



Appendix B

Public Comments

Public Involvement Plan and Schedule

Meeting Announcements and Sign-In Sheets

Comment Summary

Copies of Comments

**PUBLIC INVOLVEMENT WORKSHEET
INSTRUCTIONS**

*Dan
F.Y.I.*

Eagle River Greenbelt Access & Pathway January 31, 2003
Project Title Date

Gerry Kintz Dan Golden, DOT
DOT Project Manager Environmental Team Leader

Chuck Casper Bill Evans, DNR Landscape Architect
Design Project Manager Area Planner

Activity Date

Informal Public Meetings (Yes No) April 3, 2003 – November 18, 2003
Citizens Design Review Committees (Yes No) February 10, 2003 – November 10, 2003
Community Council Presentations (Yes No) April 3, 2003 – November 13, 2003

Names: Eagle River CC, Eagle River Valley CC, South Fork CC,
(CC – Community Council)

User Group Meetings (Yes No)

Names: Chugach State Park Advisory Board

Formal EIS Scoping Meetings (Yes No)

Formal Hearings:

No Location Hearing

No Design Hearing

No Combined Location/Design

No Opportunity for Public Hearing (Yes No)

Support Activities/Tools

Displays	Site plans, base maps	Press Release	PSA's
Newsletter	<u>Progress update</u>	Slide Show/Video	<u>No</u>
Workshop	<u>Open houses</u>	Task Force	<u>No</u>
Other	<u>Web site</u>		

Comments: See the attached Public Involvement Plan.

Approval:

Preliminary Design & Environmental Supervisor Date

Regional Design Chief Date

Regional Planning Manager Date

Original: DOT Project Manager
CC: Area Planner
Environmental Analyst
Central File

PUBLIC INVOLVEMENT PLAN

Eagle River Greenbelt Access Pathway

Previous public and agency involvement:

- June 24, 2002
Municipal Advisory Board, Chugach-Eagle River Parks & Recreation
Alaska State Parks - Bill Evans
- October 9, 2002
Alaska Department of Fish & Game, Rick Sinnott
Alaska State Parks - Chuck Casper
- January 28, 2003
Municipality of Anchorage Trails Coordination Meeting

Stage 1: Blank Slate Meetings

(Review Nomination, review big picture, scope project, gather input)

- February 10, 2003
Chugach State Park Advisory Board
- February 12, 2003
Agency Meeting to be attended by representatives from ADF&G, DNR, DOT, DEC, Fish & Wildlife, & Army Corp of Engineers
- March 30, 2003
Newspaper ad about upcoming meetings
- March 31, 2003
Contact media for Public Service Announcements for upcoming meetings
- April 3, 2003
South Fork Community Council Meeting
- April 9, 2003
Eagle River Valley Community Council Meeting
- April 10, 2003
Eagle River Community Council Meeting
- April 14, 2003
Municipal Advisory Board, Chugiak-Eagle River Parks & Recreation
- Date TBA
Open house at the Eagle River Visitors Center

Stage 2: Master Development Plan
(Refine scope, review useable zones and unusable zones)

- July 21, 2003
Mail-out showing progress and announcing upcoming meetings
- August 3, 2003
Newspaper ad about upcoming meetings
- August 4, 2003
Contact media for Public Service Announcements for upcoming meetings
- August 11, 2003
Municipal Advisory Board, Chugiak-Eagle River Parks & Recreation
- Date TBA
Open house at the Eagle River Visitors Center
- Date TBA
Open House in downtown Eagle River
- August 14, 2003
MOA Urban Design Commission
- August 19, 2003
Agency Meeting to be attended by representatives from ADF&G, DNR, DOT, DEC, Fish & Wildlife, & Army Corp of Engineers

Stage 3: Review the highest ranking alternatives
(Narrow down to achieve a preferred alternative)

- October 13, 2003
Chugach State Park Advisory Board
- October 20, 2003
Mail-out showing progress and announcing upcoming meetings
- November 2, 2003
Newspaper ad about upcoming meetings
- November 3, 2003
Contact media for Public Service Announcements for upcoming meetings
- November 6, 2003
South Fork Community Council Meeting
- November 10, 2003
Municipal Advisory Board, Chugiak-Eagle River Parks & Recreation
- November 12, 2003
Eagle River Valley Community Council Meeting

- November 13, 2003
Eagle River Community Council Meeting
- Date TBA
Open house at the Eagle River Visitors Center
- November 20, 2003
Agency Meeting to be attended by representatives from ADF&G, DNR, DOT, DEC, Fish & Wildlife, & Army Corp of Engineers

Inform everybody of Preferred Alternative for the Concept Site Plan

- January 2004
Mail-out showing the Preferred Alternative



Alaska Department of Natural Resources Division of Parks and Outdoor Rec.



Eagle River Greenbelt Access and Pathway Public Involvement Plan

Project Goal

Construct access points and a pathway for pedestrians and bicyclist from the Glenn Highway up the Eagle river Valley to the Eagle River Visitors Center at Mile 12, Eagle River Road. This pathway would be located mostly in the Eagle River Greenbelt on the North side of the river.

Previous Public Involvement

The following has already occurred under Stage 1.

February 10, 2003 - Chugach State Park Advisory Board

February 24, 2003 - Alaska State Parks/Municipality of Anchorage Coordination Meeting

Project Issues

- ✓ Views into Eagle River Campground / Trailhead area from surrounding neighborhood homes
- ✓ Noise from proposed trailhead facilities to surrounding neighborhood homes
- ✓ Additional vehicle traffic to surrounding neighborhood streets and roadways
- ✓ Trespass from surrounding neighborhoods to access greenbelt
- ✓ Potential of forest fires
- ✓ Potential of wildlife impacts
- ✓ Additional maintenance and operation on a shrinking budget
- ✓ Unique areas or resources that need to be protected

Stage 1: Blank Slate Meetings

During this stage of the public process, the project nomination will be reviewed, the overall scope of the project will be identified and discussed, and input gathered from the meeting participants. This will be a critical phase of the project development, as it will be the basis from which the project will be evaluated and developed.

✓ **April 3, 2003** - South Fork Community Council Meeting
Hiland Road Fire Station, Mile 5-6 on right side of Hiland Road, starts at 7:30 PM

✓ **April 9, 2003** - Eagle River Valley Community Council Meeting
Gruening Middle School, starts at 7:00 PM

✓ **April 10, 2003** - Eagle River Community Council Meeting
11901 Business Blvd., Suite 203-204, starts at 7:00 PM

✓ **April 14, 2003** - Municipal Advisory Board, Chugiak-Eagle River Parks & Recreation
11901 Business Blvd., Suite 203-204, starts at 7:00 PM

✓ **April 17, 2003** - Open house, Ravenwood Elementary School (Eagle River)
9500 Wren Dr., School Cafeteria, 6:00 PM - 9:00 PM

Copies of the original project nomination, base maps showing the location of streets, rivers, subdivisions, boundary lines, etc., will be handed out and at each of the meetings listed above.

Stage 2: Greenbelt Access & Pathway Development Plan

During this stage of the public process, concepts that meet the scope and objectives of the nomination will be presented. We will discuss impacts to sensitive areas and the merits of each alternative that fulfill the nomination objectives. The scope of the project will be refined, land status issues will be reviewed and other matters addressed.

- ✓ **August 11, 2003** - Municipal Advisory Board, Chugiak-Eagle River Parks & Recreation
11901 Business Blvd., suite 203-204, starts at 7:00 PM
- ✓ **August 13, 2003** - Open House in Eagle River, venue TBA
- ✓ Possible presentations at the Community Council Meetings, if necessary. Notice of additional meetings will be posted on this web site.

Copies of the alternative site plans showing the different routes and amenities will be distributed to the meeting participants. The alternatives will be presented to the group. Comments taken from this meeting will be used to identify the preferred alternative.

Stage 3: Review the highest ranking alternatives

During this stage of the public process, the alternatives will be reviewed and ranked, and a preferred alternative will be identified.

- ✓ **October 13, 2003** - Chugach State Park Advisory Board
Atwood Building, Suite 602, starts at 6:00 PM
- ✓ **November 6, 2003** - South Fork Community Council Meeting
Hiland Road Fire Station, Mile 5-6 on right side of Hiland Road, starts at 7:30 PM
- ✓ **November 10, 2003** - Municipal Advisory Board, Chugiak-Eagle River Parks and Recreation
11901 Business Blvd., suite 203-204, starts at 7:00 PM
- ✓ **November 12, 2003** - Eagle River Valley Community Council Meeting
Gruening Middle School, starts at 7:00 PM
- ✓ **November 13, 2003** - Eagle River Community Council Meeting
11901 Business Blvd., suite 203-204, starts at 7:00 PM
- ✓ **November 18, 2003** - Open house at the Eagle River Visitors Center, TBA

Stage 4: Inform public of Preferred Alternative for the Concept Site Plan

- ✓ **January 2004** - Mail-out showing the Preferred Alternative

A mail-out will be sent to everyone on the mailing list indicating which site plan has been selected as the preferred alternative.



**Alaska State Parks Open House
Eagle River Greenbelt Access & Pathway
Thursday, April 17, 2003
Ravenwood Elementary School Cafeteria
9500 Wren Drive, Eagle River
6:00 PM to 9:00 PM**

The Alaska Division of Parks and Outdoor Recreation will host an open house to discuss planning for improved access to the Eagle River Greenbelt, including a pedestrian and bicycle path between the Eagle River Campground and the Eagle River Nature Center. We would like to hear your thoughts on how you use the Greenbelt, what you would like to change, and what you would like not to change. Additional public reviews will be held as concept plans are developed. The project would be constructed with funding provided by the Federal Highway Administration and administered by the Alaska Department of Transportation & Public Facilities with the Anchorage Metropolitan Area Transportation Solutions (AMATS). For further information, contact Bill Evans, 269-8744 or Chuck Casper, 269-8740. Also visit our website at www.alaskastateparks.org and look under Special Notices.

