

4.3 Trail Improvements Plan

The proposed projects shown on Figure 26 and the proceeding descriptions of each project are consistent with the land management concepts outlined in the 1985 Updated FNBP Master Plan. This plan maintains the ideas and concepts of the 1985 Updated FNBP Master Plan and the Generalized Land Use Plan map, which balance the development of recreational facilities with the preservation of FNBP as a natural area.

4.3.1 Introduction

This plan strives to strike a balance between the needs and desires for proposed trail improvements and the natural resources that make the park a special place. The proposed plan reflects input from a diverse group of trail users, the Steering Committee, other stakeholders, landowners, advisory groups, and regulatory agencies. This input was used to develop a plan that accommodates many of the improvements proposed by trail users, while incorporating improvements that are designed to minimize wildlife conflicts and protect some areas in their natural state. These improvements are also intended to address any public health, safety, or welfare issues that may exist.

4.3.1.1 *Trail Connectivity*

One of the main concepts included in the Trail Improvements Plan is this idea of *trail trunks* or major trail connectors. These trails, highlighted in yellow on Figure 26, would be upgraded to Class 4 trail standards. These main *trail trunks* will connect different areas of FNBP to existing neighborhoods, make connections to the variety of trail classes and trail systems in FNBP, and provide major connections through FNBP for commuters from these surrounding areas. These *trail trunks* also provide large, multi-use trail loops that can be used by a majority of the trail users.

These main *trail trunks* would consist of the following trails:

- TOA Trail
- Abbott Road Trail
- South Gasline Trail
- New trail from Campbell Airstrip Trailhead to the Rendezvous Trailhead
- Tank Trail
- North Gasline/Powerline Trail
- 2.5 km and 4.5 km Loop Trails
- Connections to Abbott Loop Community Park and Chuck Albrecht Ball Fields

4.3.1.2 Resource Protection

The natural beauty of FNBP, including its creeks, wetlands, vegetation and wildlife, contributes to its popularity as a recreation site. This plan was designed to address trail user desires while protecting these important natural resources. In particular, the plan is designed to minimize adverse effects on wetlands, creeks, and off-trail vegetation, as well as to minimize the potential for adverse wildlife interactions.

Both the public and ADF&G have expressed concerns regarding trail development or improvements within the creek corridors in FNBP, due to increased bear activity in these areas. Bears use these creek corridors as a migration route and use the creeks to fish and provide for their cubs in the summer. There were two maulings and a number of bear charges in FNBP in 2008. These incidents resulted in the closure of the popular Mellen's Way Trail from early August until October 15, 2008. ADF&G proposed that Mellen's Way Trail be designated as a seasonal trail to reduce the potential for wildlife conflicts during the summer. In addition, ADF&G recommended a 100-foot setback from the creeks to protect the creekside vegetation, reduce bank erosion, and reduce rutting in the trail tread. Finally, ADF&G recommended that specific areas at stream crossings be designated as stream access areas for dogs and horses. Designating specific areas of the creek banks and designing these areas for heavier use would reduce overall bank impacts along the creek from dogs and horses.

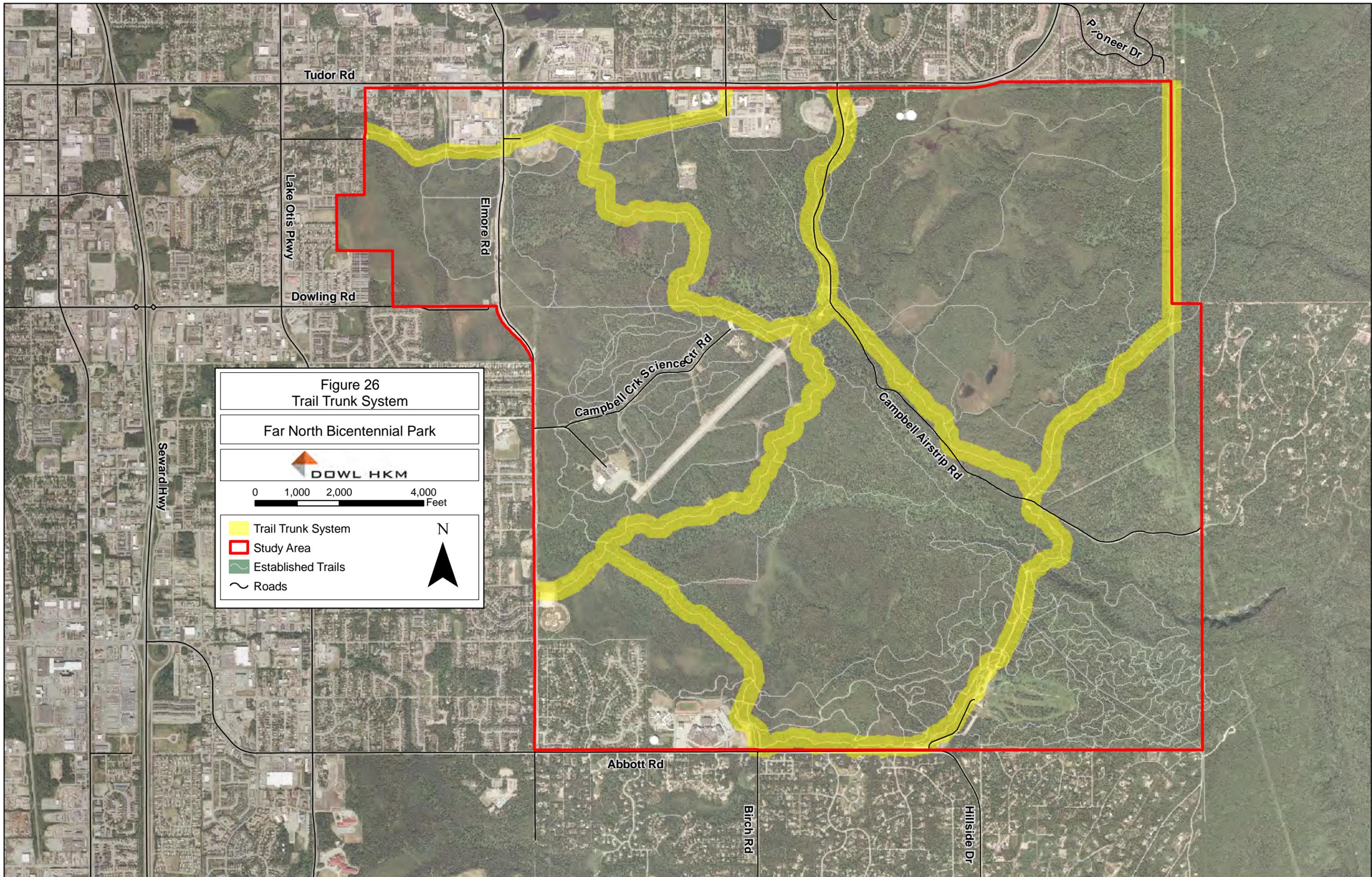


Figure 26
Trail Trunk System

Far North Bicentennial Park

 DOWL HKM

0 1,000 2,000 4,000 Feet

 Trail Trunk System
 Study Area
 Established Trails
 Roads

N

4.3.2 Proposed Projects

Table 4 lists the issues and proposals gathered from trail users during plan development. The projects carried forward and proposed in this Trail Improvements Plan are summarized in a list in Table 5 and shown on Figure 27. More detail on each proposed project, describing the extent of the work and the type of improvements to be incorporated, follows Figure 27 Proposed Projects. Preliminary cost estimates were developed based on recent costs for similar projects in Anchorage. These costs include design, construction, and contingency costs, and are intended to be used for planning purposes. The projects have not been prioritized due to the uncertainty of funding and the different types of funding that could apply to each project.

Although most proposals were accommodated in this plan, there were some proposals that are either outside the scope of this plan (such as improvements outside FNBP) or are not consistent with the goal of balancing needed trail improvements and natural resource protection.

Table 4: Trail User Group Proposals

Proposal	Proposed Project No.	Comments
ASDRA		
Trail maintenance is a high priority.	N/A	Concern noted. Maintenance issues are addressed in this plan.
Preservation of continuous dog mushing trails separated from other uses is a major concern.	N/A	Concern noted. Dog mushing trails are maintained in this plan.
Conflicts with at-grade crossing at TOA Trail is a concern.	23	
Concern about loss of trails on HLB lands as they develop.	N/A	Although HLB lands are not regulated through this plan, the 3500 Tudor Road Master Plan calls for maintenance of trail continuity as development occurs.
Recognition of mushing trails in adopted MOA plan could facilitate ASDRA fundraising for construction and maintenance.	N/A	Mushing trails are recognized in this plan.
Tozier Track facility will need to meet current code standards if any improvements are done to it.	N/A	Concern noted.
NSAA		
Slightly crowned trails with smooth surface facilitate grooming in low snow periods.	N/A	Trail slope standards are discussed in Chapter 5.0.
A trailhead or increased parking at Klutina Street where the North Gasline/Powerline Trail terminates in East Anchorage is needed.	26	
A lighted connection from the Bivouac Trailheads to the Hilltop area is needed.	19	

Proposal	Proposed Project No.	Comments
Multi-use trail connector from Gasline/Spencer Loop Trail area to Chugach State Park that would be groomed in winter.	17	
New trail loops from Abbott Loop Community Park (beginner level ski trails).	14	
New Classic Ski Loop Trail (extension of existing trails).	13	
New equestrian loop connecting to the Lore Road Trailhead.	N/A	Not a consensus from the Equestrians to Specifically designate trails.
Separate loop trail for equestrians to reduce horse traffic on TOA Trail.	N/A	Not a consensus from the Equestrians to specifically designate trails.
Light the Abbott Road multi-use trail to reduce foot and bicycle traffic on ski-only trails in winter.	8	
Develop trail connection from South Gasline Trail to Prospect Heights Trailhead in Chugach State Park to minimize hikers/cyclists on ski-only trails in winter.	17	
Arctic Orienteering Club		
Ideal orienteering areas should remain free of new trail development.	18	
More efficient parking lot needed at Campbell Airstrip Trailhead.	15	
Anchorage Unleashed		
North Bivouac Trailhead is the preferred access point into FNPB for dog walkers.	N/A	Comment noted.
An existing cleared area along the North Gasline Trail near the trailhead could be utilized as a dog training area.	N/A	Comment noted.
A loop trail off the North Gasline Trail would provide for a more interesting walk.	N/A	Preserving this area as no new trail development.
Install dog waste facilities, trash cans, and information kiosks at trailheads at either end of the off-leash area.	6 and 26	
Concerns about the potential conflicts with bikers and skijorers on designated off-leash trails.	N/A	Concern noted.
Youth Exploring Adventure, Inc.		
Concerns about conflicts with cross-country skiers using Hilltop Ski Area slopes when Hillside Park ski trails have inadequate snow cover.	N/A	Concern noted.
Drainage improvements needed at Hilltop Ski Area parking lot.	16	
Anchorage Skijor Club		
Upgrade or widen Mellen's Way for two-way passing.	11	
Move Mellen's Way Trail out of wetlands and improve by widening and smoothing it.	11	
Cutting the lower limbs of trees adjacent to multi-use trails will provide better sight	N/A	Addressed in Chapter 5.0 maintenance guidance.

Proposal	Proposed Project No.	Comments
distances for skijorers.		
Improve the two TOA bridges.	1	
More efficient parking lot needed at Campbell Airstrip Trailhead.	15	
Develop non-profit group like Sitka Trail Works, Inc., to fund and build new trails.	N/A	Alaska Trails, Anchorage Trails and Greenways Coalition, and Bicycle Commuters of Anchorage can provide funding ideas and be a source of technical assistance in constructing trails.
STA		
Construct Phase II of STA trails plan.	24	
Develop trail standards, maintenance objectives, and classifications to guide new trail construction.	N/A	Addressed in Chapter 5.0 of this plan.
Develop multi-use corridor between South Gasline Trail and Chugach State Park.	17	
Extend separated trail along Campbell Airstrip Road from Rendezvous Trailhead to Campbell Airstrip Trailhead.	12	
Develop Chuck Albrecht Ball Field as winter/summer trailhead.	N/A	This is planned. No capital improvement money needed.
Maintain Moose Ridge Trail system as beginner mountain bike area.	33	
Anchorage Bike Park		
Create lift-served mountain bike park at Hilltop Ski Area.	N/A	Not a feasible application to this ski lift area. Need more coordination with Hilltop Ski Area.
Equestrians		
Maintain equestrian access on multi-use trails in FNBP.	N/A	This plan does not change equestrian access to multi-use trails in FNBP.
Increase red light length at Elmore Road to provide safer crossing to the Lore Road Trail.	N/A	Can provide contact with Traffic Department.
Majority of conflicts occur between equestrians and skiers/skijorers.	N/A	Concern noted.
Trailheads should have gravel surfaces for loading and off-loading horses and additional tie-up areas.	16 and 37	
Organize trail manure clean up events.	N/A	Comment noted.
Narrow trails in woods preferred, but can run horses on wider trails with good sight distances.	N/A	Comment noted.
ABG		
Trail connecting Campbell Airstrip Trailhead to paved path near ABG.	12	
ATGC		
New connector trail from North Gasline Trail to Stuckagain Heights entrance.	9	
New trail connection from Hillside Park Spencer Loop up to Chugach State Park.	17	
Separated paved trail along Campbell Airstrip Road from Rendezvous Trailhead to Campbell Airstrip Trailhead and up to Stuckagain	6 and 12	

Proposal	Proposed Project No.	Comments
Heights.		
More directional and informational signage needed.	35	
Clear snow on Elmore Road bike lanes for winter commuters.	N/A	FNBP Trail User Group level discussion. Coordinate with MOA Street Maintenance.
Develop junior Nordic ski loop at Abbott Loop Community Park.	14	
Maintain access to trails on military lands.	N/A	Concern noted. This plan cannot regulate access to military lands. Existing permit access system is in place.
BLM		
Concerns about off-leash dogs in inappropriate areas.	N/A	Concern noted. Signage issue.
Safety concerns about trail users accessing airstrip.	N/A	Concern noted. BLM signage to take care of issue.
Connector trail from Hillside Park trails to Chugach State Park Prospect Heights Trailhead.	17	
Open mushing trails to other users when mushers are not using them.	N/A	Concern noted. Dog mushing does not have a schedule of use in winter season.
Install more directional signage.	35	
Consider zoning within the park for levels of trail density.	N/A	Concern noted. This issue is better addressed in a master plan effort.

Table 5: Proposed Trail Improvements

Project No.	Proposal	Cost Estimate
1	Tour of Anchorage Trail Bridges (2 new bridges)	\$329,400
2	Blue Dot Trail Bridge	\$162,000
3	Tour of Anchorage Trail 10' Tread	\$136,500
4	Dog Mushing Bridges	\$17,000
5	Bridge at North Gasline	\$35,000
6	Grade Separated Crossing and Parking Improvements at North Bivouac Trailhead	\$452,169
7	Grade Separated Crossing at Campbell Airstrip Trailhead	\$452,169
8	Abbott Road Trail Improvements (Upgrade to Trail Class 4)	\$114,746
9	East Anchorage Connector Trail Upgrades to Tank Trail and North Gasline Trail	\$223,845
10	Upgrade portions of 2.5 km and 4.5 km Loop Trails to Trail Class 4	\$149,280
11	Mellen's Way Trail Reroutes	\$30,713
12	Paved Trail from Rendezvous Trailhead to existing paved trail along Campbell Airstrip Road	\$407,842
13	New Classical Skiing Loop Trail	\$105,100
14	New Trail Loops from Abbott Loop Community Park	\$141,964
15	Improvements to Campbell Airstrip Trailhead Parking Lot	\$5,772
16	Hilltop Parking Lot: Layout and Drainage Improvements	\$49,241
17	Multi-use Connector from Gasline/Spencer Loop Area to Chugach State Park	\$200,981
18	Designate Areas for No New Trail Development	\$0
19	Lighted Trail Connection to the Hillside Loop	\$324,000
20	Hillside Trailhead Parking Improvements	\$185,800
21	Blue Dot Trail Connection to Smoke Jumper Trailhead	\$2,400
22	Rendezvous Trailhead Improvements	\$53,875
23	Grade Separated Crossing of Mushing Trail and Tour of Anchorage Trail	\$318,263
24	Single-track Advocates (STA) Trails Phase II	\$105,600
25	Parking Improvements at "Little Hill" Parking Area	\$2,870
26	Trailhead Improvements at Northeast Corner of FNBP	\$25,500
27	Northeast Park Trail Connector	\$2,500,000
28	Black Bear Trail Extension	\$1,480
29	Abbott Loop Community Park Trail Improvements into FNBP	\$17,500
30	BLM Ridge Tread and Trail Corridor Repair	\$22,770
31	Spencer Loop Drainage Repairs	\$9,022
32	Black Bear Trail Drainage Repairs	\$1,742
33	Moose Ridge Trail Repairs	\$4,452
34	Randy's Loop Trail Repairs	\$960
35	Moose Meadow Trail Repairs	\$7,920
36	Besh Lighted Loop Trail Repairs	\$3,884
37	Service/Jr. Nordic Loop Trail Repairs	\$8,801
38	Rehabilitation of Unauthorized Parking Area	\$13,500
	TOTAL	\$6,624,060

Figure 27
Proposed Projects

Far North Bicentennial Park

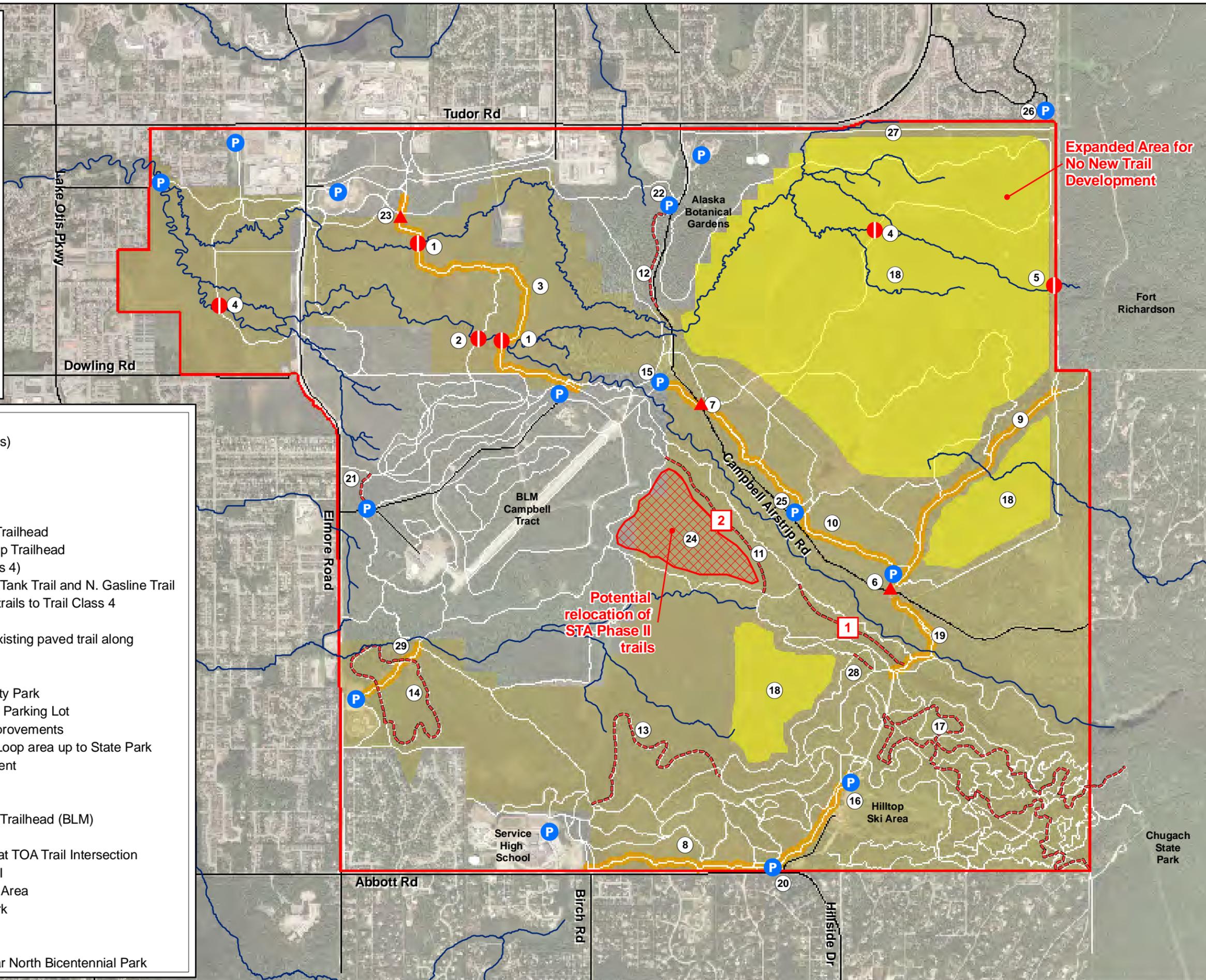


- ① Project Number
- Proposed Bridge
- ▲ Grade Separated Crossing
- Ⓟ Parking/Trailhead Improvements
- ▭ Study Area
- Established Trails
- No New Trail Development Areas
- Trail Improvements
- Proposed Trails
- ~ Streams



Proposed Projects

1. Tour of Anchorage Trail Bridges (2 new bridges)
2. Blue Dot Trail Bridge
3. Tour of Anchorage Trail
4. Dog Mushing Bridges
5. Bridge at North Gasline Trail
6. Grade Separated Crossing at North Bivouac Trailhead
7. Grade Separated Crossing at Campbell Airstrip Trailhead
8. Abbott Road Trail Improvements (to Trail Class 4)
9. East Anchorage Connector - trail upgrades to Tank Trail and N. Gasline Trail
10. Upgrade portions of 2.5km and 4.5km Loop trails to Trail Class 4
11. Mellen's Way Trail Reroute
12. Paved Trail from Rendezvous Trailhead to existing paved trail along Campbell Airstrip Road
13. New Classical Skiing Loop Trail
14. New Trail Loops from Abbott Loop Community Park
15. Improvements to Campbell Airstrip Trailhead Parking Lot
16. Hilltop Parking Lot: Layout and Drainage Improvements
17. Multi-Use Connector from Gasline/Spencer Loop area up to State Park
18. Designate Areas for No New Trail Development
19. Lighted Trail Connection to the Hillside Loop
20. Hillside Trailhead Parking Improvements
21. Blue Dot Trail Connection to Smoke Jumper Trailhead (BLM)
22. Rendezvous Trailhead Improvements
23. Grade Separated Crossing of Mushing Trail at TOA Trail Intersection
24. Single Track Advocate (STA) Trails - Phase II
25. Parking Improvements at "Little Hill" Parking Area
26. Trailhead Improvements at NE Corner of Park
27. NE Park: Trail Connector
28. Black Bear Trail Extension
29. Abbott Loop Park Trail Improvements into Far North Bicentennial Park



Expanded Area for No New Trail Development

Potential relocation of STA Phase II trails

1. Tour of Anchorage Trail Bridges (two new bridges)
Remove and replace existing Tour of Anchorage Trail Bridges with new bridges upgraded to meet safety codes. These two bridges will be at least 10 feet wide with spans between 50 to 75 feet and will incorporate railings that meet current standards for safety railings on pedestrian bridges.
2. Blue Dot Trail Bridge
Remove old bridge and install new bridge to meet the character and experience of this Class 2 trail. The bridge will extend 70 to 75 feet across Campbell Creek with a width of 5 to 6 feet wide.
3. TOA Trail
Add gravel fill to improve the trail tread where roots are protruding from trail to level it to be consistent with past work on Tour of Anchorage Trail. Work to be completed from the south TOA Trail Bridge to the new 48th Avenue Extension.
4. Dog Mushing Bridges
These trail bridges will meet the width needs of ASDRA - 8 feet wide with minimal railings and short spans across these narrower sections of creeks. One of the trail bridges is located to the west of Elmore Road along the dog sledding trail known as the Homecoming Trail. The second bridge is located out in the Muldoon Swamp area, the area east of Campbell Airstrip Road and south of Muldoon Road. This bridge goes over a narrow section of the Campbell Creek along the Beaver Dam Trail.
5. Bridge at North Gasline Trail
A new bridge is needed along the North Gasline Trail in order to cross over the Campbell Creek Trail. This will be a substantial new bridge along this trail in order to meet the proposed Trail Class 4 upgrades that are intended for this trail.
6. Grade Separated Crossing at North Bivouac Trailhead
Create a grade separated crossing via a tunnel connection under Campbell Airstrip Road to the North Bivouac Trailhead. This connection by tunnel makes sense related to the grade of the road and the lower elevation of the existing South Bivouac Trailhead. The

South Bivouac Trailhead parking lot will require the removal of gravel and can be used for this tunnel project and re-vegetated to a small degree. The area can still be left open as a staging area.

7. Grade Separated Crossing at Campbell Airstrip Trailhead

With the upgrade of portions of the 2.5 km Loop Trail and the 4.5 km Loop Trail, this grade separated crossing will be needed in order to create a loop trail along this major trail 'trunk'. This separated crossing will also connect in well with the existing paved trail from the Campbell Airstrip Trailhead to the proposed trail improvements along Campbell Airstrip Road from the Rendezvous Trailhead.

8. Abbott Road Trail Improvements (to Trail Class 4)

Upgrade Abbott Road Trail from Birch Road overpass to the Hilltop Parking area. Currently, the Abbott Road Trail is a Trail Class 3, which needs to be upgraded to a trail Class 4 in order to develop it as a major trail 'trunk' that would be able to feed into the 'branches' of other trails.

9. East Anchorage Connector - Trail Upgrades to Tank Trail and North Gasline Trail

The Tank Trail and the North Gasline Trail have been identified for improvements to create an East Anchorage connection up to the Hillside area. With these trails being classified as Trail Class 4 trails, a significant amount of upgrades will occur related to clearing and grubbing, selective tree removal, tread improvements, drainage improvements, and grading work.

10. Upgrade Portions of 2.5 km and 4.5 km Loop Trails to Trail Class 4

Improve portions of both the 2.5 km Loop Trail and the 4.5 km Loop Trail where they would connect from the North Bivouac Trailhead down to the Campbell Airstrip Trailhead. These two trails are proposed to be upgraded to a Trail Class 4 and a significant amount of improvements will occur related to clearing and grubbing, selective tree removal, tread improvements, drainage improvements, and grading work. This improvement helps develop a loop trail system for multi-users.

11. Mellen's Way Trail Reroute
Reroute Mellen's Way Trail away from the Campbell Creek and out of the existing wetlands, where possible. Provide bear safety education and signage.

12. Paved Trail From Rendezvous Trailhead to Existing Paved Trail Along Campbell Airstrip Road
Develop an alignment and roadside or road-separated trail from the Rendezvous Trailhead, just south of the ABG entrance, south to the paved roadside trail on the north side of the Campbell Creek.

13. New Classical Skiing Loop Trail
Create a new classical skiing only trail that would connect the Richter Loop Trail with the junction of the Bog Trail at the Junior Nordic Loop Trail. This would provide an additional classical skiing only loop that can be easily accessed from the Service High School Trailhead/Parking Lot.

14. New Trail Loops from Abbott Loop Community Park
Develop trail loops for winter and summer use trails originating from the Abbott Loop Community Park Trailhead/Parking Lot. This would serve the community and neighborhood with an alternative trailhead with beginner-level mountain bike trails, beginner ski loops - providing the Junior Nordic Skiing program with shorter distance trails at a nearby trailhead. Existing neighborhood trails should be maintained as new ski routes are identified. Neighborhood trails should receive tread and drainage repairs as necessary.

15. Improvements to Campbell Airstrip Trailhead Parking Lot

Realign the parking lot to follow a curvilinear layout with perpendicular parking on both sides of the lot. Boulders placed on either side of the lot will help define the parking lot and provide a significant staging area for trail users before entering the trail system. See Figure 28 for trailhead improvements.

16. Hilltop Parking Lot: Layout and Drainage Improvements

Create a more efficient parking lot layout with improvements to the drainage in this parking lot. Add more definition to the parking lot area with more space for maneuvering vehicles in the winter time and horse trailers in the snow free months. Boulders can help define the parking area and create a staging area to the north of the parking lot. This relocated staging area moves trail users and organized activities (such as Junior Nordic or high school cross-country races) away from the existing trail system. See Figure 29 for trailhead improvements.

17. Multi-Use Connector From Gasline/Spencer Loop Area Up To State Park

Develop a one-way multi-use connector trail, as a Trail Class 4, from the Gasline Trail/Spencer Loop intersection up to Chugach State Park and then back down to the Gasline Trail/Spencer Loop intersection. This trail is intended to follow the contours of the hillside and keep site lines open at trail intersections.

18. Designate Areas for No New Trail Development

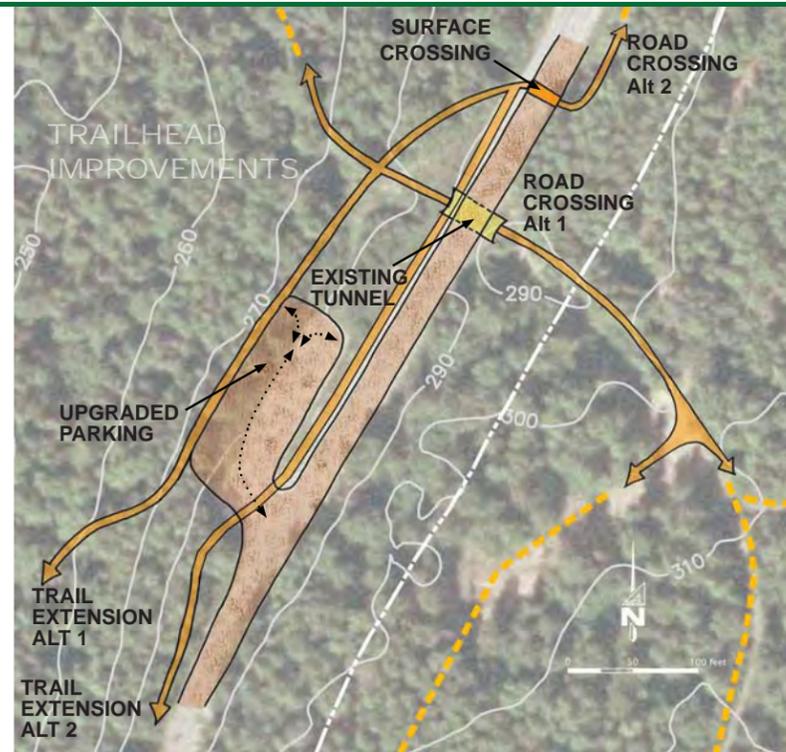
Designate on park trail maps and for trail management, zones where no new trail development should happen. This designation provides areas for users such as naturalists, orienteering, birders, and equestrians to enjoy and explore with no new major trails developed in this area. See Figure 13: No New Trail Development.

19. Lighted Trail Connection to the Hillside Loop

Provide lighting along the trail connection from the Hillside Loop to the North Bivouac Trailhead for those residents in East Anchorage wanting to access the Hillside trails without having to drive around to Service High School or the Hillside Trailhead.

TRAILHEAD IMPROVEMENTS

rendezvous trailhead



parking

Parking area will be widened and organized to accommodate approximately 35 spaces.

road crossing

Alt 1 - Multi-use trail will cross the road at grade and go over the existing tunnel.

Pros: Avoids potential conflicts during winter use between dog mushers and other users.

Cons: Adds additional costs associated with constructing a safe surface crossing over the existing tunnel.

Alt 2 - The multi-use trail will cross the road and dog mushing trail at grade and the dog mushing trail will cross under the road through the existing tunnel.

Pros: Avoids additional costs associated with constructing a safe surface crossing over the existing tunnel.

Cons: Creates a potentially hazardous at-grade crossing for multi-use trail users and dog mushers.

trail extension

Alt 1 - The trail extension will be located away from the existing road.

Pros: Provides more of a "nature" experience

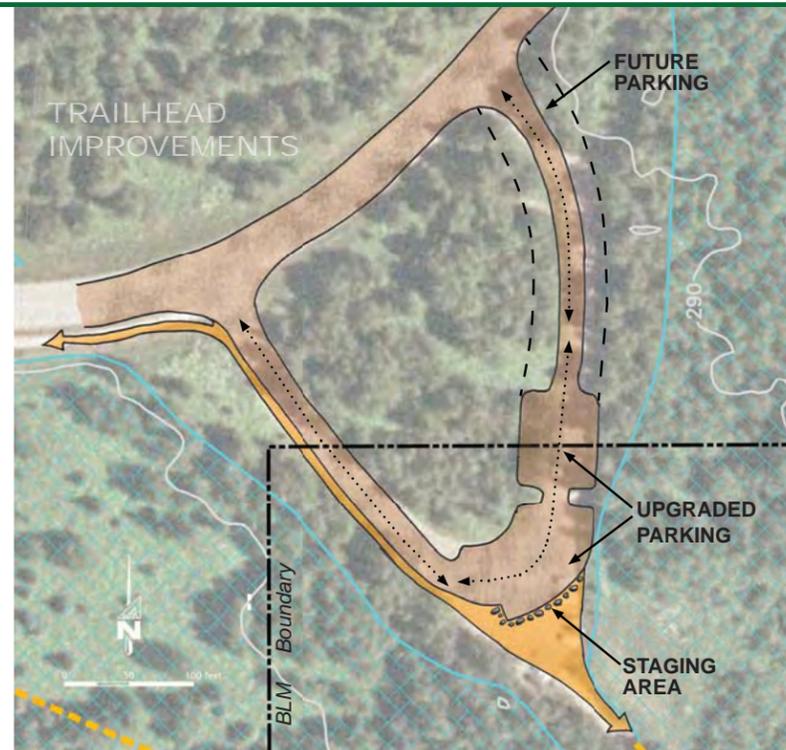
Cons: Adds additional costs and increases impact to native vegetation.

Alt 2 - The separated trail extension will be located along the shoulder of the existing road.

Pros: Reduces cost and impacts to native vegetation

Cons: Reduces quality of the pedestrian experience due to impacts of vehicular traffic.

campbell airstrip trailhead



parking

Parking area will be widened and organized to accommodate additional parking, approximately 35 perpendicular spaces, plus parallel parking to the north.

Potential future expansion of perpendicular parking to the north, will provide approximately 50 additional spaces if needed.

Larger staging area for trail users gets them out of the parking lot. Boulders will define parking lot edge and separate it from the staging area.

Figure 28



TRAILHEAD IMPROVEMENTS

north bivouac trailhead



parking

Parking area will be widened and organized to accommodate 4 rows of parking, approximately 45 spaces.

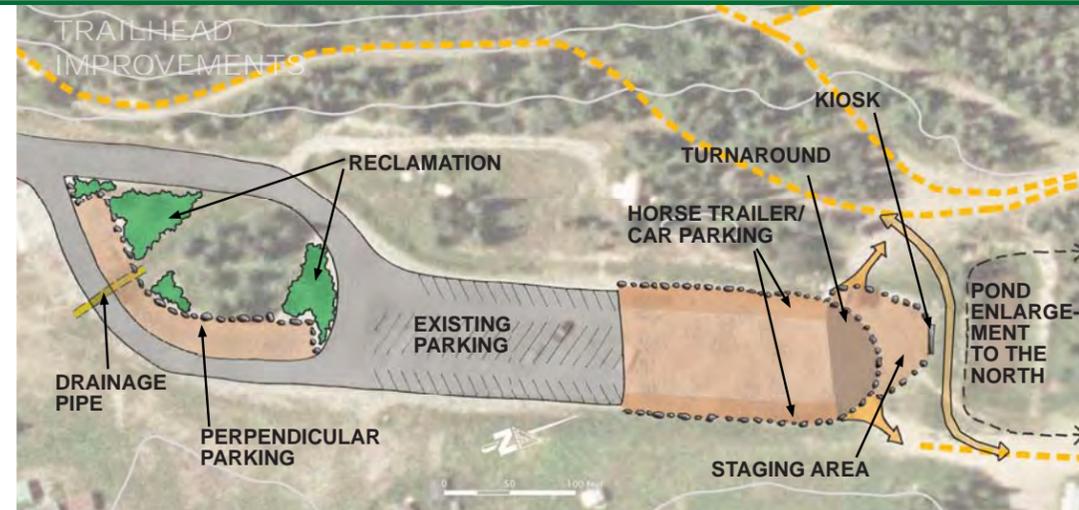
road crossing

Multi-use trail will be re-routed to cross the road through a proposed tunnel. Existing grades on site favor a below ground road crossing

south parking area

The north section of the south parking area will be reclaimed with native vegetation. The south section of this parking area will be utilized as a staging area.

hilltop trailhead



entry

The existing drainage pipe under the entry drive will be extended to accommodate gravel parking along the edge. Areas within the island will be reclaimed with native vegetation. Boulders will be strategically placed to delineate parking and protect reclaimed areas.

parking

Paved entry and parking area will remain as is. Perpendicular gravel parking will be provided along the entry road, also delineated with boulders. Gravel parking will accommodate diagonal automobile parking in the center. The east and west edge of the gravel parking lot will be used for automobile parking or for trucks with horse trailers providing an appropriate area for loading, unloading and parking. Parking will not be allowed on the north end, which will be retained for access to the road and to provide a turnaround with a radius suitable for trucks pulling horse trailers. The parking area will be delineated with boulders.

staging area

The area north of the parking will be retained as a recreation staging area providing access to trails east and west. The kiosk will be relocated to this visible central location. Any enlargements of the infiltration pond will be to the north.

Figure 29



20. Hillside Trailhead Parking Improvements

Pave the Hillside Trailhead parking lot. This parking lot/trailhead is heavily used by trail users and needs to be improved to remove the large potholes and constant maintenance that it requires to re-grade and re-gravel the existing parking lot.

21. Blue Dot Trail Connection to Smoke Jumper Trailhead (BLM)

Make a connection from the Blue Dot Trail to the Smoke Jumper Trailhead via a new trail. The current connection out to Elmore Road at 66th Avenue will remain with this new trail being the primary connection to the trailhead and access point for most trail users.

22. Rendezvous Trailhead Improvements

Parking area to be widened and organized to accommodate 35 parking spaces. The trail from Tudor Road will be extended down to the Rendezvous Trailhead parking lot.

23. Grade Separated Crossing of Mushing Trail at TOA Trail Intersection

Develop a grade-separated crossing where the dog mushing trail (the Outgoing Trail) intersects with the Tour of Anchorage (TOA) Trail. This crossing will include a tunnel that will accommodate the dog mushing trail as it goes under the TOA Trail.

24. STA Trails - Phase II

Create additional single-track mountain biking trails between the Moose Meadow Trail and Mellen's Way or locate them in Chugach State Park.

25. Parking Improvements at "Little Hill" Parking Area

Provide on-street parking area with gravel fill at the "Little Hill" parking area along Campbell Airstrip Road. By creating three to four, parallel parking stalls here, a more formalized access into the Moose Ridge trail system can be controlled where trailhead signage exists.

26. Trailhead Improvements at Northeast Corner of FNBP

Trailhead improvements are desired at the northeastern corner of FNBP. Improvements to this trailhead would include a more formal area for parking, FNBP informational

signage (trail map; bear activity; etc.), bear proof trash cans, and mutt mitt stations. The exact location of the proposed trailhead facility has yet to be determined and needs to address the neighborhood needs, maintenance and security issues, soil suitability, and management issues.

27. Northeast Park: Trail Connector

Develop a trail connection from the northeast corner of FNBP at the Klutina Street Trailhead to Campbell Airstrip Road. This trail connection would traverse wetland areas and parallel Tudor Road until it connects with the Campbell Airstrip Road roadside trail.

28. Black Bear Trail Extension

29. Abbott Loop Community Park Trail Improvements into FNBP

Upgrade Abbott Loop Trail from Abbott Loop Community Park to the Homestead Trail. Upgrade to Trail Class 4 using the designed use defined in Figure 18. Trail tread and drainage repairs will be required. Upgrades are necessary to bring the trail up to a standard that will allow it to sustainable function as a major 'trunk' in the park that feeds in the other branches of trails.

30. BLM Ridge Tread and Trail Corridor Repair

BLM Ridge tread, drainage, and trail corridor repairs to bring the trail up to Class 3 Nordic Ski Trail Standard.

31. Spencer Loop Tread and Drainage Repairs

Spencer Loop tread, drainage, and trail corridor repairs to bring the trail up to Class 3 Nordic Ski Trail Standard.

32. Black Bear Trail and Bridge Repairs

Black Bear tread, drainage, and trail corridor repairs to maintain the trail to its current classification. Consider a trail reroute where the trail is highly degraded and located in poor wetland soils. Replace the bridge to safely accommodate all allowed uses.

33. Moose Ridge Trail Repairs

Moose Ridge tread, drainage, and trail corridor repairs to maintain the trail to its current classification. Consider a trail reroute where the trail is heavily braided through an area with poorly drained soils. Structures consistent with all allowed uses may be required.

34. Randy's Loop Trail Repairs

Randy's Loop tread, drainage, and trail corridor repairs to bring the trail up to Class 4 Nordic Ski Trail Standard.

35. Moose Meadow Trail Repairs

Moose Ridge tread, drainage, and trail corridor repairs to maintain the trail to its current classification.

36. Besh Lighted Loop Trail Repairs

Besh Lighted Loop Trail tread, drainage, and trail corridor repairs to bring the trail up to Class 5 Nordic Ski Trail Design Parameters.

37. Service/Jr. Nordic Loop Trail Repairs

Service/Jr. Nordic Loop Trail tread, drainage, and trail corridor repairs to bring the trail up to Class 5 Nordic Ski Trail Design Parameters.

38. Rehabilitation of Unauthorized Parking Area

This area is located on the south side of Campbell Airstrip Road in a location across the road from the "Little Hill" parking area. Revegetate with native tree and shrub plantings and install a barrier system, like wood bollards or boulders, adjacent to the roadway to prevent parking of vehicles and discouraging unauthorized use in this area.

39. Signage

Recently, significant progress has been accomplished regarding way finding signs within FNBP. Continue working toward a high quality soft surface trail signage plan, developing trail signage standards that can be applied to soft surface trails citywide. In the short-term, significant safety concerns have been identified within FNBP from existing sign errors, or the lack of clear signage. These problem spots should be corrected immediately.

40. Possible Future Trailhead at DOT&PF Maintenance Yard

41. Equestrian Amenity Improvements

Improve horse trailer off-loading area at Abbott Loop Community Park, work to install raised pedestrian traffic signal buttons at intersections adjacent to FNBP where equestrians will be crossing the road, provide a water source for horses at the Hilltop Parking Area. Hilltop Parking Lot Improvements (see project number 16) will provide improved access for equestrians. Extend length of time on green traffic signal for equestrians crossing over Elmore Road to get to Lore Road Trail.

42. Universal Access

Provide for universal access to trails at trailheads that are suitable for these recreational experiences. This may include the removal of fencing and berms that prohibit access. Consideration should be given to the development of semi-hardened surfaces for interpretive loops.

43. Barriers

Provide barriers, such as wood/plastic bollards or boulders, to prohibit off-road vehicle access while not limiting handicap access at various road access points.

