	0.4	Denali Highway, MP 29.4	A71	Whistle Ridge
<b>Lake Louise and Glenn Highway</b>				
Old Man Creek Trail/Goose Lake Trail	56.1	Richardson Highway, MP 130	A84	Susitna River

Note: Some trails may be located on private lands; this study report is not intended to suggest that the recreating public is authorized to access these lands for recreation purposes.

**Susitna-Watana Hydroelectric Project  
(FERC No. 14241)**

**Recreation Resources Study (12.5)**

**Part A - Appendix C  
Winter Trails**

**Initial Study Report**

Prepared for

Alaska Energy Authority



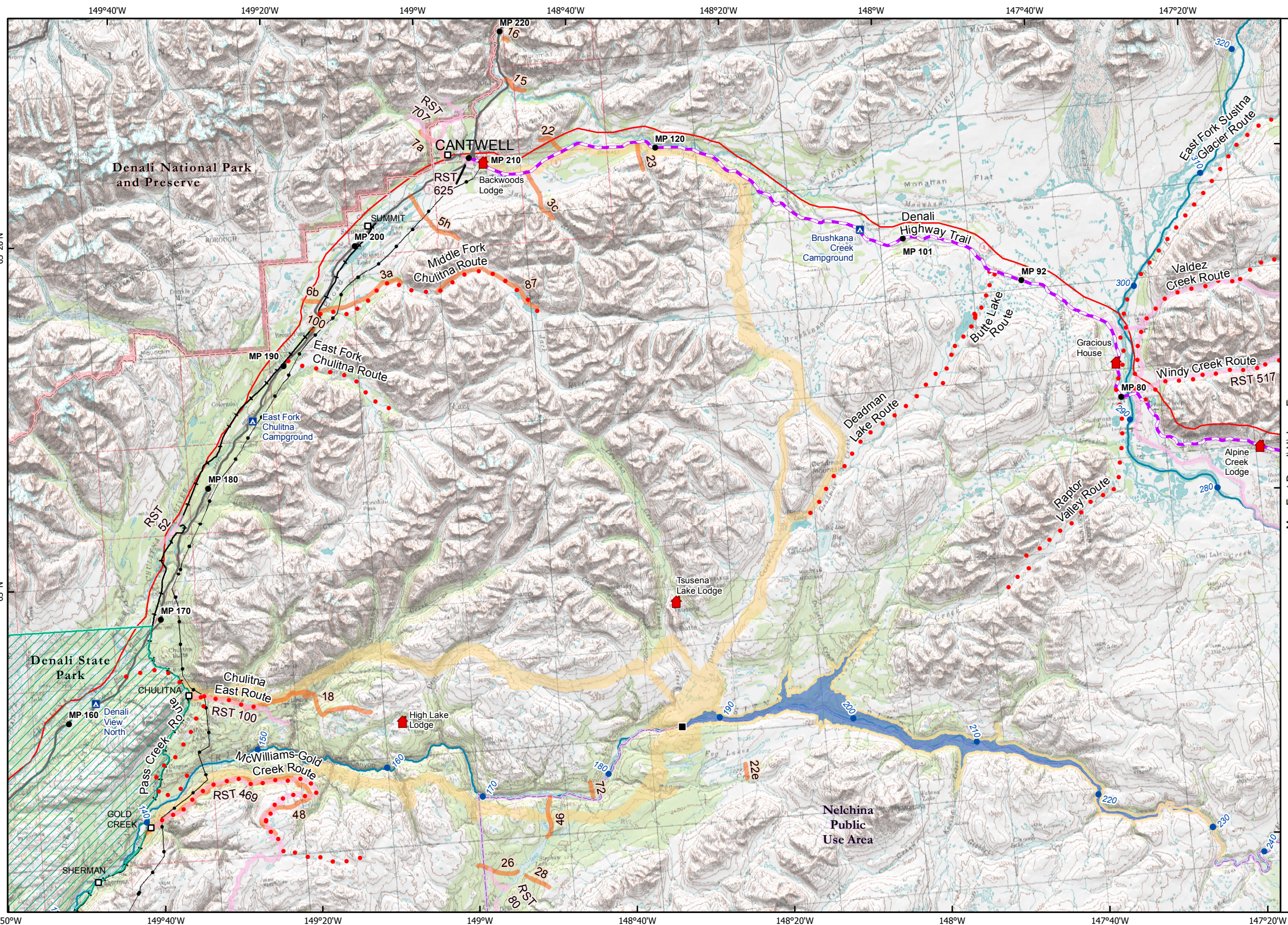
**SUSITNA-WATANA HYDRO**

*Clean, reliable energy for the next 100 years.*

Prepared by

URS Corporation

June 2014



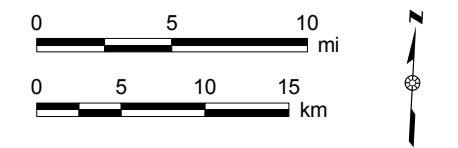
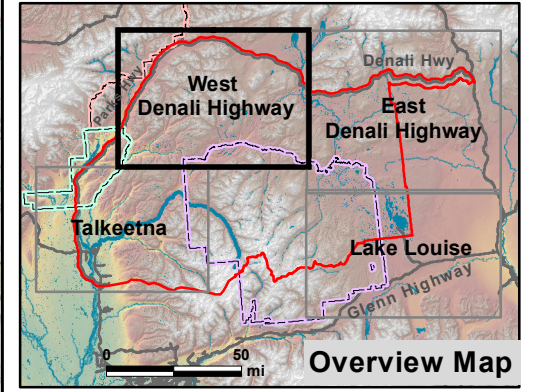
**Legend**

- Road Milepost
- Project River Miles
- 🏠 Lodge
- 🏕️ Campground
- Proposed Watana Dam Site
- 🏃 2013 Oosik Classic Race Route
- 🏃 2013 Trio Fat Bike Race
- 🏂 Winter Trail
- Route
- 📄 RS 2477
- 📄 17b Easements
- 🌿 Winter Controlled Use Area
- 🚂 Alaska Railroad
- 🛣️ Roads
- 🚧 Existing Intertie
- 🌊 Proposed Watana Reservoir
- 📄 Proposed Project Area
- 🌿 Denali State Park
- 🏞️ Denali National Park & Preserve
- 📄 Nelchina Public Use Area
- 📄 Tangle Lakes Archaeological District
- 📄 Recreation Use Study Area

Data Sources: See Map References

Disclaimer: Some map attributes may be located on private lands; this study report is not intended to suggest that the recreating public is authorized to access these lands for recreation purposes.

**West Denali Highway**



Projection: Alaska Albers NAD 1983  
 Date Created: 1/30/2014  
 Map Author: URS Alaska, Courtney Smith  
 File: URS\_ISR\_REC\_12.5\_Appendix\_C\_Pg1-2.mxd

