

GTC Member Proposed Amendments to the Girdwood Trails Master Plan Jan 18 2022.
Proposed changes may not be addressed in the order shown.

Amendment #1 (Raymond-Yakoubian)
Proposed Motion: Vote to adopt the Girdwood Trails Master Plan as it is now (i.e. after incorporation of the votes on recommendations ending at the January 4, 2022 meeting), and add any new proposals that are voted on and accepted by GTC as an additional appendix to the Plan.

Motion: GTC Moves to adopt Amendment 1: approve the Girdwood Trails Master Plan as it is now (i.e. after incorporation of the votes on recommendations ending at the January 4, 2022 meeting), and add any new proposals that are voted on and accepted by GTC as an additional appendix to the Plan.

Motion by Julie Raymond-Yakoubian, 2nd by Steve Halverson

Group votes by roll call, chat and polling:

Roll call: 3 in favor, 8 opposed, 0 abstain

Chat: 10 in favor, 17 opposed, 1 abstain

Poll: 15 in favor, 26 opposed, 9 abstain *

Total: 28 in favor, 51 opposed, 10 abstain

Motion fails

Motion fails 3/1/22

Amendment #2 (Tenny)
Proposed change: Title - Virgin Creek Falls Trailhead. Keep bullet points 1,2,3
Add bullet point 4: Upon completion of the study and review of the suggested alternatives by GTC there will be implementation of the preferred option.

Motion: GTC moves to approve Amendment #2 to Virgin Creek Falls Trailhead. Add bullet point 4: Upon completion of the study and review of the suggested alternatives by GTC there will be implementation of the preferred option.

Motion by Michelle Tenny, 2nd by Kate Sandberg

Group votes by roll call, chat and polling:

Roll Call: 3 in favor, 0 opposed, 0 abstain

Chat: 15 in favor, 2 opposed, 3 abstain

Poll: 33 in favor, 2 opposed, 5 abstain*

Total: 51 in favor, 4 opposed, 8 abstain

Motion carries

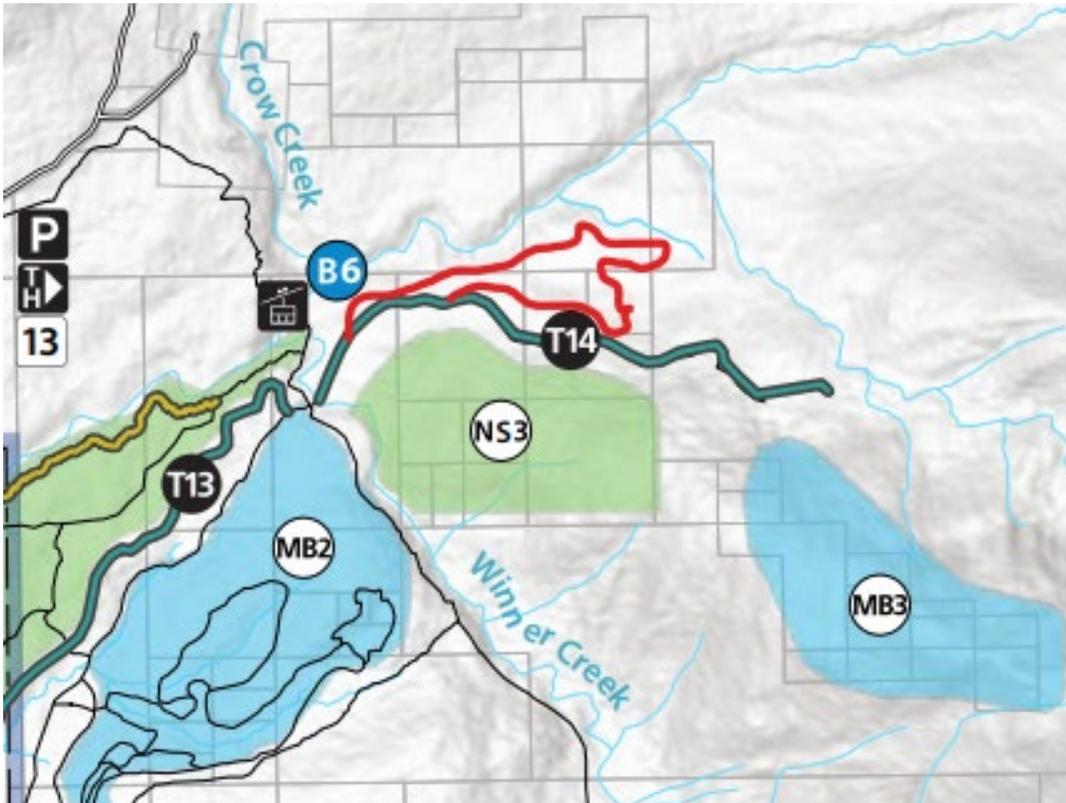
Motion passes 3/1/22

Amendment #3 (Thomas)
Proposed change: Add 3-5k loop class 4 trail north of T14. (see map below)

Motion:

GTC moves to approve proposed addition of a 3-5K loop class 4 trail north of T14 (Cat Trail).

Motion by Justin Thomas, 2nd by Kalie Harrison
Group votes by roll call, chat and poll:
Roll call: 3 in favor, 2 opposed
Chat: 13 in favor, 16 opposed, 1 abstain
Poll: 22 in favor, 21 opposed, 6 abstain*
Total: 38 in favor, 39 opposed, 7 abstain
Motion fails
Motion fails 3/1/22 vote is upheld 3.22.22



Amendment #4

(Boone/Harrison)

Trailheads on residential streets should be pedestrian/bike access only (i.e., trailhead parking not allowed on residential roads). The 2014 Girdwood South Townsite Master Plan encourages transportation modes other than automobile. This has also been a common theme for Girdwood planning in general, including in this Trails Plan, so it makes sense to apply it to trailheads in areas where traffic and vehicles have a negative impact on residents and visitors. Traffic on residential streets is a longstanding common complaint amongst residents. Additionally, in some cases, space does not allow for a parking lot in these residential areas. This applies to Virgin Creek Falls (end of Timberline) and any other future neighborhood trailheads. Alternatives for visitors to access these trails are: getting dropped off by shuttle or private vehicle, or parking at the nearest parking lot, such as the Daylodge. References to this topic in the plan: Page 32, "Improving & Managing Trail Access"; Page 26, "Access: Trailheads & Parking"

Motion:

GTC moves to accept Amendment #4: Trailhead on residential streets should be pedestrian/bike access only.

Motion by Eryn Boone, 2nd by Jonathan Lee

18 in favor, 33 opposed, 6 abstain

Motion fails

Amendment #5

(Boone/Harrison)

Recommendation to differentiate between activities allowed during winter/summer in Areas for Primitive Trails/Natural Space Areas. Main area of concern is in Natural Space area NS1 (Virgin Creek Natural Space), which is currently frequented in winter by people riding fat bikes, when conditions allow. Need to consider allowing different uses winter/summer seasons to accommodate this. Currently bikes are considered mechanized and not allowed in Natural Spaces, if I understand it right. Winter travel allows multiple paths to be made in the snow if desired for different activities (biking, skiing, snow shoeing, etc.), without impact to the environment after freeze-up and with adequate snow cover. The conditions that have to be present in order for a person to be able to ride a fat bike include a compacted snow surface, which protects from damage to the environment. The speed of fat biking is much slower than regular summer biking, and the sounds generated by fat biking are similar to snowshoeing or skiing on fish-scale skis. References to this topic in the plan: Page 35, "Natural Spaces"; Page 20, "Seasonal Trails"

Motion: GTC moves to accept Amendment 5: GTP should differentiate between activities during winter/summer use in the trails plan.

Motion by Eryn Boone/2nd by Julie Jonas

Motion postponed to next meeting by assent vote 3.22.22

Amendment #6

(Thomas)

Amend description of primitive trails as follows in red.

Areas for Primitive Trails: One way in which this plan improves the balance and diversity of Girdwood's trail system is by identifying areas where primitive trails are desired. Areas that prioritize primitive trails **without prohibiting other uses** serve a variety of purposes, including both conservation and recreation, non-mechanized recreation activities like trail walking, running, hiking, skiing, snowshoeing, orienteering, foraging, wildlife viewing, education, solitude, and meditation are the primary uses.

Amendment #7

(P Crews)

Proposed Motion: Amend the approved recommended change of Natural Spaces description on P 35, **Areas For Primitive Trails** by adding the following sentence: **Primitive Trails should be routed or rerouted onto sustainable alignments and hardened when necessary to assure trail sustainability.**

Amendment #8

(Essex)

Proposed Motion: Vote to remove all primitive trail areas from the maps.

We all agree that un-developed areas are critical for wildlife and to everyone's enjoyment of the Girdwood Valley and its trail system. However, designating these specific areas will make it difficult to appropriately respond to increased use in any of these areas or address issues with infrastructure concerning altering use patterns. Inability to address these kind of issues could ultimately cause damage to the natural areas, wetlands, and trails that we all agree are so important. I ask that we focus on designating the trails – primitive through developed – with signage including trail names, maps, allowed uses, and distances.

Designating specific areas as primitive trail areas' is a land use topic, not a trail subcommittee topic. Our task at hand was to create a Master Trail Plan. I was on the subcommittee and feel that we definitely fell short on our responsibility to create a dynamic plan of an expanding trail system to address increased usage, GTC goals of additional trail connection, signage, climate change impacts, access, and the positive economic impact of trail users. We should focus on trailhead signage including uses of the trails to keep the primitive trails and wetlands protected.

Area 1) Doesn't allow for trail connection to neighborhoods from Town Center and between established trails. Leaving ones vehicle in the driveway is a key value in Girdwood, and having trails in our backyard have been stated as a value repeatedly. Well, this is our backyard. Let's focus on protecting the wetlands and primitive trails in the lower valley while connecting a neighborhood route in the upper Timberline area from Alyeska Highway to Virgin Creek Trail to bypass the roads.