44. Equestrian Concessionaire Permit

MOA P&R staff to review and revise the current equestrian concessionaire permit and develop policies for any future FNBP or other park concessionaires. Revisions to the permit to include the concessionaire providing a plan of the horseback riding routes throughout FNBP to MOA P&R for approval prior to the beginning of the season and cleanup routine/schedule. MOA to make those routes public by placing on MOA P&R website and/or presented to PRC.

45. User Group Management Plan

MOA P&R staff to work with the FNBP Trail User Group to develop a User Group Management Plan. MOA P&R staff to utilize the monthly meetings of the FNBP Trail User Group and have it separately facilitated by a professional consultant to develop the management plan.

46. Bike Lanes on Campbell Airstrip Road

If Campbell Airstrip Road is upgraded or when improvements occur, this plan recommends bicycle facilities, such as bike lanes, be incorporated into the roadway improvements.

4.3.2.1 Process for Getting Trails Built

When trail users, community organization, or individual is interested in getting a project developed and built, this section of the Trail Improvements Plan outlines the steps to make it happen. The first set of steps will be completed as a part of this Trail Improvements Plan. The Trail Improvements Plan will be a resource or reference for the trail users, community organization, or individual to use when maintaining existing trails, developing improvements to an existing trail or building a new project that is identified in the plan.

The Trail Improvements Plan will complete the following steps related to the public process for improvements to trails or constructing new trails in FNBP:

- Attain approval from the Parks & Recreation Commission (PRC) of all the projects outlined in the plan.
- MOA P&R will take the FNBP Trail Improvements Plan to the Urban Design Commission (UDC) for approval through a public site plan review.
- Wetlands Delineation Report, submitted as a separate document, will be complete with approval of the wetland delineations from the USACE.

The trail users or organization will need to do the following in order to develop and build a project from the approved list of projects in the Trail Improvements Plan:

- Propose to MOA P&R staff and assembly a project to be included in MOA CIP and/or bond packages.
- Acquire and submit a Volunteer Park Improvement Proposal to MOA P&R.

- Set up an initial meeting with MOA P&R staff to discuss the Volunteer Park Improvement Proposal. This effort will discuss the project, the funding that is available or being pursued (such as private funding or a partnering opportunity with MOA P&R), and a timeline or schedule for the work.
- Review the wetlands delineation report already completed as a part of this plan; review any relevant wildlife corridor studies related to the project area.
- Create a development/maintenance agreement with MOA P&R, if necessary for the project.
- Attain the necessary construction permitting from the MOA or other agencies as required, such as:
 - Stormwater Pollution Prevention Plan (SWPPP)
 - Fill and Grade Permit, if necessary
 - 404 and 401 permit from the USACE, for constructing in wetlands
 - Coastal Consistency Review, as required (consistent with Coastal Management Plan)

4.3.3 Types of Funding

There are three different types of funding that MOA P&R sees as potential avenues for developing these projects. The three types are as follows: Capital Improvement Program; Partnerships with User Groups/Volunteer Efforts/Youth Employment in Parks; and Operations and Maintenance.

Capital Improvement Program. This type of funding would require MOA P&R to budget some money and identify a funding source for a specific project and plan on completing that project within 2 to 5 years.

Operations and Maintenance. MOA P&R will need to budget funds for projects that need to be completed to protect the health and safety of the trail users. Trail hazards such as downed trees or bridges without planking will need to be addressed and taken care of through this type of funding.

Partnerships/Volunteer Efforts/Youth Employment in Parks. Historically, this type of funding has been used on most of the trail improvement projects in FNBP. Usually a trail user group supports the efforts of a specific project and provides a significant portion of the money needed to develop the project. The advantage of this type of funding is that it provides for a variety of money sources and provides MOA P&R with the most flexibility in spreading work and their resources to many different projects and user groups.

5.0 TRAIL CONSTRUCTION AND MAINTENANCE GUIDELINES

5.1 Trail Construction Guidelines

5.1.1 Natural Surface Trails (Trail Classes 1 through 3)

5.1.1.1 Purpose/Goals

The standards below pertain to the construction of *natural surface trails*. A natural surface trail is usually, but not always, defined by a narrower tread, and always with little or no imported materials. In other words, the surface will generally be of native soils, and will generally have a natural and undeveloped feel. Natural surface trails may be single or multi-use, accommodating a wide variety of uses, including but not limited to hikers, runners, equestrians, and mountain bikers. While not strictly related to the year-round subsurface, these trails may accommodate a range of users in the winter, whether mechanically groomed or not.

The construction objective is to create a long lasting and sustainable trail surface that also enhances user enjoyment. The trail design and construction should favor the predominant type of use, while remaining functional and enjoyable for all anticipated users.

Creating and maintaining a durable trail is best accomplished by:

- Directing and influencing the initial users to establish the tread on the most durable part of the bench;
- Designing and constructing the trail in a manner that minimizes skidding and other abrasive processes that cause premature deterioration of the trail surface;
- Designing and constructing the required drainage features; and

- Designing and constructing trails in a manner such that they are self-sustaining and minimize future maintenance and repairs.

The first two goals are relatively simple to accomplish, if not necessarily intuitive. Taken in reverse order, they can be achieved as follows.

At the earliest stages of design and construction, due regard must be paid to the type of user(s), number, skill level(s), soil types, aspect, climate, and other abrasive/erosive factors. Corners should be rounded and easy to navigate, tread should be compacted or armored where appropriate, and direction changes should be flowing and gradual, rather than harsh and abrupt.

At the final stages of construction, care should be taken to place objects such as rocks and cut vegetation along the outside (or fill edge) of the trail, while the builder should take extra care to assure that adequate clearing and back slope work has been completed on the inside edge. Users will tend to shy away from even small objects or encroaching vegetation, thus this final work is intended to *push* users onto the firmer, fully-benched portion of the tread. Once an initial trail *line* has been established, it does not matter that the placed objects are kicked off or removed from the trail. Users will tend to follow the line established before them.

5.1.1.2 Tread Construction

Width: The ideal tread width will be determined by the class of trail and primary anticipated user type(s). See Figures 17 through 23 for details.

Bench Construction and Cross-Slope:

- Bench width is to be suited for the anticipated uses, and as specified below.
- Generally, bench cuts should be a minimum of 50 percent, and preferably 75 to 100 percent. A bench of only one-half to three-quarters (50 to 75 percent) should only be allowed if the fill soil can be suitably compacted, such that it will not slough off or be substantially displaced by use.
- The bench must be out-sloped 2 to 8 percent.

- The bench must remain out-sloped for a period of time after completion of construction, as a hedge against premature deterioration from settling of fill, ruts from equipment, incomplete cutting, etc.
- Exception: In contrast to the general out-slope rule, inside bends and turns (those where the trail is turning back into the slope) in the trail should be built so that the bench is no more than 2 percent off-sloped to slightly (up to 2 percent) in-sloped. This helps to keep users on the durable part of the bench and prevents premature settling and tread creep¹ in the turns. When flat or in-sloped bends are constructed, adequate drainage, preferably in the form of grade reversals, must be constructed at each end of the in-sloping feature in order to catch and shed water.
- The trail surface should be thoroughly compacted where any fill is needed to complete the bench.
- All spoils resulting from dressing of the cut-bank must be discarded to the downhill side of the trail.
- The berm created from bench excavation must be completely removed and smoothed over so the downhill edge of the trail is flush with the tread base, and in a way that allows complete drainage and sheeting of water off the downhill side.
- Undercutting the root systems of trees should be avoided. Where possible, the trail should be routed to the uphill side of large trees, such that the trail creates a fill area over the roots, rather than a cut into the root system along the downhill side of the tree.

¹ A note about “tread creep.” Tread creep refers to a situation where users are either forced to the outermost portion of the trail, thereby pushing the soft tread off the constructed edge, or other erosive forces cause the tread to fall further and further down and away from the original tread location. Tread creep most often occurs due to one (or both) of two factors: (1) Either the trail has been constructed with less than a 50 percent bench, the outside portion was not adequately compacted, and the soils have allowed significant settling; or (2) An overly-aggressive out-slope (e.g., 8 percent or greater) has been built into the trail and the natural forces of gravity have pushed users onto the soft outer edge, thereby deteriorating the structural stability of that edge. These types of tread creep can be combated by reducing the out-slope angle, temporarily leaving the outer berm in place until a firm tread is established, or otherwise assuring that users are forced more to the inside portion of the tread.

5.1.1.3 Surface

The completed trail surface must have adequate finish work completed. This includes the following tasks:

- Removal of all rocks on the surface that protrude vertically higher than 3 inches.
- Filling and tamping any voids caused by removal of rocks from the bench.
- Smoothing of irregularities in the surface, such as wash boarding or other dips and ruts created during construction.
- Removal of all woody material (roots) in the trail surface that is larger than 0.5 inch in diameter, and protruding any height above the surface.
- All the above should be completed in a manner that allows for reasonable travel for users that are most sensitive to surface irregularities. For example, if beginner-level foot traffic is expected, care should be given to eliminate tripping and other hazards.

5.1.1.4 Grades

Detailed grades for different user types and skill levels are listed in the attached grade chart (see Figures 17 through 23). In addition, a trail should have predictable flow and feel. Sustained grades should be consistent to the extent possible, to avoid erratic behavior by users and resultant abrasion to the surface. Grades at the entry points to trails should be consistent with the grades throughout, to provide consistent information for user expectations.

Even though consistency in the user expectation is an important factor, this does not suggest that the trail should not undulate, roll, and flow with the land. On the contrary, regular grade reversals, dips, twists, and turns are desirable not only for water removal and sustainability, but also for user interest and enjoyment.

5.1.1.5 Clearing

Widths and heights of clearing shall be completed in conformance with the class and user specifications as listed on the chart (see Figures 19 through 25). Generally, for class one through

three trails, the clearing should be kept minimal, to best provide a narrow, intimate feel for the trail. For class four and five trails, the intimate feel is not as necessary, and the focus of clearing should be on ultimate function and limiting future maintenance.

For narrower soft surface trails, the following guidelines should be followed:

- All woody vegetation must be cut back on the uphill side, vertical from the top of the cut slope, and angled back five degrees.
- Vegetation clearing should be completed before any finish work on the tread is done.
- Vegetation, including trees, should be cut back further on the uphill side of inside bends and turns to allow for better sight distance and clearance on the inside of the turn. This will give users better clearance and help keep them on the durable part of the bench.
- Trees and large bushes must be cut perpendicular to the longitudinal axis to avoid acute angled cuts. Cuts should also be made as close to the ground as practical.
- All downfall should be cut back at least 2 feet above the top of the cut slope and 2 feet below the downhill trail edge. Alders that hang out into the trail corridor or droop onto the trail should be cut back at the base of the alder.
- Hanging downfalls and trees protruding upward should be cut into pieces so that they rest on the ground.
- Broken and splintered ends of all trees that are within 3 feet of each side of the bench must be cut off.
- Vertical clearance for all classes and uses should be at least 8 feet above the trail surface. This clearing area should include any encroaching branches.
- All cut vegetation should be scattered to a maximum height of 18 inches above ground.

5.1.1.6 Turns

Radius: The radius depends on the trail class, users, and terrain. See Figures 19 through 25 for more details.

Type: Generally, there are two types of trail turns: switchbacks and climbing turns. Where the tread is to be very narrow (less than 4 feet wide), the cross-slope is steep or very steep (over 60 percent) and users are generally limited to foot traffic (hikers, runners, snowshoers) and equestrians, traditional rolling crown switchbacks will function adequately.

In most other situations, climbing turns are generally favored over traditional switchbacks. Well-designed and constructed climbing turns will allow a free-flowing trail experience for users, will reduce skidding and other abrasive effects on the tread entry and exit to the turn, will drain adequately, and will reduce the effects of tread creep by keeping users to the inside of the cut and fill area. (See Figure 30 for illustrations and other details on construction of climbing turns.)

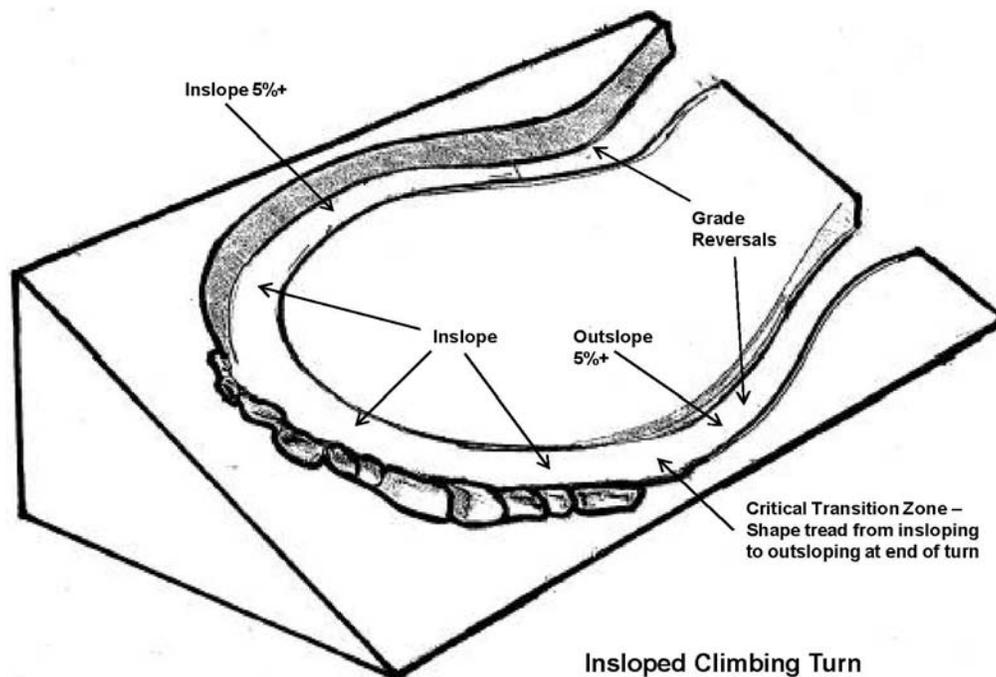


Figure 30: Constructing Climbing Turns

A climbing turn is constructed by linking the upper and lower legs of the trail with a rounded, flowing corner. In even the tightest of turns, the radius should be at least 12 to 15 feet. The

correct construction methodology is to begin by excavating material from the upper leg, and transporting cut material around the turn to fill the lower leg. The ultimate goal is to provide as flat a turning area as possible, with rolling dips (grade reversals) on both the upper and lower legs within 20 feet of the turn apex. The grades of the approach and exit legs may increase up to 5 percent beyond that of the average trail grade, to help achieve as flat a turning area as possible. However, when the cross-slope is relatively steep (e.g., 50 percent), a turning segment of up to about 15 percent is acceptable, as flatter turning areas will be difficult or impossible to achieve without the importation of material or construction of substantial retaining structures.

Climbing turns should be constructed with an *in-sloping* tread of 2 to 10 percent through the turn, such that water drains to the inside, and exits through the drain dip (at the base of the grade reversal) on the lower leg. Leaving a berm on the outside edge of the turn is acceptable, as it will help push or encourage users toward the firmer, inside portion of the turn.

As with any type of corner, wherever possible, climbing turns should be constructed around large natural features such as trees and rocks, or such material should be deposited between the upper and lower legs of the turn to help discourage shortcutting. However, if a climbing turn is properly constructed, users will find it to be much easier and more enjoyable to navigate than any shortcut; therefore the installation of permanent visual blocks is not mandatory.

5.1.1.7 *General Notes*

Construction of good switchbacks and climbing turns begins in the design phase. The most appropriate locations for turns should be sought out in the field before final design work is completed. Preferred areas include areas of less significant cross-slope, areas outside of drainages or before a drainage is crossed, and areas where large trees or boulders can be used as inside anchors.

- Completed turns and switchbacks should be easily and smoothly negotiable by the anticipated user type and level, and blend into the flow and rhythm of the rest of the trail.
- Uniform or increasing radius turns, in the downhill direction, are more desirable than decreasing radius turns.

- Grade reversals should be designed into the trail alignment directly before and after a switchback or climbing turn to help mitigate any drainage problems. These reversals should be placed as close to the turn as practicable to reduce the total water that is allowed to flow to, through, and out of the turn.
- Most of the elevation gain associated with a turn should be spread out into the uphill and downhill ramps leading into the turn so that very little of the elevation gain is in the turn itself.
- All areas of fill must be thoroughly compacted.
- Bermed turns may be used for cross-country and bi-directional trails, but adequate consideration must be given for uphill flow.
- If berms are used they should be constructed in a manner such that the berm is fully functional for the anticipated user (i.e., compacted, raked, and shaped appropriately).

5.1.1.8 Drainage

Drainage features are an integral part of sustainable trails. Trails must be designed and constructed so that water exits the trail often. The two primary features to be used in the construction of a trail are grade reversals and an out-sloping bench.

- A grade reversal is defined as an alignment of the trail where the grades are undulating rather than linear. They consist of short, regular reversed-grade segments designed into the trail layout with the primary purpose of stopping the flow of water. Undulating grades also add to user enjoyment. Grade reversals should be used repeatedly throughout the alignment, generally matching repetition rate and duration (length) to soil type, overall grade, and climate. (For additional detail, see *Natural Surface Trails by Design*, Troy Scott Parker, Chapter 7, ISBN: 0-9755872-0-X; LOC# 2004107571.) Factors such as grade, soil types, canopy cover, amount of use, type of use, amount of water, and type of water events must be considered in determining the length of reversed segments. While no set intervals or depths of the undulations can be provided, builders must primarily consider anticipated use and soils in determining when and how to place

reversals such that their function will remain intact without substantial additional maintenance.

- An out-sloping tread describes the trail bench as being tilted toward the outside, or downhill, side of the trail. Usually, this out-slope angle will be at between 2 percent and 8 percent. The extent of the out-slope depends on the same factors described for grade reversals, but particular attention should be paid to soil type (susceptibility to user compaction and shear, as well as environmental degradation), user type, and speed of travel. Generally, the more fragile the soil, the more out-sloped the tread should be. But beware! If the soil is excessively fragile (e.g., very loose and sandy), it may be better to create an in-sloping tread, with drainage running from an inside ditch to surface tread drains or even culverts. In any case, keeping users off the loose outside edge of the trail becomes vitally important in these cases.
- There is no set formula for determining when a trail should be in-sloped rather than out-sloped. The builder should take special consideration of how the anticipated users will impact the soil in deciding on the slope angle.

In addition to grade reversals and out-sloping tread, several other methods of water control are available to the soft surface trail designer/builder. Those include rolling grade dips, nicks and chips, and various structures or armoring.

- Rolling grade dips should be used judiciously, and only when it is impossible to use the primary drainage features. They must be constructed with significant size and quality of construction to stand the test of time, and shaped so that all levels of trail users can negotiate them smoothly. The ramp should be constructed using soil free of organic matter and compacted thoroughly. The dips should be elongated in shape, and out sloped 8 to 15 percent, to allow for a smooth transition through the dip. Each grade transition should be at least 6 to 10 feet long, and the downhill side of the ramp should be twice as long as the uphill side to minimize abrupt grade changes.
- Ditches should be used sparingly, and only when the bottom, or running, area of the ditch can be armored with rock or other hardening materials.

- Water bars should never be used for trail construction.
- The trail alignment should descend into all micro- and macro-drainages from both sides of the drainage. Entry and exit grades may be more aggressive than the overall trail grade, but should be matched on both sides (think of creating a mirror image of grades in and out) to support good continuous trail flow.
- Trail alignment, structures, and drainage features should be designed in anticipation of catastrophic events (such as sudden downpours, rapid snow melt, etc.).

Where possible, trails should be located out of lowland areas. Even areas of slight cross-slope or slightly elevated ground will allow for drainage not available in lowlands. Careful trail location will help alleviate or avoid the need for tread hardening techniques and importation of materials.

5.1.1.9 Structures

Natural material crossings such as armored fords, uphill swales leading to an armored ford, etc., should be used first where appropriate.

- In situations where the side slopes are very steep, there is solid rock, narrow corridors, and boundary issues, or when it is impossible to cut a full bench and fill must be used to build the trail, retaining walls or crib walls should be built.

Crib walls should be as natural looking as possible, preferably constructed of local, native materials. Rock should always be used, rather than wood, unless there is no other choice. Rocks should be as large as can be moved using the equipment or tools on the job, and should be placed using standard dry-stack methods.

- A footing should first be excavated, into which large foundation rocks are placed. Follow with a locked, staggered placement of rocks for each course, assuring all are firmly in place. The wall must be insloped, or have a “batter,” so that the rocks and fill for the tread naturally push against and stabilize each other. The degree or extent of batter varies by the type of materials and height of the wall, but should in no case be less than 2 inches back for every 12 inches of wall height. Culverts can be used in small drainages where

there is seasonal drainage from snowmelt or run-off from rainstorms. All culverts should be armored around the inlet to prevent washing away of the trail and culvert in a flood. The outlet should be armored also to prevent back washing and undercutting of the trail. Standard fitted-end pieces may be used, or, if not readily available, rock armoring may be considered. Retaining walls should be built to maintain the designed trail surface width when there is considerable fill or when soils with weak structure are used to cover the culvert. All areas of fill must be compacted.

- Bridges should be constructed to at least a 10,000-pound load limit. Pre-fabricated bridges (from suppliers such as Continental or Steadfast) will be engineered for the anticipated weight, width, and uses.
- Where bridges are custom designed and built, they should have the following specifications:
 - 1) Decking: Use at least 3-inch-thick treated wood, and fasteners with a length twice the depth of the decking. All cut ends must be treated with a wood preservative designed for such application, and all fasteners must be hot dipped galvanized or rust prohibitive. Nails are not appropriate. All fasteners should be countersunk to reduce tripping hazards.
 - 2) Railings: When deck height exceeds 30 inches from water, railings must be installed. See the Uniform Building Code or local building code for more details. Curbing may be used if the deck height is lower. Curbs should be made of treated 4x4s (or larger) and fastened with galvanized lag screws or bolts. Fasteners should be countersunk.
 - 3) Stringers: Must be engineered to support the anticipated loads and must be of steel, treated lumber, or other rot-resistant material.
 - 4) Abutments: All bridges must be affixed to the ground with an abutment at each end. Generally, abutments will be as specified by the structural engineer responsible for bridge design. Suitable materials include concrete, helical piers, pin foundations, and, in some cases, treated lumber or native rock.

5.1.1.10 Accessible Trails

Natural soft surface trails are generally too narrow, steep, and uneven to fit into accessible guidelines. However, given appropriate soils and terrain, some may be built to accessible standards. See <http://www.fs.fed.us/recreation/programs/accessibility/> for additional guidelines and specifications.

5.1.2 Improved Soft Surface (Trail Class 4)

5.1.2.1 Purpose/Goals

An *improved* soft surface trail is usually, but not always, defined by a wider tread and gentler grade, and will always include imported materials. The most common materials that define *improved soft surface* include various mixes of road base, crusher fines, or other gravels. Improved soft surface trails include those with compacted or uncompacted imported materials, whether over subsurface stabilizers (e.g., filter fabric, geoblock, etc.) or not, but do not include asphalt or concrete. The trail will generally have a natural and somewhat undeveloped feel, but with a smooth, consistent, and weather-resistant surface. These trails may be single or multi-use, accommodating a wide variety of uses. While not strictly related to the year-round subsurface, these trails may accommodate a range of users in the winter, whether mechanically groomed or not.

The construction objective is to create a long-lasting and sustainable trail surface that also enhances user enjoyment. The trail design and construction should favor the predominant type of use, while remaining functional and enjoyable for all anticipated users. The type, depth, and compaction level of the imported material will be determined by the type and number of anticipated uses. The ultimate goal is to create a semi-hardened, smooth, durable tread that will require limited maintenance.

Improved soft surface trails should be used:

- When and where the trail class and level of use demands a more durable or smoother surface;

- In areas that are continuously wet and where structures (boardwalk, bridges) are not desired or appropriate; or
- In lowland and/or areas of no cross-slope, such that an elevated surface of imported materials is necessary to keep the tread functional.

Specifications for materials:

- Typical crusher fines installation will consist of a single-layer installation, compacted using a suitable plate or roller vibratory compactor. The crusher fine material shall be composed of hard rock crushed into irregular and angular particles. No rounded material is acceptable. The crusher fines shall meet the following gradation specification:

Sieve Size	Percent Passing
3/8-inch (9.52 mm)	100 percent
No. 4 (4.76 mm)	75 to 92 percent
No. 8 (2.38 mm)	50 to 72 percent
No. 16 (1.19 mm)	38 to 55 percent
No. 40 (0.42 mm)	20 to 40 percent
No. 100 (0.149 mm)	10 to 22 percent
No. 200 (0.074 mm)	8 to 15 percent

The crusher fines shall be placed, graded in one layer, moisture conditioned and compacted to 95 percent of the maximum dry density as determined by American Society for Testing and Materials ASTM D1557.

- Other gravel mixes may be deemed suitable, depending on the application and availability, on a case-by-case basis. In every application, however, the material must be angular and contain a suitable mix of gravel and fines such that adequate compaction may be achieved.
- In every application, the gravel or crusher fines mix should be placed over a suitable filter fabric. Fabric is used partly as a weed barrier, but primarily to assure the gravel mix remains separated from the natural or subsurface base. A medium-weight non-woven fabric is generally appropriate, such as Mirafi® 140N.

Geoblock and related structures:

- Boggy or otherwise perennially wet areas may be crossed using geoweb, geoblock, or similar structures. Manufacturer recommendations should be followed for installation of such materials.
- Where cost or other factors make geo-products undesirable, flagstone tiling, puncheon, or turnpike installation may be used. See USFS publications and diagrams for construction details on these structures:

http://www.fs.fed.us/database/acad/dev/trails/913_2.pdf

http://www.fs.fed.us/database/acad/dev/trails/913_1.pdf

http://www.fs.fed.us/database/acad/dev/trails/932_1.pdf

http://www.fs.fed.us/database/acad/dev/trails/932_2.pdf

5.1.3 Hard Surface (Trail Class 5)

The term *hard surface* trail generally refers to those with a tread of asphalt, concrete, Road Oyl®, or other impermeable surface. The scope of this plan includes only natural and soft surface trails, therefore no specifications are provided for hard surface trails. Where hard surface trails are constructed in FNBP, construction specifications will follow generally-accepted MOA standards for such trails. Those specifications may be obtained through MOA P&R.

5.2 Trail Maintenance Guidelines

5.2.1 General Guidelines For All Trails

5.2.1.1 *Timing*

The municipality will follow a very general maintenance guideline, focusing primarily on seasonal cleanup, and in line with the priorities listed below. Specific mandatory maintenance schedules should not be used as such schedules do not lend themselves to the variable nature of soft-surface trails.

Spring: In the spring (or at the time of breakup), seasonal maintenance will usually include reviewing overall trail conditions and clearing of deadfall or blow downs, starting with the trails that clear first and moving to those at higher elevations or less-exposed aspects, as conditions

permit. Particular attention should be paid to erosion and runoff-created tread deterioration during this wettest time of the year. Details on this work, as well as other regular maintenance, is listed below in the Maintenance Details section.

Summer: Continuing summer maintenance includes clearing of encroaching vegetation and overgrowth, reroutes and reconstruction, repair of drainage and tread issues, bridge and structure maintenance and repair, and, where necessary, noxious weed control.

Fall: Work during this season will include continuation and completion of summer work, plus preparatory work for winter trails. The latter will include a focus on cleanup and clearing of objects that would impede or reduce the function of trails for winter use. In particular, such work would include clearing of encroaching vegetation, and clearing and/or smoothing of the tread (e.g., removal of large rocks and roots or other vertical obstructions in the tread), to allow for winter grooming and use, on the thinnest possible snowpack.

Winter: Maintenance work during winter will generally be limited to grooming and related measures to provide an appropriate trail surface for the anticipated use. The type and level of grooming will differ by trail class. For all classes, however, vegetation clearing may also be necessary (i.e., alders that are bent into the tread by snow), and, in some cases, drainage work may also be necessary.

5.2.1.2 Priorities for Work

Immediate Priority: First priority will always be given to obvious hazards, or conditions that could potentially pose risk to the safety of users. Such conditions cannot be simply enumerated or defined, but must be evaluated in the field on a case-by-case basis. Input from the public, as well as basic observations made during trail reviews, will drive the decision to take immediate action. In general, immediate priority tasks would include missing or broken bridge decking, deadfall across the trail, or other objects in or near the alignment that substantially impede or restrict user access.

Routine or Regular Maintenance: In conformance with the timing as set forth above, regular maintenance will consist of clearing (deadfall and encroaching vegetation), basic tread smoothing and repairs, bridge and other structure inspection and repair, drainage feature

installation and maintenance/repair, and trail reroutes. Details on each of these functions are listed below.

Deferred Maintenance: This category encompasses all work that is not necessary for immediate trail function, but that should be completed in order to assure long-term trail or structure viability. Such tasks include, but are not limited to, resurfacing, regrading and compaction of gravel trails, smoothing and raking of natural surface trails, ongoing maintenance of structures (including staining and/or weather sealing of wood surfaces, repair and replacement of worn or cracked pieces, sign and kiosk repair, etc.), and major trail reroutes (usually to avoid perennially wet or boggy areas).

5.2.1.3 Class-Specific Maintenance

Trails must be maintained to the level and style as per the existing classification. Clearing must not be greater than as described in the classification, and no other work will be allowed that would or could in any way change the classification.

Also in conformance with this objective, the tread should be maintained to the existing class specification. In particular, this means the finish tread should not be substantially altered from its identified class specification (e.g., excessive imported materials and smoothing may not be appropriate for Class 1 and 2 trails), and care should be taken to allow obstacles to remain (where appropriate), or smooth out the tread to the degree it may be necessary to conform to a higher class standard.

5.2.1.4 Reroutes and Reconstruction

In some cases, trails are better maintained by realignment than by attempting to repair an existing alignment. When assessing a trail for maintenance or repair, due consideration should be given to the possibility of changing the alignment, especially where doing so will relocate the tread to higher, drier ground. Such reroutes should always be considered where the realigned trail will potentially allow for less future maintenance.

Particular cases where reroutes should be considered include cases of lowland or boggy areas that are often or perennially wet; in soils that are overly soft (e.g., sand, clay layers), excessively

rocky, or otherwise susceptible to significant tread deterioration from use or environmental factors; where the existing alignment is overly steep (in trail grade or cross-slope) or follows a fall line, such that the tread tends to retain and run water, or tends to creep down the hillside due to normal use; or where, for a variety of reasons, the trail is susceptible to excessive abrasion or other erosive factors.

The Trail Manager will ultimately be charged with the decision of when a reroute is more desirable than reconstruction or simply maintaining the existing alignment. Generally, the decision to reroute will come down to whether the cost and impact of constructing a new trail will be less over time than continuing to maintain the existing trail.

5.2.1.5 Tools

General Guidelines: The most efficient tools, rather than simply what is *on hand*, should always be used for the particular job. The focus should be to complete maintenance tasks in the shortest amount of time, in order to keep the trail open and functional, without undue closures. In addition, this focus will make the best use of available labor, especially when the work is performed by municipal staff. In most cases, this means power cutting, clearing, and grading tools. Short-term rentals of such tools should be considered if ownership is not fiscally feasible.

Maintenance tasks should be performed by crews of two to four individuals, depending on the work to be performed. There should always be at least two people working together for safety considerations, but more than four in the same area can sometimes be less efficient. Those performing maintenance should also be tasked with inspection and reporting of conditions, such that the work that can be completed in one trip does not require two.

Recommended Tools: For brushing and clearing, use commercial-grade chainsaws, brush cutters, and hedge trimmers. The lightest-weight tool that is capable of the job will always be more effective than a heavier tool, as it will be easier to transport to the work area, and allow the user to work longer with less fatigue.

Chainsaws such as the Stihl® 260 (or equivalent) with a 16- or 20-inch bar are usually adequate for most deadfall and blow down clearing, while being light enough for Alder and other brushing chores.

For smaller side-encroaching vegetation, single and double-sided hedge trimmers, with up to 30-inch bars, such as the Stihl® 81r, are excellent tools.

For clearing of grass, roots, and other vertical-growing vegetation, heavy-duty brush cutters are appropriate. Models such as the Stihl® 450, with handlebar controls and a well-padded harness, allow cutting of up to 2-inch-diameter saplings and roots, along with grasses and other vegetation, with good operator comfort and efficiency.

For areas of heavy brush and grass, brush mowers such as the DR® brand are recommended. These mowers are available in various widths and horsepower ratings, and are self-propelled. They will also cut up to 2-inch-diameter material, while being resilient to damage from stumps or rocks. If the terrain is relatively smooth and the tread is wide, there are also various brush mower attachments that run off the power train of a tractor.

Not only as a vehicle for running a mower, but as an all-around trail maintenance tool, a small-wheeled tractor is a very versatile tool. Such tractors are available in widths down to 42 inches and can be equipped with a front-end loader (for hauling, dumping, and smoothing of various materials), box scrapers, grading blades, rock rakes and other grading/smoothing attachments on the rear, and other hydraulically or power-train-driven attachments. Common brands of small tractors include Kubota®, John Deere, and Cub Cadet.

In addition to a wheeled tractor, other small-mechanized equipment should be acquired (or leased) for trail maintenance. In particular, mini-excavators, rubber-tracked dozer/loaders, skid-steers, walk-behind tracked carriers, and similar tools are very useful.

For the narrowest trails, several manufacturers (including Takeuchi®, Kubota®, and Bobcat®) make micro-mini-excavators with track widths as narrow as 27 inches. With grader blades, these machines can be very effective for creating earthen drainage features, installing culverts, backslope dressing, berm removal, and other chores on trails up to 3 feet wide.

The 1.5-ton class of mini-excavator (made by nearly every equipment manufacturer) is an extremely versatile machine for a wide range of maintenance tasks. Most machines in this class feature extendable tracks, allowing overall widths of about 36 to 52 inches. Their power, combined with grader blades, allows them to easily perform all tasks listed above, as well as

major re-contouring, off-slope grading, and construction of grade reversals. Most can be outfitted with an optional thumb that allows for rock transport and stacking (for crib walls, culvert headwalls and outfalls, and other support structures) and very efficient slash removal.

Tracked walk-behind machines have become very popular, and are widely available for rental as well as purchase. Popular models include the DitchWitch 650, Bobcat® MT-52, and MT-55, and Toro® Dingo. These units are narrow (typically under 36 inches wide), light (usually under 2,500 pounds), and very maneuverable, with a variety of attachments available, much like skid-steers. They can be used with a loader bucket for material hauling, a six-way dozer blade for light grading and shaping, augers for posthole digging, rock breakers, and more. Their rubber tracks are easy on the trail, and acquisition cost is fairly low.

For heavier-duty applications, standard sized compact track loaders may be used. These units are much like traditional wheeled skid-steers, but their rubber-tracked undercarriage offers advantages over wheeled units for trail work. They can be used for all the tasks listed above, but come in heavier, more powerful sizes, which can be better in some applications. Many manufacturers make these units, but popular models for trails include the ASV™ RC-30, Bobcat® T140-320, and Takeuchi® TL120-250.

For more intensive but narrow grading, such as 6 feet wide or narrower, reconstruction and re-routing, serious consideration should be given to the purchase or lease of a SWECO 480 trail dozer. Its weight (about 9,000 pounds) and steel tracks are not particularly gentle on the terrain, thus the machine is not well suited for light maintenance duties. However, for efficient movement of soils and tread creation, this tool is very effective.

For the widest of trails, standard road construction equipment can be used. This includes ten-wheel and larger dump trucks and belly-dumps for material transport, motor graders for spreading gravel and other materials, and large single-drum compactors for compaction.

All-terrain vehicles (ATVs), Rokon™ Trail-Breakers, and small motorcycles should be considered for transportation of workers, as well as hand tools and small power tools to work areas. ATVs with tool racks are particularly useful for hauling, and they can be equipped with small trailers for moving additional tools and materials. When performing significant

maintenance on structures, ATVs with trailers can be used to haul generators and power tools, as well as replacement wood and other materials.

In addition to a range of power tools and equipment, the maintenance department should of course have a variety of standard trail hand tools. These include McLeod rakes, Pulaski's, loppers, hand saws, cutter and pick mattocks, hammers, hand tampers, and rock bars. Different soil types and vegetation sometimes is better tackled with different tools, so items such as machetes, specialized brush axes, and rogue hoes should also be acquired, and their effectiveness evaluated. Many of these trail-specific tools can now be acquired at warehouse home stores and specialty hardware stores, and all can be obtained through mail and online order suppliers like Baileys®, Ben Meadows®, Forestry Suppliers Inc., and Zac® tools.

For maintenance of structures such as bridges, boardwalks, signs and kiosks, standard portable wood working tools are sufficient. These include drills and drivers, combination wrenches, pry bars, and saws.

To check or correct grades, off-slope, and drainage features, maintenance staff should have clinometers, smart levels, or standard bubble levels. These tools are available from home stores or the suppliers listed above. Smart levels such as the Smart Tool or Craftsman® digital level are especially recommended, as they provide detailed information in percent as well as degrees for accurate measurements.

When maintenance is performed by volunteer or club laborers, power tools may not be available or practical. In such cases, the emphasis should be on the safety of workers and trail users. Workers should be provided basic tool use and safety guidelines, with secondary emphasis on work efficiency.

5.3 Specific Tasks for Different Trail Types

5.3.1 Natural Surface Trails

5.3.1.1 Drainage and Tread Issues

This section covers matters related to quality of the trail surface and the actions to be taken to correct problems.

It is impractical to deal with every issue that arises. Small issues are always present and it is impossible to correct every one. However, the larger issues such as severe cupping of the tread, extensive settling of the tread/bench, severe ruts, continuous or severe erosion problems, issues that lead to trail widening, and seeps or bogs that keep the trail wet for extended periods after a storm should all be evaluated for repair work. Criteria used to determine the types of tread repairs (i.e., whether the identified problem should be scheduled as immediate versus regular versus deferred) are: length, depth, and location of problem, and the likelihood the problem will evolve into a larger issue, versus remaining in its current condition for an extended period of time.

The preferred method used to repair water damage to a trail is to incorporate rolling grade dips (retrofitted grade reversals), as defined in the Trail Construction Guidelines section of this plan (Section 5.1). These should be constructed on an as needed basis as determined by the Trails Maintenance or Park Manager. When built, they should be constructed with significant size to provide a smooth transition experience for users traveling at a reasonable speed for the particular trail. The ramp should be compacted using a vibrating plate compactor or hand tamps. The backside of the ramp should be at least twice as long as the uphill side to provide a smooth transition. The dip should be broad and long, with a 10 to 15 percent out-slope. The length of each grade change should be at least 6 to 8 feet. The depth must be adequate to trap and deflect water off the trail; the grade of the trail will determine the appropriate length.

Nicks should be used with restraint, as they are but a temporary fix. An appropriate use for a nick is to drain a large or temporary (intermittent) puddle. A “nick” is simply an out-sloping (8-15%) cut into the tread, large enough to completely drain the area.

Rocks are and should be a part of the natural surface trail experience. It is not part of the regular maintenance plan to remove rocks from a trail. Rocks that are imbedded in the soil help add stability to the tread, and can provide a desirable technical challenge to users. Loose rocks are also a part of the trail experience, especially in rocky soils, and will not be removed on a regular basis. The only rocks that should be removed are the ones that divert users off the tread, or create a significant tripping or other hazard.

Cupping of the tread is an inherent problem with natural surface trails that occurs from erosion, compaction of soil and displacement of soil from use. When the cupping becomes extensive enough to address, in length and/or depth, the trail should be re-graded to a flat tread surface with 2 to 8 percent out slope. This can be accomplished by grading the sides down to the low level of the cupping, or the sides can be graded toward the middle or cupped area and used as fill in the cupped area. When the fill technique is used, all of the organic matter (vegetation) must be removed, and the fill must be thoroughly compacted using a vibrating plate or equivalent compactor. When both sides of the cupped tread are graded to the bottom of the cupping, the berm that is left behind should be completely removed.

If needed, structures such as culverts, bridges, boardwalks, armored crossings, turnpikes, etc., should be built to help mitigate tread damage due to water.

5.3.1.2 Clearing Deadfall and Blow Downs

Deadfall and blow downs include trees that are knocked down into the trail corridor, or branches and trees that are bent over into the tread corridor due to natural or human forces. On trails or trail segments where this is a re-occurring problem, inspections should be made, and clearing completed, as needed throughout the year, especially as storms pass through. In addition, these trails should be earmarked for regular review each spring.

- Downfalls are to be cut back at minimum of 2 feet from the trail edge.
- All cuts are to be made perpendicular to the longitudinal axis of the tree to avoid acute angled ends.
- Broken and splintered ends of trees in the trail corridor are to be cut off.
- Trees hanging over the trail are to be cut down when they are less than 8 feet above the tread and/or are not securely anchored.

5.3.1.3 Wooden Bridges and Other Structures

All structures should be inspected once a year for structural and safety considerations. Repairs such as repairing/replacing broken parts and tightening fasteners are done as needed.

Wood is to be treated with a ultraviolet (UV) resistant and waterproof stain every three to four years, or more frequently where there is a higher level of exposure to the sun.

The transitions between the trail and bridge deck should be maintained in a smooth manner. Soil is to be added when the edge of the decking sticks up more than 1 inch from trail tread, or where other dips or ruts have occurred within a 10-foot proximity to the deck or abutments.

5.3.1.4 Cutting Back Vegetation Overgrowth

The woody vegetation that grows into the path of trail users is to be cut back at least every two to three years, or as needed to maintain the sight distances, classification width, and alignment of the trail.

Grass and annual weeds are not generally of concern, except for noxious and thorny weeds, the existence of which may tend to push users off or away from the desired alignment. Where it is considered desirable to cut or remove such growth, follow the guidelines described in Section 5.3.3.

Woody plants are to be cut back in a vertical plane 1 to 2 feet from the edge of the tread created by users, to a height of 8 feet. They should be cut back more on the inside of turns and bends in the trail if needed to increase sight distances and minimize blind spots, and to help push users to the inside or firmer portion of the tread.

Saplings and small trees growing immediately adjacent to the edge of the tread should also be cut. Such cuts should be made as close to the ground as reasonably feasible.

5.3.1.5 Trash and Mutt Mitt Stations

These tasks should be done on a weekly basis or as needed:

- The dispensers should be kept supplied with bags.
- The waste receptacles are to be kept from overflowing.
- Checking and performing maintenance on the stations (such as tightening fasteners and treating the wood posts) is to be done on an as-need basis.

- Trash along the trail alignment should be picked up as needed to keep a clean appearance and safe passage for users.

5.3.2 Improved Soft Surface Trails

5.3.2.1 *Re-Grading of Trail Surface*

Re-grading should be done once a year in the spring to all soft surface trails, or as needed throughout the year, depending on weather events that may lead to deterioration of the trail surface.

The use of a ground planer or other type of blade that leaves the material in place is best to level out the ruts and footprints. Angled blade graders that tend to winrow material to the side should be avoided.

If the soil moisture content is significant, a vibrating roller compactor should be used following the grading process.

5.3.2.2 *Brushing and Mowing Sides of Trails*

Cutting should be completed once to twice a year when the grasses and other vegetation matures alongside the trails. The material should be cut from 2 to 4 feet in width along each side. The width depends on the conditions along the trail (steep side slopes, landscaping, trees, etc.). The cuttings must be raked off to the side of the trail, and dispersed such that large spoils piles are not left behind.