Map Talkeetna SW

Map Talkeetna S

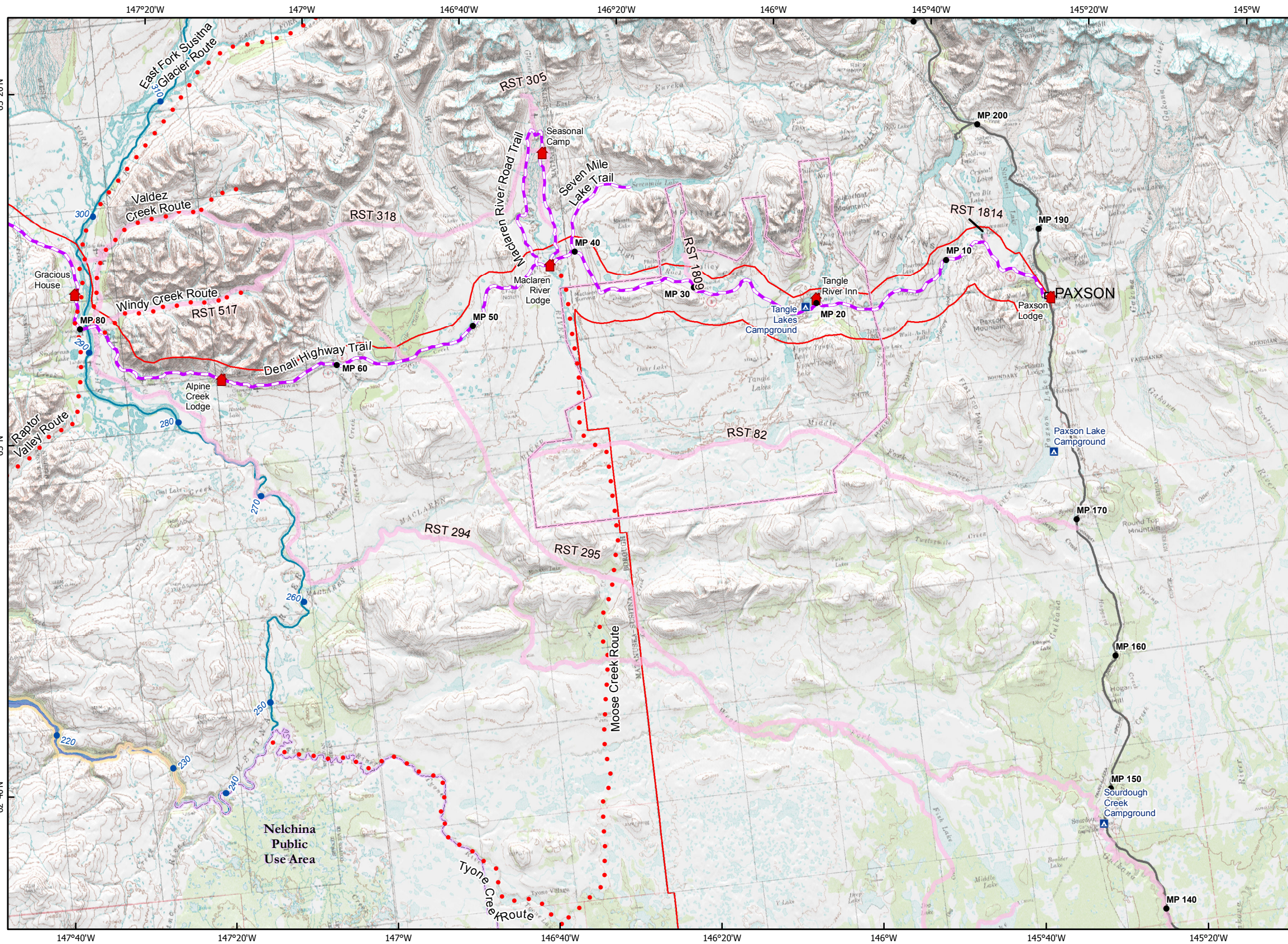
Map East Denali Highway SE



Map N/A

Map N/A

Map N/A



**Legend**

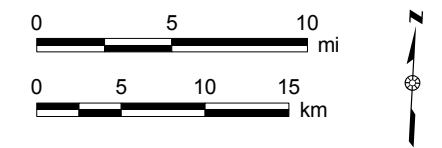
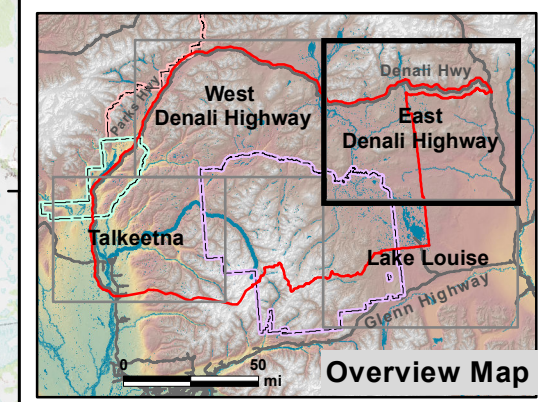
- Road Milepost
- Project River Miles
- 🏠 Lodge
- 🏕️ Campground
- 🏗️ Proposed Watana Dam Site
- 🏃 2013 Oosik Classic Race Route
- 🏃 2013 Trio Fat Bike Race
- 🏂 Winter Trail
- Route
- 👉 RS 2477
- 👉 17b Easements
- ❄️ Winter Controlled Use Area
- 🚂 Alaska Railroad
- 🛣️ Roads
- 🔄 Existing Intertie
- 🌊 Proposed Watana Reservoir
- 👉 Proposed Project Area
- 🌲 Denali State Park
- 🌲 Denali National Park & Preserve
- 👉 Nelchina Public Use Area
- 👉 Tangle Lakes Archaeological District
- 👉 Recreation Use Study Area

Data Sources: See Map References

Disclaimer: Some map attributes may be located on private lands; this study report is not intended to suggest that the recreating public is authorized to access these lands for recreation purposes.

