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# CHUGACH ACCESS PLAN

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Public Hearing Draft

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July 2012



# **Chugach Access Plan**

## **Public Hearing Draft**

July 2012

Municipality of Anchorage

With

Alaska Department of Natural Resources  
Division of Parks and Outdoor Recreation

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# 1 INTRODUCTION

2 The Chugach Access Plan is an effort led by the Alaska Division of Parks and Outdoor  
3 Recreation in consultation with the Municipality of Anchorage aimed at securing and  
4 improving public access to Chugach State Park, an important resource owned by all  
5 Alaskans. In order to meet the needs of existing and future park users to Chugach State Park  
6 and municipal residents, it is important to understand where existing park access is occurring  
7 and where additional public access may be needed. This plan guides both agencies as they  
8 work to maintain and provide for future access to the park.  
9

## 10 11 **Background and Overview**

12  
13 Chugach State Park is one of the most highly visited parks within the state park system. At  
14 approximately half a million acres, Chugach State Park also has the distinction of being one  
15 of the largest state parks in the United States. Approximately 40 percent of the total land  
16 area within the Municipality of Anchorage is occupied by the park providing local residents  
17 with diverse recreational opportunities practically at their doorsteps. The western boundary  
18 of the park lies at the western foothills of the Chugach Mountains, a mere seven miles to the  
19 east of downtown Anchorage. Additionally, the communities of Palmer, Eagle River,  
20 Chugiak, Indian, Bird, Girdwood, the village of Eklutna, Elmendorf Air Force Base, and Fort  
21 Richardson are adjacent to the park. Over 50 percent of the population of Alaska lives within  
22 30 minutes of Chugach State Park making it not only a cherished local resource but also an  
23 important statewide resource.  
24

25 Established in 1970, Chugach State Park was the vision of many local citizens and legislators  
26 determined to protect the vast natural areas adjacent to Anchorage and preserve access to  
27 these areas for recreation. Since the early 1960s, access to the Chugach Range has been  
28 diminished as homesteads were sold and roads blocked that provided the traditional means of  
29 access. While much has changed since the park was established, its popularity has remained  
30 and continues to grow. Anchorage and the surrounding communities continue to grow  
31 rapidly contributing to more park use, stressing park facilities and crowding established  
32 access points. Public demand for additional access to the park and its resources is strong and  
33 will likely increase whether or not facilities are improved or additional access is provided.  
34 The unwanted side effects of this increasing demand and changing land use patterns are  
35 being experienced in areas where illegal parking, trespass, and increased traffic volume are  
36 occurring. The best solution to minimize these unintended consequences is to proactively  
37 work to secure access and provide facilities commensurate with the overall demand.  
38  
39

1 **Purpose and Scope**

2  
3 The purpose of the Chugach Access Plan (CAP) is to provide a long-term vision for the  
4 establishment of frequent, secured access points to Chugach State Park. The plan inventories  
5 existing secured access areas and identifies where access to Chugach State Park needs to be  
6 secured. Additionally, the plan provides guidelines and methods for securing access to the  
7 park. The scope of this project is to develop a tool used at state and municipal levels for  
8 future recreation planning, establishing trail connectivity, planning future visitor facilities,  
9 and the dedication of public easements that provide access to Chugach State Park.

10  
11  
12 **Project Goal**

13  
14 Ensure that future generations have convenient, secured public access to Chugach State Park.  
15  
16

17 **Objectives**

18  
19 In order to accomplish the above goal the following objectives have been identified.  
20

- 21 1. Disperse park use throughout the municipality/park interface by identifying and  
22 securing various types of public access approximately every ¼ mile along the  
23 municipality/park interface.
- 24 2. Bring access issues, opportunities and threats to the attention of the public, park users,  
25 landowners, the State of Alaska and the Municipality of Anchorage.
- 26 3. Increase communication and coordination between the Municipality of Anchorage  
27 and the State of Alaska on land issues associated with the municipality/park interface.
- 28 4. Ensure that state and municipal planning and municipal staff analysis of future zoning  
29 and platting requests address the need for reserved access and trail connectivity to  
30 Chugach State Park.
- 31 5. Identify tools, mechanisms and potential funding sources for securing access to  
32 Chugach State Park.  
33

# 1 **PLANNING EFFORT AND PROCESS**

2 There has never been a formal plan that provided overall guidance for the establishment of  
3 reserved public access to Chugach State Park, yet the need is apparent as access issues  
4 continue to challenge local government. In order to address access concerns, the State and  
5 Municipality of Anchorage (MOA) initiated a process to develop the Chugach Access Plan.  
6 Below is an outline of the planning process and an account of the specific steps taken for this  
7 effort.

8  
9

## 10 **Planning Process**

11

12 **STEP 1 - *Identify Issues*** – (April – June 2008)

13 Through a public involvement process, identify issues and concerns in the area.

14

15 In early April, public scoping workshops were held in Anchorage, Indian and Eagle River  
16 to identify issues and concerns. Public comments were accepted until June 2<sup>nd</sup> for the  
17 initial scoping phase. The workshops and comment period provided the public an  
18 opportunity to express their ideas and provide input about management, uses and  
19 resources adjacent to and within Chugach State Park.

20

21 **STEP 2 - *Gather Information*** – (ongoing)

22 Throughout the planning process, collect information about natural resources, present and  
23 past land use, land ownership, and the local economy.

24

25 **STEP 3 - *Prepare and Evaluate Land Use Alternatives*** – (Early 2009)

26 Explore possible choices for access based on public interests, local resources, and state and  
27 municipal policies. Evaluate the effects of each choice on goals for the management of an  
28 area.

29

30 As part of the next step in the process, staff spent time gathering additional information  
31 and preparing and evaluating land use alternatives. Over a dozen focus group meetings  
32 were held throughout the summer and fall of 2008 with various user groups to gather  
33 more detailed information about how people use the park and where they access the park.

34

35 **STEP 4 - *Prepare Draft Plan*** – (Spring 2009)

36 The planning team creates a draft plan that reflects resource values and public and agency  
37 goals. The agencies review the first draft and settle any land use conflicts that remain, or  
38 propose the best alternatives for public review.

39

40

- 1 STEP 5 - *Public Review of Draft Plan* – (January - March 2010)
- 2 Hold meetings to provide the public an opportunity to comment on the draft plan and to
- 3 identify parts that need to be changed.
- 4
- 5 STEP 6 - *Prepare Final Plan* – (Summer 2010)
- 6 Review agency and public comments and revise the plan as needed.
- 7
- 8 STEP 7 - *Approve and Adopt Plan* – (2011)
- 9 The Department of Natural Resources and the MOA will approve the plan and adopt it under
- 10 their respective authorities.
- 11
- 12 STEP 8 - *Implement Plan* – (2011)
- 13 The plan guides access decisions for lands in the planning area.
- 14
- 15

16 **Planning Effort and Criteria for Access Recommendations**

17  
18 In 2002 the Department of Natural Resources compiled the Chugach State Park Access  
19 Inventory designed to assist planning efforts at state and municipal levels. By providing an  
20 understanding of where existing use was occurring and where additional access may be  
21 needed, the Inventory was an important first step towards providing secured access to  
22 Chugach State Park. The information in the Chugach State Park Access Inventory was also a  
23 critical tool that helped inform the recommendations in this plan. Many other existing plans  
24 were used to develop this plan including:

- 25
- 26 • Municipality of Anchorage Areawide Trails Plan,
- 27 • Hillside District Plan,
- 28 • Chugach State Park Trail Plan,
- 29 • Anchorage Bowl Park, Natural Resource, and Recreation Facility Plan,
- 30 • Chugach State Park Management Plan, and
- 31 • Statewide Comprehensive Outdoor Recreation Plan.
- 32

33 In addition to evaluating existing planning documents, staff conducted site inspections,  
34 reviewed public comments and existing access data including known access hubs, secured  
35 access locations (section lines, ROWs, easements), existing trail locations and use, traditional  
36 access routes, and land ownership information.

37  
38 All of the information gathered was then further analyzed to refine the recommendations for  
39 specific access areas as well as the recommendations relative to area-wide access issues. By  
40 using geographical information systems, staff compared slope, wetland distribution data, and  
41 avalanche hazard areas against existing trail networks and access routes while considering  
42

1 park attractions that may draw additional use because of the recreational opportunities those  
2 attractions may provide. This analysis provided further indications of where access demands  
3 would likely be in the future and where access could be best accommodated.  
4  
5

6 **How This Plan Relates to Other Plans or Regulatory Systems**  
7

8 The Chugach Access Plan is the policy framework that guides decisions related to access and  
9 connectivity to Chugach State Park. This plan is intended to affect both State and municipal  
10 lands and shall be implemented through a mix of State and MOA regulatory controls and  
11 land management programs. The MOA will use this plan as the basis for their access related  
12 and trail or green space connectivity decisions in conjunction with the provisions of Title 21  
13 and other adopted municipal plans. It is specifically intended that it be used in planning,  
14 platting and other specific land use authorizations employed by the MOA. The State will use  
15 this plan as the basis for their access and trail related decisions in conjunction with the  
16 policies in the Chugach State Park Management Plan and Trail Plan and other existing  
17 statutes and regulations. It is recognized that this plan exists within the planning area of  
18 various MOA district plans. These district plans provide broad policy and programmatic  
19 guidance to the MOA decision making within these areas however, it is intended that this  
20 plan, when adopted by the MOA, will provide the basis for site specific decision making for  
21 the purposes of access to Chugach State Park. If there is a conflict between the district plans  
22 and this plan on access-related issues involving Chugach State Park, this plan shall be  
23 interpreted to apply.  
24

1 **ISSUES**

2 Issues and concerns related to securing access to Chugach State Park as a whole are  
3 described briefly in this section. Each access point may have its own set of issues related to  
4 its existing or potential use that will not be described in detail in this section. These point-  
5 specific issues can be addressed as this plan is implemented.  
6  
7

8 **Funding Constraints**  
9

10 The Alaska Division of Parks and Outdoor Recreation has long been challenged to meet the  
11 needs and expectations of visitors because of its small staff and budget. Despite these  
12 challenges the division has remained committed to providing the best possible park system  
13 and programs by using a variety of innovative and creative means. For many years the state  
14 has provided little funding for land acquisitions and access enhancements. While the  
15 availability of federal funding has increased slightly in recent years for these types of access  
16 acquisitions, the funding typically comes with requirements that have been difficult for the  
17 State or MOA to meet. For instance, Land Water Conservation Funds are allocated for  
18 recreation related projects but the funds require a 50% match that has been difficult to obtain.  
19 As a result the division must work closely with the MOA to secure road and trail easements,  
20 preserve public lands held within the Heritage Land Bank that may provide access, and forge  
21 partnerships with non-profit organizations to secure reserved public access to Chugach State  
22 Park.  
23

24 Non-profit organizations play essential roles in the creation and protection of park access.  
25 Many of these groups are uniquely qualified to raise funds and work creatively with private  
26 landowners on the sale of strategic lands, the donation of conservation easements or the  
27 creation of access easements. There are often significant tax benefits available to private  
28 landowners willing to work with a land trust. Additionally, because these groups have access  
29 to a wide variety of funding sources, they are able to act quickly and take advantage of time-  
30 sensitive opportunities.  
31

32 Currently the MOA Parks Service Area boundary does not extend to the Chugach State Park  
33 boundary in many places and thus limits the MOA's ability to use recreation-designated  
34 funds to secure and enhance access to the park. The Hillside District Plan has proposed  
35 extending the existing MOA Park Service Area boundary to encompass the entire Hillside  
36 and take in the initial mile of Chugach State Park. This would allow the MOA to generate  
37 and spend funds for projects and actively manage trails and other recreation uses as well as  
38 partner with the State on projects of mutual interest. Other access funding approaches are  
39 proposed in the Hillside District Plan that include creation of a new Anchorage bowl-wide  
40 access district using general obligation bonds, revenue bond funding tied to a non-property

1 tax revenue stream (bed tax), and assessing a property tax on an area-wide basis. All of these  
2 approaches would involve additional investigation to determine their feasibility and in some  
3 cases would require a vote to implement.  
4

5 In 2007 State Parks went through a strategic planning effort where core values were analyzed  
6 through a public process. The result was a plan that outlined division goals and objectives  
7 and provided specific action strategies to help the division reach the goals. The strategic plan  
8 has provided clear direction and purpose which has translated to some increased funding in  
9 recent years for the priorities outlined in the plan, including a financially sound system of  
10 parks. Securing access to Chugach State Park was identified in the strategic plan as a high  
11 priority and the division will continue to seek funding for this purpose.  
12  
13

14 **Land Status**  
15

16 Land ownership within and adjacent to the Chugach State Park boundary has long been a  
17 complex and evolving issue that influences many park and access issues. When the  
18 legislature delineated the boundary of the park in 1970, the focus was to protect a vast natural  
19 area for people to enjoy and recreate. In doing so the legislative boundary encompassed  
20 large areas of land that were not in state ownership. The inholdings were often existing  
21 homestead sites, other private land and areas of federal land that had yet to be conveyed to  
22 other agencies. In the years since the park was established, some of the inholdings have been  
23 purchased and some of the federal land conveyed creating new sets of inholders and new  
24 challenges.  
25

26 Because land status may present a block to reasonable access to portions of the park, several  
27 of the inholdings and lands adjacent to the boundary are of particular concern. For instance,  
28 substantial portions of the park share a boundary with Ft. Richardson and many people  
29 access the park via these military lands. Depending upon the military mission, these lands  
30 have been and may in the future be closed to public use. Long term access via military lands  
31 is not assured and should not be considered secured until formal easements are established.  
32 Other areas of concern related to access are the various homesteads within and adjacent to  
33 the park boundary. The majority of these homesteads have long since left the hands of the  
34 original owners or their heirs and have been subdivided and sold. It will be important to  
35 monitor the way these lands are used and work with developers to proactively plan for  
36 reasonably distributed access along the park boundary as development plans are made.  
37

38 Lands surrounding Eklutna Lake are owned by the Eklutna Native Corporation and managed  
39 by State Parks under the terms of the North Anchorage Land Agreement (NALA). The  
40 conditions set forth in NALA settled long standing land ownership and management disputes  
41 by determining future ownership of military lands when they are declared excess and by  
42 setting up a system by which lands within the park would be transferred to the state. It is  
43 important to note that the NALA provisions are ongoing and provide an eventual solution  
44 that will likely only be realized in the long term. Like NALA, there are a variety of other  
45 management agreements between the various agencies that border or own land within the

1 park boundary that help provide access. The Municipality of Anchorage, Alaska Railroad,  
2 Bureau of Land Management, US Forest Service and various state entities all have  
3 agreements with the park.  
4  
5

## 6 **Traditional and Neighborhood Access**

7

8 Traditional access is the term used for access routes that have been established over a period  
9 of time through use. Traditional access has occurred on private and unreserved public lands  
10 and therefore is not considered secured. This type of access is becoming more problematic  
11 as development creeps closer to the park’s boundary. Often, the public has enjoyed  
12 convenient access via traditional means in the absence of the private landowners over  
13 undeveloped land. Traditional access is not necessarily illegal over private land or  
14 considered a trespass. AS 11.46.350(3)(b) provides for this access as long as it is across  
15 unimproved apparently unused land which is neither fenced or otherwise enclosed in a  
16 manner designed to exclude a person and as long as a notice of trespass has not been posted  
17 or otherwise personally communicated.  
18

19 Neighborhood access is a term that has been used more and more since the 2002 Chugach  
20 State Park Access Inventory was released. The Inventory used the term to recognize a type  
21 of convenient, lower intensity access needed in new subdivisions to disperse use throughout  
22 the park and reduce vehicular traffic at major trailheads. The idea was to establish pedestrian  
23 easements and strategically space smaller trailheads closer together than more developed  
24 trailheads in order to meet demands for parking. These smaller lots are particularly  
25 important in the winter when road shoulders are narrowed by snow conditions and the type of  
26 recreation that often occurs requires more equipment (skiing, skijoring) making it difficult to  
27 walk to an access point. This plan moves away from the neighborhood access term and  
28 simply uses the term “vehicular access” to refer to any access area that includes parking and  
29 “pedestrian access” to refer to dedicated easements needed to provide legal corridors for the  
30 local community to access the park and to provide connectivity between trail systems and  
31 recreational attractions.  
32

33 The ideal situation is to include a number of different types of access points to accommodate  
34 neighborhood residents and enhance recreational opportunities. Dispersing use along the  
35 park boundary helps reduce conflicts associated with illegal parking and facilitates  
36 emergency response and transportation. Ultimately with careful planning, neighborhood  
37 access can contribute to an alternate transportation network and become a valuable marketing  
38 tool for developers. The Municipality of Anchorage and the State need to work proactively  
39 with developers through the planning and platting phases to create access points that link trail  
40 systems and provide community connectivity to Chugach State Park.  
41  
42  
43

1 **Neighborhood Impacts**

2  
3 Access locations and trailheads are often perceived as areas that can adversely impact  
4 neighborhoods. The typical trail and park user is not seen as the perceived threat but rather  
5 those elements of society that engage in activities that are criminal and disruptive to the  
6 neighborhood peace. Speeding traffic, illegal parking and illegal fires present real safety  
7 concerns that need to be addressed. Minor crimes and nuisance activities such as littering,  
8 sign damage, and late-night parties that occur at some trailheads are not commonplace and  
9 can be mitigated through good site design and management practices.

10  
11 Some have expressed concern about disruption of neighborhood character and wear and tear  
12 on roads associated with access to the park. As demand for park access continues to grow,  
13 there is a greater need to establish a variety of types of access points along the park boundary  
14 to disperse use and reduce crowding at higher volume pressure points. Many neighborhoods  
15 adjacent to the park boundary have roads maintained through a Limited Road Service Area  
16 (LRSA) that have limited funding and restrictions on how LRSA moneys can be used. State  
17 contributions for road maintenance have not been available for some time. New ways to pay  
18 for capital improvements, operations and maintenance will be needed to adequately provide  
19 for access hubs, and trail and green space connectivity.

20  
21  
22 **Economic Impact**

23  
24 Some residents of the Municipality have expressed concerns about the potential negative  
25 economic impact of access to Chugach State Park to their neighborhood. Recent national  
26 surveys point out that access to trails and recreational amenities is a positive attribute for  
27 buyers, sellers and developers. Amenities such as park access elevate quality of life  
28 components for the local community and typically increase property values thereby  
29 increasing property tax revenue. Users of the park contribute to a variety of businesses and  
30 help maintain a healthy local economy through the purchasing of gear used in outdoor  
31 recreational pursuits such as hiking, camping, hunting, fishing, skiing, climbing,  
32 snowmobiling, and biking. Tourists visiting the park enjoy spectacular views and wonderful  
33 recreational opportunities using their vacation dollars along the way to contribute to both the  
34 local and state economy. Secured access for visitors can help the local tourist industry attract  
35 additional visitors and provide incentives for extending the length of a visitor’s stay.

36  
37 Chugach State Park contributes to the quality of life for residents adjacent to and surrounding  
38 the park. Quality of life is an important consideration for businesses seeking a home base for  
39 a startup or businesses seeking locations for future expansion and relocation as well as  
40 retaining the desirability as a community in which to live. Natural and recreational amenities  
41 are providing a competitive advantage for communities seeking nontraditional sources of  
42 income. While it is difficult to properly quantify the value of Chugach State Park to the  
43 Anchorage area, it is believed to be substantial.

1 **Homeowner Liability**

2

3 Liability questions and concerns have been raised by adjacent landowners worried about a  
4 trail user being injured on or near their property as they access Chugach State Park. Tort  
5 immunity is provided by AS 09.65.200 to landowners whose unimproved land contains a  
6 trail that the public crosses for recreation. Landowners that allow recreational activity on  
7 their land without charge are also protected when a public recreational easement is created.

8 Additionally, under AS 09.65.202, tort immunity is also extended to landowners whose land  
9 is subject to a conservation easement granted to and accepted by the state or Municipality of

10 Anchorage which provides for recreational purposes. A conservation easement defines and  
11 secures public access and provides the landowner with tax advantages making these  
12 easements potentially beneficial for both the landowner and the state.

13

# 1 PLAN ORGANIZATION

## 2 Study Area

3  
4 The recommendations in this plan apply to the park/municipal interface along the entire  
5 boundary of Chugach State Park within the Municipality of Anchorage. The park boundary  
6 extends roughly from Eklutna on the north end to Girdwood on the south end. Due to the  
7 diversity and large size of the area, the area-specific recommendations in the plan are given  
8 by geographical unit. There are five geographical units defined largely by major drainage  
9 basins. They are Eklutna-Peters Creek, Eagle River, Ship Creek, Hillside and Turnagain  
10 Arm. Figure 1 depicts the study area and the geographical units.  
11  
12

## 13 Recommendation Sections

14  
15 The plan has two main sections which provide the access recommendations for the entire  
16 planning area. The first section, Area-Wide Recommendations, provides generalized policy  
17 direction for the entire planning area by subject. The second section, Access-Specific  
18 Recommendations, provides specific direction by geographical location. Each section shall  
19 be consulted for policy direction when making access-related decisions. In the Access-  
20 Specific Recommendations section of the plan, you will find a brief description of the  
21 characteristics of each geographical unit and a table that provides the recommendations for  
22 the specific access locations. The table contains the following fields:  
23

24 **ID** - An identification number (ID) is assigned to each entry that correlates the entry in the  
25 table to an associated map.

26 **Map #** - Each table entry is shown on associated maps that illustrate the relationship of the  
27 identified access to the MOA infrastructure and features of Chugach State Park. This field  
28 gives the map number where the particular entry is depicted.

29 **Name** - The name given to an access entry comes from its geographical location.

30 **Location** - The location field information gives a more detailed description of how to find  
31 the access site within an area.

32 **Description** - This heading is used to provide the uses, current condition, access category,  
33 and current status of the access. The “Access” and “Status” fields under this heading use  
34 specific terminology discussed below.