Material should be cut down to a height of no more than 4 inches above tread.

5.3.2.3 *Clearing Deadfall and Blow Downs*

Clearing of deadfall and blow downs should be completed on an as-needed basis.

The guiding principles for this are the same as for natural surface trails, except for trees hanging over the trail. They should be cut down so they do not present a hazard to trail users. Vertical clearing must take into account the need to accommodate winter use.

5.3.2.4 *Cutting back Vegetation Overgrowth*

Cutting back of overgrowth should be completed on an as-needed basis. The guiding principles for this are the same as for natural surface trails.

5.3.2.5 *Tread and Drainage Issues*

- All soft surface trails are to be inspected each spring, and also after any major weather event that could cause damage to the trail surface.
- Trail surface issues are to be repaired on an as-needed basis.
- All repairs need to restore the damaged section back to its original state (i.e., width, depth, material type, and compaction). The repaired section should transition smoothly into the existing trail.
- Where appropriate, significant, new drainage controls should be installed. These controls may include re-contouring the tread so it is crowned in the center or slopes toward a swale, the construction of rock-lined swales to one or both sides of the tread, cross-trail culverts, and slot drains and grated drains.

5.3.2.6 *Trash and Mutt Mitt Stations*

The following tasks should be done on a weekly or as-need basis.

- The dispensers should be kept supplied with bags.
- The waste receptacles are to be kept from overflowing.
- Checking and performing maintenance on the stations (such as tightening fasteners and treating the wood posts) is to be done on an as-need basis.
- Trash along the trail alignment should be picked up as needed to keep a clean appearance and safe passage for users.

5.3.2.7 *Bridges*

- All wooded structures and bridges are to be inspected once per year for structural and safety concerns. All broken parts, loose fasteners, etc., are to be replaced, repaired, or tightened on an as-needed basis.
- All wooden parts are to be treated with a UV resistant and waterproof stain every two to three years or more frequent if needed, depending on exposure to the sun and other factors that may deteriorate the finish.
- The transitions between the trail and bridge deck should be maintained in a smooth manner. Road base should be added if the edge of the bridge sticks up more than one inch. In addition, repairs should be made to dips or ruts occurring within 10 feet of any bridge deck or abutment edge.

5.3.2.8 *Maintaining Drainage*

- The trail surface is to be maintained in a manner to keep water from accumulating on the trail surface or eroding the trail surface. This is accomplished by maintaining a centered crown or off-slope to the trail, adding material to fill in low spots, creating and maintaining a swale along the trail edge, adding culverts or drain pipes as needed, etc.
- The maintenance inspector should consider any and all *roadway* style drainage improvements in order to create long-lasting, limited-maintenance trails.

5.3.3 Trailheads

All trailheads are to be checked on a daily or as-needed basis. The duties are scheduled daily, weekly, monthly, annually or as needed.

- Daily chores and restroom cleaning (if any) include:
 - Clean all chrome and steel surfaces;
 - Check restroom floor, walls, dispensers, and the rest of the restroom facility and clean as needed;
 - Check and replace any paper products and soap as needed;

- Check and pick up any garbage or out of place items in the trailhead area; and
- Keep storage closet (if any) clean and tidy.
- Weekly chores include:
 - Control weeds as needed along the pathways and natural areas;
 - Mow turf area;
 - Check and empty garbage cans as needed;
 - Check and maintain mutt mitt stations the same as for natural surface trails;
 - Check pavilion, tables and floors and power wash as needed;
 - Water the flowers;
 - Sweep the parking areas, pavilion, sidewalks, and deck surrounding restroom with power blower; and
 - Check and clean water fountain as needed.
- Monthly chores include:
 - Check sprinkler system (if any) for leaks and breaks; and
 - Check and reset sprinkler timers as needed.
- Annual duties include:
 - Turn on/off sprinkler system (if any), always check the system when turning it on and set the timers, blow out the system with a compressor when turning it off;
 - Fertilize the turf (if any) spring and fall;
 - Clear tree wells, keep them dished out and free from grass and other vegetation;
 - Fertilize and prune trees; and
 - Treat wood on bathroom and pavilions as needed.

APPENDIX A

Public Involvement Activities

Far North Bicentennial Park Trail Improvement Plan
January 2008 Meeting Notes

Background and Assumptions

The most significant issue going in seemed to be how to best balance the desires of all users. Specifically, how to design a system which would accommodate the current and future needs, while separating incompatible uses, and protecting the resource.

Through this process, we are to develop the following items: Trail Management Objectives (TMOs); trail (design and) construction standards; objectives and timeframes (action plan); and classifications. The Municipality of Anchorage (MOA) is expecting that user groups will do the bulk of construction and maintenance, but intends to set standards that they must follow.

One item noted at the outset as missing is beginner multi-use snow trails connecting the Tour of Anchorage Trail (TOA) and nearby Hillside trails. Other items/issues arose repeatedly through the stakeholder meetings. Those include: 1) The desire for an off-road hardened trail along Campbell Airstrip Road; 2) The potential to largely separate users into different areas of the park should be examined; 3) The Bivouac trailheads should be altered and improved; 4) The TOA Trail should have more tread maintenance and its bridges replaced or repaired; 5) A formal trailhead should be installed at the northeasternmost entry to the park; and 6) More improvements should be made to the Abbott Loop Community Park Trailhead.

TMOs (Trail Management Objectives)

The purposes and foundations of the TMOs will be to lead to the implementation (installation/construction) of new trails, not just as an inventory of the existing trails. They will form a basis for who does what – specifically with regard to funding, construction, management and maintenance.

1. With regard to existing inventory, should look at width, clearing, turn radii, surface materials and conditions, including consistency and/or change within particular trails and systems/areas.
2. Current use patterns – can and should be used for future use and planning, and to identify conflicts and problems to resolve.
3. Should list permitting agencies and requirements.
4. Environmental aspects to consider: agency application and review; FNBP plan mandates; other/informal review – non-profit entities, other interested groups (stakeholders), and the public generally.

Trail Standards

- Should be used and adopted as a basis, but ONLY as a starting point; NOT as a fixed rule.

Funding

- For planning and design, general trail construction, structures/surface materials, amenities, signage. (Include signage objectives, but not necessarily details.)

STEERING COMMITTEE, STAKEHOLDER, AND OTHER MEETING NOTES

Notes from the first round of meetings with Stakeholders, including the Steering Committee, have been summarized below. In some cases, they are sorted into five general categories (Trails, Tread, Trailheads, Structures, and Other), while in others the comments were more limited, thus these categorizations have not been employed. Some notes are in bullet form, while others are in paragraph form.

Steering Committee Meeting

January 28, 2008 (3:00pm – 5:00pm)

Committee members: Bruce Talbot; Gordon Wetzel; Janice Tower; Fran Pekar/Ken Ford; Mike Mitchell; John McCleary; Holly Spoth-Torres

Trails

- One route (#8) was indicated on the map as a way to get users off the steep, straight, and boring Gasline Trail. An issue was how to get a multi-use trail to work while crossing the existing Spencer Loop Trail.
- A separated and hardened trail is desirable along Campbell Airstrip Road from the north entry to the park down to at least the Bivouac Trailheads. Should also consider creating additional connector trails from the Stuckagain Heights neighborhood to FNBP, as well as using the old jeep trail as a connector from Bivouac South to Chugach State Park.
- Make sure to get the Fort Richardson trails included in the plan so they are not forgotten.
- Consider lengthening the tunnel north of the Rendezvous trailhead, and creating hard-surface trails on both sides of the road in the area, so that they can serve multi-use.

Tread

- More gravel and finish work is needed on the TOA Trail north toward Dr. Martin Luther King Jr. (48th) Avenue to fix drainage (widen) each year.

Trailheads

- The group agreed that more lights at trailheads would help reduce crime, and adding security cameras may also help.
- Should look at paving the Hillside Trailhead, and possibly creating an overflow parking area.
- An improved trailhead at the most Northeast entry to FNBP should be considered.
- Should clean up and block informal trailheads within the park which are frequented by partiers and vandals.

Structures

- Both bridges on the TOA Trail south of Dr. Martin Luther King Jr. Avenue should be repaired or replaced. They should span the entire wetland/floodplain area.

- The bridge below the South Bivouac Trailhead is deteriorating and should also be repaired or replaced.

Other

- In the future, users will want easier access to the park, will want to be able to connect without having to drive, and will want safe road crossings to get into the park.
- Consider lighting the multi-use trails along Abbott Road, but also consider lighting in relation to the use of headlamps. Also consider adding lights in other areas to encourage use.
- Make sure to involve surrounding communities when considering possible new connecting points.

ASDRA Stakeholder Meeting

January 29, 2008 (10:30am – 11:30am)

Attendees: Fran Pekar

Trails

- The Shields Trail is critical to maintain, and all trails should be kept about 10' wide.

Tread

- Once trails in wet areas are frozen, then they are useable for dog mushing. The dog sled trails have been moved into wetland areas by the roadway construction projects, it has not been by choice.
- Heavy multi-use in summer deteriorates some sections so that roots come up and make it more difficult to groom.
- Future plan is to simply maintain what they have (no new trails), and keep them mush-only in the winter, and, where multi-use, make sure that use does not deteriorate or change trail such that it's more difficult to maintain for dog mushing use.

Trailheads

- Currently have about a 10 acre area. The rectangular shape works well for their use.

Structures

- They encounter problems with bridge maintenance due to cost and labor, access when the ground is not frozen, and theft of decking.

Signage

- Could use more signage to inform other users about mushing-only trails – about the speeds and dangers involved, and the need to yield to teams.
- The intersection of the TOA and Old Rondy Trails is an ongoing problem area. More signage could help reduce conflicts.

Other

- Identification of dog mushing trail projects in an established plan will allow them to apply for Recreational Trails grants.
- HLB owned lands- dog mushing trails are on HLB land and they are concerned about properties going away.
- If they move their operations from Tozier Track to another site, they would have to build another building that was up to MOA code.
- Current location has high visibility on Tudor Road, which is a positive aspect.
- Race distances: specific mileages; (IFSDS)

NSAA (Nordic Skiing) Stakeholder Meeting

January 29, 2008 (1:30pm – 2:30pm)

Attendees: Gordon Wetzel, Brian Looney, Ben Powell

Trails

- NSAA grooms about 45k of trail in the Hillside area, about 20k of which is ski-only.
- As far as new trails, NSAA would like to see small recreational loops from each trailhead, as well as a smaller (shorter) loop from the Hillside area. Trails such as these would allow for more non-ski use, thus taking pressure off the ski-only trails.
- They would like to add a loop to the existing classic-only trail.
- Connection from Gasline to Prospect Heights (State Park trailhead): multi-use trail, 10' tread width, with single direction in the winter and either direction in non-winter; gentle slopes and minimal interference with the Spencer Loop.
- Beginner Level Trails: develop beginner trails from the Abbott Loop Community Park Area; approximately 3 km of new trail would be appropriate.
- Extension of the classic skiing only trails: add another leg to the connecting trail of Richter Loop to Randy's Loop in order to create a loop trail.
- An Equestrian loop connecting to the Lore Road Trailhead.
- Lighting the multi-use Abbott Trail would offer an alternative for foot traffic.
- A new multi-use trail from the Gasline to Prospect Heights would also offer alternatives for hikers and bikers.

Tread

- They need a 50' turning radius to groom well. Biggest grooming problem is repairing pock marks from horses. They also need better sight distances to accommodate multi-use.

- Would like to gravel/harden from Birch Road in the High School area to Bivouac, and improve the trail from the northeast corner of the park (North Gasline/Powerline) down to the tank trail to link to Bivouac. This should be a “rough” link, rather than a wide groomer, and would work well for bikes and other users as well.
- Maintenance: ski trails groomed by NSAA would like them to be a smooth surface with a flat to slightly crowned cross section to allow for grooming with low snow cover.
- Trails needing maintenance: Junior Nordic Loop, the Old Rondy section of the TOA Trail, the multi-use trail from South Bivouac to Service, the Spencer Loop in all the steep sections and the Ridge Loop.

Trailheads

- The trail from Abbott Loop Trailhead is too steep for the first few hundred feet. Should also do a loop around the back of the ballfields and to the parking lot, to connect the residential area to the south. Also add more lights.
- Access
 - The multi-use trail from Bivouac Trailhead to Hilltop needs to be lighted and it should be upgraded to a four-season trail.
 - The trail along the utility corridor adjacent to the Fort Richardson boundary needs to be upgraded.
 - Parking needs to be improved as a trailhead in northeastern portion of park - possibly at Klutina Street.

Signage

- More signs should be installed to keep the off-leash dog area separate.

Structures

- Would like to see a grade separated road crossing by North Gasline Trail east of the North Bivouac Trailhead.
- Grade separated crossing at Campbell Airstrip Trailhead from east side of Campbell Airstrip Road.
- Also need work on both northernmost TOA Trail bridges.

Other

- The group has been grooming for about 25 years, and has about a \$350k annual budget.

Arctic Orienteering Club Stakeholder Meeting

January 29, 2008 (3:00pm – 4:00pm)

Attendees: Eric Follett

- Trails are good for beginning orienteers, but bad for advanced users. Intermediates can effectively use trails – cross them – for self-locating.
- Their preference is to keep the central northeast area as trail-free as possible.
- A problem they have seen is the construction of new narrow trails by bikers and hikers in response to the widening of other trails.
- This is the best practice area in a city in the entire United States. Their season is May through September.

Alaska Botanical Garden (ABG) Stakeholder Meeting

January 29, 2008 (4:15pm – 4:45pm)

Attendees: Julianna McGinnis

- The garden has a perimeter trail outside the moose fence (which is the re-routed dog mushing trail), and trails on the inside of the fencing.
- No dogs are allowed inside, but that rule is not well respected.
- The garden is in favor of the Campbell Airstrip Road Trail, and more designated off-leash areas.

Anchorage Unleashed Stakeholder Meeting

January 29, 2008 (5:00pm – 5:30pm)

Attendees: Kayla Epstein

- This group would like the one off-leash trail to be expanded as a loop, and would also like a larger cleared/open area for dog training. They recognize they are not a good mix with other users.
- Would like to see more signage, especially with bear warnings at trailheads/entries to the park, and space on kiosks for brochures and notices.

Anchorage Trails & Greenways Coalition (ATGC) Stakeholder Meeting

January 30, 2008 (8:00am – 9:00am)

Attendees: Mike Mitchell

- ATGC is more issues-oriented; less on-the-ground.
- Try to legitimize Fort Richardson trails.
- More directional and informational signage should be installed.
- Trails in favor of: new connector trail from North Gasline to Stuckagain Heights entrance; Chugach Park from Spencer Loop to Wolverine; connections of off-street trail along Campbell Airstrip Road.

- Trailhead issues: Develop Dr. Martin Luther King Jr. Avenue and Chuck Albrecht Ballfields for trailhead use, and provide more neighborhood access along entire perimeter of FNBP.
- Also consider constructing an indoor community center/warming area/kid dropoff spot at the Abbott Loop Community Park Trailhead.

Hilltop Ski Area Stakeholder Meeting

January 30, 2008 (9:00am – 10:00am)

Attendees: Steve Remme

- Concerns over the future of their expansion plans v. Spencer Loop advocates. Aware they need to please skiers, but are not sure how to best accommodate them.
- Questions the viability of the freeride park, especially with regard to running a lift in the summer. (Too slow, too expensive.)
- Their expansion plan has been approved by the Assembly and the voters, but they do not have final MOA approval or the money to implement the plan.

Anchorage Skijor Club Stakeholder Meeting

January 30, 2008 (1:30pm – 2:30pm)

Attendees: Lulie Williams, Bruce Talbot, John McCasky

Trails

- A couple of corners on the TOA Trail could use some clearing to improve sight lines.
- #1 priority: Mellen's Way (a.k.a. Run Rover Run) has become a washboarded mudhole that could use improvement. Soils are an issue – they hold water a long time.
- Rovers Run, TOA, Abbott Loop is a popular route, but not working on Rovers Run.
- NPS RTCA will assess the condition of Rovers Run and survey it.
- There is a call to limb/clear lowest 6' of winding trails to improve sightlines.
- They would like to improve the 2.5/4.5 loops and area to use. Right now, it's too narrow and concave to skate on.
- Moose Ridge Trail: a portion of the northeast segment is too steep and should be rerouted.
- Make sure Campbell Airstrip Road north side trail continues all the way. Make it hard surface, but not necessarily paved. Just wide and smooth.
- Powerline Trail in Chugach should be rerouted from Stuckagain down to make it more aesthetic.

Tread

- There is an 18" minimum restriction of snow depth for grooming these trails.

- On Rovers Run Trail where it intersects with North Gasline, the trail location is too low, and tends to ice over in the late fall/early winter.
- Also should replace the small bridge in that area that is deteriorating.
- If not fix Rovers Run, fix Moose Meadow Trail, and then it would work well for skijorers.
- Rovers Run through wetland (lower) needs to be realigned higher up hillside.
- There are many times of the year FNBP/Hillside has skiing but Kincaid does not.

Trailheads

- Change Campbell Airstrip Trailhead from a triangle to a rectangle shape to enhance parking spaces.

Structures

- Should open (with clear signage) Campbell Airstrip Road tunnel just north of Campbell Airstrip Trailhead to multi-use for the 10-11 months of year dog mushers don't use it.
- Would like to see improvements to the two bridges on the TOA Trail.
- Overhead beams on bridges, like the Campbell Airstrip/BLM bridge, leave bumps on bridge tread.
- There is a tough/busy intersection just beyond the Campbell Airstrip/BLM bridge.

Other

- Anchorage Skijor Club has about 80 to 100 members, but there are far more non-members out skiing with dogs. Some think the club is mostly for racers.

Singletrack Advocates (STA) Stakeholder Meeting

January 30, 2008 (2:45pm – 3:45pm)

Attendees: Janice Tower, Rose Austin, Ed Kamienski

Trails

- Brown Bear Trail beloved for technical roughness; also loved by runners.
- Allows access to more trails without poaching ski-only trails.
- Generally don't like improvements to trails, but understand why sometimes necessary in order to accommodate other groups.
- Building their own system will help quell the disappointment from trails like the TOA becoming "sanitized," and to stop or quell the construction of renegade trails as a result.
- Concerned about hindering/trashing it for the orienteers.

- Priorities not to change: Moose Ridge, 2.5 and 4.5 loops.
- Mostly want narrow, intimate trails.
- Complete Campbell Airstrip Road parallel trail, off grade crossings at Campbell Airstrip and Bivouac, and lights from Bivouac to Hilltop – the skijorers would have a big loop, using it with Gasline and Abbott, Homestead, Viewpoint, etc. as a loop.
- Moose 4.5, 2.5 are great intermediate/beginner mt. bike trails – leave as are.
- Would like to work with Bill Spencer on making sure the Nordic group has room to go from the Gasline Trail to Chugach State Park (north of gorge), while leaving room for STA trails.
- STA new trails to be multi-use.
- Llama Trail into Chugach State Park is to be designated a mountain bike trail.

Trailheads

- Not necessarily in favor of more trailhead parking lots that take away park land.

Signage

- Need more directional signage.

Structures

- Possibly share mushing tunnel (make it multi-use) North of Campbell Airstrip Road.

Other

- Like idea of MOA having standards that all users are bound to respect and follow.
- Regarding the number of users, there are far more mountain bikers than competitive skijorers.

Anchorage Bike Park Stakeholder Meeting

January 30, 2008 (4:00pm – 5:00pm)

Attendees: Jamin Hall, Jared Stewart

- The intention is to create an amenity for locals and tourists. The plan includes a freeride park, lift-served downhill trails, including a dual-slalom course, a shuttle into Chugach State Park for a downhill route on the Gasline Trail, a BMX track by the lower parking lot, wooden features in the woods, a dirt jump park, and a pump track.
- They would like to make use of the Hilltop Chalet and other existing structures and amenities. The chalet would be used for bike rentals, food and drinks.
- They expect to hire a planner, then do all construction themselves and with volunteer labor. They believe this would pull renegade trail builders off/out of other areas of the park.

Equestrian Stakeholder Meeting

January 31, 2008 (9:00am – 10:00am)

Attendees: Sue Brosnahan (F-Bar-J Ranch); Robin Holm (Hillside Equestrian)

Conflicts and issues

- Difficulty with safely crossing the road.
- Need more horse tie-up areas at trailheads.
- Lower TOA Trail should not be lost to ski traffic – was originally an equestrian trail.
- Manure – some find difficult to dismount and clean.
- Holes in trails from horse hooves.
- Skiers and skijorers are biggest conflicts.

Other

- Upper Hilltop parking area good because it's dirt and has plenty of area to turn around trailers.
- Most riders remain near BLM area.
- Some would like a horse-only trail, but fear that 1) others would take it, and 2) they would be expected by other groups to stay only on "their" trail.
- Wide trails with good sight lines are useful for letting horses run, but they appreciate the wilderness experience from narrow trails.

Bureau of Land Management (BLM) Stakeholder Meeting

January 31, 2008 (10:30am – 11:30am)

Attendees: Kevin Keeler

Issues:

- Brown Bear Trail is not adequate, unfinished, and should be completed properly. Needs to have roots armored, log retaining walls installed to increase turn radii, and "stunts" removed.
- Would like to reroute users to keep them off airstrip.
- Unleashed dogs are a problem. They have an officer to enforce.

Recommendations:

- A connector trail across to Chugach should be created.
- BLM's Lynx Trail is "basically perfect," and should be used as an example.

- Abutment maintenance is due at the big bridge at the end of the airstrip.
- Should open the mushing trails to others when mushers are not using them.
- Install more signage directing users to the leash-free area.
- The “smokejumper” trailhead is heavily used and should be enlarged.
- Should use E1 gravel with geoblock to more permanently harden trails.
- Consider zoning the park, identifying different zones for different levels of trail development/density, and develop TMOs based on that zoning.
- BLM would like to supply tools for weeknight work sessions.

Other Comments:

- Counters show approximately 120k users each year, with an increase of 5% each year.
- There is no real trail plan within the BLM land; they are simply trying to be responsive to trail users.

Anchorage Parks & Recreation Debrief Meeting

January 31, 2008 (1:00pm – 3:00pm)

Attendees: Monique Anderson, Holly Spoth-Torres

- Want to create partnerships with user groups for maintenance.
- Working with user groups to gain consensus on issues, standards, signage and education, classifications, and trail watch.
- Goals are to see more recreational trail use, educate users on the importance of trails, get more youth employment in parks and trails.
- They currently have a snowshoeing program and plant walks, but want to explore more programming opportunities.
- Would like to make more use of the Hilltop ski facilities, including its buildings and parking lots.
- Should deal with the issue of a trailhead at the northeastern most entrance to the park.
- Consider a north-south transportation trail for intermediate users.
- The proposed trail alongside Campbell Airstrip Road will have to interface (and avoid) the mushing trails.
- The trail system would be better for programming if the Hillside area were reengineered, all trailheads were lighted, and gates were installed. Should also consider trailhead camp hosts.
- Fort Richardson trails should be “formalized” so that they remain.

- Teach groups and individuals in the city the nuts and bolts of trail building.
- Do better signage from roadways to trailheads, especially in winter when snowbanks may obscure existing signs.
- Need more signage on trails, especially in the north area.

Summary of Notes from Meetings:

Top Goals

1. Provide ongoing opportunities for all users.

2. Identify existing routes, and decide how to manage into future.

- Eliminate?
- Improve/change?
- Leave as is?

3. Identify new routes.

- Connectivity – within FNBP
 - to trailheads
 - to other trails
 - to landmarks, points, amenities, positive controls, etc. within the park.
- Connectivity – to outside FNBP
 - to other trails
 - to trailheads
 - to neighborhoods (for direct, non-trailhead access)
 - to other points – e.g. parks, schools, commercial areas.

3. Reduce user conflicts

- Between different user groups
 - a. routing/directional trails
 - b. odd/even or other controls
- As numbers grow in some groups
 - provide more routes
 - provide for different experience levels
 - length
 - technical level
 - experiential

4. Maintain some untouched areas

- For orienteers, wildlife, etc.

5. Consider/contemplate future uses/impacts

6. Consider concurrency/timing – when add what where?

7. Funding

- From developers for:
 - demands on infrastructure (new and existing) from new development [impact fees]
 - residential
 - as commuters (instead of or in addition to roads)
 - for recreational purposes
 - Commercial
 - accommodate commuters
 - recreational use
 - hotel/tourism – impacts on recreational facilities these projects generate.

FNBP Trail Improvement Plan

Meeting notes from Troy Duffin's Visit

Meeting with Troy Duffin

January 28, 2008

- Do we consider the lots in Stuckagain Heights as a part of our project, concerning connecting trails and trailheads - ask Parks & Recreation (P&R).
- Should we include a structural engineer on our project for estimating costs? We decided that we should include one after talking with P&R.
- Does P&R have a library of photos/videos of all trails in FNBP?- (for Troy Duffin to review)
- Use structural engineer to help with standards for bridges/structures and specifications (like ASDRA boardwalk on Dr. Martin Luther King Jr. Avenue).
- Is there topography/contours for the park that Troy can review? Yes, we can show topography as a light layer on top of aerial photo (topography from MOA GIS).
- Steering Committee for this project instead of a city-wide Trails Advisory Committee/Board.

Parks & Recreation Department Meeting

January 28, 2008 (10am to 12noon)

- Trail amenities need to be included in the trail classification system:
 - Maintenance access.
 - Signage (regulatory = trail users, interpretive = BLM, directional = FNBP Trail Users Group did this); this plan is not a signage plan.
- Gordon Wetzel/Brian Looney incorporated trail signage in FNBP.
- TMO template to have signage information on it – not in detail.
- Ask BLM for their Management Plan (Doug Ballou).
- Trailheads- where do users want them/existing access points.
- Point to point connections- where do they start and where do they want to go?
- Lighting of trails (develop a zone map of light vs. night sky).
- MOA would like us to pursue TMOs that are simple, easy to use - that have a USFS TMO framework.
- Trail user groups will maintain trails (cost efficiencies to wider trails in some respect); MOA P&R to help with trail user group trail building (trained operator/equipment).
- At stakeholder meetings: we will provide individual maps for each stakeholder to write on during meetings.
- BLM- ask Doug Ballou about what trails they manage in the Campbell Tract area.
- Show TOA Trail as bold (for stakeholder/steering committee meeting).
- What trails are groomed by whom? Ask this question at stakeholder meetings.
- Involve permitting agencies into project process for informational purposes – this may help later on when permitting in future:
 - USACE (Mary-Lee Plumb-Mentjes); USFWS (Bill Rice); RTCA (Lisa Holzaphel); ADG&G (Rick Sinnott, Jesse Coltrane); Coastal Management (Jim Renkart); Fire Wise (fire breaks): keep involved through an informational meeting for future permitting needs. Possibly meet with them in March.

- Use Agencies as a Technical Advisory Group (TAG).
- HLB owned land at Alaska Botanical Garden (ABG); this land is supposed to be given over to P&R to manage in the future.
- Show HLB land on our maps for the Steering Committee.
- Walking/snowshoeing area – there is an area lacking for these users.
- What are the use patterns in FNBP?

Steering Committee Meeting

January 28, 2008 (3:00pm – 5:00pm)

Committee Members: Bruce Talbot; Gordon Wetzel; Janice Tower; Fran Pekar/Ken Ford; Mike Mitchell; John McCleary; Holly Spoth-Torres

- TOA Trail bridges: approaches/bridges need to be rebuilt; there was a study done through PM&E on these bridges - USKH did this study (P&R has drawings/documentation).
- (6) TOA Trail needs improvement from north of BLM land to Dr. Martin Luther King Jr. Avenue: poor drainage, needs leveling.
- (8) Trail Connection Hillside Loop:
 - Gasline Trail- bridge might need improvement
 - Maintenance issues (leveling of trails); erosion issues of trail down to bridge
 - Security/solar powered cameras
 - Enhance the North Bivouac parking lot
 - Lights connecting east side of town
- Richter Loop connection (Lisa Holzapfel (RTCA) has an intern that can GPS the location for this trail).
- Campbell Airstrip Road – “little hill” (potential parking access in this location).
- ADA issues: Holly has name of person who can provide a voice for ADA accessible trails.
- Interpretive nature trails on upland dog mushing trails to prevent trail user conflicts.
- Bruce thinks we have 25% of trails shown on our map that are actually out there, according to an orienteering club map. Keep trails open.
- Trail Committee:
 - What’s out there/what do we have?
 - Connections/Improvements to be made.
 - Reducing conflicts.
- Where are the major connections/trailheads into park and where do we need more?
- Parallel hardened trails from Bivouac to Buckner to Tudor Road (use the existing trails with improvements on north side of Campbell Airstrip Road).
- Need a connection from South Bivouac to Prospect Heights and area along gorge up into Chugach State Park (adjacent to Spencer Loop).
- Questions to ask stakeholders:
 1. Most important trails to them.
 2. Highest priorities for their trails/interests.
 3. Trail conflicts (horses/off leash dogs/differing speeds).
 4. Lighting- how do you feel about adding more or removing existing?
- Lighting along Abbott Road (multi-use trail) from subdivision to the south.
- Multi-use lighted loop - Campbell Airstrip/Gasline/Abbott Loop Road.

- Fort Richardson land: Tank Trail and west connector to Chugiak should be on trails map to preserve them.
- The creek corridors are Bear habitat zones to avoid.

ASDRA Stakeholder Meeting

January 29, 2008 (10:30am – 11:30am)

Attendees: Fran Pekar

- HLB owned lands- concerned about properties going away.
- Off-leash area at Gasline, NE corner of Park.
- Bridge re-work (decking needed on dog mushing bridges).
- Shields Trail is critical to maintain – main connection out to Muldoon Swamp trails.
- Trails south of Muldoon Swamp area are reserved for Orienteering/Skijoring.
- Identification of dog mushing trails and improvements to dog mushing trails in an adopted plan helps ASDRA with fundraising for these trail construction and maintenance.
- Dog mushing teams are going up to an average speed of 20 mph.
- Maintenance for ASDRA volunteers = cutting dead fall; knocking down saplings; this equals about 200 hours from the fall; 32 hours should be represented for the work volunteers have done on the bridges.
- Temporary signage/fencing at TOA/ASDRA Trail at airstrip.
- 4 wheelers enter at water tanks along Tudor Road and west side of Elmore Road and north of East Dowling Road.
- 70 kids are in the Junior Dog Mushing Program.
- Multi-use: need work on many trails to develop them.
- Snow cover (not enough)- coming later and later every year.
- Susann Wagnon has a maintenance plan (DOWL has this maintenance plan on file; ASDRA can provide it if needed).
- Start/finish area needs to be longer chute area; wetland connection or DOT&PF site in park.
- If they move their operations from Tozier Track to another site, they would have to build another building that was up to MOA code.
- Current location has high visibility on Tudor Road – which seemed like a positive.
- Neighborhood complaining about noise from loud speaker at Tozier Track.
- BLM Campbell Tract has 6 miles of trail (ASDRA).
- Race distances: specific mileages (IFSDS).
- Dog mushing vs. off-leash dog park (concern about mix of dogs with dog teams).
- Informational signage at bike overpass south of Tozier Track (other signage would be helpful).

NSAA (Nordic Skiing) Stakeholder Meeting

January 29, 2008 (1:30pm – 2:30pm)

Attendees: Gordon Wetzel, Brian Looney, Ben Powell

- NSAA has maintained Hillside trails for the last 25 years. (volunteers income, race money/support for ASD= revenue; they are a service organization).
- Grooming
 - Multi-use: Blue highlighter.
 - Ski only: Pink highlighter.
 - 10' wide Nordic groomer (pisten bully) at Hillside (Rototiller type groomer).
- NSAA has a \$300,000 budget.
- 55% of skiers surveyed use the Hillside trails (Nordic Users Survey).
- 20 km of ski only and multi-use= 25 km of groomed trail.
- Multi-use loop trail needed from the Gasline to Abbott Loop to TOA to Rover's Run Trail; loop for skiers/skijorers; they see a need for more multi-use trail loops.
- Off leash area along the Gasline (near North Bivouac).
- Increased bike traffic on multi-use.
- Lighted multi-use.
- Abbott Loop Community Park as trailhead w/ loop trails.
- Winter horse use is a big conflict for skiers; post holes in trails from horses.
- NSAA makes trails passable during freeze/thaw times.
- Less than 50' radius is difficult to maintain with current equipment.
- Site distance is an issue for maintenance purposes.
- Need for more informal trails along with formal, wider trails.
- Tiller to de-ice the tunnel areas or trail areas.
- Major loop paralleling Campbell Airstrip Road (multi-use corridor).
- Crossing at North/South Bivouac Trailheads.
- Desire for separated crossings at Buckner Trailhead to get to north side of Campbell Airstrip Road.
- Connection of Hilltop to Prospect Heights: multi-use (10' wide), ski/groomed, bikable, walkable (use Gasline to get down with grooming equipment).
- Elmore Road - Roadside trail, gravel/hardened trail usable at break up.
- New kiosk was recently put in at NE corner of park (Tank Trail)- connection to east side of town (off Klutina- two cars can park there).
- Trail is too steep at Abbott Loop Community Park (ALCP) – first 150 yards down into FNBP trails.
- ALCP- sled hill, loop trails (summer and winter).
- Add Richter connector (two way trail)- could separate it into one-way traffic for an easier level classic ski trail.
- Water Line Trail (NE area of FNBP)- Muldoon Curve.
- Remove the DOT&PF stockyard.
- Chuck Albrecht Ball Fields - improve trail separation for Campbell Creek Trail (go through ballfields for winter trail).
- Signage (for off leash areas specifically).
- Develop better access to the gorge area- access to it (better connections).

- Gasline Trail connection for east Anchorage.
- Bridge repair needed at north bridges.
- BLM- GIS expert doing mapping of trails in BLM land (contact Brian Looney for GIS at BLM contact info).

Arctic Orienteering Club Stakeholder Meeting

January 29, 2008 (3:00pm – 4:00pm)

Attendees: Eric Follett

- Users that are beginners like to see trails for orientation; helps them during races.
- The advanced users don't like trails; too easy to orienteer in the races.
- Orienteering map - courses designed for beginners.
- No city has an area like FNBP that is this large.
- Good area equals an open, easy to roam, wooded area with good terrain features.
- White color of the map = open, easy to roam through woods.
- Dark green on map = impossible to get through.
- Not too steep of an area.
- Losing competitors means that it was a good race/meet.
- Typical leg between flags/markers is 400- 800 yards.
- Ideal - north of Campbell Airstrip Roads (north of skijor trails).
- Summer sport - May to September.
- Toilets (portable) at trailheads - like North Bivouac.
- Improve Buckner Trailhead; organize it better; make it wider for perpendicular parking.
- Trail width: wide vs. narrow doesn't matter to orienteering club.
- Trails created because users want challenge/interest off of the big wild trails; they like the mix of big and small trails.

Alaska Botanical Garden (ABG) Stakeholder Meeting

January 29, 2008 (4:15pm – 4:45pm)

Attendees: Julianna McGinnis

- Relocated dog mushing trail around existing moose fence (ABG worked with ASDRA).
- Donation requested entry into ABG (private/nonprofit).
- No dog issue within the fenced area.
- Dog walkers on outside/perimeter of fence.
- Put the realigned dog musher trail onto our mapping (get trail alignment from Julianna).
- Continue Campbell Airstrip Road trail (side of road - separated).
- More off leash areas (she thinks there is a need for it).

Anchorage Unleashed Stakeholder Meeting

January 29, 2008 (5:00pm – 5:30pm)

Attendees: Kayla Epstein

- This area off the North Bivoauc Trailhead, along the Gasline Trail is an official (MOA) off-leash dog area.
- Need for a loop trail along the North Gasline Trail.
- Cleared area- could use it as an area for dog training.
- At end of Klutina Street: gate, poop scoop station, kiosk/bulletin board, 2 mile length from Klutina to North Bivouac Trailhead.
- Clean up/maintenance: flatter area.
- Conflict between bikers/skijorers.
- Need for a bear-proof trash can at North Bivouac Trailhead.
- Official Dog Parks include: FNBP; University Lake; Conner's Bog; Russian Jack.
- Interactive kiosks for all park users. (trash cans could be integrated into kiosks).
- Bear/Moose sign (last sighted, date).
- Trailhead at Klutina- possibly; the North Bivouac parking trailhead is adequate.
- Signage at North Bivouac Trailhead is off leash area (somewhat hidden) – make visible.
- Brochures/Pamphlets are needed with info on where dog parks are located.

Anchorage Trails & Greenways Coalition Stakeholder Meeting

January 30, 2008 (8:00am – 9:00am)

Attendees: Mike Mitchell

- Annual Meeting: mid-March; he would like us to present to them what we are working on.
- Established in 1994 - city wide trail improvement/establishment of trails.
- Advocacy and issues organization.
- Popular bike access on Gasline and Tank Trail into Stuckagain Heights.
- Dedicated access to Stuckagain Heights.
- Trailhead at entry to Stuckagain Heights- goes into Chugach State Park over toward gorge area (ski).
- Connection from Gasline trail to Stuckagain Heights.
- Emphasize trail system on military land – important to network of trail system.
- Connection from Spencer Loop to Prospect Heights trailhead and associated trails (needs to be developed).
- Signage (you-are-here:YAH) or directional; indication that you're on a trail.
- Neighborhood access points.
- Clear snow on Elmore Road to open bike lanes in the road.
- Jr. Nordic area at Abbott Loop Community Park.
- Albrecht Fields- winter access/trailhead- for access from tourists, visitors, hotels, etc. (viewing area for dog mushing).
- Need for a trail connection of bike path on Campbell Airstrip Road from Tudor Road up to Stuckagain Heights; not a problem biking up Campbell Airstrip Road (off road connection).
- Trail connections into military land is important for trail system network; there needs to be an emphasis put on maintaining access to these trails.

Hilltop Ski Area Stakeholder Meeting

January 30, 2008 (9:00am – 10:00am)

Attendees: Steve Remme

- USKH has information in Autocad of new development footprint, which expands to the northeast into Spencer Loop ski trail (160 acres).
- Signed an extension to their lease in 2000 (20yr. plus 10 yr. extension – lease with the city until 2030).
- Hilltop Youth Inc.(late 1960s) – non profit group.
- Youth Exploring Adventure Inc. (YEA) is the new name; changed in the 1990s; infrastructure was developed by this group.
- In 1986, the NSAA wanted to develop ski loop trails to the northeast of Hilltop with the notion that Hilltop could expand their lease area and YEA would incur the costs of moving these ski trails.
- The development/expansion plan of Hilltop was dated January 2000 (Anchorage voters approved this plan). The Assembly approved this plan and Bill Spencer helped develop the trails shown on this plan to replace not only the existing Spencer Loop Trail, but to add more ski trails.
- Hilltop has yet to go back to the Parks & Recreation Commission (PRC) on the final plan; and they still need to get money to build/develop these new ski slopes; they have three scenarios – C2 is their preferred option.
- We should talk with Bill Spencer about these trails that he's developed for the Hilltop expansion plan; the C2 plan alt. shows 3 to 4 times as many trails as the displaced Spencer Loop – designed to FIS standards.
- P&R rents out Hilltop Chalet for approx. \$80,000 each summer – weddings, parties, etc.
- Hilltop's ski slopes gain 290' of elevation (Steve questioned the viability of the ski slope as a downhill bike park).
- Existing conflicts: once and awhile the cross country skier will use them if there is marginally snowfall/snowpack on ski trails.
- Hilltop currently mows 30-acres of hillside; maintenance happens in the summer.
- 85 staff persons during winter; 4 staff persons in summer.
- Ski jumps: separate from Hilltop Ski Area (30meter and 70meter jumps); not a summer time function for these jumps.
- NSAA has a shop to the north of the parking lot for groomers.
- USKH work order #: 483000; Steve Jadin at USKH; drawings dated 1/21/2000 (3 sheets), Sheet No. C2 (276-4245).

Anchorage Skijor Club Stakeholder Meeting

January 30, 2008 (1:30pm – 2:30pm)

Attendees: Lulie Williams, Bruce Talbot, John McCasky

- Need to open up sight distance with limbing up tree branches along TOA trail (specific turns that they could identify for us).
- Their first priority is Mellen's Way (aka Rover's Run): they want to see it widened, in order to make it two-way passing along the trail; it's really muddy in the summer because it is in a wetland area with hikers/bikers using it; **this is the only loop trail for skijorers in one park in all of Anchorage.**
- NPS-RTCA program will survey Mellen's Way (Rover's Run) trail for trail condition and assessment.
- Is there a potential to move the trail out of the wetland area where it connects to the Gasline Trail near the bridge crossing?
- ASC is an 80 to 90 member club (small club); known as a racing club; a lot of non-members are skijoring on trails.
- Moose Ridge Trail System: (system to the north of Campbell Airstrip Road) was a part of the Ft. Richardson property, historically; this area is only used by skijorers with slow dogs – trails too bumpy, narrow and twisty; trails need to be repaired in this location.
- Grooming permit – ASC can groom only when there is 18" or more of snow
- There are trail fragments all over this system; it was old military land used for maneuvers.
- Orange skijor signs are from old signage; the signage is okay in this area (they think NSAA does a good job of signage in the area).
- These are multi-purpose trails: winter walking, running, skiing, skijoring.
- BLM grooms loop trail – Moose Track Trail; Old Rony; Viewpoint; Coyote Trail.
- Airstrip on BLM land is used as an emergency alternate airstrip in case of an earthquake; discussions are on-going about widening the (Campbell) airstrip by 35' on each side.
- Work needs to be done on the two TOA Trail bridges.
- BLM – bridge at Buckner Trailhead with canopy/framing of steel above creates bumps from snow coming off and onto bridge – undesirable; also there is a 90-degree turn at end of bridge to get on TOA Trail – not easy to maneuver.
- Need to reorganize the Buckner Trailhead so that it is a more efficient parking lot.
- Desire/need to harden a multi-use trail along Basher Road (Campbell Airstrip Road); not paved, paralleling the road on northeast side; the road is narrow along ABG property; resolution to widen the road, crown it, and add a roadside trail.
- ASC tried to help NSAA groom their trails; use NSAA equipment to groom Mellen's Way over to Moose Meadow Trail.
- Service High School is a major trailhead in the evenings and on weekends.
- Upgrade either Rover's Run or Moose Meadow Trail as a skijor or multi-use trail.
- Atellia Road – easement in Stuckagain Heights Subdivision road that goes to the west into military land.
- Beautiful views along gorge (steep cross slope); maybe develop a cable bridge across gorge.
- Chugach State Park trailhead: re-route trail north or south of Powerline Trail and make it more aesthetic; could access both Chugach State Park and FNBP trails.

- Need to replace bridge south of South Bivouac Trailhead; Bruce thinks this could be a trails day project.
- Horses are in conflict with skijorers and groomed ski trails.
- Develop a non-profit like Sitka Trail Works to build trails (it is written in the State Park Strategic Plan).