Area 2) Isn't in alignment with previous land use plans referenced in Master Plan nor congruent with the Girdwood public surveys. The current primitive trail area inclusion in this Master Plan does not align with the GNCS's mission to build and maintain a year-round multi-use trail system as it restricts the majority of uplands in the upper valley to primitive trails only - no groomed trails and no biking – summer or winter. Never before has this restriction been submitted in a land use plan, trails plan, parks and open space plan, transportation plan, or Resort development plan in Girdwood. Previous plans and future plan should recognize this as a recreation corridor.

Area 3) Isn't in alignment with previous land use plans referenced in this Master Plan. This area is flanked by two extremely well-known primitive trails in the Girdwood Valley (Berry Pass and Crow Pass). This area has been defined in previous plans as a future recreational area and commercial recreational area. This was not discussed at any length in the GTP committee.

Amendment #9 (Essex) – Motion pulled Essex via email 2.21.22

Proposed Motion: Vote to connect the Upper Joe Danich trail with the Virgin Creek Trail. (Essex).

This would be in response to the community's comments and help alleviate Timberline traffic and over-crowded trailheads from the Timberline and Virgin Creek neighborhoods. A sustainable trail loop within this Timberline / Virgin Creek area could provide a safe connection to Hightower Town Square for the neighborhood, and from the Town Square parking to the Falls. Historically, as a community grows, more trails are created for both transportation and recreation. When these needs are not met, social trails start to pop up and the well-maintained trails in place are overloaded. This is where we are in Girdwood. The majority of our trails were not designed for recreation, but are the remnants of old mining and logging roads. It would be ideal to keep the Lower Danich and Wagon Trail primitive, and to connect the Upper Danich and Upper Virgin Creek Trail up to the Falls.



Amendment #10 *

(P Crews)

Proposed Motion: Add to the draft plan a new class 3 trail traversing parcel 6-036 and other nearby lands generally following the route that is indicated on the attached map.

See map next page

Amendment #11 *

(P Crews)

Proposed Motion: Add to the draft plan a new site to locate bridge 1. Remove from the draft plan the old location of bridge 1. Select the new location of bridge 1 to correspond with the southern termination of the trail described in motion 1. (eg Amendment 11)

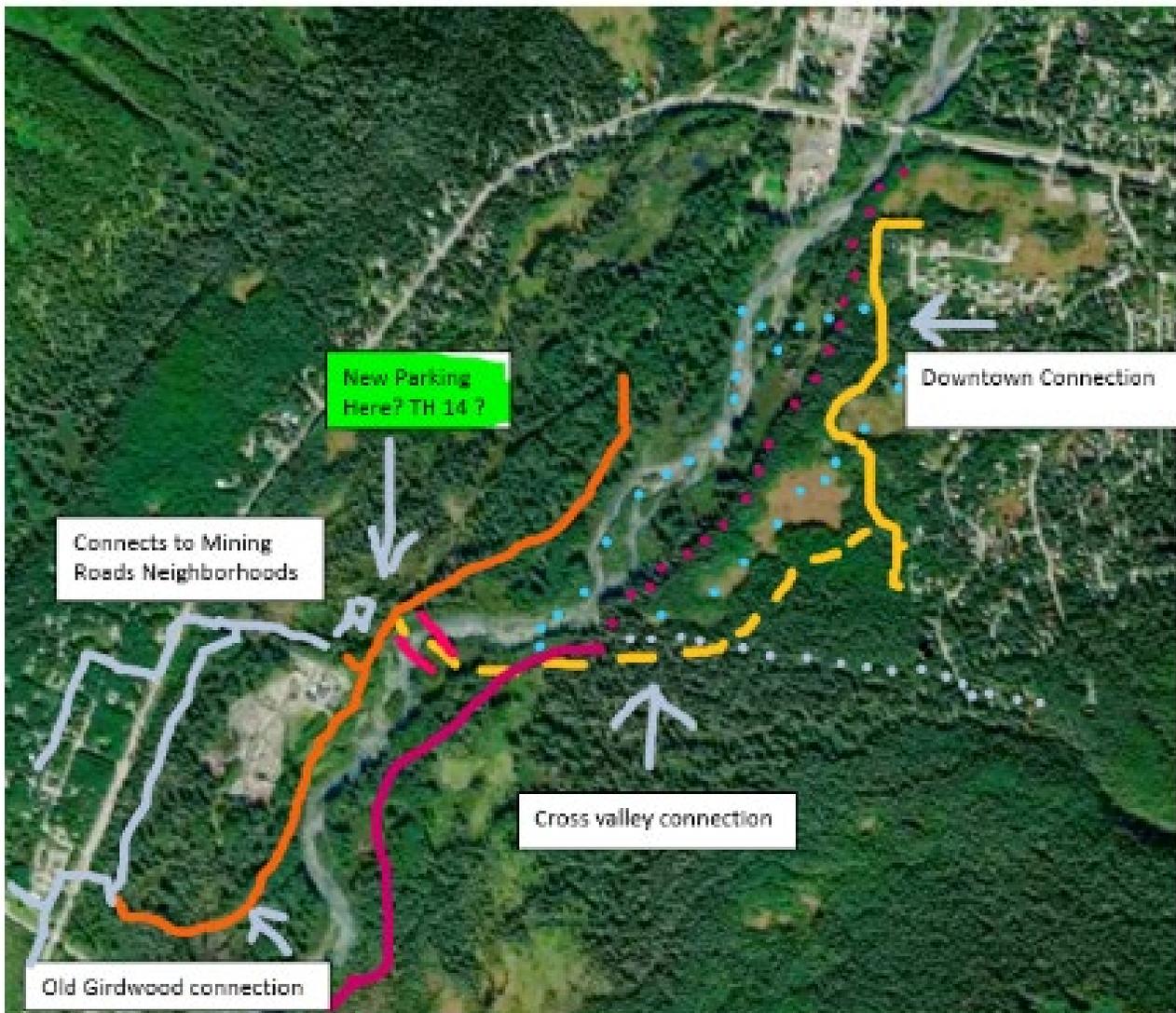
See map next page

Amendment #12 *

(P Crews)

Proposed Motion: Add new trailhead parking #14 near the southern termination of the trail described in motion #1. (eg Amendment 11)

See map next page



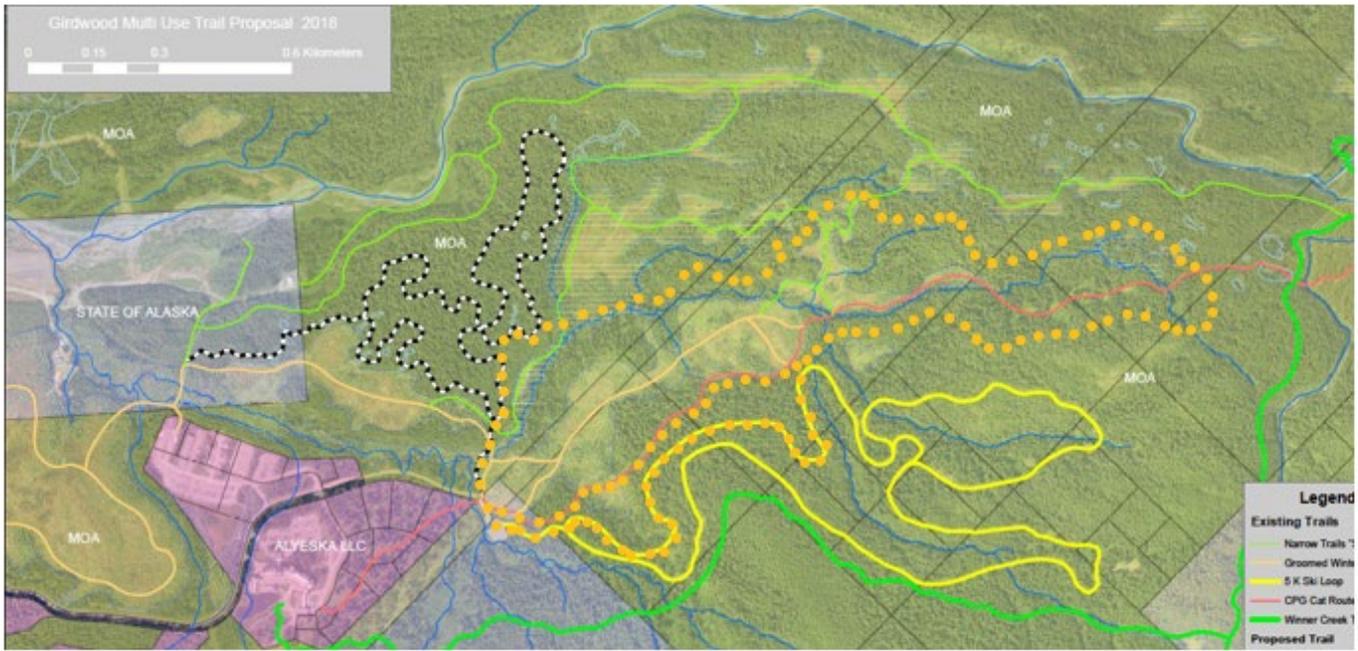
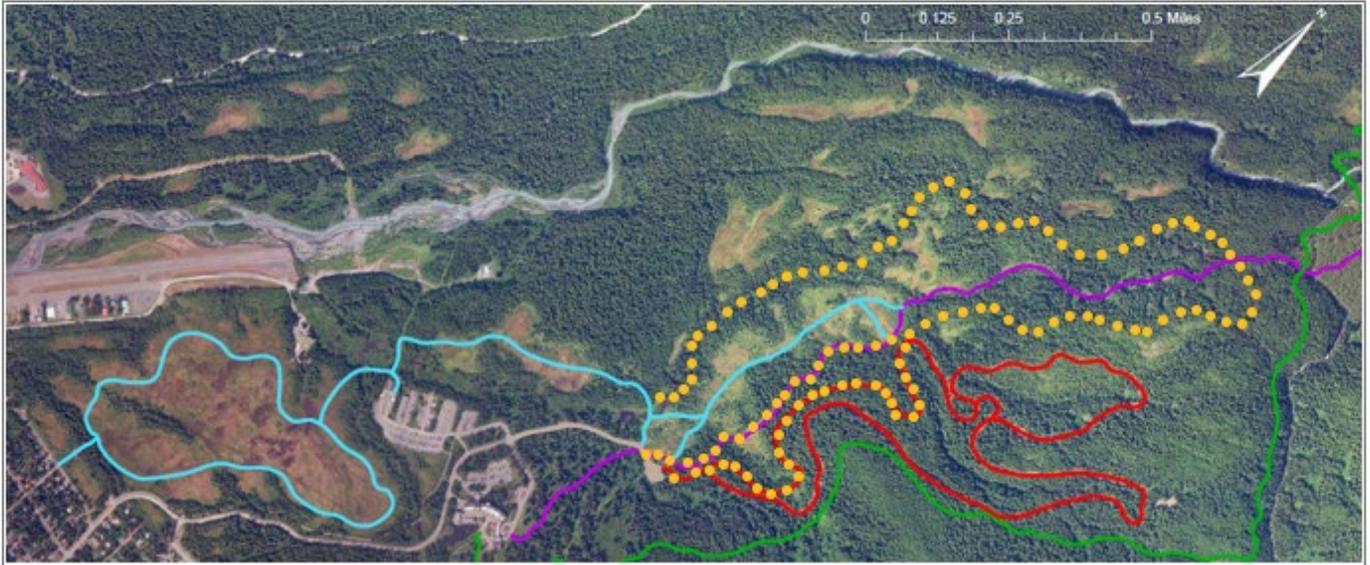
1) **Amendment #13:**

