



**GIRDWOOD TRAILS
ALASKA**

GIRDWOOD TRAILS PLAN INFO PACKET

PUBLIC REVIEW DRAFT

COMMENT PERIOD: JUN 18 - JUL 26, 2021

WELCOME!

Along with several rounds of public meetings and input, a committee of dedicated individuals representing the Girdwood community are pleased to share a draft of the Girdwood Trails Plan for public review.

Lending your voice, making comments, and sharing your perspective is essential to this plan and the future of Girdwood's network of trails and natural spaces. Thank you for taking the time to provide feedback.

HOW TO PARTICIPATE:

STEP 1: Read the Introduction (pg. 1)

STEP 2: Review the Vision, Values + Goals (pg. 2)

STEP 3: Review:

- **Proposed Trail and Natural Space Network Map (pg. 3)**
- **Project Descriptions (pg. 4-8)**
- **Trail Classifications (pg. 9-10)**

STEP 4: IMPORTANT! Fill out the Comment Forms (pg. 11)

There are additional resources to help you review the plan and provide comments on pages 14-18 including a description about Natural Spaces, Mountain Biking Area, and New Trails, an Existing Trail Map, and Trail Classification Photos.

STEP 5: Submit your comment card by July 26, 2021:

- Drop off at Gerrish Library at 250 Egloff Dr. TUE-SAT 10-6 | ATTN: Girdwood Trails Plan;
- Mail to Girdwood Parks & Rec at PO Box 390, Girdwood, AK 99587; or
- Email to holly@huddleak.com.



To view
the entire
Girdwood Trails
Plan visit:
www.muni.org/gtp

CONTACT INFO

Name: _____

Email: _____

Phone: _____

About the Plan

- The Girdwood Trails Plan (GTP) is a concerted effort that brought the community together for a **holistic conversation about the future of the trail and natural space system.**

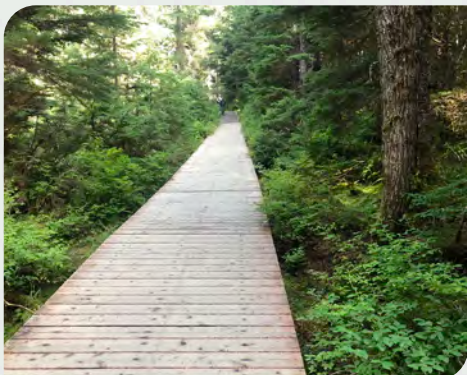


- The GTP is a framework with a **community-developed values, vision, and goals** that local officials and partner organizations can use to make investment and project decisions.

- As a 10-15 year guiding document for the community, local trail and open space organizations, agencies, and elected officials, the **GTP defines the Girdwood trail network and identifies trail and natural space projects that are supported by the community.**

Key Plan Themes

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



- Streamline the Project Approval Processes**

- Girdwood Residents Value Access to Trails and Natural Spaces**

- The Girdwood Trail System Should be Equitable & Balanced**

- Improve Connectivity and Access to Trails**

- Sustainable Trail Management & Maintenance is Important**



STEP 2: VISION, VALUES + GOALS



GIRDWOOD TRAILS
ALASKA

GIRDWOOD TRAILS PLAN VALUES • VISION • GOALS

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

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



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



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



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



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



Experience: Girdwood Trails provide a variety of outdoor experiences.



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



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



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



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

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

GOALS:

Goal 1: PLAN



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

Goal 2: CONSERVE



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

Goal 3: DEVELOP



Build trails and establish natural spaces using sustainable design principles with a clear project approval process among landowners.

