

Dear Trails Committee,

I am sorry I can't be at tonight's meeting, but I am on year 7 of Paul and my 8 year plan to hike the John Muir Trail. This year, we are hiking from Kearsarge Pass to Whitney Portal. I had to spend several days on the computer 6 months ago in order to finally snag a permit. I had no idea at that time that there would be a special meeting tonight!

Here are the thoughts I had regarding my amendments, so that you can know what my reasoning was for writing them, even though I am not there to explain myself.

### **Amendment #15**

#### **T3:**

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

#### **Reasoning:**

- I would change the description of where the trail starts and ends to reflect the shortened version of T3 that was approved by GTC.
- I would remove the sentence about avoiding the utility easement as part of what would make this trail easy and inexpensive to construct is that it can make use of the utility easement.
- I would remove the sentence about "structures are permitted to traverse wetlands" because now that the trail ends at Ruane Rd, there aren't any wetlands that need traversing.
- I am unsure about the sentence about locating the trail on HLB lands zoned GOS. Is that now a moot point since T3 has been shortened? It seems to me that this trail is located on utility easement land.

### **Amendment #16**

Skip this amendment until I can be there at the October regular meeting.

### **Amendment #17**

#### **T6:**

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

#### **Reasoning:**

- I would remove the first sentence to reduce redundancy.

- I would assume this trail is going to go under the highway bridge rather than crossing the highway. We do not need to create another pedestrian crossing over Alyeska Hwy.

### **Amendment #18, 19, 20**

Simple editorial changes. No comment from me.

### **Amendments #21, 22, 23, 24**

Skip these amendments until I can be there at the October regular meeting.

### **Amendment #25**

#### **B3**

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

#### **Reasoning:**

With the removal of T2 (Wagon Trail - Lower Danich Connection), there is no loop.

### **Amendment #26**

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

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

#### **Reasoning:**

Holly just switched around some bridge numbers in the redline plan to add this new trail and I thought it made more sense to have a full description of the bridge.

### **Amendments #27, 28, 29, 30**

Skip these amendments until I can be there at the October regular meeting.

### **Amendments #31, 32, 33**

Since the Areas of primitive trails are being pulled from the plan, I am thinking this language about natural spaces will no longer be included. If that is the case, then I do not think these amendments need to be discussed or included.

### **Amendments #34, 35, 36**

Skip these amendments until I can be there at the October regular meeting.

### **Amendment #37**

#### **MB1:**

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

**Reasoning:**

- MB1 was originally put next to California Creek. It was moved away from the California Creek area early on.
- Most of the other word changes were done as a means of making the description clearer in my opinion.

**Amendment #38**

**MB2:**

*Provide purpose-built mountain biking flow trails (Class 2-3 bicycle design parameters) within and around the 5K Nordic Ski Loop. ~~All trails in MB2 should minimize impacts to the Winner Creek Trail viewshed.~~ Trailhead access to the area is from the Arlberg Trailhead, Alyeska Resort for resort guests, Alyeska Resort for the general public if a parking agreement is in place, and the Winner Creek Gorge Trailhead once the bridge over Glacier Creek at the Hand Tram is in place. ~~Additional trails in MB2 will not be authorized until a parking agreement is in place, Arlberg is expanded, or another parking solution is identified.~~*

**Reasoning:**

- There was group consensus for protecting the Winner Creek viewshed and BikeWood was supportive of this language.
- The parking language was rejected at the January 4 GTC meeting.

**Amendments #39, 40**

Skip these amendments until I can be there at the October regular meeting.

**Amendment #41, 42, 43**

Simple editorial changes. No comment from me.

**Amendment #44**

Since the Areas of primitive trails are being pulled from the plan, I am thinking this language about natural spaces will no longer be included. If that is the case, then I do not think these amendments need to be discussed or included.

**Amendment #45**

Skip this amendment until I can be there at the October regular meeting.