(Essex)

Proposed Motion: add back an Upper Valley Connector from the Forest Loop to the CPG CAT Track near the CAT Track Bridge. (see maps below)

While the exact area of the connector trail can be discussed in the future, showing a Class 4 year-round looped trail system is congruent with the community survey results and Girdwood Master Plan comments. The trail originally included in the plan was removed because people commented the space was crowded. Yet, if you look at the summer map the GTC created (shown below), no summer trails exist in this area. This area has been repeatedly zoned and defined as Open Space and Recreation Zone. In 2006, HLB commissioned a trail feasibility study to determine where to add 20 Kilometers of multi-use trails to this area. I agree that the primitive trails should remain primitive, but I disagree with this proposed primitive area covering all of the uplands of the Girdwood valley west of the CAT track, thus prohibiting a future multi-use trail system development that includes summer or winter bike travel.





Amendment #14

(Essex)

Proposed Motion: delete the "Primitive Trail Experience" paragraph on page 24 of the Master Plan.

This is a false narrative. Girdwood's existing trails were not more primitive as stated in the document, but in fact were once utility roads/ trails built for mining, hunting, and logging. (Abe's, California Creek, Winner Creek, Danich, Virgin Creek, Crow Creek, Beaver Pond) These trails have been vanishing back into the forest (including the 1969 cross country ski race trail) or have to be constantly brushed to remain open.

The remaining amendment proposals are from Barb Crews:

Amendment #15

Amend T3:

Build a trail connection in the uplands, where possible, between [the Lower Iditarod trailhead and Ruane Road](#) ~~California Creek and the Alyeska Highway~~. This new lower valley trail would provide a loop in the lower valley east of the Alyeska Highway, improving connectivity and providing an alternate, unpaved looped route for lower valley residents. The trail should be constructed to Class 3 Bicycle design parameters. ~~For the most ideal trail experience, the utility easement should be avoided. Structures are permitted to traverse wetlands.~~ The trail should be located on HLB lands zoned GOS.

Amendment #16

Amend T5:

Construct an east/west trail connection in the lower valley [between the Beaver Pond Trail and the Alyeska Highway Bike Path](#). This trail would allow users to access and exit the Beaver Pond trail about midway, creating a shorter option for those who do not wish to go the entire length of Beaver Pond trail. It would provide trail connectivity for residents of a possible future [development of HLB Tract 18A](#). T5 would be constructed to Class 3 Biking design parameters. The trail alignment should use the existing Juniper Drive easement. If the trail is constructed before parcels 6-010 and/or 6-040 are developed, the trail and associated easement [may need](#) to be relocated when the HLB parcels are subdivided and developed.

Amendment #17

Amend T6:

~~Provide a trail connection from the neighborhoods of the middle valley to town center.~~ This proposed trail ~~connection~~ would provide a more direct trail connection to town center from the Alyeska Basin Subdivision by shortening the amount of time pedestrians and trail users would have to travel on roads. Avoid wetlands when possible. Boardwalk structures can be used where staying out of wetlands is not feasible. This trail should be kept outside of natural area 1 (NA1) using HLB land zoned GOS and/or GCR-1. Designed to Class 3 bicycle design parameters. Trail would tie [into the Alyeska Hwy Bike Path after crossing under the Alyeska Hwy Glacier Creek bridge](#) ~~existing trails before crossing the highway~~.

Amendment #18

Amend T7:

Change the sentence from “...the trail...*will be relocated*...” to “...the trail...*may need to be relocated* ...”. Hopefully, possible future development will be anticipated during the trail design process so that relocation is not necessary.

Amendment #19

Amend T8:

This trail is shown on many trail plans and forms a natural connection between the Beaver Pond Trail on the south, and the Iditarod on the north crossing Ragged Top Trail on the way. The route traverses an area of old growth rainforest, open marshes, small stream courses and waterfalls. The trail would require a bridge to cross over California Creek to join up with Beaver Pond Trail. This bridge could be built in coordination with the Girdwood Cemetery, whose Master Plan also shows a bridge in this area. This trail connection T8 would provide an important link in the Circum-Valley Loop. Trail would be constructed to Class 2 Hiking design parameters. The proposed route traverses HLB lands zoned both GOS and gR-3. If the trail is constructed before parcel 6-010, zoned gR-3 is developed, the trail and associated easement may need to be will be relocated when/if the HLB parcel is subdivided and developed. This trail is identified in the Crow Creek Neighborhood Land Use Study.

Amendment #20

Amend T9:

Change the sentence from “...the trail...*will be relocated*...” to “...the trail...*may need to be relocated* ...”.

Amendment #21

Amend T11:

Add trail class in this trail description.

Amendment #22

Amend T12:

This proposed trail creates an upland route between Stumpy’s Summer Trail and the Glacier Canyon Rim between the southern portion and northern portions of Stumpy’s Summer Trail. It would replace the sections of Stumpy’s Summer trail that traverse the wetlands of Perpetual, Island, and Last Meadows. The trail would create a loop option for hikers on the Winner Creek and Snowcat trails. The proposed trail should be is a primitive, non-mechanized trail constructed to Class 2 Hiking design parameters. Because the trail is located in an Area of Primitive Trails, bikes and other mechanized uses would not be allowed on the trail. The trail should be hardened as necessary would be unhardened as much as possible, however it could hardening is minimally allowed to avoid braiding of trails, resource damage, and to achieve trail sustainability if desired.

Amendment #23

Amend T13:

Add a conceptual version of the previously approved Forest Loop Trail that addresses the changes needed based on Alyeska Village development.

Amendment #24

Amend T14:

T14 is listed as 4 miles long in the Existing Trails chart on p. 20. The Draft Trail Master Plan says “improvements should be considered on both sides of Winner Creek trail” (p. 39). Then in the chart on p. 40, T14 is listed as 1.21 miles long. Does this mean that only 1.21 miles out of the 4 mile long trail are going to be upgraded from Class 1 to Class 4?

Next to last sentence:

On the north side of Winner Creek a separate, down route for bikes should be constructed separate from the multi-use ~~T14 T13~~ and connecting MB3 to the bottom of the hill.

Amendment #25

Amend B3:

Identify a location for a trail bridge to cross Virgin Creek. A bridge would provide a safe, legal, and sustainable connection between lower Virgin Creek and the Wagon Trail ~~and complete a loop in the lower Valley.~~ This project must be pursued in concert with the Virgin Creek Access Study (TH4).

Amendment #26

Add B7: (this is a new bridge that I propose be added to the Plan)

Construct a pedestrian trail bridge across California Creek as part of the T8 trail project connecting Beaver Pond Trail to the Toe Slope Trail. This bridge is also included in the Girdwood Cemetery Master Plan, so bridge planning and construction could be shared between the GTC and the Girdwood Cemetery.

Amendment #27

Amend TH5 & TH6: (this is a variation on TH5 and TH6)

Combine TH6 and TH5 (Kariolus) into a TH by the ballfields.

Amendment #28

RE: TH8: (Beaver Pond Trailhead)

The Beaver Pond trailhead is often full. Implementing ~~other simple trailhead~~ improvements at other trailheads (Town Square, Girdwood PreK-8 School, Girdwood Cemetery, and improved signage and wayfinding), may reduce the demand for on-street parking in this location. As required, coordinate with AK DOT&PF to investigate the feasibility of an official trailhead in this location.

Amendment #29

Amend TH9:

Pursue an official parking agreement with Anchorage School District ~~Girdwood PreK-8 School~~ to

provide authorized trail parking in *the dirt lot adjacent to the AWWU road. ~~this location.~~* Install trailhead, wayfinding, and informational signage as authorized. *A trail should be constructed that connects this parking lot to the Middle Iditarod trail. This new connector trail should be located off of the AWWU road, given the planned development of the Holtan Hills subdivision. Perhaps this trail connection could be built as part of the Holtan Hills development.*

Amendment #30

Amend TH11:

Propose an additional 30 spots at a minimum.