Goal 4: MAINTAIN



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

Goal 5: SUSTAIN



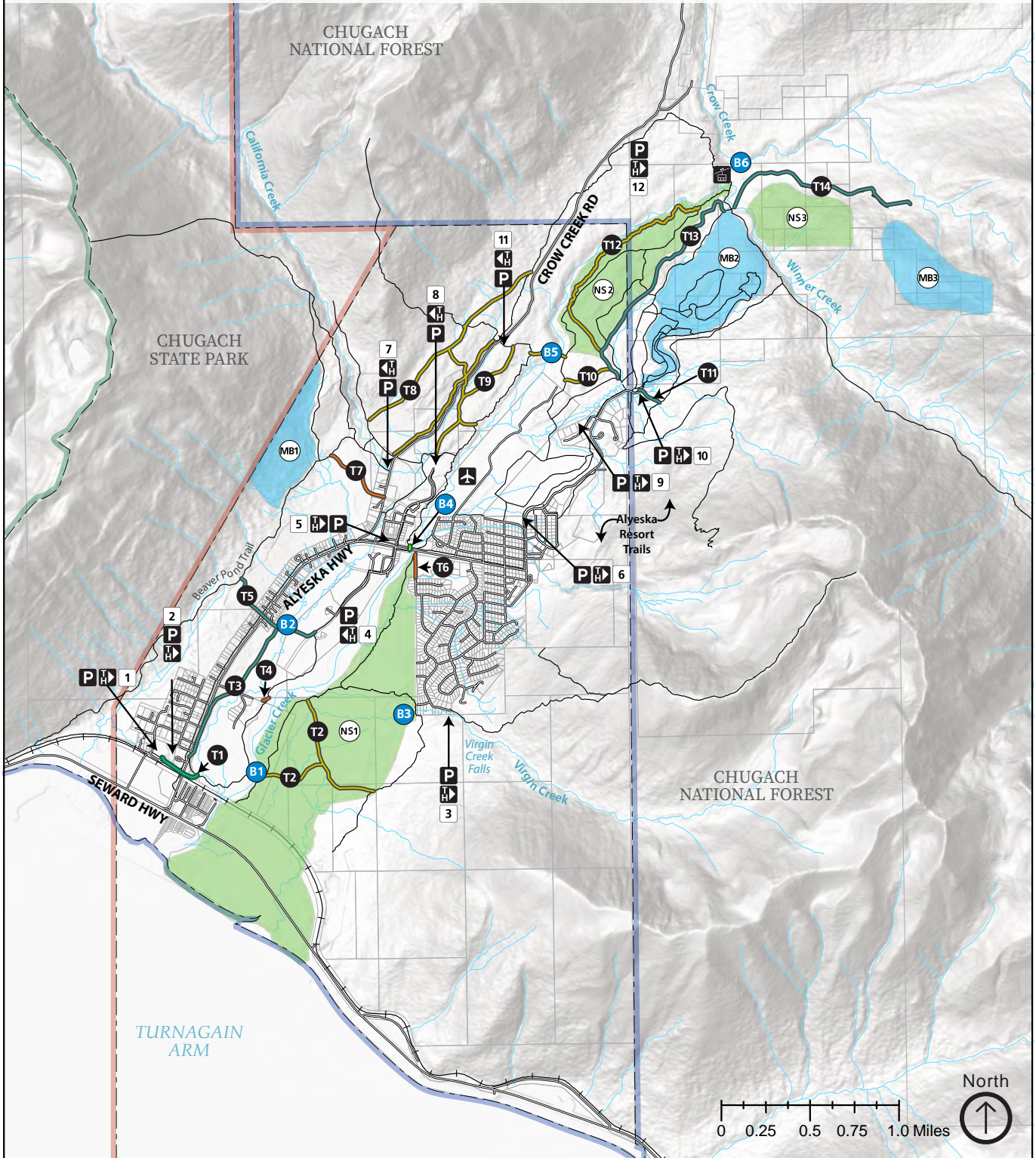
Provide adequate funding, planning, support, and stewardship for trails and natural spaces.



STEP 3: PROPOSED TRAIL + NATURAL SPACE NETWORK

GIRDWOOD TRAILS PLAN: PROPOSED TRAIL + NATURAL SPACE NETWORK

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





STEP 3: PROJECT DESCRIPTIONS

New Trails (T)