35 **Recommendation** - This heading provides a description of the next steps or future vision for  
36 the area. Specific terminology is used in the “Type” field under this heading that is discussed  
37 below.  
38

## 1 Terminology

2  
3 Access entries in the plan are listed by the current status as either secured or unsecured.  
4 **Secured** access entries are color coded on the maps in blue and refer to reserved public  
5 access areas or those areas that are legally secure by either acquisition, conservation  
6 easement, or other tools or agreements that provide for long term continued access by the  
7 public. **Unsecured** access entries are shown on the reference maps in red and refer to areas  
8 that are not legally reserved.  
9

10 Three types of access categories describe the current conditions for an access entry:

11  
12 **Improved** - Improved access describes areas that are developed with facilities such as  
13 parking, toilets, signage and interpretive displays. This type describes sites within the park  
14 boundary as well as secured<sup>1</sup> access outside of the park boundary.  
15

16 **Unimproved** - Unimproved access describes areas that are not developed. This includes  
17 entry points with no signage or other formal designation. These are secured sites outside the  
18 park boundary or sites within the park boundary that are not developed.  
19

20 **Potential** - Potential access describes unsecured sites outside the park boundary. Potential  
21 access will be primarily focused in areas identified as “Parcels of Opportunity”.  
22

23 Where an access site presents particular challenges or problems, it is noted as being  
24 **problematic** in the access field. These problems include the need for further attention,  
25 research or review related to legal descriptions or unsecured access issues, or for reasons  
26 associated with land or legal status. The notation of “problematic” will be used if necessary  
27 in conjunction with the category labels listed above. If an access label includes a  
28 “problematic” notation, an explanation will be given for applying the notation.  
29

30 Two terms are used to describe the desired future type of access:

31  
32 **Pedestrian Access** - This type of access describes entry points that do not or cannot  
33 accommodate parking facilities. These may include areas that are unimproved and not  
34 suitable for parking lot development as well as areas that may be secured with pedestrian  
35 easements. Since the only way of accessing them is by means other than a motorized  
36 vehicle, pedestrian access points are generally intended for local neighborhood use.  
37

38 **Vehicular Access** - This type describes access areas that have parking associated with them.  
39 The parking can be characterized as a small pullout (approximately 2-6 cars), a small lot  
40 (approximately 10-20 cars), a medium lot (approximately 25-35 cars) or a large lot  
41 (approximately 40+ cars). Small pullouts and lots are generally intended for local use within  
42

---

<sup>1</sup> Though the ‘Improved’ term is not applied to unsecured sites, an exception has been made to describe some developed trailheads on military lands that are not considered secured. This exception is made because the access points are improved but cannot be considered secure due to the uncertainty of the military’s mission and continued permission to allow access.

1 a neighborhood but do not preclude use by others. Medium and large lots are intended to  
2 draw use from throughout a region. Large lots accommodate the most intensive type of use  
3 and are generally associated with highly developed trailheads on state land.  
4

5 **Parcels of Opportunity** - Parcels of Opportunity are highlighted in pink on maps and  
6 represent areas where platted rights-of-way, easements, and/or acquisition from private  
7 ownership are needed to provide future access to the park boundary. These parcels should be  
8 monitored closely to assure that future park access is secured as development occurs.  
9

10 **Areas of High Suitability** - Areas of High Suitability have been identified through analysis  
11 to be the most suitable locations for potential future access within the Parcels of Opportunity.  
12 The analysis included geographical information system modeling of wetland, slope and  
13 avalanche data as well as consideration of existing trail networks and natural features of  
14 interest that would cause or historically have received an access demand. These areas are  
15 typically located where there is limited or nonexistent secured access to the park boundary.  
16 Areas of High Suitability indicate where it is preferable to locate access due to factors such  
17 as being within acceptable design slope, away from known avalanche paths/hazards and  
18 known wetlands. They are noted on maps using a red hatched circle and are assigned an ID  
19 that like the other access locations in the plan, references an access entry description in the  
20 table summaries.  
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**Figure 1: Planning Units**

# 1 **AREA-WIDE RECOMMENDATIONS**

2 In order to achieve the goal of this plan, recognition by planners, designers, developers, and  
3 policy-makers that open space and trail connectivity are essential components of achieving  
4 secured access to Chugach State Park is needed. Improving transportation routes with  
5 adequate roads and trails that connect communities, access hubs and the park is crucial for an  
6 alternative transportation network that could over time provide solutions to transportation  
7 problems. The State and MOA shall be pro-active in their approach to securing and  
8 maintaining public access by using the following general guidelines in conjunction with the  
9 access-specific recommendations in their access-related decision-making processes.

## 10 11 12 **Rights-of-Way and Easements**

13  
14 Trails are an important element of establishing access to Chugach State Park and providing  
15 connectivity between the park and neighboring communities. During the decision,  
16 dedication and/or design process, all proposed trail routes should be evaluated and adequate  
17 rights-of-way or easements should be provided for trails and parking. Before rights-of-way  
18 or section line easements are vacated, their potential for trail and park access development  
19 shall be researched and evaluated. Vacations of easements and rights-of-way are governed  
20 by state statute and municipal policy that shall be adhered to.

21  
22 Where feasible, roadway rights-of-way should be created and formally dedicated such that  
23 they connect to the Chugach State Park boundary to allow for possible road extension in the  
24 park. Rights-of-ways adjacent to the park should be of a sufficient size to be able to  
25 accommodate potential connector trails to the park or short-term parking until an alternate  
26 area is improved. At times physical constraints limit the ability to extend roadways into the  
27 park for trailhead access. Where physical constraints or other factors within the park  
28 preclude road building, parking should be provided in the right-of-way which may have to be  
29 enlarged to sufficiently accommodate this parking or allocated in the platting process  
30 working with developers to provide for limited parking. These spaces would need to be  
31 developed so that they do not encourage illegal or unsafe parking.

## 32 33 34 **Protection of Existing Access Areas**

35  
36 During land development, existing non-dedicated trails and traditional access areas are often  
37 lost and little thought has been given over the years towards replacing them. While the State  
38 and the MOA face challenges in maintaining access opportunities because it has been  
39 difficult to balance landowner concerns with public access needs, access and trail  
40 connectivity still need protection. The purpose of this plan, in part, is to identify potential

1 access requirements so that the balancing process is expedited and landowners are aware of  
2 the responsibility to work in partnership regarding appropriate access to the park. Connector  
3 trails and traditional access areas should be identified and legally dedicated as part of the  
4 planning and platting process. If during the development process, traditional access areas  
5 cannot be secured in their current alignment, the opportunity should be preserved through  
6 relocation in a nearby area.  
7  
8

### 9 **Areas of High Suitability Considerations**

10  
11 Some areas are identified in this plan as highly suitable for potential access development  
12 within the planning area. These areas lie within the identified parcels of opportunity. As  
13 development in parcels of opportunity occurs, the State and MOA shall look for opportunities  
14 to secure access to Chugach State Park. Consistent with the recommendations in this plan, a  
15 variety of access opportunities (vehicular & pedestrian) of various degrees should be  
16 accommodated within these areas as terrain and other physical constraints allow. All  
17 “parcels of opportunity” shall be monitored and access should be accommodated in these  
18 areas even if they lie outside of an area of high suitability. Soils, drainage, wetlands,  
19 avalanche hazard, seismic risk, stream setbacks, flooding potential, visual resources,  
20 topography, existing and potential land use, zoning, and land ownership should be evaluated  
21 and considered.  
22  
23

### 24 **Education and Etiquette**

25  
26 Many access issues can be improved by educating users and landowners of their access rights  
27 and limitations and by encouraging simple courtesy. Whenever possible the State and MOA  
28 should look for opportunities to educate others on these issues. Facilitation of an adopt-a-  
29 trailhead program with communities, signage, and conditioning the use through proactive  
30 management can easily have a positive effect on the behavior of users.  
31  
32

### 33 **Trailhead Design, Management and Maintenance**

34  
35 Trailhead and trail connection infrastructure has not kept pace with the demand for access to  
36 Chugach State Park. Problems associated with the unmet demand include overflowing  
37 parking areas, parking in places not intended as trailheads, and nuisance problems such as  
38 trash and vandalism. Through good trailhead site design, management and maintenance, the  
39 State and MOA can enhance access, disperse use and improve the user experience.  
40  
41

1 Trailheads should be designed to facilitate the user experience while providing for user safety  
2 and maintenance of neighborhood character. Parking areas associated with park access  
3 should be made large enough to accommodate the current and future needs of an area<sup>2</sup>.  
4 Where the future access need cannot reasonably be determined at the time of decision  
5 making, a conservative approach should be followed that allows for the reservation of some  
6 additional area for future uses. The State and MOA should explore various options for  
7 encouraging and facilitating active on-the-ground management of access.  
8  
9

10 **Acquisitions**

11  
12 Acquisitions of interests in land will be considered on a case by case basis in order to  
13 enhance or protect public access, viewsheds, forest communities, wildlife corridors, and  
14 secure inholdings. A priority should be placed on acquiring land that would help connect  
15 neighborhoods to the park and to each other, and land that would help create an alternative  
16 transportation network providing connectivity from the coastal areas of the park and the  
17 municipality to the interior of the park. A variety of acquisition methods exist and should be  
18 explored to determine which method may be most effective in a given situation. These  
19 include land donations, life estates, fee simple purchases, right of first purchase, perpetual  
20 easements, and subdivision review procedures.  
21  
22

23 **Funding**

24  
25 Funding access acquisitions and trailhead or trail projects has long been challenging for the  
26 MOA and State due to the limited monies available and restrictions on their use. Because  
27 capital funding for trail or trailhead development is easier to come by than funding for  
28 maintaining or operating areas, it has been difficult for the State and MOA to adequately  
29 provide for increased access and community connectivity. State and local transportation  
30 projects that follow along routes identified in adopted plans should include project funding to  
31 implement recommended trails and trailheads. Additionally, the State and MOA shall seek  
32 grant funding and work with non-profit groups and agency partners to secure funding as  
33 needed.  
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<sup>2</sup> In this context, “area” may refer to the immediate residential area or to a larger regional area depending on the recommendation in the plan and the area to be reserved by the facility.

# ACCESS-SPECIFIC RECOMMENDATIONS

## Eklutna-Peters Creek Unit

This unit is in the northern most part of the study area encompassing several drainages including Eklutna River, Thunder Bird Creek, Peters Creek, Little Peters Creek and portions of Hunter Creek. The terrain in the area is dominated by these five river valleys and the surrounding rugged mountain areas. The unit contains Eklutna Lake, the largest water body within Chugach State Park and a very popular recreation area.

ID	Map #	Name	Location	Description				Recommendation	
				Uses	Current Condition	Access	Status	Type	Justification/Actions
E1	6.1	Hunter Creek	Located near the end of Knik River Road at approximately Mile 9.6 in the vicinity of the bridge crossing Hunter Creek.	This area is used to access the Hunter Creek drainage and high country by hunters in the fall with some use by mountain climbers.	Traditional pedestrian access on the west side of the creek has been via crossing approximately 1.5 miles of private property and BLM lands before reaching the park boundary and lands managed by the DNR DPOR under the terms of NALA. This side of the creek has a steep rock wall and elevations are initially fairly steep. An existing trail runs through cottonwoods and a lightly forested area on the east side of the creek and crosses private property before reaching BLM lands. A paved pullout/turnaround within the ROW, just east of the creek with space for approximately 10 vehicles is being utilized for parking.	Potential	Unsecured	Pedestrian	Due to the steep nature of the area, it is recommended to be acquired only as a pedestrian easement. Work with private landowners, BLM, Eklutna Inc. and the Native corporation to ensure that access may continue should development occur in this area. Alternative access to the drainage and high country may be acquired via the Section 25 of T16N, R3E and Section 30 of T16N, R4E section line off Knik River Road 0.5 miles west of Hunter Creek. Retain section line easements.

ID	Map #	Name	Location	Description				Recommendation	
				Uses	Current Condition	Access	Status	Type	Justification/Actions
E2a	6.1	Hunter Creek Pass and Drainage Access	Located at approximately Mile 9.0 of Knik River Road in T16N, R3E, Section 25.	This area is used to access the drainage and high country by hunters in the fall with some use by mountain climbers.	Access to the Hunter Creek drainage and alpine area is via an identified/pending 17(b) trail easement (entry E2b) across approximately 2 miles of BLM lands, to be conveyed to a Native corporation in Sections 25 and 36, before reaching the park boundary and lands managed by the DNR DPOR under the terms of NALA.	Potential	Unsecured	Vehicular, small	Work with the BLM to ensure the trail easement is retained once land is conveyed. Monitor use and as future road improvements and development occur in the area, work with the MSB, the BLM, the DNR, the Palmer-Wasilla Trail Association, and Eklutna Inc. to ensure access to the park is preserved while looking for opportunities to facilitate a small trailhead.
E2b	6.1	Hunter Creek Access Trail	Located in T16N, R3E, Sections 25 and 36 off the Knik River Road via access point E2a.	This area is used to access the drainage and high country by hunters in the fall with some use by mountain climbers.	Access is via an identified/pending 17(b) trail easement across approximately 2 miles of BLM lands, to be conveyed to a Native corporation in Sections 25 and 36, before reaching the park boundary and lands managed by the DNR DPOR under the terms of NALA.	Potential	Unsecured	Pedestrian	Work with the BLM, the Native corporation, and the DNR DMLW to ensure the trail easement is retained once land is conveyed and pedestrian access to the park is preserved.
E3a	6.1	Austin-Helmets Pioneer Ridge Trailhead	Located at approximately Mile 3.9 of Knik River Road in T16N, R3E, Section 9.	This trailhead enjoys moderate use by hikers and climbers seeking access to Pioneer Peak and Pioneer Ridge.	This medium sized trailhead lies approximately 3.5 miles outside of the park in a wooded setting off Knik River Road identified by a sign. The trailhead is maintained through a cooperative effort between the Matanuska-Susitna Borough's Parks and Recreation Department, the BLM, the DNR, Eklutna Inc., and the Palmer-Wasilla Trail Association. The MSB collects fees at trailhead to help offset maintenance costs. Access from the trailhead to the ridge and the park boundary is initially via a public trail easement (E3b).	Improved	Secured	Vehicular, medium	Continue to maintain the cooperative agreement for this vehicular trailhead to ensure continued access at this site once surrounding lands are conveyed and as development occurs in this area.
E3b	6.1	Pioneer Ridge Trail	Located in T16N, R3E, Sections 8, 9, 17, and 19 accessed via the Austin-Helmets Pioneer Ridge Trailhead (E3a).	This area is used by hikers and climbers seeking access to Pioneer Peak and Pioneer Ridge.	Access to the park boundary is initially via a public trail easement across BLM lands selected by a Native corporation and state land.	Improved	Secured	Pedestrian	Continue to maintain trail easement and cooperative management agreement between the MSB, the BLM, the DNR, the Palmer-Wasilla Trail Association, and Eklutna Inc. to ensure that pedestrian access to the park continues.

ID	Map #	Name	Location	Description				Recommendation	
				Uses	Current Condition	Access	Status	Type	Justification/Actions
E4	6.1	North Pioneer Peak	Located at approximately Mile 2.5 of Knik River Road in the NW¼ of the SW¼ of Section 5, in T16N, R3E.	This site would provide alpine access via a ridgeline off Pioneer Peak connecting to Pioneer Ridge.	This Area of High Suitability is located on BLM lands selected by a Native corporation approximately 2.5 miles outside of the park boundary.	Potential, Area of High Suitability	Unsecured	Vehicular, small	Monitor use and as future road improvements and development occur in the area, work with the DNR DMLW, the BLM and the Native corporation to ensure access to the park is reserved. Look for vehicular access opportunities at this site or at entry E5 that may include a small parking area outside of the park. Alternative access to the high country may be acquired via the Sections 5 and 6 of T16N, R3E section line.
E5	6.1	Pioneer Peak	Located approximately 1 mile east of Knik River bridge on Knik River Road in T16N, R2E, Section 1.	This site would provide alpine access via a ridgeline off Pioneer Peak connecting to Pioneer Ridge.	This site lies approximately 0.10 miles outside of the park boundary on state land surrounded by private property. Currently there is inadequate off-road parking and no formal public access to the park and Pioneer Peak exists in this area.	Potential	Unsecured	Vehicular, small pullout	Monitor use. As future road improvements and development occur in the area, work with DNR DMLW to ensure that access to the park is reserved in this area while looking for opportunities to facilitate a small trailhead at this site or at entry E4.
E6	6.1	Old Glenn Highway	Old Glenn Highway located in T16N, R2E, Sections 2, 9, 10, 11, and 17.	The highway runs along the Knik River offering opportunities for sightseeing and hiking.	The area along the roadway within the park boundary is generally steep forested hillside with no formal public access currently existing. There is inadequate off-road parking along the ROW.	Unimproved	Secured	Vehicular, small pullout	Some pullouts, trailheads, and trails would enhance local access to the park in this area. Keep monitoring and evaluate overall access needs for the area, and coordinate road upgrades and facility development with ADOT/PF. With increased residential development, these sections of undeveloped road will become more unique and may provide valuable access to the park.

ID	Map #	Name	Location	Description				Recommendation	
				Uses	Current Condition	Access	Status	Type	Justification/Actions
E7	6.1	Goat Creek	Located at approximately Mile 5.5 of the Old Glenn Highway in the vicinity of the bridge crossing Goat Creek in T16N, R2E, Section 9.	This area has been traditionally used by hunters and mountain climbers seeking access to the Goat Creek drainage, the West Ridge of Pioneer Peak and surrounding alpine terrain within the park.	Use of this site to access the park requires access across a narrow private parcel with "No trespassing" signs now posted on the road leading to a steep trail that traverses the approximate 0.25 miles of private land before reaching the park. Further research is needed to determine if an easement or ROW across the parcel currently exists or can be reserved.	Potential, problematic	Unsecured	Vehicular, small	Research existence of an easement or ROW in the area. This site is not a priority for development at this time, but pedestrian access should be preserved. Monitor use and as future road improvements and development occur in the area look for opportunities to develop a small trailhead. Alternative access to the drainage and high country in the area can be acquired along Goat Creek accessed from state land along the highway 0.25 miles in either direction.
E8	6.2 insert	Mount POW	Located approximately at Mile 4.5 on Eklutna Lake Road in T16N, R1E, Section 27.	Mount POW is climbed each Veterans Day from around Mile 5.0 off Eklutna Lake Road to honor POWs/MIAs.	Traditional pedestrian access to the park in this area has been across the BLM lands, selected by the state and managed by the DNR DPOR through an agreement with the BLM, in Section 26, T16N, R1E. Initial access leading from the ROW is around Mile 5.0 and is located on a steep hillside. A small pullout within the ROW at approximately Mile 4.5 is currently being utilized for parking. Mount POW summit in T16N, R1E Section 25 is outside of the park boundary on BLM land selected by the state.	Unimproved	Secured	Vehicular, small	Develop a small vehicular trailhead and work with veterans group to locate, design and build a low maintenance trail to the summit. Work with DNR DMLW to reserve a trail easement to the summit in T16N, R1E Section 25.

ID	Map #	Name	Location	Description				Recommendation	
				Uses	Current Condition	Access	Status	Type	Justification/Actions
E9	6.1 & 6.2 insert	Eklutna Lake Road	Eklutna Lake Road located in T16N, R1E, Sections 26, 27, 35, and 36.	This access currently offers opportunities for sightseeing and hiking, but is currently not heavily used as a destination since Eklutna Lake provides more convenient access and parking.	The area along the roadway within the park boundary is generally steep forested hillside with no formal public access currently existing. There is inadequate off-road parking along the ROW.	Unimproved	Secured	Vehicular, small pullout	Some pullouts, trailheads, and trails would enhance local access to the park in this area and may become desirable by providing a less congested destination than the Eklutna Lake Trailhead during peak use periods. Keep monitoring and evaluate overall access needs for the area, and coordinate road upgrades and facility development with ADOT/PF. With increased residential development, these undeveloped sections of road will become more unique and may provide valuable access to the park for hikers and climbers as future demand increases.
E10	6.1	Eklutna Lake ATV Trailhead	Located near terminus of Eklutna Lake Road across from Eklutna Lake Campground in T15N, R2E, Section 8.	The Eklutna Lake ATV Trailhead provides ATV users and snowmobilers year-round access to the highly scenic Eklutna Basin and the Eklutna Lakeside Trail.	This large parking lot is located on Eklutna Inc. land managed by the DNR DPOR under the terms of NALA, and provides access to the Eklutna Lakeside Trail. The trail follows an old roadbed and accommodates many different users with minimal conflicts.	Improved	Secured	Vehicular, large	Enlarge and redesign the parking area.
E11	6.1	Eklutna Lake Trailhead	Located at terminus of Eklutna Lake Road on west end of lake in T15N, R2E, Section 8.	This access experiences heavy use on weekends and holidays, and provides year-round access to the highly scenic Eklutna Basin and the Eklutna Lakeside Trail for visitors partaking in non-motorized activities. A wide variety of outdoor recreation opportunities exist from this trailhead for visitors of varying skill levels.	The Eklutna Lake Trailhead is a highly developed large vehicular trailhead located on state land surrounded by Eklutna Inc. lands managed by the DNR DPOR under the terms of NALA, and provides access to the Eklutna Lakeside Trail. The trail follows an old roadbed and accommodates many different users with minimal conflicts.	Improved	Secured	Vehicular, large	Monitor use and evaluate overall access needs in the area. Upgrade or redesign parking areas and trails as needed.

ID	Map #	Name	Location	Description				Recommendation	
				Uses	Current Condition	Access	Status	Type	Justification/Actions
E12a	6.2	Thunder Bird Falls Trailhead	The Thunder Bird Falls Trailhead is located off the Old Glenn Highway south of the bridge over the Eklutna River in T16N, R1W, Section 25.	This trailhead provides an opportunity for visitors of varying skill levels or abilities to get into the park and is popular with families with small children. This is a popular year-round destination for scenic viewing of the waterfalls and ice climbing.	The trailhead and overlook are located on state land; however the majority of the access trail is a trail easement (entry E12b) across Eklutna Inc. land. This medium sized trailhead provides access to gentle birch and spruce forested terrain with steep cliffs above the river.	Improved	Secured	Vehicular, medium	Pave and upgrade all facilities including the parking lot and possibly the trail to ADA compliance.
E12b	6.2	Thunder Bird Falls Trail	Located in T16N, R1W, Section 25 accessed via the Thunder Bird Falls Trailhead (E12a).	This trail is a popular year-round destination for visitors seeking scenic views of the waterfalls and access for ice climbing.	The trail follows a public trail easement across Eklutna Inc. land and provides connectivity between the trailhead and the Thunder Bird Falls overlook.	Improved	Secured	Pedestrian	Maintain trail easement. Upgrade trail to the falls viewing area to ADA compliance.
E13	6.2	Raven Court	This access point is located in T16N, R1W, Section 25 off Raven Court via Thunderbird Drive.	This access currently offers opportunities for hiking and scenic viewing of the nearby falls; however the current use is unknown.	This pedestrian access point is located along a platted walkway leading to the park boundary and the Thunder Bird Creek drainage. No access facilities currently exist at this site and there is inadequate off-road parking.	Unimproved	Secured	Pedestrian	Retain the platted pedestrian access to the park. This site provides good pedestrian access and possible future trail connectivity to the existing Thunder Bird Falls trails.
E14	6.2	Widgeon Drive	This access is located in T16N, R1W on the Sections 25 and 36 section line, at the terminus of Widgeon Drive via Thunderbird Drive to Raven Court.	This access currently offers opportunities for hiking in the Thunder Bird Creek drainage and surrounding alpine terrain; however the current use is unknown.	This access point is located at the end of a platted road on Municipality of Anchorage lands approximately 0.10 miles outside of the park boundary. No access facilities currently exist at this site and there is inadequate off-road parking.	Potential	Unsecured	Vehicular, small	Ensure pedestrian access to the park is reserved. Monitor use and as future development occurs in the area, look for opportunities to develop a trailhead with access to the park, see entry E15. Alternative pedestrian access may be acquired along the section line leading to the park boundary. Retain section line easements.