Map N/A

**East Denali Highway**



Projection: Alaska Albers NAD 1983  
 Date Created: 1/30/2014  
 Map Author: URS Alaska, Courtney Smith  
 File: URS\_ISR\_REC\_12.5\_Appendix\_C\_Pg1-2.mxd

Map N/A

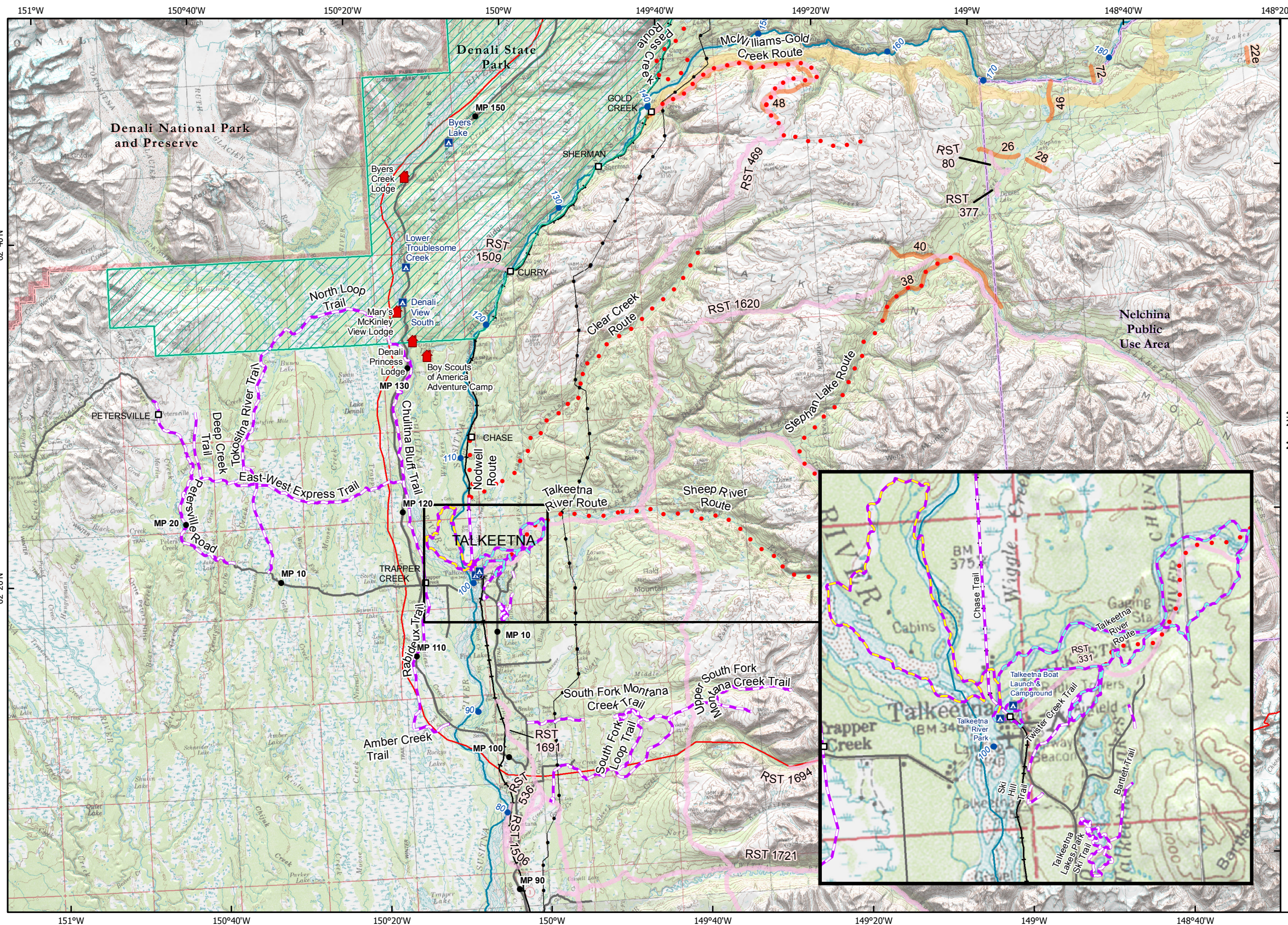
Map Lake Louise S

Map N/A

Map N/A

Map West Denali Highway N

Map N/A



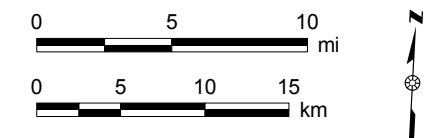
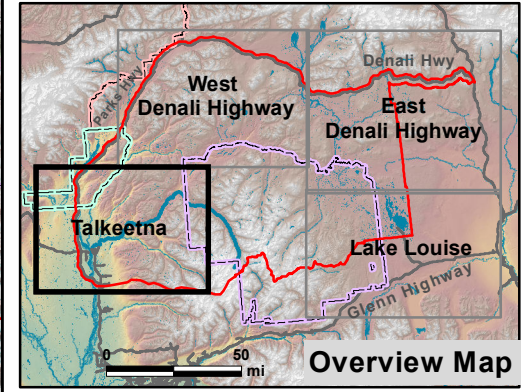
### Legend

