

p. 38 T5 description.

Barb's Input:

The last sentence has got to go. Margaret emailed me about it before the Dec. 3 meeting, Holly said she would fix it in an email to me, and I mentioned it at the Dec. 3 meeting. Yet there it is.

Staff review:

Current Text in 12.20 Revision is below; highlighted strikethrough is the change based on amendment process:

Beaver Pond to Alyeska Highway 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. The trail would be constructed to Class 3 Bicycle Design Parameters. Boardwalk structures can be used to cross wetlands where necessary. The trail alignment should use the existing Juniper Drive easement. The proposed trail crosses HLB land zoned gR-3. ~~T5 should only be considered a priority for development if HLB parcels 6-010 and/or 6-040 are developed.~~

p. 33 Vision Statement.

Barb's input: It needs to have the words "and natural spaces" omitted so that it matches the Vision Statement on p. 7.

Staff review:

Current Text in 12.20 revision is below, highlighted strikethrough is the change based on amendment process to plan:

Girdwood Trails Plan: Vision Girdwood aspires to be a world-class outdoor recreation destination offering residents and visitors a balance of trails ~~and natural spaces~~ that are interconnected, diverse, and sustainable. Girdwood's trails are vital to our community well-being, identity, and economy.

p. 15 Flow Chart.

Barb's Input:

We discussed in GTC meetings that we wanted to change the Flow Chart so that GTC did not appear to be subordinate to LUC. In the blue line document, the Old Business section for LUC has simply been eliminated. I feel that people expressed quite clearly at the meetings that they thought it was important that a project get a second round of presentation at LUC just to increase the exposure to the project within the community. I have shared the revamped chart that I sent in my edits with the GTC and I think that chart is what people had agreed to.

Staff review:

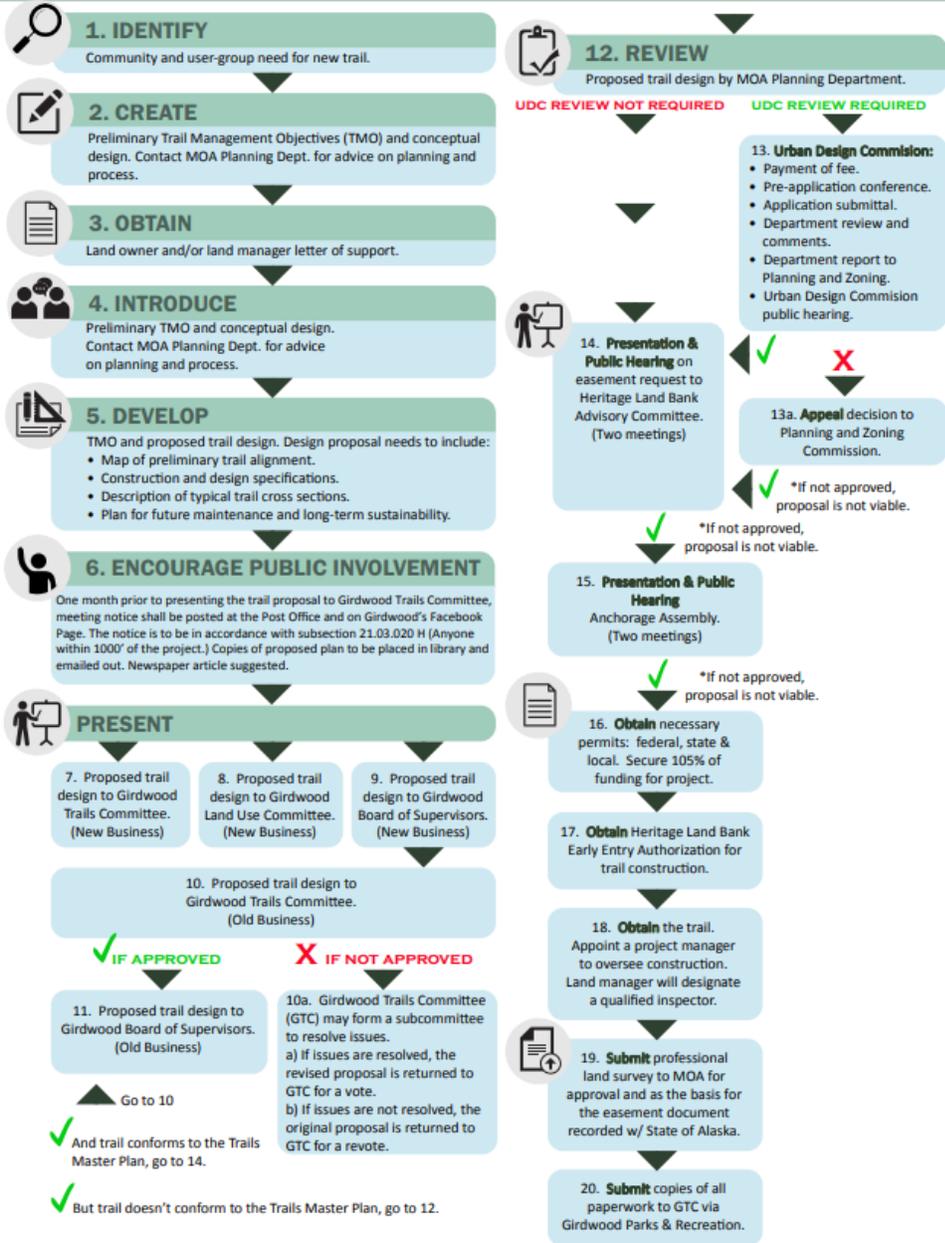
Both charts are below. Motion regarding chart was withdrawn during amendment process, with requirement that the chart be re-worked to show process. Some changes have been made, including typos. However, Trails Plan 12.20.22 chart still needs to be revised to show:

LUC reviews as old business and provides vote that is also forwarded to GBOS.

GBOS considers both opinions of GTC and LUC and has a process to handle disagreeing opinions with LUC/GTC.

Language regarding newspaper outreach may be omitted.

PROPOSAL PROCESS FOR NEW TRAILS IN GIRDWOOD



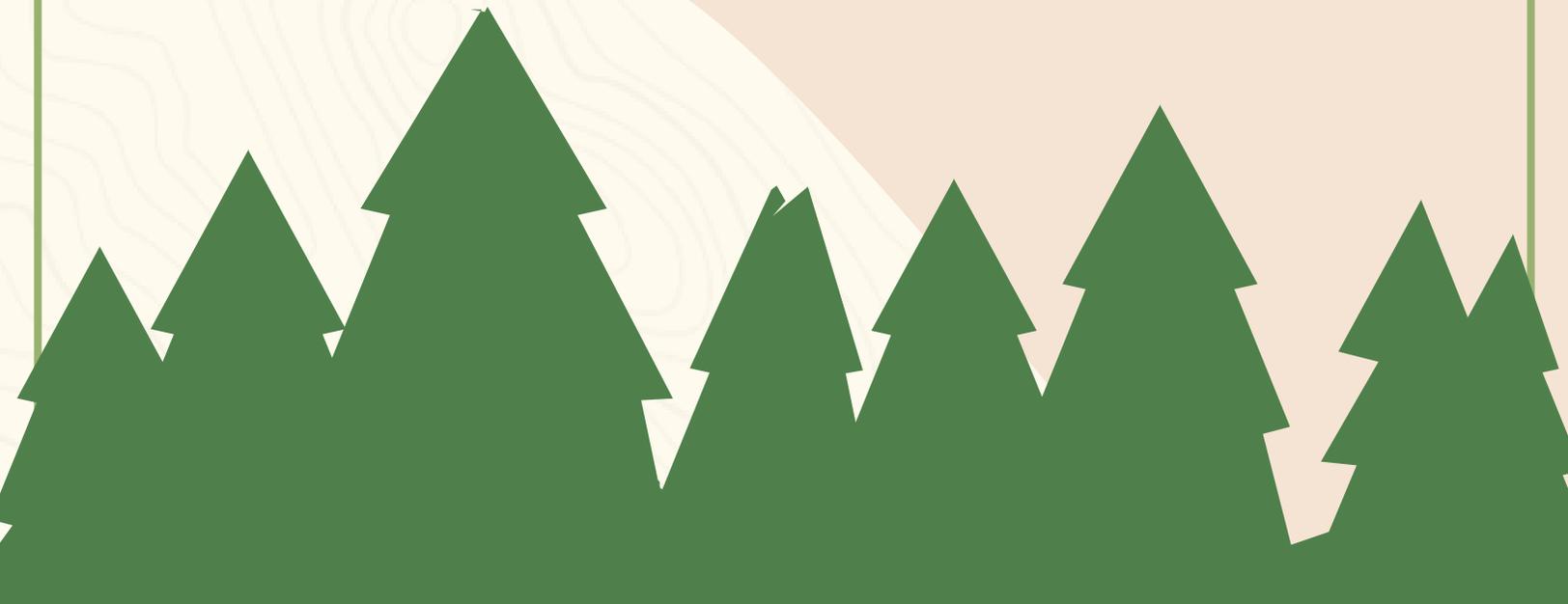
PROPOSAL PROCESS FOR NEW TRAILS IN GIRDWOOD



GIRDWOOD TRAILS PLAN



GIRDWOOD TRAILS
A L A S K A



ACKNOWLEDGEMENTS

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Land Acknowledgement

It is with gratefulness and respect that Girdwood wishes to acknowledge the traditional homeland of the Dena’ina Athabaskan People.

**DENA’INA QUT’ANA CHIQINIK, CHIN’AN GHELI GU YEH DENA’INA EŁNEN’AQ’ ŁUH
CH’NIDATL’ GHU**

“THANK YOU DENA’INA PEOPLE FOR LETTING US WALK ON YOUR LAND”

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6. Girdwood Trails Proposed Trail Network

ACRONYMS | COMMON TERMS

ABS - Alyeska Basin & South Valley Trails

AHC - Alyeska Highway Corridor

ARRC - Alaska Railroad Corporation

BC - Backcountry

DOT&PF - Department of Transportation & Public Facilities

DNR - Department of Natural Resources

DNR DMLW - Department of Natural Resources, Division of Mining, Land & Water

GAP - Girdwood Area Plan

GBOS - Girdwood Board of Supervisors

GCR1 - Girdwood Commercial Recreation

GOS - Girdwood Open Space

gR-3 - Residential Districts - Single-Family/Two-Family Residential

gR-5 - Residential Districts - Multiple-Family Residential

GTP - Girdwood Trails Plan

GVTMP - Girdwood Valley Trails Management Plan

GVSA - Girdwood Valley Service Area

HLB - Heritage Land Bank

INHT - Iditarod National Historic Trail

MOA - Municipality of Anchorage

ROW - Right of Way

SOA - State of Alaska

UDC - Urban Design Commission

USDA - United States Department of Agriculture

USFS - United States Forest Service

EXECUTIVE SUMMARY

PLAN PURPOSE

The Girdwood Trails Plan (GTP) is a concerted effort that brought the community together for a holistic conversation about the future of the trail system. The GTP is a 10-15 year guiding document for the community, local trails and open space organizations, agencies, and elected officials that defines the Girdwood trails network and identifies trail projects that are supported by the community. The GTP is a framework with community-developed values, vision, and goals that local officials and partner organizations can use to make investment and project decisions.

GUIDE TO THE PLAN

The Girdwood Trails Plan is divided into two parts:

Part 1: Introduction and Existing Conditions

Part 1 of the Girdwood Trails Plan provides an overview of the existing trail system and summarizes community input, key themes, and needs.

Part 2: Recommendations & Implementation

Part 2 of the Girdwood Trails Plan identifies both broad aspirations and specific implementation actions to guide trail projects over the next 10–15 years that will achieve the trail system which Girdwood envisions.

PUBLIC INPUT & PLAN DEVELOPMENT

The Girdwood Trails Plan was collaboratively developed with Girdwood residents, stakeholders, municipal staff, and agency partners providing valuable input throughout the process. Community participation occurred over the duration of one year, and participants engaged in challenging conversations to find consensus around planning for a trail system that is balanced, accessible, inclusive, and representative of Girdwood's community identity. Various public input strategies were employed including:

- Trail Plan Subcommittee – appointed by the Girdwood Trails Committee (11 meetings, 4 workshops, 1 special meeting)
- 10 stakeholder interviews
- 2 public meetings
- Online interactive map that allowed for site-specific comments
- Public review Draft Trails Plan available for comment via an online comment portal

KEY PLAN THEMES

Over the course of the existing condition analysis and stakeholder engagement, the following themes emerged, and this plan works to address them through the proposed trail network, proposed projects, and implementation plan:

- Girdwood Residents Value Access to Trails
- The Girdwood Trails System Should be Equitable and Balanced
- Improve Connectivity and Access to Trails
- Sustainable Trail Management & Maintenance is Important
- Streamline the Project Approval Processes

VALUES, VISION, GOALS

Girdwood residents developed values, a vision statement, and plan goals that guided the development of the trail plan and will serve as the basis for future action and decision-making for Girdwood's trails.



GIRDWOOD TRAILS
ALASKA

GIRDWOOD TRAILS PLAN

VALUES • VISION • GOALS

Girdwood residents developed values, a vision statement, and plan goals that guided the development of the trail plan and will serve as the basis for future action and decision-making for Girdwood’s trails.

VALUES: VALUES ARE CORE PRINCIPLES THAT GUIDE AND DIRECT WORK. VALUES GUIDE DECISION-MAKING AND ESTABLISH A STANDARD AGAINST WHICH ACTIONS CAN BE ASSESSED.



Access: Trails are easily accessible, provide safe access to outdoor recreation, everyday community destinations, and the alpine.



Natural World: Trails provide access to the natural world to experience wildlife, wilderness, natural spaces, and functioning ecosystems.



Health & Well-Being: Trails contribute to improved physical and emotional health by promoting outdoor activity and social connection.



Stewardship: Trails are sustainable, well planned, designed, constructed, and maintained now and for future generations.



Experience: Girdwood Trails provide a variety of outdoor experiences.



Diversity & Inclusivity: There are a variety of diverse trail experiences for everyone.



Community Identity: Trails are an essential part of Girdwood’s community identity and cultural history.



Recreation: Trails provide safe, low-cost opportunities to get outdoors and recreate.

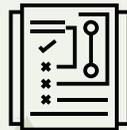


Explore & Learn: Trails provide places for exploration, discovery, and education.

VISION: GIRDWOOD ASPIRES TO BE A WORLD-CLASS OUTDOOR RECREATION DESTINATION OFFERING RESIDENTS AND VISITORS A BALANCE OF TRAILS THAT ARE INTERCONNECTED, DIVERSE, AND SUSTAINABLE. GIRDWOOD’S TRAILS ARE VITAL TO OUR COMMUNITY WELL-BEING, IDENTITY, AND ECONOMY.

GOALS:

Goal 1: PLAN



Provide a balance and diversity of trail experiences that minimize user conflicts and are consistent with the Girdwood Area Plan and the Girdwood Valley Trails Management Plan.

Goal 2: CONSERVE



Identify, designate uses, and protect trails through proper processes.

Goal 3: DEVELOP



Build trails using sustainable design principles with a clear project approval process among landowners.

Goal 4: MAINTAIN



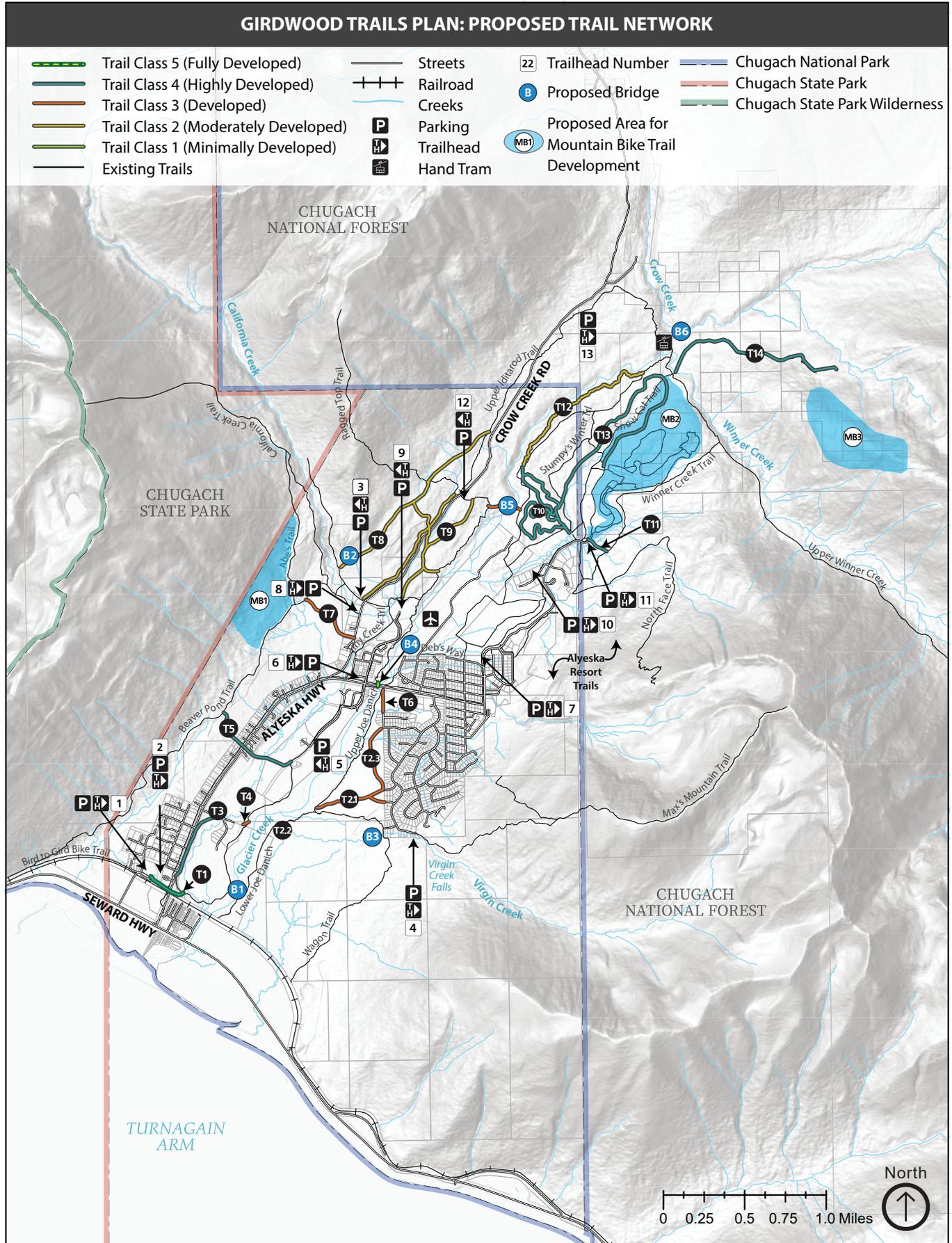
Trails are managed as needed for safety, the desired user experience, and to conserve natural resources.