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

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

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

Motion by Julie Raymond-Yakoubian, 2<sup>nd</sup> by Steve Halverson

Group votes by roll call, chat and polling:

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

Chat: 10 in favor, 17 opposed, 1 abstain

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

Total: 28 in favor, 51 opposed, 10 abstain

Motion fails

**Motion fails 3/1/22**

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

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

Motion by Michelle Tenny, 2<sup>nd</sup> by Kate Sandberg

Group votes by roll call, chat and polling:

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

Chat: 15 in favor, 2 opposed, 3 abstain

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

Total: 51 in favor, 4 opposed, 8 abstain

Motion carries

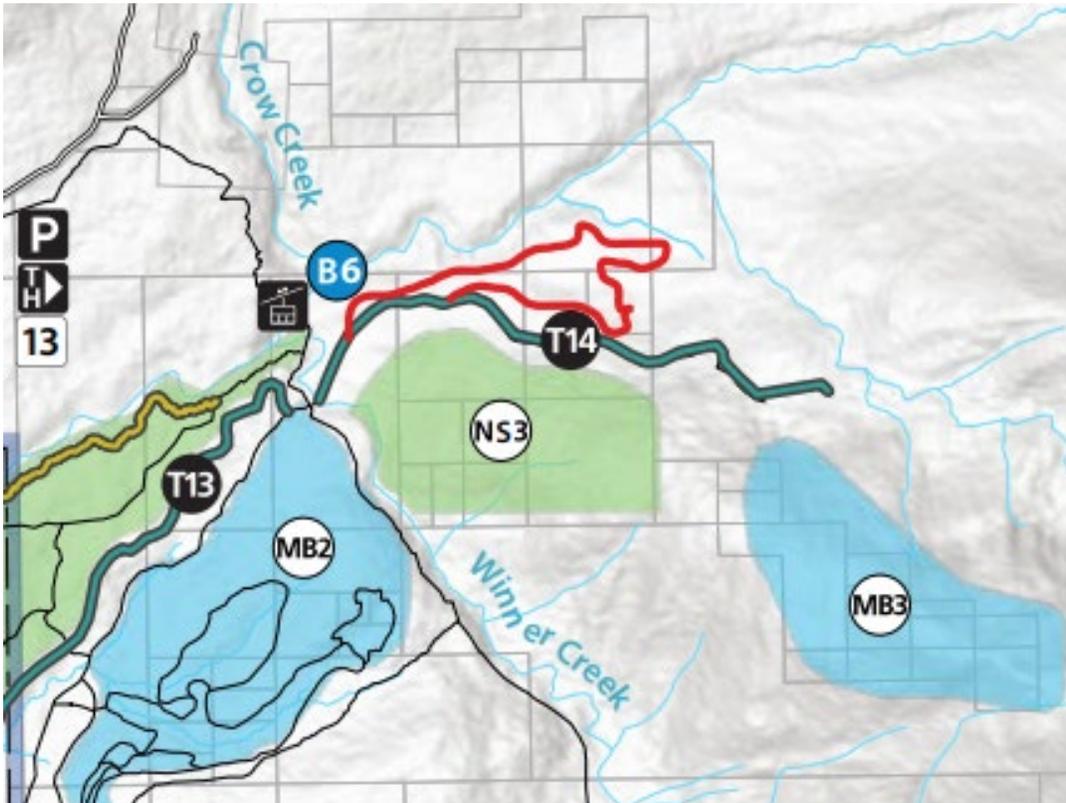
Motion passes 3/1/22

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

Motion:

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

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



#### Amendment #4

(Boone/Harrison)

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

Motion:

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

Motion by Eryn Boone, 2<sup>nd</sup> by Jonathan Lee

18 in favor, 33 opposed, 6 abstain

Motion fails

#### Amendment #5

(Boone/Harrison)

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

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

Motion by Eryn Boone/2<sup>nd</sup> by Julie Jonas

Motion postponed to next meeting by assent vote 3.22.22

Motion pulled by petitioner at 4.12.22 meeting.

Item is to be addressed in update of the Trails Management Plan.

#### Amendment #6

(Thomas)

Amend description of primitive trails as follows in red.

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

Motion: GTC moves to adopt the language proposed above.

Motion by Justin Thomas, 2<sup>nd</sup> by Paul Crews

Amended motion: GTC moves to amend the language as follows into the paragraph above:

"without prohibiting other developed trail uses"

Amended motion by Paul Crews, no 2<sup>nd</sup>

Motion tabled until Amendment 8 is discussed. 4.12.22.