Amendment #31

Amend Natural Space Description on Page 35:

*Areas for Primitive Trails: One way in which this plan improves the balance and diversity of Girdwood's trail system is by identifying areas where primitive trails are desired. *Trails in these areas would be limited to class 2 standards unless use of trails within these areas warrants improved trail tread to protect the surrounding environment.* Areas that prioritize primitive trails serve a variety of purposes, including both conservation and recreation, where non-mechanized recreation activities like trail walking, running, hiking, skiing, snowshoeing, orienteering, foraging, wildlife viewing, education, solitude, and meditation are the primary uses. Mechanized trail use, *such as bikes or one wheels,* is not authorized.*

Amendment #32

Amend language in NS1(Virgin Creek Area of Primitive Trails)

(NS2 and NS3 also should adopt this amendment):

*Create a natural space in the Virgin Creek area that is kept in its primitive natural state. Allowed uses include primitive, non-mechanized recreation activities like trail walking, running, hiking, skiing, snowshoeing, orienteering, foraging, wildlife viewing, education, solitude, and meditation. Mechanized trail use, *such as bikes or one wheels,* is not authorized. *Trails in these areas would be limited to class 2 standards unless use of trails within these areas warrants improved trail tread to protect the surrounding area. ~~Trails in the area should be kept to Class 1 and Class 2 Design Parameters.~~* Trail boardwalk or bridge structures are authorized to avoid wetlands and streams. Signage should be kept to a minimum. ~~Parking for this level of development would be required either via TH9, TH10, or TH2.~~*

Amendment #33

Amendment 1 to NS1: (wording from the staff recommendation for NS1)

Recommend adjusting the east boundary of NS1 to include the Wagon Trail.

Amendment #34:

Amendment 2 to NS1: (wording from the staff recommendation for NS1 with my modifications in blue)

The western boundary should be adjusted to remove the Lower Joe Danich Trail from NS1. This would allow the Lower Danich Trail to be upgraded to a Class 3 trail IF AND ONLY IF:

- B1 is ever built and
- a Class 3 connector trail from Lower Danich to Turin and/or Carlina Drive cul-de-sacs is built.

Because this connector trail would be a Class 3 trail within NS1, it would have to be granted an exception to the NS conditions stipulating primitive trails and no mechanized travel.

Upper Joe Danich would remain in NS1.

Amendment #35

Amendment 3 to NS1:

Construct a neighborhood connector trail (Class 3, bicycle design parameters) in uplands from the Turin and/or Carlina Drive cul-de-sacs to connect to T6, the Barren Ave to Alyeska Highway Connector. Because this connector trail would be a Class 3 trail within NS1, it would have to be granted an exception to the NS conditions stipulating primitive trails and no mechanized travel.

Amendment #36

Amendment 4 to NS1:

Bikes are allowed on the Lower Danich only during the winter.

Amendment #37

Amend MB1:

Provide purpose-built mountain biking flow trails (Class 2-3 bicycle design parameters) to the west of Abe's trail and Beaver Pond trail, in the area between the California Creek drainages. This mountain bike area would alleviate user conflicts around the Abe's Trail/Beaver Pond/California Creek area. Beaver Pond Trail (out of trailhead 20) and a new built uptrack would be the up route for bicycle traffic and the proposed T7 Crow Creek Road to Beaver Pond Trail would be the down route. Design intent is to mitigate user conflict in this area to the greatest extent possible by providing purpose-built mountain biking trails and removing faster-speed bicycle traffic from multi-use trails built for hiking. Trailhead access for this area would be located at Town Center, the improved Beaver Pond Trailhead, Cemetery trailhead, or Girdwood Pre-K-8 School ~~Four Valleys Community School.~~

Amendment #38

Amend MB2:

Provide purpose-built mountain biking flow trails (Class 2-3 bicycle design parameters) within and around the 5K Nordic Ski Loop. All trails in MB2 should minimize impacts to the Winner Creek Trail viewshed. Trailhead access to the area is from the Arlberg Trailhead, Alyeska Resort for resort guests, Alyeska Resort for the general public if a parking agreement is in place, and the Winner Creek Gorge Trailhead once the bridge over Glacier Creek at the Hand Tram is in place.

~~Additional trails in MB2 will not be authorized until a parking agreement is in place, Arlberg is expanded, or another parking solution is identified.~~

Amendment #39

Amend Population description p. 13

Population

The original people of the Girdwood Valley were the Dena'ina Athabascan who may have visited the valley ~~used the land~~ to trap, hunt, and fish. (in our research for the Iditarod signs, we learned that it is doubtful an Dena'ina lived in the Girdwood valley). The town of Girdwood was established by goldminers in 1896, and by 1906 had grown to 1500 goldminers and railroad workers. In the 1950's the population of the Girdwood Valley was low and mostly supportive of ~~rail and~~ (the ARR was completed in 1923) highway construction efforts after gold mining ended during WW2. As Alaska began to develop its resources throughout the state, the population began to increase. After the Alyeska Hotel was completed in the mid-1990's population growth slowed as development became constricted by lack of land and available local jobs. During peak times, population in the town can reach 4000 people – double ~~???? something's missing here!~~

Amendment #40
 Amend p. 15 with revised chart



Amendment #41

Amend p. 16 to remove reference to the Hand Tram from the Existing Physical Conditions section.

Amendment #42

Amend p. 26 to remove references to the Hand Tram from the Connectivity section.

Amendment #43

Amend Access section:

Parking for trail access is available year-round at the USFS Ranger District Office, Beaver Pond Trail, Arlberg Lot and Moose Meadows Ski Trails. The following parking options are only accessible during summer: Crow Pass, Winner Creek Gorge, Middle Iditarod, and ~~Upper Iditarod Trail~~, Upper Virgin Creek Trail.

Amendment #44

Amend p.35 as follows, under Areas of Primitive Trails description

One way in which this plan improves the balance and diversity of Girdwood's trail system is by identifying areas where primitive trails are desired. Trails in these areas would be limited to class 2 standards unless use of trails within these areas warrants improved trail tread to protect the surrounding environment. Areas that prioritize primitive trails serve a variety of purposes, including both conservation and recreation, where non-mechanized recreation activities like trail walking, running, hiking, skiing, snowshoeing, orienteering, foraging, wildlife viewing, education, solitude, and meditation are the primary uses. Mechanized trail use, such as bikes or one wheels, is not authorized.

Amendment #45

Amend p. 40 to allow biking on the Toe Slope Trail.

Virgin Creek Area:

Combination of amendments by Paul and Barbara Crews and Deb Essex.

The goal of this edit is to put all the amendments regarding the Virgin Creek area into one coordinated idea. The hope was that this consolidation would make it easier to see the overall plan and to avoid repeat or conflicting votes.

As a result of this edit, I have eliminated 3 of my amendments and consolidated 1 page of my writing, 1 page of Deb's writing and 8 pages of Paul's writing down to one page.

I have included the January 18 text in red. I have included who wrote the original text and what motion it was, in case you want to cross-reference my citations. While it is true the words are not exactly the same, the proposed ideas are the same. Please read over them and decide if you agree.

These are the only modifications from the original text.

- Two of Paul's motions have been broken down into two separate motions, so that it is possible to vote on only one idea at a time.
- Timberline to Downtown Access Trail went from "class 3 trail" in Paul's motion and a "class 3 bicycle design" in Barb's motion to a "class 3 walking only" trail.
- To protect the Upper Joe Danich route, the first half of the Virgin Creek Access Trail is to use the alignment proposed by Paul in the Timberline to Downtown Access Trail rather than Deb's original idea (however, the trail alignment looks the same on Deb's original map and the consolidated map). Also, the trail is now listed explicitly as class 3 hiking only trail.

Each of the 7 amendments proposed below is to be voted on separately.

Original text from January 18

Timberline to Downtown Access Trail

Create a class 3 walking only commuter trail from Turin/Karolinus through the uplands to T6 (the new trail from Barren Ave to Alyeska Hwy). This trail is on a different alignment from the Upper Danich, and combined with the Timberline to Ruane Trail, would essentially replace the Upper Danich, which is more a route than a trail.

January 18 text from Paul, motion 1, phase 1:

Add to the draft plan a new class 3 trail traversing parcel 6-036 and other nearby lands generally following the route that is indicated on the attached map.

January 18 text from Barb, amendment 3 to NS1:

Construct a neighborhood connector trail (Class 3, bicycle design parameters) in uplands from the Turin and/or Carlina Drive cul-de-sacs to connect to T6, the Barren Ave to Alyeska Highway Connector. Because this connector trail would be a Class 3 trail within NS1, it would have to be granted an exception to the NS conditions stipulating primitive trails and no mechanized travel.

Reasoning:

- Connects our neighborhoods; allows trail access to downtown without walking on city streets.
- This is to be an easy trail that all walkers can use.
- Moves trail users away from the river bluff and farther from wildlife zones.
- Provides Timberline residents convenient trail opportunities within walking distance of their homes, thereby reducing the number of parking spaces needed at our trailheads.

Virgin Creek Access Trail

Extend the Timberline to Downtown Access Trail to Lower Virgin Creek Trail. This new Class 3 hiking trail would cross Virgin Creek at B3, continue up Virgin Creek on the southern bank, then cross Virgin Creek again to join up with the Virgin Creek Falls Trail.

January 18 text from Deb, motion 2:

I move to connect the Upper Joe Danich trail with the Virgin Creek Trail.

Reasoning:

- This would help alleviate Timberline traffic and over-crowding at Virgin Creek Falls trailhead.
- This trail loop could provide a safe connection to Hightower Town Square for the Virgin Creek area.

Timberline to Ruane Access Trail

Create a Class 3 multi-use trail that connects Turin/Karolinus to Ruane Road. This trail would start at Turin and Karolinus, join up with Lower Virgin Creek Trail near its junction with Lower Danich Trail, then turn west and cross Glacier Creek on a new bridge near Ruane Road. This trail would only be built if the Ruane bridge is funded.

January 18 text from Paul, motion 1, phase 2:

Add to the draft plan a new class 3 trail traversing parcel 6-036 and other nearby lands generally following the route that is indicated on the attached map.