Goal 5: SUSTAIN



Provide adequate funding, planning, support, and stewardship for trails.

EXECUTIVE SUMMARY



EXECUTIVE SUMMARY

GIRDWOOD TRAILS PLAN: PROPOSED TRAIL NETWORK

NEW TRAILS

- T1** Separated Grade Crossing: Railroad Bridge at Alyeska Hwy (4)
- T2.1** Timberline - Danich Connection (3)
- T2.2** Lower Danich Trail Upgrade
- T2.3** Timberline - Barren Ave Connection (3)
- T3** Lower Valley Trail Loop Connection (3)
- T4** Ruane Road Trail Connection to Lower Iditarod (3)
- T5** Beaver Pond to Alyeska Highway (3)
- T6** Barren Avenue to Alyeska Highway (3)
- T7** Crow Creek Road to Beaver Pond Trail (3)
- T8** Toe Slope Trail-California Creek to Iditarod (2)
- T9** Crow Creek Neighborhood Trails (2-3)
- T10** Forest Loop Trail (4)
- T11** Arlberg Connection to Winner Creek Trail (4)
- T12** Glacier Canyon Rim Trail (2)
- T13** Upper Valley Multi-Use Connector (4)
- T14** Snowcat Trail Improvements (4)

BRIDGE PROJECTS

- B1** Glacier Creek Trail Bridge - Lower Valley
- B2** California Creek Bridge
- B3** Virgin Creek Bridge
- B4** Improve Connectivity at Glacier Creek Bridge at Alyeska Hwy
- B5** Glacier Creek Trail Bridge – Middle Valley – (north of airstrip)
- B6** Glacier Creek Trails Bridge - Upper Valley Hand Tram

SPECIAL PROJECTS

- SP1: Areawide Wayfinding (Not on Map)
- SP2: Girdwood Valley Circum-Valley Loop (Not on Map)

TRAILHEADS

- H1** Girdwood Depot Trailhead Upgrades – with restroom
- H2** Glacier Ranger District
- H3** Girdwood Cemetery Trailhead
- H4** Virgin Creek Falls Trailhead
- H5** Karolius Trailhead
Girdwood Town Center Trailhead Improvements
- H6** – with restroom
- H7** Moose Meadows Trailhead Improvements
- H8** Beaver Pond Trailhead
- H9** Girdwood PreK-8 School – Parking Agreement
- H10** Alyeska Resort Parking Agreement
- H11** Arlberg Trailhead Expansion – with restroom
- H12** Middle Iditarod
- H13** Winner Creek Gorge Trailhead Expansion

PROPOSED AREAS FOR MOUNTAIN BIKE TRAIL DEVELOPMENT (MB)

- MB1** Beaver Pond
- MB2** Near the Nordic 5K
- MB3** End of the Snowcat Trail

PART 1 – INTRODUCTION + EXISTING CONDITIONS

INTRODUCTION

The community of Girdwood is nestled within the Glacier Valley in the Turnagain Arm of Southcentral Alaska. Girdwood is located at the tip of North America's northern-most temperate rainforest, and is surrounded by the rugged Chugach Mountains, capped with hanging glaciers that feed creeks and flow into Turnagain Arm. The town is bordered by Chugach State Park and Chugach National Forest land, which provide ample opportunity for outdoor activities year-round, including backcountry and resort skiing and snowboarding, biking, hiking, and pack rafting. The location, natural beauty and resort development draws residents and visitors alike.

Girdwood's location, scenic landscapes, snowfall, steep peaks, and recreation opportunities drive the use and desired development of the trail system. The Girdwood trails system offers recreation, transportation, connectivity, and is a key resource for the town's sense of place, economy, and culture.

Study Area

Although the public and stakeholder engagement process and trail planning analysis included trails on a variety of lands, the GTP only has the authority to make recommendations for trails and related trail development on municipal land. Other landowners and facility managers can use this document for reference when making trail decisions on their respective property.

Planning Context

To better understand the context of trails in Girdwood, previous and concurrent plans were reviewed for relevant information related to this planning process. Below is a table outlining relevant plans that were considered during the development of this plan.

Figure 1

| PLAN/STUDY | PLAN DESCRIPTION | CONSIDERATIONS FOR THE GIRDWOOD TRAILS PLAN |
|---|---|---|
| Girdwood Area Plan (GAP), 1995 | The GAP was adopted in 1995 and is currently being updated. The GAP gives overall policy direction for trails in the Girdwood Valley. The 1995 GAP outlines seven policies/guidelines to serve as interim measures until a revised Anchorage Trails Plan is adopted. The policies/guidelines cover trail buffers, easements, pedestrian facilities along connector streets, multi-use trails, primitive trails, and a management plan for the Recreation Reserve. | The GTP and the GAP are being developed concurrently. It is extremely important that the updated Vision, Goals, & Policies for the GAP continue to be the overarching guidance for the GTP. The GTP shall be consistent with the GAP and continued coordination is required. |
| Anchorage Park, Greenbelt and Recreation Facility Plan: Volume 3: Turnagain Arm, 1987 | The Turnagain Arm Park and Open Space plan is a planning document that was a tool used to assist communities in shaping their neighborhoods. The document was used to identify specific areas for trails and neighborhood and community use parks and open spaces. | This plan is outdated; however, it is still referenced in current Title 21 regarding use-specific standards in Turnagain Arm for Parks and Open Areas (21.05.040 G2c). The GTP will replace the 1987 plan for trail projects in the use-specific standards identified in 21.05.040 G2c. |

| PLAN/STUDY | PLAN DESCRIPTION | CONSIDERATIONS FOR THE GIRDWOOD TRAILS PLAN |
|---|--|---|
| Girdwood Valley Trails Management Plan, 2020 | The Girdwood Valley Trails Management Plan (GVTMP) provides guidance for trail development, management, and maintenance. The plan offers a thorough inventory of existing trails and guidance for sustainable trail maintenance and construction. While the GVTMP touches on everything from physical features to signage and accessibility, the primary focus is trail management including design guidelines and parameters. | Although there will be some overlap between the GVTMP and the GTP, the GTP should remain consistent with the GVTMP regarding trail classifications. The GTP will define the future trail network including access, connections, and new trail development. |
| Chugach State Park Management Plan, 2016 | The Chugach State Park Management Plan is the basis for the management and development of the state-owned land and water within the legislatively designated boundary of the park as well as for areas managed by the park under special agreement. | There are several existing Management Agreements cataloged within the Chugach State Park Management Plan that have some bearing on Girdwood trails with shared management. A table of Facility Improvements proposes a trailhead and small parking lot at the south end of the Bird-to-Gird trail. California Creek Trailhead is listed as a proposed project. |
| Chugach State Park Access Plan, 2010 | This plan is a coordinated effort between the State of AK and the MOA aimed at securing and improving public access to Chugach State Park. This plan guides both agencies as they work to maintain and provide for future access to the park. The access plan was adopted by the MOA as an element of the Comprehensive Plan. | <p>A table of access-specific recommendations suggests the following actions on the Bird-to-Gird Milepost 0 Trailhead, California Creek Trailhead and California Creek Trail:</p> <ol style="list-style-type: none"> 1. Bird-to-Gird Milepost 0: Work with ADOT&PF, DNR DMLW, ARRC, and the GTC and GBOS to establish and manage a small vehicular lot in this area for trail access. 2. California Creek Trailhead: Continue to maintain management right between the DNR DMLW and DPOR. Work with the GBOS and GTC to construct and manage a small vehicular lot, trailhead and trail in this area. Work with HLB to establish a trail easement to ensure access across their lands is preserved. 3. California Creek Trail: Work with HLB to establish a trail easement to ensure secure access across its lands is preserved. Work with the GBOS and GTC to maintain and manage the trail. |
| Chugach National Forest: Land Management Plan, 2020 | The Chugach National Forest Land Management Plan sets desired conditions, objectives, standards, and guidelines for the management, protection, and use of the forest. | This plan describes the desired trail conditions for the Iditarod National Historic Trail (INHT) and the Winner Creek Trail. The INHT is listed as Trail Maintenance Priority Area #15 (in the US). |

| PLAN/STUDY | PLAN DESCRIPTION | CONSIDERATIONS FOR THE GIRDWOOD TRAILS PLAN |
|---|---|---|
| Girdwood South Townsite Master Plan, 2014 | This area master plan establishes the general arrangement of land uses, circulation and infrastructure systems for the Girdwood South Townsite including proposed vehicular and pedestrian circulation and the types of acceptable proposed development. | <ol style="list-style-type: none"> 1. Encourage transportation modes other than automobiles. 2. Locate trails and activity areas with particular care for solar access, views, protection from weather, and continuity of connections. 3. Need recreational facilities, including expanded ski terrain, and more hiking or Nordic trails. 4. Partnerships for Development: The details of the process to implement projects created by a public-private partnership (such as the partnership between HLB and potential developers) will be worked out on a case-by-case basis. For example, in a case where the Heritage Land Bank was to sell a large parcel, without subdividing, a new developer would be required to develop roads, trails, stormwater management, and other infrastructure, as well as doing the necessary surveying and project permitting. |
| Girdwood Commercial Areas & Transportation Master Plan, 2001 | The Girdwood Commercial Areas and Transportation Master Plan addresses two vitally important areas of concern for Girdwood - a long-range, multi-modal transportation plan and a long-range strategy for improving the commercial areas in the Girdwood Valley. | <ol style="list-style-type: none"> 1. Sidewalk connectivity to nearby trail system. 2. The trail system should provide for recreation, recreation-based tourism and at the same time trails should support a growing volume of utilitarian travel, commuting to and from school/work or shopping by bike, skiing or walking. 3. Trail connections between pods of development, between different trails, and between areas of the valley must be implemented. |
| Heritage Land Bank Annual Work Program & 5-year Management Plan, 2021 | The HLB Work Program is an annually approved guide for allocating and managing HLB land and resources. The program functions and activities must be consistent with Municipal Code, HLB policies, and pertinent comprehensive or area plans. | As HLB is the largest landowner in the Girdwood Valley, continual coordination between the community and HLB to implement both HLB's and the community's goals is required. |
| Crow Creek Neighborhood Land Use Plan, 2006 | The Crow Creek Neighborhood Land Use Plan guides decisions by HLB on land to be sold and developed for housing, and land to be retained for public open space and recreation use. | The land use plan makes recommendations for the study area including open space, establishing a neighborhood trail system, and preserving existing trails. |
| Winner Creek Trails Feasibility Study, 2007 | This study determines the feasibility of building Nordic ski trails in the Winner Creek/Glacier Creek valleys that balance community sensitivities to increased public use, the environment, and other related developments. | Proposed projects in the GTP that overlap this study area will use the extensive analysis in suggesting the appropriate route. |

EXISTING CONDITIONS

Existing Community Conditions

Characteristics of the Study Area

Girdwood consists of a diverse population of outdoor enthusiasts, local business owners, teleworkers, and commuters with jobs in Anchorage. Other outdoor enthusiasts throughout Alaska come to use Girdwood's trails for backcountry and Nordic skiing, snowshoeing, hiking, biking, etc. The town's historic roots as a mining community and as an access route for the original Iditarod Trail provide many unique routes and trails. Alyeska Resort's offerings continue to evolve and expand (downhill biking and Nordic Spa) offering year-round activities and visitor numbers increase every year. This plan will analyze the Girdwood Valley systematically to fully realize the community's year-round trails.

Population

The original people of the Girdwood Valley were the Dena'ina Athabascan who may have visited the valley to trap, hunt, and fish. The town of Girdwood was established by goldminers in the 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 highway construction efforts after gold mining ended during World War Two. 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 the resident population. Visitation to Girdwood increases due to the great demand for trails and year-round outdoor recreation experiences and the natural beauty that the town provides.

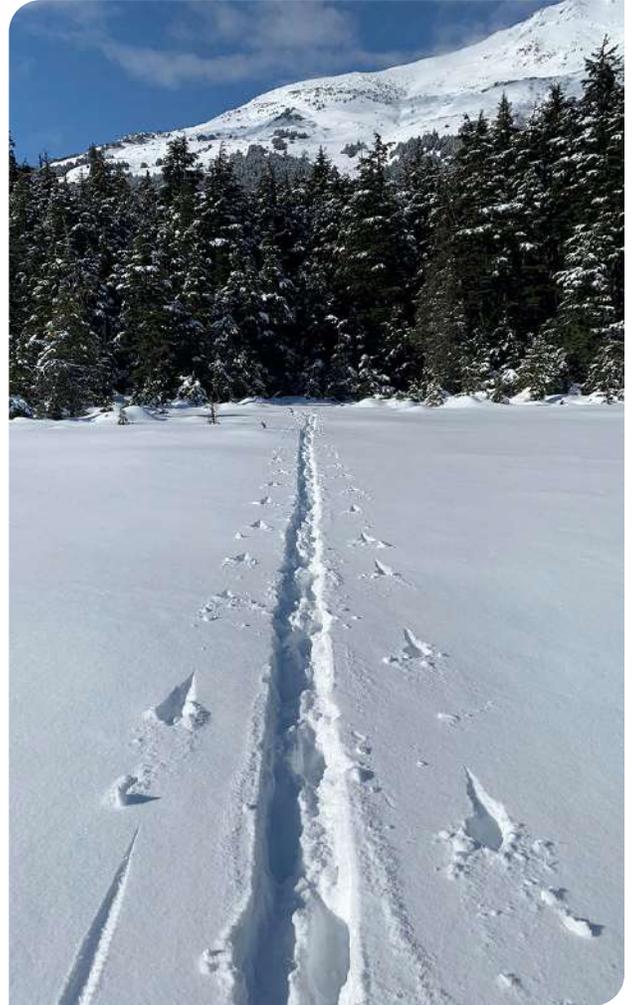


Figure 2

| YEAR | POPULATION | CHANGE (%) |
|------|------------|------------|
| 2015 | 2,658 | 3.4 |
| 2010 | 2,570 | 22.9 |
| 2000 | 2,091 | 71.3 |
| 1990 | 1,221 | 111.6 |
| 1980 | 577 | 300.7 |
| 1970 | 144 | 128.6 |
| 1960 | 63 | -20.3 |
| 1950 | 79 | |

Source: American Fact Finder, 2017, US Census

Economy

Girdwood's economy relies largely on the visitor industry and the related natural assets and outdoor recreation infrastructure that visitors seek. As such, Alyeska Resort and Girdwood's surrounding trails are a large part of the town's economic sustainability.

The largest industry sector providing just under half of the jobs in Girdwood is arts, entertainment, recreation, accommodations, and food service, which reflects Girdwood's primary employer, Alyeska Resort.

Governance

As part of the Municipality of Anchorage (MOA), the Girdwood Valley Service Area (GVSA) provides public services within its boundaries. The Girdwood Board of Supervisors is an elected body made up of residents to advise the Municipality on services for which Girdwood taxes itself: road maintenance, fire, police, cemetery, and parks & recreation.

The Girdwood Trails Committee, as a committee of the Girdwood Board of Supervisors, makes recommendations for all trails in the valley, regardless of land ownership. However, the authority to improve or authorize trails resides with the underlying landowner. Public landowners whose lands provide authorized trails, include Girdwood Parks and Recreation, MOA Heritage Land Bank, Chugach National Forest, Chugach State Park, and Anchorage School District. Alyeska Resort, a private landowner and lessee of State of Alaska Department of Natural Resources, hosts popular summer trails that are accessible to the public during the summer months.

Although the planning analysis of trails in the valley includes trails on all lands, the GTP only has the authority to make recommendations for trails, natural spaces, and related trail development on Municipal land.