Amendment #7

(P Crews)

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

Motion: GTC moves to accept Amendment #7: Adding the following sentence to Pg 35: Primitive Trails should be routed or rerouted onto sustainable alignments and hardened when necessary to assure trail sustainability

Motion by Paul Crews/2<sup>nd</sup> by Brian Burnett

Motion Passes 27 in favor, 16 opposed, 4 abstaining at 8.2.22 meeting

Amendment #8

(Essex)

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

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

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

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

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

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

Motion:

GTC moves to accept Amendment 8: Remove all Primitive Areas from the maps.

Motion by Deb Essex, 2<sup>nd</sup> by Brian Burnett

Total is 31 in favor, 18 opposed, 5 abstain

Motion carries

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

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

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



Amendment #10 \*

(P Crews)

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

See map next page

Motion:

GTC moves to add a new Class 3 trail traversing Parcel 6-036 and other nearby lands generally following the route that is indicated in the map (yellow, both dash and solid).

Motion by Paul Crews, 2<sup>nd</sup> by Brian Burnett

Vote in room, via chat, voice and on poll:

13 in favor, 19 opposed, 5 abstain

Motion fails.

Amendment #11 \*

(P Crews)

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

See map next page

Motion pulled by Crews following GTC vote on Motion 10.

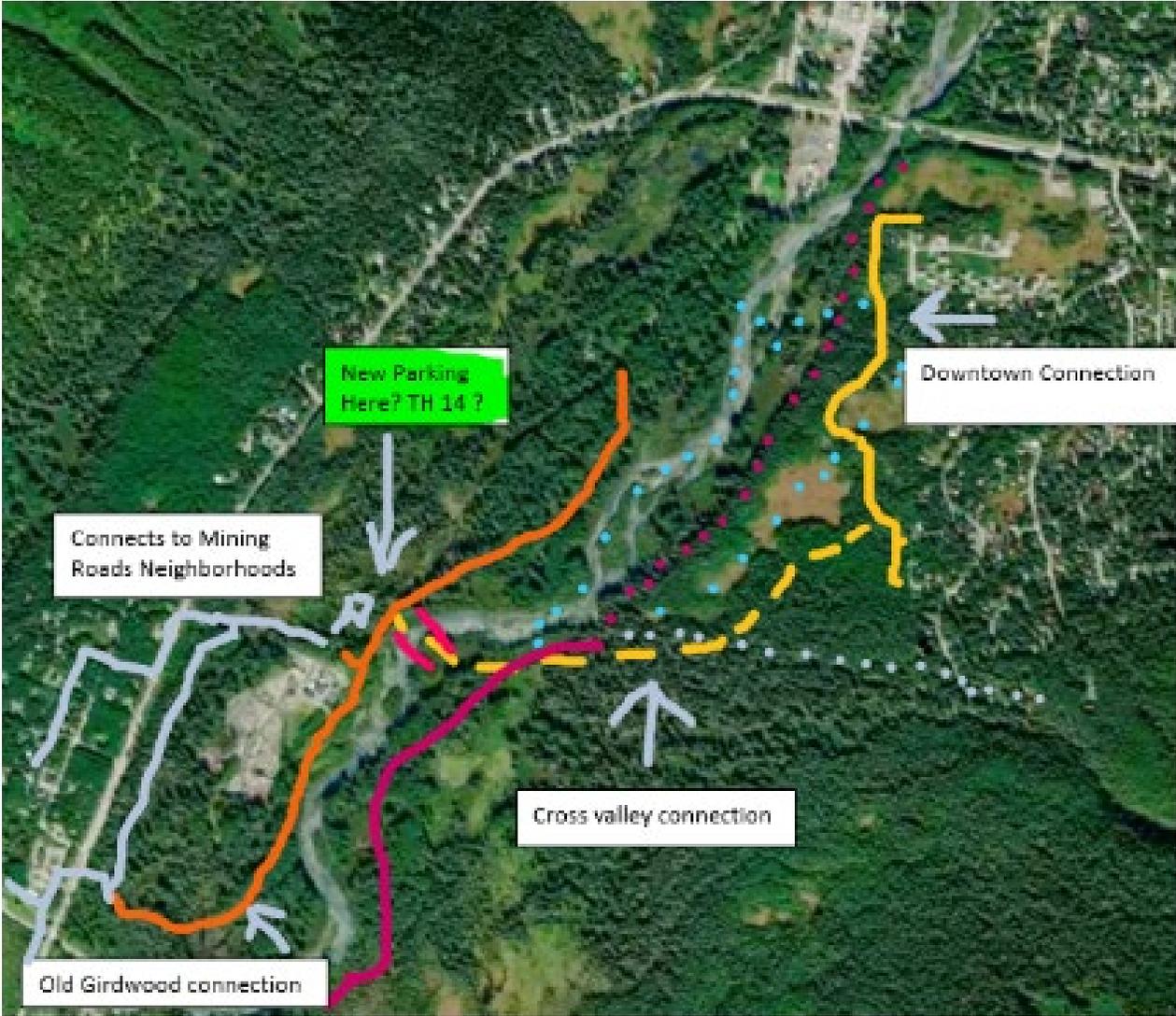
Amendment #12 \*

(P Crews)

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

See map next page

Motion pulled by Crews following GTC vote on Motion 10.



**Amendment #13:**

**(Essex)**

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

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

Amendment 13:

Motion to add back an Upper Valley Connector from the Forest loop to the CPG Cat Track near the Cat Track Bridge.

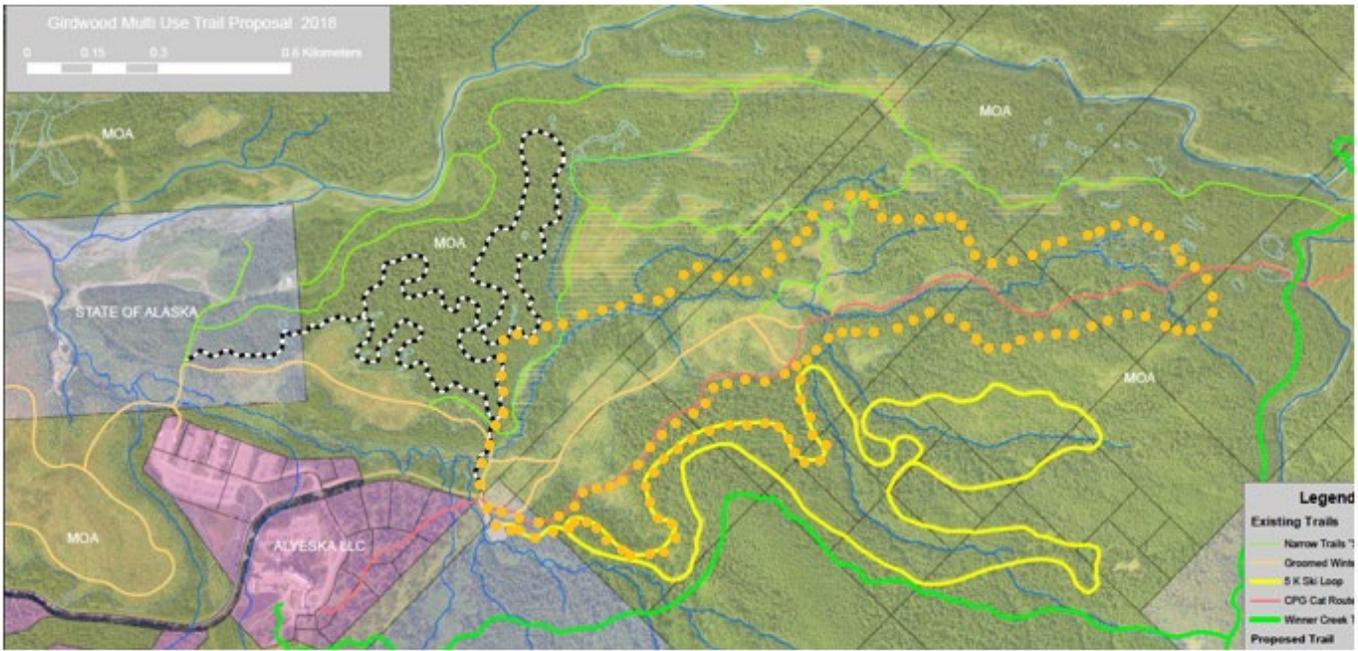
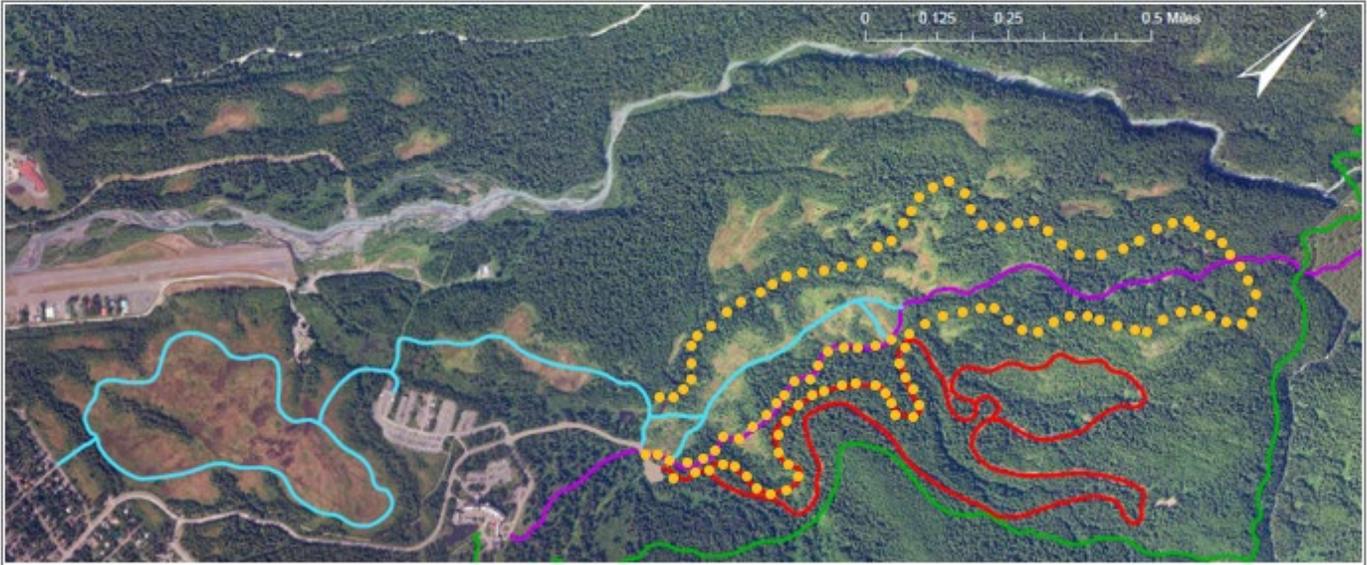
Motion by Deb Essex, 2<sup>nd</sup> by Barb Crews