ID	Map #	Name	Location	Description				Recommendation	
				Uses	Current Condition	Access	Status	Type	Justification/Actions
E15	6.2	Thunder Bird Creek Drainage	Located in the E½ of the NE¼ of Section 36, in T16N, R1W, south of the Thunder Bird Falls overlook.	This site would provide access to the Thunder Bird Creek drainage and surrounding alpine terrain. Current use in area unknown.	This Area of High Suitability is located on the Municipality of Anchorage lands abutting the park boundary.	Potential, Area of High Suitability	Unsecured	Vehicular, small to medium	Carefully monitor future development and proposed subdivision plats for this area in order to ensure that reasonable vehicular and pedestrian access to the park boundary is reserved through the municipal platting process. Look for vehicular access opportunities that may include a small parking area outside of the park or if conditions allow, a ROW to the park and a larger lot within the park boundary. Retain section line easements in area.
E16	6.2	Edmonds Lake Park	Located in the E½ of the SE¼ of the SE¼ of Section 35, in T16N, R1W, south of Edmonds Lake.	This site would provide alpine access to Bear Point and surrounding park land. Current use in area unknown.	This Area of High Suitability is located within the Mirror/Edmonds Lakes Park on the Municipality of Anchorage lands neighboring the park boundary.	Potential, Area of High Suitability	Unsecured	Pedestrian	Due to the steep nature of the adjacent area, this site should not be a priority for access development but rather should be retained for pedestrian access. Work with MOA Eagle River/Chugiak Parks and Recreation to ensure access to the park is reserved in the area.
E17	6.2	Meadow Ridge Court Road	Located in T15N, R1W, along the section line between Sections 2 and 11 at the terminus of an east-west trending platted road to the park.	Currently there appears to be very little use, which is primarily pedestrian access for local residents to Bear Point and surrounding park lands.	The site is a forested area containing steep slopes located at the terminus of a platted road at the park boundary. No access facilities currently exist at this site and there is inadequate off-road parking. The platted road appears to be a driveway.	Unimproved	Secured	Pedestrian	Due to terrain limitations, this site is not suitable for additional access development but should be maintained for pedestrian access. Work with private landowners to ensure access to the park in this area is not blocked. Retain section line easement.
E18	6.2	Frosty Country Road	This access point is located in T15N, R1W in Section 11, via a developed platted road near the intersection of Meadow Lake and Country View drives and Frosty Road.	Current use is minimal and appears to be primarily locals seeking access to the park and Bear Point.	Access is via a platted road paralleling the park boundary in this area. This site contains a birch forest backing up against the base of Bear Point. The terrain is generally steep; however, the access point itself is relatively flat and provides a good spot for approximately 3-5 vehicles with possible connectivity to Bear Point and the Peters Creek trails and drainage.	Unimproved	Secured	Vehicular, small pullout	Monitor use and evaluate overall access needs in the area. Consider formalizing the small pullout area for vehicular access if needed. Preserve pedestrian access.

ID	Map #	Name	Location	Description				Recommendation	
				Uses	Current Condition	Access	Status	Type	Justification/Actions
E19	6.2	Thornton Street	This access point is located in T15N, R1W, on the section line between Sections 10 and 11 at the end of platted Thornton Street.	Existing use is unknown. The area may be used by local residents seeking access to the park, the Peters Creek Valley and Bear Point, but currently does not show much signs of use.	The section line parallels the park to the east. The area is forested, with fairly steep slopes at beginning of the access point into parkland. Thornton Street, a platted road, is being improved and the area is seeing new residential development.	Unimproved	Secured	Vehicular, small	Monitor use. As the road improvements continue, look for small vehicular pullout opportunities. Retain section line easements and pedestrian access opportunities. This site provides alternate access to Peters Creek Valley and Bear Point.
E20a	6.2	Peters Creek Valley Trailhead	Located at the end of Malcolm Drive at intersection of Sierra Mesa Circle and Malcolm Drive in T15N, R1W, near the Sections 11 and 14 section line.	Existing use is moderate, but the area is becoming much more popular year-round for hiking, biking, horseback riding, skiing, and snowmobiling. The site provides a relatively easy destination for park visitors with access to a relatively pristine valley with high scenic values and varied terrain.	This site is also known as Upper or Big Peters Creek and is located at the terminus of a platted road paralleling the Sections 11 and 14 section line which leads to the park boundary. Limited parking (approximately 6 vehicle spaces) is available along the roadway within the platted ROW and section line. A trailhead kiosk provides park and trail information. The Peters Creek Trail (entry E20b) and the Bear Point-Mount Eklutna Trail are accessed via this trailhead.	Improved	Secured	Vehicular, medium	Acquire the 40 acre private parcel of opportunity adjacent to this trailhead to improve access and build a road into the park where a medium sized vehicular trailhead can be developed with a caretaker cabin. If complete acquisition is not feasible, look for opportunities to enhance the vehicular access in the area and acquire an easement for the unsecured portion of the trail or realign that portion of the trail in the section line. When the trailhead is improved, add directional signs on all roads to direct visitors to the park. Retain section line easements in the area.
E20b	6.2	Peters Creek Valley Trail	Located in T15N, R1W, Section 11 accessed via the Peters Creek Valley Trailhead (E20a).	Existing use of the trail is moderate, but is becoming much more popular year-round for hiking, biking, horseback riding, skiing, and snowmobiling. The trail provides relatively easy access to a relatively pristine valley with high scenic values and varied terrain.	Access is via the Peter Creek Trailhead (entry E20a above) and an existing road/trail that initially follows the section line before meandering north onto private land for approximately 0.15 miles before returning back to the section line and into the park. The current landowner has allowed use of the trail across his property for the approximate 0.15 miles; however this is not necessarily a permanent solution. The Bear Point-Mount Eklutna Trail is accessed via this trail.	Improved	Unsecured	Pedestrian	Continue to maintain cooperative relationship with adjacent landowner for the access trail. To secure public access for the entire trail, work to acquire a public easement for the unsecured segment of trail outside of the section line or realign it within the section line. Alternatively, acquire adjacent 40 acre private parcel. Retain section line easement in area.

ID	Map #	Name	Location	Description				Recommendation	
				Uses	Current Condition	Access	Status	Type	Justification/Actions
E21	6.2	Little Peters Creek	Located in the W½ of the SE¼ of the SW¼ of Section 15, in T15N, R1W, south of the terminus of the platted Sue Tawn Drive.	This site would provide good access to the nearby valley and surrounding alpine areas in the park that are currently not accessible from this region. Current use in area unknown.	This Area of High Suitability is located on undeveloped private land neighboring the park boundary.	Potential, Area of High Suitability	Unsecured	Vehicular, small pullout or lot	Carefully monitor use and future proposed development and subdivision plats for this area in order to ensure that reasonable vehicular and pedestrian access to the park boundary is reserved through the municipal platting process. Look for vehicular access opportunities that may include a small pullout outside of the park or if conditions allow, a ROW to the park and a small parking area within the park boundary.
E22	6.2	Little Peters Creek Homestead Trail	This access is located off Jasmine Road in T15N, R1W, Section 15 leading to the intersection of the Sections 15 and 22 section line.	This trail historically provided good access to the valley and surrounding alpine areas before conflict lead to the establishment of the Ptarmigan Valley Trailhead and Trail (entry E24a and b) down off the Old Glenn Highway. Some local residents continue to use the trail for skiing and hiking.	This traditionally used trail/old homestead road traverses undeveloped private property for approximately 0.5 miles from the terminus of Jasmine Road before reaching the park boundary. Vegetation is encroaching on to the old homestead road/trail and currently access is being blocked by neighbors. The old homestead road/trail converges with the Ptarmigan Valley Trail approximately 0.5 miles within the park boundary.	Potential, problematic	Unsecured	Vehicular, small pullout or lot	Carefully monitor future development and proposed subdivision plats for this area in order to ensure that reasonable vehicular and pedestrian access to the park boundary is reserved through the municipal platting process. Look for vehicular access opportunities that may include the development of a small pullout outside of the park boundary or if conditions allow, a ROW to the park and a small parking area within the park boundary. Retain section line easements leading to the park in the area.
E23	6.2	Jasmine Road	Located in T15N, R1W on the Sections 15 and 16 section line at the terminus of Jasmine Road.	This area has traditionally provided good access to the valley and surrounding alpine areas within the park, and has a long history of access conflicts. Some local residents continue to use the area for skiing and hiking.	This site provides important pedestrian access to the park via the Sections 15 and 16 section line which is an alternative to the traditionally used access (see entry E22 above). The park lies approximately 0.5 miles from the end of the platted and developed road along the section line easement. Pedestrian access along the easement to the park boundary is legal. There is private land, MOA and HLB lands on both sides of the easement between the end of the road and the park boundary. There is inadequate off-road parking and access is currently being blocked by neighbors.	Unimproved, problematic	Secured	Vehicular, small pullout or lot	Work with private landowners to ensure access to the park in this area is not blocked. Carefully monitor future development and proposed subdivision plats for this area in order to ensure that reasonable vehicular and pedestrian access to the park boundary is reserved through the municipal platting process. Look for vehicular access opportunities that may include the development of a small pullout outside of the park boundary or if conditions allow, a ROW to the park and a small parking area within the park boundary. Retain section line easement.

ID	Map #	Name	Location	Description				Recommendation	
				Uses	Current Condition	Access	Status	Type	Justification/Actions
E24a	6.2	Ptarmigan Valley Trailhead	Located off the Old Glenn Highway in T15N, R1W, Section 16, across the highway from the MOA Loretta French Park.	This trailhead provides year-round access to the Ptarmigan Valley Trail, the Little Peters Creek drainage and surrounding alpine terrain for hikers, hunters, skiers, and snowmobilers.	This trailhead is also known as Little Peters Creek and consists of gentle birch/spruce forested terrain with a west facing aspect that provides access to alpine uplands from a large gravel vehicular trailhead. The trailhead is located on HLB lands currently leased and managed by the DNR DPOR through an agreement. The initial trail to the park boundary is via a public access easement (entry E24b).	Improved	Secured	Vehicular, large	Continue to maintain lease agreement between the DPOR and HLB for access facilities. Landscape trailhead and pave road and parking lots. Enhance the trailhead with picnic sites & shelters and a group use area. Coordinate facility improvements with HLB. Work with MOA Eagle River/Chugiak Parks and Recreation to coordinate management with the MOA park lands across the highway (Loretta French Park).
E24b	6.2	Ptarmigan Valley Trail	Located in T15N, R1W, Section 16 accessed via the Ptarmigan Valley Trailhead (E24a).	This popular year-round trail traverses the Little Peters Creek drainage and peaks out at the base of Roundtop, where visitors can continue toward Blacktail Rocks and other nearby peaks. The trail, designed for snowmobiles, is relatively wide.	The trail initially follows a public access easement across HLB lands and provides connectivity between the trailhead (entry E24a above) and the park boundary. The trail is a gentle path through the forest with high scenic values, varied terrain, and good wildlife habitat.	Improved	Secured	Pedestrian	Continue to maintain public access trail easement and cooperative management agreement between the DPOR and HLB to ensure park access continues at this site.
E25	6.2	Amonson Road	Located in the S½ of the SE¼ of the SW¼ of Section 16, in T15N, R1W, southeast of the eastern terminus of the platted Amonson Road.	This site would provide good access to the nearby hidden lake and the alpine uplands in the park. Current use at this site is unknown.	This Area of High Suitability is located on undeveloped private land neighboring the park boundary.	Potential, Area of High Suitability	Unsecured	Pedestrian	Carefully monitor future development and proposed subdivision plats for this area in order to ensure that reasonable pedestrian access to the park boundary is reserved through the municipal platting process. This site could provide possible future trail connectivity to the existing Ptarmigan Valley Trail.

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				Uses	Current Condition	Access	Status	Type	Justification/Actions
E26	6.2	Canyon Drive	Access is located at the terminus of the platted Amonson Road where it intersects with Canyon Drive, a platted road that parallels the park boundary along the T15N, R1W, Sections 16 and 21 section line.	This site is used by hikers seeking quick access to a hidden lake and the surrounding forest and alpine terrain.	The Canyon Drive site is located along a platted roadway paralleling the park boundary in a mostly cottonwood forest. Currently, a short informal trail leads from the road to the west end of the lake and appears to initially cross private property before entering the park near this secured access point to the west. Traditional access in this area has been tolerated and on-street parking is very limited, with the road shoulder accommodating approximately 3-5 vehicles.	Unimproved	Secured	Vehicular, small	Monitor use and evaluate the construction of a small vehicular trailhead and a trail to the lake. Retain section line easement in area. This area could also provide good access to the nearby alpine uplands and possible future trail connection to the Ptarmigan Valley Trail, less than 0.5 miles away.
E27	6.2	Parks Creek	Located in the SE¼ of the NE¼ of Section 20, in T15N, R1W, south of Parks Creek drainage.	This site would provide good access to the nearby alpine uplands in the park that are currently not accessible from this region. Current use of this area is unknown.	This Area of High Suitability is located at the park boundary across a neighboring undeveloped private parcel.	Potential, Area of High Suitability	Unsecured	Vehicular, small	Carefully monitor future development and proposed subdivision plats for this area in order to ensure that reasonable vehicular and pedestrian access to the park boundary is reserved through the municipal platting process. Look for vehicular access opportunities that may include the development of a small pullout outside of the park boundary or if conditions allow, a ROW to the park and a larger parking area within the park boundary.
E28	6.2	East Laughlin Street	Located in the SE¼ of the SW¼ of Section 20, in T15N, R1W, east of Chugiak Gardens Subdivision in Chugiak.	This site would provide good access to the nearby alpine uplands in the park that are currently not accessible from this region. Current use of this area is unknown.	This Area of High Suitability is located on an undeveloped private parcel neighboring the park boundary.	Potential, Area of High Suitability	Unsecured	Vehicular, small pullout	Monitor use and as future development occurs in this area, work with the landowner to ensure secure access to the park is reserved. Look for opportunities to establish small vehicular pullouts in the area and secure pedestrian easements through future municipal subdivision platting processes. Alternative access may be acquired via the Sections 20 and 29 section line leading to the park boundary from the terminus of the platted Laughlin Street. Retain the section line easement.

ID	Map #	Name	Location	Description				Recommendation	
				Uses	Current Condition	Access	Status	Type	Justification/Actions
E29	6.2	Fire Creek	Located in the SE¼ of the SE¼ of Section 30, in T15N, R1W, south of Green Drive in Stratford Heights Subdivision.	This site could provide good access to Mt. Baldy and the nearby alpine uplands in the park that are currently not accessible from this region. Current use of this area is unknown.	This Area of High Suitability is located on HLB land near the convergence of the undeveloped HLB lands and the Stratford Heights and William Henry Aust Jr Homesteads neighboring the park boundary.	Potential, Area of High Suitability	Unsecured	Pedestrian	Monitor use and as future development occurs in this area, work to ensure secure pedestrian access to the park is reserved through future municipal subdivision platting processes. Alternative access may be acquired via the Sections 29 and 30 section line leading to the park boundary. Retain section line easements in the area.

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**Eagle River Unit**

This unit sits in the broad U-shaped valley of Eagle River and its many tributaries. Since the unit lies only 10 miles north of Anchorage, it is easily reached by recreational users wanting to access the park and has also become a popular place to live as the housing inventory in Anchorage decreases. The Eagle River Nature Center and its associated trail system is a main attraction to school groups and residents of the municipality. Access in this unit is particularly challenging due to the steep-sided mountain terrain, associated avalanche concern, and increased development.

ID	Map #	Name	Location	Description				Recommendation	
				Uses	Current Condition	Access	Status	Type	Justification/Actions
ER1	6.3	Barnes Avenue	Access is a platted road leading to the park boundary located in T15N, R1W, Section 31.	This site could provide good access to the nearby alpine uplands in the park. Current use of this site is unknown.	The site is a moderately sloping forested area located at the terminus of a platted, undeveloped road to the park boundary providing local pedestrian access. Currently the platted road appears to be a driveway and there is inadequate off-road parking.	Unimproved	Secured	Pedestrian	Due to terrain limitations, this site should not be a priority for access development but should be retained for pedestrian access. Work with private land owners to ensure access to the park in this area is not blocked.
ER2	6.3	Savage Drive	Access is a platted road leading south to BLM land located in T15N, R1W, Section 31, in the Carol Creek drainage.	This site could provide good access to Mt. Baldy and the nearby alpine uplands in the park. Current use of this site to access the park is unknown.	The site is a slightly sloping, forested area and provides local pedestrian access to MOA and State Park lands and facilities. The site is located on the BLM land selected by a Native corporation approximately 100 yards outside of the park boundary between HLB property near the Fire Lake Recreation Center and Chugach State Park.	Potential	Unsecured	Pedestrian	Work with landowners to ensure that pedestrian access is reserved should development occur in this area. Work with MOA Eagle River/Chugiak Parks and Recreation to develop and manage a trail system in this area.
ER3	6.3	Fire Lake, Alaska Subdivision/ Mendenhall Street	Access is via a platted road that parallels the HLB land near Fire Lake Recreation Center located in T15N, R2W, Section 36.	This site provides traditional local access to MOA land and facilities and could potentially provide access to Mt. Baldy and the nearby alpine uplands in the park. Current use of this site to access Chugach State Park is unknown.	The site is primarily birch forest that provides local pedestrian access to MOA land and facilities located along the northern border of the MOA HLB property near the Recreation Center in the Carol Creek drainage. Use of the site to access Chugach State Park and Mt. Baldy requires access across approximately 0.5 miles of adjacent BLM land.	Potential	Unsecured	Pedestrian	Work with HLB and local landowners to ensure that pedestrian access is reserved should development occur in this area. Work with Eagle River/Chugiak Parks and Recreation to develop and manage a trail system in this area.

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				Uses	Current Condition	Access	Status	Type	Justification/Actions
ER4	6.3	Fire Lake Recreation Center	Access is located in T15N, R2W, Section 36, via the Fire Lake Recreation Center parking lot off Harry McDonald Road.	The area appears to experience light use by neighbors and recreation center visitors seeking access to MOA lands and facilities. This site may provide access to Mt. Baldy and the nearby alpine uplands in the park. Current use of this site to access the park is unknown.	This site contains gentle, wooded terrain and a large parking lot at the nearby Recreation Center. Use of the site to access Chugach State Park and Mt. Baldy requires access across approximately 0.5 miles of HLB land and the adjacent BLM land before reaching the park boundary. This site could provide convenient connectivity to the park via a possible future trail across HLB and BLM lands and/or along the nearby section line.	Potential	Unsecured	Pedestrian	Enter into discussions with the MOA HLB, BLM, and Eklutna Inc. to reserve pedestrian access across their lands to the park. Work to develop a cooperative relationship with Eagle River/Chugiak Parks and Recreation to implement the Areawide Trails Plan recommendation for the development of a trailhead and trail system in this area.
ER5	6.3	Chardonnay Circle (Carol Creek)	Access is along a section line located in T14N, R2W, Section 1, via Rachel Ave to Beaujolais Drive to HLB land.	This site could provide access to Mt. Baldy and the nearby alpine uplands in the park. Current use of this area to access the park is unknown.	This area has gentle wooded terrain. No access facilities currently exist at this site. The adjacent land is currently held by the HLB and private landowners. The section line runs between HLB, BLM, and private lands before connecting to Chugach State Park. This site could provide good pedestrian access and possible future trail connectivity to the park via a future trail across HLB and BLM lands and/or along the section line.	Potential	Unsecured	Pedestrian	Work with BLM and HLB to ensure that pedestrian access is reserved should development occur. Work with Eagle River/Chugiak Parks and Recreation to develop and manage a trail system in this area. Retain section line easements in the area.
ER6a	6.3	Mount Baldy/Skyline Drive Trailhead	Located in T14N, R1W, Section 6 in Eagle River via Golden Eagle Drive off of Canyon View and Upper Skyline Drive.	This very popular site provides alpine access and a great view of Eagle River, Knik Arm, and the distant mountains across the inlet. Residents use the trail accessed via this site to climb Mount Baldy, berry pick, and launch paraglides.	This site was recently acquired by the MOA for trail access to Chugach State Park and Mount Baldy. The site itself is primarily an alder and grass covered hillside with a heavily used muddy trail (entry ER6b) and an adjacent small parking area within the roadway. There is a gate across the private road leading to the Wallace homestead (entry ER7) which is not reserved public access.	Improved	Secured	Vehicular, medium or large	Work with Eagle River/Chugiak Parks and Recreation to acquire or manage and expand parking to a medium or large lot as conditions allow and demand dictates. Enhance trailhead facilities as needed.
ER6b	6.3	Mount Baldy Trail	Located in T14N, R1W, Sections 6 and 5, accessed via the Mount Baldy Trailhead (ER6a).	This well used trail provides recreational opportunities for hikers, climbers, and walkers seeking access to Mount Baldy and the surrounding alpine area.	Pedestrian access to Mount Baldy and Chugach State Park is initially via approximately 0.5 miles of the Mount Baldy Trail which crosses MOA land before reaching the park boundary.	Unimproved	Secured	Pedestrian	Work with Eagle River/Chugiak Parks and Recreation to acquire trail or to develop a cooperative management agreement for the access trail. Design and develop a sustainable trail to the summit.

ID	Map #	Name	Location	Description				Recommendation	
				Uses	Current Condition	Access	Status	Type	Justification/Actions
ER7	6.3	Wallace Homestead	Located in T15N, R1W, Section 32, northeast of entry ER6a.	Currently there appears to be very little use of this site, which is primarily pedestrian access for local residents seeking access to the surrounding alpine areas.	This access is blocked by a gate across the private road leading to the Wallace homestead and is not reserved public access.	Potential	Unsecured	Pedestrian	Because use in the area should be focused on secured access points (ER6a-b), this area is only recommended to be secured for pedestrian access to serve any subdivisions that may be developed within the homestead lands.
ER8	6.3	Meadow Creek (Junction of Middle Road and Meadow Street)	Access is a platted, partially constructed road leading to the park boundary located in T14N, R1W, Section 5, in Hildreth Subdivision via Eagle River Loop Road to Skyline to Jamie to Upper Skyline to Canyon View Drive/Middle Road.	This area provides important access to the park for hiking and cross-country skiing. Meadow Creek also provides access to Mount Baldy less than a mile away.	Pedestrian access is initially on a public ROW; however, a portion of the road has been routed onto private land where it is currently blocked with a locked gate. Pedestrian access along the platted ROW to the park boundary is legal. Because this gate blocks the access at this point, access to ER9b is also blocked.	Unimproved, problematic	Secured	Vehicular, small	Work to improve the public ROW to the park boundary either by building a new section of the road/trail within the platted ROW to bypass the gate on the private land or by vacating the current platted ROW where the road is built outside of the ROW and designating where the road segment is currently built on private land as the ROW. Consider construction of a small summer use only vehicular trailhead at this site or at entry ER9b. Because of the avalanche danger, winter access at this location is not advisable.
ER9a	6.3	Meadow Creek Trail	Located in T14N, R1W, Section 5, accessed via Eagle River Loop Road to Skyline to Jamie to Upper Skyline to Canyon View Drive/Middle Road.	This traditionally used trail provides recreational opportunities for hikers and skiers seeking access to the Meadow Creek drainage and the surrounding alpine areas within the park.	Pedestrian access is via approximately 0.4 miles of the informal, traditionally used Meadow Creek Trail which crosses undeveloped private land before reaching the park boundary.	Potential	Unsecured	Pedestrian	Work with landowners to negotiate and reserve a trail easement to the park boundary in this area.