Single Track Advocates (STA) Stakeholder Meeting

January 30, 2008 (2:45pm – 3:45pm)

Attendees: Janice Tower, Rose Austin, Ed Kamienski

- Not building any structures: bridges, walls.
- Brown Bear Trail: STA trail built by volunteers last summer; able to ride in the winter; Brian Looney has the trail alignment digitally; also Lisa Holzapfel has it in GPS; trail built by volunteers with structures.
- Runners love the Brown Bear Trail.
- IMBA was here as trail crew to get STA started on construction.
- STA establishing in fall 2004/2005 when the TOA Trail was widened and leveled with gravel; worked on the Strategic Plan for FSNBP and are a part of the FSNBP Trail Users Group.
- Renegade trails were being built; STA helped focus this energy into one organized group to create bike trails in separate areas.
- Skijor trails suit the bikers as they are now.
- More information to bike community – flyers, signage, etc.
- Bikers can't go fast on Brown/Black Bear Trail, so it is compatible with hikers/walkers.
- Moose Meadow Trail across wetlands to TOA Trail (proposed trail shown on map).
- Diversifying trails is a positive thing.
- Richter Trail connector – not done to the specification or the understanding before it was constructed; an alternate route was mapped with an easy grade, but the NSAA regraded it.
- PRC wants to: 1. trails built to approved plans; 2. build to specifications (field inspected); focus building trails to specific standards.
- BLM Ridge Loop Trail: keep the same; don't change Moose Ridge Trail system (skijor area).
- 6' wide at most is ideal trails; more intimate; in woods; not on a gravel road (narrow is important; tread – keep it sustainable); BLM Ridge Loop Trail is similar to the look and feel they want in a trail.
- Skijoring: they think the NSAA should give skijorers areas and times to get on NSAA groomed ski trails.
- Multi-use trail on northeast side of Campbell Airstrip Road (lighted for east Anchorage connection to Hillside).
- Check to see how wide the dog mushing trail is north of Buckner Trailhead to get parallel (double) trail through the tunnel to get parallel to the trail on Campbell Airstrip Road.
- Everyone wants to keep dog mushing in FSNBP (use tunnel on dog mushing trail); can these trails be multi-use?
- Multi-use connection between Gasline and Chugach State Park – STA trail expert and Bill Spencer to design trail.
- Mountain bike trails (multi-use) will have a TMO that states clearing width maximums.

- Llama Trail is designated as mountain biking trail by State Parks; Lisa Holzapfel has this trail in GPS format; add to our database.
- Use Chuck Albrecht Ballfields as a trailhead in summer/winter.
- Abbott Loop Community Park – lot full during summer baseball season.
- Separated path on west side of Campbell Airstrip Road at Rendezvous Trailhead.

Anchorage Bike Park Stakeholder Meeting

January 30, 2008 (4:00pm – 5:00pm)

Attendees: Jamin Hall, Jared Stewart

- A business plan has been created for their idea of a bike park.
- Use Hilltop Ski Area in the summer for a downhill mtn. bike park with structures, ladders, built earth berms; free ride park (man-made stunts/features).
- They have talked with Hilltop – Steve Remme; they consider him a supporter.
- Shuttle operation to take free-riders up to Glenn Alps and they would ride down the Gasline back to Hilltop; they see this as a high use.
- Want to do a slalom for downhill course, with banked (super elevated) turns.
- They see a need for a BMX park at the old soccer field area near the Abbott Road curve area (to the south of Hilltop almost out to Abbott Road).
- Create a jump park down near chalet – for optimum viewing from chalet.
- Utilize tree areas for slower riding – making it feel you’re going faster.
- They plan on doing bike rentals from the chalet; also a café in the chalet.
- Need a trail designer for park with a lot of volunteer efforts.
- They have support from STA – so they are not building free ride courses everywhere else in the park; focus on the Hilltop area for this.

Equestrian Stakeholder Meeting

January 31, 2008 (9:00am – 10:00am)

Attendees: Sue Brosnahan (F-Bar-J Ranch); Robin Holm (Hillside Equestrian)

- How is traffic light sensor tripped on Lore Road and Elmore Road intersection? Is it weight? Horses are barely making it through intersection to trailhead from F-Bar-J Ranch (on NE corner of Lore Road and Elmore Road) – make the green light last longer for north bound horses from Lore Road; increased traffic is making it more difficult to get across Elmore Road from ranch.
- Equestrians find more conflicts in FNBP in the winter (with skiers; and by putting holes in groomed ski trails) vs. the summertime (manure).
- Cannot reach traffic signal buttons from horse; most people ride in street to cross Elmore Road.
- F-Bar-J Ranch has access to E. 80th Avenue to get into Abbott Loop Community Park (not an official access point between existing parking lot and soccer fields).
- Wolfley’s (F-Bar-J Ranch owners) are retired and not yet ready to sell; possibly sell in 5 years; they have 10 acres of land total; 25 horses currently board here (it could hold 32 horses); it’s one of the cheapest places to board horses for a larger facility.

- Local hay is what they use as feed; invasive species in their manure is an issue along creek – yellow buttercup.
- Abbott Loop Community Park: they would like to off-load onto a gravel area and not have to drive off and park, like it is set up now.
- They can also enter FNBP from the Birch Road overpass.
- Hilltop Ski Area parking lot, to the north, is another good spot to unload.
- Homestead Trail: was an equestrian trail (old road that's hardened off); rerouting horses off this trail would really damage any new trail because of going off into wetland/soft soil areas.
- Sue rides about 2 to 3 times per week.
- Equestrians use Rover's Run; and trails along north of runway (Campbell Tract Airstrip).
- Equestrians use trailers to get from Ruth Arcand Park to trail on east side of Elmore Road.
- Conflicts with other users: 1. manure (summer/winter= big issue); 2. post holes from horses on winter/groomed trails (winter issue).
- Equestrians make sure they are on multi-use trails in winter.
- They are not using the big loop in winter as much anymore because of trail conflicts (the big loop is the TOA/Homestead Trail to Elmore Road roadside trail to Rover's Run and back onto TOA Trail to the ranch off Lore Road= aka legal loop).
- They don't use the "legal loop" on Saturdays because of all the users on trails; "legal loop" takes about 30-45 minutes in the winter.
- Kicking manure off trail – some equestrians can't get back on horses once they're off; clean up projects with BLM.
- Bags for horses (catch manure): carriage horses have these, but not many users have the correct setup without getting a carriage harness.
- Conflict with skiers and skijorers; these users have ski or skijor only trails, but equestrians don't have that as an option – there are no horse-only trails.
- Ruth Arcand Park has an equestrian center in the park; multi-use trails throughout park that is used by skiers as well.
- Equestrians to build new trail - they would enjoy new trails, but don't want to be pushed to the horse-only trails (whether short or long); once you get equestrian only trails, then they would be restricted to those trails only.
- Equestrians haven't explored the trails on the north of side of Campbell Airstrip Road – skijor trails (multi-use).
- Equestrians have used the Tank Trail on military land accessing it from the Hilltop Ski Area to the North/South Bivouac Trailhead to Fort Richardson.
- Most of time on FNBP loop that goes from Lore Road Trail up TOA/Homestead Trail to Elmore roadside trail to Gasline to Rover's Run back to Moose Track Trail and home to F-Bar-J Ranch.
- Need for signage at Buckner Trailhead showing trails on the northeast side of Campbell Airstrip Road.
- They don't need groomed trails; wider trails with good line of sight is when they can run their horses; they like narrower trails for the feeling of being in the woods/nature.
- They would and do a little winter riding on skijor trails in the winter.
- May – they stay off trails so they don't damage them.
- Develop a Horse Council? Trail committee? Possibility?
- They want to be peaceful and live in harmony with other trail users.
- "Flower Trail" connects Elmore Road onto the TOA/Homestead Trail.

▪ **Bureau of Land Management (BLM) Stakeholder Meeting**

January 31, 2008 (10:30am – 11:30am)

Attendees: Kevin Keeler

- Fort Richardson has 3 parcels of land between FNBP and Chugach State Park.
- Need more connections to State Park (in southeast area) to FNBP; contact State Parks about future/planned connections.
- He feels that BLM has built sustainable trails with BMP as an example to other organizations.
- National Recreation Trail designation of the Campbell Tract Loop Trail – 4' wide gravel packed trail.
- Existing summer time trail on the NE side of runway; there is talk of widening runway-width, uncertain.
- BLM dog mushing trails become multi-use in summertime (uplands areas).
- Series of trails closed and revegetated near airstrip (shown as black X-ed out areas on map).
- Bridge abutment work to be done on the Buckner Trailhead; ask Doug Ballou; BLM is trying to get portable toilets at this location.
- Fire break area trail – south and SE area of BLM along their property boundary; it was cleared 5 to 6 years ago.
- Earthquake airstrip – maintained in case of an emergency (emergency mobilization area).
- He thinks that ASDRA should open their trails to skijoring on certain days.
- Bear data (Farley): he collared bears in area and followed their movement along creeks; salmon runs along N/S Forks of Campbell Creek; male brown bears are all over the area, while females with cubs stay in certain areas where they visit creek and move away from creek for shelter.
- Campbell Creek Science Center: Outdoor Education with kids programs; could use parking lot as trailhead, however the area is used for science center and gates close at 5:30pm – don't want to encourage it as a trailhead.
- Unleashed dogs are a conflict; enforcement officers are out there now and have been giving warnings (no one has been ticketed).
- Need uniformed kiosks/maps.
- Smokejumper Trailhead parking lot is too small; it's heavily used; overflow parking for this area occurs on road.
- Moose Meadow Trail: want to make it back into a single track area; use geoblock/trail hardening.
- Confirm BLM boundary on our trails map.
- BLM has a 160' long bridge (used to be over Resurrection River) that is in two-80' pieces that could be used for the TOA Trail bridge; box steel bridge like the Buckner Trailhead bridge.
- New trail mitigation at curved bridge (away from road); move trail away from Tudor Road, close off APD access drive.
- Root jacking is an issue with trails because of no organic material on forest floor.
- ABG uses shredded bark mulch on trails (he likes this idea); if you don't have gravel.
- E-1 gravel is good for trail hardening.

- Improved trails vs. loss of aesthetic feeling of trail – struggled that faces us with all the different trail user groups.
- Concept of zoning the park first, then do trail classifications and TMOs; basis will be on natural features/resources such as slope and soils.
- SE corner of park (area just south of Hilltop and ski jumps) – create a multi-use trail up to State Park.
- Equestrians use the Llama Trail.
- Brown Bear Trail: not adequate for intermediate riders; not complete; he thinks it is not demonstrating BMPs; there are stunts in there that no one can ride; thinks it's 75% complete; too tight of turning radii, jerky ride, roots have not been armored with stones; thinks this will kill birch trees; this sends a message to riders that riding on roots is okay when it could damage trees/forest.

Anchorage Parks & Recreation Debrief Meeting

January 31, 2008 (1:00pm – 3:00pm)

Attendees: Monique Anderson, Holly Spoth-Torres

- Assembly approval of Hilltop Ski Area plan? - Holly to research and get that for us; there is a condition that the ski area will need to make money before they can expand.
- Zoning of area (slopes, soils, wetlands, etc.).
- Combine maps from all the different trail user stakeholder meetings.
- Other groups we need to talk with:
 - Fort Richardson; Community Councils; Stuckagain Heights; Friends of FNBP; HLB; State Parks; Service High School; BLM – Doug Ballou
 - Agencies: ADF&G; USFWS; USACE; EPA; MOA Wetlands group
- Talk to Lori Schanche (MOA Trails Coordinator – hard surface) about Bike Plan and commuter connections – north/south.
- Get Anchorage Bike Park business plan to Troy to review.
- Road grading of TOA trail.
- Feb. 4 is FNBP Trail User Group meeting: Holly and Bruce Talbot to present where we are in the process.
- March 3 public mtg with FNBP Trail Users Group/Open House we will present the draft TMOs, trail classifications, and design standards also have a summary of stakeholder comments at meeting; Kevin to outline schedule for Troy's next visit.
- TMO – what is Parks & Rec going to use it for? How to maintain trails, separate from the uses of the trail; work with the trail users to get what they want done.
- Design Standards: need local knowledge group as technical advisors to help with on-ground adjustments.
- Trail Assessment Sheets: for P&R to take out to trails this summer; Troy to draft what to collect when out on trail.
- P&R looking into getting portable toilets at Abbott Loop Community Park.
- Kevin to revise schedule so that Troy visits with Steering Committee meetings scheduled.
- March meeting – validate the public process and work that has been done by FNBP Trail Users Group.

- Draft Trail Inventory Memo and Maps to present (combined mapping from meetings with Trail Users)
 - Independent look at Trail Classifications (city-wide); draft not applied to map.
- September meeting:
 - TMO's; Trail classifications; List of projects; Funding sources (framework).

Far North Bicentennial Park: Trail Improvement Plan

W.O. D59813

MARCH Meeting Minutes (March 3 – 6)

Steering Committee Meeting #2

March 3, 2008

1:00 p.m. - 3:00 p.m.

Attendees: Fran Pekar; Bruce Talbot; Mike Mitchell; Brian Looney; Janice Tower; Troy Duffin (Alpine Trails, Inc.); Holly Spoth-Torres (P&R); Kevin Doniere (DOWL HKM)

- State Parks is adopting trail templates from the USFS. The USFS template works on larger trails – wider trails.
- Builder/maintenance perspective: funding costs could be more accurate – easy to estimate costs related to equipment to build trail.
- Clearing width – birch/spruce (close to trail tread). If alder is next to trail, then move the width of the clearing out farther than for birch/spruce next to the trail.
- Skate lane and classic track on multi-directional multi-use trails (14' to 15' wide trail tread width).
- Designate summer use/winter use?
- Managed use for all different types of trails.
- DOWL HKM to talk to BLM GPS/GIS person (Jerry Minick).
- Merging trail classifications is okay (what trails should be in the future is what the trail classification is intended to do).
- DOWL HKM and P&R to review unnamed trails to remove from the database.
- Design money for soil tests. Where trail is missing/road narrows.
- Contact Karlee Gaskill about road ROW on Basher Road (Campbell Airstrip Road) – look at ABG lease in this area where the roadway comes into FNBP.
- The steering committee thinks it is okay to pave trails that are adjacent to roadways.
- Anchorage Unleashed (off leash dog organization): proposed trail conflicting with orienteering in this area.
- One way ski loop is needed near the Richter Loop.

Landowner Meeting

March 4, 2008

3:30pm - 4:30pm

Attendees: Karlee Gaskill (HLB); Chuck Monie (Fort Richardson); Tom Harrison (Alaska State Parks); Bruce Talbot (Stuckagain Heights resident); Troy Duffin (Alpine Trails, Inc.); Holly Spoth-Torres (P&R); Kevin Doniere (DOWL HKM)

Chugach State Park

- Chugach State Park has put their trails in a database via GPS – 190 miles of trail; they adopted the USFS trail classification numbering and terminology; they would like to see seamless connections into the state park from FNBP.
- State Parks is working on a Master Plan/Access Plan (just kicking off).
- State park trailhead at Stuckagain Heights: waiting for master plan to figure out what to do with it; good location for access into the state park, however, it is difficult from a management standpoint; there is a cooperative agreement with the MOA for maintenance of this trailhead.
- Potential (preserve for future) for access to the south for Stuckagain Heights community.
- East Anchorage has no good access to State Park.
- 1986: State Park trails plan.
- State access plan = existing plan.

Fort Richardson

- There is a PIN system in place to call into Fort Richardson and it tells you what areas are open and closed to public access. You are supposed to call Fort Richardson when you are going into their property and when you come out.
- There are no signs or information on the post/rail fencing to let people know that the correct protocol for accessing this military land is to call in and receive a PIN number.
- 1400-1700 new troops are expected to come to Fort Richardson; they currently have live training in this area and see it as a future training area.
- Fort Richardson is looking at expanding the road for vehicles and training up to the North Fork of Campbell Creek.
- Fort Richardson is not interested in more trail users/visitors onto the post; the Mayor's Midnight Marathon already goes through Fort Richardson with a special permit.
- More frequent training will be happening in the near future in this area.

- There is a platted easement onto the Gasline Trail from Stuckagain Heights (NW Corner); don't need access here, but if access along NW corner lot gets developed then neighborhood would need this access point.
- Tank Trail access onto military land exists.

Heritage Land Bank

- Road ROW is 40' along Campbell Airstrip Road; check Alaska Botanical Garden lease; ask HLB about the lease and road ROW – Karlee Gaskill (HLB).
- Trail on flats below road (Campbell Airstrip Road).
- Give project to Parks & Rec to promote (intergovernmental ROW).
- LRSA (Local Road Service Area) road classification = can't be bond money if classified as this.
- ABG lease about to expire (land goes back to HLB) – Art Eash, no longer with HLB, was working on this and Karlee would have to research this.
- Check property lines for BLM and HLB.
- Development south of DOT&PF.

Agency Meeting

March 5, 2008

3:00pm - 5:00pm

Attendees: Mary Lee Plumb-Mentjes (USACE); Thede Tobish (MOA Wetlands); Rick Sinnott and Jessy Coltrane (ADF&G); Karen Keesecker (MOA Wetlands); Holly Spoth-Torres (P&R); Troy Duffin (Alpine Trails); Kevin Doniere (DOWL HKM)

- Bear habitat/active areas.
- Wetlands impacts to bridge projects.

ADF&G

- Trails with fast moving users is not a good combination with wildlife and bears.
- The bears are staying along the creek corridors all summer long. 17-20 bears in FNBP (along the creek corridors) is the data that ADF&G has collected through bear hair research.

- Salmon Run Trail (constructed by the BLM) has brown bear activity on it.
- Guideline: keep trails at least 100 yards away from each side of a creek (an exception would be the gorge area in the SE portion of the park).
- Spencer Loop: Brown bear activity is high in this area.
- Thede noted that a needs assessment or carrying capacity study should be done. He noted that the USACE would ask this question. (a master plan or framework plan for this needs assessment)
- Need to add topography, soils, and wildlife corridors to the mapping.
- Wildlife corridors from Chugach State Park and Ft. Richardson down to the creeks.
- One big picture USACE permit for new trails. The USACE would like this instead of a piece-meal of permits.
- Construction can ruin or destroy wildlife habitat = building or over-building of trails to get a narrow trail.
- DOWL HKM needs to get the bear data from ADF&G to display these wildlife corridors on the maps.
- Is there going to be a subtraction of trails? YES. (benefits to the wildlife).
- Easements; utilities – MOA has this information if we need it.
- Pre-application meeting with USACE, MOA Wetlands Group once we have a Draft Trail Improvement Plan developed. This would be the time to include the EPA and USF&WS.

Technical Advisory Group Meeting

March 6, 2008

10:00am - 12:00noon

attendees: *Blain Anderson (NPS); Lisa Holzapfel (RTCA); Jack Moseby (Alaska Trails); Lori Schanche (MOA Trails Coordinator); Bruce Talbot (DNR); Holly Spoth-Torres (P&R); Troy Duffin (Alpine Trails); Kevin Doniere (DOWL)*

- Gasline and utility corridors/lines – check for easements on these utility corridors (sometimes they have dual easements for both the utilities and for trails); look under DNR; MOA; or utility company records – sometimes federal easements.
- Creek crossing – issue along the gasline.

- Map what's functional or what is being used today (related to the utility corridors and easements).
- MOA has Black Bear and Llama Trails digitally that we need to include in our database line work (coordinate with P&R).
- East Anchorage Connector Trail – going down Powerline doesn't make sense; not a sustainable trail – it is too steep; we need to determine a better trail that is more sustainable for this connection (less steep).
- Upgrade dog mushing trails for more use in winter time; develop a new trail standard for these trails.
- Bear impact – no new trails next to Campbell Creek; provide proper site distances on the development of new trails.
- Lori noted that the TOA Trail is used as a commuter route – from the Gasline Trail, down to Campbell Airstrip Road and out to Tudor Road.
- Blain noted the Trailhead HUBS that exist in FNBP – North Bivouac; Abbott Loop Community Park; Campbell Airstrip Road. He noted that more access, possibly Class 5 trails at these trailheads, a hardened surface for wheelchair access.
- Beginner/Jr. Nordic trails north of Service HS and connection to Abbott Loop Community Park is needed. Jr. Nordic has many different levels; variety of lengths; loops needed.
- Geoblock or geogrid – how can we use this to raise trails (dog mushing trails and others) up out of the wet areas (wetlands).
- Bike lane on Basher Road (Campbell Airstrip Road).
- Lori mentioned Mike Jans piece of hardened trail near the bridge on the South Bivouac Trail (she will forward his comments onto us).
- TMO –where you want to be with a trail (what you intend it to be).
- Design Parameters: look at the use specifically; possibly make it a guideline which is a little more flexible – write in the reasons for why you designed it differently.
- USFS and 3 other agencies have adopted these standards for trail classifications (State Parks is in the process of adopting this system).
- Process: (USFS process for data collection)
 - 1. Trail classification system.
 - 2. TMOs developed (for each trail).

- 3. Trail Assessments (to collect data related to TMOs).
- Land manager (P&R) to make decisions on TMOs with feedback from trail users.
- Trail Assessment is for inventorying purposes.
- When asking interns to go in the field and collect data they need to know:
 - Trail classes.
 - Existing information on trails.
 - Bring trail information back to the office to make decisions on each trail (trail classes).
- This summer: draft TMOs; then get existing information.
- Revise the USFS Trail Classifications: all agencies have adopted same language.
- Capital money into the construction fund/future maintenance.
- If MOA intends to maintain these projects/trails, what would it cost to maintain them?
- GPS photo link tool for photographs.
- Give MOA P&R trail assessment sheets for major trails that they know they are going to manage in the future (prioritize trails).
- Coordinate with P&R on what the most critical data is for them when they go into the field to collect data on the trails.

Parks & Recreation Department Debrief Meeting

March 6, 2008

2:00pm - 4:00pm

Attendees: Monique Anderson (P&R); Holly Spoth-Torres (P&R); Troy Duffin (Alpine Trails); Kevin Doniere (DOWL HKM)

- We are going to have 5 trail classifications and adopt the USFS Trail Classes.
- Draft TMOs for September meeting with trail users.
 - Develop map with trails similar to FNBP Trails brochure (hierarchy of trails).
 - List of projects.
 - TMOs.
- Designed for a primary use (design parameters for different user groups).

- Maintenance Plan: less specificity, the better (keep as guidelines; a little more flexible).
- Standard Operating Procedures: maintain it to the level it was intended (not much detail).

NEXT STEPS:

- Mapping
- TMOs – draft and prioritize (for internal use by P&R).
- Geodatabase – sit down with Holly to see what she wants.
- Data Assessments.
- List of Projects to accomplish (put in project documents).
- September Meeting – show progress back to the public at the Open House Meeting.
- Pre-application meeting with the regulatory agencies.
- Troy to develop draft trail classifications.
- Meet with Friends of FNBP (Pixie and/or John Weddleton).
- Send Troy the design standards for ASDRA and the Anchorage Skijor Club (6' to 12' wide as a standard trail width).
- Incorporate the FIS and recreation specifications from NSAA.
- Meet with Service High School about ski trails and access onto trails from Service High School into FNBP.
- STA wants to develop 8 miles of trails this summer; should the P&R recommend doing a 2 mile section of trail as a pilot project (to give P&R an example of how the rest of the trails will be built).

Meeting with the Friends of Far North Bicentennial Park

Attendees: Pixie Siebe; John Weddleton; Dan Rosenberg; Walt Parker

Date: April 8, 2008

- Holly informed the group that STA wanted to build 10 miles of trail this summer and they were presenting this proposal to the Parks & Recreation Commission meeting on Thursday, April 10, 2008 (at the Spenard Recreation Center).
- The sentiment from the group (Friends) is that they should do a pilot project of 4 miles or so. The following year they could finish the other 6 miles and then propose other trails (north of the Campbell Airstrip Road). This would give the public and P&R some time to see/evaluate these built trails.
- There was discussion about a trailhead or trail access off Nettleton Drive (subdivision area). The neighborhood uses this access point, but P&R does not want to develop a formal trailhead with parking that would attract residents from outside the neighborhood area.
- John Weddleton thought it would be good to talk to the residents about how access is currently working and with the newly proposed STA trails, how more people might be accessing the trails off of Nettleton Drive.
- They are concerned about an encroachment into FNBP from neighbors along the south side of the Hillside Ski Area. It looks like someone has built a shed or out-building onto park property. The Friends were wondering what the procedure was for notifying this individual and how P&R might address this.

Stakeholder Meeting with Equestrians & Audobon Representative

Attendees: Ann Gabler; Blair Christensen; Hugh McPeck

Date: August 21, 2008

- STA proposed trails on the north side of Campbell Airstrip Road, south of the Gasline Trail, are not a good use for this area, since equestrians use this area – accessing it from the Stuckagain Heights subdivision.
- Blair mentioned that we should have notified the Audubon Alaska society in Anchorage to be a part of the discussions on developing new trails in FNBP. She also mentioned that bird counts have been done in the FNBP area for many years and could give us a contact (Vivian Mendenhall) in order to get information on bird numbers. She also noted that bird walks/tours also occur in FNBP – starting at the Campbell Creek Science Center.
- Holly mentioned that FNBP’s concessionaire for horse riding uses the off-leash dog area and the Tank Trail as their “loop” or “route” from the North Bivouac Trailhead.
- They (Ann, Blair, and Hugh) noted that they like to go on trails that are smaller or narrower in nature. They don’t necessarily like the wider or more wide open trails.
- They feel like there is nowhere else for the equestrians to go in this park. They feel as if they are getting squeezed out of the park by the other trail users (dog mushers, skijorers, bikers).
- Steep trails are okay for horses. If humans can hike up a trail that is steep, then a horse would be fine going up the same trail.
- They were wondering how many trails the other user groups had specific to their use. What are the percentages of trails by user group?
- Holly noted that we will need to go to the PRC and the Urban Design Commission (UDC) for site plan review of this public land.
- Ann drew a large area on the map to the north of Campbell Airstrip Road that she would like to see as an **open-natural area** with **no new trail development** in this zone.

Parks and Recreation Meeting on Open House

Sept. 8, 2008

9:30am - 11:30am

- The Open House will have the following stations that people will circulate around:
 1. Overview/History of Project.
 2. Mapping of Proposed Physical Trail Network.
 3. Trail Classes and Trail Standards.
 4. Proposed Projects.
 5. Comment Form table with comment sheets at each station.

- Introduce the project at the beginning of the Open House directing people to the different stations and what information those stations are providing.

- Introduce the Steering Committee Members and have them at stations to help with questions and explaining the concepts of the plan.

- Have the FBNP Master Plan at the Open House for those interested in reviewing and seeing the suitability maps. Master Plan will show how we've been consistent with it.

- Show work that Holly and Joanna have done this summer.

- Interpretive kiosks about bears and bear safety (wildlife kiosks); these are intended to be put in FBNP by P&R.

- Take the Trail Improvements Plan (TIP) through the site plan review process for Public Lands and Institutions (PLI) to the Planning & Zoning Commission (P&Z) or the UDC. The partners of future trail projects will not need to go through this public process once this approval is complete (except for the necessary permitting required by the different agencies (COE; MOA Wetlands; etc.).

- DOWL HKM will take the TIP to the PRC with P&R taking it to P&Z or UDC.

Steering Committee Meeting #3

Sept. 8, 2008

1:00pm - 3:00pm

Attendees: Fran Pekar; Bruce Talbot; Mike Mitchell; Rose Austin; Brian Looney; Troy Duffin; Holly Spoth-Torres; Kevin Doniere

- All trails in our trail class maps are for the designed use; what P&R wants the trail to be and how they want it to be managed - not how it exists today.
- This TIP will go through a Public Site Plan Review process (Planning and Zoning Commission will have the Urban Design Commission review it at a public hearing).
- P&R wants to use this formal review process (UDC hearing) that is required as a way to get the green light on all of these future projects in order to avoid any more public process for each individual project and its partners.
- It is envisioned that there will be different tiers or levels of projects - 1. Capital Improvement Plan (CIP) projects; 2. Partnership and Volunteer projects; 3. Operation and Maintenance (O&M) projects.
- Most all of the past projects in the park have been partnerships with the different user groups.
- Cost could change dramatically based on when the project is built/constructed.
- This is a 10 -15 year plan for trail improvements for FNBP.
- Each user group can add money to these proposed projects; P&R to put funding toward these projects - match funding. Also, P&R can track donations each user group has added to projects.
- Project money comes at different times and in different ways; thus we have not yet prioritized the project list.
- Show large open areas for “no new trail development.”
- Is the sled hill at Abbott Loop Community Park going to happen?
- The trail at Abbott Loop Community Park into the FNBP trail network is too steep and should be added to the proposed project list (lessen the grade and add length to the slope going down).
- Trail bridge standards should be developed for FNBP.
- Suggestion to revegetate the entrance to the South Bivouac Trailhead with the addition of bollards or boulders to close off this parking lot/trailhead and focus parking at the North Bivouac Trailhead.

- Little hill parking pull-out (on Campbell Airstrip Road accessing the trails on north side of road) should be better defined with parallel parking spaces and bollards or boulders to delineate edge (there is trail signage at this pull-out).
- Homeless camps: there are real hazards related to the homeless camps - forest fires, as well as trail user safety.
- Rendezvous Trailhead: winter/summer route; parking is too low not visible from roadway.
- Need to show a trailhead at the Chuck Albrecht Ballfields.
- Other social trails in the plans; how are they going to be addressed (possibly make them Trail Class 1 with no planned maintenance).
- Cameras at the Campbell Airstrip Trailhead are working fine. There was a suggestion to put cameras up that don't actually work to deter crime without the cost/maintenance of a working camera.
- What is the capacity of FNBP related to trails and new trail development?
- Addressing social trails: officially a trail vs. dealing with social trails; this plan is focusing on the managed trails.
- Fencing during dog mushing events at trail intersections (orange construction fencing) is working well.
- Need to provide weblink for comments on proposed trail projects.
- Give the public a deadline of when to return comments (October 6).
- Provide the date of when the public can review a draft TIP document (November/December).

Asset Management Discussion with Eppley Institute

Sept. 9, 2008

1:30pm - 3:00pm

Attendees: Stephen Wolk; Jim Flott; Troy Duffin; Monique Anderson; Holly Spoth-Torres; Susan Luescher; Kevin Doniere

- From discussions after the meeting with Troy Duffin:
 - VALUES of FNBP Trails:
 - 1) \$5/ft. for Trail Class 1 & 2 - (construction/design) - 1' to 4' wide trail.
 - 2) \$10-\$12/ft. for Trail Class 3 - (imported/improved trail tread) - 4' to 6' wide.
 - 3) \$20/ft. for Trail Class 4 & 5 - (larger, wider than 6' trails).
- Cost of Bridges = material of pre-fabricated bridge cost X 2 + 20% for shipping.
- DOWL HKM would be able to calculate the trailhead value based on parking = \$ per parking stall.
- Cost per trailhead kiosk (get this information from Gordon Wetzel).
- Costs of posts for signage = \$150 - \$250 each.
- Calculate total value for all trails inside FNBP based on these numbers.

Parks and Recreation Department Debrief

Sept. 10, 2008

4:00pm - 5:30pm

Attendees: Monique Anderson (P&R); Holly Spoth-Torres (P&R); Troy Duffin (Alpine Trails); Kevin Doniere (DOWL HKM)

- Roadway type of drainage solutions will need to be made on the wider, more road-like trails of the Hillside Ski Trail system.
- The shorter inner loop - the Black Bear connection to the Gasline Trail - should be shown in this plan (alternative route to Rover's Run - use this route instead of going across Campbell Airstrip Road or when Rover's Run is closed).
- Look at designating all social trails as a Trail Class 1 where no management is intended for these trails.
- Use hierarchy of line weights for the different trail classes map (heavy bold line for Trail Class 5 on down to a thin line for Trail Class 1).
- Trails on north side of Campbell Airstrip Road (Moose Ridge Loop, etc.), could be "groomed" - snowmachine dragging something to pack down trail - for walker, snowshoer, biker, and possibly skier use.
- We need to verify trail links/loops/connections (link trail to Moose Ridge Loop).
- Add the NE/Residential/AWWU waterline connector trail to our mapping (from NE corner of park and Klutina Road Trailhead to Campbell Airstrip Road along Tudor Road) creating another loop - long range plan because of wetlands issues.
- Show all wetlands inside and outside of FNNP boundary.
- Fix slope at Abbott Loop Community Park connection into FNNP. Either do an up and a down section of trail - both one way, or create twice the run of the trail length connection into FNNP with half the grade.
- Culverts: add insulation above the pipe so you don't get heaving during freeze/thaw cycles.
- BLM completed a simple EA (Environmental Assessment) for the gravel fill that was put down at the TOA/Viewpoint Trail (coordinate with Doug Ballou).

What's Next

- 1. Open House Mtg Boards/Website upload** - send Holly all the boards that we presented at the Open House on Monday night. Send her or put on ftp site the pdfs of those boards. Holly will put all these pdfs of the boards on the P&R project website. DOWL HKM will provide a link on their website to direct people to the P&R website.
- 2. Agency Meeting Notes** – DOWL HKM to send notes from agency meeting (with link to P&R website) held on 9/10/08.
- 3. Map/Trail Verification** - review mapping with Holly to make sure we are showing all the trails we need to have on our mapping.
- 4. Trail Sections/Graphics** – DOWL HKM to develop trail section graphics and review site photos of all trails to include in Draft TIP.
- 5. Trail Class Lengths** - Verify mileage of trails in each trail class.
- 6. Conservation Easements** - verify the boundary and locations of the conservation easements on HLB land to the NW of the Woodway Loop (along Homecoming Trail) and in the Abbott Loop Community Park area.
- 7. Report Homeless Camps to APD** - Holly to report homeless camps to APD (Denny Allen); DOWL HKM/P&R to develop a map to send to APD.
- 8. Public Comments** – DOWL HKM to scan in all public comments from Open House Meeting on 9/8/08.
- 9. Equestrian Ride** - Holly to schedule a horseback ride next week (9/15 - 9/19).
- 10. Schedule** – DOWL HKM/Alpine Trails to develop the Draft TIP for public review in November/December timeframe. It's in DOWL HKM's scope to take to PRC in January (1/8/08). DOWL HKM/Alpine Trails to make revisions and prepare a Final TIP that Parks will take through the Site Plan Review process with a UDC hearing sometime in April/May.

Agency Meeting

Sept. 10, 2008

2:30pm - 4:00pm

Attendees: Kimberley Klein (ADF&G - Habitat Division); Jessy Coltrane (ADF&G); Rick Sinnott (ADF&G); Mary Lee Plumb-Mentjes (COE); Karen Keesecker (MOA -Wetlands); Holly Spoth-Torres (P&R); Troy Duffin (Alpine Trails, Inc.); Kevin Doniere (DOWL HKM)

- The design team of DOWL HKM and Alpine Trails, Inc. with close consultation from the MOA P&R noted the removal of the STA trail network on the north side of Campbell Creek and on the north side of Campbell Airstrip Road adjacent to the Stuckagain Heights subdivision. The design team noted that these trails were removed because of wildlife concerns as well as concerns by park users who enjoy exploring areas of Far North Bicentennial Park (FNBP) that are without trails. This area will act as an undeveloped wildlife corridor and be designated as an area with no new trail development. This creek corridor connects Chugach State Park (CSP) and FNBP, and geographically, this area has become a pinch point for wildlife moving between the Stuckagain Heights subdivision and the new STA trail development/existing Spencer Loop area.
- Jessy noted that the brown bears come off the hillside through this tunneled corridor along Campbell Creek in this location. She thought it would be best to keep those trails off the plan.
- The design team stated that we were going to show this area (north side of Campbell Creek and north side of Campbell Airstrip Road) as well as a larger area to the north as an area designated as “no new trail development”.
- Jessy and Rick noted the brown bear attacks on trail users in the Rover’s Run/Spencer Loop areas this year and were supportive of this idea as “no new trail development.”
- Rick mentioned that he didn’t think that the road (Campbell Airstrip) was a barrier for bears or any other wildlife – they move freely from one side to the other.
- Rick and Jessy noted that moving a more major trail on the north side of Campbell Airstrip Road would be good; gets the trail users away from the creek where the brown bears are moving up and down; the vegetation type is better on the North Side of Campbell Airstrip Road for a class 4 multi-use trail - more open and visible. They also noted that where the trail is proposed to be located on the South side of the road, closer to the Campbell Airstrip Trailhead, that we should keep it closer to the road edge and as far away from the creek as possible.
- Permitting all of the projects that will be outlined in the plan: Mary Lee stated that they would first determine whether or not it is a ‘water of the US’ that was being impacted and that they would look to see if it fits under their jurisdictional purview.
- Mary Lee suggested doing an Individual Permit for all the projects that are being proposed in FNBP. She suggested we phase the projects in our Individual Permit request. The expiration date on the permit could be set at 5 yrs and be renewed when that date was up. This provides

flexibility in the permit with potential to modify it in the future if projects change or projects want to be added.

- These phased projects would have to include cost estimates. A letter to USACE would be submitted by P&R or the Contractor once the project was going to begin - outlining any changes that have occurred from the original plan.
- The design team will need wetland delineations for each of the park projects related to or impacting wetlands. Mary Lee suggested that we could delineate projects that are of higher priority (TOA bridges) and come back with a permit modification on newer projects with the delineation at the time of the project.
- These projects will have to go through a Coastal Zone review (Coastal Zone questionnaire).
- Mary Lee thought that P&R would not have to get a permit for revegetation in wetlands, and would hope that they would revegetate with native plants/seeds that are actually growing in the surrounding area of any revegetative project.
- Jessy noted another brown bear corridor coming from Fort Richardson down to the North Fork of Campbell Creek where the Beaver Dam Trail is located in the northeast portion of the park (near AWWU and Enstar buildings).
- Jessy and Rick also noted more pronounced bear activity along the west side of the Beaver Dam Trail tunnel and the Shields Trail area near the creek. The vegetation is full of devils club, cow parsnip, and tall grasses, making it difficult to see any bears in the area.
- Jessy and Rick agreed with designating seasonal trails, such as Rover's Run. They thought it would be best to keep it closed during the summer when the salmon are running up the creeks and the bears are feeding along the creeks at that time (end of May to mid-October). They said not to create any more seasonal trails (trails that we would designate as seasonal), but to designate existing trails as seasonal.
- Jessy and Rick didn't think it was necessary to designate the Salmon Run Trail as a seasonal trail – because only a small portion of that trail is on MOA park land (the majority of the trail is on BLM land).
- Holly mentioned a short section of Spencer Loop that she was thinking about rerouting because it was too close to the eroding creek bank, but Rick seemed to think that some selective clearing would help with making wildlife more visible.
- Mary Lee noted that we should keep track of the trail alternatives and reroutes that we have been thinking of and put them into the wetland permit application. This will let USACE know how and why decisions were reached on locations for reroutes of new trails.
- Show the area for no new trail development. The agencies were supportive of this idea and of the area we talked about designating as such.

- Should we consider ASDRA trails as seasonal only? Consider only those in wetland areas to be seasonal?
- Show all wetland areas in and around park. Don't clip wetland areas outside of FNBP boundary.
- Mary Lee suggested that we consider or look at areas of streambank restoration to offset some of the fill that is planned for wetland areas as a part of these trail improvement projects.
- Kimberly noted that the Habitat Division of ADF&G would be interested in barriers or buffers from the creeks; and prefers bridges over culverts; stream setbacks for any future developments; gravel access at bridges for horses and dogs so there is a controlled access point to deter streambank erosion.
- This TIP is a work plan for P&R on trail related projects for the next 15 years.
- DOWL HKM will send meeting notes out to the agencies for their review as well as a link to the website to review the mapping and list of proposed projects.

Conversation about Permitting Process for DOWL HKM

(with Pat Whitesell, DOWL HKM - 9/10/08)

Individual Permit

- We have approximately 6-8 proposed projects on our plans that would require wetland delineations.
- Person Hours to complete delineations:
 - 2-person crew / 3 days in the field.
 - 7 to 10 days of environmental report of wetland delineation.
- DOWL HKM has qualified environmental staff available to begin this work today.
- Timing: usually Individual Permits take 6 to 12 months to complete; our TIP could continue and be completed before this Individual Permit is received.

Horseback Ride with Park Concessionaire

October 3, 2008

1:00pm - 3:00pm

Riders: Monique Anderson (P&R); Holly Spoth-Torres (P&R); Blain Anderson; Kevin Doniere (DOWL HKM)

- The Park Concessionaire for Horseback Riding (Horse Trekking Alaska) took us out on a trail ride starting from the Hilltop Ski Area parking lot – (the small building to the west of the parking lot: caretaker’s house).
- Peggy was our guide and led us from the caretaker’s house to the Besh Lighted Loop to the Short Cut back onto Besh Lighted Loop; link over to Hillside Lighted Loop; around the Hillside Lighted Loop passed the Junior Nordic Loop to the Coaches Cutoff; back onto the Hillside Lighted Loop Trail; turned onto the Bog Trail and then onto the Richter Link; onto Richter Loop; turned left to get onto the BLM Ridge trail; then went on a social trail connection from BLM Ridge to the Double Bubble – (going the opposite way of ski traffic flow); onto Double Bubble toward the South Gasline Trail continuing on Double Bubble (Spencer Loop); and then back onto Besh Lighted Loop; through Ann’s Alley (shortcut); back onto Besh Lighted Loop and then back to the start at the caretaker’s house (see attached map).
- She noted that her favorite trail was the BLM Ridge Trail. These trails are narrower in character with some nice distant views.
- Peggy said her ideal trail was 5’ – 6’ wide cleared trail (trail tread could be narrower) with open forest, distant views for her and her riders to enjoy, open site distance for wildlife safety, a tie post, and a place to water her horses. She has been avoiding the creek because of the bear/human conflicts that have happened along the creek corridor this summer. For less experienced groups, wider trails are better in the event that the group needs to be turned around.
- She noted that there wasn’t any trail surface that the horses didn’t like. She noted that if the trail does get really ‘rooty’ or ‘boggy’ then she turns around and goes a different way. There has to be a lot of roots for her to turn her horses around. She also found out that the Bog Trail was just too ‘boggy’ and soft for her horses to go through.
- When Peggy has seen a bear (black or brown), she usually gets off her horse and turns the group around to avoid any conflicts with the bear. She noted that one black bear followed her group for a mile as they walked their horses back to the caretaker’s house.
- Some off-leash dogs are okay, however off-leash dogs are not permitted in this area of FNBP. She also noted that off-leash dogs can scare the horses when they are off in the woods without the horses knowing they are there.