Voting by poll, in person, via voice and chat

33 in favor, 15 opposed, 4 abstain

Motion carries.





Amendment #14

(Essex)

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

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

The remaining amendment proposals are from Barb Crews:

Amendment #15

**Amend T3:**

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

Amendment #16

**Amend T5:**

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

Amendment #17

**Amend T6:**

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

Amendment #18

**Amend T7:**

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

Amendment #19

**Amend T8:**

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

Amendment #20

**Amend T9:**

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

Amendment #21

**Amend T11:**

Add trail class in this trail description.

Amendment #22

**Amend T12:**

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

Amendment #23

**Amend T13:**

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

Amendment #24

**Amend T14:**

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

Next to last sentence:

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

Amendment #25

**Amend B3:**

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

Amendment #26

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

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

Amendment #27

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

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

Amendment #28

**RE: TH8:** (Beaver Pond Trailhead)

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

Amendment #29

**Amend TH9:**

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

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

Amendment #30

**Amend TH11:**

Propose an additional 30 spots at a minimum.

Amendment #31

**Amend Natural Space Description on Page 35:**

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

Amendment #32

**Amend language in NS1(Virgin Creek Area of Primitive Trails)  
(NS2 and NS3 also should adopt this amendment):**

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

Amendment #33

**Amendment 1 to NS1:** (wording from the staff recommendation for NS1)  
Recommend adjusting the east boundary of NS1 to include the Wagon Trail.

Amendment #34:

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

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

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

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

Upper Joe Danich would remain in NS1.

Amendment #35

**Amendment 3 to NS1:**

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

Amendment #36

**Amendment 4 to NS1:**

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

Amendment #37

**Amend MB1:**

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

Amendment #38

**Amend MB2:**

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

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

Amendment #39

**Amend Population description p. 13**

*Population*

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

Amendment #40  
 Amend p. 15 with revised chart



Amendment #41

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

Amendment #42

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

Amendment #43

Amend Access section:

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

Amendment #44

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

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

Amendment #45

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