ID	Map #	Name	Location	Description				Recommendation	
				Uses	Current Condition	Access	Status	Type	Justification/Actions
ER9b	6.3	Meadow Creek (Coral Road)	Access is an undeveloped, platted road leading to the park boundary located in T14N, R1W, Section 5, in Hildreth Subdivision via Eagle River Loop Road to Skyline to Jamie to Upper Skyline to Canyon View Drive/Middle Road to Coral Road.	This point accesses traditionally used trails paralleling Meadow Creek and provides important pedestrian access to the park for hiking and cross-country skiing. Meadow Creek also provides access to Mount Baldy.	Pedestrian access is initially on a public ROW; however, a portion of the road has been routed onto private land where it is currently blocked with a locked gate. Pedestrian access along the platted ROWs to the park boundary is legal. Because this gate blocks the access at this point, access to Meadow Street is also blocked.	Unimproved, problematic	Secured	Vehicular, small	Work to improve the public ROW to the park boundary either by building a new section of the road/trail within the platted ROW to bypass the gate on the private land or by vacating the current platted ROW where the road is built outside of the ROW and designating where the road segment is currently built on private land as the ROW. Consider construction of a small summer use only vehicular trailhead at this site or at entry ER8. Because of the avalanche danger, winter access at this location is not advisable.
ER10	6.3	Upper Steeple Drive	Access is a platted, partially constructed road terminating at a section line leading to HLB land and is located in T14N, R1W, Section 6, accessed via Eagle River Lane to Steeple Drive.	Residents traditionally used an access point located southeast of this point to access user developed trails leading to the Mile High and Mount Magnificent ridgeline. Since residential development has taken place, use has been blocked. This site would provide alternate access to the Meadow Creek drainage, Mile High and Mount Magnificent.	Pedestrian access at this site is initially on a public ROW leading to a section line and HLB land. Use of the site to access Chugach State Park requires access across approximately 2 miles of the adjacent HLB land before reaching the park boundary. No access facilities currently exist at this site and there is inadequate off-road parking.	Potential, problematic	Unsecured	Pedestrian	Retain the section line easement leading to park boundary and work with HLB to ensure that pedestrian access is reserved in this area. This access point should be considered a very low priority for development.

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				Uses	Current Condition	Access	Status	Type	Justification/Actions
ER11	6.3	Meadow Creek (Upper Steeple Drive)	Located in the NW¼ of the NW¼ of Section 8, in T14N, R1W, overlooking the Meadow Creek drainage.	This site would provide good access to the Meadow Creek drainage, the Mile High and Mount Magnificent ridgeline. Current use of this site to access the park is unknown.	This Area of High Suitability is located on HLB land accessed across undeveloped private land. Use of the site to access Chugach State Park requires access across approximately 2 miles of the adjacent HLB land before reaching the park boundary.	Potential, Area of High Suitability	Unsecured	Vehicular, small	Carefully monitor future development and proposed subdivision plats for this area in order to ensure that reasonable vehicular and pedestrian access to the park boundary is reserved through the municipal platting process. Work with HLB to establish vehicular access opportunities in this area that may include a small parking area with the option to expand parking to a medium lot if conditions allow and as demand dictates. Retain section line easements in area.
ER12a	6.3	Mount Magnificent and Mile High Ridge Trail	Located in T14N, R1W, Sections 8 and 9, accessed via Steeple Drive.	This traditionally used trail provides recreational opportunities for hikers, climbers and berry pickers seeking access to the surrounding alpine terrain along the Mile High and Mount Magnificent ridgeline and eventual connectivity to Chugach State Park.	Pedestrian access is via approximately 2 miles of the informal, traditionally used Mount Magnificent and Mile High Ridge Trail which initially follows the section line a short distance before turning east and crossing undeveloped state, MOA HLB, and private lands before reaching the park boundary.	Potential	Unsecured	Pedestrian	Work with DNR DMLW and HLB to establish a trail easement to ensure trail connectivity to the park and to ensure pedestrian access is preserved in perpetuity in this area.
ER12b	6.3	Lower Steeple Drive	This access is a platted road leading to the Sections 7 and 8 section line and state land located in T14N, R1W, Section 8, accessed via Eagle River Lane to Steeple Drive.	Residents have traditionally used various access points in the area to access user developed trails leading to the Mile High and Mount Magnificent ridgeline. Since residential development has taken place, use has been blocked at many of the sites. This site provides important access to the Mount Magnificent and Mile High Ridge Trail and connectivity to the park.	This site is located on state land and currently provides pedestrian access to the traditionally used Mount Magnificent and Mile High Ridge Trail (entry ER12a). The section line to the north of this access has been vacated. No access facilities currently exist at this site and there is inadequate off-road parking.	Potential, problematic	Unsecured	Vehicular, small	Work with DNR DMLW and HLB to establish a trail easement to ensure trail connectivity to the park and to ensure pedestrian access is preserved in perpetuity in this area. Monitor use, and evaluate the feasibility of developing a small vehicular trailhead located on state land. Retain remaining section line easements leading to the park boundary in this area.

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				Uses	Current Condition	Access	Status	Type	Justification/Actions
ER13	6.3	Barclay Drive	This access is located at the end of a platted road and the park boundary in T14N, R1W, Section 9, upslope of entry ER14, Mile Hi.	This traditionally used access provides recreational opportunities for hikers, climbers and berry pickers seeking access to a user developed trail leading to the Mile High Saddle, Meadow Creek, and the surrounding alpine terrain within the park. Since residential development has taken place, use has been blocked.	Pedestrian access at this site is initially very steep. The site is located at the park boundary and there is inadequate off-road parking. Currently no access facilities exist at this site.	Unimproved, problematic	Secured	Pedestrian	Development of this site is not a priority. Since the site has very poor vehicular access opportunities, but the area does get some use, it should only be considered for pedestrian access and most use should be directed to the Mile Hi access point instead of this one. Winter access is not advisable.
ER14	6.3	Mile Hi	Mile Hi is located on a platted road in T14N, R1W, Section 9, in Mile Hi Subdivision via Eagle River Road to Mile Hi Ave. Access is at the east end of Brownie Drive (at the confluence with Lynx Way).	Mile Hi provides good access for hikers, climbers, and berry pickers seeking access to a user developed trail leading to the Mile High Saddle, Mount Magnificent and Mount Significant. This important site also provides access to the Meadow Creek drainage and Ram Valley, which are currently not accessible to the public from Eagle River Road.	This site consists of moderately sloping forested terrain. Very limited parking currently exists in the roadway and pedestrian access is initially along a service road for a tower located within Chugach State Park. This access point is on state land and the access trail initially follows the park boundary before heading northeast towards the Mile High Saddle.	Unimproved	Secured	Vehicular, small	Construct a small vehicular trailhead with information kiosk within the park boundary to serve the Mile High Saddle and Mount Magnificent trails.
ER15	6.3	Upper Canyon Drive	Access is located at the terminus of a platted, partially constructed road and the park boundary located downhill from Mile Hi (ER 14) in T14N, R1W, Section 9.	Residents have traditionally used various access points in the area to access a user developed trail leading to the Mile High Saddle and the surrounding alpine areas within the park for hiking, climbing, and berry picking.	Pedestrian access at this site is initially very steep. The site is located at the park boundary; however, no access facilities exist at this site and there is inadequate off-road parking.	Unimproved	Secured	Pedestrian	This access point should be considered a very low priority for development due to the lack of a suitable area for parking, but should be retained for pedestrian access. Winter access is not advisable.

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				Uses	Current Condition	Access	Status	Type	Justification/Actions
ER16	6.3	O'Reidner Road	This site is a platted road located in T14N, R1W, Section 15, abutting HLB lands adjacent to the park.	This site could provide access to Mount Magnificent and the nearby alpine uplands in the park. Current use of this area to access the park is unknown.	Access is a steep cut bank with thick sub alpine forest providing little views for a while. The site is located on HLB land approximately 0.25 miles outside of the park boundary. No access facilities currently exist at this site.	Potential	Unsecured	Pedestrian	Work with HLB to ensure that pedestrian access to the park is reserved should development occur on this parcel. This should not be considered for trailhead development due to steep terrain and avalanche danger.
ER17	6.3	Mount Magnificent/Cates Avenue	This access is a platted road located in T14N, R1W, Section 14, off Mile 6 of Eagle River Road.	This site provides traditional pedestrian access to the park, alpine zone and Mount Magnificent.	This site is located outside of the park boundary on a moderately steep hillside. Use of the site to access Chugach State Park requires access across approximately 0.25 miles of private land before reaching the park boundary.	Potential, problematic	Unsecured	Pedestrian	The moderately sloping area is subject to avalanche danger, thus winter access is not advisable. Reasonable pedestrian access to the park boundary should be reserved through the municipal platting process if the area is subdivided.
ER18	6.3	Hamann Road	This access is located in Unity Park Subdivision, T14N, R1W, along Section 22, near Mile 7.0 of Eagle River Road.	This area has been traditionally used by neighbors to access the Eagle River Greenbelt and is popular for cross-country skiing, skijoring, horseback-riding and hiking. The access point is used more in the winter.	A section line leads to the Eagle River Greenbelt just west of the McIntyre homestead property, and is used by many neighbors in the Hammond Subdivision area. A straight trail on the section line leads to a slough that feeds into Eagle River.	Potential, problematic	Unsecured	Vehicular, small pullout	Public access along this section line to the park would be desirable for neighborhood residents. Retain section line easement. Look for small pullout access opportunities from McIntyre Road.
ER19	6.3	Valley View Estates Subdivision/Crystal Creek Drive	This site is at the end of a platted, undeveloped road leading to the park boundary located in Valley View Estates Subdivision, T14N, R1W, Section 23.	This site could provide access to the nearby alpine uplands in the park. Current use of this area is unknown.	Site is located at the end of a platted road not yet developed and is near a very steep drainage. No access facilities currently exist at this site.	Unimproved, problematic	Secured	Pedestrian	This site should not be considered for trailhead development due to steep terrain and avalanche danger. Retain for pedestrian access only.
ER20	6.3	Berryhill Road	This site is at the end of a platted road to the park boundary located in T14N, R1W, Section 23.	The site appears to be traditionally used by local residents to access the nearby alpine terrain within the park.	The site is steep and wooded but gentle traverses appear possible. No access facilities currently exist at this site.	Unimproved	Secured	Vehicular, small	The area has limited parking potential though a small lot may be accommodated and should be developed if feasible. Monitor use and retain access to the park.

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				Uses	Current Condition	Access	Status	Type	Justification/Actions
ER21	6.3	White Spruce Drive	Access is via a platted road that parallels the park boundary to the north and is located in T14N, R1W, Section 24.	This site could provide access to the nearby alpine uplands within the park. Current use of this area is unknown.	In general, the site is steep and wooded above entry point, but entry point is very gentle. No access facilities currently exist at this site.	Unimproved	Secured	Pedestrian	Monitor use. This access is a low priority for development, but should be retained for pedestrian access.
ER22	6.3 & 6.4	North Fork River Access Day Use Area	This developed site is located in T14N, R1W, Section 25, at Mile 7.4 of Eagle River Road.	This site provides year-round access to the Eagle River Greenbelt and the North Fork and main stem of the Eagle River. Summer activities include non-motorized boating, walking and hiking. Winter activities include snowmobiling and skiing.	This forested site is located within Chugach State Park on state land and provides river access facilities from the large parking lot.	Improved	Secured	Vehicular, large	If Eagle River Greenbelt Trail is built, consider a caretaker/volunteer cabin at this location. Pave parking lot and add picnic shelters in view of river, enhance area interpretation.
ER23	6.3 & 6.4	Eagle River Road	Eagle River Road located in T14N, R1W, Sections 23, 24, and 25 and T14N, R1E, Sections 30 and 31, and T13, R1E, Sections 4 and 5.	This access currently offers opportunities for scenic and wildlife viewing and provides access to the Eagle River Greenbelt for hiking and skiing.	The road runs through a forested valley and parallels state land to the south along these segments. With the increase in residential development, these sections of undeveloped road will become more unique and valuable.	Unimproved	Secured	Vehicular, small pullouts	Some pullouts, trailheads, and trails would enhance neighborhood access to the park and should be accommodated. Keep monitoring and coordinate road upgrades and facility development with ADOT/PF.
ER24	6.3 & 6.4	Moose Pond	Site is located in T14N, R1E, Section 30, around Mile 8.9 of Eagle River Road.	This site provides informal access to the river and to a small pond.	This site contains a small vehicle pullout along the roadway and has little potential for expansion without doing significant work. The area sees high speed traffic and the river bank is somewhat steep at this site. The river moves quickly through the site so the boat launch is used primarily by only very experienced river users.	Unimproved	Secured	Vehicular, small pullout	Monitor use and maintain site with moderate improvements such as more parking and bank stabilization as needed.

ID	Map #	Name	Location	Description				Recommendation	
				Uses	Current Condition	Access	Status	Type	Justification/Actions
ER25	6.4	River Access ER Tributary	Access is located in T14N, R1E, Section 32, around Mile 10.5 of Eagle River Road.	The site sees a lot of local use and provides river access and access to the Eagle River Greenbelt.	The site is forested riverside/valley bottom and is located on Eklutna Inc. land. No access facilities currently exist at this site. A nearby school bus turnaround is utilized for parking.	Potential, problematic	Unsecured	Vehicular, small	Work with Eklutna Inc. to ensure that access is reserved in this area. Evaluate feasibility and desirability of developing a trailhead.
ER26	6.4	Harka Drive	Harka Drive parallels the park boundary in this area to the north and is located in T14N, R1E, Section 32.	The site may provide alternate access to Mount Significant and Ram Valley.	The site is located at the park boundary and the terrain is relatively steep. No access facilities exist at this site. The site has potential; however, there are questions as to whether the road is actually located where it is platted.	Unimproved, problematic	Secured	Pedestrian	Further research is necessary to determine the physical and platted location of the road. If the site is found to be a viable alternative, work with HLB to ensure trail connectivity to the park is reserved across their lands to the northeast.
ER27	6.4	Ram Valley	The Ram Valley access point is located in T14N, R1E, Section 33.	Residents traditionally used an access point located in the vicinity of this point to access a user developed trail leading into Ram Valley. Ram Valley, known for its spectacular natural features, is a very scenic hanging glacial valley with access to several glaciers, mountain peaks, ridge tops and Bombardment Pass connecting to Peters Creek Valley. Since residential development has taken place, use by the general public has been blocked at this site. Permission has been granted to some park users by the landowners to traverse their private property in order to reach the valley and the park.	This site is located approximately 0.25 miles outside of the park boundary at the terminus of a platted road leading to private property. The platted road appears to be a driveway. A wide area within the roadway near entry ER28, with space for approximately 2 vehicles, is utilized for parking. Ram Valley is an important alpine valley and park destination that can only legally be accessed via Eagle River Road from the Mount Magnificent and Mount Significant ridgelines. This is a long-term public access problem.	Potential, problematic	Unsecured	Vehicular, small	Carefully monitor any future road improvements and proposed subdivision plats for this area in order to ensure that reasonable vehicular and pedestrian access to the park boundary is reserved through the municipal platting process. Look for vehicular access opportunities that may include a small pullout outside of the park or if conditions allow, a ROW to the park and a small parking area within the park boundary.

ID	Map #	Name	Location	Description				Recommendation	
				Uses	Current Condition	Access	Status	Type	Justification/Actions
ER28	6.4	Ram Valley Trail	Located in T14N, R1E, Section 33, accessed via Prudhoe Bay Avenue to Mariah Road.	Residents traditionally used an access point and user developed trail located in the vicinity of entry ER27 to access Ram Valley, the Falling Water Creek drainage and the surrounding alpine areas within the park. Since residential development has taken place, access by the general public near entry ER27 has been blocked and use has been shifted to this trail.	Pedestrian access is via approximately 1 mile of the informal Ram Valley Trail, which has been rerouted in sections to follow a designated pedestrian easement across a portion of undeveloped private land before reaching the park boundary. An approximately 300 foot public trail easement is still needed for the short segment of the trail that initially leaves the roadway in order to secure legal access to the valley. A wide area within the roadway (point ER28), with space for approximately 2 vehicles, is currently being utilized for parking. The site has little potential for vehicular access expansion.	Potential	Unsecured	Pedestrian	Purchase a ROW or trail easement to connect the existing trail easement to the park. Work to establish a small pullout along the roadway once legal access is established.
ER29	6.4	Ram Valley Access	Area is located in T14N, R1E, Section 33, in the vicinity of Ram Valley north of Partner Parcels Subdivision.	Residents traditionally used an access point and user developed trail located in the vicinity of entry ER27 to access scenic Ram Valley, the Falling Water Creek drainage and the surrounding alpine areas within the park. Since residential development has taken place, access by the general public near entry ER27 has been blocked and use has been rerouted to entry ER28. This site could provide an alternative access to Ram Valley, which is an important alpine valley and park destination.	This Area of High Suitability is located outside of the park boundary on private land abutting the park. Since the traditionally used access points (entry ER27 and 28) have very little potential for vehicular access expansion and with the increases in residential development in the valley, these few potential buildable sites are unique and valuable.	Potential, Area of High Suitability	Unsecured	Vehicular, small	Carefully monitor future road improvements and proposed subdivision plats for this area in order to ensure that reasonable vehicular and pedestrian access to the park boundary is reserved through the municipal platting process. Look for vehicular access opportunities at this site or at entry ER30 that may include a small parking area outside of the park or if conditions allow, a ROW to the park and a larger lot within the park boundary. Retain section line easement leading to the park in the area.

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				Uses	Current Condition	Access	Status	Type	Justification/Actions
ER30	6.4	Ram Valley Alternative/ Partner Parcels Subdivision	This site is located in T13N, R1E, Section 4, in Partner Parcels Subdivision via Prudhoe Bay Avenue to Eagle Vista Ave.	Residents traditionally used an access point and user developed trail located in the vicinity of entry ER27 to access scenic Ram Valley, the Falling Water Creek drainage and the surrounding alpine areas within the park. Since residential development has taken place, access by the general public near entry ER27 has been blocked and use has been rerouted to entry ER28. This site could provide an alternative access to Ram Valley, which is an important alpine valley and park destination.	This site is located on state land within the park boundary accessed via an approximate 600 feet of private road. From the site, access to Ram Valley requires traversing a section line easement for approximately 0.25 miles across a private parcel before reentering the park. The site has the potential as an important alternative access to Ram Valley since the traditionally used access points (entry ER27 and 28) have very little potential for vehicular access expansion and currently the only legal access via Eagle River Road is from the Mount Magnificent and Mount Significant ridgelines.	Potential	Unsecured	Vehicular, small	Retain the Sections 3 and 4 section line easement and evaluate construction of a small trailhead, with the option to expand parking to a medium lot if conditions allow and as demand dictates, and trail leading to the valley. Improve the access as feasible and coordinate development with entry ER29. Work with private landowners and neighbors to ensure trail connectivity to park is not blocked. Work to negotiate and/or acquire an approximate 600 foot public ROW for the final segment of road leading to the park boundary in this area. This alternative appears to be the only legal access opportunity to the valley via a section line easement.
ER31	6.4	Falling Water Creek	Access is located in T13N, R1E, Section 4, around Mile 11.0 of Eagle River Road.	The site sees a lot of local use and provides river access, access to the Eagle River Greenbelt, and seasonal trail connectivity to the Eagle River Nature Center. The site provides good salmon and wildlife viewing.	The site is located on BLM land managed by DPOR through an agreement and is forested riverside/valley bottom. No access facilities currently exist at this site.	Unimproved	Secured	Vehicular, small	Evaluate feasibility of developing a small vehicular trailhead with orientation kiosk and trail improvements and construct if feasible.
ER32	6.4	Eagle River Nature Center	The Eagle River Nature Center is located in T13N, R1E, Section 9, at Mile 12.5 of the Eagle River Road.	The Center provides outdoor education and interpretive programs, visitor information, camping and access to a variety of trails including the Iditarod/Crow Pass Trail. This area is heavily used year-round by visitors and residents. The parking lot experiences heavy traffic and is often full.	This site is located on state land within the park boundary and consists of a large parking lot, visitor center, classroom structure, volunteer cabins, public-use overnight facilities, and trails. The Nature Center is currently managed by the Friends of Eagle River Nature Center, Inc. through a concessions contract from DPOR.	Improved	Secured	Vehicular, large	The center needs additional parking and upgrading.

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ER33	6.3	Eagle River North Side	This access is located off VFW Road in T14N, R2W, Section 11, in Eagle River near downtown.	The site provides informal river access and access to the Eagle River Greenbelt for fishing, walking, hiking, and sightseeing.	The site is primarily birch forest with Meadow Creek flowing through the parcel. A small pullout along the roadway is utilized for parking. A trail runs to the river and then parallels the river providing access for local residents.	Improved	Secured	Vehicular, small pullout	Consider a cooperative management agreement with Eagle River/Chugiak Parks and Recreation Service Area. Protect riparian vegetation with light penetrating metal boardwalks as improvements are upgraded. Watch for storm water runoff and water quality problems.
ER34	6.3	Eagle River Campground	The site is located along the south bank of Eagle River, east of the Glenn Highway (T14N, R2W Section 14).	The Eagle River Campground provides camping, picnicking, and river access for sightseeing, fishing and non-motorized boating.	This forested site is located within Chugach State Park on state land and consists of camping and picnicking facilities, a volunteer/staff cabin, a number of small and medium parking areas, and river access.	Improved	Secured	Vehicular, large	Add more group campsites/recreation areas in open area and additional picnic shelters and trails.
ER35	6.3	Gruening Middle School	The Gruening Middle School parking lot is located in T14N, R2W, Section 13.	The area appears to experience moderate use by neighbors seeking access to the Eagle River Greenbelt.	The site is located on Eklutna Inc. land and is developed with adequate parking that provides access to Eagle River Greenbelt and informal trails.	Improved	Secured	Vehicular, large	Work with Eklutna Inc. and Anchorage School District officials to maintain access to the greenbelt from this site.
ER36	6.3	Briggs Bridge North and South, and Eagle River Loop Road Bridge	This crossing of Eagle River and access are located in T14N, R2W, Section 13.	This access provides opportunities for sightseeing, walking, biking, and vehicular access across the bridge. These sites also provide access to the Eagle River Greenbelt and Eagle River.	The Eagle River Loop Road/Briggs Bridge and the access points (ER36) located northwest and southwest of the bridge are all located on state land and within the ROW. Pedestrian access via informal trails currently exists from points ER36.	Unimproved	Secured	Pedestrian and Vehicular	Monitor use. Work with ADOT/PF on any modifications or upgrades to the bridge. Work to connect the proposed greenbelt pathway to bike trail on bridge.
ER37	6.3	Briggs Bridge River Access	This site is accessed from Eagle River Loop Road in T14N, R2W, Section 13, southeast of Briggs Bridge.	This site provides river access to Eagle River and the Eagle River Greenbelt for sightseeing, fishing, walking, and non-motorized boating.	This site contains a small pullout located on state land with informal river access facilities near Briggs Bridge.	Improved	Secured	Vehicular, small	Monitor use and maintain existing site. Improve as needed.