Girdwood Trails Managers: Recreation-Based Organizations & Volunteers

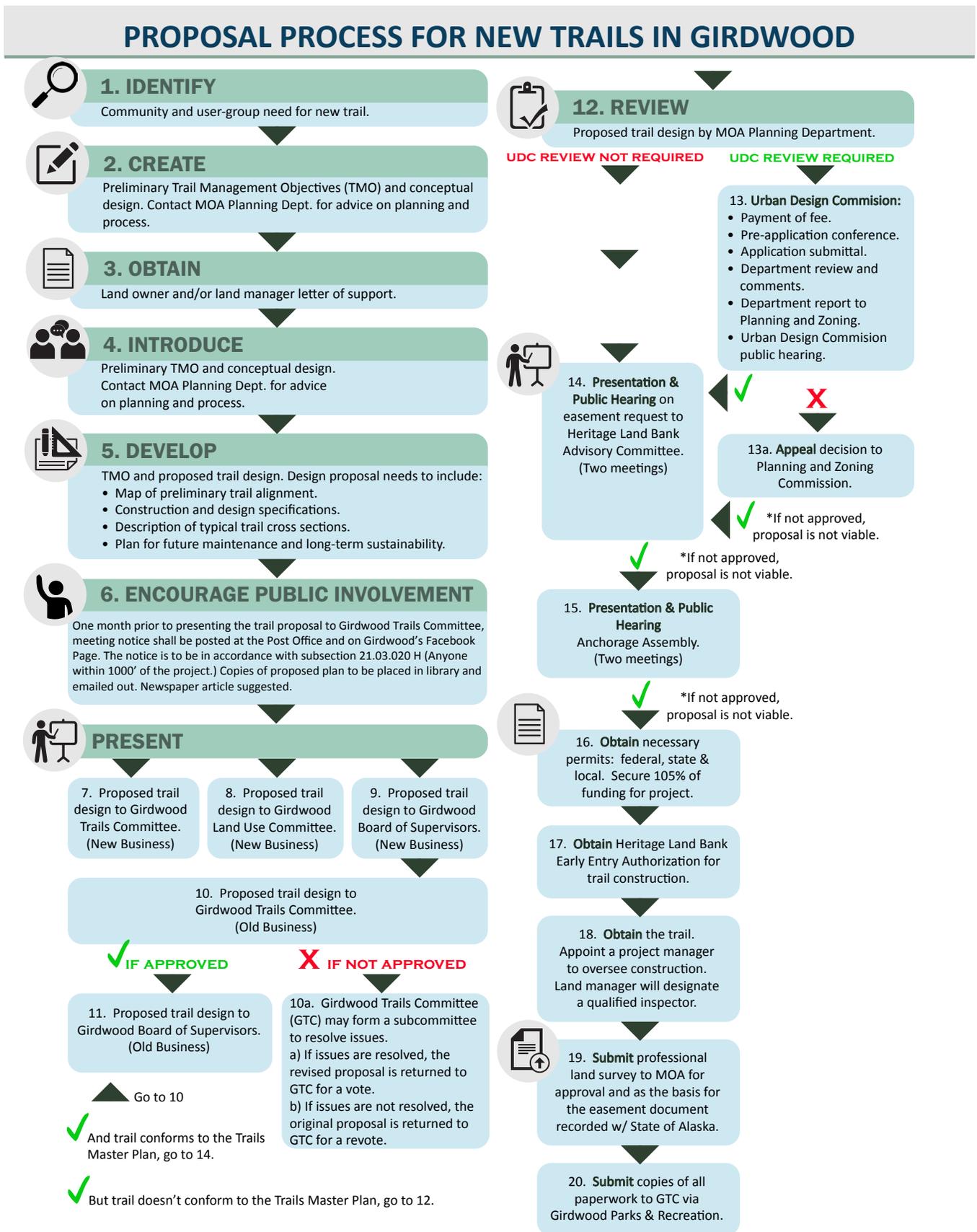
In Girdwood, trail managers are defined as non-profit organizations or businesses that have obtained an easement from the MOA Heritage Land Bank to build and manage trails for public use in the Girdwood Valley. Current trail managers include the Girdwood Nordic Ski Club, Chugach Powder Guides, Girdwood Mountain Bike Alliance, and the Girdwood Trails Committee.

Existing Trail Planning, Design & Construction Approval Process

Planning, design, and construction of a new trail in the Girdwood Valley requires a process with multiple steps and a variety of public input. The following graphic describes the current process required to get approval to build trails on Municipal land including HLB and other Municipal authorizations.



Figure 3



Demand for Expanded Trail Network

The 2019 Girdwood Area Plan Survey results indicate that access to trails and outdoor recreation experiences are one of the primary aspects of Girdwood that residents love. Additionally, when asked what changes residents want to see in the next 10-20 years, recreation was a top choice. The survey results indicate that Girdwood residents want more of what they love. To dig a little deeper into this topic, the Imagine! Girdwood public meeting in April 2019 asked meeting participants what outdoor recreation opportunities they would prioritize for Girdwood's future. More than 61% of respondents indicated that new 4' wide trails for hiking/running, mountain biking, and classic Nordic skiing should be prioritized. This data suggests a desire for more trails within the Girdwood Valley.



Multi-Use Trails – There is increasing demand to expand the class 3 and 4 range, year-round, multi-use trails that create more connecting and looping opportunities that are easy-moderate in difficulty. This type of trail would provide more outdoor recreation experiences for visitors and more accessible opportunities for new trail users and families.



Single-Use Purpose-Built Mountain Biking - Use of mountain bikes and demand for mountain bike specific trails has been on the rise in Girdwood. Bikewood has developed a Master Plan for creating bike-only trails. There is currently user conflict between the growing mountain bike community and other trail users.

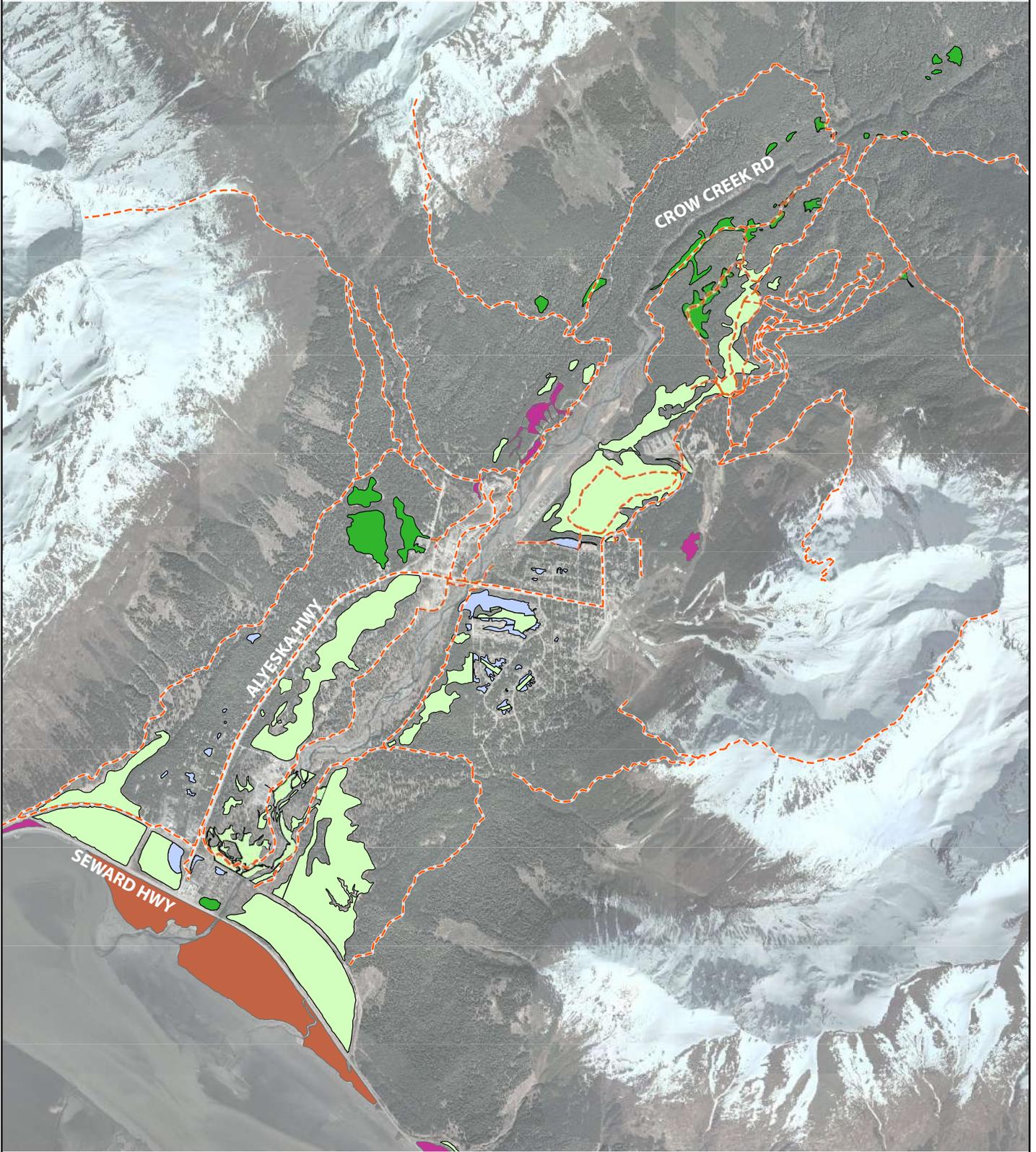
Existing Physical Conditions

The Girdwood Valley is surrounded by public land on three sides and Turnagain Arm of Cook Inlet on the fourth. The narrow valley is bisected by Glacier Creek, Virgin Creek, California Creek, and their tributaries. The base of the valley is splattered with various wetlands that have traditionally been too wet to develop or use; however, climate change is altering precipitation and vegetation patterns quickly and the long-term implications are unknown. Finally, human-built infrastructure, including the Alyeska Highway, Alaska Railroad and the Airport impact trail routes. In brief summary, the existing trail system in the Girdwood Valley has developed as a result of its natural and constructed characteristics. Girdwood has a variety of out-and-back trails that essentially “dead-end,” instead of creating loops or traverses.

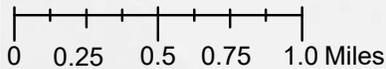
Environmental Conditions

While natural beauty and opportunity for recreation are abundant in Girdwood, there are some physical constraints to consider for trails and natural spaces. The organic soils, wetlands, avalanche zones, and topography create challenging conditions for sustainable and maintainable trail development in the Valley. Trail alignment, development and management must consider these environmental factors when planning for new and existing trails. A very detailed narrative on the geology, topography, hydrology, soils, vegetation, fish, wildlife, and climate of the Girdwood Valley can be found in the GVTMP (2020).

GIRDWOOD TRAILS PLAN: WETLANDS MAP

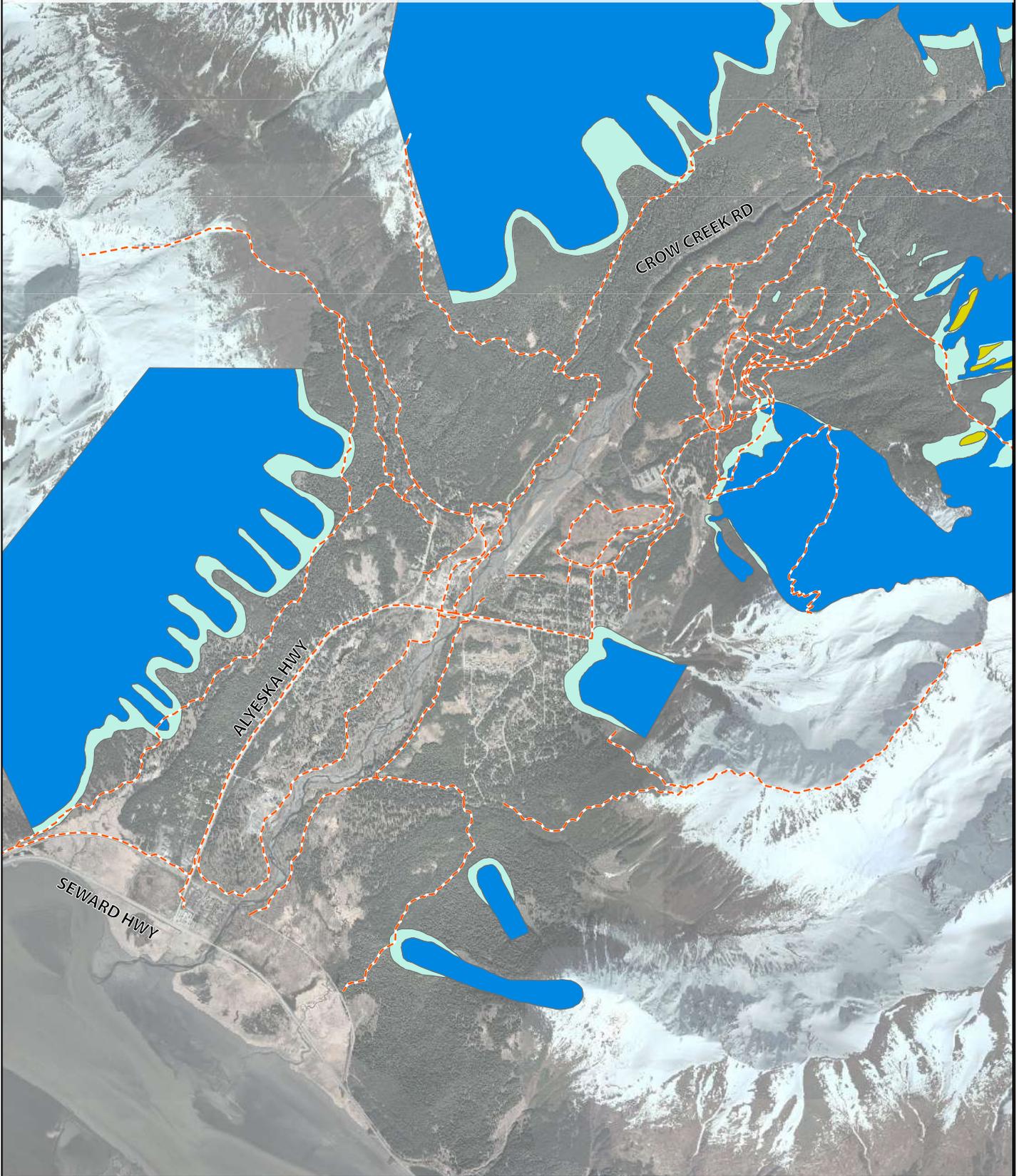


North

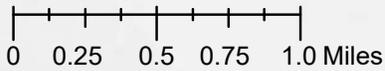


GIRDWOOD TRAILS PLAN: AVALANCHE PATH MAP

High Hazard Moderate Hazard Island Existing Trails



North



Existing Trails

The GVTMP identifies more than 30 individual trails within the Girdwood Valley. The trails make up more than 75 miles winding through the Girdwood Valley and up surrounding ridges (See existing trails map on page 21). Existing trails offer recreation opportunities for a variety of different uses. The existing trail system predominantly offers recreation and access to scenic and natural destinations.

The GVTMP classifies and manages trails using the USDA Trail Classification System described below. For a complete description of Girdwood's trail classification system, see the GVTMP.

Figure 4



For planning purposes, it is important to understand the current distribution of trail classifications so that the community can plan for future trail projects that achieve the demand not currently being met by the current trail system.