- Peggy thought there should be some more education for trail users on using the trails and how to act when they see a horse. She noted that if people with dogs could just control their dogs while they passed, it would make it easier for everyone.
- Peggy noted that over 800 people were taken out on guided horseback rides this summer (June – October).
- She also noted that they go out on the trails at least once a month and sometimes as much as every other week to clean up horse manure. She also mentioned that they had been cleaning up a lot of bear scat this summer.
- There is a conflict between horse riders and mountain bike users. She thought that there needed to be some more education on biker etiquette while using the multi-use trails.
- They (Horse Trekking Alaska) noted it would be helpful to have a water source at the caretaker's house.
- Peggy mentioned that it would be great to have a designated trail for horses only. Two loop trails of 4-5 miles each that could be utilized to do a 1 hour ride or a 2 hour ride if going on both loops.
- Also she said that conflicts are few before 4 p.m. After 4 p.m., as well as on the weekends, the trail user conflicts increase.
- As for trail surfaces, Peggy noted that bridges were fine as long as they were wide and solid. If they wiggled or moved underfoot, the horses shied away from them.
- Any new object on the trail causes horses considerable worry. They get to know trails, and with anything new or different on the trails, such as flagging, new signs, etc. this can cause the horses to run. (We should definitely take note of this for trail work). Horses will see warning signs if given good sight distances; any surprises are bad.
- As for width, the reason she likes the 5-6 foot trail width is that it is narrow enough to keep horses from easily passing each other, but still allows turning around if a bear or something else is encountered.
- Peggy said she'd love a 'horse only' trail. This might be provided by alternating use days or by closure to bikes during certain hours of the day to help trail rides.
- Blain said that he wouldn't consider a 'horse only' trail specifically, since recent research shows that shared use actually helps maintain horse trails by compacting the loosened tread. Mountain bike users do this nicely.
- Peggy noted that she would like to see an area with a picnic table for their half day rides where they have their 'wrangler' lunch.

- The maximum group size is between 10-11 horses for guided rides.
- They do trail rides in FNBP starting on Memorial Day (May 28) and ending October 31st depending on the weather conditions. They usually start rides at 10 a.m. and then go through to 7 p.m. (last ride goes out at 5 p.m.).
- They avoided using Black Bear Trail because of the high bear activity this summer in the park and specifically in this area.

NSAA's Preferences for FNBP Trail Improvements

NSAA's ideas for trail improvements can be divided into four categories: (1) Maintenance, (2) Access, (3) New Trails, and (4) Conflict Mitigation. Priority of these ideas is in the order presented. The following are brief descriptions of each:

1. **Maintenance** - The trails groomed for skiing by NSAA, whether multi-use or ski-only, should have a smooth surface with a flat to slightly crowned cross section to allow for grooming with low snow cover. These trails are heavily used in the non-winter periods, resulting in erosion of slopes plus rutting and pock marks from foot and hoof traffic. Periodic maintenance is required to refurbish the surface. The trails needing attention today are the Junior Nordic Loop, the Old Rondy section of the TOA Trail, the multi-use trail from South Bivouac to Service High School, the Spencer Loop in all the steep sections and the Ridge Loop.
2. **Access** - Access to the trail system should be improved for residents of East Anchorage. Many people use the Bivouac parking lot on Campbell Airstrip Road. The multi-use trail from Bivouac Trailhead to Hilltop needs to be lighted and it should be upgraded to a four-season trail. Access from the Muldoon area should be improved. The trail along the utility corridor adjacent to the Fort Richardson boundary needs to be upgraded, especially since the Military is becoming more restrictive of use of their land. Parking needs to be improved for this area too, possibly at Klutina Street. Connection to Chugach State Park should be improved - see new trails.
3. **New Trails** - While there are many possibilities for new trails, four stand out as high value projects for skiers.
 - **Connection from Gasline to Prospect Heights** - Our vision is to have two trails; one up and one down. These would be multi-use trail (10' tread width) with single direction in the winter (because of the terrain) and either direction in non-winter. The alignment would be designed to have gentle slopes and minimal interference with the Spencer Loop. Much of the upper Gasline Trail could be used as the corridor for the "down trail."
 - **Beginner Level Trails in the Abbott Loop Community Park Area** - This park is now a major access point to the trails, yet the options are very limited. The majority of Hillside trails are not beginner level, so Abbott Loop Park could be turned into a beginner level area. Approximately 3 kilometers of new trail would be appropriate for this purpose.
 - **Extension of the Classic-only Trails** - Presently we have a two-way trail connecting the Richter Loop to Randy's Loop. Another leg should be added to make this a loop.
 - **An equestrian loop connecting to the Lore Road Trailhead** - See Conflict Mitigation below.
4. **Conflict Mitigation** - Horse traffic on groomed multi-use trails presents ongoing conflict. While we recognize the need to accommodate all users, there should be a way to reduce equestrian conflicts on the "Tour Trail." A separate loop for equestrians, near the F Bar J access point could accommodate equestrians on short rides, thereby reducing the horse traffic on the "Tour Trail" to those on a longer ride. People feel foot and bicycle traffic on ski-only trails is an ongoing issue. Lighting the multi-use Abbott Trail would offer an alternative for foot traffic. A new trail from the Gasline to Prospect Heights would also offer alternatives for hikers and bikers.

APPENDIX B

Public Comment Summary

Proposed Project	Comment Summary	Commenter/ Affiliation	Response to Comment
Specific Proposed Projects Comments			
Project #1	TOA Trail Bridges		
	Please keep the improvements to the bridges in the plan.	Randy Armstrong	Acknowledged.
	...include more guidance on standards related to installing/improving the bridges especially on the secondary trail impacts.	Karen Murphy	More detailed drawings will be developed once funding has been secured for construction.
	Support the Tour of Anchorage bridges upgrade...public safety issue.	Mary Hogan	Acknowledged.
	Yes to the new bridges.	Rose Austin	Acknowledged.
	Bridges are in need of repair and currently pose a safety hazard at times when planks are missing.	Cory Smith	Acknowledged. Planks have been replaced – additional safety hazards need to be fixed.
	Support this project.	Erik Schoen	Acknowledged.
	Not clear that any tread work south of the second bridge is also included...implies only north of second bridge.	Jack Mosby	Acknowledged.
	Raise all proposed bridges to avoid at least a 50 year flood level.	Jack Mosby	Acknowledged.
	Support these upgrades...please ensure new bridges are wide and strong enough to support the winter trail grooming.	Scott Digert	Acknowledged.
	Support these upgrades particularly to replace rotting or missing planks. New bridges should be wide and strong enough for winter trail grooming equipment.	Bill Bredar	Acknowledged.
Project #2	Blue Dot Trail Bridge		
	Please keep the improvements to the bridges in the plan...Blue Dot bridge almost unusable.	Randy Armstrong	Acknowledged.
	...include more guidance on standards related to installing/improving the bridges especially on the secondary trail impacts.	Karen Murphy	More detailed drawings will be developed once funding has been secured for construction.
	Would like to see the Blue Dot Trail remain as narrow and primitive as possible.	Steve Ryan	Acknowledged.
	Yes to the new bridges.	Rose Austin	Acknowledged.
	In favor of this proposal.	Brian Garcia	Acknowledged.
	Raise all proposed bridges to avoid at least a 50 year flood level.	Jack Mosby	Acknowledged.
	Support this upgrade...should be simple and rustic bridge in keeping with the primitive trail.	Scott Digert	Acknowledged.
	Support this upgrade, as current bridge is dilapidated and slippery.	Bill Bredar	Acknowledged.
Project #3	Tour of Anchorage Trail		
	I support improving the Tour of Anchorage Trail to Class 4 level. This will enhance its use as a commuter trail.	Christina Zafren	Acknowledged.
	The Tour of Anchorage Trail should remain a multiple use trail...an important trunk that allows users of all types to access other parts of the park.	Karen Erickson	Acknowledged.

	...enough trails that are ski only during the winter as it is...have a right as an equestrian to use the Tour of Anchorage Trail, as any other group.	Karen Erickson	Acknowledged.
	...it is unclear whether it includes the small section of trail on the north side of Campbell Creek Bridge that was missed by the last project.	Gordon Wetzel	Figure 26, page 68 shows the extent of the project – from the north boundary of the BLM property north to the Dr. Martin Luther King, Jr. Avenue intersection.
	Tour of Anchorage Trail should remain a multiple use trail that includes use by equestrians in all seasons...unreasonable and discriminatory to exclude equestrians from that trail.	William Spearman	Acknowledged.
	The trail is an important trunk that allows users of all types to access other parts of the park...other activities such as hiking, jogging, snowshoeing, dog walking and bicycling are not welcomed by skiers on any groomed trails. Keep the TOA Trail multiple use, including equestrians in all seasons.	William Spearman	Acknowledged.
	Should complete the TOA Trail project to harden the rest of the trail to the new Dr. Martin Luther King Jr. Avenue...doing a better job. ...Gravel fill should be consistent with past work.	Rose Austin	Acknowledged.
	Previous work done between Science Center area and southern bridge was not done well. Drains should have been installed. Add culverts where needed, monitor and repair existing hardened trail.	Rose Austin	Acknowledged.
	Generally opposed to Class 4 and 5 improvements.	Brian Garcia	This Draft Plan incorporates a limited number of proposed Trail Class 4 upgrades. The plan needs to provide opportunities for a wide variety of trail users. This Draft Plan strives to strike a balance between the different trail experiences for the different trail users.
	Strongly support this...used by many commuters and the north end should be brought up to the same standard as the section south of the Science Center.	Cory Smith	Acknowledged.
	Support this project.	Erik Schoen	Acknowledged.
	Not clear that any tread work south of the second bridge is also included.	Jack Mosby	Figure 26, page 68 shows the extent of the project – from the north boundary of the BLM property north to the Dr. Martin Luther King, Jr. Avenue intersection.
	Support the additional gravel fill eliminating current mud holes and improving tread.	Scott Digert	Acknowledged.
	Strongly support additional gravel fill from edge of BLM trail improvements at the south Campbell Creek bridge to eliminate mud holes and improve the tread.	Bill Bredar	Acknowledged.
	...hope this includes hardening of the trail on both the north and south side of the Campbell Creek Bridge.	Kathy Faryniarz	Figure 26, page 68 shows the extent of the project – from the north boundary of the BLM property north to the Dr. Martin Luther King, Jr. Avenue intersection.
Project #4	Dog Mushing Bridges		
	I support tunnels and trail design that will separate mushing trails from ski trails.	Mary Hogan	Acknowledged.
	Yes to trail bridge.	Rose Austin	Acknowledged.
Project #5	Bridge at North Gasline Trail		
	Yes to trail bridges.	Rose Austin	Acknowledged.
Project #6	Grade Separated Crossing at North Bivouac Trailhead		
	...should be a bridge, not tunnel...pathway bridge is more likely to be used.	David and Diana Evans	A tunnel is more cost-effective and works best option because of surrounding road grades. A pedestrian bridge would have greater impacts and require a significant amount of fill, remove vegetation, and be more costly to develop.

	...agreement that these should remain in the long term plan as S. Bivouac parking area is a vandalism nightmare.	Randy Armstrong	Acknowledged.
	...crossing at North Bivouac eliminating the South Bivouac Trailhead is a good solution to a safety hazard.	Rose Austin	Acknowledged.
	Should be a bridge, not a tunnel...safety concerns about this tunnel after dark. Bridges are easier to cover with snow and do not turn to ice. Would like to see more lights at this trailhead for security reasons.	Cory Smith	A tunnel is more cost-effective and works best option because of surrounding road grades. A pedestrian bridge would have greater impacts and require a significant amount of fill, remove vegetation, and be more costly to develop.
	Support this project.	Erik Schoen	Acknowledged.
	Support the tunnel addition.	Scott Digert	Acknowledged.
	Don't see much need for tunnel here...little traffic on current road.	Bill Bredar	In order to achieve a continuous loop for trail users in the park without any at-grade crossings, a tunnel is required.
	Support this project...know it will be expensive and may never be funded...interim measure, the entrances to the South Bivouac Trailhead should be widened to provide better visibility for vehicles and pedestrians existing the parking area...in addition, South Bivouac Trail should be extended to the south and west end of the South Bivouac parking area to a pedestrian crossing of Basher Road that connects the 2.5 mile Loop/Tank Trail on the north side of the road.	Kathy Faryniarz	Acknowledged.
	...do not think it is necessary to spend 2 million dollars on an underpass to move skiers from one parking lot to the other, or to remove the south lot and move skiers into ski trails...could reduce the cost greatly by improving the parking lot on the south side of the road, removing the berm and trees, opening up the sight views into the lot, exposing all parking places to open views and adding lights.	Lisa Holzapfel	Acknowledged. This project provides an alternate route to the Mellen's Way Trail, providing a continuous loop trail with grade-separated crossings at the North Bivouac Trailhead and at the Campbell Airstrip Trailhead.
Project #7	Grade Separated Crossing at Campbell Airstrip Trailhead		
	...agreement that these should remain in the long term plan.	Randy Armstrong	Acknowledged.
	...concerned about changes to the area, such as the tunnel and trail changes north of Campbell Airstrip Road.	Rose Austin	Acknowledged.
	Support this project.	Erik Schoen	Acknowledged.
	Support project...interim measure, the current tunnel in this area can be used for the multi-purpose trail both in summer and winter except when the mushing trails are in use...those times, a gate can be closed that directs multi-purpose trail users to cross Campbell Airstrip Road in the general vicinity of the proposed new grade separated crossing...good sight distance for crossing the road in winter.	Kathy Faryniarz	Acknowledged. The interim measure would conflict with dog mushing activities. The tunnel is too narrow to provide for two-way travel.
Project #8	Abbott Road Trail Improvements		
	Oppose trail upgrade...already sufficiently wide and graded.	Marybeth Holleman	This Draft Plan identifies this route as a major trail trunk. Trail trunks serve to connect areas of FNBP to existing neighborhoods, to make connections to a variety of trail classes and trail systems within FNBP, and to provide major through-connections for commuters. The trail trunks are also designed to safely accommodate all user types within the park. This trail is proposed as a major through-connection for commuters and so is proposed to be upgraded to a Class 4.
	Do not support Abbott Road Trail upgrades as linkage is already present on the lighted trail.	Mary Hogan	See above.

	Oppose the Class 4 trail upgrade...ruins the aesthetic value of a park.	Amy Maclean	See above.
	Trail could use improvement with drainage issues which cause the trail to be rutted all summer...doesn't seem to need widening.	Rose Austin	See above.
	Trail is acceptable as a Class 3 trail...upgrade to Class 4 is low priority...gravel fill and tread improvements in low spots would be sufficient.	Scott Digert	See above.
	Support this project.	Erik Schoen	Acknowledged.
	...provide a route at Elmore Road. Campbell Airstrip Road provides a commuting route through the park on the north side and the bike lanes on the road should be recommended for any future rebuilding on that road.	John Weddleton	Acknowledged.
Project #9	East Anchorage Connector-trail upgrades to Tank Trail and N. Gasline Trail		
	...much of the northeast corner of the park seems to be inappropriate for trails without using boardwalks because of the network of creeks and wetlands.	Rick Sinnot	<i>This proposed project will follow existing trails and the hardened surface along the utility corridor. There will be two creek crossings and one area of wetlands impacted with a bridge crossing. A preliminary wetlands delineation was completed to determine boundaries and areas of wetland impacts.</i>
	...support a lighting project to connect the Hillside Loop to the North Bivouac Trailhead.	Martin Miller	Acknowledged.
	Trail should not be upgraded to class 4	Martin Miller	<i>This Draft Plan incorporates a limited number of proposed Trail Class 4 upgrades. The plan needs to provide opportunities for a wide variety of trail users. This Draft Plan strives to strike a balance between the different trail experiences for the different trail users.</i>
	Oppose trial upgrade.	Marybeth Holleman	See above.
	...should be included in plan and should include signage to inform people about mushing trail use in area. Making access easier will bring more people onto trails...expect more conflicts and desire for trail networks.	Rose Austin	Acknowledged.
	...support multi-use trail from Bivoac Parking Area to BLM Bridge on the north side of Campbell Airstrip Road	Jim and Sally Burkholder	Acknowledged.
	Should prepare to mitigate conflicts by using good signs and think about areas where smaller trails branch off from this "trunk."	Rose Austin	Acknowledged.
	Support this project.	Erik Schoen	Acknowledged.
	Strongly support both the trail improvements and lighting to create an East Anchorage connector to the Tank Trail and North Gasline Trail.	Mary Hogan	Acknowledged.
Project #10	Upgrade portions of 2.5km and 4.5km Loop Trails to Class 4		
	I oppose upgrading these loops on the north side of Campbell Airstrip Road. The current "Tank Trail" serves as a trunk trail and trails off of it should remain relatively undeveloped.	Christina Zafren	<i>This Draft Plan incorporates a limited number of proposed Trail Class 4 upgrades. The plan needs to provide opportunities for a wide variety of trail users. This Draft Plan strives to strike a balance between the different trail experiences for the different trail users. Therefore, the plan also retains Class 2 trails (more narrow and natural).</i>

	Trail should not be upgraded to class 4	Martin Miller	See above.
	Oppose the Class 4 trail upgrades...ruins the aesthetic value of a park.	Amy Maclean	See above.
	Would not call the establishment and class upgrade of the "trunk" trails to Class 4 "Highly Developed" trails a "minor exception."	Wayne Hall	See above.
	Concerned...see widening & hardening as having two purposes. Provide a fast, multi-use loop and provide alternative to Rover's Run due to anticipated seasonal bear-influenced closures...this will not solve bear conflicts.	Rose Austin	See above.
	...the word "widening" would be more appropriate...idea of the trail classifications is that a higher class is not an "improvement"...Widening these trails is not an improvement for people who use them now for great singletrack mountain biking or quiet walks.	John Weddleton	See above.
	...suggestion to move and widen Rover's Run is accepted...would be preferable to widening the 2.5 and 4.5k loops.	John Weddleton	See above.
	Strongly opposed...it would completely alter the experience...logic of diverting traffic in that direction to decrease bear encounters is somewhat flawed.	Brian Garcia	See above.
	Keep both 2.5 and 4.5 mile loops as they are, complete with overhanging branches and narrow rolling track.	Heather Rice	See above.
	Portions that are not proposed to be part of the multi-purpose trail paralleling Basher Road should be proposed as Class 4...already overlap roads that were built when the park was part of Ft. Richardson and fit into a higher class than indicated on Figure 16...portions that go around the lake need not be upgraded since the Skijor Club grooms across the lake. If trails 1 & 3 can be upgraded to a higher standard so they can be groomed properly for skijoring again, the Moose Ridge Trail can be left as is and would not be groomed anymore by the Skijor Club. All three have deteriorated from summer uses to the point that they are difficult to groom during the typical low-snow years. Tread surface is now concave and rooted from the high level of summer use.	Kathy Faryniarz	See above.
	Draft Bicycle Plan calls for a "shared roadway" along the Basher and Campbell Airstrip Roads for bikes while the Draft Trail Improvements Plan calls for a multi-purpose parallel trail. Both projects should be in both plans...support the upgrades necessary to make these trails part of the "trail trunk system." Will reduce pedestrian traffic on the road, provide an alternate to Rover's Run in summer, and connect the missing link in the existing bike trail currently along the road...trails should be designed so they can be groomed in winter.	Kathy Faryniarz	Acknowledged.
	Support this project.	Erik Schoen	Acknowledged.

Project #11	Designate Seasonal Trails related to Wildlife Habitat		<i>The Draft Plan identified Mellen's Way Trail as a seasonal closure (open in winter) to minimize wildlife-human conflicts. The Final Plan (as noted in the Issue Response Summary) will include the proposal to reroute Mellen's Way Trail away from the creek and the associated wetlands. The Final Plan will not recommend any seasonal closures of trails throughout the MOA park system at this time.</i>
	I support this project...designate trails for seasonal use only.	Jack Hession	See above.
	Please make no changes to Rover's Run.	Randy Armstrong	See above.
	...oppose changing the status of Rover's Run to a seasonal trail...until last year, bear encounters were rare and uneventful...more sense to address the problem bears...discouraging night-time use of these trails is probably advisable.	Karen Murphy	See above.
	Agree with seasonal closures of certain trails to help avoid human/wildlife conflicts.	Marybeth Holleman	See above.
	Support designating seasonal trails to prevent impacts to seasonal wildlife activity...some of these trails should be closed permanently to prevent any misunderstanding about use.	Mary Hogan	See above.
	Closure of Rover's Run...connector trail between the hillside and Campbell tract...commonly used in the summer as a connector for the TOA Trail "loop" and in the summer as a Tank Trail "loop." Closure will bring more bikers on Campbell Airstrip Road...development of an alternative is needed.	Chester Fehrmann	See above.
	Recent closure of an important trail underscores the need for more trails.	Allen Hansen	See above.
	...closure of Rover's Run...seems like a positive step.	Bob Sutherland	See above.
	FBNP plan needs to now address a link between the Gasline Trail and the TOA Trail – a link that does not closely parallel the creek.	Karen Murphy	See above.
	Opposed to seasonal trail closures.	Brian Garcia	See above.
	Strongly against closing Rover's Run. In favor promoting bear safety education and bear proof refuse containers.	Cory Smith	See above.
	Support this project.	Erik Schoen	See above.
	Would support seasonal closures of trails next to (within 100 feet) Campbell Creek...prefer moving these trails back farther from the riverine environment so they could be used...trails should be designed with better sight distances and less tight turns...suggest trimming more vegetation.	Jack Mosby	See above.
	Keep Rover's Run/Mellen's Way as it is.	Heather Rice	See above.
	...should also note that some trails may be temporarily closed due to public safety concerns such as aggressive bears or hazards such as trail washouts.	Kathy Faryniarz	See above.
	...plan suggests the summer of 2008 was fraught with bear conflicts...misstates the record and sets the ground for poor decisions, such as closing Rover's Run and other trails seasonally. If the designated trails near the streams are closed, you will encourage creation of social/informal trails...which may actually increase the chance of bear encounters.	Steve Rinehart	See above.

	Recommending winter-only use of Rover's Run seems an over-reaction to last summer's unfortunate mailings.	Tom Brigham	See above.
Project #12	Paved trail from Rendezvous Trailhead to existing paved trail		
	Please see this project is implemented.	Karen Murphy	Acknowledged.
	Approve of the paved trail along Campbell Airstrip Road from Rendezvous Trailhead on to north side of Campbell Creek.	Mary Hogan	Acknowledged.
	...at least one new trail...is not even indicated on Figure 26 as a proposed trail.	Wayne Hall	Will revise Figure 26 to show proposed trail project #12.
	...would be nice to have a paved trail...part of the road in question sits on a steep side slope and there's very little room to add a trail.	Rose Austin	Acknowledged.
	Support this project.	Erik Schoen	Acknowledged.
	...sounds like a recommendation for pavement...hard packed gravel trail should satisfy the need.	John Weddleton	This project proposes to connect two existing asphalt trail sections that exist in the park, thus the proposal is to pave the trail.
	Love the idea of a road-separated paved trail from Rendezvous Trailhead to existing paved trail along Campbell Airstrip Road.	Heather Rice	Acknowledged.
Project #13	New Classical Skiing Loop Trail		
	...do not think there is a need to develop a new classic ski trail from Service High School.	Christina Zafren	The intention of this project is create a return trail to the one directional flow of trail use on the existing classic only ski trails such as BLM Ridge and Richter Loop Trails.
	Love the addition of the classic only trail.	Cathey Grosshandler	Acknowledged.
	If an additional loop were established, it would serve no other purpose than to create another trail for a separate group of users.	Karen Erickson	The intention of this project is create a return trail to the one directional flow of trail use on the existing classic only ski trails such as BLM Ridge and Richter Loop Trails.
	Yes to creating a new classical skiing only trail to connect Richter Loop with the Jr. Nordic Loop Trail.	Mary Hogan	Acknowledged.
	Oppose new ski trail.	Marybeth Holleman	Acknowledged.
	Concerned that this trail borders wet land...seeping is an issue and will cause damage to the wet areas making grooming in the winter difficult during low snow years.	Rose Austin	Acknowledged.
	Support this project...make the classical trail system into a loop accessible from Service, and give another option to the Service loop.	Erik Schoen	Acknowledged.
	Support this trail...current bog trail connector is too wet to be useable in the summer.	Scott Digert	Acknowledged.
	Support this new trail...current bog trail connector is too wet in the summer.	Bill Bredar	Acknowledged.
	Specify that this trail is not designed for or intended for racing.	John Weddleton	Acknowledged.

Project #14	New Trail Loops from Abbott Loop Community Park		
	<p>...Jupiter and Sahalee housing subdivisions is beautifully wooded and relatively untouched...existing narrow winding trails give this area a peaceful and secluded character...would be greatly damaged by the planned improvements.</p>	Jason Guild	<p><i>Included in Draft Plan. Trail location needs to be verified to minimize any construction in wetlands. Buffers are important for any trail development and will be considered and preserved. Sensitivity to the surrounding neighborhood will be considered when determining any need for trails. All projects require necessary MOA or other agency permitting prior to construction. Residential buffer in accordance with AO 2002-165 will be maintained consistent with the ordinance. Existing neighborhood trails will be maintained as new ski routes are identified.</i></p>
	<p>This is one place in FNBP where you can still walk through the woods on "established" trails and feel like you are on an intimate nature hike...funds for this project could be better spent elsewhere.</p>	Jason Guild	<i>See above.</i>
	<p>Please drop this proposed trail addition as it is not needed...already have a well established network of STA trails which provide for a natural, secluded experience to visitors...do not need a corridor wide enough for skate skiing in this area.</p>	Philip Repetto	<i>See above.</i>
	<p>...opposed to new trail loops...especially to the south of the main trail from the parking lot...please don't impact the existing STA trails.</p>	Randy Armstrong	<i>See above.</i>
	<p>If trails must be built for beginners, confine them to the north of the main trail.</p>	Randy Armstrong	<i>See above.</i>
	<p>Against any new loops into this area...too close to the Zodiac Manor neighborhood and the area should be kept as is with the nature trails that currently exist.</p>	Karen Erickson	<i>See above.</i>
	<p>...exact route of these trails needs more design work to avoid wetlands.</p>	Gordon Wetzel	<i>See above.</i>
	<p>...wouldn't want to lose intimate neighborhood trails at the expense of wider loops...mountain bikers have lots of easy trails to ride. Would need to know more information before approving this trail.</p>	Rose Austin	<i>See above.</i>
	<p>Opposed to any additional trails in the area.</p>	Brian Garcia	<i>See above.</i>
	<p>Support this. Hillside needs more beginner terrain.</p>	Cory Smith	<i>See above.</i>
	<p>Support this project.</p>	Erik Schoen	<i>See above.</i>
	<p>Hope these are new trails and not "upgrades" of the current network of primitive singletrack trails east of the ball fields. "Upgrades" would remove much of the technical challenge and pleasure of using these trails.</p>	Scott Digert	<i>See above.</i>
	<p>...support development of trails in this area...suggest a trail around the perimeter of the park/ball field fence that can be groomed...great beginner loop for Jr. Nordic and beginner skijorers. Also suggest that the crest of the steep hill on the existing trail leading east out of the park be leveled off and the gradient reduced...be one-way with another one-way trail build just to the north. There appears to be ample room in this area.</p>	Kathy Faryniarz	<i>See above.</i>

Project #15	Improvements to Campbell Airstrip Trailhead Parking Lot		
	...good idea. We support this project. The proposed additional parking spaces are warranted and could be justified as safety improvements if they eliminate overflow parking on Basher Road.	David and Diana Evans	Acknowledged.
	With the exception of a few occasional events, I never see more than a few cars parked...	Wayne Hall	Acknowledged.
	Yes, improve this very busy trailhead.	Rose Austin	Acknowledged.
	Support this. Additional parking is badly needed for events at this trailhead.	Cory Smith	Acknowledged.
	...support the project to improve the parking at this trailhead.	Trond Jensen	Acknowledged.
Project #16	Hilltop Parking Lot Layout & Drainage		
	...leaving a 12-foot section of unpaved material on the south side for unloading and parking horse trailers...eliminating the south parking lot would put horses through a culvert which is dangerous.	Robin Holm	The Plan does not eliminate parking on the south side of the lot. This Plan proposes keeping the south area of the lot paved and the north portion gravel.
	I support drainage and paving improvements.	Christina Zafren	Acknowledged.
	Agree...to avoid springtime flooding.	Marybeth Holleman	Acknowledged.
	...definitely needs drainage improvements.	Mary Hogan	Acknowledged.
	...staging area should not have perimeter rocks.	Gordon Wetzel	Perimeter rocks give definition to vehicle vs. pedestrian spaces.
	The multi-use trail should be rerouted to the south side of the settling pond and behind the new kiosk...provide better separation of the ski-only trail from the multi-use trail.	Gordon Wetzel	Acknowledged.
	Yes, improve this parking area. Hopefully upgrades will help the ice problems that occur between the parking lot and chalet.	Rose Austin	Acknowledged.
	Support this project.	Erik Schoen	Acknowledged.
	...you are putting horses directly onto trails that are not designed, nor built to accommodate the weight of horses...increasing MOA and NSAA's maintenance costs and increasing trail user conflicts...a separated horse specific trail would have solved many of these issues.	Lisa Holzapfel	Consensus from equestrians was not reached on this issue. Many equestrians did not want a separate trail designated for horse use only.
Project #17	Multi-use Connector from Gasline/Spencer Loop area up to State Park		
	Opposed to a Class 4 trunk trail from the multi-use corridor of the Spencer Loop to Prospect Heights...current Gasline Trail already connects these areas and only needs some routing modifications to reduce grade in a few sections.	Christina Zafren	Public input in the public planning process has identified a strong desire for connectivity to Chugach State Park. The Draft Plan identifies the desire for this trail connection to the State Park in Project #17.
	...looks way overdone...already a connection: the Gasline. Not optimal; too steep; but functional.	Steve Rinehart	Acknowledged.

	I disagree with developing the new multi-use connector trail between Spencer Loop and Prospect as a 4, instead of a category 3 trail. I would not want a connector trail to be experienced simply as a highway between Prospect and the multi-use trail since it does go through wooded areas.	Susan Olsen	Acknowledged.
	...connection to Chugach State Park looks great.	Will Webb	Acknowledged.
	There is a need for improved access to the Chugach State Park via a multi-use connector.	Jay Laxson	Acknowledged.
	...support new multi-use trail development from Hilltop to Prospect Heights in Chugach State Park.	Jim and Sally Burkholder	Acknowledged.
	...strongly support this project – would provide great recreational opportunities for all users and give dog owners new option to avoid using Spencer’s Loop in the winter.	Martin Miller	Acknowledged.
	Please see this project is implemented.	Karen Murphy	Acknowledged.
	...opposed to a connector from the Gasline/Spencer to Chugach if it were to cross/intersect any of the new STA trails...potential for skier/biker/hiker collisions.	Randy Armstrong	A preliminary route was reviewed and coordinated with the construction of the STA trails to avoid or reduce any conflicts between the two trails.
	Oppose...already many connector trails, with all the new Singletrack trails. We don’t need more wide, groomed trails.	Marybeth Holleman	Public input in the public planning process has identified a strong desire for connectivity to Chugach State Park. The Draft Plan identifies the desire for this trail connection to the State Park in Project #17.
	...good idea, but need to consider that fast moving skiers and skijorers will need large sight distances and level places for intersections.	Rose Austin	Acknowledged. Construction of the trail will be guided by the trail design parameters.
	In favor of a backbone trail in the area of Spencer’s Loop/Upper Gasline...opposed to any further upgrades of existing trails to Class 4 or 5.	Brian Garcia	Acknowledged.
	Strongly support this. Great trail networks at Hillside and Prospect Heights, but no reasonable way to connect them in winter months.	Cory Smith	Acknowledged.
	Multi-use trail from Lower Gasline to Prospect Heights would provide great connection to Chugach State Park...give multi-users a way to get up there in the winter without using Spencer Loop...also looks less hardcore...nice alternative for summer users.	Erik Schoen	Acknowledged.
	Support development of this new Class 4 trail, provided it can be developed without disrupting the new STA Phase I trails.	Scott Digert	A preliminary route was reviewed and coordinated with the construction of the STA trails to avoid or reduce any conflicts between the two trails.
	Support development of this new Class 4 trail, provided it can be developed without disrupting the new STA Phase I trails.	Bill Bredar	See above.
	...definitely needed to move Nordic grooming equipment from Hilltop to higher elevations without having to try to truck the equipment up to Glen Alps for grooming needs during years of minimal snowfall in lower levels of the MOA. On two-way trails, the grooming equipment can groom up the hill, move into Prospect, groom up the power line, groom up out of Glen Alps, turn around up	Lisa Holzapfel	Project #17 proposes a one-way multi-use connector for ease of grooming and to prevent user conflicts when going in different directions up and down this proposed trail.

	top, and come back down the same trail, or move to the top first and groom on the way back down...two one-way trails will result in too many trails concentrated in one area...detract from the singletrack trail experience by having wide and narrow trails crossing each other so many times in one small location.		
	...implementation step should be to revise Hilltop Lease to assure that work on the Spencer Loop and this project not be undone by any expansion of the downhill ski area.	John Weddleton	Acknowledged.
	If the proposed trail is built as a class 4 trail, either of the two proposed trails would be usable in both directions. Better to build one class 4 connector...less expensive and would create less confusion than adding both of the proposed trails.	Tom Brigham	Acknowledged.
Project #18	Designate Areas for No New Trail Development		
	...appreciate the willingness of the trails improvement planning team to designate areas for no new trail development...areas not off-limits to people, but would provide wildlife some areas of lower disturbance and minimize brown bear attacks on trail users.	Rick Sinnot	Acknowledged.
	Users of natural trails are a user group too who identified this area with our existing trails.	Ann Gabler	Acknowledged.
	...agree with designating some areas as "no new trails" areas.	Christina Zafren	Acknowledged.
	...plenty of wilderness areas right above FNBP for those who wanted to hike in an untouched area.	Alice Samuelson	Acknowledged.
	We support this project...leave some of the park "wild." Areas also happen to be good orienteering areas...are these the only areas that should remain trail less? Should the plan identify how unauthorized trail building will be actively discouraged and dealt with?	David and Diana Evans	The Final Plan will propose expanding the No New Trail Development area further to the north, encompassing much of the NW portion of FNBP on the north side of Campbell Airstrip Road. It is illegal to build trails without a permit. If the unauthorized trail poses a safety issue or damage to natural resources, then P&R can initiate corrective action.
	...don't believe that "bear sanctuary" near Stuckagain Heights is a solution to the encounters in FNBP.	Karen Murphy	Acknowledged.
	Please work with ADF&G to stop stocking Campbell Creek system and perhaps open fishing at lower reaches.	Karen Murphy	Acknowledged.
	Support the retention of large undeveloped blocks of land...great educational resources and need to be close to the schools surrounding the park.	Ed Brewer	Acknowledged.
	Agree with designating these areas as no new trails.	Marybeth Holleman	Acknowledged.
	Strongly support designated areas for no new trail development that everyone can agree on for future use.	Mary Hogan	Acknowledged.
	...wild areas should remain as such for wildlife habitat and other users such as hikers.	Barbara Winkley	Acknowledged.
	...already too much unutilized acreage inaccessible to the recreating public.	Allen Hansen	Acknowledged.
	...our trails and parks are not getting as much use and health benefits because of errant bears.	Lora Reinbold	Acknowledged.

	Bicentennial Park should not be a bear sanctuary, where the needs of bears are placed above the needs of our citizens.	Lora Reinbold	<i>This Draft Plan strives to strike a balance between the different trail experiences for the different trail users, as well as create a balance between developed trails and natural open space areas.</i>
	...keep in mind that any use of an area has an impact.	Rose Austin	<i>Acknowledged.</i>
	Opposed to closing off areas for new trails.	Brian Garcia	<i>Acknowledged.</i>
	Strongly support this...critical to orienteering. Would like to see this enforced, as there are many rogue trails currently being worn-in.	Cory Smith	<i>Acknowledged.</i>
	Don't support such a large area for no new trail development as these areas contain much of the remaining ridge lines that are most suitable for new trail construction.	Jack Mosby	<i>Acknowledged.</i>
	No new trail development areas are a mere token and insufficient...plan is misleading because there are already trails in these yellow areas.	Marilyn Houser	<i>Project #18 prohibits the construction of new trails but does not close any existing trails. The Final Plan will propose expanding this No New Trail Development area further to the north, encompassing much of the NW portion of FNBP on the north side of Campbell Airstrip Road.</i>
	...do not believe that creating a large area of undeveloped land for bear habitat and protection is a wise decision. Developing more trails and facilities should help to discourage bears from those parts of the park and encourage them to use the undeveloped lands nearby.	Lisa Holzapfel	<i>This Draft Plan strives to strike a balance between the different trail experiences for the different trail users, as well as create a balance between developed trails and natural open space areas.</i>
	Excluding the opportunities to develop any future new trails in the park eliminates MOA's ability to meet the growing Anchorage wide outdoor recreational needs in a public park because it will eliminate the opportunity for future trail development and river related outdoor recreation opportunities.	Lisa Holzapfel	<i>See above.</i>
	...suggest that maps at kiosks be updated to show "no new trail" areas. Trail-less areas are essential for challenging higher-level orienteering...wooded areas in the identified "no new trail" areas are easy to roam and are relatively open, with good "terrain features" far from trails.	Trond Jensen	<i>Acknowledged.</i>
	...park that is set aside to remain primarily a natural area..."leave it alone" as the default development option...seem that the areas set aside for no new trail development seem stingy.	John Weddleton	<i>The Final Plan will propose expanding this No New Trail Development area further to the north, encompassing much of the NW portion of FNBP on the north side of Campbell Airstrip Road.</i>
Project #19	Lighted Trail Connection to Hillside Loop		
	Strongly support both the trail improvements and lighting to create an East Anchorage connector to the Tank Trail and North Gasline Trail.	Mary Hogan	<i>Acknowledged.</i>
	Trail should not be upgraded to class 4.	Martin Miller	<i>This Draft Plan incorporates a limited number of proposed Trail Class 4 upgrades. The plan needs to provide opportunities for a wide variety of trail users. This Draft Plan strives to strike a balance between the different trail experiences for the different trail users.</i>
	...project has been on hold for years...shouldn't wait for lighting to correct the tread problems.	Gordon Wetzel	<i>Acknowledged.</i>
	Good idea. Please use lights that have low impact on surrounding areas due to light pollution. If lighting is used on the North Bivouac parking lot, it might make the area feel safer.	Rose Austin	<i>Acknowledged.</i>

	Opposed, overkill. Headlamps are more than sufficient for the 5 minute ski over.	Brian Garcia	<i>Acknowledged.</i>
	Support this project.	Cory Smith	<i>Acknowledged.</i>
	Providing appealing multi-use winter trails should include groomed, lighted trails. Support this project.	Erik Schoen	<i>Acknowledged.</i>
	Lit trails should be minimized and suggestions that lit trails are necessary for winter skiing should be removed...will encourage more use from the north side of the park by people who feel they need lights...Rephrase the goal of Project #19 to simply: "To provide a lit ski trail from the north side of the park connecting with the lit trails on Hillside trails."	John Weddleton	<i>Acknowledged.</i>
Project #20	Hillside Trailhead Parking Improvements		
	Consider the equestrian requests to keep a gravel pad for unloading/loading horses.	Rose Austin	<i>Hilltop Parking Lot provides equestrians with a gravel surface for unloading/loading horses.</i>
	Support this project.	Erik Schoen	<i>Acknowledged.</i>
Project #21	Blue Dot Trail Connection to Smoke Jumper Trailhead (BLM)		
	...already a route that connects Blue Dot to Moose Track Trail, just east of Smoke Jumper Trail...need to better mark the primary route because many offshoots and easy for people to take a wrong turn.	Rose Austin	<i>Formalize this connection by creating a well-built, sustainable trail that would reduce the use and existence of the many social trails in the area.</i>
	Opposed. Increased traffic from this connector would negatively affect the nature of the trail.	Brian Garcia	<i>Providing a connection from an established trailhead allows for safe access to this trail.</i>
Project #22	Rendezvous Trailhead Improvements		
	The road crossing for proposed multi-use trail proposes two alternatives – one as a snow free seasonal use only...only safe as a gated, seasonal use alternative. User conflicts are inevitable unless this is gated from November to April.	Fran Pekar	<i>Figure 27 will show an alternative location for the roadside trail to go over the tunnel along the road to minimize any conflicts with dog mushing.</i>
	Good idea...make sure better visibility from the road because of previous crime activity in the parking lot.	Rose Austin	<i>Acknowledged.</i>
Project #23	Grade Separated Crossing of Mushing Trail at TOA Intersection		
	Good idea as long as we keep the tunnel above the water table.	Rose Austin	<i>Acknowledged.</i>
	Would like to see the mushing trails open for other users at certain times.	Cory Smith	<i>Acknowledged.</i>
	Support this project.	Erik Schoen	<i>Acknowledged.</i>

Project #24	Singletrack Advocate (STA) Trails Phase II		
	<p>Support for Phase II of the Singletrack Advocates (STA) Trails Project on the north side of Campbell Airstrip Road.</p>		<p><i>This project has strong community support. The proposed trails were included in the Draft Plan in order to allow for public comment. After review of public comment and input from ADF&G and the Watershed & Natural Resource Advisory Commission, P&R is recommending the relocation of these proposed trails to an area between Moose Meadow Trail and Mellen's Way or into Chugach State Park.</i></p>
	...strongly support the inclusion of Phase II	Sunny Mall	See above.
	STA has done great job...proactively creating trails result in better quality, easier management and maintenance by park staff...project will be managed by a group of very active and capable volunteers.	Jon Underwood	See above.
	Please approve STA Phase II.	Philip Repetto	See above.
	...in support of Phase II STA mountin bike trail construction. STA trails are a welcome departure from groomed double-track trails and pavement, for hikers, bikers cross-country runners and classic cross-country skiers.	Phillip Stevens	See above.
	...fully support the development of Phase II.	Adrienne Lindholm	See above.
	...fully and strongly support more trail development.	Bill Heiberger	See above.
	...build the STA trails!	Dorothy Martin	See above.
	...support for the STA trails.	Mikki Stazel	See above.
	I support Phase II singletrack project in FNBP.	Andrew Romerdahl	See above.
	Strongly support development of these trails and inclusion in the trail plan.	Scott Digert	See above.
	Phase II of STA trail development should go forward...should allow skiing in the winter, but no grooming.	Meg Cronin	See above.
	...strongly endorse STA Phase II trails.	Mark Burson	See above.
	...encourage you to proceed with Phase II of the STA trails.	Alice Samuelson	See above.
	Phase II...professionally designed, well constructed new single track trails demonstrate minimal impact.	Jay Laxson	See above.
	Support of the STA plan to build a trail system...[they] make no visual impact. Additional trail mileage has helped reduce crowding on the other existing trails around the Spencer Loop area.	Bruce Ross	See above.
	Please put Phase II of the STA proposed trails back in the plan.	Jill Follett	See above.
	...support of balancing various trail uses in the park. In particular...the work that STA has doe to provide additional narrow trails that can be used for mountain biking and hiking in the summer and snowshoeing in the winter.	Corinne Smith	See above.