- T1 Separated Grade Crossing: RR Bridge @ Alyeska Highway**
Develop a trail connection built to Class 4 Biking Design Parameters that would complete a missing link between the Lower Iditarod on the east side of Alyeska Highway and the Girdwood to Indian Trail. This trail may also provide an important link if the Girdwood to Indian Trail ever gets extended south.
- T2 Wagon Trail – Lower Joe Danich Connection**
Develop sustainable trails that connects the Wagon Trail with the Lower Danich Trail. The trails will provide a primitive loop in the lower valley. The trails should be constructed to Class 2 Hiking design parameters in the uplands as much as possible. Boardwalk structures and bridges can be used to cross wetland and creeks as necessary.
- T3 Lower Valley Trail Loop Connection**
Build a trail connection in the uplands, where possible, between California Creek and the Alyeska Highway. This new lower valley trail would provide a loop in the lower valley east of the Alyeska Highway, improving connectivity and providing an alternate, unpaved looped route for lower valley residents. The trail should be constructed to Class 3 Bicycle design parameters. For the most ideal trail experience, the utility easement should be avoided. Structures are permitted to traverse wetlands. The trail should be located on HLB lands zoned GOS.
- T4 Ruane Road Trail Connection to Lower Iditarod**
Build a trail connection from Ruane Road to the Lower Iditarod Trail to provide more connecting loops in the lower valley. The trail should be constructed to Class 3 Bicycle design parameters.
- T5 Beaver Pond to Lower Iditarod**
Construct an east/west trail connection in the lower valley, creating a more connected network of trails across the lower valley. There is currently no east/west connection serving the lower valley west of the Alyeska Highway. This trail would serve as a critical link in the valley's trail system, serving both the lower valley neighborhoods as well as visitors to the valley. The trail would be constructed to Class 3 Biking design parameters. Boardwalk structures can be used to cross wetlands where necessary.* The trail alignment should use the existing Juniper Drive easement. The proposed trail crosses HLB land zoned gR-3. If the trail is constructed before parcels 6-010 and/or 6-040 are developed the trail and associated easement will be relocated when the HLB parcels are subdivided and developed. *A bridge is required to cross California Creek (See B2).
- T6 Barren Avenue to Alyeska Highway**
Provide a trail connection from the neighborhoods of the middle valley to town center. This proposed trail connection would provide a more direct trail connection to town center from the Alyeska Basin Subdivision by shortening the amount of time pedestrians and trail users would have to travel on roads. Avoid wetlands when possible. Boardwalk structures can be used where staying out of wetlands is not feasible. This trail should be kept outside of natural area 1 (NA1) using HLB land zoned GOS and/or GCR-1. Designed to Class 3 bicycle design parameters. Trail would tie into existing trails before crossing the highway.
- T7 Crow Creek Road to Beaver Pond Trail**
This proposed trail is a Class 3 trail using bicycle design parameters. The purpose of this trail is to provide a separated "down-route" for bikers using mountain bike area 34. Beaver Pond Trail would be the up route. The intention is not to promote this trail with a trailhead at Crow Creek Road, but rather to direct bike traffic leaving mountain bike area 3 (MB3), separating user groups and mitigating user conflict by removing downhill bike traffic moving at a higher speed from other trail users on Beaver Pond Trail. There is an existing ROW easement in the neighborhood that should be utilized in the construction of the southernmost portion of this trail. The trail may cross the very southern tip of the Girdwood cemetery parcel. If the trail is constructed before parcel 6-010, zoned gR-3 is developed, the trail and associated easement will be relocated when/if the HLB parcel is subdivided and developed. This trail is identified as the Village Intertie in the Crow Creek Neighborhood Land Use Study.
- T8 Toe Slope Trail - California Creek to Iditarod**
This trail is shown on many trail plans and forms a natural connection between the Beaver Pond Trail on the south, and the Iditarod on the north crossing Ragged Top Trail on the way. The route traverses area of old growth rainforest, open marshes, small stream courses and waterfalls. This trail connection would provide an important link in the Circum-Valley Loop. Trail would be constructed to Class 2 Hiking design parameters. The proposed route



STEP 3: PROJECT DESCRIPTIONS

traverses HLB lands zoned both GOS and gR-3. If the trail is constructed before parcel 6-010, zoned gR-3 is developed, the trail and associated easement will be relocated when/if the HLB parcel is subdivided and developed. This trail is identified in the Crow Creek Neighborhood Land Use Study.

T9 Crow Creek Neighborhood Trails

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

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

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

T10 Cross Valley Trail

Build a primitive trail connection to ensure the connectivity of Stumpy's Summer Trail and avoid AK DOT&PF airport land. The trail should be constructed to Class 2 Hiking design parameters in the uplands.

T11 Arlberg Connection to Winner Creek Trail

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

T12 Glacier Canyon Rim Trail

Proposed upland route between Stumpy's Summer Trail and the Glacier Canyon Rim between the southern portion and northern portion of Stumpy's Summer Trail. The proposed trail is a primitive, non-mechanized trail constructed to Class 2 Hiking design parameters. The trail would be unhardened as much as possible, however it could hardening is minimally allowed to avoid braiding of trails, resource damage, and to achieve trail sustainability if desired.

T13 Upper Valley Multi-Use Trail

This trail would provide an upland multi-use loop for the Upper Valley. It would border the east side of natural area 2 and provide a trail link connecting skiing, biking, and hiking routes with the Arlberg parking lot. Designed to Class 4 Skate Skiing Design Parameters for 2-way travel.