Reasoning:

- Creates a new cross valley link and shortens the pedestrian travel distance between Turin Drive and Hottentot Road by half.
- Designating the trail and bridge as a pedestrian corridor may open funding opportunities.

Ruane Bridge Addition

This bridge is a component of the Timberline to Ruane Access Trail. The bridge at Ruane would replace B1 down at the RR area.

January 18 text from Paul, motion 2:

Add to the draft plan a new site to locate bridge 1. Select the new location of bridge 1 to correspond with the southern termination of the trail described in motion 1.

Reasoning:

- Creates an emergency access route in case of a catastrophic Ayleska Highway bridge failure.

New Mid Valley Trailhead at Ruane

Add new trailhead parking near the Transfer Site at the southern end of the Timberline to Ruane Access Trail. This parking lot would only be built if the bridge at Ruane is funded.

January 18 text from Paul, motion 3:

Add new trailhead parking #14 near the southern termination of the trail described in motion 1.

Reasoning:

- Parking adjacent to the Transfer Site would be easy to find and would attract our out-of-town users. It would reduce parking pressure at the Forest Service, Downtown, and Karolius Trailheads as well as reducing traffic farther up valley.

Lower Valley Bridge Deletion

Delete B1 from the Draft Plan.

January 18 text from Paul, motion 2:

Remove from the draft plan the old location of bridge 1.

Reasoning:

- With the Lower Danich Trail being Class 1 and the T2 connections to Wagon Trail being eliminated, funding for this bridge is not likely to be feasible. It would be better to direct our resources elsewhere.

PT1 Expansion to Wagon Trail

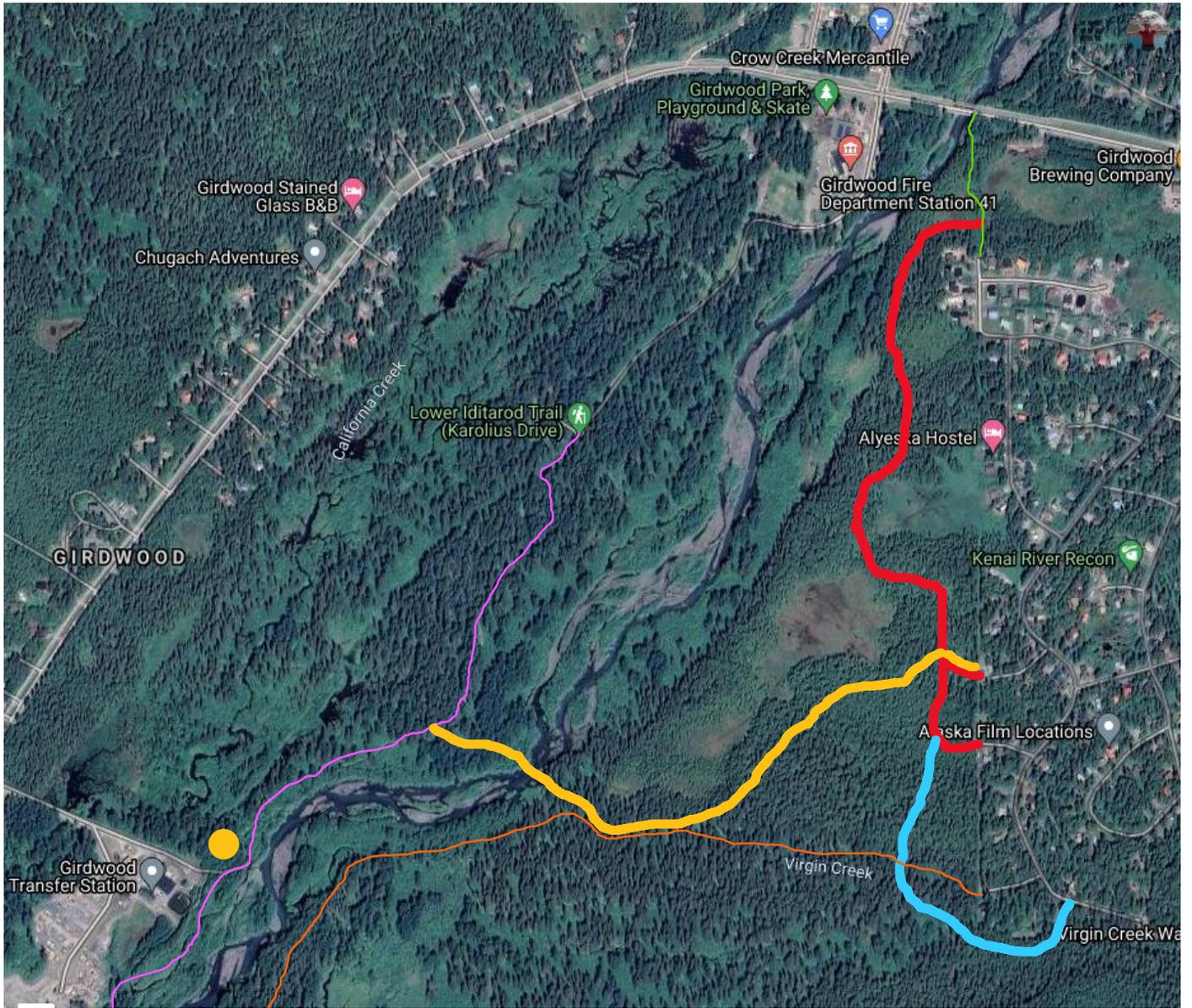
Expand PT1 east to include Wagon Trail.

January 18 text from Barb, amendment 1 to NS1:

Recommend adjusting the boundary of NS1. The eastern boundary should extend and include Wagon Trail.

Reasoning:

- Wagon Trail is a Class 1 trail and would be a good landmark to delineate the eastern boundary of PT1.

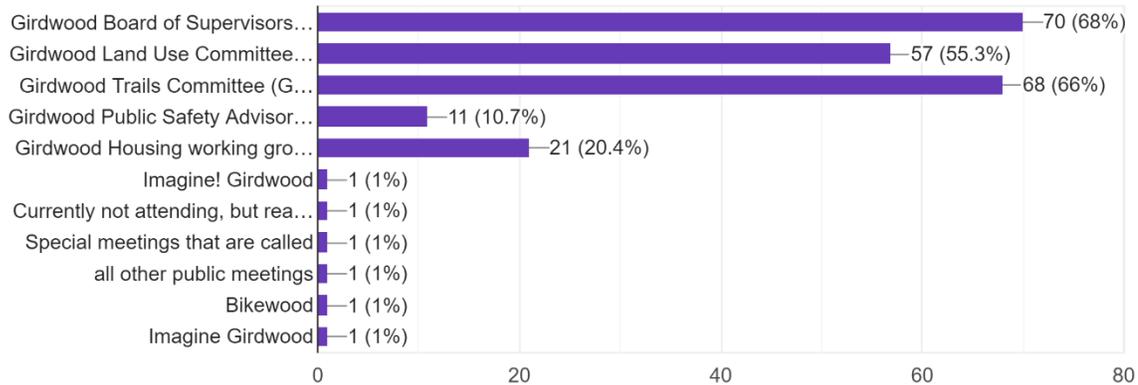


- Timberline to Downtown Access Trail (Class 3 hiking only)
- Virgin Creek Access Trail (Class 3 hiking only)
- Timberline to Ruane Access Trail (Class 3 multi-use)
- T5 Barren Avenue to Alyeska Highway (proposed in Trails Master Plan)
- Lower Virgin Creek/Lower Danich Trails (existing)
- Lower Iditarod Trail (existing)
- Ruane Road Trailhead Parking

Girdwood Public meeting format survey Feb. 2022

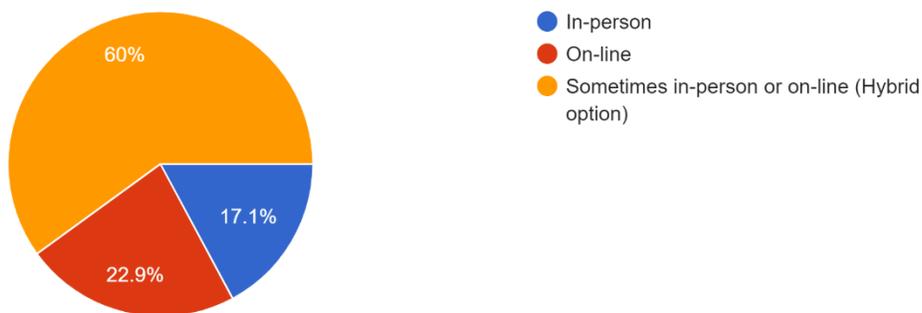
Which Girdwood Service Area meetings do you attend? (Check all that apply)

103 responses



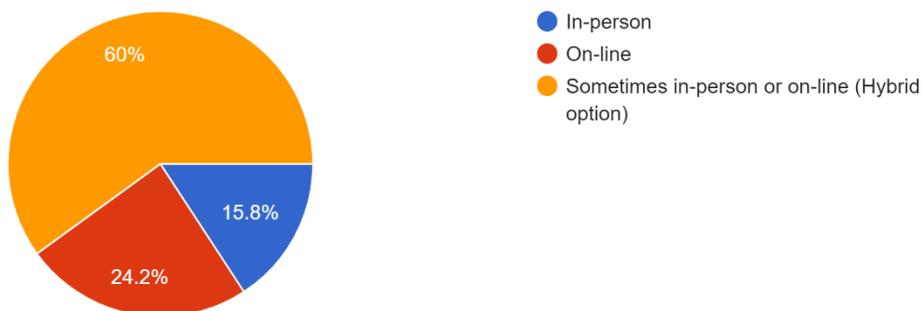
How would you prefer to attend GBOS meetings in the future?