	...important to me and my family to continue to have access to this wonderful public park, and to be to do so with bicycles.	Patrick Murphy	See above.
	The opportunity to build world class biking/hiking trails that could be used year round right here in Anchorage is upon us...[Would be] a popular addition to hillside and a mistake to cancel any part of the trail building efforts.	Mark Elfstrom	See above.
	Strongly support the inclusion of Phase II of the STA mountain biking trails...will be a great asset.	Martin Miller	See above.
	Proposed 4 miles of 3 foot wide trails in Phase II will fit inside a .75 sq. mile area...small footprint considering the number of users it will attract. Strongly urge Phase II as it will benefit far more residents here in Anchorage.	Daniel Christianson	See above.
	I support inclusion of Phase II STA trails. Phase I is a great addition to the park and serves numerous user groups. Phase II will do the same with minimum impact.	Darcy Davis	See above.
	I support construction of Phase II STA trails. Anchorage is in need of more recreational trails.	Joe Pollock	See above.
	...Provide outdoor opportunities for our residents and visitors...promote physical fitness, activity, health and social interaction.	Joe Pollock	See above.
	I support the proposed plan – STA Phase II...will give Anchorage-area mountain bikers an extensive and challenging trail system adjacent to the community.	Jack Hession	See above.
	Please re-instate Phase II.	Felix Santiago	See above.
	Please include the Phase II STA trails in the long term plan.	Randy Armstrong	See above.
	Anchorage lacks narrow, single track trails for mountain biking and running.	Forrest Janukajtis	See above.
	Please see this project is implemented.	Karen Murphy	See above.
	...strongly support keeping Phase II of the STA trails in the plan.	Steve Ryan	See above.
	STA Phase II for community that desires a world-class destination for outdoors and back-country recreation.	Jacques Boutet	See above.
	Support the Phase II single track being included.	Cameron Bembenek	See above.
	Fully support the STA Phase II...provide quality trails for cyclists with minimal impact in otherwise unutilized areas of the park...adding small, quality, minimal-impact mountain bike trails will not ruin anything but provide existing users with a better experience...adding 8 to 10 foot wide trails will do the opposite.	Ken Robertson	See above.
	Please include Phase II of the Hillside Singletrack Project.	Teri Arion	See above.
	Believe it is important that some effort and thought be given to how we ensure that the singletrack trails remain singletrack before we continue with the program.	Mary Hogan	See above.

	...in favor of completing Phase II of the singletrack trails...for public recreational purposes, not a private property wilderness buffer. Completion will aid in the public's ability to use and recreate on public land.	Chester Fehrmann	See above.
	Phase II of the trail development project approved last year must be complete.	Allen Hansen	See above.
	...strongly support Phase II of the STA trails project and firmly believe that this project will enhance our city and quality of life.	Adam Bartlett	See above.
	Please add the Phase II STA trails back into the plan.	Julie Perilla	See above.
	Fully support adding STA Trails Phase II back into the plan...express interest in expanding and improving [FNBP] for mountain bike use.	Ethan Kopacz	See above.
	Strongly support the development of STA and trails.	Lora Reinbold	See above.
	Support the STA Phase II trails...should be multi-use except equestrians.	Amy Maclean	See above.
	Great addition of more biking trails in the area. Walkers and snowshoers also enjoy it...convenient access from the east make it more appealing.	Rose Austin	See above.
	Strongly supportive of Phase II Hillside STA singletrack project.	Brian Garcia	See above.
	Strongly support this project. Excellent use of area that is currently underutilized.	Cory Smith	See above.
	Support this project.	Erik Schoen	See above.
	Include Phase II of the STA trails.	Jack Mosby	See above.
	Strongly support development of these new trails.	Bill Bredar	See above.
	Include Phase II of the singletrack trails in the proposed projects list.	Heather Rice	See above.
	...lands are designated as watershed in the previous FNBP Master Plan. The master plan specifically allows for biking as one of the uses consistent with the designation...fully support construction of the Phase II Singletrack trails...will provide the recreationally underserved E. Anchorage residents and more with more desperately needed trails...will not be built on top of social trails, nor will they conflict with existing horse trails...will be built to sustainable design standards and will be manageable for long-term maintenance, as long as the trails are closed to all-year around horse use.	Lisa Holzapfel	See above.
	ADF&G's position seems to only have changed after the maulings last summer. Do not know if ADF&G realizes there are already social trails within the proposed Phase II area...concerns are not based on scientific study of recreational users and bear habitats and patterns.	Lisa Holzapfel	See above.
	I support inclusion of Phase II of the Singletrack Advocates trails north of Stuckagain Hts neighborhood.	Tom Brigham	See above.

	<i>Do not support inclusion of Phase II of the STA Trails Project on the north side of Campbell Airstrip Road.</i>		<i>This project has strong community support. The proposed trails were included in the Draft Plan in order to allow for public comment. After review of public comment and input from ADF&G and the Watershed & Natural Resource Advisory Commission, P&R is recommending the relocation of these proposed trails to an area between Moose Meadow Trail and Mellen's Way or into Chugach State Park.</i>
	...value Bicentennial Park for its beauty and serenity...bike trails are going to ruin this for many other users.	Hugh McPeck	<i>See above.</i>
	...triangle of land where the new trail network is proposed near Stuckagain Heights should be removed from consideration for new trails.	Rick Sinnot	<i>See above.</i>
	We (ADF&G) strongly recommend that Project 24...not be built and that more areas be set aside for no new trails.	Rick Sinnot	<i>See above.</i>
	...opposed to its location in a bear corridor...plenty of other places it can go.	Tara Walker	<i>See above.</i>
	...oppose Singletrack expansion...few user groups get exclusive use of trails. Other user groups learn how to compromise. Focused bike use on exclusive trails will also focus impacts on trail bed and vegetation.	Nancy Norvell	<i>See above.</i>
	...opposed to the proposed new bike trail...not a good location for the bike trail because it is in the middle of an active bear and wildlife corridor and would create problems for both people and wildlife...find other areas for the bike trail that won't create more problems between humans and wildlife.	April Warwick	<i>See above.</i>
	...concerned about where the liability will be shouldered if an injury happens from a trail being created in a major bear corridor.	Hugh McPeck	<i>See above.</i>
	I am opposed to project #24 in the draft plan...would be incompatible with wildlife viewing, social trail use and traditional equestrian use.	Jack Walker	<i>See above.</i>
	The scope and location of Phase II of the proposed Single Track trails beg environmental analysis with solicited input from an appropriately (widely) noticed public.	Colleen Ryan	<i>See above.</i>
	...a bike trail within a known brown bear streamside corridor is just asking for trouble.	Tom Meacham	<i>See above.</i>
	I oppose project #24 because of its location in a "corridor" that is frequently traveled by brown bears. ADF&G documented heavy use of this area by brown bears...a bike trail here is asking for trouble...contributing [is] the nature of STA bike trails: narrow and winding, with limited visibility.	Bill Sherwonit	<i>See above.</i>
	...Concerned with...loss of natural park habitat, how this project will displace other park users such as leashed dogs, walkers, hikers and equestrians...irresponsible for the city to allow this project to move forward in light of last year's bear problem.	Jo Ann Schnellbaecher	<i>See above.</i>

	...prospect of project #24 is short sighted and dangerous to the well being of people and wildlife.	Jo Ann Schnellbaecher	See above.
	Oppose any "upgrades that involve turning FSNBP into another Kincaid.	Ken Robertson	See above.
	Oppose singletrack trails...this is an important brown bear corridor.	Marybeth Holleman	See above.
	...discourage the STA and other groups from clearing those simple, natural trails that have historically been used by equestrians and other pedestrians.	William Spearman	See above.
	Bikers already have many trails within the Anchorage bowl...proposed bike trails through bear habitat are just courting disaster for bikers as well as bears. Who decided to put single lane bike trails through prime bear habitat?	Barbara Winkley	See above.
	Continued use by trail bikes causes erosion almost as bad as horses, and the trees that we should be saving are getting destroyed at an alarming rate.	Barbara Winkley	See above.
	...opposed to the proposed new bike trail...in the middle of an active bear and wildlife corridor and poses a threat to both bears and people!	Valanne Glooschenko	See above.
	...opposed due to safety concerns with wildlife/bears and bike traffic, lost of natural habitat, and prior use of this area by other user groups.	Ann Gabler	See above.
	This section of FSNBP is not heavily used by recreationists as stated in the plan...only social trails and nature trails exist...last area in the park that is on higher ground that has not been criss-crossed with trails like the south side of the park.	Ann Gabler	See above.
	Opposed to any expansion of designated singletrack bike trails in which they are often put in FSNBP...particularly destructive to habitat and disruptive to wildlife...should be discouraged rather than expanded...no information on the total length of proposed new singletrack trails.	Wayne Hall	See above.
	This entire area should be designated as No New Trail Development	Wayne Hall	See above.
	...opposed to additional singletrack trails...foolish on the part of the MOA to put in the additional network in the area proposed. ADF&G has identified that area as having significant bear activity and movement...undoubtedly result in injured bicyclists and more dead bears.	Marilyn Houser	See above.
	...have concerns about Proposal 24, because there is compelling evidence showing this site is used frequently by bears moving between Chugach State Park and FSNBP. Sean Farley's recent findings...shows this area is routinely trafficked by bears. Alaska Center for the Environment would strongly support relocating singletrack trails into an area that is not currently being utilized as a wildlife corridor. Consequences of having a narrow winding path being used by bikers who are generally moving fast without much noise through an area known to be frequented by bears could be tragic.	Valerie Connor	See above.
	Suggest taking this a stage at a time. As proposed, it would take over what is now a quiet corner.	Steve Rinehart	See above.
Project #25	Parking Improvements at Little Hill Parking Area		
	...not accessible in winter due to berms.	Wayne Hall	Acknowledged.
	Yes, better definition of the parking area will help, along with bollards.	Rose Austin	Acknowledged.

	Design it so the LRSA Road graders can continue to drive through and plow the area so that a separate MOA pickup with plow need not have to start plowing the area if boulders or bollards are poorly placed.	Kathy Faryniarz	Acknowledged.
Project #26	Trailhead Improvements at NE Corner of Park		
	Opposed to proposed parking lot on the northeast corner of FNB...location will be isolated and susceptible to teenage parties, vandalism and increased traffic through the neighborhood...military stated they are not in favor of trailhead...do not want increased foot traffic that a parking lot and trailhead would bring. Parking lot should be located near Tudor Road where it is more visible and accessible.	Laurie and Chris Schlueter	Project #26 is conceptual and intended to provide an access point for east Anchorage residents. Any trailhead in this area should be designed to be highly visible and feel secure.
	...parking lots in secluded areas tend to attract problems and crime...develop existing legal access points between the neighborhood and the park, and encourage park users to park on-street and in cul-de-sacs.	Will Webb	See above.
	The parking lot at Klutina is a bad idea...remote location and target for vandalism...suggest a new lot location along Tudor Road, closer to Campbell Airstrip Road...not involve a wetland and probably result in easier and less expensive construction	Michael Kasterin	See above.
	...opposed to the construction of a trailhead parking lot at the end of Klutina Street in NE Anchorage...additional traffic through this neighborhood and the potential impacts to vegetation that may be necessary for a parking lot make this very unattractive...kiosk and low key trailhead amenities might be nice.	Steven Kari	See above.
	Good idea to improve parking.	Rose Austin	Acknowledged.
	Improving access from the north side of the park for East Anchorage residents would be good.	Erik Shoen	Acknowledged.
	...support developing a trail head and trail connectors in East Anchorage to provide a trail access route into FNB...residents are underserved and have no easy access to this public land.	Lisa Holzapfel	Acknowledged.
Project #27	NE Park: Trail Connector		
	...make this connector a boardwalk where it goes through wetland.	Rose Austin	Acknowledged.
	Support this project.	Brian Garcia	Acknowledged.
	What is meant for access and development at the NE corner of the park...should be a major access point into the park and needs considerable work to upgrade the main trail route along the gas line to meet any kind of sustainable standard.	Jack Mosby	The intention is to develop another route into FNB from the NE portion of the park for east Anchorage residents. The NE portion of FNB is intended to be kept in its existing state. The area for No New Trail Development will expand into this area.
	Do not support any trail development in the NE corner of FNB...do not support plans to encourage access to this park of the park...boggy area with black spruce that needs to be protected.	Marilyn Houser	Acknowledged.
Project #28	Black Bear Trail Extension		
	I support the Black Bear Trail Extension.	Julie Perilla	Acknowledged.
	Support...could be a possible alternative to the now closed Rover's Run Trail.	Ethan Kopacz	Acknowledged.

	...makes sense with direction of travel for those on the Ridge Trail.	Rose Austin	<i>Acknowledged.</i>
	Now that Rover's Run is closed, I am in favor of the proposal.	Brian Garcia	<i>Acknowledged.</i>
Project #29	Abbott Loop Park Trail Improvements into FBNP		
	Fix the drainage problem on this trail.	Rose Austin	<i>Acknowledged.</i>
	Support this project.	Erik Schoen	<i>Acknowledged.</i>
Project #30	BLM Ridge Tread and Trail Corridor Repair		
	Drainage is a problem on this trail.	Rose Austin	<i>Acknowledged.</i>
	Oppose this project.	Brian Garcia	<i>Acknowledged.</i>
	Believe the winter benefits of improving this trail are far outweighed by the negative impact on summer use.	Cory Smith	<i>Acknowledged.</i>
	Support this project.	Erik Schoen	<i>Acknowledged.</i>
	Support tread improvements while maintaining Class 3 status.	Scott Digert	<i>Acknowledged.</i>
	Support tread improvements while maintaining Class 3 status.	Bill Bredar	<i>Acknowledged.</i>
Project #31	Spencer Loop Tread and Drainage Repairs		
	Adding fabric and gravel in wet areas would be good to prevent trail damage...good at select locations throughout the trail network.	Steve Ryan	<i>Acknowledged.</i>
	Sure.	Rose Austin	<i>Acknowledged.</i>
	Support this project.	Erik Schoen	<i>Acknowledged.</i>
	Support tread and drainage improvements while maintaining Class 3 status.	Scott Digert	<i>Acknowledged.</i>
	Support tread and drainage improvements while maintaining Class 3 status.	Bill Bredar	<i>Acknowledged.</i>
Project #32	Black Bear Trail Drainage Repairs		
	Adding fabric and gravel in wet areas would be good to prevent trail damage...good at select locations throughout the trail network.	Steve Ryan	<i>Acknowledged.</i>
	Yes...need to have better solutions for this trail, especially with summer closures of Rover's Run/Mellen's Way...move it up on the priority list.	Rose Austin	<i>Acknowledged.</i>
	Support this project.	Brian Garcia	<i>Acknowledged.</i>
	Support this project.	Erik Schoen	<i>Acknowledged.</i>
	Support this trail improvement with potential rerouting of the section of the lower trail which is in a wet area. Important connector between the Ridge and Brown Bear Trails and Moose Meadows...Black Bear tread will need improvement and potentially gravel hardening.	Scott Digert	<i>Acknowledged. A trail reroute will be considered as a part of this proposed project.</i>
	Support this trail improvement with potential rerouting of the section of the lower trail which is in a wet area.	Bill Bredar	<i>See above.</i>
Project #33	Moose Meadow Drainage Improvements		
	Adding fabric and gravel in wet areas would be good to prevent trail damage...good at select locations throughout the trail network.	Steve Ryan	<i>Acknowledged.</i>

	Improved drainage would help this trail, but please don't make it wider.	Rose Austin	<i>Acknowledged.</i>
	Support conditionally, trail should not be widened.	Brian Garcia	<i>Acknowledged.</i>
	Support this project.	Erik Schoen	<i>Acknowledged.</i>
	Support this project.	Scott Digert	<i>Acknowledged.</i>
	Trail will see increased traffic. Support of repairs.	Bill Bredar	<i>Acknowledged.</i>
Project #34	Randy's Loop Tread Repair and Drainage Improvements		
	Adding fabric and gravel in wet areas would be good to prevent trail damage...good at select locations throughout the trail network.	Steve Ryan	<i>Acknowledged.</i>
	Would be helpful both early in the fall and in the spring.	Mary Hogan	<i>Acknowledged.</i>
	...should also include the Jr. Nordic Loop [which] has a few sections where the width is insufficient for Class 4 winter and the tread is in bad shape.	Gordon Wetzel	<i>Service/Jr. Nordic Loop Trails will be added as a new Tread and Drainage Repair project in the final plan.</i>
	Yes to this project.	Rose Austin	<i>Acknowledged.</i>
	Support this project.	Erik Schoen	<i>Acknowledged.</i>
	Support drainage and tread repair, particularly in several low areas with inadequate drainage and frequently have pounded water or soft mud.	Scott Digert	<i>Acknowledged.</i>
	Support drainage and tread repair, particularly in several low areas with inadequate drainage and frequently have pounded water or soft mud.	Bill Bredar	<i>Acknowledged.</i>
Project #35	Signage Improvements		
	Elaborate signage could designate prohibited uses, however a bunch of signs sprinkled through the woods can be offensive in itself.	William Spearman	<i>Acknowledged.</i>
	Agree with these improvements.	Rose Austin	<i>Acknowledged.</i>
	Support this project.	Erik Schoen	<i>Acknowledged.</i>
	For many years, use of trails has been discouraged through posting at the trailheads in spring, but in the fall when trails are equally wet and prone to damage, trails are not posted and significant damage occurs.	Kathy Faryniarz	<i>Acknowledged.</i>
	The ongoing signage and kiosk projects in the park need to be discussed in further detail. The plan should also recommend kiosks be placed at ever trailhead and signs standardized throughout the park.	Kathy Faryniarz	<i>Acknowledged.</i>
	Improve trail signs to make park more user-friendly and to reduce conflict. Current signs are hard to read, have small print and are fading...keep in mind that five to ten percent of people are color blind. Use bigger print. Make it plain and simple which trails are OK for dogs. Make the yield hierarchy clear. Make it clear at the trailhead that users on foot are not expected to jump for their lives when bikes come through.	Steve Rinehart	<i>Acknowledged.</i>
Project #36	Possible Future Trailhead at DOT&PF Maintenance Yard		
	Concern about DOT&PF yard...out of view from the roadway, would want to have cameras at the trailhead in case of break-ins	Rose Austin	<i>Acknowledged.</i>
	Support this project.	Erik Schoen	<i>Acknowledged.</i>
Project #37	Equestrian Amenity Improvements		
	Yes, improve equestrian amenities, including hitching posts for when trailers are being parked.	Rose Austin	<i>Acknowledged.</i>

Project #38	Universal Access Improvements		
	Yes, be sure to label on signs as such	Rose Austin	Acknowledged.
Project #39	Barriers		
	Yes, this protects our park from damage.	Rose Austin	Acknowledged.
	Support this project.	Erik Schoen	Acknowledged.
	Strongly support general review of trail access points and installation of barriers needed to prevent unauthorized vehicle access.	Scott Digert	Acknowledged.
	Support general review of trail access points.	Bill Bredar	Acknowledged.
Other Projects Proposed			
	A safe crossing is needed for all users at the entrance [of the] ball fields and Coventry Drive.	Karen Erickson	<i>This is a DOT/MOA traffic roadway issue.</i>
	...possible to make rideable trails higher up on the hillside? Branching off from the near point homesteader road, there could be great, challenging trails connected there as well as into the gorge of Campbell Creek.	Matthew Elfstrom	Acknowledged.
	I would support a reduced plan which includes a trail just along the existing Campbell Airstrip Road.	Marybeth Holleman	Acknowledged.
	Would prefer to see semi-hardened surfaces for biking follow roads and not be in the park...great need to improve bike trails along Abbott Road and Birch Road...to have better bike path access off the Hillside...do not feel hardened surfaces are appropriate with the natural environment.	Mary Hogan	<i>The hardening of Class 4 trails are proposed along the trail trunk system serves to connect areas of FNBP to existing neighborhoods, to make connections to a variety of trail classes and trail systems within FNBP, and to provide major through-connections for commuters. The trail trunks are also designed to safely accommodate all user types within the park and are proposed along existing trail corridors, thus not disturbing more of the park along roadways.</i>
	Reroute the "S Turn" of the Spencer Loop...small section on 5 km cut-off is underutilized...propose to eliminate the sharp turns and keep the majority of the up and down portions, thereby making greater use of the trail.	Gordon Wetzel	Acknowledged.
	Nordic Play Hill...have a wide, safe hill for downhill play with a separate uphill trail...site has not been established but there are many possibilities on the Hillside.	Gordon Wetzel	Acknowledged.
	Trail system connecting Lore Road stables to FNBP would go a long way to solving some user group conflicts.	Gordon Wetzel	<i>Lore Road Trail exits out onto Elmore Road just north of the Lore Road intersection. There is a trail on the west side of Elmore Road used to access the stables.</i>
	Big city park systems across the country have designated equestrian loop trails in their city parks. FNBP can do the same...current trail plan does not designate these, it will not be in compliance with the 1985 Master Plan.	Ann Gabler	<i>Consensus from equestrians was not reached on this issue. Many equestrians did not want a separate trail designated for horse use only.</i>
	A trailhead and parking area should be established on the south side of Tudor Road east of Benny Benson School by the current AWWU water tanks. Area is already being used for this purpose, however; the area is now wide open and 4X4 trucks are driving along the water line ROW...could be stopped by the placement of boulders or bollards and a formal parking area established that provides access to the trail that follows the perimeter of the Anchorage Botanical Garden fence...gated during the months when this trail is being used by dog mushers.	Kathy Faryniarz	Acknowledged.

	Take in some gravel and fill the perennial mud holes in the Rover's/Moose Meadow/Black Bear complex...trail will be useful in the fall.	Steve Rinehart	<i>This plan proposes to reroute Mellen's Way (Project #11). There are proposed trail repairs projects for Moose Meadow Trail and Black Bear Trail (Projects #32 and #33).</i>
	Create a short multi-use connection from the airstrip parking lot to the NE stretch of the 4.5 k loop on the other side of the road. Do this, and user traffic will stay off that part of the Beaver Dam mushing trail.	Steve Rinehart	<i>Project #7 proposes a grade-separated crossing at this location – keeping multi-use trail users away from the mushing tunnel.</i>
	Create a new multi-use loop from the Hilltop and Hillside parking lots...give non-skiers a place to walk in the winter without tromping all over the Hillside, Besh, Spencer and other groomed trails.	Steve Rinehart	<i>The development of the trail trunk concept supports this idea of a multi-use loop trail concept, providing an option for staying off groomed ski trails.</i>
	...encourage connected trails for equestrians...prevents using non-multi-use trails.	Nancy Norvell	<i>The development of the trail trunk concept provides alternative trail loops with FNBP for multi-purpose trail users.</i>
Other Comments			
Clarity and Completeness of Information			
	Well thought out, needed improvements and additions. Something for everyone. Will be great benefit if it all gets done.	Art Copoulos	<i>Acknowledged.</i>
	BCA does not have expertise in "trail" construction...ask to be removed from reference on pg. 65.	Brian Litmus	<i>BCA is noted because they are an established organization that could provide funding ideas and/or be a resource for input on trail design and development.</i>
	...no mention or consideration in the plan of the management or cumulative impacts of new informal and "unmanaged" trails...	Wayne Hall	<i>Acknowledged.</i>
	No information is presented in the plan to support any expansion and upgrading of parking areas.	Wayne Hall	<i>Parking expansion and improvements were requested by several of the user groups during plan development.</i>
	...so much information is missing. To know whether trail user conflicts are addressed and whether a balance has been struck, the plan should provide some basic planning information that it does not.	Heather Rice	<i>Revisions to Table 3 show both the existing and proposed trail class quantities and total lengths. This will provide a comparison between the two trail classes and show the balance of trail types in FNBP.</i>
	Need to have a solid baseline of information about what's available now in terms of trail types and experiences...need this kind of information for the "after implementation" scenario, too.	Heather Rice	<i>See above.</i>
	...conflicts are described in the notes from public meetings, but these may be viewed as a sort of he-said/she-said scenario and not a professional analysis of the conflicts.	Heather Rice	<i>Meeting notes offer a resource for what was said at meetings. The Plan has taken that input and included it into a series of projects that meet the needs and desires of the different trail users. The trail trunk system provides loop trails throughout the park for multiple users, and relieves some of the user conflicts related to groomed ski trails.</i>
	Without information, don't know what the end result of the plan is going to be...how many opportunities will be given for our preferred trail activities/experiences and, overall, if all projects are implemented as described will the park end up looking like Kincaid?	Heather Rice	<i>Most of the trail improvement projects are just that, improvements to existing trails. Of the list of 40 trails, 4 to 5 are proposed new trails. It is the intent of the plan to balance trail development and natural areas of FNBP as required by the 1985 Master Plan.</i>
	Questions should be answered for both winter and for summer: what use is each trail currently best designed for; what types of use are predominant on each trail; and approximately how many people use the trail for each type of use?	Heather Rice	<i>The TMOs will outline the design use for each trail. There are no statistics available on the use of each trail.</i>

	Table 16 identifies current best-fit trail classification for each existing trail...table doesn't provide important additional information like the designed use that best matches the current condition of the trail.	Heather Rice	Figure 16 provides the trail design parameter that should be used in constructing or improving trails. The future TMOs will outline the design use for each trail. Example TMOs will be provided in the Final Plan.
	Plan contains little information about specific users and number on trails.	Heather Rice	The Draft Plan describes the variety of users in FNBP, but there are no statistics available on the number of users on each trail. Table 3 & 4 provide information on the number of existing vs. proposed trails.
	Figure 7 is meaningless without definitions...should be made clear that figure is from the Master Plan.	Heather Rice	Acknowledged.
	Table 3 and Figure 15 have information on proposed trail classes...without additional information on designed use, the information is meaningless.	Heather Rice	Example TMO's, which designate the design use for each trail, will be included in the Final Plan. TMOs for each trail will be developed by P&R in the future.
	Figure 24 also is unhelpful in that there is no explanation for how the figure was derived or what "high, moderate and low" means.	Heather Rice	This map and section have been moved to relate to the Current Land Use section to help support the concept of keeping FNBP a natural area, as stated in the federal land transfer language. The levels of current intensity of recreational use are defined in this new section.
	List of project proposals put forth by various individuals and groups...no explanation for why some were selected for implementation and others were not.	Heather Rice	The project team met with regulatory agencies such as ADF&G, DNR, and the USACE during plan development to discuss environmental and wildlife issues. The Draft Plan was also presented to the newly formed Natural Resource and Watershed Advisory Commission for review. The planning team worked with a wide variety of user groups to gather input and feedback. Final decisions were made by P&R staff based on the balancing the needs and desires of the community with conserving FNBP as a natural area.
	Information in the plan about soils, views, vegetation and wetlands...no indication as to how this information was used to make decisions about selected trail projects...statements about what the plan was meant to do, but no information about how the plan actually accomplishes such goals.	Heather Rice	Soils, views, vegetation, and wetlands were all taken into account during the planning process. Trails are proposed to minimize impacts on wetlands and vegetation, while providing views of the surrounding park and mountains. This Plan has identified missing trail links, developed a trail classification system, and created trail design and construction standards for the maintenance and creation of sustainable trails. The Plan, through the trail trunk concept, creates alternative routes for trail users, thus addressing some of the user conflicts on groomed ski trails.
	Page 69 – How/Why are specific proposals outside the scope or not consistent?	Heather Rice	Projects such as road improvements or projects outside the FNBP property area are outside the scope of work because P&R does not manage lands outside FNBP property boundaries. Also, some projects were seen as inconsistent because they were suggested in locations that compromised critical habitat such as streambanks, wetlands, and wildlife habitat.
	...when user conflicts are mentioned in the response to public comments, these statements are simply "noted," and no explanation is provided.	Heather Rice	FNBP Trail User Group was created to voice complaints and help in resolving conflicts. This plan is focused on trail improvements and is not addressing specific P&R policies on conflicts between trail users.
	Equestrian use of trails also presents a safety issue...some suitable for equestrians and others are not. Plan does not address this issue.	Gordon Wetzel	Safety issues, such as sight distance concerns trail design parameters and maintenance standards. The Trail Construction and Maintenance section provides guidelines for clearing in Section 5.1.1.5.

	...lack of information in the trail plan about how many trees will be cut in the creation and improvement of parking areas and trails...responsibility of the park planners and DOWL HKM to specify the number of acres that will be cleared for each project.	Marilyn Houser	Currently, there is no funding for any of these trail improvements. Once funding is secured, a more detailed design for trail or parking lot improvements will be brought forward to P&R for their approval. At that point, a review of the acreage to be cleared can be completed.
Public Review Process			
	...concerned of the last minute changes for the designated trails...made with no input from groups who earlier expressed their views.	Hugh McPeck	The planning process for this project began in December of 2007 and the Draft Plan was out for review from early March up to the May 14 PRC meeting. The PRC accepted public comments on April 9 and May 14 and recommended changes to the plan. The plan will now go to UDC for review. UDC will accept public comments and make further recommendations. P&R representatives have continued to attend FNBP Trail User meetings to keep interested groups informed about the plan.
	...this plan go way too far, way too fast and with far too little supporting information and public involvement...vital information has been omitted from the plan.	Wayne Hall	See above.
	...dissatisfied with the plan, the public process and short comment period...what is the hurry in getting a plan for trails approved on the heels of a difficult summer in FNBP?	Marilyn Houser	See above.
	...insufficient public involvement in the plan, how many presentations were made to Community Councils, particularly those in the immediate area?	Wayne Hall	Community Councils were updated through the Federation of Community Councils.
	...very difficult and time consuming to try to make sense of the plan in its online format. Hard copies should have been made easily available. Information should be made available in hard copy, as part of the public review process before any decisions can be made.	Wayne Hall	Hard copies were made available at the Loussac Library.
	Neither is there any information on the contours or topography of the proposed new trails and trail upgrades and the possible impacts of erosion and runoff from their construction and use...people need to know the cumulative impacts.	Wayne Hall	Currently, there is no funding for any of these trail improvements. This is a planning document to be used to guide the development of trails. Once funding is secured, a more detailed design for trail or parking lot improvements will be brought forward to P&R for their approval. An analysis of potential impacts can be completed at that time.
	Comments posted on the FNBP website on April 2 by DOWL HKM and the comments presented to the P&R Commission at the April 9, 2009, do not match the Draft Trails Plan that was released in March 2009.	Ann Gabler	All comments were submitted to PRC at the May 14, 2009 meeting.
	Comments currently posted online were almost all made last September and October 2008 and refer to the former draft plan that was released last September 2008. Posting these comments in reference to the current plan is misleading to the public and the commission.	Ann Gabler	All comments have been giving to the PRC and can be reviewed by all on the P&R website. The Plan will be going to the Urban Design Commission (UDC) for approval through the Site Plan Review process as a public hearing, allowing for additional public comments.
	None of these "old and unrelated" comments to this plan should have been listed on the DOWL HKM website or given to commission members because they do not reference the current draft plan but a former draft plan with different projects. Few if any current comments have been listed online pertaining to the newest plan.	Ann Gabler	See above.
	...believe the public input you are receiving would be more valuable if the public had the information and recommendations in the plan [and if] the plan had been developed and discussed with the public at large more thoroughly.	Lisa Holzapfel	See above.

	Public comments heard supports keeping FNBP trails narrow and not creating another Kincaid Park with wide trails...encourage MOA to have clear and open public discussion about this before the plan is final.	Lisa Holzapfel	<i>The PRC has reviewed the plan and recommends changes. The Plan will now go to UDC for another public review period. UDC will accept public comments and make recommendations on the plan.</i>
Trail Classifications			
	...concerned that a Class 4 would conflict with the proposed STA trails.	Christina Zafren	<i>The design and layout of the STA Trails and multi-use connector (Project #17) were developed to work together.</i>
	I disagree with widening Rover's Run...in favor of maintaining the natural character of the park over developing wide trails which destroy that sense of a wild park.	Susan Olsen	<i>The Draft Plan had identified Project #11 as a seasonal closure. Project #11 has been revised to state that trail reroutes are recommended to move this trail away from the creek and out of any wetlands. This revised plan does not recommend any seasonal closures of trails.</i>
	Trails such as Rover's Run and the like are fine just the way they are...no way to "improve" them by making them wider.	Ken Robertson	<i>See above.</i>
	Figure 16...does not include classic cross-country skiing as an "allowed use" of the STA trails in winter. Please change this table to indicate that classic XC skiing is an "allowed use."	David and Diana Evans	<i>Comment noted; revised.</i>
	Figure 16...regarding "allowed" and "not allowed" uses...intention to exclude all uses not listed as "allowed?" Please clarify the intent and language of this figure.	David and Diana Evans	<i>The intent is to exclude all uses not listed.</i>
	Keep the existing Class 2 trails Class 2 and not make them Class 4.	Forrest Janukajtis	<i>This Draft Plan incorporates a limited number of proposed Trail Class 4 upgrades. The plan needs to provide opportunities for a wide variety of trail users. This Draft Plan strives to strike a balance between the different trail experiences for the different trail users. Therefore, the plan also retains Class 2 trails (more narrow and natural).</i>
	...Class 2 and 3 trails may be underrepresented in the plan both for existing trails and projects...existing Class 2 trails were not actually designed trails but started as user paths that would benefit from more creative trail design.	Karen Murphy	<i>See above.</i>
	The plan widens many trails throughout the park thereby making them less desirable for technical mountain biking.	Steve Ryan	<i>See above.</i>
	Oppose all trail Class 4 upgrades in FNBP...encourage a revision with fewer new trails and improvements.	Marybeth Holleman	<i>See above.</i>
	NSAA would like the Nordic classification to fit both FNBP and Kincaid Park. Recommend some changes to the draft plan as shown in an attached table...recognize parameters in the classification system are meant to be guidelines, not hard and fast specifications...summer trail classification can be different than winter classification.	Gordon Wetzel	<i>Revisions were made based on the input at the last TAG meeting (May 5, 2009). Language included in the Plan to emphasize that trail design parameters/guidelines are guidelines and not strict requirements. A decision was made to create trail classes for each trail based on primary use, summer or winter.</i>
	...draft classes are not changed as recommended above, the plan should at least show the existing trail classes properly.	Gordon Wetzel	<i>See above.</i>
	Recommend maintenance clearing of spruce boughs to the sky within the groomed width; any limb that blocks trail lights should be removed; alders should be cut back 5 feet from the groomed edge.	Gordon Wetzel	<i>Note added to Nordic Skiing Trail Design Parameter.</i>

Trail Design Standards			
	...not in favor of the paving/over-development of any trails which lessens the experience and the enjoyment of the system...favor improving and hardening sections that are wetter, erosion prevention and habitat enhancement.	Lori Benner	Acknowledged.
	Do not remove all rocks or stumps from shoulders of trails, allowing equestrians to more easily dismount and mount for manure cleanup.	Pam Dunlap-Shohl	Acknowledged.
	...existing trails on the north side should be left as they are...keep trails narrow, natural and interesting!	Jill Missal	This Draft Plan incorporates a limited number of proposed Trail Class 4 upgrades. The plan needs to provide opportunities for a wide variety of trail users. This Draft Plan strives to strike a balance between the different trail experiences for the different trail users. Therefore, the plan also retains Class 2 trails (more narrow and natural).
	Please no more super wide, overdeveloped, "tamed" trails! Is detrimental to drainage and foliage; and would destroy the quiet, woodland feel of the north side trails.	Jill Missal	See above.
	...trails are over-developed and unsafe...losing the feel of being a park as the "trails" become developed to Class 3 and 4.	Ann Gabler	See above.
	Trail improvements should be focused on grading to improve wintertime trail grooming...improvements should maintain the existing character.	Martin Miller	There are proposed projects that focus on tread and drainage repair, as well as improvements to trails to improve wintertime grooming.
	Trails that show the design parameter as "skate skiing" should be stated as "skate + classic skiing"...groom all these trails for both types of skiing.	Gordon Wetzel	Trail Design Parameter has changed to Nordic Skiing and Figure 16 will reflect this change.
	Time to start separating user groups. Too many conflicts and safety issues are arising with the current city park philosophy of shared multi-use trails...isn't working anymore.	Ann Gabler	The consensus is that multi-use trails are working in FNBP.
	Class 4 Skijoring Trail designed grooming surface width should be 11-12 feet...Class 3 Trail designed grooming surface should be 5-8 feet. Many trails that received trail classifications in the park are groomed by the NSAA and the narrowest groomer they use in the park is 10.5 feet wide. Trail less than 11 feet cannot be groomed by NSAA...turn radius for all classes of skijor trails are too narrow for groomers by NSAA. And should be increased to NSAA recommended standards...also enhance visibility around turns and make trails safer both in summer and winter.	Kathy Faryniarz	The revisions to skijoring trail design parameters in the Plan match the Nordic Skiing design parameters, since NSAA grooms trails that skijorers use.
	Cross-slopes should all be less than 5 percent, even for short distances. Clearing heights should be to the sky in thick spruce forests...should also be allowed to be wider where alders are prevalent and prone to block the trail under heavy snow loads.	Kathy Faryniarz	See above.
	Current plan allows for "regular and frequent obstacles," which is unacceptable for the low snow conditions Anchorage experiences most years.	Kathy Faryniarz	See above.
	Trail Design Standard...will lead to over-designed, boring trails that lack the intimacy, the connectedness, the natural feeling that is precious about this park.	Steve Rinehart	Each trail user group has 5 different trail classes for different trail experiences. The intent of these parameters/guidelines is to develop an understanding of the type of trail experience expected on each classification of trail.

User Group Conflicts			
	...way to limit trails that are not open to bikes...notice several signs that say no bikes...closing them to certain groups is what causes conflict.	Matthew Elfstrom	Acknowledged.
	...no consideration for equestrian only trails.	Hugh McPeck	There was no consensus within the equestrians on developing horse only trails.
	...eliminate commercial equestrian operations in our park. Vendors ruined many trails in the park last year during summer rainy season.	Philip Repetto	This is a management issue, not a trail improvement issue. However, the revised plan recommends a project (Project # 42) that better manages park concessionaire use.
	...trail degradation from the equestrian concession operating out of Hilltop. Never seen any evidence that equestrians remove manure from the trails they use and am thrilled to hear they are supposed to.	Christina Zafren	See above.
	[Concern for] commercial use of horses within the park...the manure that these trail rides produce in a highly used area should be cleared off...should be required by the permit-use, to clear the trail during these rides...once a week is not sufficient.	Karen Erickson	See above.
	Disappointed this plan does not ask hard questions about equestrian use.	Bob Sutherland	See above.
	Summer equestrian use...some trails cannot take the pressure of horse's hooves. Even tread that appears to be hard and firm gets small divots and eventually rocks are dislodged and erosion is accelerated. Skiers bear the brunt of the disproportionate damage caused by equestrians, while from the equestrians' perspective, there is no appreciable damage.	Gordon Wetzel	See above.
	...plan does not adequately address the issues surrounding horse use in the park or the needs of horse riders...issue of horse manure management was not discussed, nor solved...not just dog owners that should be responsible for their pets waste.	Lisa Holzapfel	See above.
	...concern with the minimal amount of consideration the equestrian group is receiving regarding trail usage. Please do not overlook the equestrian population as you plan to upgrade trails and establish new ones...would leave riders with nowhere to ride.	Diane Sullivan	Equestrians are able to use multi-use trails throughout summer and winter season. This Plan does not change where equestrians have historically ridden in FNBP. Groomed ski trails and the new STA Trails are the only trails where equestrians are prohibited due to trail design and grooming.
	This is an area of heavy equestrian use – both winter and summer...potential conflicts with Jr. Nordic skiers during the winter months. Please keep the equestrian users in mind.	Jeffrey Babcock	See above.
	Support the use of equestrians on the multi-use trails...concern for dogs off leash on the trails.	Michelle Cook	See above.
	Please continue equestrian access to multi-use trails. Thank you for keeping the needs of equestrian users in mind.	Pam Dunlap-Shohl	See above.
	Please include equestrian use in planning for FNBP...best trail system available for horse use in Anchorage...footing is good and the trails are solid...can continue to be an excellent multi-use trail for non-motorized users, including horses.	Kaylene Johnson	See above.

	Use of Tour of Anchorage Trail by equestrians has been traditional and customary for decades.	William Spearman	See above.
	Thanks for continued support of the equestrian trails.	Cindy Luther	Acknowledged.
	This is not an "off-leash" designated area/park. Any way to enforce the leash requirements?	Jay Laxson	There is a portion of FNBP that is an off-leash area for dogs. Improved signage will add in education of trail users.
	Classic cross-country skiing should be allowed use of STA trails in winter, but not equestrian...impossible for horse riders to travel off to the side to minimize the impact of their post-holes on winter bicyclists, skiers and walkers.	David and Diana Evans	Classic skiing is an allowed use on the STA trails.
	...skiers should lower their expectation so pristine ski trails in a multiple use setting...NSAA has special needs for groomed trails, these can be met without violating the rights of other park patrons.	William Spearman	Acknowledged.
	If skiers require a dedicated trail that excludes other users...separate trail should be built that shadows the TOA Trail.	William Spearman	Acknowledged.
	Equestrians should be able to use any Class 1 or 2 trails, or similar trails in FNBP including singletrack trails.	William Spearman	The new STA Trails were built specifically for biking and do not have the height clearances for horses.
	...organized "user group" submitted their wish list and for the most part had their wishes granted.	Wayne Hall	The project team worked with P&R on developing projects to be included based on public input/feedback, as well as input from natural resource agencies. The PRC reviewed the plan and made recommendations from a broader perspective. UDC will also review the plan and make recommendations from a city-wide perspective.
	Concerned about damage to trails from horses...should definitely have access to most of the park, but encourage better zoning to protect high-quality tread on the Hillside Park trails...doesn't take many horses to mess up the smooth tread when trails are wet and muddy.	Erik Schoen	Acknowledged.
	...does not address the issue of equestrian traffic on groomed multi-use trails...trails often badly deteriorated by just a few horses.	Gordon Wetzel	Equestrians continue to be allowed on multi-use trails. P&R is balancing the needs of each user and provides opportunities for every user.
	Most users contribute nothing to trail maintenance, yet they think P&R uses tax payer funds to maintain the trails and feel that their rights are infringed because they can't use the trail for whatever reason...P&R could help the situation with public education, if not directly funding trail maintenance.	Gordon Wetzel	Acknowledged.
	...time for separate equestrian and hiking/hature trails. Skiers, bikers, mushers and skijorers already have their own designated trails and the city allows them to keep other user groups off these trails.	Ann Gabler	There was no consensus from the equestrian group on having their own separate trails.
	Conflicts are increasing on the trails...P&R needs to ban commercial use equestrian groups but doesn't designate any horse trails for their trail network (see 1985 Master Plan)...P&R needs to ban commercial equestrian use or step up to the plate and designate horse trails to accommodate the city offering this contract.	Ann Gabler	See above.