T14 Snowcat Trail Improvements

The snowcat trail was originally located and constructed not for sustainable trail use, but as a cut in vegetation for the snowcat to reach higher elevations in winter. Over time, the route has been used by trail users, not because the route is great, but because it is there. This project proposes identifying a sustainable route (both the tread surface and the grades) either within the snowcat cut or adjacent to it and hardening the tread. Improvements should be considered on both sides of Winner Creek Trail and built to Class 4 Bicycle Design Parameters. On the north side of Winner Creek a separate, down route for bikes should be constructed separate from the multi-use T13 and connecting MB3 to the bottom of the hill. This connection will separate faster and slower traffic minimizing user conflict.



STEP 3: PROJECT DESCRIPTIONS

Bridge Projects (B)

- B1** **Glacier Creek Trail Bridge - Lower Valley**
There is no safe and authorized crossing of Glacier Creek in the lower valley. A trail bridge at this location would create the opportunity for more loops in the lower valley. The bridge would also provide options for those who use the Depot Trailhead or Glacier Ranger District Parking Lot to connect to the Virgin Creek Natural Area and primitive trails on the east side of Glacier Creek. Bridge should be wide enough to accommodate adjacent trails. If the Alaska Railroad pursues a bridge repair or replacement project where the railroad crosses Glacier and California Creeks at the northeast corner of Oldtown, consider a coordinated effort in partnership with the Railroad to include a pedestrian element. ***Additional UDC review required.**
- B2** **California Creek**
Construct a pedestrian trail bridge across California Creek as part of the T5 trail project connecting Beaver Pond Trail to the Lower Iditarod Trail. The trail bridge will need to accommodate Class 3 Biking Design parameters.
- B3** **Virgin Creek Bridge**
Identify a location for a trail bridge to cross Virgin Creek. A bridge would provide a safe, legal, and sustainable connection between lower Virgin Creek and the Wagon Trail and complete a loop in the lower Valley. This project must be pursued in concert with the Virgin Creek Access Study (TH4).
- B4** **Improve Connectivity at Glacier Creek Bridge at Alyeska Highway**
This project will likely not result in the construction of a bridge; however a pedestrian circulation analysis should be completed to make recommendations on how to improve accessibility, connectivity, safety, and circulation across and underneath the Alyeska Highway connecting neighborhoods with the Town Center, school, and other community facilities, the Upper and Lower Iditarod. ***Additional UDC review required.**
- B5** **Glacier Creek Trail Bridge – Middle Valley – (north of airstrip)**
A pedestrian bridge at this location to cross Glacier Creek would improve connectivity of the entire trail system, creating opportunities for more looping trail experiences. A bridge here would connect future neighborhoods to Upper Valley Trails. In coordination with this project, trails should be constructed on either side of the proposed bridge connecting the Iditarod Trail to Stumpy's Summer Trail. These trails should be built to the trail classification of the connecting trails. Finally, a bridge in this location provides legal access to trails by avoiding AK DOT&PF Airport property. ***Additional UDC review required.**
- B6** **Glacier Creek Trail Bridge – Upper Valley Hand Tram**
The Hand Tram provides the opportunity for trail users to cross Glacier Creek in the upper valley, however on many summer days, the demand for use highly exceeds capacity creating a long wait. A pedestrian bridge in this location would remove the connectivity barrier creating a more accessible, multi-use trail experience. Bridge should be wide enough to accommodate adjacent trails. ***Additional UDC review required.**

Trailheads (TH)

- TH** **1** **Girdwood Depot Trailhead Upgrades**
Pursue an official parking agreement with the Alaska Railroad to provide authorized trail parking in this location. Install trailhead, wayfinding, and informational signage as authorized. Provide a vaulted restroom. This trailhead can successfully accommodate Girdwood visitors who want access to lower valley trails and can be a great future trailhead for the Virgin Creek Natural Area when an authorized crossing of Glacier Creek is constructed.
- TH** **2** **Glacier Ranger District Trailhead**
Pursue an official parking agreement with the USFS to provide authorized trail parking in this location. Install trailhead, wayfinding, and informational signage as authorized. This is a great opportunity to highlight coordination and collaboration for a community-based trail system.
- TH** **3** **Lower Valley Trailhead**
Build a new trailhead on HLB land east of the Alyeska Highway to access lower valley trails via the Lower Iditarod Trail. The trailhead should have the capacity for 8-10 vehicles, include a kiosk, sanitation, and other trailhead amenities. ***Additional UDC review may be required.**



STEP 3: PROJECT DESCRIPTIONS

- 4** **Virgin Creek Falls Access Study**
A combination of trailhead and circulation improvements are needed in this location to achieve the following:
- Reduce traffic impacts to the neighborhood streets.
 - Improve connectivity between Lower Virgin Creek and Upper Virgin Creek Trails
 - A separate Virgin Creek Trailhead and trail circulation study is needed to recommend a range of alternatives for resolving trail, traffic, parking, and trailhead conflicts in the neighborhood. ***Additional UDC review required.**

- 5** **Karolius Trailhead**
Build a new trailhead on HLB land zoned GCR-1 to service the east side of Glacier Creek. The trailhead should have capacity for 24 vehicles and include a kiosk, sanitation, and other trailhead amenities. This parking area will provide access to the trail and natural space system via the Lower Iditarod Trail and will also be under consideration for other uses in the future and are likely to require parking.