105 responses



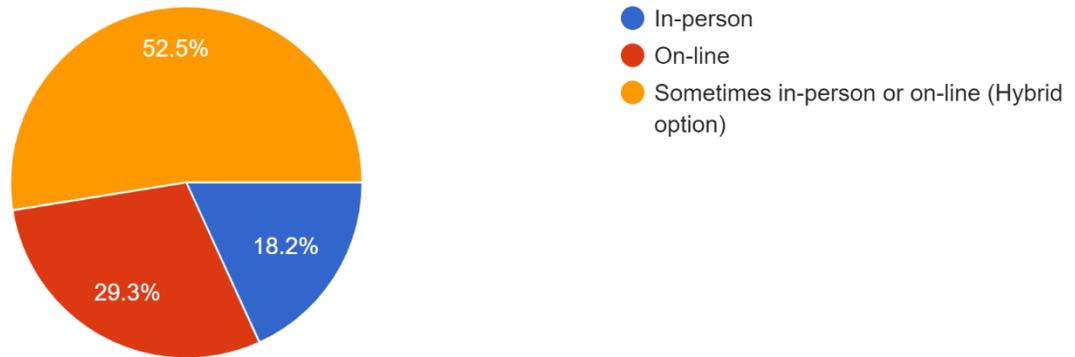
How would you prefer to attend LUC meetings in the future?

95 responses



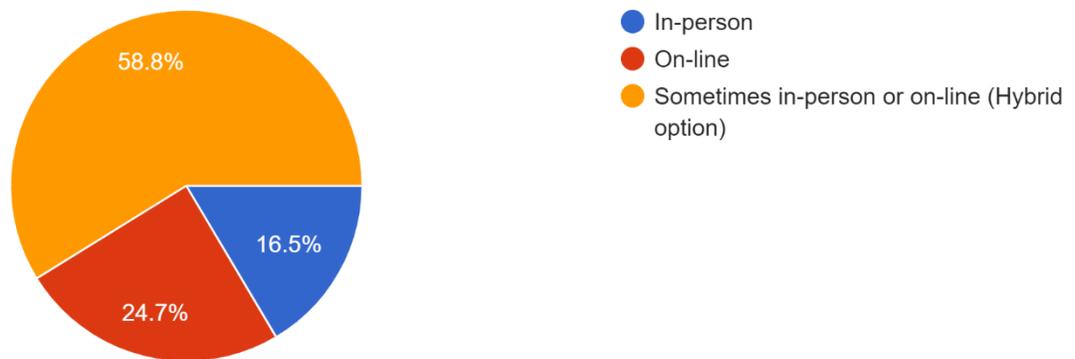
How would you prefer to attend GTC meetings in the future?

99 responses



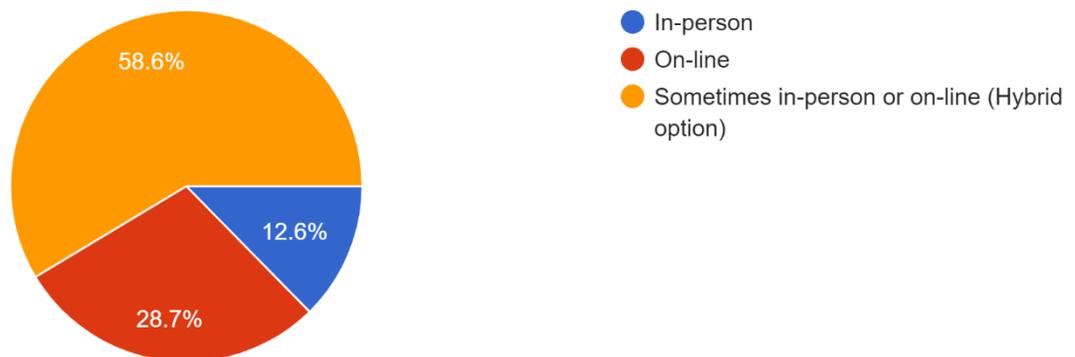
How would you prefer to attend PSAC meetings in the future?

85 responses



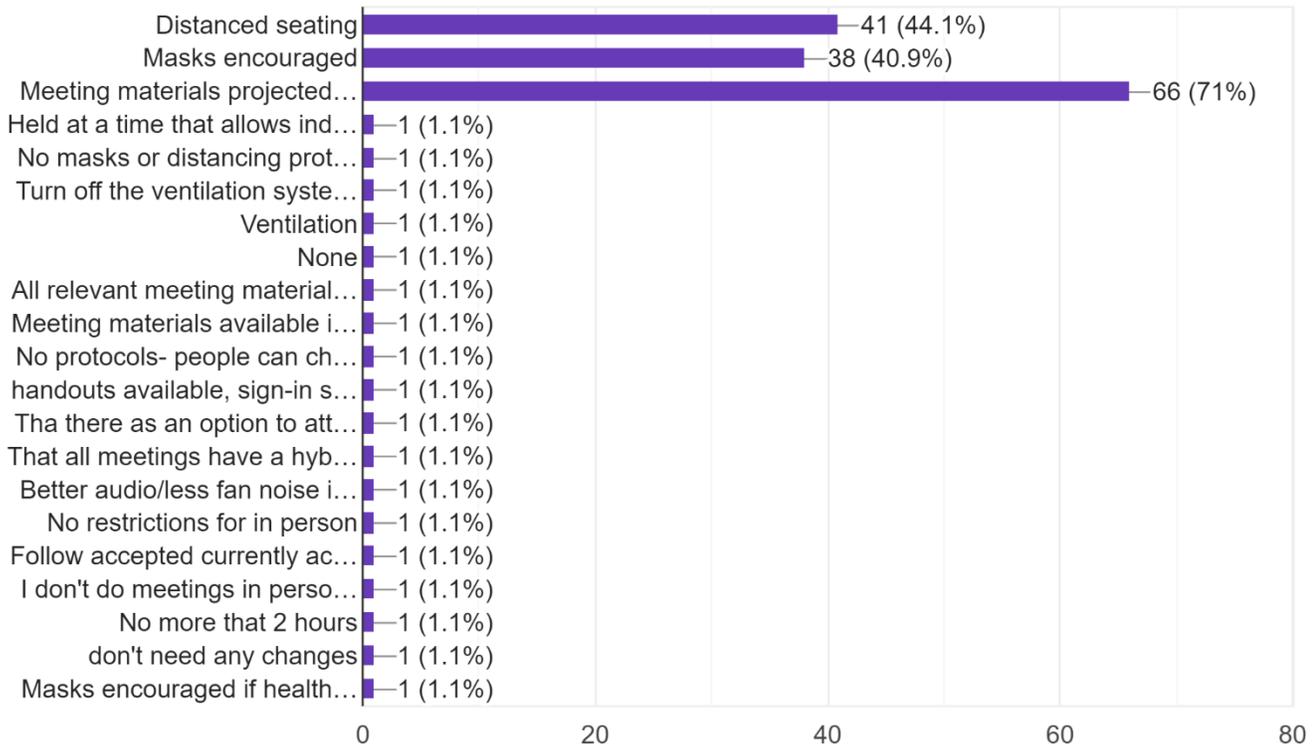
How would you prefer to attend HWG meetings in the future?

87 responses



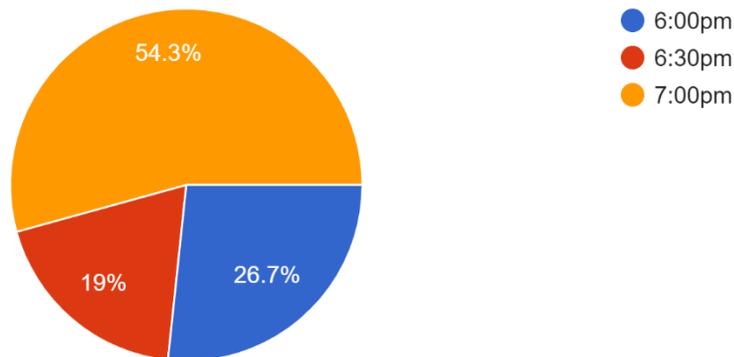
If in-person public meetings begin again, which protocols matter to you? (Check all that apply)

93 responses



What start time do you prefer for meetings?

105 responses



Is there anything else about future public meetings that you would like to add?

32 responses

Thank you for all you do.

I think the trails meeting rule about being at the past couple of meetings in order to vote is discriminatory. Sound projection needs to be prioritized - in the community room and for virtual meetings. The community room ventilation is very loud and it is hard for people to hear, especially if they have any hearing loss. Sound can be difficult also in virtual meetings when people don't mute.

Virtual option is great when can't make meeting in person. Consider adding meeting specific, document links for better reference at home. Thank you!

Not at this time

I could see GTC meetings being in person quarterly or semi-annually. I would perhaps change my mind about hybrid meetings if the new hardware actually works (maybe let GBOS iron out the kinks!). I thought our first attempts at hybrid meetings did not go well.

No covid restrictions

Thank you for this opportunity to comment

Working families have a really hard time attending in-person public meetings. If on-line attendance goes away, voting issues should allow proxy votes in cases where in-person attendance is impractical.

All public meetings should be limited to two hours

Make it as easy as possible for more people to become involved and to attend

Reminders the day before & day of event.

Having virtual meetings encourages participation for people that may not be able to attend for a variety of reasons. We've proven it works, it should be an option.

Anticipate the invited public would like to attend public meetings in person and have the handouts handed out to them. The last two years have not been public. Not everyone has a computer. They are the public. Zoom attendance is NOT attendance and is blocking the public. Their health issues are private.

The best hybrid attendance meeting I have experienced was the recent Town Hall meeting at the Girdwood Chapel. Sound, visual and a sense of true participation were all great! Thank you for all that is being done to promote community information and attendance.

Online is awesome - willing to try hybrid style

I love the option of tuning into meetings online!

More information on upcoming meetings, and more reminders.