Anchorage Daily News Affidavit of Publication

1001 Northway Drive, Anchorage, AK 99508

AD #	DATE	PO	ACCOUNT	PRICE PER DAY	OTHER CHARGES	OTHER CHARGES #2	OTHER CHARGES #3	OTHER CHARGES #4	OTHER CHARGES #5	GRAND TOTAL
753769	04/02/2003	107-4-3-0	ALAS1320	\$95.88						
	04/06/2003	107-4-3-0	ALAS1320	\$95.88						
	04/09/2003	107-4-3-0	ALAS1320	\$95.88						
	04/13/2003	107-4-3-0	ALAS1320	\$95.88						
	04/16/2003	107-4-3-0	ALAS1320	\$95.88						
				\$479.40	\$10.00	\$1.00	\$1.00	\$0.00	\$0.00	\$491.40

STATE OF ALASKA THIRD JUDICIAL DISTRICT

Kimberly A. Kirby, being first duly sworn on oath deposes and says that she is an advertising representative of the Anchorage Daily News, a daily newspaper.

That said newspaper has been approved by the Third Judicial Court, Anchorage, Alaska, and it now and has been published in the English language continually as a daily newspaper in Anchorage, Alaska, and it is now and during all said time was printed in an office maintained at the aforesaid place of publication of said newspaper. That the annexed is a copy of an advertisement as it was published in regular issues (and not in supplemental form) of said newspaper on the above dates and that such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is not in excess of the rate charged private individuals.

Signed Kimberly A. Kirby

Subscribed and sworn to me before this date:
4/22/03

Notary Public in and for the State of Alaska.
Third Division, Anchorage, Alaska

MY COMMISSION EXPIRES: 6/29/05

Rosalie S. Drew



**Eagle River Greenbelt Pathway
Alaska State Parks Open House
Thursday, April 17, 2003, 6-9:00 PM
Ravenwood Elementary School Cafeteria
9500 Wren Drive, Eagle River.**

The Alaska Division of Parks and Outdoor Recreation will host an open house to discuss planning for improved access to the Eagle River Greenbelt, including a pedestrian and bicycle path between the Eagle River Campground and the Eagle River Nature Center. We would like to hear your thoughts on how you use the Greenbelt, what you would like to change, and what you would like not to change. Additional public reviews will be held as concept plans are developed. The project would be constructed with funding provided by the Federal Highway Administration and administered by the Alaska Department of Transportation & Public Facilities with the Anchorage Metropolitan Area Transportation Solutions (AMATS).

- For further information call: 269-8744, Bill Evans (email: bill_evans@dnr.state.ak.us) or 269-8744, Chuck Casper (email: chuck_casper@dnr.state.ak.us)
- Or visit our website at www.alaskastateparks.org

Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to respond to this notice should contact the DNR Public Information Center at (907) 269-8400 (TDD (907) 269-8411).

Publish: April 2, 6, 9, 13, 16, 2003

OPEN HOUSE
EAGLE RIVER GREENBELT
ACCESS AND PATHWAY
 Project No. 55715
 April 17, 2003 6:00 PM - 9:00 PM
 Ravenwood Elementary School - Eagle River

Participants List

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OPEN HOUSE
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 April 17, 2003 6:00 PM – 9:00 PM
 Ravenwood Elementary School – Eagle River

Participants List

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 Ravenwood Elementary School – Eagle River

Participants List

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OPEN HOUSE
EAGLE RIVER GREENBELT
ACCESS AND PATHWAY
 Project No. 55715
 April 17, 2003 6:00 PM – 9:00 PM
 Ravenwood Elementary School – Eagle River

Participants List

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OPEN HOUSE
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ACCESS AND PATHWAY
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 Ravenwood Elementary School – Eagle River

Participants List

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OPEN HOUSE
 EAGLE RIVER GREENBELT
 ACCESS AND PATHWAY

Project No. 55715

April 17, 2003 6:00 PM - 9:00 PM

Ravenwood Elementary School - Eagle River

Participants List

Name	Address	Email Address
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**Eagle River Greenbelt Pathway
Alaska State Parks Open House
Tuesday, August 12, 2003
Anytime between 5:00-7:00 PM
Alpenglow Elementary School Cafeteria
19201 Driftwood Bay Drive, Eagle River**

The Alaska Division of Parks and Outdoor Recreation will host a second open house to discuss planning for improved access to the Eagle River Greenbelt, including a pedestrian and bicycle path between the Eagle River Campground and the Eagle River Nature Center. Our field reconnaissance has identified several potential routes, and we would like to hear your thoughts on these possible alternatives. The project would be constructed with funding provided by the Federal Highway Administration and administered by the Alaska Department of Transportation & Public Facilities with the Anchorage Metropolitan Area Transportation Solutions (AMATS).

- For further information call: 269-8744, Bill Evans (email: bill_evans@dnr.state.ak.us) or 269-8740, Chuck Casper (email: chuck_casper@dnr.state.ak.us).
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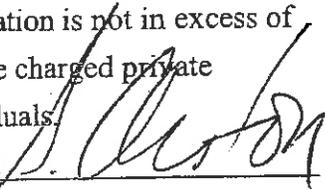
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Signed 



Eagle River Greenbelt Pathway

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- Or visit our website at www.alaskastateparks.org:

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OPEN HOUSE
EAGLE RIVER GREENBELT
ACCESS AND PATHWAY

Project No. 55715

August 12, 2003 5:00 PM - 7:00 PM
Alpenglow Elementary School - Eagle River

Participants List

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(18) 4

OPEN HOUSE
EAGLE RIVER GREENBELT
ACCESS AND PATHWAY

Project No. 55715

August 12, 2003 5:00 PM - 7:00 PM
Alpenglow Elementary School - Eagle River

Participants List

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3643

OPEN HOUSE
 EAGLE RIVER GREENBELT
 ACCESS AND PATHWAY
 Project No. 55715
 August 12, 2003 5:00 PM – 7:00 PM
 Alpenglow Elementary School – Eagle River

Participants List

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Eagle River Greenbelt Pathway
 Alaska State Parks Open House
 Tuesday, February 17, 2004
 Anytime between 6:00-8:00 PM
 Eagle River Elementary School,
 Multi-Purpose Room, 10900 Old Eagle River Road

The Alaska Division of Parks and Outdoor Recreation will host a third and final open house to discuss planning for improved access to the Eagle River Greenbelt, including a pedestrian and bicycle path between the Eagle River Campground and the Eagle River Nature Center. Through evaluation of comments from the public and data collected from our field reconnaissance, we have identified three potential routes. We would like to hear your thoughts on these possible alternatives. The project would be constructed with funding provided by the Federal Highway Administration and administered by the Alaska Department of Transportation & Public Facilities with the Anchorage Metropolitan Area Transportation Solutions (AMATS).

- For further information call: 269-8744, Bill Evans (email: bill_evans@dnr.state.ak.us) or 269-8740, Chuck Casper (email: chuck_casper@dnr.state.ak.us).
- Or visit our website at www.alaskastateparks.org
 Look under Special Notices for the "Eagle River Greenbelt"

Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to respond to this notice should contact the DNR Public Information Center at (907) 269-8400 (TDD (907) 269-8411).

View the proposed Alternatives on the website!

Alaska Star

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AFFIDAVIT OF PUBLICATION

UNITED STATES OF AMERICA)
STATE OF ALASKA) ss
THIRD JUDICIAL DIVISION)

BEFORE ME, the undersigned, a Notary Public, this day personally appeared Tony Bickert who, being first duly sworn, according to law, says that he/she is the Editor of the ALASKA STAR published at Eagle River in said Division and State of Alaska, and that the advertisement, of which the annexed is a true copy, was published in said publication on

February 12, 2004

and that the rate charged thereon is not in excess of the rate charged private individuals.

Tony Bickert

Subscribed and sworn before me this 12th day of February, 2004

Teresa D-Freimuth
Notary Public for State of Alaska

My Commission Expires:

Teresa D-Freimuth, Notary Public
My Commission Expires December 01, 2005



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Division of Parks and Outdoor Recreation
Design and Construction
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Anchorage, AK 99501-3561

AGENCY CONTACT:
Chris Wolpert,
Project Engineer

DATE:
January 29, 2004

PHONE 269-8742

FAX: 269-8917

Anchorage Daily News
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Subject: Fw: Eagle River Greenbelt planning meeting (ERVCC1)
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Date: Mon, 09 Feb 2004 08:16:05 -0900
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Eagle River Greenbelt Pathway
Submitted by: Juanita DeRose/OOC/DNR
Date Submitted: 01/30/2004 11:14 AM
Date Modified:
Ak Admin Journal: [not printed]
Attachments: No files attached

Eagle River Greenbelt Pathway

Category: Public Notices
Publish Date: 02/02/2004

Department: Natural Resources
Location: Anchorage
Coastal District: N/A

Body of Notice:

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Eagle River Elementary School,
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Eagle River, Alaska

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View the proposed Alternatives on the website!

Revision History:

OPEN HOUSE
EAGLE RIVER GREENBELT
ACCESS AND PATHWAY

Project No. 55715

February 17, 2004 6:00 PM - 8:00 PM
Eagle River Elementary School - Eagle River

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OPEN HOUSE
EAGLE RIVER GREENBELT
ACCESS AND PATHWAY

Project No. 55715

February 17, 2004 6:00 PM - 8:00 PM
Eagle River Elementary School - Eagle River

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OPEN HOUSE
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Red Akshamit	101 Wolf Dr. Eagle River	
Tom Jennings	20038 David Ave ER	

*

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* Please send me copy of Fish & Game Report. Thanks!