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				Uses	Current Condition	Access	Status	Type	Justification/Actions
ER38	6.3	Eagle River Access Trailhead	This site is accessed from Eagle River Loop Road in T14N, R1W, Section 18, east of entry ER37.	This site is used by residents for access to Eagle River and the Eagle River Greenbelt. The site is used by hikers, bikers, anglers, skiers, snowmobilers, non-motorized boaters, and private landowners.	This developed site is located on state land and contains a large vehicular trailhead providing picnicking facilities and river access.	Improved	Secured	Vehicular, large	Monitor use and maintain existing site. Improve over time with the addition of picnic shelters, a pavilion and interpretative displays.
ER39	6.3	Eagle Crossing Subdivision	Access is located in Eagle Crossing Subdivision, Mills Bay Drive and Mountain Point Circle (T14N, R1W, Section 18).	The area is used by local residents for access to Eagle River and the Eagle River Greenbelt for hiking, walking, and skiing.	This access is located along a trail that initiates off Mountain Point Circle and parallels the Eagle River Greenbelt and Trail Bay Drive. There is inadequate off-road parking in the area; however the trail is heavily used for pedestrian access. The area is spruce forest with a steep drop to the river. Cliffs above the river are being undercut along the river's edge creating a potential hazard. The local area contains developed and modified terrain which channels surface water flow to the Eagle River.	Potential, problematic	Unsecured	Pedestrian	Work with the neighbors and home owners association to secure pedestrian access from this location to and within the greenbelt per the Eagle River Greenbelt Plan.
ER40	6.3	Riverside Drive	Access is located at the end of a private drive off Driftwood Bay Drive in T14N, R1W, Section 17.	It appears the area is used by local residents for access to Eagle River and the Eagle River Greenbelt.	This access is located at the terminus of the private Riverside Drive in the Eagle Overlook Subdivision where it abuts the park boundary. There is inadequate off-road parking in the area and numerous "No Parking" signs along the roadway where it parallels the greenbelt.	Potential, problematic	Unsecured	Pedestrian	Work with the neighbors and home owners association to secure pedestrian access from this location to the greenbelt.
ER41	6.3	Trailhead Avenue	Access is located near the terminus of a private road off Driftwood Bay Drive in T14N, R1W, Section 17.	This site is used for recreational hiking, fishing, and river and greenbelt access primarily by local residents.	This site is located near the terminus of the private Trailhead Avenue and approximately 150 feet from the park boundary on private land. A trail exists from the small vehicle pullout area and traverses a black spruce forest before terminating at a gravel beach near the river around River Mile 12. Storm water drainage problems exist in this area.	Potential, problematic	Unsecured	Vehicular, small pullout	Work with the neighbors and developer to secure access to the greenbelt in this area by continuing to provide both small vehicular pullouts and pedestrian access as the surrounding land is developed.

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				Uses	Current Condition	Access	Status	Type	Justification/Actions
ER42	6.3 & 6.5	Hiland Road	In this location the road crosses ½ mile of park land located in T14N, R1W, Section 20, in the South Fork of Eagle River.	This access currently offers opportunities for scenic viewing and provides access to Highland Mountain and the surrounding alpine areas within the park for hiking and skiing.	This area is a forested north-facing slope where Hiland Road traverses park land and provides informal pedestrian access.	Unimproved	Secured	Pedestrian	Monitor use. Maintain for pedestrian access only.
ER43	6.3 & 6.5	South Fork Waterfalls, Lower South Fork Eagle River	This access is located at the end of Ken Logan Circle via Hiland Road to River View Drive to Waterfall Drive to River Park Drive (T14N, R1W, Section 21).	This point accesses traditionally used trails paralleling Eagle River and provides important pedestrian access to the park for hiking, biking, cross-country skiing, fishing, and scenic viewing of the nearby waterfalls and scenic Eagle River drainage. The lower waterfalls, also known as Barbara Falls, are close to 60 feet in height, and are among one of the most spectacular natural features within the MOA. This site also provides access to nearby private lands.	The platted cul-de-sac at the terminus of Ken Logan Circle is utilized for parking and has very limited parking. Initial pedestrian access from the end of Ken Logan is across state land. A trail follows an old roadbed winding through rolling portions of the Eagle River Greenbelt and traverses state and private land. The waterfalls, an important destination and attraction accessed from this site, are located on land acquired by the state to be managed as part of Chugach State Park.	Unimproved	Secured	Vehicular, medium	The site accessed via this point is recommended in numerous plans for the development of a day use area with viewing of the waterfalls. Develop adequate parking and visitor use facilities and an access trail to the scenic falls.
ER44	6.3 & 6.5	Hiland Road	This site is located in T14N, R1W, at the intersection of the Sections 28 and 29 section line and Hiland Road.	This site could provide access to Highland Mountain, Mount Gordon Lyon and the nearby alpine uplands within the park. Current use of this area is unknown.	This area consists of a steep forested north-facing slope within the park boundary. No access facilities currently exist at this site and there is inadequate off-road parking.	Unimproved	Secured	Pedestrian	Monitor use. Maintain for pedestrian access only.
ER45	6.3 & 6.5	South Fork Eagle River Ridge	Area is located in T14N, R1W, Section 28, south of South Fork Eagle River Falls.	Residents have traditionally traversed this area seeking access to the ridgeline above the South Fork of Eagle River, the surrounding alpine areas, and park land.	This Area of High Suitability is located within a large private parcel near the park boundary and is accessed currently across undeveloped private land.	Potential, Area of High Suitability	Unsecured	Pedestrian	Retain conservation easements to park lands in the area and work to develop pedestrian access to the park.

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				Uses	Current Condition	Access	Status	Type	Justification/Actions
ER46	6.5	Johnny Drive	Johnny Drive is a platted and constructed road leading to the park boundary in T13N, R1W, Section 4, upslope of entry ER47 below.	This site is well used by locals and provides access to the alpine slopes in the park including Rendezvous Peak and Gordon Lyon Peak.	This site contains heavy brush and is moderately steep where the road terminates at the park boundary. No access facilities currently exist at this site.	Unimproved	Secured	Vehicular, small	Monitor neighborhood use and maintain pedestrian access. Consider developing a small vehicular trailhead within the park.
ER47	6.5	Bird Song Drive	Bird Song Drive is a platted road to the park boundary. It is located in T13N, R1W, Section 4, down slope of ER46.	This site is used by local residents and provides access to the alpine slopes in the park including Rendezvous Peak and Gordon Lyon Peak. Some illegal ATV and snowmobile use does occur in this area along an old road cut just below the park boundary.	The site is located on relatively steep terrain at the end of a platted, undeveloped segment of the road where it terminates at the park boundary. No access facilities currently exist at this site and there is inadequate off-road parking.	Unimproved, problematic	Secured	Pedestrian	Barriers are needed to stop illegal use. Maintain for pedestrian access only.
ER48	6.5	Elkhorn Drive	Elkhorn is a platted and constructed road that terminates at park land in T14N, R1W, Section 33, down slope of entry ER49.	The site has potential as an access point for people seeking to access Chugach State Park and the ridgeline above the South Fork of Eagle River.	This forested site is located within Chugach State Park on state land. No access facilities currently exist at this site.	Unimproved	Secured	Vehicular, small	Evaluate construction of a small vehicular trailhead and develop if feasible.
ER49	6.5	Cotton Grass Road	This access is located in T14N, R1W, Section 33, upslope of ER48.	This site has traditionally provided a popular neighborhood access point to the high ridgeline above the South Fork of Eagle River, the surrounding alpine areas, and park land.	This access point is located on private land and the trail leading to a tower site traverses private land.	Potential	Unsecured	Pedestrian	This access is not a priority for development, but work to ensure that pedestrian access to the park is reserved should development occur on this parcel. Because of the avalanche danger, winter access at this location is not advisable.

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ER50	6.5	West River Drive	This access is located at the terminus of West River Drive in T13N, R1W, Section 4.	This site could provide access to Rendezvous Peak, Mount Gordon Lyon and the nearby alpine uplands within the park for hikers and berry pickers. Current use of this area to access the park is unknown.	This site is not secure and traverses private land to access the high ridgeline above the South Fork of Eagle River and park land. No access facilities currently exist at this site.	Potential	Unsecured	Pedestrian	Acquire an easement in the area to ensure that pedestrian access to the park is reserved.
ER51	6.5	Three Bowls Alternative/ Gravel Pit	This access is located in T13N, R1W, Section 10, off Hilland Road in the South Fork of Eagle River.	The site experiences moderate use in the summer for hiking and berry picking. The site also has potential as an access point for people seeking to access the high country.	The site is not secure and is located on private land. The small pullout located on the private parcel is utilized for parking. Significant avalanche hazards exist in the area during winter.	Potential, problematic	Unsecured	Vehicular, small	Look for opportunities to develop a small parking lot. Because of the avalanche danger, winter access at this location is not advisable.
ER52	6.5	South Fork Eagle River Trailhead	This site is located in T13N, R1W, Section 9, off West River Drive in the South Fork of Eagle River.	This site experiences heavy use in the summer for hiking, climbing, berry picking, and backcountry travel. In the winter, skiing and snowshoeing are popular. This site provides access to gentle valley terrain and is also a frequently used alternate access to Ship Creek and a jumping off place to more remote areas of the park.	This developed site is located on state land and contains a small vehicular trailhead. The valley is open to horses and trail erosion into Ship Creek is occurring. Overflow of up to 40 vehicles causes neighborhood congestion.	Improved	Secured	Vehicular, medium	Site upgrades are planned in the next few years. All options to locate and develop a larger trailhead should be considered and accommodated as appropriate. Residents have suggested expanding the current facilities and adding a latrine and orientation kiosk.
ER53	6.5	Lynx Drive	This access is located where the platted road adjoins to the park boundary in T13N, R1W, Section 10.	This site has been traditionally used by residents to access the ridgeline.	This site is not secure and traverses private land. The public has expressed concerns regarding extreme avalanche danger in the areas accessed via this location. No access facilities currently exist at this site.	Potential	Unsecured	Pedestrian	This access is not a priority for development and should be considered for pedestrian access only. The road and park boundary intersection may provide an alternative pedestrian access point.

ID	Map #	Name	Location	Description				Recommendation	
				Uses	Current Condition	Access	Status	Type	Justification/Actions
ER54	6.5	South Fork Eagle River Valley	Located in the E½ of the SE¼ of Section 9 and the W½ of the SW¼ of Section 10 in T13N, R1W.	This site has been traditionally used by residents to access park land, the South Fork of Eagle River valley, and for connectivity to the South Fork Eagle River trail system.	This Area of High Suitability is located within a large private parcel abutting Chugach State Park. Use of the site to access Chugach State Park requires access across approximately 0.25 miles of the adjacent private land before reaching the park boundary.	Potential, Area of High Suitability	Unsecured	Vehicular, small	Carefully monitor future road improvements and proposed subdivision plats for this area in order to ensure that reasonable vehicular and pedestrian access to the park boundary is reserved through the municipal platting process. Look for vehicular access opportunities that may include a small parking area outside of the park or if conditions allow, a ROW to the park and a larger lot within the park boundary. Retain section line easement leading to the park in the area.
ER55	6.5	Upper South Fork Eagle River	This access is located in T13N, R1W, Section 15, in Hundred Hills Subdivision off Wolf Drive in the South Fork of Eagle River.	This access point would provide an alternative access point for many of the popular destinations listed above in the South Fork Eagle River Trailhead access description (entry ER52).	Access is at the end of a platted road that intersects the park boundary at the road. Site is a relatively high flat area, suitable for parking.	Unimproved, problematic	Secured	Vehicular, small	Consider this site as an option in overall access needs for the South Fork of Eagle River Valley. Site could provide a potential small trailhead for valley access. Distributing use between multiple access points would minimize the impact to any one site and allow more direct access to some of the previously discussed access points.
ER56	6.5	Harp Mountain	This access is located at the terminus of Hiland Road in T13N, R1W, Section 15, in Hundred Hills Subdivision in the South Fork of Eagle River.	The site has been traditionally utilized by skiers, snowboarders, hikers, climbers, berry pickers, and mountaineers and provides good alpine access. This access would provide an alternative access point for many of the popular destinations listed above in the South Fork Eagle River Trailhead access description (entry ER52). This site is also a potential point for search and rescue efforts.	The site contains moderately steep sloping alpine terrain. A local resident has posted trail directional signs for an informal trail that crosses their land, and "No trespassing" signs are posted on the nearby private land. "No parking" signs are posted along cul-de-sac. Residents have expressed concern about avalanche danger in the Harp Mountain region, use of the end of the road as an emergency vehicle turnaround, and lack of parking and other facilities.	Unimproved, problematic	Secured	Vehicular, small	Monitor use. Continue to pursue future access and trailhead opportunities in the valley. Consider acquiring one of the last lots at the end of the cul-de-sac to develop a small vehicular trailhead. Acquire a trail easement across private land for construction of a sustainable trail from the roadway to Harp Mountain. Distributing use between multiple access points would minimize the impact to any one site and allow more direct access to some of the previously discussed access points.

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ER57	6.5	Homestead	Located in the NW¼ of the SE¼ of Section 15 in T13N, R1W, in the Upper South Fork Eagle River valley.	This site could provide good access for people seeking to access the park and the South Fork of Eagle River valley. Current use of this site to access the park is unknown.	This Area of High Suitability is located within a large private parcel abutting Chugach State Park in the upper South Fork Eagle River drainage. Use of the site to access Chugach State Park requires access across approximately 0.5 miles of the adjacent private land before reaching the park boundary.	Potential, Area of High Suitability	Unsecured	Vehicular, medium	Carefully monitor future road improvements and proposed subdivision plats for this area in order to ensure that reasonable vehicular and pedestrian access to the park boundary is reserved through the municipal platting process. Look for vehicular access opportunities that may include a small parking area outside of the park or if conditions allow, a ROW to the park and a larger lot within the park boundary. Retain section line easement leading to the park in the area.

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1 **Ship Creek Unit**

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3 The Ship Creek Unit has two main valleys, the main fork and north forks of Ship Creek that contain numerous lakes and small tributaries. The unit,  
 4 surrounded by the peaks of the South Fork of Eagle River, Hillside and Turnagain Arm areas, is zoned “watershed” by the Municipality of  
 5 Anchorage and is a major source of water for Anchorage. Currently, the main way to access the unit is via a military road that takes you to the  
 6 Anchorage Ski Club, Inc. Ski Area. The unit receives most of its use in the winter. Access to and activities within this unit will be carefully  
 7 controlled to protect its value as a watershed. Arctic Valley Road is only open daily from 6AM to 10PM and is subject to closure by order of the  
 8 Garrison Commander without warning. See Appendix B for information regarding requirements for use of military lands for access and recreation.  
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ID	Map #	Name	Location	Description				Recommendation	
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S1	6.5	Snow Hawk Valley/ Cabin Trailhead	This site is located on the Arctic Valley Road in T13N, R2W, Section 9.	Popular destinations from this trailhead include Upper Snow Hawk Cabin and the headwaters of Snow Hawk Creek.	This medium sized vehicular trailhead is located on military land as are most of the trails and natural features accessed from this site. Access can be problematic because of potential road closure by the Army for security and training reasons. A permit is required to use military lands for access or recreation.	Improved, problematic	Unsecured	Vehicular, medium	Conduct cooperative planning effort with the Army to identify measures to meet needs of the military mission and public recreation.
S2	6.5	Biathlon Range Trailhead	This site is located off the Arctic Valley Road in T13N, R2W, Section 10.	The site has traditionally been utilized by skiers and hikers to access the trails in the vicinity.	This access point is on military land as are most of the trails and natural features accessed from this site. Access can be problematic because of potential road closure by the Army for security and training reasons. A permit is required to use military lands for access or recreation. Currently, this site experiences limited access due to nightly gate closures on Arctic Valley Road.	Improved, problematic	Unsecured	Vehicular, small	Conduct cooperative planning effort with the Army to identify measures to meet needs of the military mission and public recreation.

ID	Map #	Name	Location	Description				Recommendation	
				Uses	Current Condition	Access	Status	Type	Justification/Actions
S3a	6.5	Ship Creek Trailhead	This site is located on Arctic Valley Road in T13N, R2W, Section 1.	The trailhead is popular for cross-country skiing as well as limited summer hiking and fall hunting. It provides access to the wilderness area of the park with a variety of unimproved hiking trails leading into the upper valley.	The site, located on military land, is a wide turnout for approximately 10 vehicles. Access can be problematic because of potential road closure by the Army for security and training reasons. A permit is required to use military lands for access or recreation. Currently, access is limited due to nightly gate closures on Arctic Valley Road. The area is also the jumping off point for the 20-mile traverse (entry S3b) from Arctic Valley to Indian.	Improved, problematic	Unsecured	Vehicular, small	Work with the Army to ensure parking and access to the park continues at this site, and look for vehicular trailhead upgrade opportunities.
S3b	6.5	Arctic Valley to Indian Traverse	The traverse is accessed on the north side via the Ship Creek Trailhead (S3a) located in T13N, R2W.	This trail is part of the historically used Arctic to Indian Traverse. The popular traverse from the Ship Creek Trailhead (entry S3a) to Indian is mainly utilized in the winter by cross-country skiers, with limited use by hunters in the fall and hikers in the summer.	Access is via approximately 2 miles of the popular Arctic to Indian Traverse which crosses Fort Richardson Military Reservation lands in Sections 1, 12 and 13 before reaching the park boundary. A permit is required to use military lands for access or recreation.	Unimproved, problematic	Unsecured	Pedestrian	Work with the Army to establish a trail easement for the start of Arctic to Indian Traverse to ensure secure access is reserved.
S4	6.5	Nike Site	This site is located off the Arctic Valley Road at the terminus of a service road in T14N, R1W, Section 31.	This site would provide a great overlook, in addition to alpine access via a ridgeline off Mount Gordon Lyon. The area is currently used by hikers, skiers, and berry pickers connecting trails accessed via the ski area.	This historic military site is located on military property surround on three sides by Chugach State Park near the Anchorage Ski Club, Inc. lease area. The site is accessed via a gated service road off the Arctic Valley Road. A permit is required to use military lands for access or recreation. A local non-profit group is working with the military to preserve the site and open the area for public tours.	Potential	Unsecured	Vehicular, small to medium	Support non-profit group efforts to expand recreation in the area and work to secure access to the site.

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				Uses	Current Condition	Access	Status	Type	Justification/Actions
S5	6.5	Lower Arctic Valley Trailhead	This site is located on Arctic Valley Road in T13N, R2W, Section 1.	This site has traditionally provided access to the Rendezvous Peak trail system and alpine mountainous terrain within the park for hikers and skiers.	This access point is on military land and provides access via a service road to the ski area and park boundary. Problems include potential road closure by the Army for security and training reasons and limited access due to nightly gate closures on Arctic Valley Road. A permit is required to use military lands for access or recreation.	Unimproved, problematic	Unsecured	Pedestrian	Monitor use and work with the Army to ensure pedestrian access to the park continues at this site.
S6	6.5	Arctic Valley Trailhead	This site is located at the terminus of Arctic Valley Road in T13N, R1W, Section 6.	The site provides year-round access to alpine mountainous terrain within the park. The area is a popular destination for skiing, hiking, snowboarding, berry picking, mountain climbing and viewing scenic Ship Creek Valley.	This site contains a large vehicular trailhead located within the park boundary on state land currently leased and managed by the Anchorage Ski Club, Inc. A trail across tundra to Rendezvous Peak and upper Arctic Valley drainage are accessed from this site. Problems include potential road closure by Army for security reasons and limited access due to nightly gate closures on Arctic Valley Road.	Improved, problematic	Unsecured	Vehicular, large	Conduct cooperative planning effort with the Anchorage Ski Club and the Army to identify measures to meet needs of the military mission and public recreation. Maintain existing facilities and make moderate improvements as needed. Coordinate upgrades with the Anchorage Ski Club.

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**Hillside Unit**

This unit is one of the most popular recreational areas in the study area and receives a great deal of recreational pressure along its western edge. It contains the drainages of Campbell and Rabbit Creeks, and numerous lakes. The Campbell Creek drainage is an important watershed area that feeds underground aquifers that are a major source of water for Anchorage via deep wells. Because of the area’s popularity for recreation and desirability for development, access in this unit will always be an issue.

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H1a	6.6	Dome Trail Trailhead, Stuckagain Heights	This site is located along a platted road that parallels Fort Richardson boundary and the northern edge of T12N, R2W, Section 6, near the terminus of Basher Drive as it transitions into Kalmia Drive.	Residents traditionally used an access point and user developed trail located in the northeastern corner of Section 6 to access the "Tank Trail" and other trails located on the adjacent military lands as a means of reaching the North Fork of Campbell Creek, Long Lake, the Dome, and Chugach State Park. Since residential development occurred in the area, use has shifted to this access point and the section line (entry H1b). This site is used by hikers, bikers, bow hunters, skiers and snowshoers.	This site is located within a platted wide shoulder off Basher Drive and consists of a small gravel pullout with space for approximately 12 vehicles and an information board posted on the adjacent military land. This site should not be considered a viable access point to Chugach State Park at this time because of the increased military use of these lands and heightened concerns regarding security. A permit is required to use military lands for access or recreation.	Potential, problematic	Unsecured	Vehicular, small	Work with the Army to establish a trail easement to ensure secure access to Chugach State Park is reserved in perpetuity.

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H1b	6.6	Dome Access Trail, Stuckagain Heights	This access trail is located in T12N, R2W, in Stuckagain Heights at the north end of Basher Drive along the Section 6 section line paralleling Fort Richardson.	Residents traditionally used an access point and user developed trail located in the northeastern corner of Section 6. Since residential development has taken place, use has shifted to the Dome Trail Trailhead (entry H1a), the old restaurant site and the adjacent section line, which is much steeper and more difficult to traverse.	Loss of the traditional access has caused significant neighborhood conflict. The Stuckagain Heights Trailhead and trail previously located at the end of Basher Drive provided a relatively easy entry point to the military land and a connection to a variety of Chugach State Park trails for East Anchorage residents. A platted trail easement exists through the northwestern corner of the Campbell Canyon Subdivision in Section 5, but no easement for the trail has been reserved in the Near Point Knoll Subdivision. The resident has posted and blocked the old trail. Landowner/user conflicts can be expected to continue until a viable alternative is found. The section line easement may provide an alternative but the access is very steep. An additional complication is the existence of military lands adjacent to the section line easement. Due to heightened concerns regarding security of the adjacent lands by the military, this site is not viable access to Chugach State Park at this time. A permit is required to use military lands for access or recreation.	Potential, problematic	Unsecured	Pedestrian	Evaluate the section line easement and work with the Army to identify a sustainable trail alignment and trail easement to ensure pedestrian access to the park and adjacent alpine uplands is reserved.
H2a	6.6	Aletha's Mountain Way	This site is located along a platted access easement off Mountain Way in Campbell Canyon Subdivision in T12N, R2W, Section 5.	This site is used by hikers to access the informal trail to Near Point and adjacent alpine uplands.	No access facilities currently exist at this site. This platted access easement provides access for East Anchorage residents to the park via a platted trail easement (H2b) along portions of the traditionally used informal trail to Near Point. The Conservation Fund has recently purchased the parcels of opportunity adjacent to the Near Point Knoll Subdivision with the intention to eventually transfer the tracts to the park to provide access.	Unimproved	Secured	Pedestrian	Maintain the platted access easement. Work to focus use on the adjacent tracts of land once the land is transferred to the park to limit neighborhood impacts.