Figure 5: Existing Trails

| KEY | TRAIL | TRAIL LENGTH (MI) | TRAIL CLASSIFICATION |
|-----|--|-------------------|----------------------|
| 1 | Girdwood to Indian Bike Trail | 10 | 5 |
| 2 | Beaver Pond | 3.25 | 3 |
| 3 | Alyeska Highway Trail | 3 | 5 |
| 4 | Abe's Trail | 1.5 | 2 |
| 5 | California Creek Trail | 1 | 1 |
| 6 | Ragged Top Trail | 2 | 1 |
| 7 | Iditarod - Upper Trail | 6 | 3 |
| 7 | Iditarod - Lower Trail | 3 | 4 |
| 8 | Joe Danich Trail | 2.5 | 1 |
| 9 | Wagon Trail | 1.5 | 1 |
| 10 | Virgin Creek Falls Lower Trail | 0.6 | 1 |
| 10 | Virgin Creek Falls Upper Trail | 0.25 | 3 |
| 11 | Max's Mountain Trail | 2 | 1 |
| 12 | Shortcut from Bike Path to Davos | 0.125 | 3 |
| 13 | Hightower Multi-Use Trail | 0.3 | 5 |
| 14 | Tiny Creek Trail | 1 | 3 |
| 15 | Athabaskan Environmental Physics Trail | 0.25 | 3 |
| 16 | Deb's Way | 0.5 | 3 |
| 17 | Moose Meadow Trails | 1 | 4 |
| 18 | Verbier Way Bike Path | 0.3 | 5 |
| 19 | Egloff Multi-Use Trail | 0.2 | 5 |
| 20 | Winner Creek Trail Extension | 0.4 | 3 |
| 21 | Winner Creek Trail Upper | 9.12 | 3 |
| 21 | Winner Creek Trail | 3.5 | 4 & 3 |
| 22 | North Face Trail | 2.25 | 2 |
| 23 | Nordic 5K Loop | 3.1 | 4 |
| 24 | Mt Alyeska: Center Ridge to Max's | 1.3 | 1 |
| 25 | Snow Cat Summer Trail | 4 | 1 |
| 25 | Snow Cat Winter Trail | 4 | 4 |
| 26 | Stumpy's Summer Trail | 2 | 1 |
| 27 | Stumpy's Winter Trail | 2.5 | 2 |
| 28 | Arlberg Bike Path | 1.5 | 5 |
| 29 | Two Cents | 0.3 | 3 |
| 29 | Small House | 0.5 | 3 |
| 29 | Earnagain | 0.3 | 3 |
| n/a | Eagle Glacier Access | 3.85 | 1 |
| n/a | Crow Pass Trail | 3.73 | 2 |
| | Total | 78.625 | |

SUMMARY: TRAIL CLASSIFICATION TOTALS (MI)

| | | |
|---------|--------------------|-------------|
| Class 1 | 20.75 | 26.39% |
| Class 2 | 9.98 | 12.7% |
| Class 3 | 24.5 | 31.16% |
| Class 4 | 8.1 | 10.30% |
| Class 5 | 15.3 | 19.46% |
| | | |
| | 78.63 miles | 100% |

Seasonal Trails

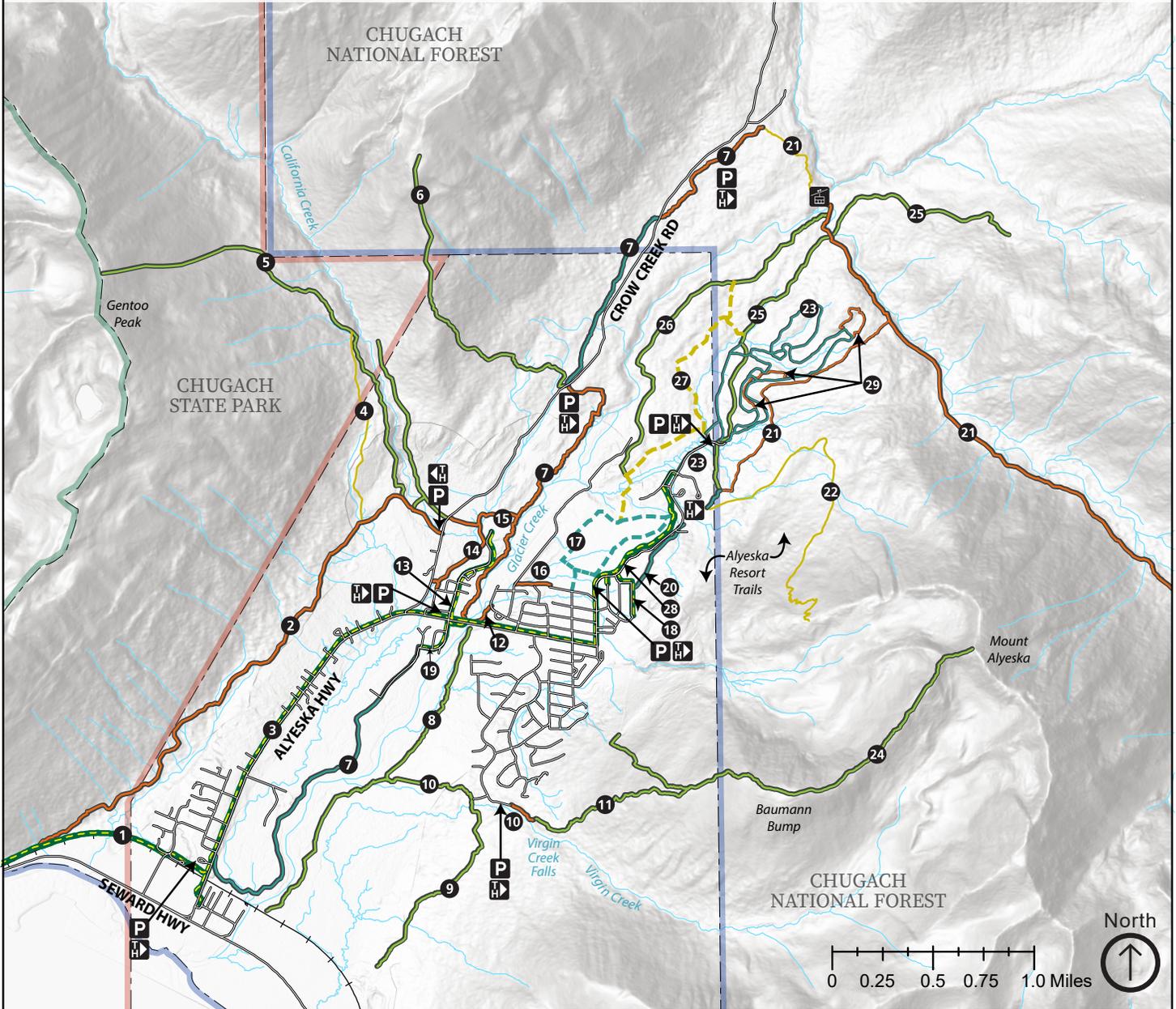
The Girdwood trail system offers four seasons of opportunities. Given the unique climate and abundant snowfall in Girdwood, winter recreation and trail opportunities allow residents and visitors alike to enjoy Girdwood year-round. Alyeska Resort offers 1,400 acres of skiable area and the Nordic ski area managed by the Girdwood Nordic Ski Club is nearby. However, due to soils and climate, there are remarkable winter-only trails through wetlands and meadows, providing trail experiences on frozen surfaces. These routes are not sustainable or accessible during the summer months. In addition, other routes that utilize elevation and topography to access more remote areas of the Valley are not accessible in the winter due to avalanche hazards. Finally, there are trails that are managed for a single use during the winter (ski only, for example) that are utilized as multi-use during the summer months. In short, the Girdwood trail system varies greatly in seasonal routes and uses. Trail design and management practices should consider seasonal and environmental conditions for the safety of trail users and to protect the environment the trail traverses.

Trail planning and development should achieve sustainable, four-season management of trails through collaborative planning and partnership, intended use, classification, construction, and shared use agreements.

See the existing trail map on page 21 to identify seasonal trails.

GIRDWOOD TRAILS PLAN: EXISTING TRAILS

- Trail Class 5 (Fully Developed)
- Trail Class 4 (Highly Developed)
- Trail Class 3 (Developed)
- Trail Class 2 (Moderately Developed)
- Trail Class 1 (Minimally Developed)
- - - Winter Only (Trail Class 4)
- - - Winter Only (Trail Class 2)
- Streets
- + + + Railroad
- Creeks
- Chugach National Park
- Chugach State Park
- Chugach State Park Wilderness
- P Parking
- H Trailhead
- H Hand Tram



TRAIL NAMES (TRAIL CLASSIFICATION #)

- | | | |
|---|---|---|
| <ul style="list-style-type: none"> 1 Girdwood to Indian Bike Trail (5) 2 Beaver Pond Trail (3) 3 Alyeska Highway Trail (5) 4 Abe's Trail (2) 5 California Creek Trail (1) 6 Ragged Top Trail (1) 7 Iditarod - Lower Trail (4) 7 Iditarod - Middle Trail (3) 7 Iditarod - Upper Trail (3) 8 Joe Danich Trail (1) | <ul style="list-style-type: none"> 9 Wagon Trail (1) 10 Virgin Creek Falls Lower Trail (1) 10 Virgin Creek Upper Trail (3) 11 Max's Mountain Trail (1) 12 Shortcut from Bike Path to Davos (3) 13 Hightower Multi-Use Trail (5) 14 Tiny Creek Trail (3) 15 Athabaskan Environmental Physics Trail (3) | <ul style="list-style-type: none"> 16 Deb's Way (3) 17 Moose Meadow Trails (4) 18 Verbier Way Bike Path (5) 19 Egloff Multi-Use Trail (5) 20 Winner Creek Trail Extension (3) 21 Winner Creek Trail Upper (2) 21 Winner Creek Trail (4 & 3) 22 North Face Trail (2) 23 Nordic 5K Loop (4) 24 Mt Alyeska: Center Ridge to Max's (1) 25 Snow Cat Trail (4) 26 Stumpy's Summer Trail (1) 27 Stumpy's Winter Trail (2) 28 Arlberg Bike Path (5) 29 Two Cents (3) 29 Small House (3) 29 Earnagain (3) |
|---|---|---|

For management purposes, the Girdwood Valley is divided into five areas (See map on page 23).

Upper Valley Trails

The Upper Valley trails have the most concentrated use of any trails in the valley with the highest diversity of user groups. Hikers, mountain bikers, Nordic skiers, snowshoers, visitors, and residents use these trails. Some of the winter trails are on wet ground unsuitable for summer use. Trails range from class 1 to class 5. All the groomed Nordic trails are in this management area, as are many ungroomed multi-use and classic skiing only trails.



Resort-Managed Trails

Alyeska Resort manages and maintains trails that are on the Resort's private property. Summer trails include the North Face Trail and Winner Creek Extension Trail. Alyeska Resort also manages and maintains downhill mountain bike trails, which are accessed via chairlifts. A trailhead for the Winner Creek Trail is located adjacent to Hotel Alyeska. These trails are open to the public; fees apply for lift access.

Alyeska Basin & South Valley Trails (ABS)

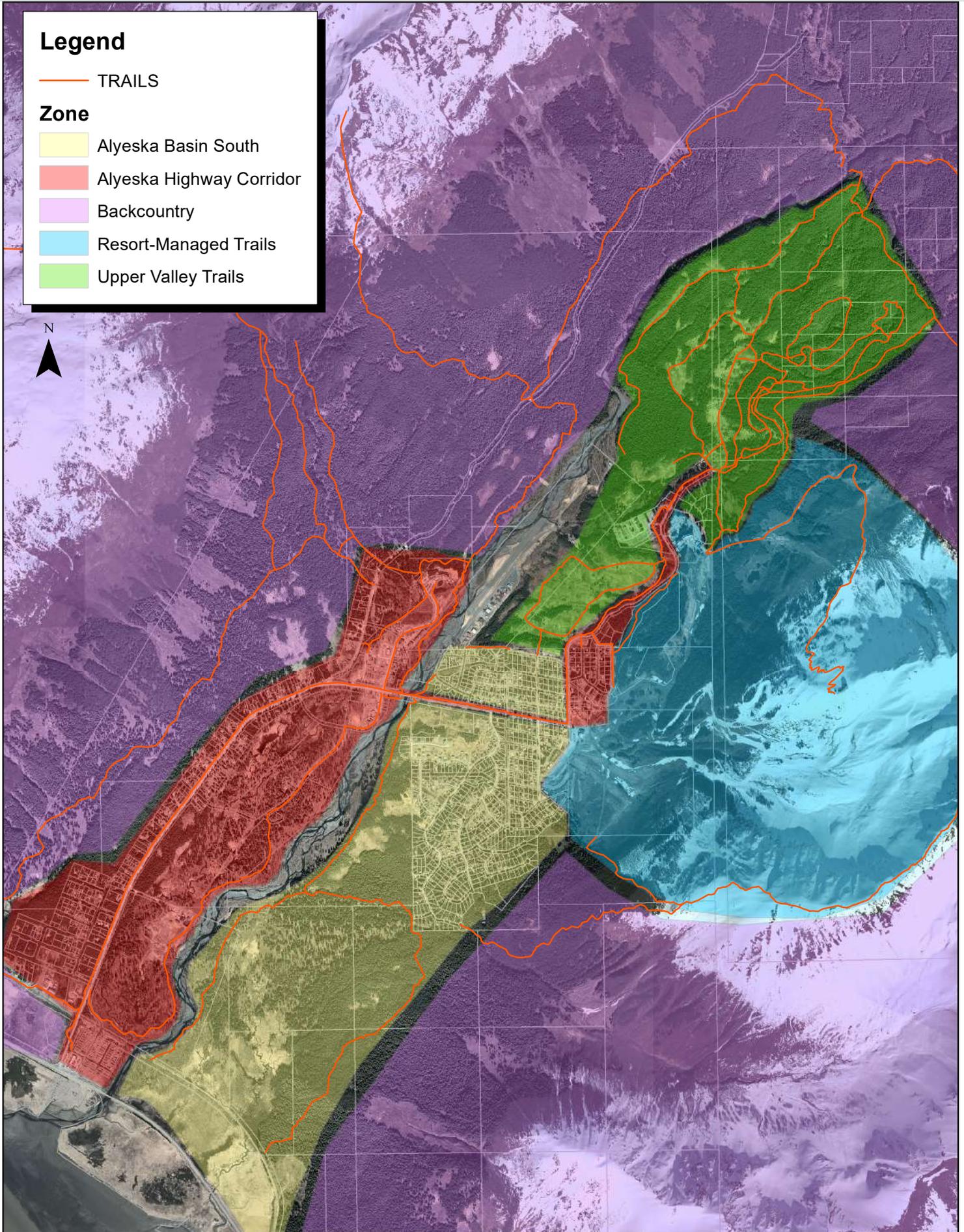
The ABS trails are routes that have evolved through community use into class 1 and 2 trails. This management area includes social trails that are important community links. The ABS trails are high value trails to the community with significant maintenance requirements, especially regarding snow storage issues each winter. Their alignments are generally across flat ground with numerous streams, wetlands, and flood plains.

Alyeska Highway Corridor (AHC)

The AHC contains all the paved multi-use trails in the valley, from the Hotel Alyeska to the intersection of the Alyeska Highway and the Seward Highway, as well as the trails found in Girdwood's Town Center and Forest Fair Park. The core trail is the Alyeska Highway Bike Path. There are four other paved bike path trails that radiate from it: the Hightower Pathway to the school, the Moose Meadow Pathway to Hotel Alyeska, the Egloff Pathway to the Library and the Bird-to-Gird Pathway. The Lower Iditarod Trail and Tiny Creek Trail are also located in this corridor.

Backcountry (BC)

The BC management area surrounds all the other trail management areas and contains the more remote, primitive trails. This area stretches from Turnagain Arm to the top of the ridges surrounding the valley. The BC area encompasses all lands west of the Alyeska Highway Corridor and extends east to Berry Pass with trails mostly along historic transportation routes. Trails in this corridor face significant pressure from potential development of the new south town site and the proposed Crow Creek neighborhood developments, including the proposed development of a new subdivision referred to as Holtan Hills. Most INHT segments are within this area (Girdwood Iditarod, Crow Pass, and both upper & most of lower Winner Creek Trails). The Athabaskan Environmental Physics (AEP) Trail, Beaver Pond Trail, California Creek Trail, Abe's Trail, and the Ragged Top route are all located in this area. The area contains several trailheads along Crow Creek Road.



Existing Trail Use



Hiking/Pedestrian – The Girdwood trail system currently sees a broad spectrum of hikers and pedestrians, from young children and first-time hikers on guided tours, to seasoned backpackers heading out for multi-day overnight journeys. A balance of trail classes should be maintained to provide a range of experiences for all hiking/pedestrian trail users. Many residents desire trail surfaces that are accessible and that are adequate and safe for running or walking with strollers. Similarly, primitive trails are desired by residents for neighborhood connections and solitude within the valley. Primitive trails are primarily unmapped social trails. Most do not have trailheads, wayfinding, or other developed infrastructure.



Skiing – Within the Girdwood trail system, there are opportunities for groomed and ungroomed classic and skate Nordic skiing as well as resort and backcountry downhill skiing. The existing opportunities cater to a more advanced skier, and there is a desire for more beginner runs and routes in both Nordic and downhill areas. A range of difficulty will better serve a broad spectrum of trail users (new and experienced) and families with younger children.



Biking – The Girdwood-to-Indian National Recreation Trail (Bird-to-Gird Trail) brings bicyclists into Girdwood along the Turnagain Arm and offers 13.2 miles of paved trail. There are additional paved, multi-use trails that connect cyclists through Girdwood along the Alyeska Highway Corridor. There are limited amenities for bicyclists which can discourage multi-modal transportation for those who live in or visit Girdwood.