- 6** **Girdwood Town Center Trailhead Improvements – with restroom**
This trailhead exists but is underutilized. Provide signage, wayfinding, trailhead amenities, and a restroom to improve the use and functionality of this trailhead adding useful capacity and relieving pressure from other trailheads.

- 7** **Moose Meadows Trailhead Improvements**
Expand the Moose Meadows Trailhead to accommodate forty (40) vehicles. Reorganize and define parking to efficiently use the space. Add other trailhead amenities including informational and wayfinding signage.

- 8** **Beaver Pond Trailhead**
Implementing other simple trailhead improvements (Town Square, Anchorage School District, Girdwood PreK-8 School Parking Agreement, improved signage and wayfinding), may reduce the demand for on-street parking in this location. As required, coordinate with AK DOT&PF to investigate the feasibility of an official trailhead in this location.

- 9** **Girdwood PreK-8 School Parking – Parking Agreement**
Pursue an official parking agreement with Girdwood PreK-8 School to provide authorized trail parking in this location. Install trailhead, wayfinding, and informational signage as authorized.

- 10** **Alyeska Resort Parking Agreement**
Pursue an official parking agreement with Alyeska to provide authorized trail parking in this location. Install trailhead, wayfinding, and informational signage as authorized.

- 11** **Arlberg Trailhead Expansion**
Coordinate with neighboring landowners to expand the Arlberg Trailhead parking area to the east. Include a vaulted restroom. Any resulting trailhead construction will likely need additional UDC approval separate from this plan approval. ***Additional UDC review required.**

- 12** **Middle Iditarod**
Develop official trailhead parking in this location to accommodate 10-15 vehicles including signage, wayfinding, and other trailhead amenities. ***Additional UDC review may be required.**

- 13** **Winner Creek Gorge Trailhead**
Expand the existing Winner Creek Gorge Trailhead to accommodate another 20+ vehicles. After a trail bridge (B5) is constructed across Glacier Creek there will be an alternate access route for trail users to access the Upper Valley east of Glacier Creek more easily. Expansion of the Winner Creek Gorge Trailhead will disperse trailhead access to the Upper Valley and relieve some pressure from the Arlberg Trailhead. ***Additional UDC review may be required.**

Proposed Natural Spaces (NS)

- NS1** **Virgin Creek Natural Space**
Create a natural space in the Virgin Creek area that is kept in its primitive natural state. Allowed uses include primitive, non-mechanized recreation activities like trail walking, running, hiking, skiing, snowshoeing, orienteering, foraging, wildlife viewing, education, solitude, and meditation. Trails in the area should be kept to Class 1 and Class 2 Design Parameters. Mechanized trail use is not authorized. Trail boardwalk or bridge structures are authorized to avoid wetlands and streams. Signage should be kept to a minimum. Parking for this level of development would be required either via TH9, TH10, or TH2.



STEP 3: PROJECT DESCRIPTIONS



Stumpy's Natural Space

Create a natural space in the Stumpy's trail system meadows and forest area that is kept in its primitive natural state. Allowed uses include primitive, non-mechanized recreation activities like trail walking, running, hiking, skiing, snowshoeing, orienteering, foraging, wildlife viewing, education, solitude, and meditation. Trails in the area should be built to Class 1 and Class 2 Design Parameters. Mechanized trail use is not authorized. Trail boardwalk or bridge structures are authorized to avoid wetlands and streams. Signage should be kept to a minimum.



Winner Creek Natural Space

Create a natural space in the Winner Creek area that is kept in its primitive natural state. Allowed uses include primitive, non-mechanized recreation activities like trail walking, running, hiking, skiing, snowshoeing, orienteering, foraging, wildlife viewing, education, solitude, and meditation. Trails in the area should be built to Class 1 and Class 2 Design Parameters. Mechanized trail use is not authorized. Trail boardwalk or bridge structures are authorized to avoid wetlands and streams. Signage should be kept to a minimum.