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H2b	6.6	Near Point Access Trail	This platted access trail easement is located in T12N, R2W, Section 5, via access point H2a.	This user developed trail has been traditionally utilized by residents seeking access to Near Point, the North Fork of Campbell Creek, the Chugach State Park trail system and adjacent alpine uplands within the park.	The access trail initially follows a platted trail easement across undeveloped land recently purchased by The Conservation Fund that provides connectivity to the park boundary. The trail easement follows segments of the traditionally used informal trail to Near Point. The Conservation Fund intends on transferring the land to the park to provide additional access.	Unimproved	Secured	Pedestrian	Retain trail easement to ensure access to park continues. Following conveyance from The Conservation Fund, locate, design and build a low maintenance trail to Near Point.
H3	6.6	Near Point Access	Located in Campbell Canyon Subdivision in T12N, R2W, Section 5, in northeastern Basher Community.	This site would provide great views of the city and distant mountains, and important access to the North Fork Campbell Creek drainage, Near Point, the Chugach State Park trail system and the surrounding alpine terrain within the park for East Anchorage residents.	This Area of High Suitability is located on undeveloped land recently acquired by The Conservation Fund with the intention of transferring it to the park to provide additional access.	Potential, Area of High Suitability	Unsecured	Vehicular, small	Since East Anchorage residents have few opportunities for nearby reserved vehicular access to the park, this area is of particular interest. Following conveyance from The Conservation Fund, work to establish vehicular access and additional trail opportunities. Parking lot location and design should accommodate a small lot that could be upgraded in size if warranted by use or to focus use within the park to reduce neighborhood impacts. Local neighborhood concerns should be addressed through the site design and development process.
H4	6.6	Tulugak Circle East, Stuckagain Heights	Located along the eastern boundary of T12N, R2W, Section 6, east of Tulugak Circle cul-de-sac off Middlerock Road via Midden Way.	Residents have traditionally used this area in summer for hiking and in winter for cross-country skiing and snowshoeing, and have gained permission from the landowners to traverse their property in order to reach the park and access the Chugach State Park trail system.	This Area of High Suitability is located on undeveloped private land neighboring the park boundary. As the remaining large lots in this area are subdivided, these access points are being blocked or lost. The nearby cul-de-sac has "No Parking" signs posted.	Potential, Area of High Suitability	Unsecured	Vehicular, small pullout	Monitor use and as future development occurs in the area, work with the landowner to establish reserved public access to the park in this area through the municipal platting process or by other means. At a minimum, pedestrian easements should be established in the area but opportunities for a small vehicular pullout should be pursued.

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H5	6.6	Midden Way	This site is located along the southern boundary of T12N, R2W, Section 6, off Midden Way in Stuckagain Heights.	Residents have traditionally used this area in summer for hiking and in winter for cross-country skiing and snowshoeing, and have gained permission from the landowners to traverse their property in order to reach the park and access the Chugach State Park trail system.	Traditional pedestrian access to the park boundary in this area has occurred crossing undeveloped private land off Midden Way along the southern boundary of the neighborhood. User developed trails lead from the road across private land near a small lake south of Middlerock Road and near where the road bends to within 50 feet of the park boundary. No formal public access to the park currently exists at this site and there is inadequate off-road parking.	Potential, problematic	Unsecured	Pedestrian	Work with the landowners to establish a reserved pedestrian access easement connecting the existing trail easement to the park in this area. Alternative access to the park might be acquired via an approximately 40 foot trail easement extension off the platted 10 foot trail easement that parallels Midden Way in the vicinity of the junction of Lot 2 and 5 of the Taiga Subdivision.
H6	6.6	Basher Drive Trailhead	This access point is located on Campbell Airstrip Road/Basher Drive in T12N, R2W, Section 7, adjacent to Far North Bicentennial Park and the entrance to the Stuckagain Heights Subdivision.	The site experiences moderate use year-round by hikers and skiers seeking access to the hillside and the Far North Bicentennial Park and Chugach State Park trail systems.	This small parking lot and trailhead is located within the park boundary and is primarily in a spruce/birch forest off Basher Drive. The trailhead is within sight of road and is a convenient entrance to Chugach State Park for East Anchorage residents. The narrow site presents some challenges and construction limitations such as wetlands and rough/steep terrain.	Improved	Secured	Vehicular, large	Enlarge and enhance the trailhead and parking area to the largest size that is reasonably feasible in the area to capture the majority of park use outside of the Stuckagain Heights neighborhood. The area needs better site design and improved trails, an orientation kiosk and toilet. Coordinate site development with MOA Far North Bicentennial Park.
H7	6.6	Prospect Heights Trailhead	This access is located in T12N, R2W, Section 7, at the north end of Prospect Drive via Upper O'Malley Road.	The popular site experiences relatively heavy use by users of all ability levels. In the summer park users hike, bike, walk, run, and use the trailhead to access the hillside and the Far North Bicentennial Park and Chugach State Park trail systems. In winter this forested area offers protection from wind for skiing, snowshoeing, and other winter activities.	This large, well developed vehicular trailhead is located within the park boundary. This site is occasionally full and therefore future site evaluations may indicate a need for expansion of facilities. Prospect Drive in the vicinity of the park boundary is posted to discourage parking along the roadway by park visitors avoiding park fees.	Improved	Secured	Vehicular, large	Maintain existing facilities and upgrade as needed to help alleviate pressure at other hillside trailheads. Coordinate trailhead and trail upgrades and development with MOA Far North Bicentennial Park.

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H8	6.6	Upper O'Malley Trailhead	This access is located in T12N, R2W, Section 19, at the terminus of Shebanof Avenue.	The area experiences moderate use year-round, mostly by local residents that use it to access the hillside trail system.	The site contains a small 6 vehicle trailhead located within the section line and on park land and provides access to trails on moderately sloping terrain.	Improved	Secured	Vehicular, medium	Enlarge/enhance trailhead through better site design. Evaluate desirability of moving trailhead farther into park away from neighbors. Conservative expansion of parking could help disperse use and alleviate pressure at other hillside trailheads.
H9	6.6	Stroganof Drive	Access is via a platted road that parallels the park boundary in T12N, R2W, Section 19, on the Anchorage Hillside via Upper O'Malley Road.	The area experiences moderate use year-round, mostly by local residents seeking access to the hillside trail system.	The site has gentle terrain and provides unimproved pedestrian access to the park and the hillside trail system along the park boundary in the area. A platted walkway easement from the terminus of East Klatt Road leads to the park boundary and a user developed trail just south of the Stroganof Drive cul-de-sac.	Unimproved	Secured	Vehicular, small pullout	Retain section line easement and platted pedestrian access to the park. Monitor use and as future road improvements occur, look for small pullout access opportunities near the southern terminus of Stroganof Drive to help disperse use and alleviate pressure at other hillside trailheads.
H10	6.6	Upper Huffman Trailhead	This access is located in T12N, R2W, Section 19, at the east end of Sultana Drive, a DNR DPOR ROW off Upper Huffman Road.	The site experiences moderate use year-round by hikers, sightseers, picnickers, skiers, and snowmobilers seeking access to the hillside and the Chugach State Park trail systems. In winter the forested areas accessed by this trailhead offers protection from wind.	The Upper Huffman Trailhead is a large vehicular trailhead located within the park boundary that provides convenient access to the hillside trail system and is the only designated snowmobile access point into the Campbell Creek drainage. During snowmobile season vehicles tend to line the access road because the parking area is poorly designed and not large enough to accommodate trucks with trailers. Plans are currently underway to redesign the parking lot to help resolve this issue.	Improved	Secured	Vehicular, large	Enlarge and redesign parking lot. Construct a truck w/trailer parking area and a viewing platform with interpretative displays. Consider providing a group use pavilion. Improvements should be made with the long-term vision of connecting this trailhead with Glen Alps. This would involve construction of approximately 1 mile of road, with a variety of small parking lots along the way, to help disperse use, alleviate pressure at Glen Alps and bypass the steepest and most hazardous portions of existing Glen Alps access road.
H11	6.6 & 6.7	Alpine Acres Estates	This access is located in T12N, R2W, Section 30, off Glen Alps Road in the Alpine Acres Estates Subdivision.	This site currently offers opportunities for access to the park boundary and the alpine terrain; however the current use is unknown.	This unimproved pedestrian access is located along a platted walkway easement leading from Glen Alps Road to the park boundary. No access facilities currently exist at this site and there is inadequate off-road parking.	Unimproved	Secured	Pedestrian	Retain the platted pedestrian access to the park.

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H12	6.6 & 6.7	Glen Alps Trailhead	The Glen Alps Trailhead is located in T12N, R2W, Section 29, off Glen Alps Road accessed via Upper Huffman Road to Toilsome Hill Drive.	The site provides easy, year-round alpine access and one of the best views of the city, Cook Inlet and distant mountains across the inlet. Tourists and residents alike climb Flattop, hike to Blueberry Hill, and walk to the Anchorage overlook for spectacular views of the city below. This area is also popular for wildlife viewing, skiing, snowshoeing, and biking.	This large, highly developed vehicular trailhead located within the park boundary provides connectivity to the extensive hillside trail system. It can be difficult at times to find parking at this location due to the high popularity of this trailhead. Overflow parking onto Glen Alps Road blocks traffic flow for local residents and emergency vehicles. The access road initially off Upper Huffman Road presents some challenges due to the local geography, road alignment, and unreserved public access across portions of the road. A caretaker cabin is on site.	Improved	Secured	Vehicular, large	Evaluate potential for a summer overflow lot located in the low area to the northeast of the existing parking lot. Improvements in this area should be made with the long-term vision of connecting this trailhead with Upper Huffman. This would involve construction of approximately 1 mile of road, with a variety of small parking lots along the way that would help disperse use, alleviate the current pressure on this trailhead and bypass the steepest and most hazardous portions of existing Glen Alps access road.
H13	6.7	Echo Canyon Road	Access is via a platted road paralleling and terminating at the park boundary in T12N, R2W, Section 31, on the upper Anchorage Hillside off Canyon Road in the Rabbit Creek Valley.	Local residents appear to utilize this area to reach adjacent park lands and nearby informal trails. The site also offers access opportunities to the Rabbit Creek greenbelt.	This area primarily serves as unimproved pedestrian access. Echo Canyon Road branches south off Canyon Road approximately 1 mile from the old homestead gate and parallels the park boundary to the east for approximately 1000 feet before reentering an area with private property on one side and the MOA Echo Hills Park on the other side of the partially constructed, platted ROW which extends south and terminates at the park boundary near Rabbit Creek (point H13). There are a few areas along the road that may be able to accommodate 2-3 vehicles; however the area is heavily vegetated and does not necessarily provide desirable access. No access facilities currently exist at this site.	Unimproved	Secured	Pedestrian	Due to the local geography, this area should not be a priority for development but should be retained for pedestrian access. Work with MOA Parks and Recreation to evaluate and coordinate future access opportunities in and around Echo Park to provide connectivity between park lands. This site may provide future connectivity to a trail paralleling the Rabbit Creek greenbelt.

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H14	6.7	Shelli Drive, Echo Hills Subdivision	This access is located at the end of a platted road terminating at the park boundary in T12N, R2W, Section 31, upslope of H13 in the Rabbit Creek Valley via Echo Canyon Road.	Local residents appear to utilize this area to reach adjacent park lands and nearby informal trails. The site also offers access opportunities to the Rabbit Creek greenbelt.	This site provides unimproved local pedestrian access and is located at the south end of an undeveloped, platted road that terminates at the park boundary near Rabbit Creek. The area is relatively steep and heavily vegetated and does not necessarily provide desirable access. No access facilities currently exist at this site.	Unimproved	Secured	Pedestrian	Due to the local geography, this area should not be a priority for development but should be retained for pedestrian access. Work with MOA Parks and Recreation to evaluate and coordinate future access opportunities in the area. This site may provide future connectivity to a trail paralleling the Rabbit Creek greenbelt.
H15	6.7	Lower Canyon Road	Access is via Canyon Road as it enters and traverses through Chugach State Park in T12N, R2W, Section 31, off Upper DeArmoun Road.	Local residents appear to utilize this area to reach alpine terrain within the park and the user developed informal trails.	The site provides unimproved pedestrian access to the west side of Flattop Mountain as the road traverses approximately 0.2 miles of park land before reentering an area with private property on both sides of the platted ROW. The access road presents some challenges due to the geography, road alignment, and unreserved public access across portions of the road. No access facilities currently exist at this site and there is inadequate off-road parking.	Unimproved, problematic	Secured	Pedestrian	Due to the local geography, this area should be retained for pedestrian access only. Continue to work on resolving the access road issue on portions of Canyon Road.

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H16	6.7	Rabbit Creek Valley Trailhead, Upper Canyon Road	This access is located on the south side of Flattop Mountain at the southeast end of Canyon Road as it traverses through Chugach State Park in T12N, R2W, Section 32, from Upper DeArmoun Road.	The old homestead roadbed which has been used traditionally by hikers, runners, skiers, and berry pickers to access Rabbit Lake and the surrounding mountainous terrain has become increasing more popular year-round since the park acquired the homesteads in 2007. The informal trail that leads up the south ridge of Flattop from this site is very popular with mountain runners and for winter ascents of Flattop, because it accumulates little snow and is less steep than the Glen Alps Flattop access alternative.	The site is located beyond the end of the maintained portion of Canyon Road and is identified by a number of small pullouts along the old homestead roadbed. This access point is located within the park boundary on a south-facing grass and alder slope before the homestead gate. The unmaintained homestead road within the park can be seasonally impassable, thus causing significant congestion in Echo Hills Subdivision near the park boundary and residential access conflicts. The access road presents some challenges due to the local geography, road alignment, seasonal impassability, and unreserved public access across portions of the road. Additional problems include inadequate parking and the overuse of traditional, unsustainable, user developed trails in the area.	Unimproved, problematic	Secured	Vehicular, large	Continue to work on resolving the access road issue across portions of Canyon Road. Upgrade road and construct a large, vehicular trailhead where fees are collected, with toilets, caretaker facilities, and improved trails to accommodate the existing demand. These improvements should help reduce problems of erosion, inadequate parking, and residential access conflicts.
H17	6.7	Grandview Trailhead	This access is located in T11N, R2W, Section 6, at the southeastern terminus of Honey Bear Lane in the Grandview Subdivision on the north rib of McHugh Peak.	This traditionally used and popular access provides convenient alpine access for hiking, climbing, running, and walking. The site's main attraction is access to the popular McHugh Peak Ridge located within the park.	This access point and pedestrian corridor are located outside of the park boundary in Bear Valley and identified by a small parking pullout (3-5 vehicles) at the end of the publicly dedicated cul-de-sac. There is a platted trail easement for pedestrian access to the park boundary from the parking area. Local residents are posting "Not an access to Chugach State Park" and "No Parking" signs in the area. The road is a dedicated public ROW and posting must be done by the Municipality to be enforceable. There are legitimate no parking signs in the cul-de-sac and the parking area for the trail while small is clearly marked.	Improved, problematic	Secured	Vehicular, small pullout	Retain platted pedestrian access easement to the park and associated parking.

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H18	6.7	Brewster's Road	This access is located in T11N, R2W, Section 7, in the vicinity where the Brewster's Homestead Road approaches a corner of Chugach State Park on the west side of the north rib of McHugh Peak, accessed via the Bear Valley road system.	Residents of this general area have traditionally used trails in this area to access McHugh Peak Ridge to run, ski, bike, hike, and snowshoe as well as an approach to climbing McHugh Peak within the park.	This area is located east of the private access road which traverses undeveloped private lands and is currently blocked by a gate. The road does not directly abut or enter the park; therefore access easements will be required across undeveloped privately owned lands between the road and park land. MOA HLB currently owns the undeveloped land adjacent to the park boundary to the north and southwest. Development of a vehicular trailhead and trails in this general area would provide convenient public access to the popular and underserved McHugh Peak complex. The only formally designated access point allowing reserved public access onto the McHugh Peak complex is the Grandview Trailhead, which has very limited parking.	Potential	Unsecured	Vehicular, small	Work to implement the MOA's Areawide Trails Plan recommendation for the establishment of a trail corridor along Culhane/Brewster's Road leading to the park boundary in this area. Continue to work with private landowners to reserve public access to the park in this area through the municipal platting process. Work with HLB to evaluate, coordinate and acquire possible future vehicular access opportunities in the vicinity of their parcels abutting the park to provide alternative connectivity to the park.

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H19	6.7	Brewster's Homestead	Area is located off Brewster's Homestead Road in T11N, R2W, Sections 7 and 18, just south of entry H18.	Residents have traditionally used trails in this area to access McHugh Peak Ridge to run, ski, bike, hike, skijor and snowshoe as well as an approach to climbing McHugh Peak within the park via the NW rib or Baldy trail (entry H20). Development of a large vehicular trailhead and trails in this general area would provide convenient public access to the popular and underserved McHugh Peak complex and the park.	This Area of High Suitability is located on undeveloped private land adjacent to the park boundary. The private access road is unmaintained in this area and is currently blocked by a gate. The road does not directly abut or enter Chugach State Park; therefore access easements will be required across undeveloped privately owned lands between the road and park land. There is no current road access to the park in this area and the only formally designated access point allowing reserved public access to the McHugh Peak complex is the Grandview Trailhead, which has very limited parking.	Potential, Area of High Suitability	Unsecured	Vehicular, large	Carefully monitor proposed development and future subdivision plats for this area in order to ensure that reasonable vehicular and pedestrian access to the park boundary is reserved through the municipal platting process. Work with local landowners and non-profit organizations to negotiate and reserve road and trail easements and to secure land suitable for the development of a large regional vehicular trailhead in the area. Entry H21b below can also be considered for the construction of this large regional vehicular trailhead. If a site near H21b is found to be more suitable for construction of the large regional trailhead, then this site should be secured to accommodate a medium sized lot. Retain section line easements. Public access to the park may be lost or blocked as a result of development occurring ever closer to the park boundary in this area.
H20	6.7	McHugh Peak- NW Rib trail (via Baldy)	This trail is located along the McHugh Peak Northwest Rib ridgeline in T11N, R2W, Section 18.	Local residents have traditionally used this and other user-developed trails along the ridgeline for running, hiking, biking, and skiing, and as an approach to climbing McHugh Peak within the park. Development of a trailhead and trails in the general area would provide convenient, reserved public access to the popular and underserved McHugh Peak complex and the park.	This user-established trail along the ridgeline crosses undeveloped private land and provides pedestrian access through sub-alpine areas in the vicinity of the Mountainside Village Subdivision to the park boundary. Development and changes in land ownership have resulted in "No Trespassing" signs, gates, and fences blocking access to the user-established trails. No formal public access to the park currently exists in this area. The only formally designated access point allowing reserved public access to the McHugh Peak complex is the Grandview Trailhead, which has very limited parking.	Potential, problematic	Unsecured	Pedestrian	Carefully monitor proposed development and future subdivision plats for this area in order to ensure that reasonable pedestrian access to the park boundary is reserved through the municipal platting process (refer to entry H19 and H21a-b for vehicular access connectivity). Work to negotiate and reserve a trail easement to the park boundary along a portion of the ridgeline. Retain section line easements leading to the park in the area.

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				Uses	Current Condition	Access	Status	Type	Justification/Actions
H21a	6.7	Stewart Road	The Stewart Road is located in T11N, R3W, Sections 11, 12, and 13 and T11N, R2W, Section 18, running from Mountain Side Village Subdivision along the base of the Northwest Rib of McHugh Peak above Potter Creek.	Local residents have traditionally used the road cut for running, hiking, biking, skiing, and skijoring and to access the McHugh Peak complex. Residents also traverse the road and up the switchback trail to the NW rib or Baldy trail (entry H20) that follows the northwest rib of McHugh as an approach to climbing McHugh Peak within the park. Development of a vehicular trailhead and trails in this area would provide convenient public access to the popular and underserved McHugh Peak complex.	This gated road cut traverses a number of large unsubdivided private parcels, and terminates near the park boundary. Development and changes in land ownership have resulted in "No Trespassing" signs, gates, and fences blocking access to nearby user-established trails. Currently there is no road access in this portion of Potter Valley, and no formal public access to the park currently exists in this area. The only formally designated access point allowing reserved public access onto the McHugh Peak complex is the Grandview Trailhead, which has very limited parking.	Potential	Unsecured	Vehicular, small pullouts	Work to implement the MOA's Areawide Trails Plan recommendation for the establishment of a trail corridor along Stewart Road and Potter Creek. Work to negotiate and reserve road and trail access to the park boundary through the municipal platting process and work with local landowners and non-profit organizations to secure a developable parcel for a large vehicular trailhead in the area (refer to entry H19 and H21b). This site should be considered for small pullout development or if H19 and H21b are not suitable, a larger lot should be considered. Retain section line easements leading to the park in the area.
H21b	6.7	McHugh Peak- Upper Potter Creek Valley	Area is located in T11N, R2W, Section 18, in the Upper Potter Creek Valley, just south of the Northwest Rib of McHugh Peak.	Residents have traditionally used the road cut upslope of Potter Creek (entry H21a) to access the McHugh Peak complex to run, ski, bike, hike, skijor and snowshoe along this road and up the switchback trail to the NW rib or Baldy trail (entry H20) that follows the northwest rib of McHugh and as an approach to climbing McHugh Peak within the park. Development of a vehicular trailhead and trails in this location would provide convenient public access to the popular and underserved McHugh Peak and the NW Rib.	This Area of High Suitability is located on undeveloped private land adjacent to the park boundary, and at the terminus of an unmaintained and gated road cut (entry H21a). The road does not directly enter Chugach State Park; therefore access easements will be required across the undeveloped privately owned lands. Development and changes in land ownership have resulted in "No Trespassing" signs, gates, and fences blocking access to nearby user-established trails. Currently there is no road access to Chugach State Park in the upper portion of Potter Valley and the only formally designated access point allowing reserved public access onto the McHugh Peak complex is the Grandview Trailhead, which has very limited parking.	Potential, Area of High Suitability	Unsecured	Vehicular, large	Carefully monitor proposed development and future subdivision plats for this area in order to ensure that reasonable vehicular and pedestrian access to the park boundary is reserved through the municipal platting process. Work with local landowners and non-profit organizations to negotiate and reserve road and trail easements and to secure land suitable for the development of a large regional vehicular trailhead in the area. Entry H19 above can also be considered for the construction of this large regional vehicular trailhead. If a site near H19 is found to be more suitable for construction of the large regional trailhead, then this site should be secured to accommodate a medium sized lot. Retain section line easements.