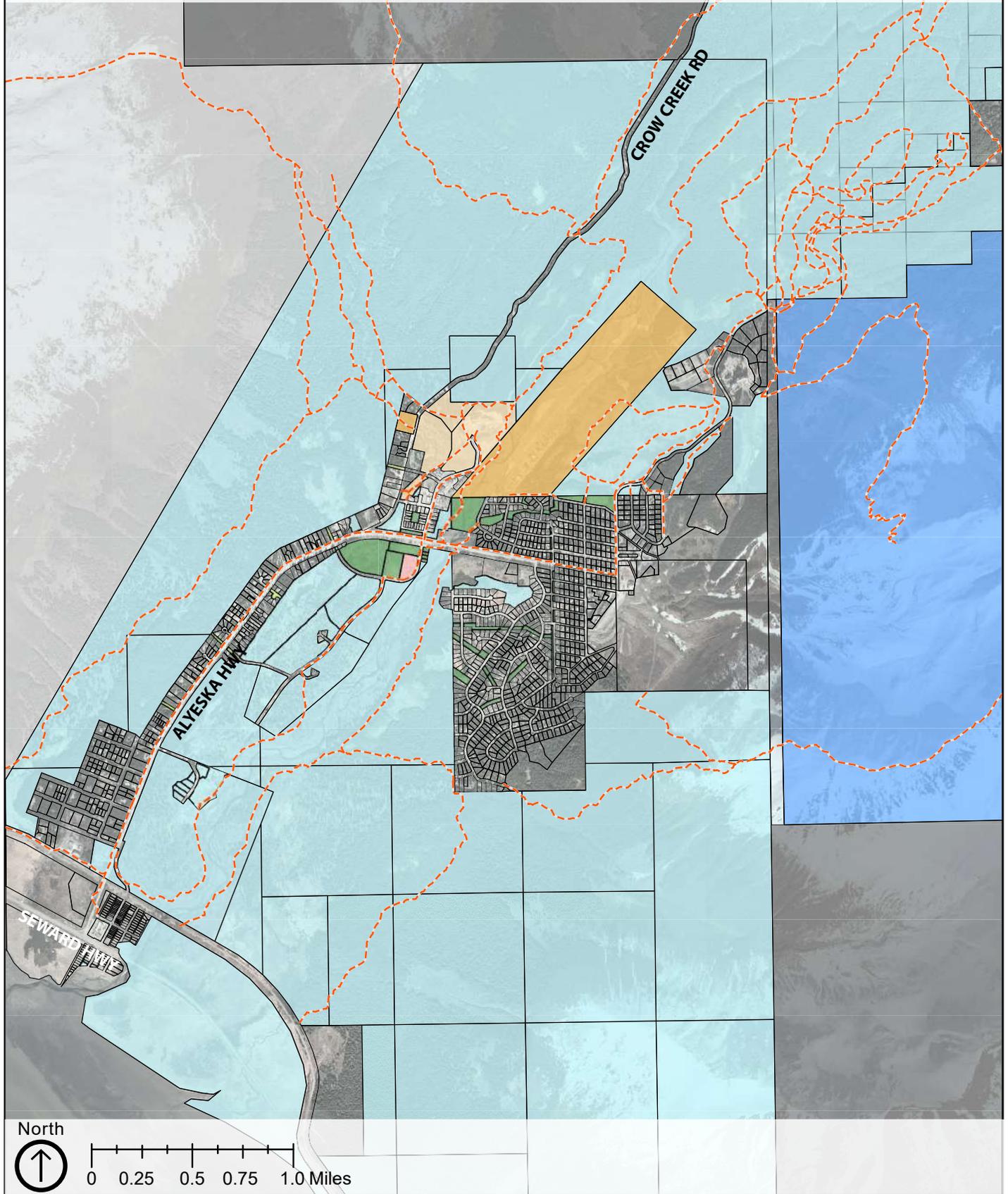
Land Ownership

Land ownership presents unique opportunities and challenges for the Girdwood trail system. Girdwood trail system lands are predominantly owned and managed by public agencies like the Municipality of Anchorage – Heritage Land Bank, State of Alaska - Chugach State Park, the Department of Natural Resources, and United States Forest Service - Chugach National Forest. The Girdwood trail system is a complicated network that traverses multiple landowners. Agency decision-making and project authorization processes vary by agency. It is not uncommon for trails within the Girdwood trail system to traverse multiple landowners from trailhead to terminus. The complexity of land ownership requires a higher level of public collaboration during trail planning and management.



GIRDWOOD TRAILS PLAN: LAND OWNERSHIP MAP

- | | | | |
|---------------------------|-------------------------------|--------------------|-----------------|
| Girdwood Fire Department | Chugach State Park | Heritage Land Bank | Private Parcels |
| Anchorage School District | AK Dept. of Natural Resources | Parks & Recreation | Existing Trails |
| Chugach National Forest | AK Dept. of Transportation | Street Maintenance | |



Trail Easements & Legal Access

All publicly managed trails should be legally accessible so that the trails are protected from encroachments and the public's access is protected. In turn, the property rights of private landowners are respected by trail users. All managed trails in the Girdwood Valley should have one of the following authorizations:

1. Easement managed by the underlying land management authority
2. Intra-governmental agreement or permit
3. A dedicated Municipal park

There are unauthorized trails on State of Alaska DOT&PF (aviation & highway) lands, utility easements and the Alaska Railroad right-of-way.

Connectivity

Glacier Creek bisects the Girdwood Valley and historically the Hand Tram provided one of the only crossings within the trail system itself. The pedestrian bridge adjacent to the vehicular bridge on the Alyeska Highway provides another crossing. No other formal cross-valley connections exist, including at the mouth of the valley where several trails terminate at the railroad but do not interconnect. Reliable, multi-use connections are needed at the lower and upper valley to provide interconnectivity of trails.

The Hand Tram was initially completed in 2000 and created a connection across Glacier Creek on the Winner Creek Trail during summer months only. Due to a variety of concerns, the Hand Tram was decommissioned in 2020. A bridge providing year-round multi-use connectivity is anticipated to be constructed in the coming 2-4 years (See project B6 described on page 42).

Access: Trailheads and Parking

The Girdwood Trails Management Plan states that identifiable trailheads with sufficient, adjacent parking should be provided for each trail. Parking and trailhead access within Girdwood have become more difficult with an increase in visitors who arrive by car. Winter snow storage further complicates providing adequate trailhead parking and amenities that are accessible year-round.

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

Virgin Creek Falls is a popular scenic stop and photo opportunity for visitors that lacks adequate parking for current demand. The site has some constraints to expanding parking and lacks amenities to accommodate higher levels of use. The 5k Nordic Ski Loop parking was constructed in 2016 and has outgrown its capacity on popular days. Alyeska Resort allows trail users to utilize hotel parking near the chapel of Our Lady of the Snows. While having this overflow lot is helpful, it may not always be allowed, and longer-term sustainable options may be needed.

There are several trails within the Girdwood trail system that do not have trailheads. Wagon Trail is a commonly cited example that is not accessible by a public trailhead. The trail has historic value but cannot easily be shared with visitors. Deb's Way/Airport Conflict is commonly mentioned by Girdwood residents. The airport road was a popular access point for upper valley exploration as it provides connection to upper valley trails and locations, such as the Hotel Alyeska. DOT has recently been enforcing trespassing on its land as pedestrian traffic conflicts with airport operations. A mutually agreeable compromise to this would be beneficial, as connectivity to the trails is needed and would be used by general aviation, commercial aviation, and other trail users.

Most of Girdwood's trails provide parking along wide road shoulders, and trail access is via informal trailheads. Even at trailheads where parking has been recently updated, current use has already outgrown the existing capacity.

Chugach State Park has developed a management policy for trail access and trailheads. This will begin solution-driven conversations around trails that begin in Girdwood and enter Chugach State Park land.

Figure 6

EXISTING PARKING AND TRAILHEADS



- P1: AK Railroad Depot
20-30 spaces
- P2: USFS Chugach Glacier District Ranger Station
16 spaces + 2 accessible
- P3: Virgin Creek Falls
9-12 spaces in roadway
- P4: Girdwood Town Center
30-40 spaces + 2 accessible
- P5: Beaver Pond
16 unmarked spaces in roadway
- P6: Moose Meadows
10-12 spaces
- P7: Arlberg Road
20 spaces + 1 accessible
- P8: Middle Iditarod
4-6 spaces
- P9: Winner Creek Gorge
20 spaces + 1 accessible



Middle Iditarod Trailhead



Arlberg Road Trailhead



Virgin Creek Falls Trailhead



Beaver Pond Trailhead

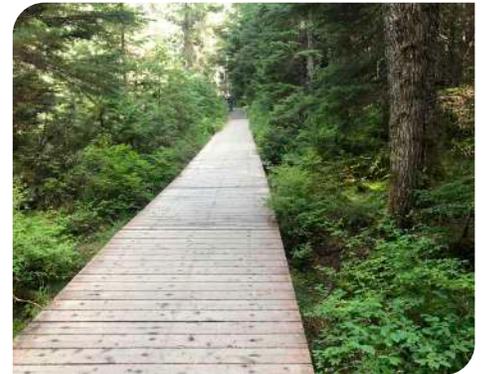
Amenities, Signage, & Wayfinding

Signage & Wayfinding – A lack of clear signage and wayfinding in tandem with informal parking and unmarked trail heads, makes navigation of the Girdwood trail system difficult. Most junctions are unmarked, which makes navigation challenging, especially where social trails intersect the established trail system.

Land ownership is complex throughout the Girdwood trail system, and there are inherent risks and hazards in outdoor recreation. A lack of wayfinding and emergency information on the trails presents challenges for emergency and rescue situations and reporting trail issues.

With multiple landowners and management styles at trailheads throughout the system, the wayfinding is not consistent in appearance or information provided. This creates confusion for trail users and first responders.

As the Girdwood trail system expands, clear signage and wayfinding will be crucial to indicate difficulty, allowed uses, ownership, safety, interpretation, rules & regulations, and wayfinding. Snow storage and berms should be considered in the implementation of wayfinding to ensure wayfinding and trailhead markers are visible year-round. A cohesive and uniform wayfinding system should be developed and implemented.



Toilets – There are no restrooms provided at trailheads throughout the Girdwood trail system. Due to the high level of visiting trail users and the economic activity that is trail-based, providing permanent or portable toilets during peak season would reduce environmental impact, litter, and improve the user experience.

Dog Waste Stations & Signage – Conflict between humans and dogs on the trail is not exclusive to Girdwood. Clear signage to indicate when dogs are allowed and if they must be leashed reduces conflict. Dog waste has become an issue on trails within Girdwood. Highly trafficked trailheads lack dog waste stations, trash receptacles, and educational signage. As many visiting trail users are not familiar with 'Leave No Trace' principles, this issue may be expected to grow.

Trash Receptacles – There are few trash cans located throughout the trail system in Girdwood. Many trailheads have trash receptacles, but there are long stretches of trail without them. While most weekend backpackers and residents are willing and prepared to 'pack it out' or wait until they find a trash can, providing bear proof trash cans at highly trafficked visitor-favorite trailheads like Upper Virgin Creek Falls and Beaver Pond will help keep the trail system clean.

Bike Racks – The Bird-to-Gird Trail brings cyclists into Girdwood from Anchorage along the Turnagain Arm. A growing mountain bike community and trail opportunities draw additional cyclists into town for recreation. Bike racks are present at few trailheads, including Alyeska Resort. Installation of bike racks throughout town would encourage trail users to move around town to local businesses and other recreation spots while visiting.

Trail Maintenance

The Girdwood Trails Management Plan describes the current level of maintenance for each of the trails within the system. The Girdwood trail system requires brushing, grooming, and general trail maintenance throughout different areas based on the trail class, designation, and allowed use.

Multiple landowners along trails results in various levels of capacity for maintenance and management throughout the trail system and along specific trails. Different types of trail users would like to see varying levels of maintenance based on their preferences and activity.

Trail maintenance relies heavily on a small, seasonal Municipality of Anchorage Parks and Recreation Staff, partner organizations, and community volunteers. As trail use increases and more trails are constructed, it will be crucial to provide adequate funding and resources to support trail maintenance and management.

COMMUNITY & STAKEHOLDER ENGAGEMENT

The Girdwood Trails Plan project launched in late February 2020, just as the world was entering lockdown due to COVID-19. Community and stakeholder participation occurred entirely in a virtual setting. The process was not ideal; community members would have much preferred to be in rooms together gathered around maps with markers and sticky notes or out on the trails in groups investigating site conditions, but everyone adapted, and the project moved forward.

Girdwood Trails Plan Subcommittee

The Girdwood Trails Committee selected eleven (11) individuals to sit on the Girdwood Trails Plan Subcommittee. The subcommittee met on a monthly basis via Zoom to participate in and make recommendations to the trail planning process. During the process, the subcommittee held eleven (11) regular meetings, four (4) workshops and one (1) special meeting. A complete record of meeting agendas, summaries, and meeting materials can be found by visiting the following website: <https://drive.google.com/drive/folders/1gPuYrLKRM9ovsAf4x7ThDh2CziVkJZ4sl?usp=sharing>

Stakeholder Interviews

A series of ten (10) stakeholder interviews were conducted to establish a baseline of qualitative project information and to better understand the current conditions of the trail system, as well as the diversity of community goals and visions for the future of the Girdwood Trails. The following groups and individuals were interviewed:

- GirdWild
- Girdwood Mountain Bike Alliance (now Bikewood)
- Alyeska Resort
- Girdwood Nordic Ski Club
- Ascending Path
- Landowners (Two meetings): Chugach State Park, Heritage Land Bank, Chugach National Forest
- General Trail Users: Three (3) individuals not associated with a group or organization.

A complete Stakeholder Interview Executive Summary and each individual meeting summary can be found in the appendix.



Public Meetings

Two virtual public meetings were held during the development of the Girdwood Trails Plan. The first public meeting introduced the project to the broader community; shared draft values, vision, and goals; and launched an interactive online mapping application (described below) to gather community input. There was a lot of community interest in this meeting - over 100 people were in attendance. A summary of the comments received and presentation polling results can be found in the appendix.



A second virtual public meeting was held in June of 2021 to share the Draft Girdwood Trails Master Plan with the public for review and comment.

The Girdwood Trail System Should be Equitable and Balanced



Level of Difficulty

Bearing in mind that outdoor recreation in Alaska is somewhat more "extreme" than one might find in other places, the opportunities in Girdwood still seem to skew toward a more experienced outdoor recreator. There is a desire for trails that are accessible and safe for hikers, bikers, and skiers of all levels. Creating opportunities at all levels of difficulty is especially important as the number of youth and visitors engaging in recreation is on the rise.



Managing Allowed Uses

Due to the growing popularity of trail- and nature-based activities, such as biking, a balance of user groups and notice of allowed uses is needed. There is some user conflict between hikers and bikers and their desired trail experiences. However, bikers and non-bikers alike agree that more purpose-built, single-use, bike-specific trails are needed to reduce this conflict system-wide. Trails that are not designed and built for bikers result in increased user conflict, maintenance requirements, and costs.



Range of Opportunities for All People

Offering opportunities for every type of resident or visitor is something that the community of Girdwood values and feels is important. With proper planning, the Girdwood trail system can provide a range of experiences for users of all ages and abilities. There are opportunities for viewing scenery whether one is walking a short distance, biking on paved trails, pushing a stroller on a trail through the forest, mountain biking, or hiking in the backcountry. Each trail cannot cater to everyone, but the planning process will help determine which opportunities are already provided and what updates or additions can be made to create a diverse trail system that offers something for everyone.



Balance of Trail Classifications Throughout the System

There is significant diversity in the experience that each trail user wishes to have when using the Girdwood trail system. To best meet this diversity in demand, the trail system should be comprised of a balance of trails of various classifications. Girdwood residents value the diversity among types of trails and experiences as much as they value the ability to engage in many forms of trail and nature-based recreation. Trail users appreciate and see the need for access to class 1 (minimally developed) trails as well as class 4 (fully developed) trails. The Bird-to-Gird and Nordic 5k Trails are formalized, well-maintained trails that are valued by many community members to the same degree that undeveloped, primitive trail experiences are valued. A trail system with a balance of trail classifications will lend itself well to providing opportunities for the novice as well as advanced trail user and creating a broad range of outdoor and recreation experiences.



Areas for Primitive Trail Development

While it is vital to provide a variety of trails when it comes to difficulty, use, and trail classification, it is also necessary to identify areas that prioritize limited or primitive trails (Class 1 and 2). Many residents and user groups value having access to wild lands areas that are minimally developed. The areas should be accessible, within short walking distance of the community, and provide primitive, non-mechanized trail experiences. The areas with primitive trails should prioritize habitat protection, spaces for quiet and solitude, orienteering, wildlife viewing, and ungroomed skiing.

Improving and Managing Trail Access

There are many wonderful trails within the Girdwood trail system that are missing formal or improved access, wayfinding, or amenities. The thought of the Girdwood trail system inundated by out-of-town guests is difficult for many long-time residents; however, with proper planning and thoughtful access planning, use can be managed.

Girdwood may consider upgrading certain trails to support higher levels of traffic and promoting them accordingly. Trails that are not yet to a standard that can sustainably accommodate higher levels of use or do not have easy access should be managed as such. Trails that are managed for use by Girdwood visitors should be clearly marked with wayfinding, promotional materials, and maps. This communication around access, use, and level of trail development will create a clear expectation as to the type of trail experience one can expect.

Commonly cited examples such as Wagon Trail, a historic experience that many residents value, cannot be shared or promoted with visitors due to having no trailhead at either end. Upper Virgin Creek Falls is a very popular destination that is promoted well and receives high traffic but does not have parking or restrooms to accommodate visitors. Providing improved access, formal trailheads, as well as appropriate amenities and parking for the level of use anticipated on a given trail will help to alleviate many of the current issues.

Trail Maintenance

While all stakeholders understand that both the coordination and cost of maintenance have been challenging, the desired level of maintenance moving forward varies among trail users due to preference and desired trail experience.

Brushing out trails, grooming, and general trail maintenance (removing fallen trees, tread, bridges, etc.) should all be considered. Trails that become overgrown (such as Beaver Pond and Upper Iditarod) should be brushed out with some regularity. Although some users seem to be content with the level of grooming, others think that additional grooming would make the winter multi-use trail system more accessible to more trail users. The level of trail maintenance required, anticipated funding, and volunteer commitment should be discussed in the initial planning stages of all new trail development.

Connectivity

There is generally consensus that the trail system would benefit from increased connectivity between existing trails. Creating connectivity among existing trails may consist of new trail development to close "missing connections" as well as formalization of social trails that have evolved over time.

There is a desire for connectivity through town and around the valley, which is bifurcated by Glacier Creek and Alyeska Highway. Creek crossings will need to be eventually addressed to create the desired valley-wide connectivity. There is interest to fill in gaps in the system and to create more trail loops.

Creating connectivity within the trail system will create a more cohesive experience and additional opportunities to travel through Girdwood. Girdwood residents value the ability to travel without a car and a connected trail system utilizing the town's infrastructure is a key part of that.

Project Approval Processes

The project approval process should be transparent and understood by all. There should be adequate public involvement opportunities and communication between all parties. There is community frustration about the current process and a consensus that a streamlined approval process would benefit everyone. The trail plan will provide clarity around that process, establish a shared vision, and result in a community-supported and adopted document that may be referenced during future trail development.