Please make it so you can attend online forever

For those of us that work full time outside of Girdwood, such as health care workers on a 4/10 schedule- or other situations unique to others' weekday schedule- Having a hybrid option always allows equitable participation in the meeting. If meetings were in person only at 7pm on a week day, it would limit my ability to participate as well as many other known active community members.

Online allows for more participation by the community. A hybrid meeting is the best. It allows those to physically attend the meeting when they want but affords the opportunity to listen from home when attending physically is not an option

Online meeting options engage more community members and encourage folks to participate. The growing interest is a positive addition to the community, and we should offer this continued participation with online options.

Good sound system to hear all discussion

Meetings ramble on, most reports can be provided in written form with maybe 5 minutes max to highlight. I know people like to hear themselves talk but no meetings should last more than 2 hours!!! Online meetings have increased community attendance, let's keep this format for all meetings.

On-line meetings allows for more community involvement

In the past the GBOS meeting broadcast on KEUL allowed folks at home to listen in and if something interested them they could jump in their car and rush on over to join the meeting. I'm remembering when Joe Wolner spoke at a GBOS meeting about needing money by the next day to keep going on the children's park project, Danny Pfister heard on the radio and ran in to the meeting waving a check for \$5000. Technology now allows us to do a hybrid and to be even more interactive than just listening to the radio. Go for it.

Any voting member should be at the meeting in-person. Audience could be attending hybrid.

I feel the option of virtual/hybrid option allows much greater participation with in the community. It allows community member with young family's and other commitments to play a role in our community's issues. Thank you

It would be nice to be able to have the meeting recorded so those that are not able to attend could watch it later. Whittier has a YouTube channel they have their meetings on.

Attending from home from one device, with two people could be more user-friendly and then save time and energy in the long run. Perhaps a log-in with both names if necessary to be allowed in the meeting?

More effort should be made to conclude meetings in a timely manner, particularly for GBOS. Meetings that regularly drag on over 3-4 hours, or even more, are damaging to the democratic process and need to be reined in.

It'd be wonderful if we could have these meetings start at 7:30, or perhaps even 8:00. Unfortunately, the earlier the meetings begin, the more difficult it is to step away from the restaurant in order to attend - and both - the

business and the meetings - are of great importance. Additionally, I emailed GBOS@muni.org about this roughly a week ago and have not heard anything back - hopefully it was received.

Email comment:

Hello,

I'm hoping to complete the survey regarding our public meetings, am currently outside of strong enough service in order to complete/submit it, so am emailing in hopes of this landing on ears that might be able to make my feedback count.

As a 3-year resident [REDACTED] of Girdwood, I've attended meetings for GBOS, GTC, and Girdwood CERT. I was at the Holtan Hills Town Hall, where I learned more about the land use committee and am interested in being able to contribute much more to the community than I currently am.

I believe that returning our meetings to occur in-person is critical to the advancement of our community. Online meetings are SO incredibly un-inviting, and make it exceptionally difficult to contribute in any sort of meaningful way - especially if you're a newcomer. A hybrid option is better than online-only, but it's time to start putting the needs of our community - which I believe absolutely requires community input, feedback, and collaboration, all of which are best done in person for myriad reasons - first. If someone is not interested in coming to one in person that should be their prerogative, and if there are results to indicate that a majority of Girdwoodians are scared to meet in person then the hybrid online/in-person format could perhaps be utilized so they can 'participate' from home. I don't know what link I need to click to join a particular meeting, and oftentimes said links have been changed/updated/etc - but I know that on the 4th Monday of every month, at 7:00p, I'm going to be at the Fire Station.

My preferred time for meetings has a difficult answer - while I believe 7:00p is, in general, a great time for a meeting, it's also right in the middle of a restaurant dinner service. We're missing valuable feedback from community members who are also business owners and employers as the 5-8p hour is a very busy time for the restaurants in town. Since becoming the general manager at CoasT Pizza, the Holtan Hills town hall was the first event along the lines of a community meeting that I'd been able to make it to in a while - it simply wasn't possible to get away from a dangerously short-staffed restaurant during the dinner hour otherwise. When Amanda (the new owner of CoasT) and I stepped away from the restaurant in order to attend the meeting, we left the business especially short and it was a huge risk. We deemed it worthwhile though, because the whole point of the meeting was to hopefully gain some sort of traction or draw additional attention/awareness to the issue of a lack of affordable housing in town and how badly it's affecting local businesses. It was a risk we had to be willing to take. It'd be great if meetings weren't held on weekends during the dinner hour (5-8p). I suspect we'd see better turnout at them if that were changed - and more participants should be a goal.

Finally, it's frustrating when there are multiple meetings - especially when they're typically announced in advance and presumably added to some sort of calendar somewhere - at the same day/time. I shouldn't have to prioritize which meeting I think might be more important or that I might be able to make a better impact at. I'd like to be able to attend all public meetings. It's frustrating when that's not an option because it's physically impossible to be two places at once. A couple days ago I wanted to be at the GBOS meeting but I deemed CERT as being a higher priority. I hope I made the right call.

Hope this feedback helps. Obviously, please mark me for all meetings in person. Why not simply follow other local guidelines - masks encouraged but not required - rather than complicating things. Given the choices of times, I'd choose 7:00p, but would prefer to see even 7:30 or 8:00 if we know it would be capped to an hour or hour and a half.

Thanks for taking the time to read this.



April 2022 Report Girdwood Trails Committee

Updates and other business:

- **Girdwood Trails Management Plan Subcommittee:** updated version is posted on the GBOS website. Management Plan meetings are on hold until Trails Master Plan is complete.
- **Girdwood Trails Master Plan** subcommittee has completed their work. Draft plan is in discussion at GTC.
- **Imagine! Girdwood** Imagine! Girdwood is focused on technical analysis and next steps. Funds are needed to continue the effort. Visit imaginegirdwood.org
- Financial Report – March Report below

Girdwood Trails Committee Financial Report

As of February 23, 2022

Account with Girdwood Inc.

\$42,065.57

Last Report 12/31/2021

No transactions this account to date

Account Balance

February 23, 2022

\$42,065.57

No Amounts Reserved at this time

Grants Status report:

KMTA 2022 Grant cycle: Grant application submitted March 11.

Anchorage Park Foundation: Grant application submitted March 17.

KMTA Stumpy's Winter Trail Interp sign: Received 1:1 matching grant requested from KMTA for Stumpy's signs.

RTP \$75,000 for INHT Phase 2 from Industrial Park to Karolius & interp signs: awarded with 90:10 match, started work in July. Reimbursement of \$3702.56 has been submitted and approved. Final reimbursement and closeout of project is pending.

KMTA Virgin Creek Falls Trail: \$7,300 awarded with 1:1 match, Section 106 review complete. Work is 95% complete through summer parks and rec crew in 2020 and 2021 as well as 3 member SCA crew. Pending is some gravel distribution at the top of the trail and fabrication and installation of Trailhead Interp sign (spring 2022). Reimbursement will be initiated shortly.

Other Girdwood Trail Partners Updates

Kenai Mountains Turnagain Arm Heritage Area (KMTA):

Girdwood Nordic Ski Club (GNSC): We are continuing to groom until unsafe.

There is an Uphill Race at Alyeska on May 1st. Details will be on the CCAK

website: <https://www.crosscountryalaska.org/>

Bikewood:

Friends of Girdwood Trails:

Land Use and Girdwood Board of Supervisors: Review minutes on line at: www.muni.org/gbos.

Review of two meeting requirement:

From GBOS RULES AND PROCEDURES:

Issues Needing A Vote – Issues needing a vote (action items) require a minimum of two presentations at two different meetings at least a month apart. At the first meeting the issue will be introduced as new business with as much information as possible and requested. This provides the community with enough time to digest the information and come to the next meeting with an informed opinion prepared for a vote. The second meeting presentation will provide all information necessary to visualize and comprehend the entire nature and scope of the project and any other special requirements. An exception may be an issue of extreme importance of a timely nature beyond the control of the principals and/or representatives, in which case only one meeting is necessary and the rules for second presentation apply.

From Land Use Committee Operating Principles:

Issues Needing A Vote – Issues needing a vote (action items) require a minimum of two presentations at two different meetings at least a month apart. At the first meeting the issue will be introduced as new business with as much information as possible and requested. This provides the community with enough time to digest the information and come to the next meeting with an informed opinion prepared for a vote. The second meeting presentation will provide all information necessary to visualize and comprehend the entire nature and scope of the project and any other special requirements. An exception may be an issue of extreme importance of a timely nature beyond the control of the principals and/or representatives, in which case only one meeting is necessary and the rules for second presentation apply.

From Girdwood Trails Committee:

Issues requiring a vote require a minimum of two presentations at two different meetings at least one month apart. An exception may be an issue of extreme importance of a timely nature beyond the control of the principals and/or representatives, in which case only one meeting is necessary. Such an exception shall be granted by a 2/3 vote of the Members present.

From Public Safety Advisory Committee:

2 meeting requirement is not addressed in the PSAC Rules but has been observed in determining action on requests and using funding from PSAC account.

A factor not included in committee rules is:

GTC and LUC recommend action by GBOS, so although the rules are 2 meetings over 2 months, in practice this is 4 meetings over 45 days.

History of Recent requests for relief from 2 meeting requirement:

Recent requests for relief from the two meeting requirement have been:

- Date for hearing of item is closer in than two meeting requirement allows
- Deadline for grants is closer than two meeting requirement allows
- Petitioner requested to address group as presentation and not technically making a request originally, but decided after that to request action from the community

Causes of need for relief from 2 meeting requirement:

- Lack of clarity of the requirement for community input (not all MOA actions require LONO, Resolution, etc)
- Items may have due date that does not leave adequate lead time for concept generation and 30+ day review. (grants, specifically)
- Petitioner unaware of essentially 4 meeting requirement to request action.

Solutions:

GBOS has found flexibility also by voting to write Resolution or LONO that is contingent on the LUC or GTC vote in favor of such action.