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OPEN HOUSE
EAGLE RIVER GREENBELT
ACCESS AND PATHWAY

Project No. 55715

February 17, 2004 6:00 PM – 8:00 PM

Eagle River Elementary School – Eagle River

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Bill Holland	25505 ER Road	
BOB THOMPSON	18948 SAKULOF CIR ER	

71

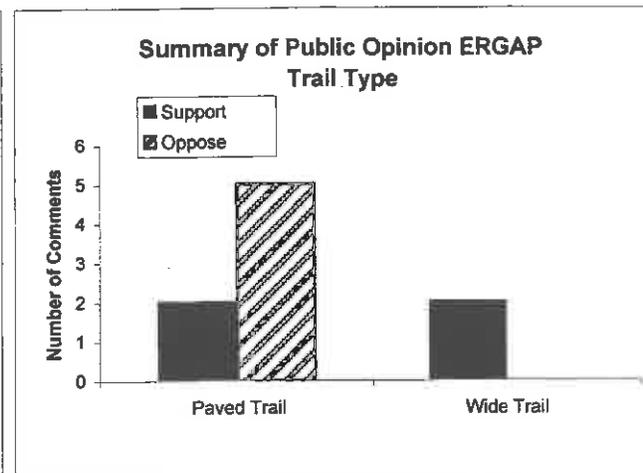
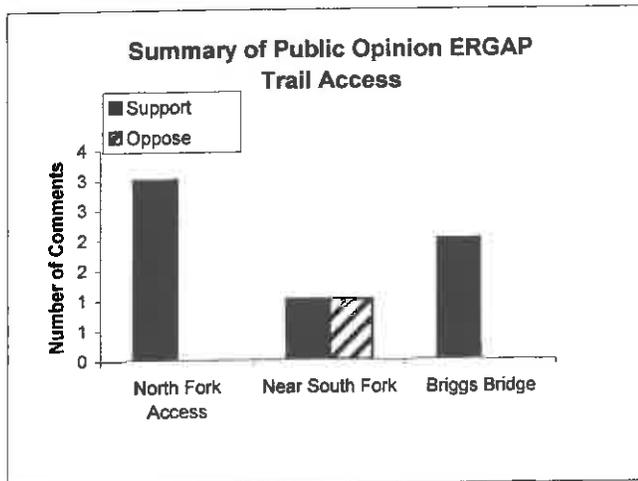
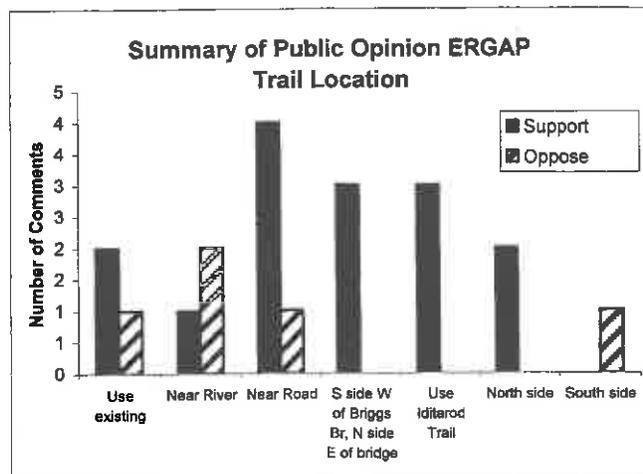
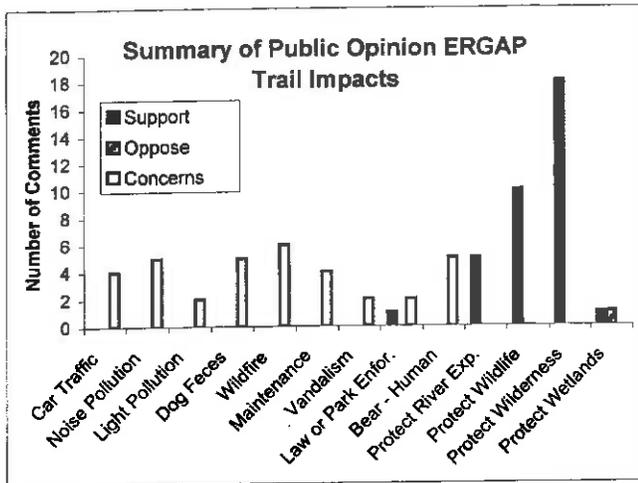
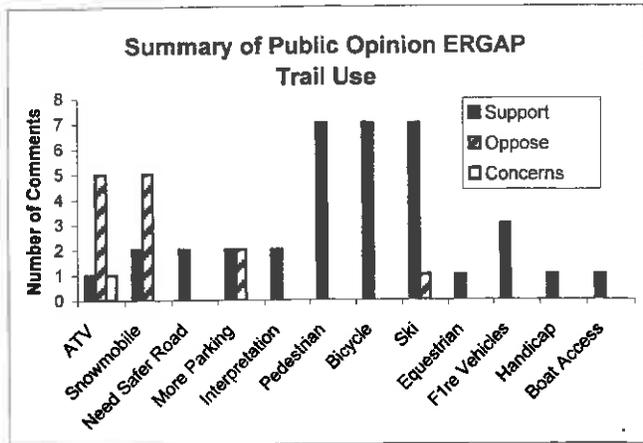
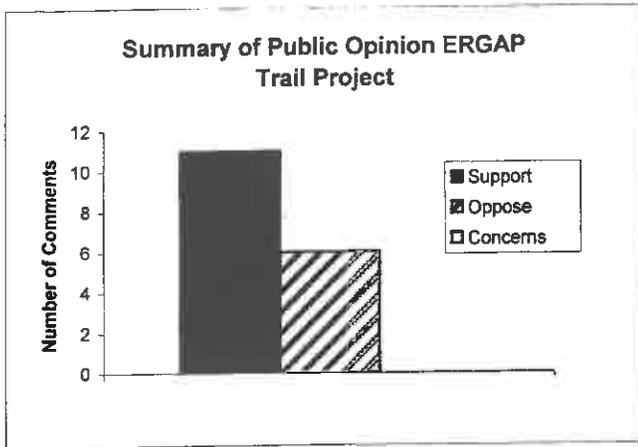


Figure 2a. Phase I. Summary of public opinion BEFORE specification of 4 ERGAP alternatives, collected from public involvement process 2003-2004. Compiled by DPOR, graphed by ADOT&PF

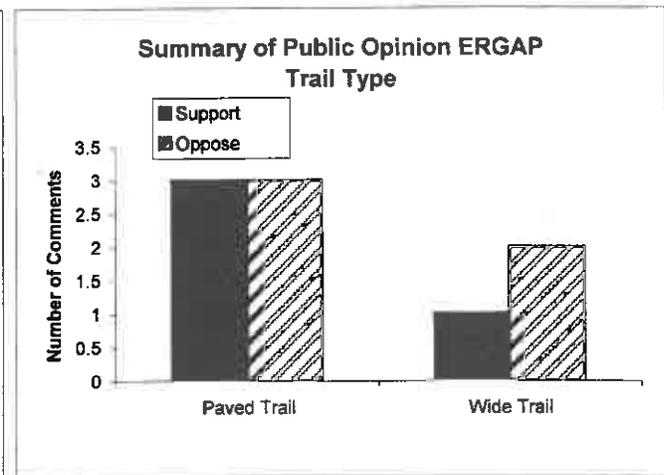
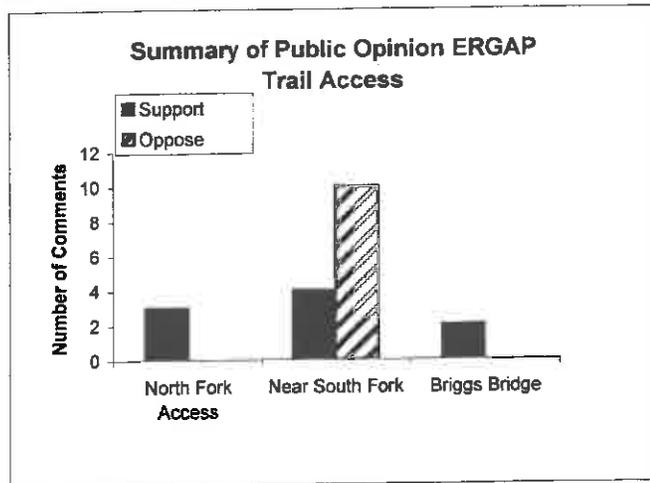
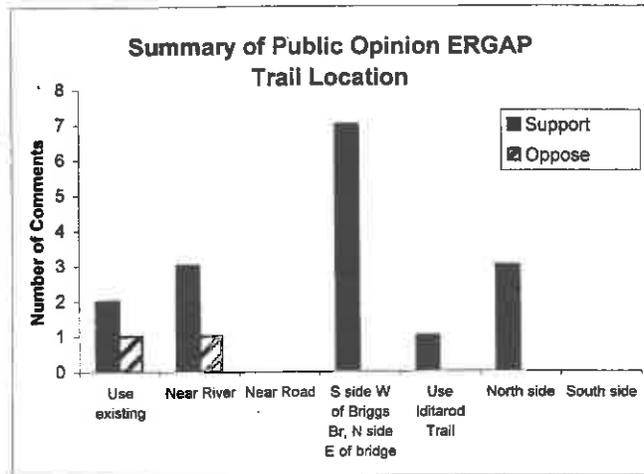
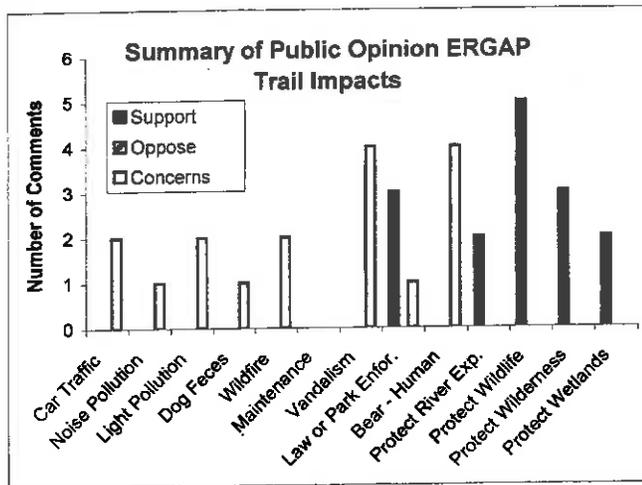
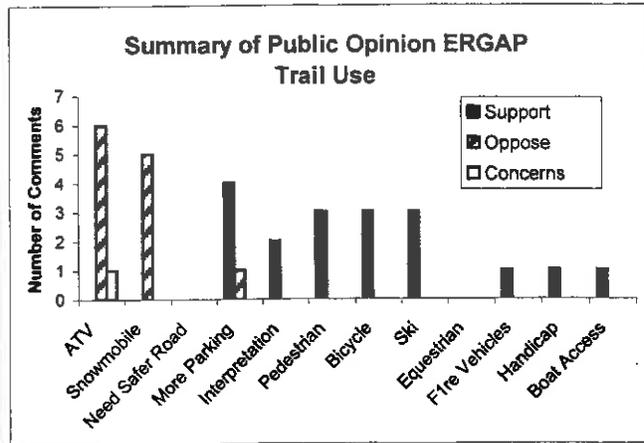
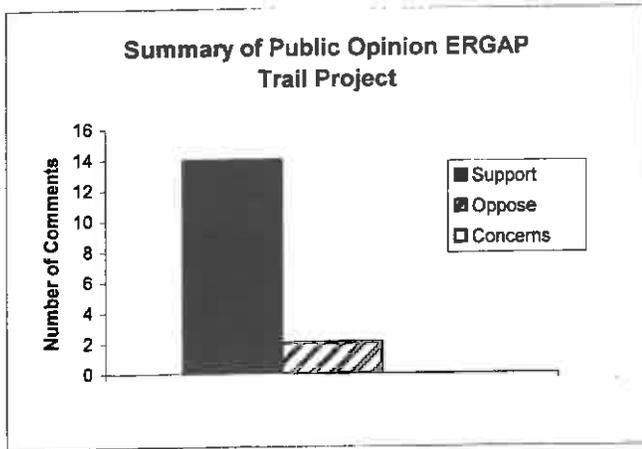