	Time for other trail users of Anchorage with simple trail tastes to get a little piece of the park.	Ann Gabler	<i>This Draft Plan incorporates a limited number of proposed Trail Class 4 upgrades. The plan needs to provide opportunities for a wide variety of trail users. This Draft Plan strives to strike a balance between the different trail experiences for the different trail users. Therefore, the plan also retains Class 2 trails (more narrow and natural).</i>
	STA trails will not be surfaced and hardened to withstand the weight of horses, and allowing horses to use the trails will result in substantial damage to the tread surface, damaging an investment and community asset of approximately \$300,000 total.	Lisa Holzapfel	<i>Equestrians are prohibited from using these trails as noted in Figure 16.</i>
	Give horse riders some legitimate alternatives to the groomed ski trails. Let's do options. We have the space.	Steve Rinehart	<i>There is a proposed project in the revised Draft Plan to develop an Equestrian Management Plan for FNBP.</i>
	...encourage planning committees to equally include representation of the various user groups and take all needs into consideration. Please do not limit any of our options for usage in all seasons.	Angela Morris	<i>It is P&R's philosophy that all users are welcome in FNBP (except motorized users) and all are treated equally.</i>
	Trail options for equestrians that give them some elbow room, yet limit use and resultant damage to the Tour Trail would be ideal	Tom Brigham	<i>Acknowledged.</i>
Environmental and Wildlife Impacts			
	Trail maintenance on Williwaw lakes trail opening...Hidden Lake/Ship Pass should be considered...areas are becoming bogs.	Matthew Elfstrom	<i>Acknowledged.</i>
	FNBP...rich and unique in its wildlife, flora and access to a Municipality population. Ignoring the population of bears and moose and not including this natural resource for many people's enjoyment is a mistake...no plans should be made with the idea of eliminating bears and moose.	Hugh McPeck	<i>Acknowledged.</i>
	...park is for people and should not be significantly restricted due to animals.	Bill Heiberger	<i>Acknowledged. This Plan strives to strike a balance between trail development and natural areas of FNBP.</i>
	...park has been eroded by ball fields and other construction including trails near salmon streams. The road extension from Elmore was pushed through without any consideration for wildlife corridors.	Barbara Winkley	<i>Acknowledged.</i>
	Continued use by trail bikes causes erosion almost as bad as horses, and the trees that we should be saving are getting destroyed at an alarming rate.	Barbara Winkley	<i>Acknowledged.</i>
	We want our bears to be able to continue to use their habitual corridors – many do so and never get into trouble with humans.	Valanne Glooschenko	<i>Acknowledged.</i>
	...encourage bridges over stream crossings in place of culverts, we would like to see trails set back from streams and wetlands at least 25 feet.	Kim Klein	<i>The stream setback outlined on page 40 is 100' from each side of the creek.</i>
	Strongly suggest that action be taken to protect stream banks wherever people or domestic animals have access to a stream in order to prevent erosion.	Kim Klein	<i>Acknowledged.</i>

	Neither is there any information on the contours or topography of the proposed new trails and trail upgrades and the possible impacts of erosion and runoff from their construction and use.	Wayne Hall	<i>This is a planning document with no funding to implement these proposed projects. Once funding has been secured, detailed design drawings will be prepared. The potential for impacts to the park can be reviewed by P&R and the general public at that time.</i>
	[STA Trails]...remove soil so completely from surface roots of nearby trees...makes further bike use uncomfortable that the area of destruction is expanded.	Wayne Hall	<i>This plan's goal is development of a sustainable trail system that will not have drainage or erosion problems and will not need extensive maintenance.</i>
	[STA Trails]...damaging more habitat, disturbing more wildlife and creating more conflict with other users.	Wayne Hall	<i>See above.</i>
	Bike should be strictly prohibited from wetlands such as those found on the northeast quadrant of the park.	Wayne Hall	<i>Acknowledged.</i>
	...prefer the "wild" feel of the area without having to go into Chugach State Park...park is being sliced and diced to death...degree of trail damage has increased dramatically. Tree roots are more quickly exposed, thus weakening the trees. Such trees are more likely to blow down in wind storms.	Marilyn Houser	<i>The plan needs to provide opportunities for a wide variety of trail users. This Draft Plan strives to strike a balance between the different trail experiences for the different trail users. Therefore, the plan also retains Class 2 trails (more narrow and natural).</i>
	...disheartened by how direction of park is being dictated to "groups"...enjoy the park woodlands for walking and hiking...observe birds and other wildlife there. More and more trees disappear from our landscape for development of subdivisions and stores, I value FNNP for its trees and natural habitat.	Marilyn Houser	<i>See above.</i>
	Alders should be allowed to be cut back even further than their total height so they don't have to be pruned back on a yearly basis...currently practice along many of the trails in the park.	Kathy Faryniarz	<i>Acknowledged.</i>
Other Comments			
	Clarification is needed regarding Summer and Winter equestrian use of multi-use trails in the new plan such as: #3, #9, #12, #17 and #24.	Ann Gabler	<i>Figure 16 defines allowed uses in summer and winter.</i>
	Please confirm the existing 8 to 10 miles of STA "multi-use" trails in Phase I and the proposed Project 24 are designated for equestrian use in summer and winter...conflicting information surfacing.	Ann Gabler	<i>STA Trails are designed for bicycling and would not allow equestrian use in summer or winter because of low clearances from vegetation that would prohibit equestrian use.</i>
	...would like to make sure that any changes in the status of the park use include equestrian traffic.	Susan Ritter	<i>Acknowledged.</i>
	A safe crossing at Basher Road must be considered.	Robin Holm	<i>Project #6 and #7 propose grade-separated crossings.</i>
	There are areas of the park that are in need of trails. This will take the pressure off the trails near the bear trails and make the park safer.	Monte Weaver	<i>Acknowledged.</i>
	...the plan is a good balance between trail development and natural resource conservation.	Travis Ross	<i>Acknowledged.</i>
	Elmore and Lore...need to have the safety of the road crossing addressed. The light is too quick to get across.	Karen Erickson	<i>This is a DOT&PF/MOA traffic roadway issue. P&R will forward this concern to the traffic department for consideration.</i>
	A concrete wall located at the crossing is inaccessible during the winter, and dangerous...during the summer, it is too narrow for horses to feel safe...has high drop into the gully next to the 3 foot wall.	Karen Erickson	<i>See above.</i>

	Biggest danger to FBNP is making it homogenous – the charm and enjoyment of using the park comes from its variety of trails and the overall balance is fine.	Ken Robertson	Acknowledged.
	Increased trails will only exacerbate human/wildlife conflicts.	Marybeth Holleman	Acknowledged.
	Another project unclear where it resides is the upgrade to Class 4 of the South Bivouac to Gasline connector...should be upgraded to part of the new trunk system	Gordon Wetzel	The intention is connect the North Bivouac Trailhead to the Gasline connector.
	...all users should exercise courtesy, respect and caution regarding other users; after all, FBNP is a public park.	William Spearman	Acknowledged.
	Keep as many trails as possible designated as multiple use.	William Spearman	Acknowledged.
	Figure 4 – Before making any further investments in trails on HLB land, this land should be turned over to the park.	Rose Austin	Acknowledged.
	Though trails already exist, such as mushing, TOA and Blue Dot, with changes in municipal leadership, there is always the possibility that this land could be sold and developed...some won't care about traditional trail use.	Rose Austin	Acknowledged.
	The park is for recreation uses of all Anchorage residents, not a buffer for adjacent residents to use as their private little park.	Bob Sutherland	Acknowledged.
	In favor of the trail trunk system that would create a multi-use loop around the core of FBNP.	Teri Arion	Acknowledged.
	The plan has no reference for facilities or accommodations for handicapped per the 1985 Updated Master Plan...also no hiking or equestrian trails dedicated "consistent with the 1985 master plan.	Ann Gabler	The 1985 Master Plan also recognizes the potential for multi-use of trails during various seasons. Most equestrians that commented preferred continuous use of a multi-use trail vs. horse only trails.
	...progressive set of alternatives, including "no action", presented with more complete and useful supporting information, and in hard copy so we can all evaluate them fairly [should be done].	Wayne Hall	Acknowledged.
	1.2.3 – Don't see mention of dog walking for winter or summer. Also for winter – don't see mention of horseback riding. Where does geocaching fit in?	Rose Austin	There is an existing off leash area along the N. Gasline Trail up to the NE corner of the park at the Klutina trailhead. Horseback riding can occur in the winter on multi-use trails. Geocaching can fit within many areas of the park including those areas designated for no new trail development.
	1.2.4 – No longer parking there, but Lore Road trailhead is a big access point from neighborhoods and for cyclists as well as equestrians from F Bar J...should be listed as an access point.	Rose Austin	Neighborhood access points are noted, but not highlighted on the major access points map, which includes more formal trailheads with parking lots.
	5.3.4 – Introducing weed-killing poisons isn't a good idea in parks due to affects on water, animals and other desirable vegetation...should be removed manually.	Rose Austin	The revised Plan will include "weed control" instead of using poisons for weed killing purposes.
	Please don't use power blowers in the park. Noise pollution would disturb wildlife and park users. Kicks up dust and wastes energy. Use a broom.	Rose Austin	Acknowledged.
	Appendix A, page 1 – Please lobby the municipal road engineers for a stoplight at the intersection of Coventry and Elmore Road...important safety issue.	Rose Austin	This is a DOT&PF/MOA traffic roadway issue. P&R will forward this concern to the traffic department for consideration.
	Page 39 – STA should revisit this trail (Brown Bear) to make sure the design is sound based on input from BLM and continue to maintain it to IMBA standards.	Rose Austin	Acknowledged.

	Class 4 trunk system will make it easier to get across the park from the north side, give multiple users more options in the winter.	Erik Schoen	Acknowledged.
	Existing Old Rondy/Viewpoint/Homestead Trails are main through-route now...are circuitous and new trails would be more direct as well as making a loop.	Erik Schoen	Acknowledged.
	Support projects that provide equestrians with appealing alternatives to ski trails.	Erik Schoen	Acknowledged.
	Decisions about undeveloped zones are Master Plan level decisions and should be made at that level...same holds true for new trails.	Heather Rice	Acknowledged.
	Recommend a new or revised Master Plan be prepared that would answer the bigger questions of visitor experience and resource protection in the park.	Heather Rice	Acknowledged.
	How were future trends brought into the decision?	Heather Rice	Future trends, such as the increase in mountain biking activity, were taken into account when deciding on the development of more singletrack trails.
	Table 16 should replace the "appropriate uses" with a description of "managed uses" and "prohibited uses."	Heather Rice	Figure 16 shows allowed uses and notes exceptions. The TMOs will outline the managed uses and the prohibited uses in more detail.
	...Many more trails will incur changes than just those highlighted on Table 16.	Heather Rice	Those trails highlighted on Figure 16 are the ones that have been proposed to change trail classes (for example, a change from a class 3 trail to a class 4 trail).
	Improved Hilltop parking area will likely lead to increased equestrian use on the trails accessed by this trailhead; are trails designed for such use?	Heather Rice	Currently, equestrians unload horses in this parking lot and access trails here. A majority of trails in this area can support horse use, thus the park concessionaire begins their rides from this location.
	Figure 10 – unsure what this figure is supposed to do or represent.	Heather Rice	Figure 10 shows all the wishes from all the different trail user groups. It shows the input we received and how we included all trails on the map before filtering projects out of the plan, because of environmental concerns or conflicts with other trail users.
	Figure 15 – Legend does not match map...dashed lines meant to represent?	Heather Rice	The legend now notes: "All proposed trails are shown as a dashed line."
	Table 4 – not always accurate...upgrading or widening Rover's Run is supposedly answered by proposed project #11, but doesn't upgrade or widen Rover's Run.	Heather Rice	Table 4 describes each trail user group's wishes. Project #11 has been revised to recommend that the trail be re-routed away from the creek and out of any wet areas. This rerouted trail will meet the trail design parameter for Class 3 Equestrians.
	Table 5 – costs are incomplete	Heather Rice	Additional information will be included in the Final Plan.
	Page 69 – indicates it will be up to trail user groups to plan for, get permits for, fund and maintain each trail project...should be P&R job...not reasonable and will lead to well-funded groups getting their trails implemented, and smaller, less-well-funded groups having to do without.	Heather Rice	P&R works with each user group and their needs. P&R tries to balance the needs for every user and provide opportunities to each trail user group regardless of being well-funded or not.
	Notes from public meetings...no attempt to analyze these to find patterns or indication as to how they might have been used to support decisions made.	Heather Rice	Meeting notes offer a resource for what was said at the meetings. The Plan has taken that input and included it into a series of projects that meet the needs and desires of the different trail users. These meetings helped the planning team develop the proposed projects outline in the Plan.
	Leave some trails unlighted for moonlight skiing, walking and horseback riding in the winter.	Heather Rice	This plan strives to strike a balance between all the different trail classes for varying experiences throughout FNPB. Therefore, many trails will remain unlit.

	Require horse and dog owners to pick up after their animals.	Heather Rice	<i>This is already required under Chapter 25 Public Lands, (25.70.060) Activities Prohibited in parks, owners "shall immediately collect and properly dispose of feces...."</i>
	1.2.3 – All trail users and their activities consist of a wide range of intensity from casual recreation to highly competitive sports and from individuals to organized groups...calling it passive activity misses the fundamental management issues in the Park. Individual users are passive because their expectations are met. Section of the plan should at least acknowledge the issue and maybe even express a management philosophy.	Gordon Wetzel	<i>Acknowledged.</i>
	1.2.7.5 – explanation is correct but not complete...need another paragraph that states: "The FNP trails are an integral part of the high school and middle school athletic programs. From early November to late February, the Nordic ski teams of Service and South use these trails daily for practice. Goldenview and Hanshew Middle Schools use these trails in January and February. On a normal week day in January, there are up to 300 school athletes on the trails. When the snow conditions at the other schools' ski venues are not safe for skiing, the athletes are bused to the Hillside trails. There are days when all the Anchorage High Schools are using the trails. At least one race per year is staged from Service High School. Typical turnout is 400 athletes. Also, the cross country running teams use these trails in August and September. NSAA is contracted by the Anchorage School District to provide grooming service for the high school and middle school ski programs."	Gordon Wetzel	<i>Acknowledged. This information will be included in the Final Plan.</i>
	Would like the trail design team to designate some Class 1 and 2 trails for walking and hiking; several equestrian trails (including loops) on the northeast side of the park that are Class 1 and/or Class 2 that are consistent with the 1985 Master Plan, and a natural wildlife area left for "no new trail development" such as the area identified on Project #24, which is a "wildlife corridor."	Ann Gabler	<i>Class 1 trails are defined as trails with tread that is intermittent and indistinct; with continuous obstacles; and are minimal to non-existent with constructed features. This Plan does not identify any Class 1 trails in FNP. Class 2 trails have been defined and are being preserved as a part of this Plan.</i>
	1.1 – ...feel that the plan, however for the most part does not address the primary uses for which each trail should be managed...only addresses the trail design parameters. Plan should also address needs of user groups, trail maintenance, and a process to address user conflicts other than exclusively through construction and maintenance of trails and parking areas.	Kathy Faryniarz	<i>TMOs will be developed by P&R. Example TMOs have been developed as a revision to this Draft Plan. The FNP Trail User Group was developed to address user conflicts and should continue to be used for this purpose.</i>
	...large paragraph in the middle of page 2 has errors...FNP User Group meetings first occurred in the BLM Campbell Tract offices and later moved to the Campbell Creek Science Center after construction was completed in the 1990's. Improvements to the TOA Trail that stimulated the recent trails planning efforts occurred much later in the early 2000's.	Kathy Faryniarz	<i>Comment noted.</i>
	...trail improvement was favored by several user groups, not just one...not favored by singletrack bike riders. Was never designated as a singletrack trail in the first place.	Kathy Faryniarz	<i>Comment noted.</i>
	...disappointed that the plan does not include the full complement of TMO's for each trail...most trails it's difficult to determine what the actively managed uses are intended to be...missing clear statements stating the "managed uses" for every trail and trail segment...only the trail classifications, design parameters and allowed/prohibited uses are specified. This does not substitute the need to specify the "managed uses" and "other uses." This would include the modes of travel that are actively managed for in both summer and winter and appropriate considering the design and management of the specific trail.	Kathy Faryniarz	<i>TMOs will be developed by P&R. Example TMOs have been developed as a revision to the Draft Plan.</i>

	Managed uses indicate a management decision or intent to accommodate and/or encourage a specified type of trail use. This does not mean that all trails must be managed for one use; in fact many trails can be actively managed for more than one use. This would also include prohibited uses and "other uses," which may be acceptable, discouraged or eliminated.	Kathy Faryniarz	<i>TMOs will outline all the managed uses for each trail and what trail uses are prohibited as well as accepted, discouraged, or eliminated.</i>
	Plan should also note that most modes of travel are discouraged on trails in the park during spring break-up until trails dry out...should address the fact that during particularly wet summers and falls, when the trails are particularly wet and susceptible to damage, use may be temporarily discouraged until the trails dry out.	Kathy Faryniarz	<i>Current P&R policy discourages use of trails during spring break-up.</i>
	Plan provides no direction on how high-impact commercial uses of the trails will be authorized...concerned about the increasing impact of horse concession on trails throughout the park during the summer months...MOA never mentioned that a horse concession permit was being considered for issuance on trails that these user groups maintained...plan should include a requirement that high impact uses that require authorization from the MOA should go through public notice	Kathy Faryniarz	<i>This is a management issue, not a trail improvement issue. The revised plan recommends a project (Project # 42) that better manages park concessionaire use.</i>
	...concessionaires should be restricted to trails and have soils and surfaces that can support such intensive use. The businesses should be bonded and required to repair any damage that results to the trails rather than expecting the non-profit groups to repair damage resulting from the authorized activity.	Kathy Faryniarz	<i>See above.</i>
	...plan should also address education, signage and encourage continued collaboration amongst user groups as a way of maintaining trails in a satisfactory condition and reducing user conflicts...how the trails will be managed and what measures will be taken.	Kathy Faryniarz	<i>Acknowledged.</i>
	Figure 16 – Birch Knob should be "skijoring"/"all non-motorized users"/"all non-motorized users except dogsled."	Kathy Faryniarz	<i>Birch Knob is a BLM-managed trail. This plan addresses only MOA-managed trails.</i>
	Figure 16 – 12: More trails need to be labeled on Figure 15 in larger font. No idea where this trail is.	Kathy Faryniarz	<i>Birch Meadow Trail is a BLM-managed trail. This plan addresses only MOA-managed trails.</i>
	Figure 16 – 39: ...listed as Class 3 Skijor Trail (currently); Class 4 Skijor Trail (proposed)...will see increase use if the Black Bear Trail is upgraded as proposed and becomes the alternate route to bypass Mellen's Way in the summer. Also too narrow in areas where it passes through young growth white spruce forest and needs to have a wider clearing width.	Kathy Faryniarz	<i>Acknowledged.</i>
	Figure 16 – 44: ...trail should be upgraded to Class 4 Skijoring...makes little sense for this multi-purpose connecting trail between Service High School and Hilltop to have two different trail standards.	Kathy Faryniarz	<i>Acknowledged.</i>
	Figure 16 – 45: ...support the upgrade...concerned that the proposed skijor Class 4 classification may be too narrow for the NSAA grooming equipment.	Kathy Faryniarz	<i>The skijor trail design parameters have been changed to match the Nordic Skiing design parameters.</i>
	Figure 16 – 57: Should be classified Skijor Class 3. The Equestrian Class 3 trail parameters only allow for an 18-48 inch tread width...trail could be open in summer from the TOA Trail to its junction with the Moose Meadow and avoid the section of trail closest to Campbell Creek. Return to TOA Trail would be by the Moose Meadow Trail.	Kathy Faryniarz	<i>Mellen's Way Trail is classified as Trail Class 3 Equestrian, using the Equestrian Trail Design Parameter, to allow for multiple users including skijorers and equestrians.</i>
	Figure 16 – Singletrack Trails: Allowed winter traffic should also include "cross country skiing and snowshoeing" in addition to "bicycle, foot-traffic."	Kathy Faryniarz	<i>Revision to the Draft Plan.</i>

	Figure 16 – 64: ...trail should have higher classification since its proposed to be lighted, is part of a major "fully developed" trail loop around the park...likely to see increased traffic with the addition of lighting...sharp blind turn at bottom of a hill...trail needs to be widened in this area and the curve removed.	Kathy Faryniarz	<i>The Skijor Trail Design Parameter has been changed. Class 4 is proposed to be 12' -18' wide.</i>
	Figure 16 – 71: ...trail is listed currently as a Class 4 and should actually be Class 3. Dangerous blind curves on both sides of Antenna Hill...curves and narrow sections need to be rounded out and the trail widened in these areas. Site distances need to be improved...trail should be listed as 3 & 4 skijoring existing and upgrade to "4 & 4 Skijoring proposed."	Kathy Faryniarz	<i>Acknowledged. The goal for this trail is to be a Class 4 trail. There are areas along the trail that are Class 3, but the goal is for it to be maintained at a Class 4 standard.</i>
	Figure 16 – 75: Winter use should allow skijoring too...good area for beginning skijorers that would replace the skijoring opportunities lost at Connor's Bog when it became a dog park.	Kathy Faryniarz	<i>Acknowledged.</i>
	Figure 16 – 76: ...support the upgrade and rerouting of this connection...currently the only multi-purpose connection to the park is too steep for all winter uses.	Kathy Faryniarz	<i>Acknowledged.</i>
	...plan notes that "user conflict both in winter and summer, also continue to increase." Disappointed that the plan does not go further to address these conflicts...proposes improvements to the trails and parking areas but does not propose many solutions to some of the conflicts that currently exist and are likely to increase over time...do not oppose multi-use of the trails in the park, but a few uses such as this is certain times of the year make no sense. Skijor Club recommends the development of a separate loop trail for equestrians be established for winter use.	Kathy Faryniarz	<i>There was no consensus from the equestrian group on having their own separate trails.</i>
	...plan should assertively state that "this plan will be used..." If use of the plan is only optional, what's the purpose of this multi-year planning process? ...also more clearly spell out the requirements to use the plan as well as a clear public process for amending the plan or deviating from the plan.	Kathy Faryniarz	<i>Acknowledged.</i>
	...parking area between the Little Hill and the Bivouac Parking Areas on the south side of Basher Road should be closed...never intended as a parking area and over the years has developed multiple parking spaces in the woods as a result of vehicle use...most trashed out parking area in the park, provides no access to any trails, and is located too close to the creek in a bear corridor...formalize the parking area with bollards or boulders and install bear-resistant trash receptacles.	Kathy Faryniarz	<i>Adding as a separate project in the Final Plan.</i>
	...support the clearing of a dog training area on the Gasline and a loop trail from the Gasline within the off-leash area...currently do not have much to offer and as a result, we think that pet owners are more inclined to use other trails in the park thus creating additional conflicts.	Kathy Faryniarz	<i>Acknowledged.</i>
	Skijor club no longer sponsors ski pull races, but it does conduct clinics and education for the sport through the web page and tours and conducts skijor races throughout the MOA.	Kathy Faryniarz	<i>Acknowledged.</i>
	...find it interesting that this group (STA) wants to leave the Moose Ridge Trail system as it is for beginning mountain bikers when the trail was originally permitted by the MOA for skijoring and was not intended for summer use. Skijor Club could no longer groom and maintain the Moose Ridge trails to a standard that is safe and enjoyable for skijoring.	Kathy Faryniarz	<i>Acknowledged.</i>
	Mellen's Way may be officially adopted as the new name for the Run Rover Trail and maps should be corrected on the Figures.	Kathy Faryniarz	<i>Acknowledged.</i>

	...explanation needs to be included in the plan explaining why the "no new trail development areas" were given this designation (Fig. 10 & 11)...based on the areas being premier orienteering areas.	Kathy Faryniarz	<i>This was originally based on input from the orienteering club. More input from ADF&G and other trail user groups have prompted the planning team to designate more area for no new development to preserve critical habitat and wetlands to balance uses in FNPB and keep it a natural area.</i>
	Surprises us that the northeast corner of the park containing the North Fork of Campbell Creek salmon spawning areas are not proposed for a new type of "no new trail development for summer uses." ...understanding that more bears are concentrated in this area in the summer than anywhere else in the park.	Kathy Faryniarz	<i>See above.</i>
	...difficult to distinguish the difference between the colors of the Class 1 & 2 trails on this map (Figure 15). The fonts on the trail names could be larger.	Kathy Faryniarz	<i>There are no Trail Class 1's noted on Figure 15.</i>
	Figure 16 – Should have larger fonts and be spread out over 2-3 pages.	Kathy Faryniarz	<i>Acknowledged.</i>
	Section 4.3.2.1 – section should list steps to be followed by the MOA when trails are developed and built.	Kathy Faryniarz	<i>Section 5.0 outlines the trail construction guidelines for building trails and the maintenance guidelines for built trails.</i>
	...plan lacks management direction addressing year-to-year trail maintenance activities that may occur... events are not addressed by the plan...require the full process to be authorized? How does the plan address large wind events like last October when literally hundreds of trees blocked trails and volunteers cleared trails throughout the park for several weeks? ...service groups...how are these authorized and supervised?	Kathy Faryniarz	<i>All volunteer trail maintenance efforts are coordinated through P&R. P&R will work with trail user groups on using the YEP (youth employment in parks) program.</i>
	...any proposed changes to the trails in FNPB need to pass the test of compliance with the objectives of the park mandated in the 1985 Updated Master Plan.	Valerie Connor	<i>Acknowledged.</i>
	...concerned that upgrading multi-use trails to accommodate more users is not the best management solution...believe that you will find more users, going faster and having more conflicts.	Lisa Holzapfel	<i>The trail trunk system provides a hierarchy of trails that connects FNPB to existing neighborhoods, makes connections to a variety of trail classes and trail systems within FNPB, and provides major through-connections for commuters. The trail trunks are also designed to safely accommodate all user types within the park.</i>
	Bear movement and habitat needs should be addressed under a master plan revision, not a trail plan...currently, the MOA existing creek corridors appear to be adequate for bear movement, as demonstrated by the travel of bears from Chugach to Kincaid Park. Some of these existing corridors are less than 100 feet wide...believe the 400 foot wide corridor based on bear movement needs is excessive.	Lisa Holzapfel	<i>Acknowledged.</i>
	...concerned with the amount of unauthorized trail building throughout the park...quickly diminishing the value of the park that is so important to us and a number of our user groups as evidenced from the public input to date...best solution is to leave the park "as is."	Trond Jensen	<i>Acknowledged.</i>
	1.2.5 - ...nice summary of the flow of the legal process setting aside FNPB...misses a key point that the transfer documents carry a very clear legal requirement that the park remain primarily a natural area.	John Weddleton	<i>The transfer documents require the area to continue to be used for public recreation and other compatible public uses consistent with the FNPB Master Plan. This is reflected in this plan's balance between trails and natural area.</i>
	3.4.11 - ...like to see this section modified to reflect the name "Friends of Bicentennial Park." ...founded in the transfer documents and the master plan.	John Weddleton	<i>Revision noted.</i>

	...several references to accommodating "commuting..." providing for this should not be a goal for FNB...speed of bikes on the existing trails is a common complaint...should be directed to the paved trails and bike lanes on Elmore Road.	John Weddleton	Acknowledged.
	...commuters are looking for pavement. Suggesting accommodations will lead to the expectation that the trail will be paved.	John Weddleton	Some trails will be paved. From the Rendezvous Trailhead (Project #12) to the Campbell Airstrip Trailhead, the Campbell Creek Trail, and the roadside trails along 48th Avenue (Dr. Martin Luther King, Jr. Avenue).
	...should be strong statement that paved trails are inconsistent with a park that is primarily a natural place...FNB...should be a refuge from pavement.	John Weddleton	The FNB Master Plan allows for a range of trail-related uses and do not prohibit paved trails. This plan proposes a limited number of paved trails with more emphasis on non-paved trails.
	5.2.1.3 – Change "no other work should be allowed..." to "no work will be allowed..." Penalty for infringing these rules? Recommend a statement such as: "If work is done that is beyond that allowed for the trail's classification, the trail will be rebuilt and vegetation replanted to restore the function of the trail. Restoration in these cases will take priority over other trail work. Funds for other trail work may be diverted to this effort."	John Weddleton	Acknowledged.
	NSAA, STA or other groups need permission to clear downfall after each windstorm? How is it decided who would do what?	John Weddleton	Any volunteer trail maintenance efforts shall be coordinated through P&R. P&R will work with trail user groups on utilizing the YEP (youth employment in parks) program.
	Who is Trail Manager? ...each trail or type of trail have a manager or is there one overall manager?	John Weddleton	P&R is the trail manager for FNB.
	Guidelines for volunteer labor? ...NSAA have to do to get a group out to work on the trails? Who do they call?	John Weddleton	Volunteer labor is coordinated through P&R.
	...discussion of trail maintenance should include a discussion of the roles of the Trails Day events? ...encouraging even inefficient use of volunteer labor can help build and maintain the trails but can also create appreciation for the park and the trails.	John Weddleton	All volunteer trail maintenance efforts are coordinated through P&R. P&R will work with trail user groups on using the YEP (youth employment in parks) program.
	Trunk Trail system seems to match the current trails and uses...complaints that mountain bikers ride too fast on the main trails...trails wider, smoother and increasing sight distances will encourage faster bike travel and increase this problem. Decreasing the amount of challenging singletrack trail will increase the distance mountain bikers must travel to find those trails...will increase the informal development of alternative systems.	John Weddleton	The trail trunk system provides a hierarchy of trails that allows connections to areas of FNB to existing neighborhoods, makes connections to a variety of trail classes and trail systems within FNB, and provides major through-connections for commuters. The trail trunks are also designed to safely accommodate all user types within the park.
	Page 14 – Add downhill skiing, ski jumping, running and horseback riding.	John Weddleton	Revisions will be included in the Final Plan.
	Figure 20 – ...would not support new ski trail development to that width.	John Weddleton	This width is consistent with existing ski trails throughout FNB.
	Page 106 – "weekly chores" includes "Spray weeds as needed along the pathways and natural areas." ...expect opposition to spraying poisons in the park...would be best to say "control weeds."	John Weddleton	Acknowledged.
	Intro, Page 6: Whoever wrote this (creeks of FNB are teeming with fish...) has not closely observed Campbell Creek...it's teeming; or rather, not teeming.	Steve Rinehart	Acknowledged.

APPENDIX C

Proposed Projects and Cost Estimates

**Far North Bicentennial Park:
TRAIL IMPROVEMENTS PLAN**

**Appendix C:
Proposed Projects and Cost Estimates**

Project No.	PROJECT DESCRIPTION	QTY	UNIT	UNIT COST	SUB-TOTAL COST	TOTAL COST
1	Tour of Anchorage Trail Bridges					
	2 new Bridges					
	75'X10'	1	L.S.	\$152,000	\$152,000	
	47'X10'	1	L.S.	\$92,000	\$92,000	
	design fees (15%)			0.15	\$36,600	
contingency (20%)			0.20	\$48,800		
						\$329,400
2	Blue Dot Trail Bridge					
	70'X6'	1	L.S.	\$120,000.00	\$120,000.00	
	design fees (15%)			0.15	\$18,000	
	contingency (20%)			0.20	\$24,000	
						\$162,000
3	Tour of Anchorage Trail 10' Tread	6750	L.F.			
	Clearing and Grubbing	2.2	ACRE	\$25,000.00	\$55,000	
	Geotextile, Separation	10,500	S.Y.	\$3.00	\$31,500	
	Aggregate Base Course, D1 4" depth	2000	TON	\$25.00	\$50,000	
						\$136,500
4	Dog Mushing Bridges					
	10'x8' wide	2	L.S.	\$8,500.00	\$17,000	
						\$17,000
5	Bridge at North Gasline					
	20'x10' wide	1	L.F.	\$35,000.00	\$35,000.00	
						\$35,000
6	Grade Separated Crossing and Parking Improvements at North Bivouac Trailhead					
	Tunnel 104'x14'	104	L.F.	\$2,100.00	\$218,400.00	
	Tunnel Excavation	2992	C.Y.	\$13.00	\$38,896.00	
	Tunnel (36" Type A NFS)	1148	TON	\$15.00	\$17,220.00	
	Tunnel (Type B)	3596	TON	\$9.00	\$32,364.00	
	Tunnel (2" Leveling Course D1)	65	TON	\$25.00	\$1,625.00	
	Parking Lot Excavation 4" Depth	278	C.Y.	\$13.00	\$3,614.00	
	4" Leveling Course D1	562	TON	\$25.00	\$14,050.00	
	Clearing and Grubbing	0.6	Acre	\$210,000.00	\$126,000.00	
						\$452,169
7	Grade Separated Crossing at Campbell Airstrip Trailhead					
	Tunnel 104'x14'	104	L.F.	\$2,100.00	\$218,400.00	
	Tunnel Excavation	2992	C.Y.	\$13.00	\$38,896.00	
	Tunnel (36" Type A NFS)	1148	TON	\$15.00	\$17,220.00	
	Tunnel (Type B)	3596	TON	\$9.00	\$32,364.00	
	Tunnel (2" Leveling Course D1)	65	TON	\$25.00	\$1,625.00	
	Parking Lot Excavation 4" Depth	278	C.Y.	\$13.00	\$3,614.00	
	4" Leveling Course D1	562	TON	\$25.00	\$14,050.00	
	Clearing and Grubbing	0.6	Acre	\$210,000.00	\$126,000.00	
						\$452,169

**Far North Bicentennial Park:
TRAIL IMPROVEMENTS PLAN**

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Project No.	PROJECT DESCRIPTION	QTY	UNIT	UNIT COST	SUB-TOTAL COST	TOTAL COST
8	Abbott Road Trail Improvements (to Trail Class 4)	6900	L.F.			
	<i>Clearing and Grubbing</i>	1.6	ACRE	\$25,000.00	\$40,000.00	
	<i>Geotextile, Separation</i>	10732	S.Y.	\$3.00	\$32,196.00	
	<i>Aggregate Base Course, D1</i>	1702	TON	\$25.00	\$42,550.00	
						\$114,746
9	East Anchorage Connector trail upgrades to Tank and N. Gasline trails	11100	L.F.			
	<i>Clearing and Grubbing</i>	3.6	ACRE	\$25,000.00	\$90,000.00	
	<i>Geotextile, Separation</i>	17265	S.Y.	\$3.00	\$51,795.00	
	<i>Aggregate Base course, D1</i>	3282	TON	\$25.00	\$82,050.00	
						\$223,845
10	Upgrade portions of 2.5km and 4.5km Loop trails to Trail Class 4	7400	L.F.			
	<i>Clearing and Grubbing (14')</i>	2.4	ACRE	\$25,000.00	\$60,000.00	
	<i>Geotextile, Separation</i>	11510	S.Y.	\$3.00	\$34,530.00	
	<i>Aggregate Base course, D1</i>	2190	TON	\$25.00	\$54,750.00	
						\$149,280
11	Mellen's Way Trail Reroutes	7000	L.F.	\$3.25	\$22,750.00	
	<i>Natural Dirt Surface Trail Construction</i>				\$3,412.50	
	<i>design fees (15%) contingency (20%)</i>				\$4,550.00	
						\$30,713
12	Paved Trail From Rendezvous Trailhead to Existing Paved Trail along Campbell Airstrip Road	2200	L.F.			
	<i>Clearing and Grubbing</i>	1	ACRE	\$30,000.00	\$30,000.00	
	<i>Unusable Excavation (6")</i>	975	C.Y.	\$20.00	\$19,500.00	
	<i>Geotextile, Separation</i>	2935	S.Y.	\$3.00	\$8,805.00	
	<i>Classified Fill, Type II-A (18")</i>	2930	TON	\$20.00	\$58,600.00	
	<i>Aggregate Base course, D1 (3")</i>	410	TON	\$35.00	\$14,350.00	
	<i>Asphalt Sidewalk (3")</i>	410	TON	\$125.00	\$51,250.00	
	<i>Traffic Control</i>	1	L.S.	\$20,000.00	\$20,000.00	
	<i>Temporary Erosion Control</i>	4400	L.F.	\$15.00	\$66,000.00	
	<i>Mob and demobilization</i>	1	L.S.	\$20,000.00	\$20,000.00	
	<i>Construction Surveying</i>	1	L.S.	\$10,000.00	\$10,000.00	
	<i>Culverts (drainage)</i>	3	EA	\$1,200.00	\$3,600.00	
	<i>design fees (15%) contingency (20%)</i>				\$45,315.75	
						\$60,421.00
						\$407,842
13	New Classical Skiing Loop Trail	6050	L.F.			
	<i>Clearing and Grubbing</i>	1.4	ACRE	\$25,000.00	\$35,000.00	
	<i>Geotextile, Separation</i>	6700	S.Y.	\$3.00	\$20,100.00	
	<i>Aggregate Base course, D1</i>	2000	TON	\$25.00	\$50,000.00	
						\$105,100
14	New Trail Loops from Abbott Loop Community Park	7000	L.F.			
	<i>Clearing and Grubbing 14'</i>	2.3	ACRE	\$25,000.00	\$57,500.00	
	<i>Geotextile, Separation</i>	10888	S.Y.	\$3.00	\$32,664.00	
	<i>Aggregate Base course, D1</i>	2072	TON	\$25.00	\$51,800.00	
						\$141,964

**Far North Bicentennial Park:
TRAIL IMPROVEMENTS PLAN**

**Appendix C:
Proposed Projects and Cost Estimates**

Project No.	PROJECT DESCRIPTION	QTY	UNIT	UNIT COST	SUB-TOTAL COST	TOTAL COST
15	Improvements to Campbell Airstrip Trailhead Parking Lot	12000	S.F.			
	<i>Clearing and Grubbing</i>					
	<i>Parking Lot Excavation 4" Depth</i>	148	C.Y.	\$13.00	\$1,924.00	
	<i>4" Leveling course D1</i>	300	TON	\$26.00	\$3,848.00	\$5,772
16	Hilltop Parking Lot: Layout and Drainage Improvements	33,300	S.F.			
	<i>Parking Lot Excavation 4" Depth</i>	407	C.Y.	\$13.00	\$5,291.00	
	<i>4" Leveling course D1</i>	825	TON	\$26.00	\$21,450.00	
	<i>Large Landscape Boulders</i>	75	EACH	\$300.00	\$22,500.00	\$49,241
17	Multi-Use Connector from Gasline/Spencer Loop area up to State Park	2300	L.F.			
	<i>Clearing and Grubbing</i>	0.8	ACRE	\$25,000.00	\$20,000.00	
	<i>Geotextile, Separation</i>	3577	S.Y.	\$3.00	\$10,731.00	
	<i>Aggregate Base course, D1</i>	6810	TON	\$25.00	\$170,250.00	\$200,981
18	Designate Areas for No New Trail Development		ACRE	\$0.00		\$0
19	Lighted Trail Connection to the Hillside Loop	54	@	\$6,000.00	\$324,000.00	<u>\$324,000</u>
20	Hillside Trailhead Parking Improvements	28000	S.F.			
	<i>Unusable Excavation (12")</i>	1555	C.Y.	\$20.00	\$31,100.00	
	<i>Geotextile, Separation</i>	3100	S.Y.	\$3.00	\$9,300.00	
	<i>Classified Fill, Type II-A (18")</i>	3110	TON	\$20.00	\$62,200.00	
	<i>Aggregate Base course, D1 (3")</i>	520	TON	\$35.00	\$18,200.00	
	<i>Asphalt Concrete (3")</i>	520	TON	\$125.00	\$65,000.00	<u>\$185,800</u>
21	Blue Dot Trail Connection to Smoke Jumper Trailhead					
	<i>Natural Dirt Surface Trail Construction</i>	800	L.F.	\$3.00	\$2,400.00	<u>\$2,400</u>
22	Rendezvous Trailhead Improvements	10400	S.F.			
	<i>Unusable Excavation (12")</i>	1150	C.Y.	\$20.00	\$23,000.00	
	<i>Geotextile, Separation</i>	385	S.Y.	\$3.00	\$1,155.00	
	<i>Classified Fill, Type II-A (18")</i>	1150	TON	\$20.00	\$23,000.00	
	<i>Aggregate Base course, D1 (3")</i>	192	TON	\$35.00	\$6,720.00	<u>\$53,875</u>
23	Grade Separated Crossing of Dog Mushing Trail and Tour of Anchorage Trail					
	<i>Tunnel 104'x14'</i>	104	L.F.	\$2,100.00	\$218,400.00	
	<i>Tunnel Excavation</i>	480	C.Y.	\$20.00	\$9,600.00	
	<i>Tunnel (36" Type A NFS)</i>	145	TON	\$20.00	\$2,900.00	
	<i>Tunnel (Type B)</i>	500	TON	\$9.00	\$4,500.00	
	<i>Tunnel (3" Leveling Course D1)</i>	10	TON	\$35.00	\$350.00	
	<i>design fees (15%)</i>				\$35,362.50	
	<i>contingency (20%)</i>				\$47,150.00	<u>\$318,263</u>

**Far North Bicentennial Park:
TRAIL IMPROVEMENTS PLAN**

**Appendix C:
Proposed Projects and Cost Estimates**

Project No.	PROJECT DESCRIPTION	QTY	UNIT	UNIT COST	SUB-TOTAL COST	TOTAL COST
24	Singletrack Advocates- Phase II Trails <i>Natural Dirt Surface Trail Construction</i>	26400	L.F.	\$4.00	\$105,600.00	<u>\$105,600</u>
25	Parking Improvements at "Little Hill" Parking Area <i>Unusable Excavation (12")</i> <i>Geotextile, Separation</i> <i>Classified Fill, Type II-A (18")</i> <i>Aggregate Base course, D1 (3")</i>	720 27 80 80 14	S.F. C.Y. S.Y. TON TON	 \$20.00 \$3.00 \$20.00 \$35.00	 \$540.00 \$240.00 \$1,600.00 \$490.00	<u>\$2,870</u>
26	Trailhead Improvements at NE corner of park	1	L.S.	\$25,500.00	\$25,500.00	<u>\$25,500</u>
27	Northeast Park Trail Connector <i>Boardwalk -through wetland area; approx. = 5000 lf of boardwalk x 10' wide</i>	50000	S.F.	\$50.00	\$2,500,000.00	<u>\$2,500,000</u>
28	Black Bear Trail Extension <i>Natural Dirt Surface Trail Construction</i>	370	L.F.	\$4.00	\$1,480.00	<u>\$1,480</u>
29	Abbott Loop Community Park Trail Improvements into FNBP <i>Import of gravel base; re-grading of slope</i>	1750	L.F.	\$10.00	\$17,500.00	<u>\$17,500</u>
30	BLM Ridge Tread and Trail Corridor Repair <i>Tread Improvements</i> <i>Culverts (\$300/1000 lf)</i> <i>Labor (20hrs/1000 lf X \$50/hr)</i>	6900 6900 6900	L.F. L.F. L.F.	\$2.00 \$0.30 \$1.00	\$13,800.00 \$2,070.00 \$6,900.00	<u>\$22,770</u>
31	Spencer Loop Drainage Repairs <i>Tread Improvements</i> <i>Culverts (\$300/1000 lf)</i> <i>Labor (20hrs/1000 lf X \$50/hr)</i>	2734 2734 2734	L.F. L.F. L.F.	\$2.00 \$0.30 \$1.00	\$5,468.00 \$820.20 \$2,734.00	<u>\$9,022</u>
32	Black Bear Trail Drainage Repairs <i>Tread Improvements</i> <i>Culverts (\$300/1000 lf)</i> <i>Labor (20hrs/1000 lf X \$50/hr)</i>	528 528 528	L.F. L.F. L.F.	\$2.00 \$0.30 \$1.00	\$1,056.00 \$158.40 \$528.00	<u>\$1,742</u>
33	Moose Meadow Drainage Improvements <i>Tread Improvements</i> <i>Culverts (\$300/1000 lf)</i> <i>Labor (20hrs/1000 lf X \$50/hr)</i>	2400 2400 2400	L.F. L.F. L.F.	\$2.00 \$0.30 \$1.00	\$4,800.00 \$720.00 \$2,400.00	<u>\$7,920</u>
34	Randy's Loop Tread Repair and Drainage Improvements <i>Tread Improvements</i> <i>Culverts (\$300/1000 lf)</i> <i>Labor (20hrs/1000 lf X \$50/hr)</i>	160 160 160	L.F. L.F. L.F.	\$2.50 \$1.00 \$2.50	\$400.00 \$160.00 \$400.00	<u>\$960</u>

**Far North Bicentennial Park:
TRAIL IMPROVEMENTS PLAN**

**Appendix C:
Proposed Projects and Cost Estimates**

Project No.	PROJECT DESCRIPTION	QTY	UNIT	UNIT COST	SUB-TOTAL COST	TOTAL COST
35	Moose Ridge Loop Trail Repairs					
	<i>Tread Improvements</i>	1349	L.F.	\$2.00	\$2,698.00	
	<i>Culverts (\$300/1000 lf)</i>	1349	L.F.	\$0.30	\$404.70	
	<i>Labor (20hrs/1000 lf X \$50/hr)</i>	1349	L.F.	\$1.00	\$1,349.00	
						<u>\$4,452</u>
36	Besh Lighted Loop Trail Repairs					
	<i>Tread Improvements</i>	1177	L.F.	\$2.00	\$2,354.00	
	<i>Culverts (\$300/1000 lf)</i>	1177	L.F.	\$0.30	\$353.10	
	<i>Labor (20hrs/1000 lf X \$50/hr)</i>	1177	L.F.	\$1.00	\$1,177.00	
						<u>\$3,884</u>
37	Service/Jr. Nordic Loop Trail Repairs					
	<i>Tread Improvements</i>	2667	L.F.	\$2.00	\$5,334.00	
	<i>Culverts (\$300/1000 lf)</i>	2667	L.F.	\$0.30	\$800.10	
	<i>Labor (20hrs/1000 lf X \$50/hr)</i>	2667	L.F.	\$1.00	\$2,667.00	
						<u>\$8,801</u>
38	Rehabilitation of Unauthorized Parking Area					
	<i>Revegetation</i>	1	L.S.	\$7,500.00	\$7,500.00	
	<i>Boulders</i>	20	EA	\$300.00	\$6,000.00	
						<u>\$13,500</u>

TOTAL = \$6,624,060

APPENDIX D

**Issue Response Summary
from
Parks & Recreation Commission Meetings**

Issue Response Summary

Far North Bicentennial Park: Trail Improvements Plan

DOWL HKM

(REVISED 09-14-09) August 6, 2009

Introduction

This Issue Response Summary is in response to the Parks & Recreation Commission's (PRC) May 14, 2009 meeting where they developed a resolution to form a subcommittee to thoroughly review the plan, review all the public comments, and to develop an addendum to the plan. PRC Commissioners Tim Benintendi, David Wigglesworth, and Dan Frank were chosen for this subcommittee. This Issue Response Summary is that addendum that is referenced above and will be presented to the PRC for discussion and resolution at their next meeting, after which it will be forwarded along with the Draft Plan to the Urban Design Commission (UDC). Public comment will be heard as part of the UDC process. After the UDC approval, the Final Plan will be completed.