Committees could set up standard questions to test the petitioner about why they are requesting relief from the 2/4 meeting requirement:

- What is the due date for this action?
- When did you become aware of the need for this action and the due date?
- Why do you need relief from the GVSA 2 meeting requirement for action on your item?

Another option might be to adopt the language from GTC and require 2/3 majority to override the meeting requirement.

STUMPY'S WINTER TRAIL

Stumpy's Winter Trail is a winter-only ski track that starts at Moose Meadows and ends at Winner Creek Gorge. Sewell "Stumpy" Faulkner cleared the trail in 1973 with help from family and friends. Using an aerial photo of Girdwood, Stumpy scouted out the best route to link the meadows in the upper valley. He named many of the meadows and features along the trail for ski friends and crafted handmade signs that can still be found along the route. See how many you can find!



Larsen Log is named for Carol Larsen, host of the 1960's local television show Romper Room. The log has been removed but Stumpy's sign remains.



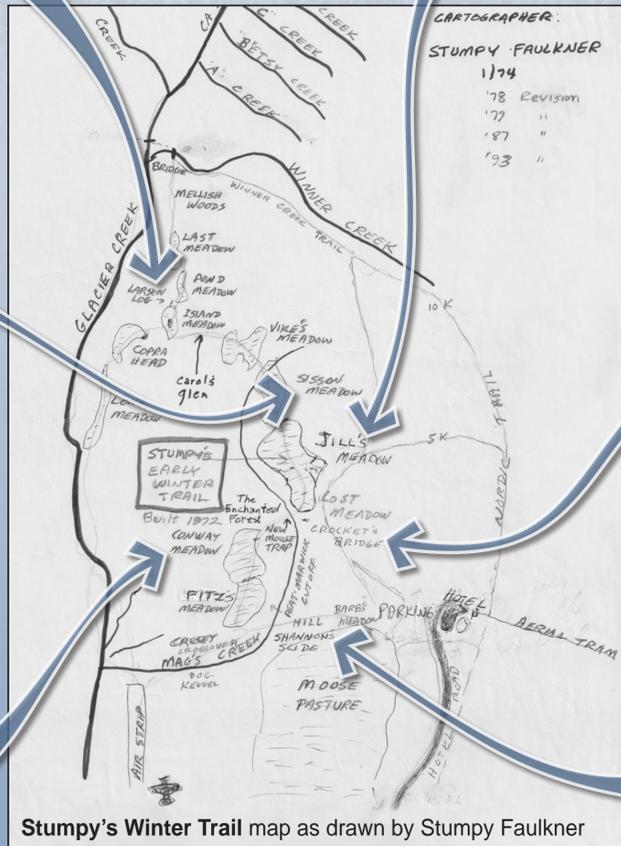
Jill's Meadow is named after Jill Brubaker, an avid alpine and Nordic skier. Jill was instrumental in the organization of the Alyeska Mighty Mites ski program.



Sisson Meadow is named for Al Sisson. Al, John Conway and Joe Crusey helped Stumpy clear the Winter Trail. (see Conway Meadow and Crusey Crossover on the map)



Crockett's Bridge is named for Bob Crockett, who owned and operated Chugach Express Dog Sled Tours. Bob ran dog sled tours through the upper valley.



Stumpy's Winter Trail map as drawn by Stumpy Faulkner



Conway Meadow is named after John Conway. John and Stumpy had a ski date every January 1 at 1pm – a cure for their New Year's Eve revelries.



Shannon's Slide is named for Shannon Conway, who used to slide down the hill trying to keep up with her dad and Stumpy.

Sewell "Stumpy" Faulkner (1924-2000)



Photo courtesy of Fatty Hamre

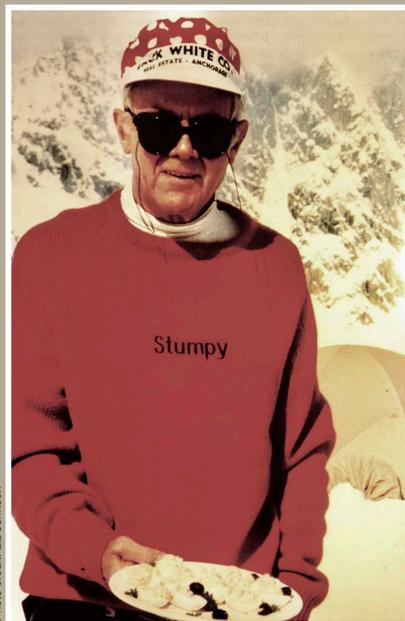


Photo credit: Liz Johnson

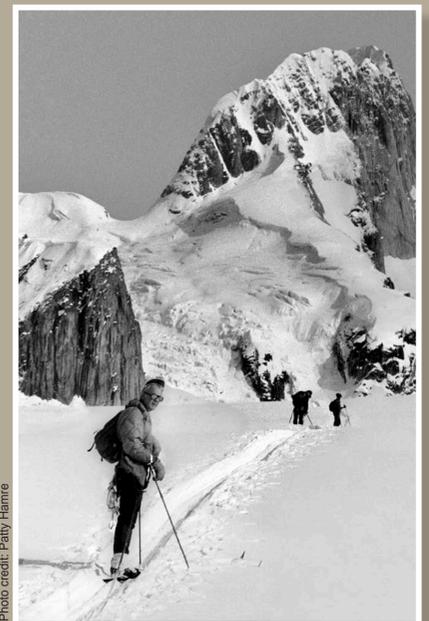


Photo credit: Fatty Hamre

Sewell Ford Faulkner was born and raised in Keene, NH. He studied at Harvard University (BA 1949, MBA 1951) and was a member of the Harvard Ski Team. In 1955 Sewell moved to Anchorage, where he raised seven children and had a successful career at Jack White Realty. Sewell was a founding member of the Anchorage Nordic Ski Club in 1964.

Stumpy earned his nickname due to how he "stumped" along, skiing and hiking at a slow, steady pace. He loved to cook gourmet camp dinners in his "Stumpy Bush Kitchen"; deviled eggs were always on the menu! After dinner, Stumpy would entertain the group by playing guitar and singing "On Top of Old Smokey," the Harvard fight song, and other bawdier ditties!

Stumpy moved to Girdwood full time in 1973. He served on the Girdwood Board of Supervisors and was a founder and chief pyrotechnician of the New Year's Eve fireworks display at Alyeska Resort. Stumpy and his family had an annual tradition of making Christmas wreaths and hanging them on friends' doors the day after Thanksgiving.

Area History



VIRGIN CREEK FALLS TRAIL

Margaret Tyler



You are in a delicate and unique place!

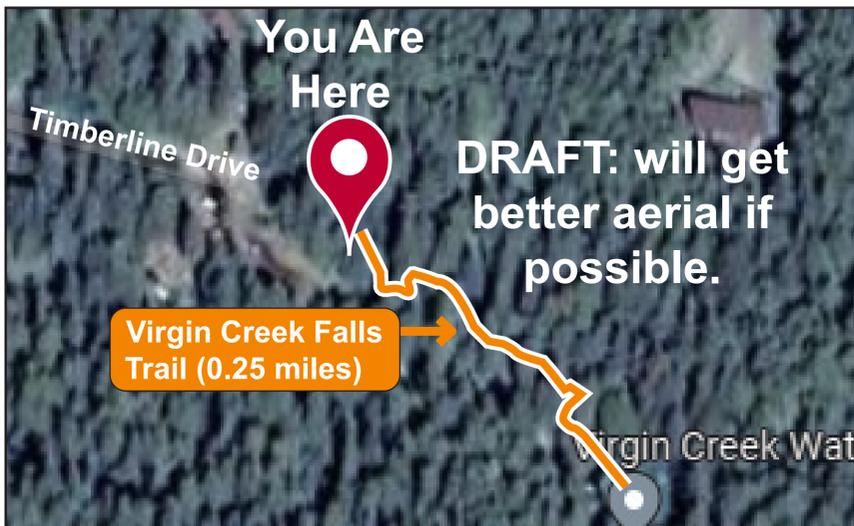
Welcome to our rainforest! There are only six or seven coastal temperate rainforests such as this in the world. You are in the northernmost one!

The Chugach Mountains trap moisture from clouds that form along the coast causing nearly 70 inches of rain to fall per year here. Snow and ice melt collect from surrounding mountains to form Virgin Creek. This precipitation supports growth of huge trees. Moss, ferns and understory vegetation thrive in the filtered light and provide food and shelter to creatures that live here.

Downstream, the creek spreads out onto an alluvial plain that forms a wetland accessible to wildlife. At the terminus of Virgin Creek, water drains into the tidal flats of Turnagain Arm and becomes part of the sea life of Cook Inlet and the Gulf of Alaska.

What should I expect on these trails?

- Virgin Creek Falls Trail is a 0.5 mile out-and-back hike with an elevation gain of about 180' to the Virgin Creek Falls overlook. Hiking time is about 10 minutes.
- Stay on the trail! Reclamation efforts are in progress to restore the off trail vegetation.
- An undercut bank and unstable rocks are present. View the falls from a safe distance. Wood planks and rocks may be slippery.
- Make noise to alert wildlife of your presence. Carry bear spray or an air horn.
- Pack it in and pack it out. This includes your toilet paper and your dog's poop.
- Commercial use permits are required for tour operators or commercial photographers. Contact Girdwood Parks and Recreation to request permits.
- Virgin Creek Falls Trail is surrounded by private property. Do not block driveways. Drive slowly through the neighborhood and watch for children at play.
- An unmaintained, steep, primitive trail continues beyond the falls overlook. Enter this area at your own risk. Backcountry users are responsible for self rescue.



What if I have an emergency?

If you need emergency assistance, call 911 and tell the dispatcher your location. Wait for help to arrive.

You are located at:

Virgin Creek Falls Trailhead at Timberline Road

Your GPS coordinates are:

60°56'54" N 149°7'28" W



Christi Davidson

Safety and Information