Figure 2b. Phase II. Summary of public opinion AFTER specification of 4 ERGAP alternatives, collected from public involvement process 2003-2004. Compiled by DPOR, graphed by ADOT&PF.

4-5-04

Eagle River Greenbelt Stage 3 Public and agency comments

There were four alternatives presented to the public for comment, three different "build" alternatives and the "no build" alternative. Additionally, a number of people expressed support not for a specific "build" alternative, but for any "build" alternative. Thus there were actually five groups of comments, those favoring the "build" Alternative I, those favoring the "build" Alternative II, those favoring the "build" Alternative III, those favoring the "no build" Alternative IV, and those favoring any "build" alternative without preference.

By a very small number, Alternative II was the top choice, with support for each of the other four alternatives virtually equal to it. The significant observation is that the total number of comments favoring at least one of the "build" alternatives outnumbered comments favoring the "no build" alternative by a margin of four to one.

Many people had only a single comment, and some people had up to ten comments. Because of this, it would be impossible to count each comment as a "vote." Clearly, a person with ten comments should not have ten times as many "votes" as a person with one comment. The purpose of asking for public comments, however, is not to count "votes" but to gather information to help make a well-considered decision.

There are two categories of comments, those from individual citizens and those from organizations and agencies. The complete text of all comments will be appended to the environmental document. Very few comments dealt with establishing priorities for construction assuming funding is inadequate to build the entire distance.

Below are summaries of organization and agency comments, followed by summaries of individual comments. Comments are *italicized*; Division of Parks responses follow each comment.

Eagle River/Chugiak Parks Board of Supervisors: Comments are *italicized*; Division of Parks responses follow each comment.

The Board voted to support Alternative III, with the footbridge at the campground being the highest priority, in support of the Eagle River Central Business District Revitalization Plan. The footbridge at the campground could provide a useful access point to the Greenbelt from the downtown Eagle River neighborhoods.

Eagle River Valley Community Council: Comments are *italicized*; Division of Parks responses follow each comment.

The Council supports Alternative I for the best community access and wildlife preservation. Community access and preservation of habitat are two important goals of the planning team.

The Council's highest priority is the pathway from the existing Briggs Bridge parking to the existing North Fork Access parking. This segment would probably provide access for the greatest number of residents. Unfortunately, at this time we only have one intermediate access point, at the end of Driftwood Bay Drive. Private property and steep terrain make other access points difficult to achieve.

Alaska Department of Fish & Game: Comments are italicized; Division of Parks responses follow each comment.

Alternative II is presently the best alternative, from a public safety and wildlife impact perspective, because it shadows the existing highway right-of-way for much of the distance. Much public comment was in favor of building the path away from the road, however.

Avoid salmon spawning areas. Research suggests a buffer zone of ½-mile or more to avoid disturbing brown bears foraging (and resting) along salmon spawning streams. Research cited earlier in ADF&G comments suggests a buffer of 500 feet, not ½ mile. In some places the Greenbelt is not even this wide. Because of the narrow width of the Greenbelt, surrounding steep terrain and private property, and the Park Master Plan and Greenbelt Management Plan goals of providing recreational access, provision of such a buffer is unlikely.

Provide bear-proof trash receptacles. Most of Chugach State Park is without trash pickup. Bear resistant containers are always used where trash pickup is provided in state park units.

*Construct a primitive trail. A primitive trail will slow bikers and joggers. The 1992 Eagle River Greenbelt Management Plan recommends several Class A trails, not a primitive trail. The project as approved for design and construction using federal highway funds will need to comply with American Association of State Highway and Transportation Officials (AASHTO) guidelines, as well as requirements of the Americans with Disabilities Act (ADA). An *unpaved* Class A trail of about a 12-foot width may meet the AASHTO and Department of Transportation standards, but a primitive trail does not satisfy either Federal Highway standards or established State Parks planning goals. A well-constructed gravel path may meet ADA requirements but may require more regular maintenance.*

Consider seasonal or nighttime closures. Seasonal closures are already used in certain areas with a history of bear problems.

Consider providing docents or trail monitors. The Nature Center already provides information and education to the public regarding safe travel in bear country. Alaska State Parks already places interpretive displays dealing with bear issues in many locations. We are proposing two volunteer host cabins as part of the project. Park hosts, in addition to serving the functions of helping to maintain order and cleanliness, would likely also serve some of this role of trail monitor for bear problems. Reduced operating budgets limit the amount of active management Parks can accomplish.

Provide bear and moose safety signs. Alaska State Parks has an Interpretation & Education section which will be working closely with the Design & Construction section in developing interpretive signs to be placed where needed.

Incorporate fieldwork into planning schedule. Existing data appears adequate to select a preferred alternative. Additional field work accomplished during the 2004 summer field season would be very useful in refining the preferred alternative and developing the final site plan and contract drawings.

Provide a statement of purpose and need. The Statement of Purpose and Need will be finalized during the environmental review as the Preferred Alternative is selected. However, the 1980 Chugach State Park Master Plan and the 1992 Eagle River Greenbelt Management Plan provide the following basis:

The Chugach State Park Master Plan recommendations included:

- Establishment of a visitor center to provide necessary visitor services in the Eagle River Valley.
- Designation of riverside access points with provisions for parking to facilitate use of the river.
- Provide for the interpretation of unique natural features.
- Establishment of trailheads and trails for hiking, cross-country skiing and snow machining and other recreational pursuits.
- Establishment of a wildlife viewing area in the Eagle River drainage.

The Eagle River Greenbelt Management Plan included these recommendations:

- Seek funding to begin design and construction of access and parking at North Fork, Eagle River Campground, Hiland (Briggs) Bridge, McIntyre Road, South Fork Confluence, South Fork Waterfall.
- Resource protection should be a primary concern in the development of any facility.
- Develop trails providing the opportunity for interesting viewing or to reach an interpretive or natural feature along an aesthetically pleasing route.
- Construct up to two Class A trails (8 to 10 feet wide plus shoulders) of up to 6.2 miles in length from each major development in the lower valley (Glenn Hwy to McIntyre Road)
- Construct up to one Class A trail of up to 6.2 miles in length from each major development in the upper valley (McIntyre Road to the Nature Center.)
- Data on wildlife populations, patterns and habitat changes as well as private development on lands bordering the greenbelt should be gathered on a year-round basis to keep wildlife population numbers in check.

No permits are required from ADF&G to complete this project. The Division of Parks will continue to work closely with the Department of Fish & Game, however.

Alaska Center for the Environment: Comments are *italicized*; Division of Parks responses follow each comment.

The Center supports the 2/6/04 Department of Fish & Game recommendations. Parks will be working closely with the Department of Fish & Game to accommodate their concerns.

Site the trail away from the river to reduce bear conflicts. In known bear areas such as the South Fork confluence, Parks will attempt to do this. In some locations private property is too close to the river to allow much more than minimal separation.

Alternative II looks best. Alternative II does not provide the quiet scenic location that some commenters desire, but it would appear to offer fewer potential wildlife conflicts.

Maintain the most natural experience for both trail and river users. Obviously, Alternative II does not give trail users the most natural experience; setbacks should help insure minimal intrusion on the river user experience.

Keep speeds down; do not pave. Requirements of the Federal Highway funding include meeting standards for both bicycle facilities and the Americans with Disabilities Act. It is possible to meet these standards with a well-constructed gravel path but more regular maintenance may be required.

Protect riparian habitat. Resource protection is a primary concern in the development of any facility.