- Road Milepost
- Project River Miles
- 🏠 Lodge
- 🏕️ Campground
- 🏗️ Proposed Watana Dam Site
- 🏃 2013 Oosik Classic Race Route
- 🏃 2013 Trio Fat Bike Race
- 🏂 Winter Trail
- 🔴 Route
- 📄 RS 2477
- 📄 17b Easements
- ❄️ Winter Controlled Use Area
- 🚂 Alaska Railroad
- 🛣️ Roads
- 🛤️ Existing Intertie
- 🌊 Proposed Watana Reservoir
- 🟡 Proposed Project Area
- 🌲 Denali State Park
- 🏞️ Denali National Park & Preserve
- 🌿 Nelchina Public Use Area
- 🏞️ Tangle Lakes Archaeological District
- 🏞️ Recreation Use Study Area

Data Sources: See Map References

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### Talkeetna

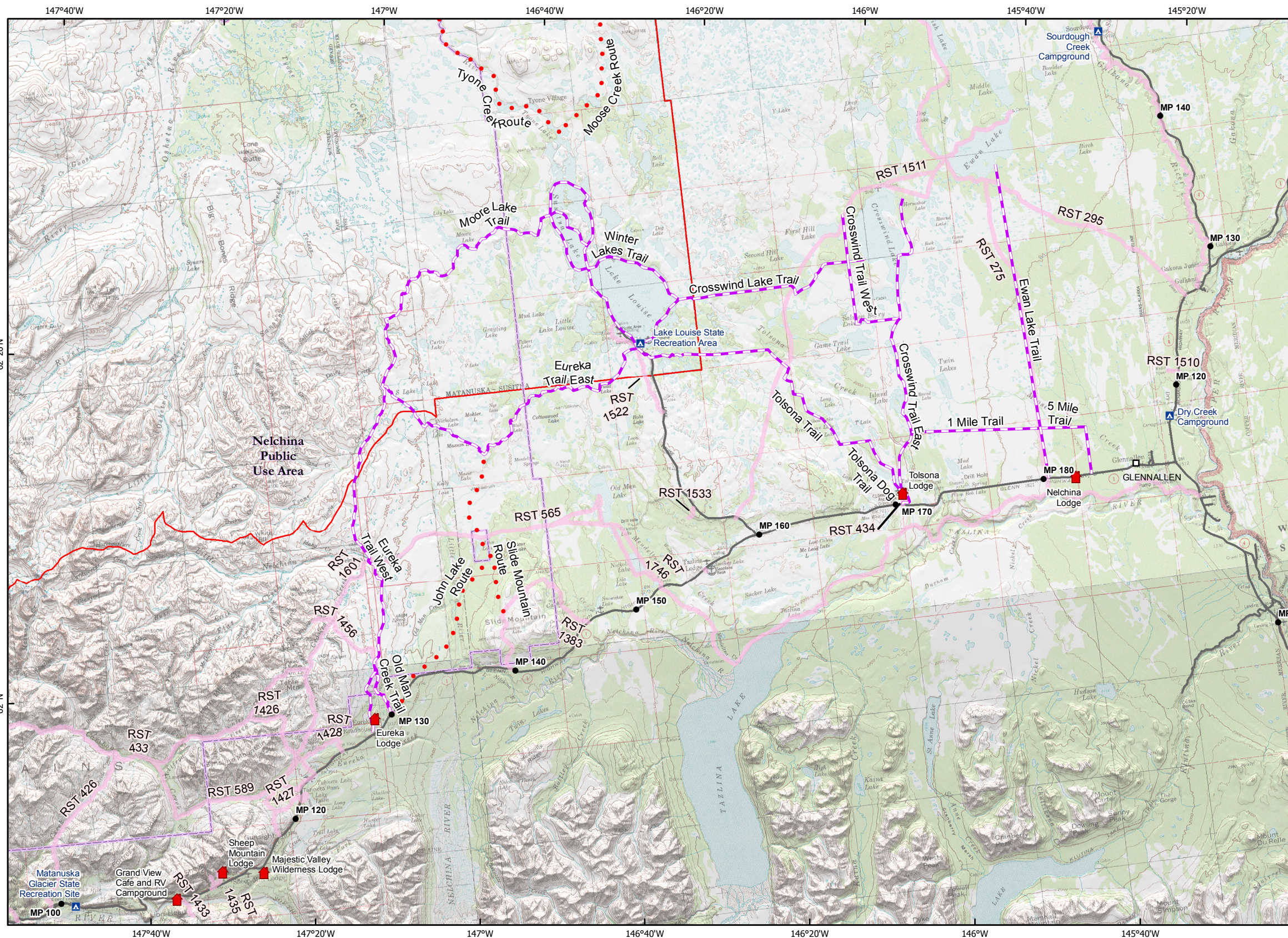


Projection: Alaska Albers NAD 1983  
 Date Created: 1/30/2014  
 Map Author: URS Alaska, Courtney Smith  
 File: URS\_ISR\_REC\_12.5\_Appendix\_C\_Pg3.mxd

Map N/A

Map N/A

Map N/A



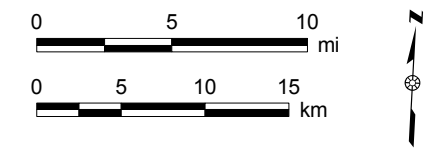
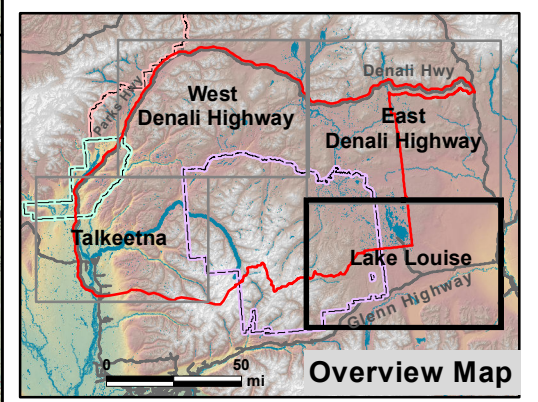
**Legend**

- Road Milepost
- Project River Miles
- 🏠 Lodge
- 🏕️ Campground
- 🏗️ Proposed Watana Dam Site
- 🏃 2013 Oosik Classic Race Route
- 🚴 2013 Trio Fat Bike Race
- 👤 Winter Trail
- 📍 Route
- 📍 RS 2477
- 📍 17b Easements
- 👤 Winter Controlled Use Area
- 🚂 Alaska Railroad
- 🛣️ Roads
- 🔄 Existing Intertie
- 🌊 Proposed Watana Reservoir
- 🏗️ Proposed Project Area
- 🌲 Denali State Park
- 🌲 Denali National Park & Preserve
- 👤 Nelchina Public Use Area
- 📍 Tangle Lakes Archaeological District
- 📍 Recreation Use Study Area

Data Sources: See Map References

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**Lake Louise**