ID	Map #	Name	Location	Description				Recommendation	
				Uses	Current Condition	Access	Status	Type	Justification/Actions
H22	6.7	McHugh Peak West Rib- Potter Creek Valley Access	Area is located in the SW¼ of the SW¼ of Section 13 and the SE¼ of the SE¼ of Section 14 in T11N, R3W, in the Potter Creek Valley.	Local residents have traditionally used user developed informal trails along the west rib of McHugh Peak in this vicinity to access park lands and McHugh Peak. Development of a vehicular trailhead and trails in this general area would provide convenient, reserved public access to the park and the popular and underserved McHugh Peak complex and the surrounding alpine terrain in the Potter Valley area.	This Area of High Suitability is located on undeveloped MOA and private lands neighboring the park boundary near timberline. There exists a suitable developable site on state park land, with relatively level terrain providing reasonable access to alpine areas and good views of Turnagain Arm and the Kenai Mountains; however currently there is no road access in this portion of Potter Valley. No formal public access to the park currently exists in this area.	Potential, Area of High Suitability	Unsecured	Vehicular, small	Carefully monitor proposed development and future subdivision plats for this area in order to ensure that reasonable vehicular and pedestrian access to the park boundary is obtained from existing roads. Coordinate with private landowners, HLB, and the Mental Health Trust to establish reserved public access to the park through the municipal platting process. Look for vehicular access opportunities that may include a small parking area outside of the park or if conditions allow, a ROW to the park and a larger lot within the park boundary. Retain section line easements in area.
H23	6.7	Potter Valley Road	This access is located off of Potter Valley Road in T11N, R3W, Section 15.	Residents traditionally used user developed informal trails originating in the vicinity to access the forested hillside within the park and the Turnagain Arm Trail. However, since residential development and changes in land ownership have occurred in the area resulting in lost or blocked access, use has shifted.	This site is located at a hairpin curve on the Potter Valley Road where it traverses through Chugach State Park. This gently sloping, densely forested point provides alternative access to the park and connection to the Turnagain Arm Trail. No access facilities currently exist at this site and there is inadequate off-road parking.	Unimproved	Secured	Vehicular, small	This point should be retained as an alternative trailhead to Potter Creek Trailhead for local residents.

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**Turnagain Arm Unit**

This is the most southern unit in the study area stretching along the tidelands of Turnagain Arm. Nearly all the creeks including Potter, McHugh, Rainbow, Falls, Indian and Bird flow in a southerly direction draining into Turnagain Arm. The Seward Highway stretches the length of this unit providing the primary means of access to the park.

ID	Map #	Name	Location	Description				Recommendation	
				Uses	Current Condition	Access	Status	Type	Justification/Actions
T1	6.8 & 6.9	Seward Highway Road Access	Highway access to Chugach State Park along the Seward Highway ROW in T11N - T10N, R1E - R3W.	Access along the Seward Highway is popular for residents and tourists alike, and provides opportunities for scenic and wildlife viewing, biking, hiking, picnicking, rock and ice climbing and special events.	The road access corridor follows the rocky forested shoreline of Turnagain Arm within the Seward Highway ROW. Currently, conflicts exist between through traffic and recreational traffic.	Unimproved	Secured	Vehicular	Continue to work with ADOT/PF and the ARRC during the multi-phased highway improvement project to ensure highway upgrades in these sections include provisions to address safety problems and enhance recreation and wildlife and scenic viewing opportunities.
T2	6.8	Potter Section House	The Potter Section House is located in South Anchorage in T11N, R3W, Section 10.	The Potter Section House and adjacent rest stop provide park visitors with historical and park information, a scenic viewpoint, and access to the Turnagain Arm Trail across the highway. The parking lot experiences heavy traffic and is often congested during the peak of the tourist season in the summer.	This medium parking lot and historic site is located outside of the park boundary within the Seward Highway and Alaska Railroad (ARRC) ROW. The land is currently leased to the DNR DPOR by the ARRC. This site is the location of Chugach State Park Headquarters and provides park information, a rest stop and displays related to history of the Alaska Railroad. The site also provides overflow parking for the Potter Creek Trailhead (entry T3) and is the only lighted rest stop along the highway.	Improved	Secured	Vehicular, medium	Continue to maintain the ARRC lease issued to DPOR and coordinate upgrades with the ARRC. It is important to work with ADOT/PF to redesign this facility when this section of the Seward Highway is improved. Construct a new visitor center/ranger station with office space and expanded parking. Convert the existing Section House to a museum and staff housing. Upgrade rest stop restroom facilities.

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T3	6.8	Potter Creek Trailhead	This trailhead is located in T11N, R3W, Section 15, across the Seward Highway from the Potter Section House (entry T2) parking lot and at approximately Mile 115.	This trailhead provides important access to the Turnagain Arm Trail and one of the first spring hiking opportunities in Chugach State Park. This is a good trail for hikers of all abilities and is commonly used for hiking, walking and skiing during all seasons of the year.	This medium sized trailhead is located within the park boundary and within the Seward Highway ROW. The Turnagain Arm Trail, which runs along the shoreline through the coastal forest located above the Seward Highway, is accessed from this trailhead. The Turnagain Arm Trail runs from Potter to Windy Corner with several additional access points in between.	Improved	Secured	Vehicular, medium	Monitor use and maintain existing facilities. Improve as needed.
T4	6.8	Grunge Wall Pullout	In T11N, R3W, Section 23, at approximately Mile 113 on the mountain side of the Seward Highway.	This area is used for climbing and bouldering within the park.	This small pullout is located within the Seward Highway ROW in an old quarry.	Unimproved	Secured	Vehicular, small pullout	Work with ADOT/PF to ensure climbing access continues when this portion of the Seward Highway is improved.
T5	6.8	Crack-in-the-Woods	This site is located in T11N, R3W, Section 23, at approximately Mile 112.5 on the mountain side of the Seward Highway.	This area is popular for rock climbing and bouldering within the park.	This area is accessed via the Seward Highway ROW. Climbers currently park along the shoulder of the highway to access the climbing area within the park. Parking is limited and can be problematic.	Unimproved, problematic	Secured	Vehicular, small	Work with ADOT/PF to designate and provide safe parking off the highway for climbers in the area by constructing a small vehicular lot.
T6	6.8	McHugh Creek Trailhead & Scenic Overlook	This trailhead is located in T11N, R3W Section 25, at approximately Mile 112 of the Seward Highway.	This site is popular year-round for hiking, walking, climbing, picnicking, sightseeing, and wildlife viewing. The trailhead provides good access to many popular destinations and is heavily used by residents and tourists alike. The Turnagain Arm and McHugh Creek trails can be accessed from the site.	The site is highly developed with a large vehicular trailhead and is very popular for visitors of all abilities and interests. The area experiences some overcrowding during the summer season.	Improved	Secured	Vehicular, large	Monitor use and maintain existing facilities. Improve as needed in the future and consider providing group use sites and/or picnic pavilions at the site.

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T7	6.8	Seward Highway Mile 110.5 Pullout	This site is located in T11N, R2W, Section 30, at approximately Mile 110.5 on the mountain side of the Seward Highway.	This site provides access for climbing and bouldering within the park.	This small pullout is located within the Seward Highway ROW.	Unimproved	Secured	Vehicular, small pullout	Work with ADOT/PF to ensure climbing access continues when this portion of the Seward Highway is improved.
T8	6.8	Beluga Point-Oceanside	In T11N, R2W, Section 31, along Turnagain Arm at the Beluga Point water side turnout.	This site provides opportunities for sightseeing and scenic viewing of the Turnagain Arm, the Chugach Mountains and wildlife. The site is also used by windsurfers seeking access to Turnagain Arm.	This popular wayside is a developed medium sized parking lot within the Seward Highway and Alaska Railroad (ARRC) ROW.	Improved	Secured	Vehicular, medium	Work with ADOT/PF to improve this site when this portion of the Seward Highway is improved.
T9	6.8	Beluga Point-Mountainside	In T11N, R2W, Section 31, along Turnagain Arm at Beluga Point on the mountain side of the Seward Highway.	This area is used for climbing within the park.	The site is located within the Seward Highway ROW and consists of a small highway pullout with mountain access.	Improved	Secured	Vehicular, small	Work with ADOT/PF to improve this site when this portion of the Seward Highway is improved.
T10	6.8	Rainbow Trailhead	Access is located in T11N, R2W, Section 33, at mouth of Rainbow Valley.	This site is a popular access point for the Turnagain Arm Trail which runs from Potter to Windy Corner and provides access to Rainbow Peak and the surrounding alpine terrain within the park.	The site is located within the Seward Highway ROW in the old highway roadbed and contains a medium sized vehicular trailhead. A traffic hazard exists in the area due to the difficulty of entering trailhead from highway.	Improved, problematic	Secured	Vehicular, medium	Work with ADOT/PF to upgrade this site and to provide safer parking when this portion of the Seward Highway is improved.
T11	6.8	Seward Highway Mile 107 Pullout	In T10N, R2W, Section 3, at approximately Mile 107 on the mountain side of the Seward Highway.	This site provides access for climbing and bouldering within the park.	This small pullout is located within the Seward Highway ROW along Turnagain Arm.	Unimproved	Secured	Vehicular, small pullout	Work with ADOT/PF to ensure climbing access continues when this portion of the Seward Highway is improved.

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T12	6.8	Windy Corner-Oceanside	This site is located in T10N, R2W, Section 3, on the water side of Turnagain Arm at approximately Mile 106.6 of the Seward Highway.	This popular site provides opportunities for sightseeing and scenic viewing of the Turnagain Arm, the Chugach Mountains and wildlife. The site provides one of the best sheep viewing opportunities in Alaska.	This pullout is within the Seward Highway and Alaska Railroad (ARRC) ROW. This site is a significant traffic hazard with sheep viewing and through traffic moving at significantly different speeds.	Improved, problematic	Secured	Vehicular, large	Work with ADOT/PF to enlarge and build a safer facility in this area for wildlife viewing when this portion of the Seward Highway is improved.
T13	6.8	Windy Corner Trailhead	In T10N, R2W, Section 3, at approximately Mile 106.5 of the Seward Highway on the mountain side of Turnagain Arm.	This site provides one of the best sheep viewing opportunities in Alaska. The site also provides access to the Turnagain Arm Trail, which runs from Potter to Windy Corner.	This trailhead located along the rocky headlands of Turnagain Arm contains a small pullout within the Seward Highway ROW and provides access to the Turnagain Arm Trail. This site is a significant traffic hazard with sheep viewing and through traffic moving at significantly different speeds.	Improved, problematic	Secured	Vehicular, small	Work with ADOT/PF to enlarge and build a safer facility in this area for wildlife viewing when this portion of the Seward Highway is improved.
T14	6.8	Falls Creek Trailhead	In T10N, R2W, Section 2, at approximately Mile 105.5 of the Seward Highway.	This site provides hikers access to the very scenic Falls Creek Fall Trail, which accesses uplands such as South Suicide Peak within the park.	This trailhead is within the Seward Highway ROW and contains a small pullout and trail sign. The trail follows Falls Creek and is nestled in a valley surrounded by steep mountainsides.	Improved	Secured	Vehicular, small	Work with ADOT/PF to enlarge trailhead to a small vehicular lot and improve this access point when this portion of the Seward Highway is improved.
T15	6.9	Upper Indian Creek Trailhead	In T11N, R1W, Section 32, approximately one mile north of the Seward Highway in Indian.	This site provides year-round access to the Indian Valley Trail and Powerline Trail and is the starting point for the traverse from Indian to either Glen Alps or Ship Creek.	The site is developed with a medium sized vehicular trailhead. This site also provides gated access for utilities at Indian.	Improved	Secured	Vehicular, medium	Monitor use and expand parking if necessary in the future.
T16	6.9	Utility Gate, Indian	In T11N, R1W, Section 32 off the Seward Highway.	The site offers opportunities for park access and hiking.	The site provides informal pedestrian access along a utility access corridor to the park.	Unimproved	Secured	Pedestrian	Continue to maintain this site as utility access with pedestrian access only.

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T17	6.9	Lower Indian Creek Trailhead & Ballfield	In T10N, R1W, Section 5, in Indian on the water side of the Seward Highway.	This site provides important access to the start of the Indian to Girdwood Pathway from the west end. The baseball field also offers recreational opportunities.	This site is located within the Seward Highway and Alaska Railroad (ARRC) ROW. The DNR DPOR currently has a permit issued by the ARRC to manage this site. There is a developed baseball field with a small vehicular trailhead and pathway parking.	Improved	Secured	Vehicular, small	Evaluate overall access needs in area. Continue to maintain the ARRC permit issued to DPOR for the parking and trail access facilities and coordinate upgrades with the ARRC and ADOT/PF when this section of the Seward Highway is rebuilt. Work with the community to move or manage the ballfield.
T18	6.9	Bird Ridge Trailhead	This trailhead is located in T10N, R1W, Section 5, on the mountain side of the Seward Highway at approximately Mile 102.	This access is popular year-round for hiking, climbing, running, and scenic viewing. The site provides access to the Bird Ridge Trail and a short interpretive trail.	This medium vehicular trailhead provides access to Bird Ridge, which is a steep mountain hike, and the Bird Ridge Interpretive Trail, which is an ADA accessible trail.	Improved	Secured	Vehicular, medium	Monitor use and maintain site as is.
T19	6.9	Bird Creek Trailhead & Fishing Access	This access is located in T10N, R1W, Section 9, located on the west side of Bird Creek.	The site provides a trailhead with access to the Bird Ridge Trail and a short interpretive trail for hiking, running, climbing, and scenic viewing. This site also provides access to Bird Creek and is extremely popular during the fishing season.	The site is highly developed with a large vehicular trailhead and access to Bird Creek.	Improved	Secured	Vehicular, large	Monitor use and maintain existing facilities with moderate improvements as needed in the future. Continue to coordinate with ADOT/PF to address overall parking and access needs along highway in this area.

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T20	6.9	Bird Creek Scenic Overlook & Overflow Parking	Bird Creek Overflow is located on the east side of Bird Creek in T10N, R1W, Section 9.	This site provides access to Bird Creek for anglers and is very popular during the fishing season. The site also accommodates limited camping opportunities.	These developed medium sized vehicular parking lots accommodate fishing access overflow parking and limited Recreational Vehicle camping. The lower lot is located within the Seward Highway ROW and is managed by the DNR DPOR through a cooperative agreement with ADOT/PF. The creek access facilities are located within the highway and Alaska Railroad (ARRC) ROW and are managed by DPOR. The upper lot is within the Municipality of Anchorage (MOA) Bird Creek Regional Park which is managed as part of Chugach State Park by DPOR through an agreement.	Improved	Secured	Vehicular, medium	Monitor use and expand parking and access facilities as needed. Continue to maintain management agreements between the MOA and DPOR and the ADOT/PF and DPOR, and the ARRC permit issued to DPOR for access facilities. Coordinate upgrades and work with the ADOT/PF and ARRC to address overall access needs as the Seward Highway is upgraded.
T21	6.9	Bird Creek Campground	In T10N, R1W, Section 9, near Bird Creek along Turnagain Arm.	This popular site provides overnight camping, picnicking, fishing access and access to the Indian to Girdwood Pathway for park visitors of all ages and abilities.	The wooded site is located within the park boundary on the water side of the Seward Highway in Bird Creek and contains camping facilities.	Improved	Secured	Vehicular, small or medium	The campground is scheduled to be upgraded in the near future to provide additional day use parking with pathway access. Vehicular lot size will be dependent on the highway upgrades planned for the area and the available land.
T22	6.9	Bird Creek Valley Trailhead	This trailhead is located in T10N, R1W, Section 10, near Penguin Creek in the Bird Valley approximately ½ mile from the Seward Highway.	The area is popular year-round for hiking, biking, ATV use, snowmobiling, and skiing.	The large vehicular trailhead accesses a wooded valley with numerous old logging roads. The site accommodates dispersed recreation on relatively gentle terrain. The site is within the Municipality of Anchorage (MOA) Bird Creek Regional Park which is managed as part of Chugach State Park by the DNR DPOR through an agreement.	Improved	Secured	Vehicular, large	Continue to maintain agreement between the MOA and DPOR. Coordinate upgrades to parking area, access road, and trails with the MOA.
T23	6.9	Little Penguin Creek Rest Stop	This trailhead is located in T10N, R1W, Section 10 at approximate Mile 100.5 of the Seward Highway in Bird.	This site provides access to the Indian to Girdwood Pathway for park visitors.	This small vehicular trailhead is located within the Seward Highway ROW and provides access to the Indian to Girdwood Pathway and is managed through a cooperative agreement between ADOT/PF and the DNR DPOR.	Improved	Secured	Vehicular, small	Work with ADOT/PF to ensure parking and access to the pathway continues once this section of the highway is realigned and the lot is potentially eliminated.

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T24	6.9	Avalanche Gate Pullout at Bird	This site is located in T10N, R1W, Section 15, on the water side of the Seward Highway at approximately Mile 100.	This site provides informal access to the Indian to Girdwood Pathway for park visitors.	This small pullout is within the Seward Highway ROW and provides access to the Indian to Girdwood Pathway.	Unimproved	Secured	Vehicular, small pullout	Work with ADOT/PF to ensure access continues at this site.
T25	6.9	Seward Highway Mile 99.5 Pullout	This access is located in T10N, R1W, Section 14, on the water side of the Seward Highway at approximately Mile 99.5.	The site provides access to general recreation opportunities such as hiking, biking, and sightseeing.	This small pullout is within the Seward Highway ROW and provides access to the Indian to Girdwood Pathway which follows the shoreline on the water side of the Seward Highway in the area.	Unimproved	Secured	Vehicular, small pullout	Work with ADOT/PF to ensure access continues at this site.
T26	6.9	Alaska Railroad Worker Memorial	This site is located in T10N, R1W, Section 14, on the water side of the Seward Highway at approximately Mile 99.	This site provides informal access to the Indian to Girdwood Pathway for park visitors as well as scenic viewing opportunities.	This small pullout for the memorial is within the Seward Highway ROW and provides informal access to the Indian to Girdwood Pathway.	Unimproved	Secured	Vehicular, small pullout	Work with ADOT/PF to ensure access continues at this site.
T27	6.9	Bird Point Trailhead & Scenic Overlook	Bird Point is located in T10N, R1E, Section 30, on the water side of the Seward Highway at approximately Mile 96.	This site provides scenic viewing opportunities of Turnagain Arm and the Chugach Mountains for residents and tourists alike. The site also provides access to general recreation opportunities such as hiking and biking.	This developed site contains a medium parking lot and a scenic viewpoint, with interpretation and access to the Indian to Girdwood Pathway (Bird to Gird Trail) located partly within the Seward Highway ROW. A caretaker cabin is on site.	Improved	Secured	Vehicular, medium	Monitor use and maintain existing facilities, improving as needed. Continue to maintain cooperative management agreement between the ADOT/PF and DPOR for the access facilities.

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T28	6.9	Bird Point-Mountain side	This access is located in T10N, R1E, Section 30, across the Seward Highway from the Bird Point Trailhead (T27) on the mountain side.	This site provides access to the Indian to Girdwood Pathway for park visitors.	This small pullout is within the Seward Highway ROW and provides access to the Indian to Girdwood Pathway (Bird to Gird Trail).	Unimproved	Secured	Vehicular, small pullout	Monitor use. Work with ADOT/PF to ensure access continues at this site.
T29	6.10	Seward Highway Mile 93 Pullout	In T10N, R1E, Section 22, on the mountain side of the Seward Highway at approximately Mile 93.	The site provides access to general recreation opportunities such as hiking and biking along the Indian to Girdwood Pathway (Bird to Gird Trail).	This small pullout is within the Seward Highway ROW and provides trail access.	Unimproved	Secured	Vehicular, small pullout	Monitor use. Work with ADOT/PF to ensure access continues at this site.
T30	6.9 & 6.10	Seward Highway-Bird to Girdwood Access and Turnouts	Access is via the Seward Highway ROW that parallels Turnagain Arm to the south and is located in T10N, R1E, Sections 21-24 and 29.	Access along the Seward Highway is popular for residents and tourists alike, and provides opportunities for scenic and wildlife viewing, and biking and hiking access.	The road access corridor follows the shoreline of Turnagain Arm within the Seward Highway ROW. A variety of turnouts created as part of the Seward Highway reconstruction in this section of the highway are located along the highway as it runs along Turnagain Arm from Bird Point to Girdwood. These turnouts provide scenic views and interpretive panels focusing on environmental and cultural topics relating to Chugach State Park and Turnagain Arm.	Improved	Secured	Vehicular, small pullouts	Monitor use and maintain existing facilities with moderate improvements as needed. Continue to maintain cooperative management agreement between the ADOT/PF and DPOR.

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T31	6.9 & 6.10	Indian to Girdwood National Recreation Pathway	This 13-mile scenic path from Indian to Girdwood provides access to Chugach State Park in T10N, R1W and T10N, R1E.	The pathway is popular for biking, walking, running, skiing, sightseeing, and a variety of special events.	The pathway consists of a separated trail paralleling the Seward Highway along Turnagain Arm and connects the communities of Girdwood, Bird, and Indian. The pathway can be accessed from the east in Girdwood using trails located near the intersection of the Girdwood turnoff from the Seward Highway or from the west at the Lower Indian Creek Trailhead, with several additional access points in between. Portions of the pathway are located on MOA HLB land and within the Seward Highway and Alaska Railroad (ARRC) ROWs and are managed by the DNR DPOR through a cooperative agreement with ADOT/PF and a permit issued by the ARRC. Segments of the trail are closed seasonally due to avalanche danger.	Improved	Secured	Pedestrian	Continue to maintain management agreement between the ADOT/PF and DPOR and the permit issued to DPOR by the ARRC for the pathway. Work with HLB to establish and manage a trail easement across their land to ensure access is preserved. Continue to work with ADOT/PF and the ARRC during the multi-phased highway improvement project to ensure highway upgrade plans include provisions for implementing the Areawide Trails Plan recommendation for the establishment of a continuous trail corridor along the coast from Potter to Girdwood.
T32	6.10	Bird to Gird Milepost 0 Trailhead	This access point is located in T10N, R2E, Section 19, in Girdwood at the east end of the Bird to Gird Trail.	This area provides important access to the start of the Indian to Girdwood Pathway (Bird to Gird Trail) from the east end.	This area is outside of the park boundary and is on state land leased to the ADOT/PF for a highway maintenance camp. A small turnaround at the intersection of Toadstool Road and the pathway with space for approximately 2 vehicles is being utilized for parking.	Potential, problematic	Unsecured	Vehicular, small	Work with the ADOT/PF, DNR DMLW, the ARRC, and the Girdwood Trails Committee and Board of Supervisors to establish and manage a small vehicular lot in this area for trail access.
T33a	6.10	California Creek Trailhead	This access is located in T10N, R2E, Section 8, off Crow Creek Road adjacent to California Creek in Girdwood.	This site provides overall recreational access for hiking, skiing and other winter sports, and trail connectivity in the area. Remnants of gold mining activity and high scenic qualities provide attractions for this area.	The site is outside of the park boundary on state land managed by the DNR DPOR, and provides pedestrian access through the coastal forest to the upper California Creek drainage via a trail (entry T33b) across HLB lands connecting to state land. The small vehicular trailhead was recently eliminated during the ADOT/PF road project in the area.	Potential, problematic	Unsecured	Vehicular, small	Continue to maintain management right between the DNR DMLW and DPOR. Work with the Girdwood Board of Supervisors and Girdwood Trails Committee to construct and manage a small vehicular lot, trailhead and trail in this area. Work with HLB to establish a trail easement to ensure access across their lands is preserved.