Individual comments:

The individual comments summarized below have been placed generally in order of "most received" to "least received." Comments are *italicized* and have been paraphrased and combined with comments in a similar vein. Divisions of Parks responses follow each comment.

The most-repeated comment of those received to date was some variation on the phrase, "*just build the trail.*" This sentiment was expressed quite strongly by nearly 1/3 of all people commenting.

The second most-repeated comment expressed *concern about encroachment on bear habitat and the likelihood of bear-human conflicts.* This is a serious concern to all parties involved in the project and will be a prime consideration in planning, designing, and constructing a pathway in the Greenbelt. There is some evidence to suggest that one well-routed path could help decrease widespread conflicts by keeping people off of animal trails. All alternatives were routed away from the South Fork in part to reduce the likelihood of bear-human conflicts. State Parks will continue to work with the Department of Fish and Game to minimize the potential for such problems. This concern may tend to argue for Alternative II over Alternative I because Alternative II is farther from the river in the vicinity of the North Fork and Clearwater Creek.

The pathway should be easily accessible to neighborhoods and schools. This was the third most-repeated comment. Clearly, the path should serve the surrounding residential areas and not simply provide an express route from one end of the valley to the other.

Also often repeated was the comment that *the path should be quiet, scenic, and away from the road in a natural setting.* Again, this comment makes clear that the path should be for more than just transportation. It should be for quiet and contemplative recreation, and recognize some of the reasons that people live in Eagle River valley

A similar number of people said *minimize habitat impacts, but build the pathway.* Habitat concerns were important to these people, but they didn't see these concerns as reason not to build a path. Habitat concerns will be a prime consideration in planning, designing, and constructing a pathway in the greenbelt.

Several people suggested that *the money could be better spent elsewhere, particularly on schools or fire protection.* This is not possible as the funding comes from the Federal Highway Administration strictly for transportation-related construction.

Also commonly repeated was a request to *improve pedestrian safety along Eagle River Road.* State Parks is still in discussion with the Department of Transportation regarding this issue. There is some possibility that DOT can help with a path or shoulders.

Nearly as many said to *build the pathway, but make every effort to minimize costs.* Every effort will be made to keep costs to the minimum necessary. The total lifetime cost of the project may dictate greater construction expense in some instances to save on later maintenance, however. A properly constructed base will result in a path that lasts far longer than one constructed inadequately.

A handful of commenters pointed out that *flooding, erosion, soils, and wetlands might be limiting factors in constructing a pathway here.* While all of these factors enter into planning, design, and construction of a path in the Greenbelt, none of them has to be a complete roadblock. It is likely that we can work around these issues here as has been done elsewhere in similar circumstances, building to reduce the likelihood of flood damage, revegetating to control erosion, and protecting wetlands by limiting disruptions to the hydrology.

A few expressed concern that *an environmental analysis has not been done to date.* Although a path the length of the Greenbelt has been in the approved master plan for a number of years, funding was only approved last year to begin detailed planning. The public involvement and comment process is an early part of the environmental review, which is now under way.

A similar few expressed concern that *a path would lead to an increase in crime or to a decrease in personal safety.* Statistics from similar trails tend not to support this view. In most cases, increased use leads to increased safety as more people are keeping an eye on things. The current proposals include caretaker cabins at two major trailheads. State Park

experience has been that volunteer hosts/caretakers can have a tremendously positive affect on reducing problems in parks. If the Eagle River community supports this project, and it appears that it does, a volunteer "trail watch" similar to the new program in Anchorage, might be worthwhile.

A like number suggested that *there were enough trails already and that the path was not needed*. The Chugach State Park Master Plan, the Eagle River Greenbelt Management Plan, and the Anchorage Trails Plan were all adopted with considerable public involvement. Each of these plans recommends similar trails. The population in the Eagle River valley will continue to grow as undeveloped lands adjacent to the greenbelt are subdivided and streets and houses built. Recreational demand will grow with the population. The Greenbelt will suffer as unofficial trails continue to be pushed in from all sides by residents.

A few expressed concern that *the path would reduce the wilderness quality of the valley*. Much of the undeveloped lands within the lower elevations in the valley are not part of the Greenbelt, but are privately owned. As this private land is developed into more housing, the wilderness quality of the valley is likely to be greatly reduced with or without a pathway project.

The following comments were heard once or twice:

Volunteers can help with maintenance. An excellent idea that we are already pursuing. Statewide, the Division of Parks has been using volunteers to do more with less funding. The current proposals include volunteer caretaker cabins at two major trailheads.

The path should be built with vision for the future, and not put cost-cutting first. Cost is only one part of the decision making process. The primary goal must be to build a path which serves the needs of the community. This means the path must be planned to connect to the surrounding neighborhoods; it also means that the trail must be well constructed for a maximum service life with minimum maintenance.

A pathway will increase illegal motorized use of the Greenbelt. Experience with similar trails elsewhere in the Anchorage area does not bear this out. Problems with motorized use on the Chester Creek trail, the Coastal Trail, and the Glenn and Seward Highway trails have been minimal.

The river will be polluted by increased use. Existing toilets at the Eagle River Campground, the Briggs Bridge Eagle River Access parking lot, the North Fork Access parking lot and the Nature Center are more than adequate for the anticipated use. Most of Chugach State Park is without trash pickup and is managed on a "carry it in, carry it out" basis. This has worked very well throughout the Park.

There will be trespass and noise intrusions on adjoining property. There obviously are already some problems associated with living on the edge of a popular and well-used

park. A developed path is likely to reduce some of the trespass problems by giving park users clear access and an easy and well-defined route into the park

The path should start at the campground and not on VFW Road. A trailhead at the campground is not readily accessible to the neighborhoods near downtown Eagle River and would encourage more people to drive to the trailhead. A trailhead at VFW Road would allow local residents to access the Greenbelt through the existing network of bike trails and sidewalks. A footbridge across the river from the campground is a high priority for the Eagle River/Chugiak Parks Board of Supervisors (March 8, 2004 resolution), the Eagle River Central Business District Revitalization Plan, and the Eagle River Chamber of Commerce.

Locate the path on the sunny side of the valley. Alternatives I and II are primarily located on the south-facing (sunny) slopes north of the river; Alternative III in partly on the north side and partly on the south (shady) side.

Parks will not be able to maintain another path. While it is true that State Parks has a limited maintenance budget, our research on maintenance of similar trails indicates that a properly constructed path will not require much maintenance. The current proposals include caretaker cabins at two major trailheads. State Park experience has been that volunteer hosts/caretakers can help reduce vandalism and can accomplish much of the minor maintenance in parks. A volunteer "trail watch" similar to the new program in Anchorage might also be worthwhile in helping reduce vandalism.

Build an unpaved path. This comment was heard more frequently in meetings than in written comments. The concern of the commenters has been to reduce the speed of users and to help keep the "feel" of the path more rural. While the funding source leans towards paved pathways, both Department of Transportation standards and Americans with Disabilities Act requirements can be met with a well-constructed and well-maintained compacted gravel surface. More regular maintenance may be required for an unpaved path.

We can't afford to build the path. The path would be constructed mostly with Federal Highway funds. Federal law requires that a percentage of these funds be dedicated to projects such as this.

The public was not given enough notice of the meetings. Notices were mailed to all Eagle River residences prior to each of the three open houses. Newspaper advertisements were also run in the Eagle River Star. Prior to each open house, presentations were also made to all three adjacent Community Councils, the Eagle River/Chugiak Parks Board of Supervisors, and the Chugach State Park Citizens Advisory Board.

The contractor will carelessly cause damage beyond his work area. Our project plans and specifications are very specific regarding what the contractor is required to do, and we have a project engineer or inspector on the site at all times the contractor is working, in part to prevent such problems.

Homeless people will move into the park along the path. Experience indicates that homeless people tend to camp in areas where services they may need are available. Experience also indicates that the increased use associated with a path or park facility tends to decrease the likelihood of people setting up long-term residential camps.

Trails are a valuable asset to the community. Studies indicate that trails and parks increase both the perceived "livability" of a community and the value of homes with access to these amenities.

Minimize impacts on adjoining neighborhoods by careful design. One of our goals is to improve access to the Greenbelt without adversely impacting the surrounding neighborhoods. Of course, continued development of private land adjacent to the Greenbelt will have impacts that Parks cannot prevent. Nonetheless, careful routing of the path and location of access is intended to minimize impacts of the path.

We need a bicycle/pedestrian crossing at Wal-Mart. This intersection is outside of the project area; concerns about this intersection should be directed to the Department of Transportation or the Municipality.

The path will cause an increase in poaching. Analysis by the Alaska Department of Fish & Game indicates that no increase in poaching would be expected because access to the likely poaching spots is already fairly easy.

Parks should build hiking trails at the Nature Center instead. This is not possible as the funding comes from the Federal Highway Administration strictly for transportation-related construction such as bicycle paths.

There should be no new facilities on VFW Road other than a trailhead. Although the intent of a trailhead at VFW Road is to encourage bicyclists and pedestrians to arrive without automobiles, increased parking may also be needed.

The cost of the path is feasible. The availability of Federal Highway Administration funding dedicated to enhancements and safety projects makes it feasible.

FRANK H. MURKOWSKI, GOVERNOR

550 WEST 7th AVENUE, SUITE 1340
ANCHORAGE, ALASKA 99501-3565
PHONE: (907) 269-8731
FAX: (907) 269-8917

DEPARTMENT OF NATURAL RESOURCES
DIVISION OF PARKS AND OUTDOOR RECREATION
DESIGN AND CONSTRUCTION

February 26, 2004

Re: Eagle River Greenbelt Access & Pathway

Sarah Wright, President
PO Box 772812
Eagle River, Alaska 99577

Dear Ms. Wright,

Thank you for letting us present the alternatives at your last meeting. Since then we have made some refinements. We found a oversight in the cost of Alternative II. The cost has been increased.