Projection: Alaska Albers NAD 1983  
 Date Created: 1/30/2014  
 Map Author: URS Alaska, Courtney Smith  
 File: URS\_ISR\_REC\_12.5\_Appendix\_C\_Pg4.mxd

Map N/A

Map N/A

Map N/A

Map N/A

Map N/A

Map N/A

Map N/A

**Map References:**

<b>Data Source</b>	<b>Date</b>	<b>File Name and Description</b>
URS Corporation	11/18/2013	REC_Facilities: Recreation facilities including campgrounds, trailheads, boat launches, and day use areas.
URS Corporation	11/19/2013	REC_RS2477: Easements with a State of Alaska RS 2477 designation.
URS Corporation	6/4/013	REC_17b_Easements: Easements with an ANCSA 17(b) designation.
URS Corporation	6/4/2013	REC_StudyArea_Use: The spatial extent of the study area for both Recreation Use Studies and the Recreation Supply and Demand Studies
URS Corporation	11/20/2013	REC_Existing_Intertie: Route of the Alaska Intertie that travels through the study area.
URS Corporation	11/22/2013	REC_Cabins: Locations of cabins and lodges in the Study Area.
URS Corporation	5/2/2013	REC_Trails_Race_Routes: Routes for the 2013 Oosik Classic race and the 2013 Trio Fat Tire Race.
URS Corporation	11/20/2013	REC_Winter_Trails: Trail compilation for the Study Area. From URS digitized trails, ADNR State Parks SnowTRAC grooming pool, ADNR USGS 63360 Trailset, BLM trails, MSB trails, and executive interviews.
URS Corporation	11/22/2013	REC_Winter_Trails_Index: Winter trails figure map index for ESRI Data Driven Pages.
BLM	10\28\2013	BLM_TLAD: Boundary of the Tangle Lakes Archaeological District.