Proposed Mountain Bike Areas (MB)



Beaver Pond

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



Near the Nordic 5K

Provide purpose-built mountain biking flow trails (Class 2-3 bicycle design parameters) within and around the 5K Nordic Ski Loop. Trailhead access to the area is from the Arlberg Trailhead, Alyeska Resort for resort guests, Alyeska Resort for the general public if a parking agreement is in place, and the Winner Creek Gorge Trailhead once the bridge over Glacier Creek at the Hand Tram is in place. Additional trails in MB1 will not be authorized until a parking agreement is in place, Arlberg is expanded, or another parking solution is identified.



End of the Snowcat Trail

Provide purpose-built mountain biking flow trails (Class 2-3 bicycle design parameters). This area will likely need to be coordinated and authorized by multiple landowners (HLB and DNR). As mentioned in Project T14, designate a down route for biking to parallel the Snowcat Trail and separate walkers and hikers from faster downhill biking traffic. The down route should be located between NA3 and T14. Trailhead access to the area is from the Arlberg Trailhead, Alyeska Resort for resort guests, Alyeska Resort for the general public if a parking agreement is in place, and the Winner Creek Gorge Trailhead once the bridge over Glacier Creek at the Hand Tram is in place.

Special Projects (SP)

SP1: Areawide Wayfinding

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

SP 2: Girdwood Valley Circum-Valley Loop

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



STEP 3: PROPOSED TRAIL + NATURAL SPACE NETWORK

Figure 9

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

NEW TRAILS: PROPOSED TRAIL CLASSIFICATIONS, DESIGN PARAMETERS, DESIGNED USES, & MANAGED USES						
PROJECT	TRAIL	TRAIL CLASS	TRAIL LENGTH (mi)	DESIGNATED USE	MANAGED USE	PROHIBITED USE
T1	Separated Grade Crossing: Railroad Bridge at Alyeska Hwy	4	0.25	Bicycle	Multi-use: Hiking, Biking, Cross Country Skiing	Pack & Saddle
T2	Wagon Trail - Lower Danish Connection	2	1.1	Hiking	Hiking	Dogsled, Biking, Pack & Saddle
T3	Lower Valley Trail Loop Connection	3	0.9	Bicycle	Multi-use: Hiking, Biking, Cross Country Skiing	Pack & Saddle
T4	Ruane Road Trail to Lower Iditarod	3	0.04	Bicycle	Multi-use: Hiking, Biking, Cross Country Skiing	Pack & Saddle
T5	Beaver Pond to Lower Iditarod	3	0.6	Bicycle	Multi-use: Hiking, Biking, Cross Country Skiing	Pack & Saddle
T6	Barren Avenue to Alyeska Hwy	3	0.14	Bicycle	Multi-use: Hiking, Biking, Cross Country Skiing	Pack & Saddle
T7	Crow Creek Road to Beaver Pond Trail	3	0.42	Mountain Biking	Mountain Biking (down-route)	Dogsled, Pack & Saddle, Skijor
T8	Toe Slope Trail - California Creek to Iditarod	2	1.3	Hiking	Hiking	Dogsled, Biking, Pack & Saddle
T9	Crow Creek Neighborhood Trails	2-3	2.15	Bicycle	Multi-use: Hiking, Biking, Cross Country Skiing	Pack & Saddle
T10	Cross Valley Trail	3	0.27	Hiking	Multi-use: Hiking, Biking, Cross Country Skiing	Pack & Saddle
T11	Arlberg Connection to Winner Creek Trail	4	0.15	Hiking	Biking, Hiking	Dogsled, Pack & Saddle
T12	Glacier Canyon Rim Trail	2	1.52	Hiking	Hiking, Skiing	Dogsled, Biking, Pack & Saddle
T13	Upper Valley Multi-Use Trail	4	1.41	Skate Ski	Multi-use: Hiking, Biking, Cross Country Skiing	Pack & Saddle
T14	Snowcat Trail Improvements	4	1.21	Bicycle	Multi-use: Hiking, Biking, Cross Country Skiing	Skijor, Pack & Saddle
MB1, MB2, MB3	Single-Use, Purpose-Built Mountain Biking Trails	3	TBD	Mountain Biking	Mountain Biking	Dogsled, Pack & Saddle, Skijor

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

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

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

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

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

**SUMMARY:
TRAIL CLASSIFICATION
& LENGTH TOTALS (mi)
OF EXISTING & PROPOSED TRAILS**

Class 1	20.75	23.09%
Class 2	25.17	28.01%
Class 3	17.75	19.75%
Class 4	10.87	12.09%
Class 5	15.3	17.03%
	89.84 miles	100%

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

Figure 4



GIRDWOOD TRAILS PLAN

PUBLIC REVIEW DRAFT | COMMENT PERIOD: JUN 18 - JUL 26, 2021



STEP 4: COMMENT CARD - PROPOSED PROJECTS

We want to know what you think about the proposed projects identified in the Draft Girdwood Trail Plan. (See pages 4-8 in this info packet)

1. Do you have something specific you want to tell us about a proposed project? Give us comments about one project or many projects!
2. Identify the project number from the proposed trail and natural space system map and accompanying project descriptions on pages 4-8. (ex. T1, or B5, or NA3, or MB1)
3. Provide us your comments.