Enclosed for your use are copies of the current cost estimate. This estimate has been indexed upward to account for inflation to the year 2009. Please note that this cost estimate shows possible construction phases.

The *current* AMATS TIP has programmed \$2.5 million for construction in 2008, and \$3.0 million for construction in 2009. Please contact me if you need further information.

Sincerely,


Chuck Casper
Project Manager

Subject: Eagle River Greenbelt public and agency comments

Date: Mon, 05 Apr 2004 14:22:09 -0800

From: ken morton <ken_morton@dnr.state.ak.us>

To: dan_golden@dot.state.ak.us

Hi Dan.

Attached is a tally of written comments received to date on the 3rd stage of public involvement.

There were four alternatives presented to the public for comment, three different "build" alternatives and the "no build" alternative. Additionally, a number of people expressed support not for a specific "build" alternative, but for any "build" alternative. Thus there were actually five groups of comments, those favoring the "build" Alternative I, those favoring the "build" Alternative II, those favoring the "build" Alternative III, those favoring the "no build" Alternative IV, and those favoring any "build" alternative without preference.

By a very small number, Alternative II was the top choice, with support for each of the other four alternatives virtually equal to it. The significant observation is that the total number of comments favoring at least one of the "build" alternatives outnumbered comments favoring the "no build" alternative by a margin of four to one.

Many people had only a single comment, and some people had up to ten comments. Because of this, it would be impossible to count each comment as a "vote." Clearly, a person with ten comments should not have ten times as many "votes" as a person with one comment. In an attempt to provide a balanced view, in addition to just adding up the number of people who mentioned a given topic, I created a "weighted rating" column which divides each persons' comment by the number of major comments he/she made. Thus each person has only a total of "one" no matter how many separate topics concerned them. The purpose of asking for public comments, of course, is not to count "votes" but to gather information to help make a well-considered decision, but I thought it made for a useful comparison.

Also attached is a summary of the public and agency comments with our draft response, and the complete ADF&G comments with our draft responses inserted.

Thanks.

Ken Morton

 Feb 17 REVISED comments as of 3-23-04.xls	Name: Feb 17 REVISED comments as of 3-23-04.xls Type: Microsoft Excel Worksheet (application/vnd.ms-excel) Encoding: base64 Download Status: Not downloaded with message
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 <u>3-25-04 stage 3 comments.doc</u>	Name: 3-25-04 stage 3 comments.doc Type: WINWORD File (application/msword) Encoding: base64 Download Status: Not downloaded with message
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 <u>3-25-04 Response to ADF&G Comments.doc</u>	Name: 3-25-04 Response to ADF&G Comments.doc Type: WINWORD File (application/msword) Encoding: base64 Download Status: Not downloaded with message
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COULD NOT OPEN

RG

Concern	Weighted rating	Number of commenters	Alternative?	
	(Each commenter divided by # of his/her comments)	mentioning concern		
No environmental document to date	0.5	3.0	Alternative I	9
Flooding, erosion, wetlands, & soils will be problem	1.0	3.0	Alternative II	10
Spend money on education, fire protection, instead	1.9	6.0	Alternative III	9
Bear/human conflict likely, habitat encroachment	3.5	12.0	Alternative IV	9
DOT should build path along road	0.5	1.0		
Just build it	11.2	15.0	Any build alternat.	9
Prefer unpaved	0.5	1.0		
There will be increased crime, less personal safety	0.7	3.0		
Locate on sunny side	1.0	2.0	Second choice?	
Accessible to neighborhoods & schools	3.8	10.0	Alternative I	1
Can't maintain	0.3	1.0	Alternative II	5
Can't afford	0.3	1.0	Alternative III	
Lack of public notice	0.1	1.0		
Contractor will cause damage beyond work area	0.1	1.0		
Homeless people will move in	0.1	1.0		
Not needed	0.8	3.0		
Illegal motorized use will increase	0.2	2.0		
River will be polluted	0.2	2.0		
Trail quiet, scenic, natural setting, away from road	4.9	9.0		
Build it, but minimize habitat impacts	3.3	9.0		
Build it but minimize cost	2.3	5.0		
Improve safety along E.R. ROAD	2.8	5.0		
Use volunteers to help with maintenance	0.7	2.0		
Trails are valuable asset to community	0.2	1.0		
Minimize impacts on neighborhoods	0.5	1.0		
Need ped/bike crossing at Walmart	0.3	1.0		
There will be trespass and noise intrusions	0.4	2.0		
There will be no funding for maintenance	0.1	1.0		
There will be increased poaching	0.1	1.0		
No trailhead at VFW Road	0.4	2.0		
Build trails at Nature Center instead	0.1	1.0		
No facilities on VFW Road other than trailhead	0.5	1.0		
Cost is feasible	0.5	1.0		
Path would reduce wilderness quality	1.0	3.0		
Build trail with vision for future	2.0	2.0		

Letters with two signatures were counted as two identical sets of comments as there were multiple letters from single households.

Group comments

Eagle River/Chugiak Parks Board of Supervisors

Support Alternative 3
Highest priority is footbridge at Eagle River Campground

Eagle River Valley Community Council

Supports Alternative 1 as best compromise for community access and wi
Highest priority is from Briggs Bridge parking to North Fork parking.

Alaska Center for the Environment

Support 2/6/04 ADF&G recommendations
Site trail away from river to reduce bear conflicts.
Alternative 2 looks best; Alternative 3 possible w/ tweaking
Maintain most natural experience for trail and river users. Keep speeds d
Protect riparian habitat.

WRITTEN COMMENTS

Your input is an important element of this project. To ensure that your views are considered, we have provided this sheet for your convenience. If the space is not sufficient, feel free to include additional sheets. Also, please sketch ideas on the drawings on the tables.

**OPEN HOUSE
EAGLE RIVER GREENBELT
ACCESS AND PATHWAY
Project No. 55715
April 17, 2003 6:00 PM – 9:00 PM
Ravenwood Elementary School – Eagle River**

NAME (Please Print): ECLAINE THOMAS

ADDRESS: P.O. Box 1372 Eagle River AK 99577

PHONE NO.: 694-3387

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?)

I am a 26 year resident of Eagle River and at one time or another have hiked, jogged, canoed, cycled and thoroughly ^{enjoyed} the existing trails, waterways and state park areas in Eagle River valley. Most important to me would be to extend a bike trail (separated) from the highway to the ER Nature Center. Best would be along but separate from the E.R. road. I would also like to see interpretive panels, centers and signage where applicable. Also, I hope to see additional park personnel ^{hired} to manage & maintain the trail system.

Note: To mail, fold along solid lines on the back of this sheet and tape or staple so that the address shows. Comments should be received by May 16, 2003.

RCW 11-1-1-00

WRITTEN COMMENTS

Your input is an important element of this project. To ensure that your views are considered, we have provided this sheet for your convenience. If the space is not sufficient, feel free to include additional sheets. Also, please sketch ideas on the drawings on the tables.

OPEN HOUSE EAGLE RIVER GREENBELT ACCESS AND PATHWAY

Project No. 55715

April 17, 2003 6:00 PM - 9:00 PM

Ravenwood Elementary School - Eagle River

NAME (Please Print): DALE Bingham
ADDRESS: P.O. Box 1372 Eagle River, Alaska
PHONE NO.: 694-3387

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?)

My family + I use most of the municipal and state land trails of South Central Alaska and fully support the proposed Eagle River greenbelt access and pathway project.
Our #1 priority of the project is to have public access trails to and along the River corridor. This includes a constructed separated pathway adjacent to the Eagle River Road to the Eagle River visitor center. This would be a non-motorized pathway (paved) to support hikers, cyclist, walkers, roller blades, skiers, runners etc for year-round use.
Provide access spur trails to the river at approximately 15 destination points adjacent to the river corridors i.e. E.R. campground, Briggs Bridge, South Fork water falls, South Fork Access trail head (is a larger parking lot with a toilet), South Fork Confluence, North Fork confluence, The Allard Loop, cross-country wildlife viewing areas, PUC facilities, the Eagle River visitor center, and etc. Also, include natural history and interpret centers panels and signage. I include more non-motorized water access, and take-out facilities. Provide for Active Park Ranger management + operation.

Note: To mail, fold along solid lines on the back of this sheet and tape or staple so that the address shows.
Comments should be received by May 16, 2003.
THANKS!
Dale

Subject: Eagle River Greenbelt
From: BradMeiklejohn@aol.com
Date: Tue, 17 Jun 2003 16:17:37 EDT
To: chuck_casper@dnr.state.ak.us

Dear Chuck,

I am a resident of Hiland Road and make frequent use of the access point off Ken Logan Circle to the trails along the main Eagle River valley and the waterfalls on the lower Southfork. I use the Ken Logan access at least once per week in all seasons for biking, running, walking, bird watching, skijoring, mushroom gathering and berry picking. I understand that some residents in the area wish to close off this as a public access point and I think that is selfish and inconsiderate. I live against the park on Hiland Road, and while I could simply go out my backdoor to get to the park, I like to use a variety of access points.

The volume of traffic through the Ken Logan Circle access point is currently not at high levels, and in consideration of local residents perhaps this access point should not be considered a major point of entry but rather a community access point.

I do have a general concern about the construction of the Eagle River Greenbelt and its potential impacts on wildlife. The Eagle River valley is a major wildlife movement corridor between the park and the Fort Richardson lands. Rapidly expanding development on the north side of the Eagle River valley is reducing this wildlife corridor to a very thin strip. In general I am opposed to development of a major trail along the Eagle River because of the likelihood that this will cut off an important wildlife movement route. It may be possible to mitigate these impacts somewhat by constructing the trail entirely on the north side of the Eagle River and leaving the wilder south side unimpaired.