PART 2 – RECOMMENDATIONS + IMPLEMENTATION

PURPOSE

The purpose of Part 2 of this plan is to identify both broad aspirations and specific implementation actions to guide trail projects over the next 10-15 years that will achieve the trail system that Girdwood envisions. This section of the GTP contains:

- A simple, long-range vision statement that describes Girdwood’s aspirations for the trail system.
- A list of community-developed values that support the vision and articulate core principles that guide and direct work. Values guide decision-making and establish a standard against which actions can be assessed.
- Five goals Girdwood can aim to achieve over the next 10-15 years.
- Implementation actions that identify specific projects that Girdwood should invest in and accomplish.

VISION, VALUES, & GOALS

Girdwood residents developed values, a vision statement, and plan goals that guided the development of the trail plan and will serve as the basis for future action and decision-making for Girdwood’s trails.

The vision, values, and goals provide organizing principles for the plan and serve as a “compass” for future decisions – providing statements of intent that can guide Girdwood, its citizens and partners when responding to change, growth and new opportunities. The vision, values, and goals ensure that future decisions are consistent with the original intent of the plan. The vision, values, and goals were derived from public input provided through the GTP Subcommittee, public meeting #1 and general public comments.

Girdwood Trails Plan: Vision

Girdwood aspires to be a world-class outdoor recreation destination offering residents and visitors a balance of trails and natural spaces that are interconnected, diverse, and sustainable. Girdwood’s trails are vital to our community well-being, identity, and economy.

Girdwood Trails Plan: Values

Values are core principles that guide and direct work. Values guide decision-making and establish a standard against which actions can be assessed.



Access: Trails are easily accessible, provide safe access to outdoor recreation, everyday community destinations, and the alpine.



Health & Well-Being: Trails contribute to improved physical and emotional health by promoting outdoor activity and social connection.



Experience: Girdwood trails provide a variety of outdoor experiences.



Community Identity: Trails are an essential part of Girdwood’s community identity and cultural history.



Explore & Learn: Trails provide places for exploration, discovery, and education.



Natural World: Trails provide access to the natural world to experience wildlife, wilderness, natural spaces, and functioning ecosystems.



Stewardship: Trails are sustainable, well-planned, designed, constructed, and maintained now and for future generations.



Diversity & Inclusivity: There are a variety of diverse trail experiences for everyone.



Recreation: Trails provide safe, low-cost opportunities to get outdoors and recreate.

Figure 8

GIRDWOOD TRAILS PLAN: GOALS



GOAL 1: PLAN

Provide a balance and diversity of trail experiences that minimize user conflicts and are consistent with the Girdwood Area Plan and the Girdwood Valley Trail Management Plan.



GOAL 2: CONSERVE

Identify, designate uses, and protect trails through proper processes.



GOAL 3: DEVELOP

Build trails using sustainable design principles with a clear project approval process among land-owners.



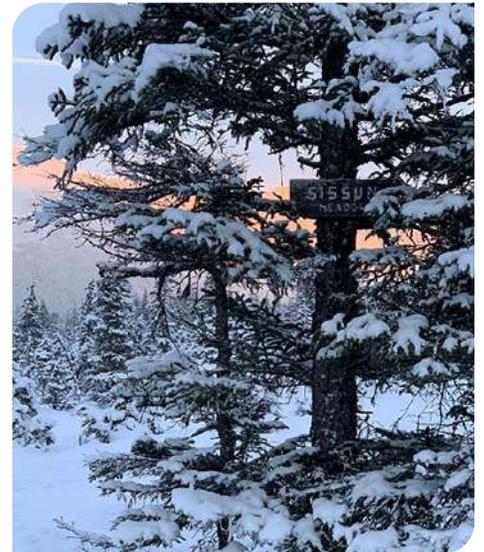
GOAL 4: MAINTAIN

Trails are managed as needed for safety, the desired user experience, and to conserve natural resources.



GOAL 5: SUSTAIN

Provide adequate funding, planning, support, and stewardship for trails.



PROPOSED TRAIL NETWORK

The Proposed Trail Network map, along with the list of proposed projects, work to achieve the vision and goals of the GTP and specifically address major themes identified through stakeholder engagement and the existing condition assessment.

- Improve Connectivity and Access
- Improve Balance & Diversity of the Trail System

Proposed projects are grouped into the following categories; New Trails (T), Bridge Projects (B), Trailhead Projects (TH), Proposed Areas for Primitive Trails (PT), Proposed Areas for Mountain Bike Trail Development (MB), and Special Projects (SP).

How this Plan Improves the Balance and Diversity of the Trail System

Proper Management and Funding of Existing Trails

Girdwood trails should be actively managed, maintained, and funded to ensure trails are consistent with their assigned classification standards and experience as identified in the Girdwood Trails Management Plan. Trails should be maintained, so they are routed on sustainable alignments and hardened when necessary to assure trail sustainability and protection to the surrounding natural areas.

Areas for Mountain Bike Trail Development

Another way this plan improves the diversity of trail experiences in Girdwood is by identifying areas that are suitable for purpose-built, single-track mountain biking flow trails. There is an increased demand for this type of recreation experience in the valley. Providing a specific area for mountain bikes will provide users with an exceptional trail experience tailored to mountain biking while reducing user-conflicts on multi-use trails elsewhere that are primarily built for hiking or skiing. The areas identified for mountain biking trail development don't limit the development of other recreational activities in the area.

New Trails

The GTP proposes a variety of new trails that will improve the balance of trail classifications within the Girdwood trail system. Trail users will have a greater range of experiences and options for outdoor recreation and more trails from which to choose.

How This Plan Improves Connectivity and Access

Bridges

Glacier Creek is a barrier to trail connectivity in the Girdwood Valley. This plan proposes three (3) multi-use trail bridges equitably dispersed throughout the valley to better connect residents and visitors to trails without having to drive to access trailheads.

Trailheads

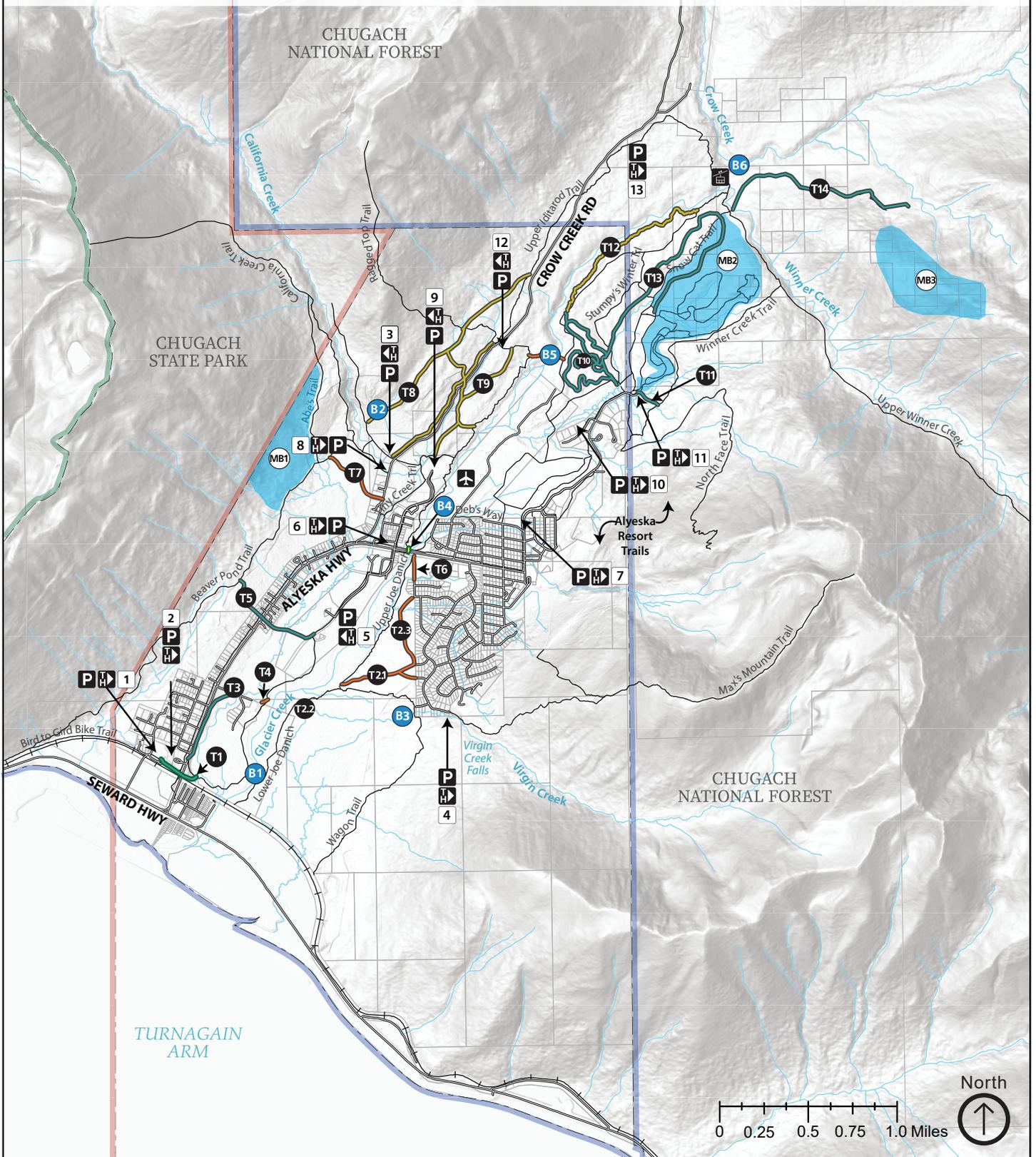
There are a multitude of existing trailheads in Girdwood with a range of amenities; however, to improve access to trails and natural areas, this plan proposes a range of trailhead upgrades, expansions, cooperative agreements, and new trailheads to meet increasing access demands and to ensure existing parking areas are being efficiently utilized.

New Trails

In addition to the proposed new trails that will improve the balance and diversity of the trail system, other new trails are proposed to improve access to the trail system and connectivity within the system. Proposed new trails improve the functionality of the system by completing smaller and larger loops, connecting to neighborhoods and community facilities, and providing safe and authorized routes to avoid trespassing.

GIRDWOOD TRAILS PLAN: PROPOSED TRAIL NETWORK

- | | | | | | | | |
|--|--------------------------------------|--|-----------|--|---|--|-------------------------------|
| | Trail Class 5 (Fully Developed) | | Streets | | Trailhead Number | | Chugach National Park |
| | Trail Class 4 (Highly Developed) | | Railroad | | Proposed Bridge | | Chugach State Park |
| | Trail Class 3 (Developed) | | Creeks | | Proposed Area for Mountain Bike Trail Development | | Chugach State Park Wilderness |
| | Trail Class 2 (Moderately Developed) | | Parking | | | | |
| | Trail Class 1 (Minimally Developed) | | Trailhead | | | | |
| | Existing Trails | | Hand Tram | | | | |



GIRDWOOD TRAILS PLAN: PROPOSED TRAIL NETWORK

NEW TRAILS

- T1 Separated Grade Crossing: Railroad Bridge at Alyeska Hwy (4)
- T2.1 Timberline - Danich Connection (3)
- T2.2 Lower Danich Trail Upgrade
- T2.3 Timberline - Barren Ave Connection (3)
- T3 Lower Valley Trail Loop Connection (3)
- T4 Ruane Road Trail Connection to Lower Iditarod (3)
- T5 Beaver Pond to Alyeska Highway (3)
- T6 Barren Avenue to Alyeska Highway (3)
- T7 Crow Creek Road to Beaver Pond Trail (3)
- T8 Toe Slope Trail-California Creek to Iditarod (2)
- T9 Crow Creek Neighborhood Trails (2-3)
- T10 Forest Loop Trail (4)
- T11 Arlberg Connection to Winner Creek Trail (4)
- T12 Glacier Canyon Rim Trail (2)
- T13 Upper Valley Multi-Use Connector (4)
- T14 Snowcat Trail Improvements (4)

BRIDGE PROJECTS

- B1 Glacier Creek Trail Bridge - Lower Valley
- B2 California Creek Bridge
- B3 Virgin Creek Bridge
- B4 Improve Connectivity at Glacier Creek Bridge at Alyeska Hwy
- B5 Glacier Creek Trail Bridge – Middle Valley – (north of airstrip)
- B6 Glacier Creek Trails Bridge - Upper Valley Hand Tram

SPECIAL PROJECTS

- SP1: Areawide Wayfinding (Not on Map)
- SP2: Girdwood Valley Circum-Valley Loop (Not on Map)

TRAILHEADS

- H1 Girdwood Depot Trailhead Upgrades – with restroom
- H2 Glacier Ranger District
- H3 Girdwood Cemetery Trailhead
- H4 Virgin Creek Falls Trailhead
- H5 Karolius Trailhead
Girdwood Town Center Trailhead Improvements
- H6 – with restroom
- H7 Moose Meadows Trailhead Improvements
- H8 Beaver Pond Trailhead
- H9 Girdwood PreK-8 School – Parking Agreement
- H10 Alyeska Resort Parking Agreement
- H11 Arlberg Trailhead Expansion – with restroom
- H12 Middle Iditarod
- H13 Winner Creek Gorge Trailhead Expansion

PROPOSED AREAS FOR MOUNTAIN BIKE TRAIL DEVELOPMENT (MB)

- MB1 Beaver Pond
- MB2 Near the Nordic 5K
- MB3 End of the Snowcat Trail

PROJECT DESCRIPTIONS: PROPOSED TRAIL NETWORK

New Trails (T)

- T1** **Separated Grade Crossing: RR Bridge @ Alyeska Highway**
Develop a trail connection built to Class 4 Biking Design Parameters that would complete a missing link between the Lower Iditarod on the east side of Alyeska Highway and the Bird-to-Gird Trail. This trail may also provide an important link if the Bird-to-Gird Trail ever gets extended south.
- T2.1** **Timberline - Danich Trail Connection**
Construct a connector trail to Class 3 Bicycle Design Parameters in uplands between Turin Dr and/or Carlina Drive cul-de-sacs to connect to the Danich Trail.
- T2.2** **Lower Danich Trail Upgrade**
The Lower Danich Trail shall be upgraded to a Class 3 Trail (Bicycle Design Parameters) if, and only if, B1 (Lower Valley Glacier Creek Trail Bridge) and T2.1 are constructed (Timberline Neighborhood to Danich Trail Connection).
- T2.3** **Timberline - Barren Ave Connection**
Construct a neighborhood connector trail to Class 3 Bicycle Design Parameters in uplands from Turin Dr and/or Carlina Drive cul-de-sacs to connect to T6 (Barren Avenue to Alyeska Highway).
- T3** **Lower Valley Trail Loop Connection**
Build a trail connection in the uplands, where possible, between the beginning of the Lower Iditarod Trail and Ruane Road connecting Ruane Rd., south to the Lower Iditarod. 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. The trail should be located on HLB lands zoned GOS. Girdwood should collaborate with ADOT&PF to include this improvement as part of the Alyeska Highway/Seward Highway intersection project.
- T4** **Ruane Road Trail Connection to Lower Iditarod**
Build a trail connection from Ruane Road to the Lower Iditarod Trail to provide more connecting loops in the lower valley. The trail should be constructed to Class 3 Bicycle Design Parameters.
- T5** **Beaver Pond to Alyeska Highway**
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. The trail would be constructed to Class 3 Bicycle Design Parameters. Boardwalk structures can be used to cross wetlands where necessary. The trail alignment should use the existing Juniper Drive easement. The proposed trail crosses HLB land zoned gR-3. T5 should only be considered a priority for development if HLB parcels 6-010 and/or 6-040 are developed.
- T6** **Barren Avenue to Alyeska Highway**
This proposed trail connection would provide a more direct trail 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 routed using HLB land zoned GOS and/or GCR-1. Designed to Class 3 Bicycle Design Parameters. Trail would tie into the Alyeska Highway Bike Path after crossing under the Alyeska Highway Glacier Creek bridge.

T7 Crow Creek Road to Beaver Pond Trail

This proposed trail is a Class 3 trail using bicycle design parameters. The purpose of this trail is to provide a separated “down-route” for bikers using MB1. Beaver Pond Trail would be the up route. The intention is not to promote this trail with a trailhead at Crow Creek Road, but rather to direct bike traffic leaving MB1, separating user groups and mitigating user conflict by removing downhill bike traffic moving at a higher speed from other trail users on Beaver Pond Trail. There is an existing ROW easement in the neighborhood that should be utilized in the construction of the southernmost portion of this trail. The trail may cross the very southern tip of the Girdwood cemetery parcel. If the trail is constructed before parcel 6-010, zoned gR-3 is developed, the trail and associated easement may need to relocate when/if the HLB parcel is subdivided and developed. This trail is identified as the Village Intertie in the Crow Creek Neighborhood Land Use Study.

T8 Toe Slope Trail - California Creek to Iditarod

This trail 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. 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 relocate when/if the HLB parcel is subdivided and developed. This trail is identified in the Crow Creek Neighborhood Land Use Study. A bridge should be constructed over California Creek in combination with this project. See Project B2.