PROJECT NUMBER: _____

SPECIFIC COMMENTS: _____

PROJECT NUMBER: _____

SPECIFIC COMMENTS: _____

PROJECT NUMBER: _____

SPECIFIC COMMENTS: _____



STEP 4: COMMENT CARD - PROPOSED PROJECTS

PROJECT NUMBER: _____

SPECIFIC COMMENTS: _____

PROJECT NUMBER: _____

SPECIFIC COMMENTS: _____

PROJECT NUMBER: _____

SPECIFIC COMMENTS: _____

PROJECT NUMBER: _____

SPECIFIC COMMENTS: _____

PROJECT NUMBER: _____

SPECIFIC COMMENTS: _____



STEP 4: COMMENT CARD - OTHER COMMENTS ON THE PLAN

We have MORE questions for you. Please be as brief or as detailed as you wish answering the following questions:

What do you like best about the plan?

What concerns you about the plan?

What do you think needs to be added to the plan?

What do you think needs to be removed from the plan?

What else do you want to tell us?



ADDITIONAL RESOURCES

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

Natural Spaces

One way in which this plan improves the balance and diversity of Girdwood's Trail and Natural Space system is by identifying natural areas that should remain entirely or predominantly in their natural state. Natural spaces serve a variety of purposes, including both conservation and recreation. Natural spaces are not solely for conservation and ecosystem services (such as providing wildlife corridors and habitat), but also can be used for primitive, non-mechanized recreation activities like trail walking, running, hiking, skiing, snowshoeing, orienteering, foraging, wildlife viewing, education, solitude, and meditation. Natural spaces are not areas that are 'locked up' or 'off limits,' but rather are places available and open to those who value a more primitive recreation experience.

Mountain Biking Areas

Another way this plan improves the diversity of trail experiences in Girdwood is by identifying areas that are suitable for purpose-built, single-track mountain biking flow trails. There is an increased demand for this type of recreation experience in the valley. Providing a specific area for mountain bikes will provide users with an exceptional trail experience tailored to mountain biking while reducing user-conflicts on multi-use trails elsewhere that are primarily built for hiking or skiing.