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T33b	6.10	California Creek Trail	The trail is accessed via the California Creek Trailhead (T33a) located in T10N, R2E, Section 8, off Crow Creek Road.	This well used trail provides recreational opportunities for hikers, climbers, walkers, and skiers seeking access to the California Creek drainage and surrounding alpine uplands. Remnants of gold mining activity and high scenic qualities provide attractions for this area.	Pedestrian access is via approximately 1 mile of the California Creek Trail which crosses MOA HLB lands and provides connectivity between the trailhead and the park boundary through coastal forest to the upper California Creek drainage.	Potential	Unsecured	Pedestrian	Work with HLB to establish a trail easement to ensure secure access across their lands is preserved. Work with the Girdwood Board of Supervisors and Girdwood Trails Committee to maintain and manage the trail.
T34a	6.10 insert	Crow Creek/Pass Trailhead	The Crow Pass Trailhead is located in T11N, R2E, Section 21, in the Upper Crow Creek Valley in Girdwood.	This site provides access to a portion of the Iditarod National Historic Trail, more commonly known as the Crow Pass Trail (entry T34b) in this area. From the trailhead one can access glaciers, deep valleys and tarns, and historical mining sites.	Access is near timberline and contains a small vehicular trailhead located approximately 3.5 miles outside of the park boundary on lands managed by the USFS. An easement exists for portions of the trailhead located outside of the Chugach National Forest.	Improved	Secured	Vehicular, medium	Monitor use and maintain existing facilities in a manner consistent with the Iditarod National Historic Trail Comprehensive Management Plan. Work should continue with the USFS and the DNR DMLW to transfer trailhead and portions of trail outside the park boundary to DPOR management once the land is conveyed to the state.
T34b	6.10 insert	Crow Pass Trail	The trail is accessed via the Crow Pass Trailhead (T34a) located in T11N, R2E, in the Upper Crow Creek Valley in Girdwood.	This well used trail is part of the Iditarod National Historic Trail. The popular traverse from the Crow Pass Trailhead (entry T34a) to Eagle River is done as a multi day trip, or for endurance athletes, the annual one-day Crow Pass Run. From the trail one can access glaciers, deep valleys and tarns, and historical mining sites.	Pedestrian access is via approximately 4.5 miles of the Iditarod National Historic Trail, which crosses private land and US Forest Service land selected by the state in Sections 4, 5, 9, 16, and 21 before reaching the park boundary. The trail to the park boundary is managed by the USFS. An easement exists for those portions of trail that cross private land.	Improved	Secured	Pedestrian	Monitor use and maintain existing trail easement and trail in a manner consistent with the Iditarod National Historic Trail Comprehensive Management Plan. Work should continue with the USFS and the DNR DMLW to transfer portions of trail outside the park boundary to DPOR management once the land is conveyed to the state.

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**Map 6.1: Eklutna-Peters Creek Unit**

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**Map 6.2: Eklutna-Peters Creek Unit**

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**Map 6.3: Eagle River Unit**

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**Map 6.4: Eagle River Unit**

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**Map 6.5: Eagle River & Ship Creek Units**

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**Map 6.6: Hillside Unit**

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**Map 6.7: Hillside Unit**

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**Map 6.8: Turnagain Arm Unit**

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**Map 6.9: Turnagain Arm Unit**

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**Map 6.10: Turnagain Arm Unit**

# 1 **IMPLEMENTATION**

2 The Chugach Access Plan is a municipal and state tool to aid both agencies with future land  
3 use planning and management efforts. Since each agency has different responsibilities and  
4 authorities, this section of the plan describes how each agency may use the plan when  
5 making access decisions.

6  
7

## 8 **How to use this plan**

9

10 This plan is intended to help the public, park users, landowners, the State and the MOA make  
11 sound decisions that address access to Chugach State Park. Two sections in this plan provide  
12 the recommendations for the entire planning area. The first section, Area-Wide  
13 Recommendations, is generalized and provides policy guidance by subject area. The second  
14 section, Access-Specific Recommendations, is more detailed and provides direction by  
15 individual access entry in a table. The individual access entries are driven by geographical  
16 location. After considering the general direction in the first section, it will be necessary to  
17 locate the area of interest in the access table to get the additional specific recommendations  
18 for a particular area. Maps are provided to help you find an area of interest and correlate it  
19 with an ID number that relates to an entry in the tables. It will be necessary to consult both  
20 recommendation sections of this plan to get a complete understanding of the management  
21 intent for an area.

22  
23

## 24 **Priorities and Phasing**

25

26 Detailed lists of priorities and phased project steps are not provided in this document.  
27 Specific priorities can be determined as areas develop and more information is available.  
28 Generally, a priority should be placed on acquiring access before the window of opportunity  
29 closes due to development. While detailed priorities are not listed in this document, it is  
30 important to note that throughout the planning process, the public consistently identified  
31 certain main areas as priorities for enhancing and acquiring additional access. They are Ram  
32 Valley and the Harp Mountain area in the Eagle River Unit, and the Stuckagain Heights and  
33 McHugh Complex areas within the Hillside Unit. Particular attention should be paid as  
34 development occurs in these areas or opportunities arise to enhance and acquire access.

35  
36

## 37 **Plan Review and Modifications**

38

39 The planned outlook for this document is 20 years with the realization that intermediate  
40 reviews and modifications may be warranted. The recommendations in this plan are

1 considered valid until the plan is revised. Implementation of the recommendations should  
2 begin immediately and proceed as opportunities allow. Due to changes in patterns and  
3 demand, adjustments to the plan will have to be made over time. The Alaska Division of  
4 Parks and Outdoor Recreation and the MOA will coordinate periodic reviews of this plan as  
5 necessary. Decisions to review this plan may be triggered by written public or agency  
6 requests for review, policy changes within the MOA or State, availability of new data or  
7 technology, or changing social or economic conditions that place different demands on the  
8 State or MOA or affect State or MOA capabilities.  
9

10 The plan review should include meetings with advisory boards, interested groups, the general  
11 public, affected agencies, the Chugach State Park Superintendent, and other MOA or State  
12 staff as appropriate. The periodic review will lead to one of the following actions: no  
13 modification to the plan, modification to the plan, or granting a special exception to the plan.  
14 If a proposed adjustment is a major departure from the plan's intent, public notice and a  
15 public review process will be required to modify the plan. Minor changes to the plan may be  
16 needed over time for clarification, consistency, or to facilitate plan implementation. Minor  
17 changes do not require public review but should be coordinated with the State and the MOA.  
18

19 Special exceptions to this plan can be granted only when compliance with the plan is  
20 excessively difficult or impractical and an alternative procedure can be implemented which  
21 adheres to the purposes and spirit of the plan. Special exceptions require the person or  
22 agency requesting the special exception to prepare a written finding which specifies the  
23 nature of the special exception requested, the extenuating conditions which require a special  
24 exception, the alternative course of action to be followed and how the intent of the plan will  
25 be met by the alternative. The State and the MOA will together review the findings and issue  
26 a determination. If warranted by the degree of controversy or potential impact, a public  
27 hearing can be held before reaching a decision.  
28

# 1 APPENDIX A

## 2 Glossary

3

4 **17(b) Easement.** The "17(b) Easements" are named after the section of the Federal  
5 Regulation, Alaska Native Claims Settlement Act "ANCSA" (PL 92-203 - 85 Stat. 688). This  
6 Federal Regulation allows reserving easements on lands which will be conveyed to Alaska  
7 Native Village and Regional Corporations in order to allow public access to public land and  
8 water.

9

10 **Access.** A way or means of approach. Includes transportation, trail, easements, rights of  
11 way, and public use sites.

12

13 **Access Hub.** An access center or focus of access activity.

14

15 **ADFG.** The State of Alaska Department of Fish and Game.

16

17 **ADOT/PF.** The State of Alaska Department of Transportation and Public Facilities.

18

19 **ANCSA.** The Alaska Native Claims Settlement Act.

20

21 **Area of High Suitability.** An area within a Parcel of Opportunity that has been identified  
22 through analysis to be the most suitable location for potential future access.

23

24 **ARRC.** The Alaska Railroad Corporation.

25

26 **AS.** Alaska Statute.

27

28 **BLM.** The federal Bureau of Land Management.

29

30 **CAP.** Chugach Access Plan.

31

32 **Citizen Advisory Board.** Appointed by the Director of the Alaska Division of Parks and  
33 Outdoor Recreation, this board assists park staff with management and development issues.

34

35 **Conservation Easement.** A restriction placed on a piece of property to protect its associated  
36 resources.

37

38 **CSP.** Chugach State Park.

39

- 1 **DMLW.** The State of Alaska Department of Natural Resources, Division of Mining, Land  
2 and Water.  
3
- 4 **DNR.** The State of Alaska Department of Natural Resources.  
5
- 6 **DPOR.** The State of Alaska Department of Natural Resources, Division of Parks and  
7 Outdoor Recreation.  
8
- 9 **Easement.** An interest in land owned by another, that entitles its holder to a specific limited  
10 use.  
11
- 12 **Eklutna Inc.** The Eklutna Native Corporation, an ANCSA village corporation.  
13
- 14 **Facility.** Something designed, built, or installed to serve a specific function affording a  
15 convenience or service.  
16
- 17 **FNBP.** The Municipality of Anchorage’s Far North Bicentennial Park.  
18
- 19 **HLB.** The Municipality of Anchorage Heritage Land Bank.  
20
- 21 **Improved Access.** A site that is developed with facilities such as parking, toilets, signage  
22 and interpretive displays.  
23
- 24 **Legislative Designation.** An action by the state legislature that sets aside a specific area for  
25 special management actions and ensures the area is kept in public ownership.  
26
- 27 **Limited Road Service Area.** Service areas established by the Anchorage Assembly under  
28 Anchorage Municipal Code Title 27 to provide limited maintenance services for rural roads  
29 on the Anchorage hillside.  
30
- 31 **LRSA.** Limited Road Service Area (see above definition).  
32
- 33 **MOA.** The Municipality of Anchorage. The local government for the Anchorage Bowl and  
34 communities of Eklutna, Chugiak, Birchwood, Eagle River, Peters Creek, Rainbow, Indian,  
35 Bird, Girdwood, and Portage.  
36
- 37 **MOA District Plan.** These plans provide customized guidance for growth in specific areas  
38 of town. Each includes elements such as a land use plan, plans for infrastructure  
39 improvements and implementation strategies.  
40
- 41 **MSB.** The Matanuska-Susitna Borough.  
42
- 43 **NALA.** The North Anchorage Land Agreement. An agreement between the State of Alaska,  
44 the Municipality of Anchorage, and Eklutna Inc. pursuant to the provisions of Section 1425  
45 of the Alaska National Interest Lands Conservation Act.

1 **Parcel of Opportunity.** An undeveloped area or parcel where platted rights-of-way,  
2 easements, and/or acquisition from private ownership are needed in order to ensure future  
3 secured access to the park boundary is reserved.

4  
5 **Pedestrian Access.** Access provided for those that are on foot or other non-motorized  
6 means.

7  
8 **Potential Access.** Unsecured sites outside the park boundary where reserved access to the  
9 park is needed in order to ensure future public access.

10  
11 **Reserved Access.** Same as Secured Access.

12  
13 **ROW.** Right-of-way. The legal right to cross the land of another.

14  
15 **R.S. 2477.** An R.S.2477 right-of-way granted under revised statute 2477, formerly codified  
16 as 43U.S.C. 932 R.S. 2477 is a historic federal statute that granted rights-of-way over  
17 unreserved public land. These rights-of-way were established by public use or construction.  
18 R.S. 2477 granted states and territories rights-of-way over federal land wherever roads, trails,  
19 paths or other common routes existed.

20  
21 **Section Line Easement.** An easement for a public highway granted under AS 19.10.010  
22 which has not been vacated. Section line easements on federal land or land conveyed by the  
23 federal government are also granted by R.S. 2477 (see above definition).

24  
25 **Secured Access.** Access that is legally secure by either acquisition, conservation easement,  
26 or other tools or agreements that provide for long term continued access by the public.

27  
28 **State.** The State of Alaska.

29  
30 **Title 21.** A section of municipal code that regulates land use and development in order to  
31 protect and enhance the public health, safety, and general welfare, and to implement the  
32 comprehensive plan. The regulations address zoning, subdividing, and such development  
33 standards as parking, landscaping, lighting, drainage, open space, and stream setbacks.

34  
35 **Tort Immunity.** Certain individuals and entities are granted exemption from both damage  
36 awards and assessments of liability in tort. Torts are civil wrongs for which there is legal  
37 remedy for harm caused.

38  
39 **Traditional Access.** A means of access for which a popular pattern of use has developed.

40  
41 **Trailhead.** The point at which a trail starts.

42  
43 **Unimproved Access.** Access areas that are not developed. This includes entry points with  
44 no signage or other formal designation.

- 1 **USFS.** The United States Forest Service.
- 2
- 3 **Unsecured Access.** Access that is not legally secure by either acquisition, conservation
- 4 easement, or other tools or agreements that provide for long term continued access by the
- 5 public.
- 6
- 7 **Vehicular Access.** Access that has parking associated with it or is intended to have parking
- 8 associated with it, provided primarily for those traveling to the access location in a motorized
- 9 vehicle.
- 10

## 1 APPENDIX B

### 2 Regulations for Recreation on U.S. Army Garrison, Fort Richardson 3 Lands

4  
5 Recreation is allowed on US Army Garrison, Fort Richardson, Alaska (USAG-FRA) lands.  
6 Two requirements must be met before entering the US Army training lands:

- 7  
8 1. All persons entering the USAG-FRA training lands must first obtain the Recreation  
9 Access Permit. Permits are free of charge and available at the Fort Richardson main  
10 gate. Permits are good for two years from date of issue and may be renewed upon  
11 expiration.
- 12 2. After obtaining the Recreation Access Permit, you must check-in to the USARTRAK  
13 automated access system. This system has been designed to increase public safety  
14 and minimize conflict between military training and recreation. It is intended to  
15 inform recreational users of areas open or closed to access and recreational activities  
16 per a given time period.

17  
18 To use the access system, you must:

- 19  
20 • Call 384-3181
- 21 • Enter your Recreation Access Permit Number
- 22 • Answer remaining questions about activity and location.

23  
24 A complete copy of USAG-FRA Regulation 190-13, can be found at:  
25 [www.usarak.army.mil/publications](http://www.usarak.army.mil/publications)  
26

## EHXIBIT A.

### Chugach Access Plan Amendments

#### CHUGACH ACCESS PLAN

##### Public Hearing Draft – Plan Amendments recommended by the State & the Municipality

July 2012

Below is a list of the substantive amendments to be made to the *Chugach Access Plan* (CAP) based on input received during the State’s public review of the Draft Plan. These amendments consist of a change in policy or a deletion or new recommendation that will be added that has not yet received public input. Changes to the document that are editorial or are to be made for clarity but do not change a recommendation or policy are not included below. Some of these amendments have been proposed for inclusion in the Plan by the Municipality as a means of bringing this State Plan into conformity and agreement with the Anchorage Comprehensive Plan, its relevant elements, and Anchorage Municipal Code.

[Note: New language to the text and/or changes to Plan format are underlined]

#### INTRODUCTION

Objective #4 will be modified to the following:

4. Ensure that the need for reserved access and trail connectivity to Chugach State Park is addressed through state and municipal planning processes, budgeting, municipal staff analysis of zoning and platting requests, and periodic training for state and municipal staff and board and commission members who have the opportunity to identify or procure access and connectivity to Chugach State Park. (@ page 2)

#### PLANNING EFFORT AND PROCESS

The following new paragraphs will be added to the Planning Effort and Process Section under the item heading *How This Plan Relates to Other Plans or Regulatory Systems* (at page 5):

The Chugach Access Plan (CAP) is a companion document to the Chugach State Park Trail and Management Plans. The State will use the CAP as a tool to guide access acquisition and development on lands owned or managed by the park. Like the MOA District Plans, the Chugach State Park Management Plan is the basis for management and development within the park. The *Chugach State Park Trail Management Plan* provides management objectives and specific guidelines for the future use, design, development & maintenance of trails within the park. The park management plan and trail plan are closely linked documents that inter-relate to each other. The CAP is a stand-alone document that is related to the main park plans but is specific in its intent to provide guidance for securing access to the park. Both the park management plan and trail plan defer to the CAP for access-related decision making.

## EHXIBIT A.

### Chugach Access Plan Amendments

With adoption of this Plan, the Municipality plans to use its access points and related recommendations in future planning activities and relevant land use actions in the areas where private and Municipal lands interface with the park boundary. This Plan will serve as the basis for platting requirements to reserve public access to CSP through new subdivisions. These points will also serve to modify or otherwise guide public access in other Municipal functional plans. This Plan therefore serves as the direct nexus between public access easement dedications under actions from Anchorage Municipal Code per relevant sections of 21.80. Specific Park access points and future public improvements recommended in this Plan serve to augment and in some cases replace specific public access sites presented in the Hillside District Plan. This Plan also serves as the essential access reference for all State Park interface areas of the Municipality and for all relevant current or future district plans and functional plans.

The CAP is a joint effort between the DNR and the Municipality of Anchorage. The Municipality's Anchorage 2020: Anchorage Bowl Comprehensive Plan (Anchorage 2020) and the 2006 Anchorage Bowl Park, Natural Resource, and Recreation Facility Plan (Parks Plan) stress the values and importance of maintaining existing and establishing new pedestrian/public connections to Chugach State Park across the MOA-Park interface. The following polices and elements from these highlight the MOA's approach to coordinating CSP access, Chugach State Park access and management issues and relationships with the Municipality are otherwise described and referenced in other Comprehensive Plan elements including the Potter Valley Land Use Analysis, the Turnagain Arm Comprehensive Plan, and the Chugiak-Eagle River Comprehensive Plan.

#### ANCHORAGE 2020 & PARKS PLAN

Chapter 5, Policy #65 and Parks Plan Chapter 6, Park Strategy 7:

- Promote and encourage the identification and conservation of open spaces, including access to greenbelts, Chugach State Park, Anchorage Coastal Refuge and Far North Bicentennial Park.

In addition, the Municipal Hillside District Plan (HDP) provides significant reference to Chugach State Park access with the following:

#### HDP Policy 10-A

- Identify proposed trails and trailheads to improve the system of trails with the Hillside District and access to Chugach State Park.

#### HDP Policy 10-b

- Provide a range of trailheads and parking areas to Chugach State Park, including neighborhood and auto-access trailheads.

## EHXIBIT A.

### Chugach Access Plan Amendments

The HDP further identifies several elements that should be considered when improving access to Chugach State Park.

Improved Access Points: Identify, reserve, and improve multiple pedestrian and small trailhead parking access points to Chugach State Park to diffuse and spread uses and to reduce crowding at any one location.

Alpine Access Priority Trailhead Improvements: Provide one or more, larger-capacity trailheads at points that can handle crowds and more traffic without adverse effects on adjoining neighborhoods; this may require new land acquisitions and/or Heritage Land Bank land trades.

Improved Funding and Management: Develop significantly improved new ways to pay for capital improvements and operations and maintenance. This must include law enforcement, collection of park access fees, and trail (and road) maintenance.

The Provisionally Adopted Title 21 Revision and subsequent proposed amendments codified this relationship between the Municipality and Chugach State Park access with references in the code section governing Dedications. The final language in Title 21 for (original) section 21.08.040 – Dedications, is still under consideration the time of this publication. Regardless of final code changes, a reference to the *Chugach Access Plan* in the forthcoming new Title 21 revision will create a link for access dedications in new subdivisions. The new code will clearly reflect the Municipality’s intent to require and locate future public access points to sites identified in the State’s CAP.

#### **AREA-WIDE RECOMMENDATIONS**

The final plan will include a reference to the updated or new standards of Title 21, and relevant policies and implementation actions from Municipal plans (*Hillside District Plan; Anchorage Bowl Park, Natural Resource, and Recreational Facility Plan; and others*) that provide guidance in securing access to Chugach State Park. Specific portions will be listed as added tools that are used to implement and guide this plan. (@ page 17)

#### **MAPPING**

All the final plan maps will be updated to reflect the most current land status, and additional feature names will be added to better orient users. (@ pages 75-94)

#### **AREA SPECIFIC RECOMMENDATIONS**

In order to clarify priorities and avoid redundancy or confusion, especially at locations with several potential access possibilities and/or with several access locations, the final Plan shall include the following additional elements. (@ pages 20-174):

## EHXIBIT A.

### Chugach Access Plan Amendments

- Where applicable, access locations will be prioritized.
- Site descriptions will include more detail, as needed, and location information and level and types of public uses will be further detailed.
- Locations identified in the Draft Plan as “problematic” will have enhanced descriptions to clarify why the label was applied.

#### **New Access Entries**

Based on public comment and additional analysis, the final plan will be modified to include the unimproved, secured access at the following sites:

1. The Eklutna Canyon site off Eklutna Lake Road;
2. An alternative access to Ram Valley from approximately Mile 11.5 of the Eagle River Road;
3. A winter access on Hesterberg Road leading to the Eagle River Campground;
4. A pedestrian trail off Yosemite Drive in Eagle River;
5. The platted walkways off Yellowstone Circle in the Eagle Pointe Subdivision and Wolf Drive in the Hundred Hill Subdivision in Eagle River;
6. The platted easements in the Parkview Terrace East Subdivision, the Eagle Crossing Subdivision, the River View Estates Subdivision, the Mountain Valley Estates Subdivision in Eagle River.

The final plan will also include additional unimproved, unsecured access to the Eagle River Greenbelt at:

1. Spring Street off West Lake Drive, Harmany Ranch Road, McIntyre Road, and from Stonehill Drive.

#### **Remove Access Entry**

1. The access depicted at Midden Way (H5) in the Hillside Unit will be removed in the final plan. (page 56)

#### **Modify Access Entries**

Based on public comment and additional analysis, the following access entries will be modified:

## EHXIBIT A.

### Chugach Access Plan Amendments

1. The Goat Creek (E7) access (page 23) and the Upper Canyon Drive (ER15) access (page 37) will be relocated;
2. The type recommendation for the Mile Hi (ER14) access (page 37) and Ship Creek (S3a) access (page 51) will change to a medium vehicular access;
3. The type recommendation for the Threebowls Alternative (ER51) access (page 47) and the Tulugak Circle (H4) access (page 55) will be modified to pedestrian.

#### IMPLEMENTATION SECTION

The following will be added to the Implementation section for clarification purposes (@ page 95):

Municipal adoption of the CAP as a Comprehensive Plan element in no way obligates or is otherwise intended to obligate the Municipality to acquire private land for the Chugach State Park. The State Park boundary is dedicated through State statute. It cannot be expanded without legislative action. The Plan is to be used by the Municipality solely as an aid and foundation for consideration and where appropriate and applicable, requirement for public access easements in new subdivision actions. In that sense, this Plan serves a similar function to the *Long Range Transportation Plan*, the *Areawide Trails Plan*, etc., which enable the Municipality to extend relevant roads, trails, utilities, parks, etc, during subdivision reviews, new trail development, and/or Municipal park dedications and upgrades.