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**MINUTES**

**Girdwood Trails Committee**

**P. O. Box 1154, Girdwood, AK 99587**

**Regular Monthly Meeting -- Tuesday, May 5, 2015**

**Meeting Location:**

**US Forest Service Glacier Ranger District Conference Room & nearby Iditarod National Historic Trail**

**Call to Order** 7:05 by Brian Burnett

Agenda Approved

April 7, 2015 Minutes approved with 1 change.

**Introduction of Guests/Presentations**

* Sean Holland, State of Alaska DOT to present latest concept information for Alyeska Highway project.

Highway project is slated for construction in 2016, along with Alyeska Highway safety corridor work.

In order to make bike path improvements and proper ditching between road and bike path, there needs tot be some adjustment in size of road. DOT is recommending that instead of 12’ lanes and 6’ shoulders on highway, adjust down to 11’ road and 4’ shoulder. Bike path will be 8’ wide with 2’ shoulders.

Narrower lanes act as a traffic calming measure.

Shoulder is wide enough for road bike users

Concern about sight lines for road crossings, plan is to move path closer to highway to achieve better visibility.

Sean mentioned concern about needing more space for bus stops on Alyeska Highway. Group says that school buses generally stop in the lane instead of pulling to side. Glacier City Transit does pull off.

Sean said that he had met with Chief Chadwick regarding narrower roadway and that Chief had no concerns.

**Next Meeting: Tuesday, June 2, 2015 at the at the Girdwood Community Room, 7:00 pm**

Girdwood Trails Committee Agendas and minutes are available on line: http://www.muni.org/gbos



Comments:

* Dogs and kids are a concern when bike path moves close to highway.
* Mine roads are gravel and steep, and gravel dumps on to roadway.
* Are we taking full advantage of Right of Way on approach roads?
* Kyle mentions that it may be possible to work with roads contractor to help pay for apron paving on mine and other steep roads to reduce gravel wash.
* Is it possible to add flashing speed signs to draw drivers’ attention to their speed on Alyeska Highway?
* Is it possible to make it 30MPH for the entire distance of the road?
* Concern about construction timing and Forest Fair in 2016. This will need to be taken into consideration in timing of project elements.
* Alison Rein asks about burying other utilities (ie power lines) while working on this project. Sean says that they have spoken to CEA but that the undergrounding of those lines is not in the CEA 5 year plan. They’ll go back to discuss again before construction but he doesn’t expect change from original info.

Next Sean Holland presented the plan for upgrades at Hightower/Egloff and Alyeska Highway. Diagram shows pedestrian striping on both sides of intersection, median in center both directions, and addition of removable pedestrian sign that will be placed in the median. Similar plan for crossing from Timberline Drive.

Gabrielle Hoessle states that this is not an item that can wait a year.   
She is making flags for kids to use while crossing the road

She has spoken with DOT and has been told that it is possible for better striping and removable pedestrian sign to be purchased and used this summer. She also recommends an overhead blinking light. Girdwood Trails agrees, as does Sean Holland. Sean may have some sources for funding for this, he will check and respond to Kyle. If not, GTC may purchase.

* Michelle Ritter, Dowl, did not attend this evening’s meeting. Group members were forwarded a rendition of a map of trails for the bus kiosk at the top of Olympic Mtn Loop.

Olympic Mtn Loop construction slated to begin May 12, 2015. Bus Kiosk and map are at the end of the project plan.

**Old Business**

Trail Project Review:

Trail hike from USFS Glacier Ranger District building to trailhead for Iditarod National Historic Trail.

Group hiked from Alyeska Highway trailhead to California Creek Bridge on the Iditarod National Historic Trail. This assessment hike is to get an idea for scope of work to be completed with the Anchorage Park Foundation matching grant.

Participating are: Norm Starkey, Brian Burnett, Kyle Kelley, Gary Galbraith, Will Brennan, Jerry Fox, Alison Rein.

Need to consider in planning that the fire dept is now using side by side vehicle that needs 40” width to get in to trails for back-country rescue.

Goal is to create path 5’x1500’ (from Trail head to bridge), however focus will be on areas with drainage problems, mostly the first 500 -700’ of trail. Discussion on whether best method is to raise the grade 6”-1’ in those areas with decking or to raise them with gravel. Decking is cost-prohibitive, group decides.

Plan is to use rock in various sizes.

Large rock and boulders to create border, provide elevation, and keep gravel within boundaries to be established.

Medium rock to create base

Smaller gravel to top

Alison confirms that there is no need for gravel to be locally sourced for this project.

Access possible from Alyeska Highway. Kyle to talk to Andy Heinlen about improvements that will be needed to create access and turnaround for hauling in rock and gravel.

USFS has some equipment that may be donated and used by crews. Use of this equipment will qualify for matching funds and must be documented so that GTC gets credit for it in accounting for match. Mini excavator would be key in knocking out some of this work.

Trailhead will need large rocks and bollard in order to keep motorized vehicles off.

Group discovers that some project has left trees cut and in the waterway of California Creek. None are certain of the source of this work. Removing the cut trees is not part of this project.

Group discusses that trail comes close to the creek bank in several locations. Perhaps later they will consider taking steps to divert the route, however corridor has been established, so this is not priority.

Group discusses possibility of building trail just to the side of the existing trail, to take advantage of low spots to collect water. Conclusion is that it’s better to use existing trail as soils are compacted.

Meeting adjourned 8:30PM.