New Trails

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

How This Plan Improves Connectivity and Access

Bridges

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

Trailheads

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

New Trails

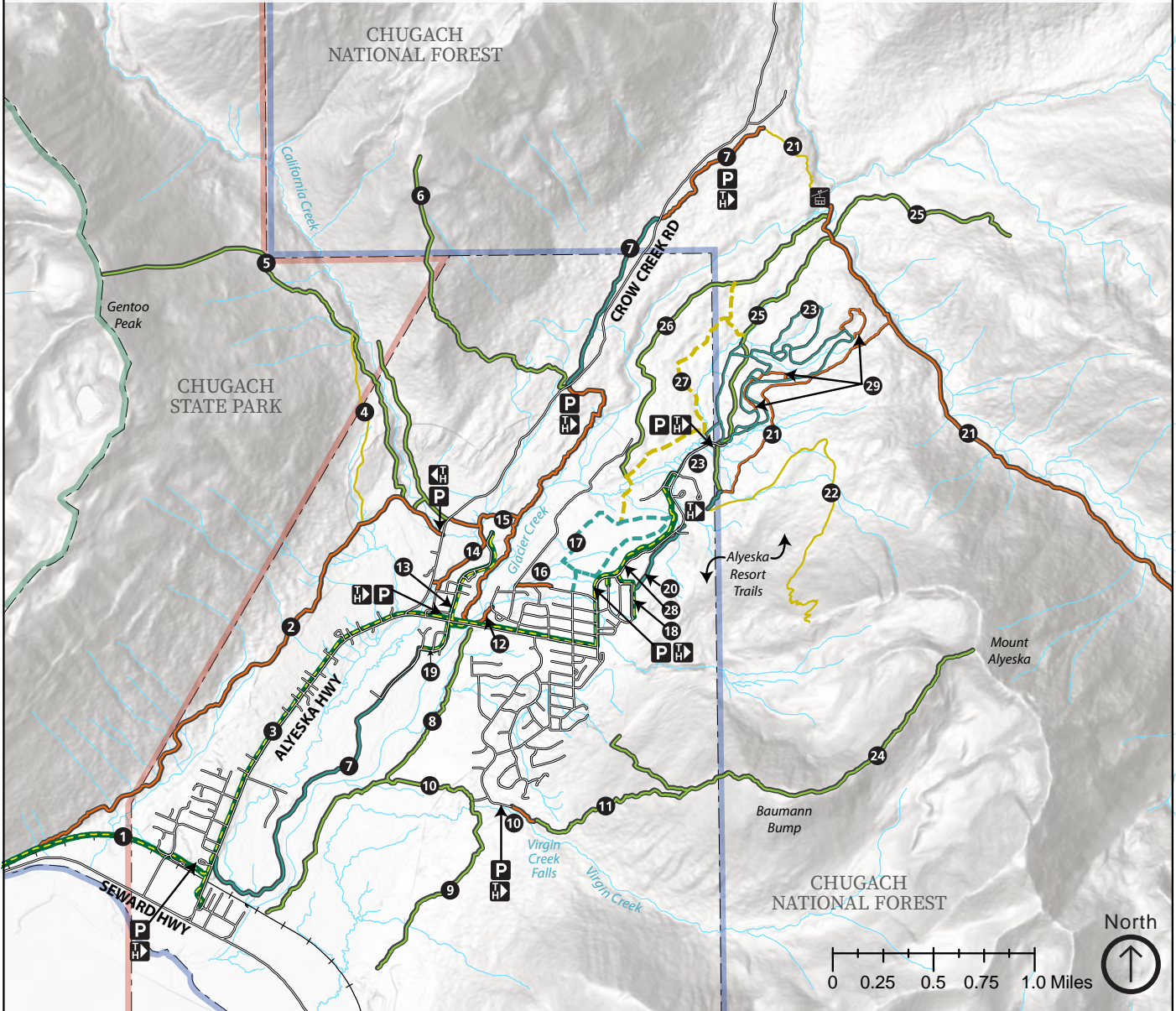
In addition to the proposed new trails that will improve the balance and diversity of the trail system, other new trails are proposed to improve access to the trail system and connectivity within the system. Proposed new trails improve the functionality of the system by completing smaller and larger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



EXISTING CONDITIONS

GIRDWOOD TRAILS PLAN: EXISTING TRAILS

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



TRAIL NAMES (TRAIL CLASSIFICATION #)

- | | | | |
|-------------------------------------|---|-------------------------------------|---|
| 1 Girdwood to Indian Bike Trail (5) | 9 Wagon Trail (1) | 16 Deb's Way (3) | 23 Nordic 5K Loop (4) |
| 2 Beaver Pond Trail (3) | 10 Virgin Creek Falls Lower Trail (1) | 17 Moose Meadow Trails (4) | 24 Mt Alyeska:
Center Ridge to Max's (1) |
| 3 Alyeska Highway Trail (5) | 10 Virgin Creek Upper Trail (3) | 18 Verbier Way Bike Path (5) | 25 Snow Cat Trail (4) |
| 4 Abe's Trail (2) | 11 Max's Mountain Trail (1) | 19 Egloff Multi-Use Trail (5) | 26 Stumpy's Summer Trail (1) |
| 5 California Creek Trail (1) | 12 Shortcut from Bike Path to Davos (3) | 20 Winner Creek Trail Extension (3) | 27 Stumpy's Winter Trail (2) |
| 6 Ragged Top Trail (1) | 13 Hightower Multi-Use Trail (5) | 21 Winner Creek Trail Upper (2) | 28 Arlberg Bike Path (5) |
| 7 Iditarod - Lower Trail (4) | 14 Tiny Creek Trail (3) | 21 Winner Creek Trail (4 & 3) | 29 Two Cents (3) |
| 7 Iditarod - Middle Trail (3) | 15 Athabascan Environmental Physics Trail (3) | 22 North Face Trail (2) | 29 Small House (3) |
| 7 Iditarod - Upper Trail (3) | | | 29 Earnagain (3) |
| 8 Joe Danich Trail (1) | | | |



EXISTING CONDITIONS

Figure 5

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

SUMMARY: TRAIL CLASSIFICATION TOTALS		
Class 1	20.75	26.39%
Class 2	19.1	24.29%
Class 3	15.375	19.55
Class 4	8.1	10.30%
Class 5	15.3	19.46%
	78.625	100%

Figure 4