Sincerely,

Brad Meiklejohn
2727 Hiland Road
Eagle River, Alaska 99577

(907) 694-9060/9070fax

Subject: Re: FW: Requests for CD/information

Date: Wed, 23 Apr 2003 15:34:36 -0800

From: Bill Evans <bille@dnr.state.ak.us>

To: David and Cheryl McDonald <dcmcdonald@gci.net>

Cheryl,

I have the CD ready and I also printed up the South Fork Area air photos w/ MOA tax map (land ownership) overlay ready to drop off. I can drop them by possibly Thursday afternoon. - I have not been able to contact the Bird Point user group yet- I am still working on it. I will give you a call before heading out your way.
Bill Evans

David and Cheryl McDonald wrote:

> Will try it again!

>

> -----Original Message-----

> From: David and Cheryl McDonald [SMTP:dcmcdonald@gci.net]

> Sent: Thursday, April 17, 2003 9:37 PM

> To: 'Bill Evans'

> Subject: Requests for CD/information

>

> Bill,

> Thank you for your support and explaining so much to me. The South Fork committee really appreciated the pictures that you sent our way. The pictures were very informative and helpful. The committee is meeting again next Thursday.

> They would like to get a copy of the CD that you are putting together with all of the pictures. Second, you mentioned that you could get me the name and phone number of someone from the Bird Point group. I am home (most of the day) on Friday if you would like to call and let me know the status on the CD and if we can get a copy prior to Thursday next week.

>

> Thank you so much!

>

> Cheryl McDonald

> 622-7755

> Home e-mail: dcmcdonald@gci.net

Subject: reply- ap 27

Date: Thu, 01 May 2003 12:45:35 -0800

From: Bill Evans <bille@dnr.state.ak.us>

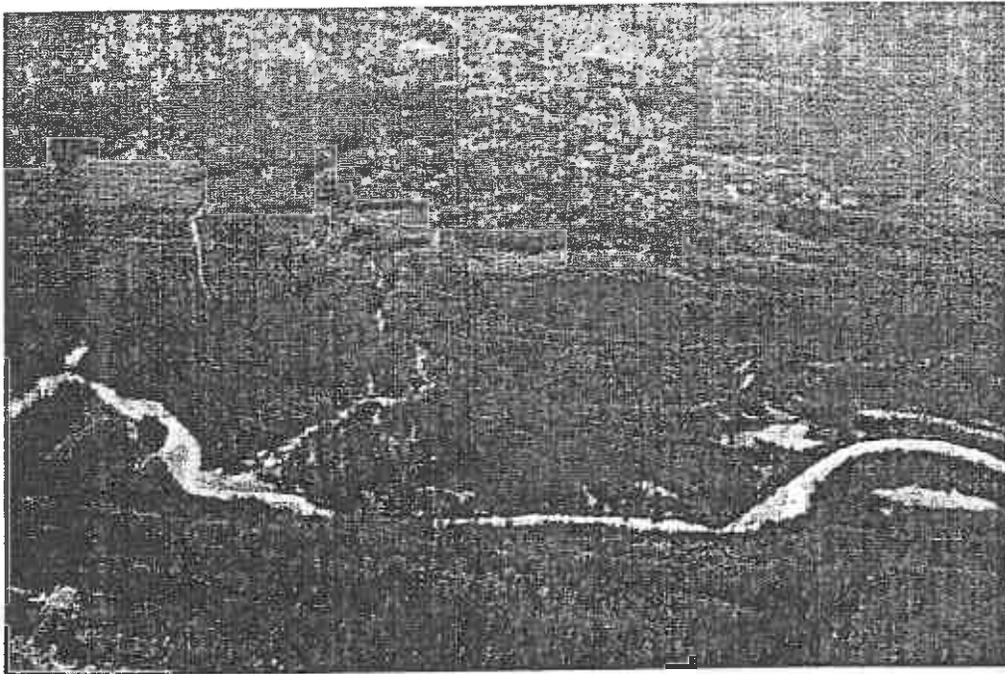
To: David and Cheryl McDonald <dcmcdonald@gci.net>

Cheryl,

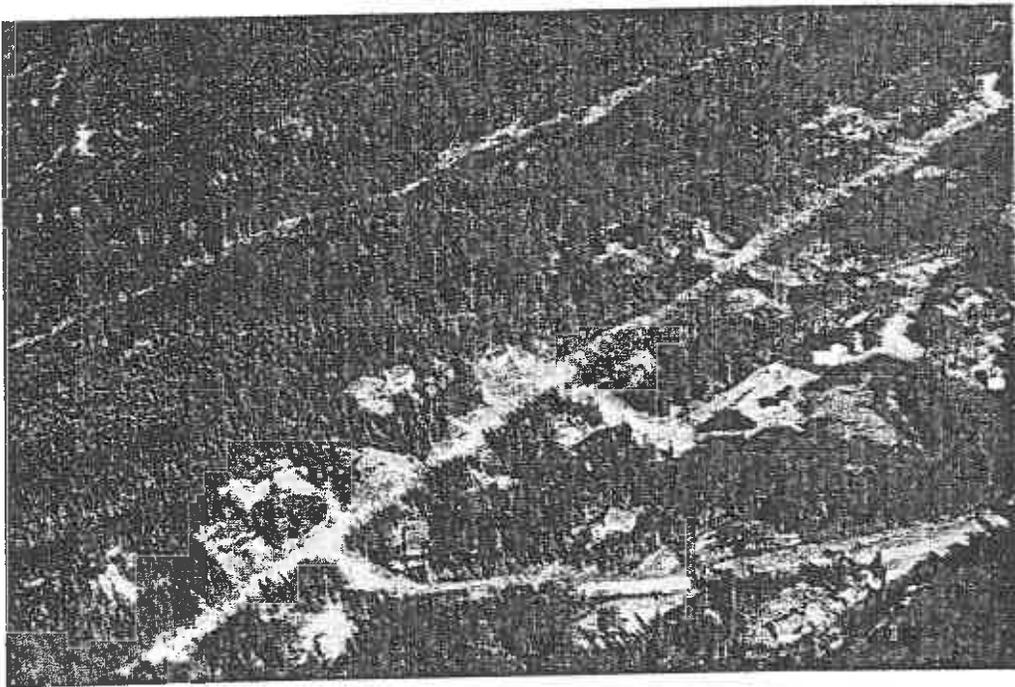
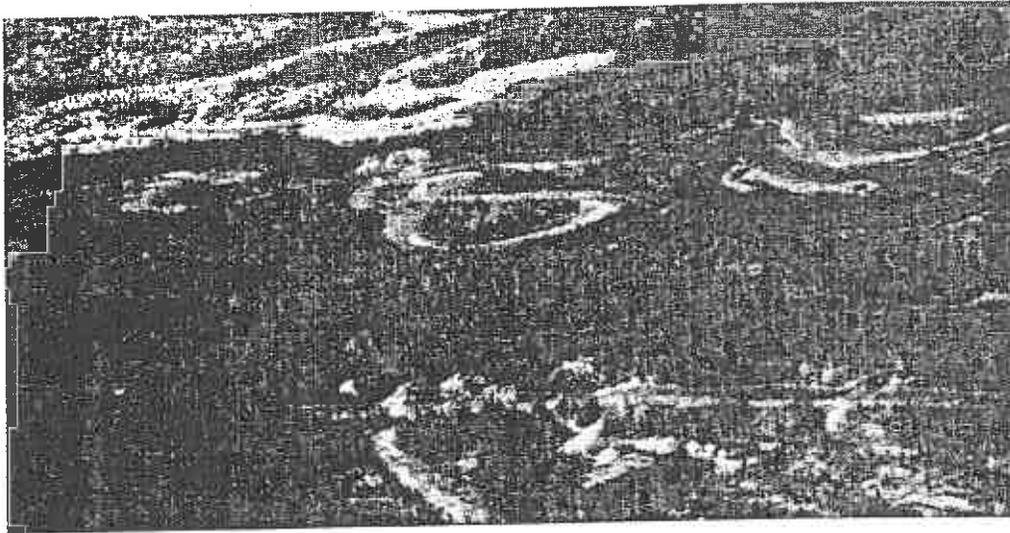
Hope all is well with you and your new family.

I will try and get you another copy of the 2 air photos / base map (overhead?) if that is what you would like? Or the Overview map (greenbelt boundary)? Yesterday I took new air photos of the area and I have another CD for your group. You can keep the two CDs.

The MOA Trail plan is a guide line for Parks to develop. We will analyze the plan and with public comments we will try to facilitate the plan that fits within the scope of this project. The MOA Trail plan map came with the Master Plan document.



South Fork



BILLE.

Subject: Re: Eagle River Greenbelt comment

Date: Wed, 30 Apr 2003 11:28:35 -0800

From: Chuck Casper <Chuck_Casper@dnr.state.ak.us>

To: wilsons@gci.net

CC: "Bill_Evans@dnr.state.ak.us" <Bill_Evans@dnr.state.ak.us>

thanks for the comments

we'll include it with all the others

wilsons@gci.net wrote:

Mr. Casper and Mr. Evans:

My two cents:<?xml:namespace prefix = o ns = "urn:schemas-microsoft-com:office:office" />

I would like to see any Eagle River Pathway tie in with existing trails, such as the trail along the Glenn Highway, Eagle River Camp Ground, and sidewalk/trails along Eagle River Road (vicinity Lions Park). This would make for trail "inter-connective ness" with existing trails in Anchorage, reduce auto/trail user conflicts, and maybe reduce parking problems if users can easily access the trail without the need to drive.

I once saw a trail plan created by a UAA civil engineer class that included a bridge across the Eagle River where a pervious bridge had once existed (near the Eagle River Campground). As I recall there is an existing trail, bridge abutments and old road beds in the area. A bridge crossing here could connect with the trail along the Glenn Highway near the landfill exit, near the Eagle River VFW Club or Gruenning Middle School. A bridge would provide non-motorized traffic another alternative to crossing Eagle River with out sharing with auto traffic. The bridge itself would probably become a destination to view the river, rapids and north side of the Eagle River valley.