T9 Crow Creek Neighborhood Trails

This area on either side of Crow Creek Road between Beaver Pond Trailhead and Middle Iditarod Trailhead contains several trails that are referenced in the Crow Creek Neighborhood Land Use Plan: https://www.muni.org/Departments/hlb/Documents/CC_Land_Use_Plan_May_06_WEB.pdf

The trails referenced in the plan and adopted in this planning document are as follows:

- Crow Creek Byway – parallels the Crow Creek Road, provides pedestrian access along this corridor that will be diminished if the road becomes a higher speed, higher volume route. Ideally this route would be separated from the roadway and built as part of the Crow Creek upgrade.
- Inter-Meadow Trail – this route, also shown on several planning maps, connects through the Matrix unit to the Iditarod Trail to the north and the school to the south. This is a very picturesque area of timbered ridge tops, bedrock outcrops and open marshes, all with spectacular views of the upper Glacier Creek Valley. These same features create challenges for development in this area, so the trail may be limited to short trail connectors between residential streets.
- Tiny Creek and Hemlock Interties – these two interties would provide connections between the existing and proposed up-down valley routes. The Tiny Creek intertie takes advantage of a small stream corridor through big timber; the Hemlock intertie follows a low inter-marsh ridge with view sheds both up and down valley.
- The proposed trails are located on lands zoned GOS, gR-3, and gR-5. If the trails are constructed before HLB parcels 6-011, 6-016, and 6-017 are developed, the trails and associated easements may need to relocate when/if the HLB parcels are subdivided and developed.

T10 Forest Loop Trail (4) Construct a Class 4 multi-use loop trail in the forested uplands built to 2-way Skate Ski Design Parameters. A connection from the Forest Loop should be made west to B5 (Middle Valley Glacier Creek Trail Bridge) and north to T12 (Glacier Canyon Rim Trail).

T11 Arlberg Connection to Winner Creek Trail As the Arlberg Trailhead becomes a more central access point to the trail system it is necessary to build an official, Class 4 connection between this trailhead and the Winner Creek Trail. There is a trailhead to Winner Creek on Alyeska Resort property, but access to Winner Creek should be provided from public land.

T12 Glacier Canyon Rim Trail This proposed trail creates an upland route between the southern and northern portions of Stumpy's Summer Trail. It would replace the sections of Stumpy's Summer trail that traverse wetlands. The trail would create a loop option for hikers on the Winner Creek and Snowcat trails. The proposed trail should be constructed to the Class 2 Hiking Design Parameters. Bikes and other mechanized uses would not be allowed on the trail. The trail should be hardened as necessary to avoid braiding of trails, resource damage, and to achieve trail sustainability.

T13 Upper Valley Multi-Use Connector This trail would provide an upland, year-round, multi-use looping trail system for the Upper Valley connecting skiing, biking, and hiking routes with the Arlberg parking lot. This trail shall be designed to a Class 4 Skate Skiing Design Parameter for two-way travel.

T14 Snowcat Trail Improvements The Snowcat Trail was originally located and constructed not for sustainable trail use, but as a cut in vegetation for the snowcat to reach higher elevations in winter. Over time, the route has been used by trail users, not because the route is great, but because it is there. This project proposes identifying a sustainable route (both the tread surface and the grades) either within the snowcat cut or adjacent to it and hardening the tread. Improvements should be considered on both sides of Winner Creek Trail and built to Class 4 Bicycle Design Parameters. On the north side of Winner Creek a separate, down route for bikes should be constructed separate from the multi-use T14 and connecting MB3 to the bottom of the hill. This connection will separate faster and slower traffic minimizing user conflict. This project should reconstruct/relocate the Snowcat Trail out of wetlands wherever possible.

Trail Class: There are five Trail Classes, ranging from the least developed (Trail Class 1) to the most developed (Trail Class 5).

Design Parameters: Technical guidelines for the survey, design, construction, maintenance, and assessment of a trail based on its Designed Use and Trail Class. These parameters help trail developers by setting the design criteria to meet the trail's intended use.

Managed Use: Modes of travel that are actively managed and appropriate on a trail, based on its design and management. Additional uses may also be allowed, but the trail would not be specifically designed to accommodate that use.

Designed Use: Only one Designed Use is identified as the design driver for a trail— that use which has the most limiting design requirements. The seven designed uses found on Girdwood trails are:

- | | |
|---------------------|------------------------------|
| a. Hiker/Pedestrian | e. XC Ski (Classic/Diagonal) |
| b. Mountain Bike | f. Skijoring |
| c. Bicycle | g. Dog Sledding |
| d. XC Ski (Skate) | |

Figure 9

The Girdwood Valley Trails Management Plan (GVTMP) provides management guidance for the classification, designed uses, and managed uses of existing trails in Girdwood. This plan (GTP) defines the class and uses for the proposed trails recommended in this plan.

| NEW TRAILS: PROPOSED TRAIL CLASSIFICATIONS, DESIGN PARAMETERS, DESIGNED USES, & MANAGED USES | | | | | | |
|---|--|-------------|-------------------|-----------------|---|--------------------------------|
| PROJECT | TRAIL | TRAIL CLASS | TRAIL LENGTH (MI) | DESIGNATED USE | MANAGED USE | PROHIBITED USE |
| T1 | Separated Grade Crossing: Railroad Bridge at Alyeska Hwy | 4 | 0.25 | Bicycle | Multi-use: Hiking, Biking, Cross Country Skiing | Pack & Saddle |
| T2.1 | Timberline - Danich Trail Connection | 3 | 0.46 | Bicycle | Multi-use: Hiking, Biking, Cross Country Skiing | Pack & Saddle |
| T2.2 | Danich Trail Upgrade | 3 | 2.5 | Bicycle | Multi-use: Hiking, Biking, Cross Country Skiing | Pack & Saddle |
| T2.3 | Timberline - Barren Ave Connection | 3 | 0.54 | Bicycle | Multi-use: Hiking, Biking, Cross Country Skiing | Pack & Saddle |
| T3 | Lower Valley Trail Loop Connection | 3 | 0.5 | Bicycle | Multi-use: Hiking, Biking, Cross Country Skiing | Pack & Saddle |
| T4 | Ruane Road Trail to Lower Iditarod | 3 | 0.04 | Bicycle | Multi-use: Hiking, Biking, Cross Country Skiing | Pack & Saddle |
| T5 | Beaver Pond to Alyeska Highway | 3 | 0.6 | Bicycle | Multi-use: Hiking, Biking, Cross Country Skiing | Pack & Saddle |
| T6 | Barren Avenue to Alyeska Hwy | 3 | 0.14 | Bicycle | Multi-use: Hiking, Biking, Cross Country Skiing | Pack & Saddle |
| T7 | Crow Creek Road to Beaver Pond Trail | 3 | 0.42 | Mountain Biking | Mountain Biking (down-route) | Dogsled, Pack & Saddle, Skijor |
| T8 | Toe Slope Trail - California Creek to Iditarod | 2 | 1.3 | Hiking | Hiking | Dogsled, Pack & Saddle |
| T9 | Crow Creek Neighborhood Trails | 2-3 | 2.15 | Bicycle | Multi-use: Hiking, Biking, Cross Country Skiing | Pack & Saddle |
| T10 | Forest Loop Trail | 4 | 1.9 | Skate Ski | Multi-use: Hiking, Biking, Cross Country Skiing | Dogsled, Pack & Saddle |
| T11 | Arlberg Connection to Winner Creek Trail | 4 | 0.15 | Hiking | Biking, Hiking | Dogsled, Pack & Saddle |
| T12 | Glacier Canyon Rim Trail | 2 | 1.2 | Hiking | Hiking, Skiing | Dogsled, Biking, Pack & Saddle |
| T13 | Upper Valley Multi-Use Connector | 4 | 1.74 | Skate Ski | Multi-use: Hiking, Biking, Cross Country Skiing | Pack & Saddle |
| T14 | Snowcat Trail Improvements | 4 | 1.22 | Bicycle | Multi-use: Hiking, Biking, Cross Country Skiing | Skijor, Pack & Saddle |
| MB1, MB2, MB3 | Single-Use, Purpose-Built Mountain Biking Trails | 3 | TBD | Mountain Biking | Mountain Biking | Dogsled, Pack & Saddle, Skijor |

| SUMMARY: TRAIL CLASSIFICATION & LENGTH TOTALS (MI) OF EXISTING & PROPOSED TRAILS | | |
|---|-------------|--------|
| Class 1 | 20.75 | 22.98% |
| Class 2 | 13.58 | 15.04% |
| Class 3 | 27.3 | 30.24% |
| Class 4 | 13.36 | 14.80% |
| Class 5 | 15.3 | 16.95% |
| | | |
| | 90.29 miles | 100% |

This summary represents the total length of existing and proposed trails.

Bridge Projects (B)

- B1** **Glacier Creek Trail Bridge - Lower Valley**
There is no safe and authorized crossing of Glacier Creek in the lower valley. A trail bridge at this location would create the opportunity for more loops in the lower valley. The bridge would also provide options for those who use the Depot Trailhead or Glacier Ranger District Parking Lot to connect to trails on the east side of Glacier Creek. The Bridge should be wide enough to accommodate adjacent trails. If the Alaska Railroad pursues a bridge repair or replacement project where the railroad crosses Glacier and California Creeks at the northeast corner of Oldtown, consider a coordinated effort in partnership with the Railroad to include a pedestrian element. A future pedestrian bridge in the lower valley could also be an element of the proposed souther extension of the Seward Highway Trail. If coordination with the AK RR or ADOT&PF is not successful, the most feasible location to cross Glacier Creek in the lower valley should be identified. If this bridge is constructed, projects T2.1 and T2.2 must be implemented. ***Additional UDC review required.**
- B2** **California Creek Bridge**
Construct a pedestrian trail bridge across California Creek as part of the T8 trail project. The trail bridge will need to accommodate Class 2 Hiking Design Parameters.
- B3** **Virgin Creek Bridge**
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. This project must be pursued in concert with the Virgin Creek Falls Trailhead project (TH4).
- B4** **Improve Connectivity at Glacier Creek Bridge at Alyeska Highway**
This project will likely not result in the construction of a bridge; however a pedestrian circulation analysis should be completed to make recommendations on how to improve accessibility, connectivity, safety, and circulation across and underneath the Alyeska Highway connecting neighborhoods with the Town Center, school, and other community facilities and the Upper and Lower Iditarod. ***Additional UDC review required.**
- B5** **Glacier Creek Trail Bridge – Middle Valley – (north of airstrip)**
A pedestrian bridge at this location to cross Glacier Creek would improve connectivity of the entire trail system, creating opportunities for more looping trail experiences. A bridge here would connect future neighborhoods to Upper Valley Trails. In coordination with this project, trails should be constructed on either side of the proposed bridge connecting the Iditarod Trail to T10, Forest Loop Trail. These trails should be built to the trail classification of the connecting trails. Finally, a bridge in this location provides legal access to trails by avoiding AK DOT&PF Airport property. ***Additional UDC review required.**
- B6** **Glacier Creek Trail Bridge – Upper Valley Hand Tram**
A pedestrian bridge in the location of the former Hand Tram will provide year-round, multi-use connectivity to a design standard and capacity matching the Winner Creek Trail. B6 is currently in design and engineering phase, the majority of construction funding has been secured. ***Additional UDC review required.**

Trailheads (TH)

- TH 1** **Girdwood Depot Trailhead Upgrades**
Pursue an official parking agreement with the Alaska Railroad to provide authorized trail parking in this location. Install trailhead, wayfinding, and informational signage as authorized. Provide a restroom and other visitor amenities like a picnic area. This trailhead can successfully accommodate Girdwood visitors who want access to lower valley trails and can be a great future trailhead for lower valley trails east of Glacier Creek when an authorized crossing of Glacier Creek is constructed (B1).
- TH 2** **Glacier Ranger District Trailhead**
Pursue an official parking agreement with the USFS to provide authorized trail parking in this location. Install trailhead, wayfinding, and informational signage as authorized. This is a great opportunity to highlight coordination and collaboration for a community-based trail system.
- TH 3** **Lower Valley Trailhead**
Add a public trail head at the Girdwood Cemetery. This trailhead will be developed with the

development of the future Girdwood cemetery. It will provide parking for access to Beaver Pond and Tiny Creek Trail to the school.

-  **4** **Virgin Creek Falls Trailhead**
A combination of trailhead and circulation improvements are needed in this location to achieve the following:
- Reduce traffic impacts to the neighborhood streets.
 - Improve connectivity between Lower Virgin Creek and Upper Virgin Creek Trails
 - A separate Virgin Creek Trailhead and trail circulation study is needed to recommend a range of alternatives for resolving trail, traffic, parking, and trailhead conflicts in the neighborhood. ***Additional UDC review required.**
 - Upon completion of the study and review of the suggested alternatives by GTC there will be implementation of the preferred option.
-  **5** **Karolius Trailhead**
Build a new trailhead on HLB land zoned GCR-1 to service the east side of Glacier Creek. The trailhead should have capacity for 24 vehicles and include a kiosk, sanitation, and other trailhead amenities. This parking area will provide access to the trail system via the Lower Iditarod Trail and will also be under consideration for other uses in the future that are likely to require parking.
-  **6** **Girdwood Town Center Trailhead Improvements – with restroom**
This trailhead exists but is underutilized. Provide signage, wayfinding, trailhead amenities, and a restroom to improve the use and functionality of this trailhead adding useful capacity and relieving pressure from other trailheads.
-  **7** **Moose Meadows Trailhead Improvements**
Expand the Moose Meadows Trailhead to accommodate forty (40) vehicles. Reorganize and define parking to efficiently use the space. Add other trailhead amenities including informational and wayfinding signage.
-  **8** **Beaver Pond Trailhead**
Implementing 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.
-  **9** **Girdwood PreK-8 School Parking – Parking Agreement**
Pursue an official parking agreement with Anchorage School District to provide authorized trail parking in the dirt lot adjacent to the AWWU road. 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 and can be constructed as part of future planned housing in the area. (Reference T9: Inter-Meadow Trail as part of this plan and the Crow Creek Neighborhood Land-Use Plan)
-  **10** **Alyeska Resort Parking Agreement**
Pursue an official parking agreement with Alyeska to provide authorized trail parking in this location. Install trailhead, wayfinding, and informational signage as authorized.
-  **11** **Arlberg Trailhead Expansion**
Coordinate with neighboring landowners to expand the Arlberg Trailhead parking area to the east. Include a vaulted restroom. Any resulting trailhead construction will likely need additional UDC approval separate from this plan approval. ***Additional UDC review required.**
-  **12** **Middle Iditarod**
Develop official trailhead parking in this location to accommodate 10-15 vehicles including signage, wayfinding, and other trailhead amenities. ***Additional UDC review may be required.**
-  **13** **Winner Creek Gorge Trailhead**
Expand the existing Winner Creek Gorge Trailhead to accommodate another 20+ vehicles. After a trail bridge (B5) is constructed across Glacier Creek there will be an alternate access route for trail users to access the Upper Valley east of Glacier Creek more easily. Expansion of the Winner Creek Gorge Trailhead will disperse trailhead access to the Upper Valley and relieve some pressure from the Arlberg Trailhead. ***Additional UDC review may be required.**

Areas for Mountain Bike Trail Development (MB)

MB1 **Beaver Pond**
Provide purpose-built mountain biking flow trails (Class 2-3 Bicycle Design Parameters) to the west of Abe's trail and Beaver Pond trail. This area for mountain bike trail development would alleviate user conflicts around the Abe's Trail/Beaver Pond/California Creek area. Beaver Pond Trail (out of trailhead 20) would be up routes for bicycle traffic and the proposed T17 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 Beaver Pond Trailhead, Cemetery Trailhead, or Girdwood PreK-8 School.

MB2 **Near the Nordic 5K**
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 former Hand Tram is in place.

MB3 **End of the Snowcat Trail**
Provide purpose-built mountain biking flow trails (Class 2-3 Bicycle Design Parameters). This area will likely need to be coordinated and authorized by multiple landowners (HLB and DNR). As mentioned in Project T14, designate a down route for biking to parallel the Snowcat Trail and separate walkers and hikers from faster downhill biking traffic. 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.

Special Projects (SP)

SP1: Areawide Wayfinding

Develop a comprehensive and standardized wayfinding and informational system that improves the understanding of and access to trails and natural spaces in Girdwood. The system should be simple, flexible, sustainable, fundable, represent community identity, and be implementable across multiple land ownerships.

SP 2: Girdwood Valley Circum-Valley Loop

The existing and proposed trails that make up the route of the Girdwood Valley Circum-Valley Loop are described elsewhere; however it is important to highlight the larger context of this idea. This loop trail is a key connector to the entire Valley connecting parks, roads, neighborhoods, and other community facilities. Everyone has access and everyone can navigate around the Valley by trail. Trail users can complete one segment or they can go big and complete the whole thing. This concept presents an exciting opportunity as a destination trail experience.

IMPLEMENTATION STRATEGY

The Girdwood Trails Plan presents a proposed trail network along with a list of projects that are endorsed by the Girdwood Community. The plan will be implemented over the next 15-20 years by a variety of landowners and trail managers including, but not limited to, the Municipality of Anchorage, Chugach State Park, US Forest Service, Girdwood Trails Committee, Girdwood Nordic Ski Club, Bikewood, GirdWild, Chugach Powder Guides, and Alyeska Resort.

The size and complexity of every project in this plan is different, however, all projects are required to complete the following steps:



For a detailed list of the project approval process, see page 15 of this plan or the GVTMP.

However, many of the projects identified in this plan will not require additional review and approval by the Urban Design Commission or the Planning and Zoning Commission. The review and approval process for trails in Title 21 (Sec. 21.03.190 C 2.b.), combined with the community process of developing and adopting a trail master plan, provided the necessary review for many projects. Please reference the Proposed Trail Network project descriptions on pages 36 – 41 to identify the projects requiring additional Urban Design Commission or Planning and Zoning Commission approvals.

REFERENCES

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- USDA Forest Service. (2020). *Chugach National Forest Land Management Plan*.
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- Z Architects. (2019). *Alyeska Nordic Day Spa Development Master Plan Application*.