The following issues and responses relate to public comment received to date, comments from the PRC Commissioners, and comments from regulatory agencies. The major issues that need resolution are issues 1 – 3 listed below. The other issues highlight the revisions that will be made to the final document once it has been reviewed through the PRC and the UDC process.

1. Issue: Project #24, Singletrack Advocates (STA) Phase II new trail development located on the north side of Campbell Airstrip Road along the eastern border of FNBP.

Response: It is the Parks & Recreation Department's (P&R) recommendation to remove this project from the Trail Improvements Plan in the location it is shown in the Plan. P&R recommends the relocation of these proposed trails between Moose Meadow Trail and Rover's Run/Mellen's Way or in Chugach State Park. See attached image showing recommended relocation area (Figure 26).

A relocation of these trails are being recommended because of input from ADF&G which has noted this area as being a wildlife corridor for bears, as well as a recommendation from the Watershed & Natural Resource Advisory Commission to relocate the trails to minimize conflicts between trail users and wildlife. However, because of strong community support for these types of trails, we have recommended a relocation of these trails.

Issue Response Summary

Far North Bicentennial Park: Trail Improvements Plan

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(REVISED 09-14-09) August 6, 2009

- 2. Issue: Rover's Run/Mellen's Way seasonal trail closure. Currently, the plan identifies this trail as being closed during the summer months and open in the winter.**

Response: There are two options that need to be discussed related to this issue. First, there is the option of re-routing the trail away from the creek corridor and the wetland that it exists in today. The SE portion of the trail where it connects into the connector trail up to the Gasline Trail can be realigned away from the creek to the toe of the slope (just below the Brown Bear Trail). The second option is to re-route the NW portion of the trail to connect into the Black Bear Trail as an alternative route to its current end location. Attached are illustrations of these options (see Figure 26 – options 1 and 2). Each option could be constructed independently; however, we are recommending that both options be implemented.

P&R does not recommend any seasonal closures of trails throughout the MOA park system at this time. Project #11 is revised to state the above trail reroutes to move this trail away from the creek and out of the wetlands, where possible.

Project #11 will have the following title and proposed project description:

- **Rover's Run/Mellen's Way Trail Reroutes**
Rover's Run/Mellen's Way Trail will be rerouted away from the creek to avoid wildlife conflicts and move it out of the wetland soils to higher ground if possible. The southeastern portion of the trail where it connects up to the Gasline Trail should be moved up and out of the wetland soils, closer to the bluff. The northwestern portion of the trail should be rerouted away from the creek to meet at the junction of the Black Bear and Moose Meadow Trails. Structures consistent with the trail class may be required.

- 3. Issue: Project #18, Designate Areas for No New Trail Development. Is this area appropriate size/location for preserving natural open space with no new trail development or should it be increased to encompass more of the park?**

Response: This area was originally set aside based on input from the orienteering group as a prime location for their meets/events. P&R recommends that the area be expanded to the north of the East Anchorage connector trail (Tank Trail) to include a larger portion of the northeast area that holds critical wetland, fish, and wildlife habitat. The attached illustrations (Figures 11 & 26) show this proposed expansion of the area designated as No New Trail Development.

Issue Response Summary

- 4. Issue: Stronger language should be included in the Trail Improvements Plan related to the Trail Design Parameters and how these should be used as guidelines, not as hard and fast requirements for each trail design, construction, or maintenance.**

Response: The Trail Improvements Plan will include the following language to the document under Section 4.2 Trail Design Parameters/Guidelines (page 51, insert as the first paragraph):

- *These Trail Design Parameters/Guidelines are to be used as guidelines, not as strict requirements, for either building new trails or for designating existing trails. These parameters or guidelines will be a P&R trail management tool and will provide trail users the understanding of what the expected trail experience will be and help “guide” the design, construction, and maintenance of both existing and proposed trails.*

- 5. Issue: Revisions to Trail Design Parameters – Nordic Skiing and Skijoring – are required to meet the abilities of these user groups to build and maintain these trails.**

Response: Revisions to the Nordic Skiing Trail Design Parameter (Figures 20 and 21, pages 56 and 57) and the Trail Design Parameter for Skijoring, (Figure 23 on page 59) have been made to match the abilities of these user groups to build and maintain these trails. These two groups have similar trail requirements and maintenance requirements. The NSAA grooms most of the trails that are used by skijorers. These revisions for Figures 20, 21, and 23 are illustrated on the following attachments to this issue/response summary.

- 6. Issue: Include information on what’s existing (trail quantities/trail types) vs. what is proposed.**

Response: Page 51, Table 3 shows quantities and mileages of each of the trail classes. This table has been revised and attached to this issues response summary for review. A revised Table 3 will show the mileages and quantities of each trail class for both the existing trails and when the proposed trails are included. Figure 15 shows existing trails in solid lines and proposed trails in dashed lines.

Issue Response Summary

Far North Bicentennial Park: Trail Improvements Plan

DOWL HKM

(REVISED 09-14-09) August 6, 2009

7. Issue: Figure 24, Intensity of Recreational Use (pg. 61) needs to define low, medium, and high levels of intensity of recreational use in FNBP. What is this map trying to show?

Response: Section 4.3.1.1 Intensity of Recreational Uses, along with the map, will be revised to say, 'Current Intensity of Recreational Uses'. This section will be moved to the front of the Trail Improvements Plan document as a new section called Section 1.2.7 Current Intensity of Recreational Uses. This will help emphasize the intent of this subsection and mapping which is to illustrate that FNBP is consistent with the 1985 Updated FNBP Master Plan in terms of the development of recreational facilities vs. preserving FNBP as a natural area. The following text will be added after the first paragraph:

- *This plan maintains the ideas and concepts of the 1985 Updated Master Plan and the Generalized Land Use Plan map, which balance the development of recreational facilities with the preservation of FNBP as a natural area. Areas designated as having a high intensity of recreational use are defined as areas with approximately 33 miles of trails per square mile. Medium and low areas of recreational use have approximately 18 miles and approximately 7 miles of trail per square mile, respectively.*
- Also see the attached illustration showing the trail density of FNBP.

8. Issue: Better management of the equestrian concessionaire is needed.

Response: MOA P&R staff to review and revise the existing equestrian concessionaire permit and develop policies for any future FNBP or other park concessionaires. Revisions to the permit to include the concessionaire providing a plan of the horseback riding routes throughout FNBP to P&R for approval prior to the beginning of the season and cleanup routine/schedule. MOA to make those routes public by placing on P&R website and/or presented to PRC. This issue has been recommended as a proposed project and added to the list as Project #42.

9. Issue: Need to develop a vehicle for resolving issues between equestrian users and skiers, bicyclists, and skijorers.

Response: MOA P&R staff to work with the FNBP Trail User Group to develop an User Group Management Plan. P&R staff to utilize the monthly meetings of the FNBP Trail User Group and have it separately facilitated by a professional consultant to develop the management plan. This issue has been recommended as a proposed project and added to the list as Project #43.

Issue Response Summary

Far North Bicentennial Park: Trail Improvements Plan

DOWL HKM

(REVISED 09-14-09) August 6, 2009

10. Issue: Need to identify the trail management objectives for each trail.

Response: Trail Management Objectives (TMOs) will be developed in the future based on the identified trail classes. One example of a TMO for each trail class has been developed for this issue/response summary to be included in the final plan.

- Trail Class 2: Bicycling (STA – Phase I Trail)
- Trail Class 3: Dog Sledding (Muldoon Swamp Trail)
- Trail Class 4: Skijoring (Abbott Trail)
- Trail Class 5: Nordic Skiing (Besh Lighted Loop Trail) and Asphalt Multi-Use Trail (Campbell Creek Trail)

11. Issue: Answers to questions such as: 1. How does implementing the Proposed Projects list address the Draft Planning issues? 2. What would be the resulting allocation of trail classes, designed and managed uses, etc. if the Proposed Projects were implemented? 3. What are the fixed and lifecycle costs of implementing each project? 4. How would the projects be phased or what are the priorities? 5. What uses would each trail be designed for?

Response: 1.) The proposed projects address the planning issues by creating alternative routes along the proposed trail trunk system for all users. Trail trunks serve to connect areas of FNBP to existing neighborhoods, to make connections to a variety of trail classes and trail systems with FNBP, and to provide major through-connections for commuters. 2.) FNBP is designated as a natural area as written in the federal land transfer language. The needs and desires for proposed trail improvements and new trail developments must be balanced with the conservation of natural resources in FNBP such as the wetlands, the vegetation, the wildlife, and the creeks and streams. 3.) Fixed and lifecycle costs are not accounted for in this planning effort because there is no funding for any of these projects. An estimate for each proposed project has been developed within this planning document. This document is intended to be a 10 – 15 year plan for completing the proposed improvements. 4.) Currently, the projects have not been prioritized. Health, safety, and welfare issues must be taken into account, thus specific short term maintenance will be done (ie the fixing of missing bridge planks along the TOA trail bridges; and the reroute of Rover’s Run/Mellen’s Way Trail). 5.) TMOs will be developed by P&R in the future and defined for a primary **trail experience user of each trail**, thus this will define both future construction of new trails or maintenance of existing trails. The trail classifications and Figure 16 outline the allowed uses in both summer and winter. Example TMOs have been developed for the Final Plan and as a part of this addendum.

Issue Response Summary

Far North Bicentennial Park: Trail Improvements Plan

DOWL HKM

(REVISED 09-14-09) August 6, 2009

12. Issue: What isn't clear - but what should be made clear - is how the Proposed Projects resolve these issues [user conflicts, trail conditions, impacts on wildlife and other natural resources, impacts on neighborhoods, etc.]....

Response: The trail trunk system was developed to provide alternative routes to many different trail users and focus their use to these trails, allowing them connections to the smaller trail networks throughout the park. The Trail Classifications and Trail Design Parameters were also developed to provide all trail users with an understanding of the type of trail experience that is expected and an understanding of each trail's defined use and allowed uses.

The FNBP Trail Users Group is being recommended to continue with their monthly meetings allowing trail users to express issues or conflicts in order for resolution.

13. Issue: Need to identify the Proposed Trail Improvements costs for projects 20 through 41 – Table 5.

Response: Table 5 has been reorganized to include additional projects and is based on input from the PRC Subcommittee and trail user groups. A revised Table 5 has been attached showing costs for the proposed and additional projects.

14. Issue: Revisions needed on Figure 16, page 50, to reflect the combined Skate Skiing and Classical Skiing categories into one Nordic Skiing Trail Design Parameter.

Response: Figure 16, Page 50, is revised to show the Nordic Skiing category under the allowed winter uses where it was showing Skate Skiing or Classical Skiing. Also, trail classes have changed for some of the ski trails. They have changed to Class 5 trails, unpaved. These are heavily used and highly developed trails that are trail class 5 because they are lighted trails. We have also made changes to the spreadsheet and replaced the Design Parameter Used field with the Designed Use; and the Allowed Uses field has been replaced with Managed Use and Prohibited Use, to match the TMO (Trail Management Objectives) language. Finally, a footnote has been added to this figure stating, *"BLM trails are included for informational purposes only. BLM maintains and manages trails within their property."* See the revised Figure 16, attached.

Issue Response Summary

Far North Bicentennial Park: Trail Improvements Plan

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15. Issue: Trail Trunk needs to be extended along the Campbell Creek Trail and along the Dr. Martin Luther King, Jr. Avenue roadside trails going east to Boniface Parkway.

Response: Figure 25, Page 62, has been revised to show the inclusion of both the Campbell Creek Trail (to the west of the Tour of Anchorage Trail), and the Dr. Martin Luther King, Jr. Avenue roadside trails (extending from the Tour of Anchorage Trail to the east – connecting into Boniface Parkway) as Trail Trunks.

16. Issue: Randy's Loop Tread Repair and Drainage Repair: This project should be more focused on the Service/Junior Nordic Loop.

Response: Service/Jr. Nordic Loop Trails will be added as a new Trail Repairs project. This proposed project will have the following language:

- *Service/Jr. Nordic Loop Trail tread, drainage, and trail corridor repairs to bring the trail up to Class 5 Nordic Ski Trail Design Parameters.*

17. Issue: Besh Lighted Loop Trail has drainage issues.

Response: The proposed maintenance procedures for Class 4 trails will allow maintenance projects to address drainage issues. This issue will be added as a new Trail Repairs project with the following language:

- *Besh Lighted Loop Trail tread, drainage, and trail corridor repairs to bring the trail up to Class 5 Nordic Ski Trail Design Parameters.*

18. Issue: Revisions to Section 5.0 Trail Construction and Maintenance Guidelines need to be made.

Response: Changes will be made to the document based on input from trail users, the general public, and our soft trails expert (subconsultant – Troy Duffin). These changes/revisions are highlighted in a redlined version of the Plan.

19. Issue: Bicycle facilities along the Campbell Airstrip Road.

Response: Currently, this Trail Improvements Plan does not have any jurisdiction on upgrades or improvements to any of the roads that go into the study area or park property. However, this issue will be added as a proposed project with the following language:

- *If Campbell Airstrip Road is upgraded or when improvements occur, this plan recommends bicycle facilities, such as bike lanes, be incorporated.*

Issue Response Summary

Far North Bicentennial Park: Trail Improvements Plan

DOWL HKM

(REVISED 09-14-09) August 6, 2009

20. Issue: Concerns about heavier use of Moose Ridge Loop Trail degrading the trail with the proposed upgrading of the 2.5km and 4.5km loop trails to Class 4.

Response: This plan recommends adding a proposed project for Trail Repairs to the Moose Ridge Loop Trail in order to improve the tread condition of this class 2 trail.

The following language is proposed for this new trail project:

- *Moose Ridge Loop Trail tread, drainage, and trail corridor repairs to maintain the trail in its current Trail Class 2 designation. Consider a trail reroute where the trail is heavily braided through an area with poorly drained soils. Structures consistent with the designed use for the trail.*

21. Issue: Concern that stronger language should be included in the Draft Plan about the federal land transfer language noting that FNBP is to remain primarily a natural area.

Response: Stronger language will be added to Section 1.2.5 History of Land Ownership and Management. That language will consist of the following taken from both the 1974 FNBP Master Development Plan and the Recreation and Public Purposes Act (R&PP) of June 14, 1926:

- *This legislation allowed the transfer of federal land to State and local governments for recreational and public service uses, through the Recreation and Public Purposes Act (R&PP).*

After the land transfer language was developed, the 1974 FNBP Master Development Plan set goals for FNBP which stated specific objectives of the master plan as follows:

1. *Maintain the FNBP in perpetuity as a public park for the benefit of the citizens of Alaska.*
2. *Preserve the streambeds, watershed areas, and wildlife habitat of the area in as pristine a condition as possible allowing for compatible use of the area for nature appreciation by the public.*
3. *Provide recreational use by the citizens in areas where such use will be consistent with the primary objectives of nature conservation.*
4. *Provide areas where more intensive public uses can be developed in a manner consistent with nature and harmonious with neighboring uses.*

This Trail Improvements Plan contains recommendations in concert with the intent of the 1974 FNBP Master Development Plan and the transfer documents.

Issue Response Summary

Far North Bicentennial Park: Trail Improvements Plan

DOWL HKM

(REVISED 09-14-09) August 6, 2009

22. Issue: Concern that a stronger statement should be made about the development of paved trails not being consistent with keeping FNBP a natural area.

Response: The current language will be added to Section 1.2.6 Current Land Use/Management after the second sentence of the first paragraph:

- *Paved trails are inconsistent with FNBP being maintained as a natural area. The only locations where proposed trails have been recommended in the study area are in cases where links between two existing paved trails are missing. Also, paved trails are proposed along the future Dr. Martin Luther King, Jr. Avenue (formerly known as 48th Avenue), which is outside the park boundary but within the study area.*

23. Issue: The explanation is correct but incomplete when stating the importance of the ski trails to the Anchorage School District (ASD)...more needs to be added to clearly define the extent to which ASD uses the surrounding FNBP trails.

Response: Section 1.2.7.5 Anchorage School District will have language added to it to show the importance of the surrounding FNBP trail system to the needs of the ASD's athletic programs. The following text will be added to Section 1.2.7.5 as a second paragraph:

- *The FNBP trails are an integral part of the high school and middle school athletic programs. From early November to late February, the Nordic ski teams of Service and South use these trails daily for practice. Goldenview and Hanshew Middle Schools use these trails in January and February. On a normal week day in January, there are up to 300 school athletes on the trails. When the snow conditions at the other schools' ski venues are not safe for skiing, the athletes are bused to the Hillside trails. There are days when all the Anchorage High Schools are using the trails. At least one race per year is staged from Service High School. Typical turnout is 400 athletes. Also, the cross country running teams use these trails in August and September. NSAA is contracted by the Anchorage School District to provide grooming service for the high school and middle school ski programs.*

Issue Response Summary

Far North Bicentennial Park: Trail Improvements Plan

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(REVISED 09-14-09) August 6, 2009

24. Issue: Add new trail projects as per comments from user groups and PRC Subcommittee Meeting.

Response: New trail projects have been added to the Trail Improvements Plan as per comments from trail user groups, discussion at the PRC subcommittee meeting, and comments from the general public. The following is a list of proposed projects added to the Trail Improvements Plan:

40. Service/Jr. Nordic Loop Trail Repairs

Service/Jr. Nordic Loop Trail tread, drainage, and trail corridor repairs to bring the trail up to Class 5 Nordic Ski Trail Design Parameters.

41. Besh Lighted Loop Trail Repairs

Besh Lighted Loop Trail tread, drainage, and trail corridor repairs to bring the trail up to Class 5 Nordic Ski Trail Design Parameters.

42. Equestrian Concessionaire Permit

MOA P&R staff to review and revise the current equestrian concessionaire permit and develop policies for any future FNBP or other park concessionaires. Revisions to the permit to include the concessionaire providing a plan of the horseback riding routes throughout FNBP to P&R for approval prior to the beginning of the season and cleanup routine/schedule. MOA to make those routes public by placing on P&R website and/or presented to PRC.

43. User Group Management Plan

MOA P&R staff to work with the FNBP Trail User Group to develop a User Group Management Plan. P&R staff to utilize the monthly meetings of the FNBP Trail User Group and have it separately facilitated by a professional consultant to develop the management plan.

44. Bike Lanes on Campbell Airstrip Road

If Campbell Airstrip Road is upgraded or when improvements occur, this plan recommends bicycle facilities, such as bike lanes, be implemented into the roadway improvements. Moose Ridge Loop Trail Repairs

45. Moose Ridge Loop Trail Repairs

Moose Ridge Loop Trail tread, drainage, and trail corridor repairs to maintain the trail to its current Trail Class 2 classification. Consider a trail reroute where the trail is heavily braided through an area with poorly drained soils. Structures consistent with all allowed uses may be required.

APPENDIX E

Example Trail Management Objectives (TMO)



TRACS Trail Management Objectives

Park:

MOA Park District:

Trail Name:

Trail Number:

Trail Beginning Termini:

Beg. Milepost:

Trail Ending Termini:

End. Milepost:

Trail Inventory Length: Miles

Trail Mileage Source: Wheel GPS Map Unknown

TMO Trail Section

Section Beg. Termini:

Beg. Milepost:

Sec.# Section End. Termini:

End. Milepost:

Designed Use Objectives

(Check one)

Trail Type

Standard Terra Trail

Snow Trail

Water Trail

(Check one)

Trail Class

1 (Primitive/Undeveloped)

2 (Simple/Minor Development)

3 (Developed/Improved)

4 (Highly Developed)

5 (Fully Developed)

Designed Use

(Check one)

Hiker / Pedestrian

Equestrian

Bicycle

Cross-Country Ski (Classic)

Cross-Country Ski (Skate)

Dog Sledding

Snowshoe

Skijoring

Wheelchair

Design Parameters

(Fill in all that apply)

Tread Width (inches)

Grade: Target Range (%) (>90% of TMO segment)

Grade: Short Pitch Max (%)

Cross-Slope (%)

Clearing Width (feet)

Clearing Height (feet)

Switchback Radius (feet)

Target Frequency Per Year

(Fill in all that apply)

Trail Opening

Tread Repair

Drainage Cleanout

Logging Out

Brushing

Snow Trail Grooming

Condition Survey



TRACS Trail Management Objectives

Trail Name: **Singletrack Advocates (STA) Phase I Trail**

Trail Number: _____

Travel Management Strategies FSM 2353.19

Managed Use

(Fill in all that apply)*

	From Date (mm/dd)	To Date (mm/dd)
<input checked="" type="checkbox"/> Hiker / Pedestrian		
<input type="checkbox"/> Equestrian		
<input checked="" type="checkbox"/> Bicycle	all	year
<input type="checkbox"/> Cross-Country Ski (Classic)		
<input type="checkbox"/> Cross-Country Ski (Skate)		
<input type="checkbox"/> Dog Sledding		
<input type="checkbox"/> Snowshoe		
<input type="checkbox"/> Skijoring		
<input type="checkbox"/> Wheelchair		
<input type="checkbox"/> _____		
<input type="checkbox"/> _____		
<input type="checkbox"/> _____		

Prohibited Use

(Check if applicable)

From Date (mm/dd) To Date (mm/dd)

All Motorized Use Prohibited

(Or, fill in all that apply)

	From Date (mm/dd)	To Date (mm/dd)
<input type="checkbox"/> Hiker / Pedestrian		
<input checked="" type="checkbox"/> Equestrian	all	year
<input type="checkbox"/> Bicycle		
<input type="checkbox"/> Cross-Country Ski (Classic)		
<input checked="" type="checkbox"/> Cross-Country Ski (Skate)	all	year
<input checked="" type="checkbox"/> Dog Sledding	all	year
<input type="checkbox"/> Snowshoe		
<input type="checkbox"/> Skijoring		
<input type="checkbox"/> Wheelchair		
<input type="checkbox"/> _____		
<input type="checkbox"/> _____		
<input type="checkbox"/> _____		

Other Use

(Optional: Check any that apply)*

	Accept	Discourage	Eliminate
<input checked="" type="checkbox"/> Hiker / Pedestrian	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Equestrian	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Bicycle	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Cross-Country Ski (Classic)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Cross-Country Ski (Skate)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Dog Sledding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Snowshoe	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Skijoring	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Wheelchair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Special Considerations

(Check any that apply. Underline appropriate clarifier in parenthesis. Provide specifics and reference information below.)

- Shared System (shared with other system road or trail)
- Accessible per Current Agency Guidelines
- T&E or Sensitive Species Present (Plant / Wildlife)
- Heritage Resource Present
- Easement across Non-MOA Land (Existing / Needed)
- Existing Permit or Agreement (Trail-Specific / Area)
- _____
- _____

Remarks / Reference Information

(Use continuation sheet if needed.)

Unpaved trail with native material as trail tread.

Line Officer: Name _____

Signature _____

Title _____

Date _____



TRACS Trail Management Objectives

Park:

MOA Park District:

Trail Name:

Trail Number:

Trail Beginning Termini:

Beg. Milepost:

Trail Ending Termini:

End. Milepost:

Trail Inventory Length: Miles

Trail Mileage Source: Wheel GPS Map Unknown

TMO Trail Section

Section Beg. Termini:

Beg. Milepost:

Sec.# Section End. Termini:

End. Milepost:

Designed Use Objectives

- (Check one)
- Trail Type
- Standard Terra Trail
 - Snow Trail
 - Water Trail

- (Check one)
- Trail Class
- 1 (Primitive/Undeveloped)
 - 2 (Simple/Minor Development)
 - 3 (Developed/Improved)
 - 4 (Highly Developed)
 - 5 (Fully Developed)

ROS/WROS Class (Check one)

- ROS
- Non-Wilderness
- Urban
 - Rural
 - Roaded Modified
 - Roaded Natural
 - Semi-Primitive Motorized
 - Semi-Primitive NonMotorized
 - Primitive

Designed Use

- (Check one)
- Hiker / Pedestrian
 - Equestrian
 - Bicycle
 - Cross-Country Ski (Classic)
 - Cross-Country Ski (Skate)
 - Dog Sledding
 - Snowshoe
 - Skijoring
 - Wheelchair
 - _____
 - _____
 - _____

Design Parameters

- (Fill in all that apply)
- Tread Width (inches)
 - Grade: Target Range (%) (>90% of TMO segment)
 - Grade: Short Pitch Max (%)
 - Cross-Slope (%)
 - Clearing Width (feet)
 - Clearing Height (feet)
 - Switchback Radius (feet)
 - Min. site distance at trail intersections _____

Target Frequency

- Per Year (Fill in all that apply)
- Trail Opening
 - Tread Repair
 - Drainage Cleanout
 - Logging Out
 - Brushing
 - Snow Trail Grooming
 - Condition Survey
 - _____



TRACS Trail Management Objectives

Trail Name: **Muldoon Swamp Trail**

Trail Number: _____

Travel Management Strategies FSM 2353.19

Managed Use

(Fill in all that apply)*

	From Date (mm/dd)	To Date (mm/dd)
<input type="checkbox"/> Hiker / Pedestrian		
<input type="checkbox"/> Equestrian		
<input type="checkbox"/> Bicycle		
<input type="checkbox"/> Cross-Country Ski (Classic)		
<input type="checkbox"/> Cross-Country Ski (Skate)		
<input checked="" type="checkbox"/> Dog Sledding	all	year
<input type="checkbox"/> Snowshoe		
<input type="checkbox"/> Skijoring		
<input type="checkbox"/> Wheelchair		
<input type="checkbox"/> _____		
<input type="checkbox"/> _____		
<input type="checkbox"/> _____		

Prohibited Use

(Check if applicable)

From Date
(mm/dd) To Date
(mm/dd)

All Motorized Use Prohibited

(Or, fill in all that apply)

<input checked="" type="checkbox"/> Hiker / Pedestrian	9/15	5/1
<input checked="" type="checkbox"/> Equestrian	9/15	6/1
<input checked="" type="checkbox"/> Bicycle	9/15	6/1
<input checked="" type="checkbox"/> Cross-Country Ski (Classic)		
<input checked="" type="checkbox"/> Cross-Country Ski (Skate)		
<input type="checkbox"/> Dog Sledding		
<input checked="" type="checkbox"/> Snowshoe		
<input checked="" type="checkbox"/> Skijoring		
<input type="checkbox"/> Wheelchair		
<input type="checkbox"/> _____		
<input type="checkbox"/> _____		
<input type="checkbox"/> _____		

Other Use

(Optional: Check any that apply)*

	Accept	Discourage	Eliminate
<input checked="" type="checkbox"/> Hiker / Pedestrian	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Equestrian	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Bicycle	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Cross-Country Ski (Classic)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Cross-Country Ski (Skate)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Dog Sledding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Snowshoe	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Skijoring	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Wheelchair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Special Considerations

(Check any that apply. Underline appropriate clarifier in parenthesis. Provide specifics and reference information below.)

- Shared System (shared with other system road or trail)
- Accessible per Current Agency Guidelines
- T&E or Sensitive Species Present (Plant / Wildlife)
- Heritage Resource Present
- Easement across Non-MOA Land (Existing / Needed)
- Existing Permit or Agreement (Trail-Specific / Area)
- _____
- _____

Remarks / Reference Information

(Use continuation sheet if needed.)

Line Officer: Name _____

Signature _____

Title _____

Date _____



TRACS Trail Management Objectives

Park:

MOA Park District:

Trail Name:

Trail Number:

Trail Beginning Termini:

Beg. Milepost:

Trail Ending Termini:

End. Milepost:

Trail Inventory Length: Miles

Trail Mileage Source: Wheel GPS Map Unknown

TMO Trail Section

Section Beg. Termini:

Beg. Milepost:

Sec.# Section End. Termini:

End. Milepost:

Designed Use Objectives

(Check one)

Trail Type

- Standard Terra Trail
- Snow Trail
- Water Trail

(Check one)

Trail Class

- 1 (Primitive/Undeveloped)
- 2 (Simple/Minor Development)
- 3 (Developed/Improved)
- 4 (Highly Developed)
- 5 (Fully Developed)

ROS/WROS Class (Check one)

ROS

Non-Wilderness

- Urban
- Rural
- Roaded Modified
- Roaded Natural
- Semi-Primitive Motorized
- Semi-Primitive NonMotorized
- Primitive

Designed Use

(Check one)

- Hiker / Pedestrian
- Equestrian
- Bicycle
- Cross-Country Ski (Classic)
- Cross-Country Ski (Skate)
- Dog Sledding
- Snowshoe
- Skijoring
- Wheelchair
- _____
- _____
- _____

Design Parameters

(Fill in all that apply)

- Tread Width (inches)
- Grade: Target Range (%) (>90% of TMO segment)
- Grade: Short Pitch Max (%)
- Cross-Slope (%)
- Clearing Width (feet)
- Clearing Height (feet)
- Switchback Radius (feet)
- _____

Target Frequency

Per Year

(Fill in all that apply)

- Trail Opening
- Tread Repair
- Drainage Cleanout
- Logging Out
- Brushing
- Snow Trail Grooming
- Condition Survey
- _____



TRACS Trail Management Objectives

Trail Name: **Abbott Trail**

Trail Number: _____

Travel Management Strategies FSM 2353.19

Managed Use

(Fill in all that apply)*

	From Date (mm/dd)	To Date (mm/dd)
<input checked="" type="checkbox"/> Hiker / Pedestrian	all	year
<input checked="" type="checkbox"/> Equestrian	all	year
<input checked="" type="checkbox"/> Bicycle	all	year
<input checked="" type="checkbox"/> Cross-Country Ski (Classic)	9/15	5/1
<input checked="" type="checkbox"/> Cross-Country Ski (Skate)	9/15	5/1
<input type="checkbox"/> Dog Sledding		
<input checked="" type="checkbox"/> Snowshoe	9/15	5/1
<input checked="" type="checkbox"/> Skijoring	9/15	5/1
<input type="checkbox"/> Wheelchair		
<input type="checkbox"/> _____		
<input type="checkbox"/> _____		
<input type="checkbox"/> _____		

Prohibited Use

(Check if applicable)

From Date (mm/dd) To Date (mm/dd)

All Motorized Use Prohibited

(Or, fill in all that apply)

	From Date (mm/dd)	To Date (mm/dd)
<input type="checkbox"/> Hiker / Pedestrian		
<input type="checkbox"/> Equestrian		
<input type="checkbox"/> Bicycle	shoulder	season?
<input type="checkbox"/> Cross-Country Ski (Classic)		
<input type="checkbox"/> Cross-Country Ski (Skate)		
<input checked="" type="checkbox"/> Dog Sledding	all	year??
<input type="checkbox"/> Snowshoe		
<input type="checkbox"/> Skijoring		
<input type="checkbox"/> Wheelchair		
<input type="checkbox"/> _____		
<input type="checkbox"/> _____		
<input type="checkbox"/> _____		

Other Use

(Optional: Check any that apply)*

	Accept	Discourage	Eliminate
<input checked="" type="checkbox"/> Hiker / Pedestrian	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Equestrian	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Bicycle	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Cross-Country Ski (Classic)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Cross-Country Ski (Skate)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Dog Sledding	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/> Snowshoe	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Skijoring	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Wheelchair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Special Considerations

(Check any that apply. Underline appropriate clarifier in parenthesis. Provide specifics and reference information below.)

- Shared System (shared with other system road or trail)
 - Accessible per Current Agency Guidelines
 - T&E or Sensitive Species Present (Plant / Wildlife)
 - Heritage Resource Present
 - Easement across Non-MOA Land (Existing / Needed)
 - Existing Permit or Agreement (Trail-Specific / Area)
- _____
- _____

Remarks / Reference Information

(Use continuation sheet if needed.)

Line Officer: Name _____

Signature _____

Title _____

Date _____



TRACS Trail Management Objectives

Park:

MOA Park District:

Trail Name:

Trail Number:

Trail Beginning Termini:

Beg. Milepost:

Trail Ending Termini:

End. Milepost:

Trail Inventory Length: Miles

Trail Mileage Source: Wheel GPS Map Unknown

TMO Trail Section

Section Beg. Termini:

Beg. Milepost:

Sec.# Section End. Termini:

End. Milepost:

Designed Use Objectives

- (Check one)
- Trail Type
- Standard Terra Trail
 - Snow Trail
 - Water Trail

- (Check one)
- Trail Class
- 1 (Primitive/Undeveloped)
 - 2 (Simple/Minor Development)
 - 3 (Developed/Improved)
 - 4 (Highly Developed)
 - 5 (Fully Developed)

ROS/WROS Class (Check one)

- ROS
- Non-Wilderness
- Urban
 - Rural
 - Roaded Modified
 - Roaded Natural
 - Semi-Primitive Motorized
 - Semi-Primitive NonMotorized
 - Primitive

Designed Use

- (Check one)
- Hiker / Pedestrian
 - Equestrian
 - Bicycle
 - Cross-Country Ski (Classic)
 - Cross-Country Ski (Skate)
 - Dog Sledding
 - Snowshoe
 - Skijoring
 - Wheelchair
 - _____
 - _____
 - _____

Design Parameters

- (Fill in all that apply)
- Tread Width (inches)
 - Grade: Target Range (%) (>90% of TMO segment)
 - Grade: Short Pitch Max (%)
 - Cross-Slope (%)
 - Clearing Width (feet)
 - Clearing Height (feet)
 - Switchback Radius (feet)
 - _____

Target Frequency

- Per Year
- (Fill in all that apply)
- Trail Opening
 - Tread Repair
 - Drainage Cleanout
 - Logging Out
 - Brushing
 - Snow Trail Grooming
 - Condition Survey
 - _____



TRACS Trail Management Objectives

Trail Name: **Besh Lighted Loop Trail**

Trail Number: _____

Travel Management Strategies FSM 2353.19

Managed Use

(Fill in all that apply)*

	From Date (mm/dd)	To Date (mm/dd)
<input type="checkbox"/> Hiker / Pedestrian		
<input type="checkbox"/> Equestrian		
<input type="checkbox"/> Bicycle		
<input checked="" type="checkbox"/> Cross-Country Ski (Classic)		
<input checked="" type="checkbox"/> Cross-Country Ski (Skate)		
<input type="checkbox"/> Dog Sledding		
<input type="checkbox"/> Snowshoe		
<input type="checkbox"/> Skijoring		
<input type="checkbox"/> Wheelchair		
<input type="checkbox"/> _____		
<input type="checkbox"/> _____		
<input type="checkbox"/> _____		

Prohibited Use

(Check if applicable)

From Date (mm/dd) To Date (mm/dd)

All Motorized Use Prohibited

(Or, fill in all that apply)

<input checked="" type="checkbox"/> Hiker / Pedestrian	9/15	5/1
<input checked="" type="checkbox"/> Equestrian	9/15	5/1
<input checked="" type="checkbox"/> Bicycle	9/15	6/1
<input type="checkbox"/> Cross-Country Ski (Classic)		
<input type="checkbox"/> Cross-Country Ski (Skate)		
<input checked="" type="checkbox"/> Dog Sledding	all	year
<input checked="" type="checkbox"/> Snowshoe	9/15	5/1
<input checked="" type="checkbox"/> Skijoring	9/15	5/1
<input type="checkbox"/> Wheelchair		
<input type="checkbox"/> _____		
<input type="checkbox"/> _____		
<input type="checkbox"/> _____		

Other Use

(Optional: Check any that apply)*

	Accept	Discourage	Eliminate
<input checked="" type="checkbox"/> Hiker / Pedestrian	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Equestrian	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Bicycle	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Cross-Country Ski (Classic)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Cross-Country Ski (Skate)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Dog Sledding	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/> Snowshoe	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/> Skijoring	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Wheelchair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Special Considerations

(Check any that apply. Underline appropriate clarifier in parenthesis. Provide specifics and reference information below.)

- Shared System (shared with other system road or trail)
- Accessible per Current Agency Guidelines
- T&E or Sensitive Species Present (Plant / Wildlife)
- Heritage Resource Present
- Easement across Non-MOA Land (Existing / Needed)
- Existing Permit or Agreement (Trail-Specific / Area)
- _____
- _____

Remarks / Reference Information

(Use continuation sheet if needed.)

Line Officer: Name _____

Signature _____

Title _____

Date _____



TRACS Trail Management Objectives

Park:

MOA Park District:

Trail Name:

Trail Number:

Trail Beginning Termini:

Beg. Milepost:

Trail Ending Termini:

End. Milepost:

Trail Inventory Length: Miles

Trail Mileage Source: Wheel GPS Map Unknown

TMO Trail Section

Section Beg. Termini:

Beg. Milepost:

Sec.# Section End. Termini:

End. Milepost:

Designed Use Objectives

- (Check one)
- Trail Type
- Standard Terra Trail
 - Snow Trail
 - Water Trail

- (Check one)
- Trail Class
- 1 (Primitive/Undeveloped)
 - 2 (Simple/Minor Development)
 - 3 (Developed/Improved)
 - 4 (Highly Developed)
 - 5 (Fully Developed)

ROS/WROS Class (Check one)

- ROS
- Non-Wilderness
- Urban
 - Rural
 - Roaded Modified
 - Roaded Natural
 - Semi-Primitive Motorized
 - Semi-Primitive NonMotorized
 - Primitive

Designed Use

- (Check one)
- Hiker / Pedestrian
 - Equestrian
 - Bicycle
 - Cross-Country Ski (Classic)
 - Cross-Country Ski (Skate)
 - Dog Sledding
 - Snowshoe
 - Skijoring
 - Wheelchair
 - _____
 - _____
 - _____

Design Parameters

- (Fill in all that apply)
- Tread Width (inches)
 - Grade: Target Range (%) (>90% of TMO segment)
 - Grade: Short Pitch Max (%)
 - Cross-Slope (%)
 - Clearing Width (feet)
 - Clearing Height (feet)
 - Switchback Radius (feet)
 - _____

Target Frequency

- Per Year
- (Fill in all that apply)
- Trail Opening
 - Tread Repair
 - Drainage Cleanout
 - Logging Out
 - Brushing
 - Snow Trail Grooming
 - Condition Survey
 - _____



TRACS Trail Management Objectives

Trail Name: **Campbell Creek Trail**

Trail Number: _____

Travel Management Strategies FSM 2353.19

Managed Use

(Fill in all that apply)*

	From Date (mm/dd)	To Date (mm/dd)
<input checked="" type="checkbox"/> Hiker / Pedestrian	all	year
<input checked="" type="checkbox"/> Equestrian	all	year
<input checked="" type="checkbox"/> Bicycle	all	year
<input checked="" type="checkbox"/> Cross-Country Ski (Classic)	9/15	5/1
<input checked="" type="checkbox"/> Cross-Country Ski (Skate)	9/15	5/1
<input type="checkbox"/> Dog Sledding		
<input checked="" type="checkbox"/> Snowshoe	9/15	5/1
<input checked="" type="checkbox"/> Skijoring	9/15	5/1
<input checked="" type="checkbox"/> Wheelchair	snow	free
<input type="checkbox"/> _____		
<input type="checkbox"/> _____		
<input type="checkbox"/> _____		

Prohibited Use

(Check if applicable)

From Date (mm/dd) To Date (mm/dd)

All Motorized Use Prohibited

(Or, fill in all that apply)

	From Date (mm/dd)	To Date (mm/dd)
<input type="checkbox"/> Hiker / Pedestrian		
<input type="checkbox"/> Equestrian		
<input type="checkbox"/> Bicycle		
<input type="checkbox"/> Cross-Country Ski (Classic)		
<input type="checkbox"/> Cross-Country Ski (Skate)		
<input checked="" type="checkbox"/> Dog Sledding	all	year
<input type="checkbox"/> Snowshoe		
<input type="checkbox"/> Skijoring		
<input type="checkbox"/> Wheelchair		
<input type="checkbox"/> _____		
<input type="checkbox"/> _____		
<input type="checkbox"/> _____		

Other Use

(Optional: Check any that apply)*

	Accept	Discourage	Eliminate
<input checked="" type="checkbox"/> Hiker / Pedestrian	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Equestrian	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Bicycle	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Cross-Country Ski (Classic)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Cross-Country Ski (Skate)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Dog Sledding	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/> Snowshoe	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Skijoring	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Wheelchair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Special Considerations

(Check any that apply. Underline appropriate clarifier in parenthesis. Provide specifics and reference information below.)

- Shared System (shared with other system road or trail)
 - Accessible per Current Agency Guidelines
 - T&E or Sensitive Species Present (Plant / Wildlife)
 - Heritage Resource Present
 - Easement across Non-MOA Land (Existing / Needed)
 - Existing Permit or Agreement (Trail-Specific / Area)
- _____
- _____

Remarks / Reference Information

(Use continuation sheet if needed.)

Line Officer: Name _____

Signature _____

Title _____

Date _____