Municipality of Anchorage



P.O. Box 390
Girdwood, Alaska 99587
<http://www.muni.org/gbos>
David Bronson, Mayor

GIRDWOOD VALLEY SERVICE AREA BOARD OF SUPERVISORS
Mike Edgington and Briana Sullivan, Co-Chairs
Jennifer Wingard, Amanda Sassi, Guy Wade

Resolution 2023-XX Of the Girdwood Board of Supervisors **RESOLUTION OF SUPPORT FOR THE Kenai Mountains Turnagain Arm Heritage Area Girdwood Trails Committee Application**

WHEREAS, the community of Girdwood has a variety of trails that are in need of trail maintenance; and

WHEREAS, over recent years it has been difficult for Girdwood Parks and Recreation to secure local employees who are qualified and able to work as our Summer Parks Caretakers; and

WHEREAS, Girdwood Parks and Recreation and Girdwood Trails Committee are seeking a solution to the employment and work gap, by seeking trail crew interns through Alaska Trails and/or the Student Conservation Association (SCA), which is often more lucrative for employees because these programs may offer college credit or other incentives that are appealing to students; and,

WHEREAS, Girdwood Parks and Recreation and Girdwood Trails Committee propose securing funding to pay for interns via a variety of sources and partnerships, including possible housing support from the USFS Glacier Ranger District, GTC private funding held with Girdwood Inc, and Girdwood Valley Service Area funding from local residential tax base; and

WHEREAS, Girdwood Trails Committee proposes applying for a **mid-cap grant** from the Kenai Mountains-Turnagain Arm National Heritage Area to contribute to the funding; and

WHEREAS, specific trails to be worked on with KMTA matching funding are those that provide key connections in Girdwood including the Beaver Pond Trail, Middle Iditarod National Historic Trail, and Athabaskan Physics Trail; and

WHEREAS, the Girdwood Board of Supervisors (GBOS) appreciates the commitment and longstanding relationship with KMTA and pursuit of our shared goals in community and youth involvement to increase public awareness and appreciation for the natural, historical and cultural resources in the Heritage Area; and

WHEREAS, this letter of support was recommended to the GBOS by a vote of X to X at the January 3 2023 meeting of the Girdwood Trails Committee

THEREFORE, the Girdwood Board of Supervisors strongly supports GTCs grant application to KMTA for a matching mid-cap grant to work on trail improvements and maintenance in 2023.

PASSED AND APPROVED by a vote of XX to XX this XX day of XX, 2023.

Briana Sullivan
GBOS Parks and Rec Chair

Attest



KENAI MOUNTAINS-TURNAGAIN ARM
NATIONAL HERITAGE AREA

KMTA PROGRAMMATIC & COMMUNITY GRANT GUIDELINES 2022

HERITAGE AREA PURPOSES

To recognize, preserve, and interpret the historic, scenic, and natural recreational resources and cultural landscapes of the Kenai Mountains-Turnagain Arm historic transportation corridor, and to promote and facilitate the public enjoyment of these resources.

KMTA seeks to equitably fund diverse activities geographically distributed throughout the communities and transportation corridor of the Heritage Area. Please note, KMTA does not fund Master Plan projects.

PROGRAMMATIC GRANTS (3-Year Agreements)

Established historical societies and museums recognized by the [Alaska Historical Society](#), and youth education groups within the National Heritage Area are eligible to apply for \$3,000 annual programmatic funding under a three-year agreement. To apply, complete the community grant application and check the box specifying a “3-year programmatic grant” application.

Once awarded, the three-year agreement is dependent on the grantee’s timely submission of completed annual reports and informal check-ins throughout the year. An award letter approving renewal of annual funds will be issued each year, up to 3-years. Annual renewal of the grant is subject to availability of National Park Service funding.

COMMUNITY GRANT AWARD AMOUNTS

KMTA’s grant program is competitive, and applicants may request small, mid, or large-cap funding within the award categories listed below. The number of grants awarded per category varies and is dependent on applications received. You may request less than the cap amount. First-time applicants may request between \$1000 - \$10,000.

Large-Cap: Up to \$24,500 (only available for past KMTA grant recipients)

Mid-Cap: Up to \$10,000

Small-Cap: Up to \$5,000

KMTA Program Staff will offer one preliminary review of draft applications and provide feedback, only if application is received two (2) weeks prior to the grant submission deadline.

GRANT APPLICATIONS ARE SCORED BASED ON THE FOLLOWING ESSENTIAL CRITERIA

1. Project must be consistent with Heritage Area purposes, and increase public awareness and appreciation for the natural, historical and cultural resources of the Heritage Area.
2. Project must be within the Heritage Area. (Possible exceptions could be made for support of exhibits about the National Heritage Area. For example, an exhibit about the Dena’ina people housed in the Anchorage Museum.)
3. A community, non-profit, or governmental organization active within the Heritage Area, must sponsor the project. KMTA cannot give funds to private individuals or businesses and so the sponsor will receive and distribute funds.
4. If public lands are involved, the project proposal must have the approval of the governmental agency.



KENAI MOUNTAINS-TURNAGAIN ARM
NATIONAL HERITAGE AREA

5. At least one letter of community support for the project is required. Project proposals that alter the community landscape (i.e. installing signs, murals, trails, monuments, etc.) must include letters of support from the landowner and/or community organizations in order to be considered.
6. Any trail signs, interpretative signs, or wayfinding should include similar design components that match other existing signs found near the project area.
7. Matching non-federal funding or in-kind contribution of 1:1 is required. In the application, at least 50% of the total match must be committed.
8. Project proposal must include a reasonable, feasible budget and schedule.
9. Project proposal must include a plan for maintaining the improvements for the benefit of the public, describe the longevity of the project, and explain the short-term and long-term impacts of grant money invested today.
10. Heritage Area funding for privately owned historic structures will be limited to preservation of aspects of the structure that are visible and accessible to the public. To receive Heritage Area funding, private owners must commit to maintain the historic appearance of the structure for a reasonable length of time.
11. Project proposal must designate an individual who will serve as liaison with KMTA Corridor Communities Association (CCA) and will be responsible for accomplishing the project. The liaison may be the individual proposing the project.
12. Proposals should define project objectives and methods (i.e. metrics) of measuring the success of each objective.
13. Projects must comply with Section 106 of the National Historic Preservation Act.
14. Projects will publicize KMTA's sponsorship/involvement with the project through inclusion of KMTA logo on all published materials and content, regular social media posts tagging KMTA, and a written letter of thanks or acknowledgement of funding for KMTA.

Additional Considerations – Desirable, but not required

1. Project will encourage the economic viability of the community and the region.
2. Project will employ local people.
3. Project will create a new partnership benefiting the purposes of the Heritage Area.
4. Project will be over-matched by partnership funding that also helps accomplish the Heritage Area purposes of the project.
5. Project will involve young people and help them learn about the Heritage Area.
6. Project will build on a proven success by expanding and enhancing a previously successful project that fulfills the KMTA mission.
7. Preference will be given to projects which recognize and educate the public about the Dena'ina and pre-contact people of the region.



KENAI MOUNTAINS-TURNAGAIN ARM NATIONAL HERITAGE AREA

GRANT RECIPIENT RESPONSIBILITIES

This grant program is federally funded. Grant recipients must adhere to all regulations and laws applicable to the use of federal funds for the proposed project. This includes but is not limited to: Administrative and Cost Principles [2 CFR Part 200](#), National Environmental Protection Act ([NEPA](#)), Section 106 of the [National Historic Preservation Act](#), the [Buy American Act](#), and others.

ALLOWABLE COSTS

Grant funds may be used to cover project costs that are necessary and reasonable for the accomplishment of project objectives. Such costs may include contracted professional services, materials, equipment rental or repair, supplies, travel, and paid employee time directly to project. An indirect cost rate of 10% de minimus applies for overhead operating expenses, unless the sponsoring organization has an alternative pre-approved federal indirect rate.

The following expenses will NOT be funded:

- General operating expenses and staff salaries outside of the pre-approved federal in-direct cost rate and project scope.
- Fundraising costs or lobbying costs.
- Catering, food and beverage, entertainment costs unless directly tied to the project activity and preapproved.
- Expenses incurred prior to the award date.
- Any expenses outside the specific Scope of Work defined in the grant agreement.
- Acquisition or any interest in real property.

Any expenses deemed unallowable per [Uniform Administrative Requirements Part 2 CFR 200 Subpart E](#)

CONFLICT OF INTEREST (COI)

Applicants have a duty to disclose any conflicts of interest that may exist within the project budget. A conflict of interest may occur when an interested person or entity has financial or personal interest in the grant award, which may result in monetary or personal gain. A conflict of interest does not mean the application will be excluded from consideration, rather the applicant has a duty to disclose any COI and justify the reasons for proceeding with the project transactions despite the COI.

VOLUNTEER IN-KIND CONTRIBUTION

Volunteer time must be counted at the following standardized rate for Alaska: \$28.19/ hour in 2020 (https://independentsector.org/resource/vovt_details/), unless a professional rate applies and is justified in writing.

SPONSORSHIP ACKNOWLEDGEMENT

Projects must provide appropriate acknowledgement of grant funding on signs, printed and electronic material, including the appearance of the KMTA logo and a brief statement noting the grant funding (logo to be provided by KMTA).

REIMBURSEMENT

Fund distribution will be made on a reimbursement basis. Only fully documented and approved expenses will be reimbursed. At the project's conclusion, final payment will be made upon receipt of a final narrative report, expense worksheet, and supporting documentation. Partial reimbursements are optional on a quarterly basis.

SECTION 106

[Section 106 of the National Historic Preservation Act \(NHPA\)](#) requires Federal agencies to consider the effects of federally funded projects on historic properties and to afford the State Historic Preservation Office (SHPO) an



KENAI MOUNTAINS-TURNAGAIN ARM
NATIONAL HERITAGE AREA

opportunity to comment on such projects. As this project is receiving funding from a federal source, any undertakings involving a historic resource will require the applicant to complete Section 106 consultation of the National Historic Preservation Act, and the project must meet the Secretary of Interior's Standards for the Treatment of Historic Properties. Consultation efforts related to Section 106 must be factored into your project's planning efforts (i.e. project timeline and resources devoted to consultation). **If you are unfamiliar with Section 106 guidelines, please contact Kenai Mountains-Turnagain Arm National Heritage Area for assistance.**

ADDITIONAL RESOURCES

Uniform Administrative Requirements 2 CFR 200

https://www.ecfr.gov/cgi-bin/text-idx?SID=8bfc9d64849c79d26ca6d18e0e124c68&mc=true&tpl=/ecfrbrowse/Title02/2cfr200_main_02.tpl

NEPA

https://ceq.doe.gov/docs/ceq-publications/NEPA_NHPA_Section_106_Handbook_Mar2013.pdf
https://ceq.doe.gov/get-involved/citizens_guide_to_nepa.html

Section 106

<https://www.achp.gov/digital-library-section-106-landing/citizens-guide-section-106-review>
<http://dnr.alaska.gov/parks/oha/shpo/sec106.htm>

Buy American Act

<http://www.wingovernmentcontracts.com/buy-american-act.htm>
<https://www.govinfo.gov/content/pkg/CFR-2012-title43-vol1/xml/CFR-2012-title43-vol1-part12.xml>

Regarding hiring of Trail Crew through SCA and/or Alaska Trails:

- GVSA hopes to hire 1 or 2 Seasonal Park Caretakers locally. We are working on raising the base salary and level of employment to make this a more attractive position locally.
- GVSA has approached SCA for 2 interns for the summer in Girdwood @ \$28,000. SCA may have better luck attaining staff as they receive college credit for their service, in addition to stipend, experience and training.
- USFS may be able to provide housing at the bunk house
- Trail work in Girdwood is needed to maintain the trails: use, climate, weather events, and need to upgrade tread/bridging/culverts in some areas contribute to erosion. Overall goal is to bring trails up to designated trail class standards.
- Plan is to seek funding from a variety of sources:
 - KMTA NTE \$10,000
 - GTC Girdwood Inc Account NTE: TBA
 - GVSA 406 Savings Account NTE: \$28,000 (covers full cost, which will be offset by Girdwood Inc account contribution and hopefully KMTA matching grant).

GTC draft motion on item #3 on GTC Jan Agenda:

GTC moves to approve \$XXX is allocated from the Girdwood Trails Committee Girdwood Inc Account for use on Girdwood trail improvements in Summer 2023.

and

GTC moves to recommend that the GBOS approve funding not to exceed \$28,000 from the Girdwood Parks and Recreation 406 account for use on Girdwood trail improvements in Summer 2023.



Kyle Kelley
 (907) 343-8374
 kyle.kelley@anchorageak.gov

Girdwood Parks and Recreation
 PO Box 390
 Girdwood, AK 99587
 United States

Created Date:
 November 22, 2022

Total Amount:
 \$27,979.80

PO-00734751
 Girdwood Trail Interns
 Eligible for AmeriCorps

Position Weeks: 12
 Number of Members: 2
 Number of Leaders: 0
 Number of Leader Weeks:

Notes: Two 12-week placements:

- \$1,300 - one time RT travel allowance
- \$300 - weekly living allowance
- \$800 - monthly housing allowance (3 months)
- AmeriCorps eligible
- SCA recruitment and support

*All allowances subject to applicable federal, state, and local taxes

| Summary | |
|--|--------------------|
| LINE ITEMS | TOTAL PRICE |
| PERSONNEL | \$7,200.00 |
| FRINGE | \$2,217.74 |
| SUPPLIES | \$580.00 |
| TRAVEL | \$2,600.00 |
| OTHER | \$9,682.72 |
| Line Item Totals | \$22,280.46 |
| G&A Costs | + \$5,699.34 |
| Total Estimated Cost to Partner | \$27,979.80 |



ESTIMATE NARRATIVE

| Other | |
|---------------------------------------|---|
| ITEM | DESCRIPTION |
| (PS) Program Support | Ongoing support for the position/project. This includes processing of all compliance program documentation, projects logistics, and overall management/administration of the program, including support. |
| (MS) Member Admissions | Member enrollment support for candidate. Includes candidate processing (e.g. payroll setup, AmeriCorps registration if applicable, I-9 verifications, and all other HR components associated with the position). |
| (MS) Recruiting | Recruiting costs including logistics for on-campus outreach, targeted mailings, social media and all outreach efforts. |
| (MH) Housing Allowance Paid to Member | Monthly housing and utilities with applicable taxes withheld. |
| (PS) Risk Management | Risk management helps to reduce, train, and respond to incidents in the field. This includes a 24/7 staffed hotline for emergencies, pre-project hazard assessments, post-project reviews, incident management and debriefing. |
| (PS) Program Development | Project design and program planning efforts. |
| (MS) Background Check | Background checks for AmeriCorps members include Truescreen, NSOPW, and County Wide checks as well as finger printing and motor vehicle record. Background checks for non AmeriCorps participants include NSOPW and County Wide checks. |
| (MS) Evaluation | Performance evaluations and program assessments. |
| Subtotal | |
| \$9,682.72 | |
| Travel | |
| ITEM | DESCRIPTION |
| (ME) Travel Allowance: To/From | Round trip travel allowance for member relocation. |
| Subtotal | |
| \$2,600.00 | |
| Supplies | |
| ITEM | DESCRIPTION |
| (ME) Uniform: All Weather | Clothing, name tags and personal accessories for use during service. |
| Subtotal | |
| \$580.00 | |
| Fringe Benefits | |
| ITEM | DESCRIPTION |
| (ME) Member FICA | FICA, Medicare and SUI for all member allowances. |
| (PS) Workers Comp | Workers Compensation insurance coverage for members provided by SCA. |
| Subtotal | |
| \$2,217.74 | |



| Personnel | |
|-----------------------|--------------------------|
| ITEM | DESCRIPTION |
| (ME) Living Allowance | Member living allowance. |
| | Subtotal |
| | \$7,200.00 |

Project Line Item Subtotal \$22,280.46



January 2023 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** Huddle AK has provided edited blueline draft for GTC to review. Item will go to LUC and GBOS at January meetings.
- **Imagine! Girdwood** Imagine! Girdwood is focused on technical analysis and next steps. Funding received through MOA ARPA fund distribution. Visit imaginegirdwood.org
- **Updated financial report**

Girdwood Trails Committee Financial Report

As of November 30, 2022

Account with Girdwood Inc.

\$59,079.25

Last Report 10/31/2022

Payment Received KMTA Virgin Creek Falls Trail

Grant on November 15, 2022

\$7,300.00

Payment Received State of

\$3,702.56

Alaska 10/12/2021

Payment Received Alaska

Conservation 12/17/2021

\$2,442.00

Account Balance

November 30, 2022

\$72,523.81

No reported reserves at
this time

Grants Status report:

State of Alaska, Capital Budget: Thank you to Alaska Trails for including the suspension bridge to replace the Hand Tram in their requests for funding of the State of Alaska. State has awarded \$1.2M for this project as part of Alaska Long Trail Funding. Construction goal is 2024.

Rasmuson Tier II Grant: GVSA was invited to apply for \$250,000 Rasmuson Tier II Grant for the suspension bridge on Winner Creek Trail to span Glacier Creek. We will reapply for November round now that majority of funding is secured.

KMTA 2023 Grant cycle: GTC should consider grant projects for KMTA 2023 grant cycle, ideas include match for trails map/signs or collaboration on trail work with AK Trails or SCA in 2023. Hand Tram Interpretive signs would be a promising project for KMTA 2024.

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