These are my comments about I would like to see in the Eagle River Greenbelt. Thank you for the opportunity provide input.

Steve Wilson

10032 Baffin St.

Eagle River, AK

Chuck Casper P.E. <Chuck_Casper@dnr.state.ak.us>

Senior Project Manager

Alaska State Parks

Design & Construction Section

Subject: Re: Eagle River Greenbelt trail

Date: Wed, 30 Apr 2003 11:29:43 -0800

From: Chuck Casper <Chuck_Casper@dnr.state.ak.us>

To: James Aprea <JJA@owensturner.com>

CC: Bill_Evans@dnr.state.ak.us

thanks for the comments

we'll include it with all the others

James Aprea wrote:

Dear Gentlemen: I recently learned about the planned Eagle River trail. I live across the street from the Mile 7.4 North Fork parking lot, on Roop Rd. I'm writing to voice my opposition to the project. I object because it will turn what is now wilderness into another Tony Knowles Coastal Trail. The Coastal Trail is great, and I enjoy using it. In fact, I'm all for the extension. But Eagle River ain't Anchorage, at least not yet. And I'd like to keep it that way. That's why I moved there. I've hiked over to the two-track on the south face of the valley several times. It is already accessible -- for those who are willing to exert themselves a bit -- or have snowmachines. Building a full blown trail and virtually advertising it to the public will destroy the character of the whole valley, not to mention the inevitable environmental/wildlife impact, and increased fire danger. If you have a mailing list, please put me on it. My address is 27205 Roop Rd., Eagle River, Alaska 99577, phone 696-6811, e-mail: aprea@alaska.com. I'll see you at the next public meeting. Thanks for listening, Jim Aprea

Chuck Casper P.E. <Chuck_Casper@dnr.state.ak.us>
Senior Project Manager
Alaska State Parks
Design & Construction Section

Subject: ER Greenbelt Pathway

Date: Wed, 30 Apr 2003 11:39:57 -0800

From: Doug_Gibson@ak.blm.gov

To: bill_evans@dnr.state.ak.us

I recommend a pathway project which provides the least visual/physical impact to rafting/canoeing down Eagle River. This river is a very unique opportunity for watersport users. How many cities the size of Anchorage offer a similar experience. I consider Eagle River one of the jewels of the State Park and it should obviously be protected as much as possible. An other important, sometimes taken for granted, issue are the wildlife resources. Whatever is planned for the pathway should consider the unique importance of Eagle River to boating and wildlife and the pathway project should not disturb the experience of floating the river while enjoying the beauty of the State Park. Also I believe it makes sense to follow a route along the right bank (north side) of the river since that is where the people and the main road access is. I suggest a route from the state camping ground along the left bank (south side), crossing at the highway bridge to the right bank (north side) and following the north side to the ER Valley Nature Center. If you can't protect against impact to the the river use activities then I would be strongly against a pathway near the river. Instead I would recommend consideration of reestablishing the 'ol Iditarod trail where it can be reestablished. That river is too valuable a resource to be degraded or impacted by a careless pathway project.

As you may well know, there are wonderful, abundant and important wildlife resources in the Ship Creek drainage which need to be protected. I don't believe we need trails everywhere within the park. Users are already establishing and extending routes into the backcountry but I prefer and believe its generally more interesting to discover or plan your own routes. More experienced backcountry users don't need trails to enjoy the backcountry. Access and simple trails around the edges and a few limited trail through the park may be allowable but lets try to protect and limit access to some areas. Anyway, that's my approach.

Thanks Bill. Haven't seen you for quite awhile. I'm with BLM as an archaeologist.

Subject: Re: Eagle River Greenbelt Access and pathway

Date: Tue, 22 Apr 2003 08:39:16 -0800

From: Chuck Casper <Chuck_Casper@dnr.state.ak.us>

To: Carolyn Robison <crobison@alaska.net>

We don't have any alternatives developed at this time. At this stage we are doing a "reality check" to see if this is a good idea or not (the original proposal is from 1995). So far most of the comments have been favorable.

We will be having more public meetings in August to present alternatives, and more meetings in November to present even more refined alternatives.

Check the project webpage every so often to see what's new.

Carolyn Robison wrote:

- > Hello Chuck.
- > I am eager to see the development of the trail to the Eagle River Nature
- > Center move forward. I live in Eagle Crossing, Lot 29-9. I am
- > interested in a more detailed map for the proposed project and if it
- > would be easily accessible from my home.
- >
- > Thanks for your assistance.
- >
- > Carolyn Robison

Chuck Casper P.E. <Chuck_Casper@dnr.state.ak.us>
Senior Project Manager
Alaska State Parks
Design & Construction Section

Subject: Eagle River Greenbelt Pathway

Date: Thu, 17 Apr 2003 13:07:19 -0800

From: "Tim Cook" <tim@alaskaatvadventures.com>

Organization: Alaska ATV Adventures

To: <Bill_Evans@dnr.state.ak.us>

CC: <chuck_casper@dnr.state.ak.us>

Dear Mr. Evans,

I am sending this e-mail as a follow-up to our phone conversation 4/17/03.

I would like to be kept up to date and voice my ideas as the plan for the Eagle River greenbelt evolves.

If the planners find that the trail would help with fire suppression and monitoring and would be built similar to the Eklutna Lake trail it would work very well for all users as a multiuse trail for hikers, bikers, ATV's and Snowmachines.

To be fair, since funds from motorized user's will be used to construct the trail it can be no other way. Anchorage has over 100 miles of hiking and ski trails and almost no controlled use areas for ATV's and snowmachines.

Over the last 10 years ATViing has become a large family activity and allows people with limited physical abilities a chance to enjoy the outdoors. These people have been overlooked by city trail planners.

People who are against the Greenbelt trail are overlooking one thing. Eagle River Valley is populated and continues to be built up. Now for safety reasons it needs to be controlled and monitored. The Greenbelt trail will serve this vital propose.

Thank You for allowing me to voice my options,

Tim Cook

17023 Kantilhna Dr.

Eagle River, Alaska

99577

694-1521

tim@alaskaatvadventures.com

Subject: Eagle River Greenbelt Pathway

Date: Thu, 17 Apr 2003 13:07:19 -0800

From: "Tim Cook" <tim@alaskaatvadventures.com>

Organization: Alaska ATV Adventures

To: <Bill_Evans@dnr.state.ak.us>

CC: <chuck_casper@dnr.state.ak.us>

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To be fair, since funds from motorized user's will be used to construct the trail it can be no other way. Anchorage has over 100 miles of hiking and ski trails and almost no controlled use areas for ATV's and snowmachines.

Over the last 10 years ATVing has become a large family activity and allows people with limited physical abilities a chance to enjoy the outdoors. These people have been overlooked by city trail planners.

People who are against the Greenbelt trail are overlooking one thing. Eagle River Valley is populated and continues to be built up. Now for safety reasons it needs to be controlled and monitored. The Greenbelt trail will serve this vital propose.

Thank You for allowing me to voice my options,
Tim Cook
17023 Kantilhna Dr.
Eagle River, Alaska
99577
694-1521
tim@alaskaatvadventures.com

Subject: Re: Iditarod trail research in your greenbelt trail area

Date: Thu, 17 Apr 2003 12:03:58 -0800

From: dfgwolfe@gci.net

To: Chuck Casper <Chuck_Casper@dnr.state.ak.us>

The trail segment I have found on the ground, as well as all documentation I have seen show the trail on the North side of Eagle River, except for the small segment at the base of Crow Pass near the roadhouse. There is still a small window of time this spring while the ground is somewhat frozen and before leaf-out that we could walk and see what I have found, if you are interested. It is a lot easier to do now than late April/May. Hope to see you tonite.

-Dave

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-----CE690C31E046071A94954DCB
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

Thanks for the tip! The maps at the Office of History and Archaeology show the Iditarod trail on the North side of the River. Our Park Ranger who works the Eagle River area found an old map of the "gold district" that shows the Iditarod trail on South side of the river. We haven't contacted BLM yet, but it is on our list of things to do. I'll add researching the old USGS maps to our list.

Dave Wolfe wrote:

> Dear Mr. Casper; I hope to make the mtg Thursday at Ravenwood, but
> regardless would like to meet with you at some point to convey where I
> have found the Iditarod trail along Eagle River near Southfork mouth.
> I also know it was marked on USGS 1:63360 Quads of the area prior to
> 1957, but cannot find any of those maps any more (can you?). I have
> found some documentation on the internet. I have walked what I have
> found with BLM (historic trail coordinator) and they indicated at the
> time that there may be some funding available for signage if a trail
> were to be created near the historic alignment. You can reach me,
> Dave Wolfe, at 277-4847 or by return email.

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<br>Thanks for the tip!&nbsp; The maps at the Office of History and Archaeology  
show the Iditarod trail on the North side of the River.&nbsp; Our Park  
Ranger who works the Eagle River area found an old map of the "gold district"  
that shows the Iditarod trail on South side of the river.&nbsp; We haven't  
contacted BLM yet, but it is on our list of things to do.&nbsp; I'll add  
researching the old USGS maps to our list.
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<p>Dave Wolfe wrote:
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<blockquote TYPE=CITE><style></style>
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<font face="Arial"><font size=-1>Dear
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Mr. Casper;</font></font><font face="Arial"><font size=-1>I hope to make  
the mtg Thursday at Ravenwood, but regardless would like to meet with you  
at some point to convey where I have found the Iditarod trail along Eagle  
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Quads of the area prior to 1957, but cannot find any of those maps any  
more (can you?).&nbsp; I have found some documentation on the internet.&nbsp;  
I have walked what I have found with BLM (historic trail coordinator) and  
they indicated at the time that there may be some funding available for  
signage if a trail were to be created near the historic alignment.&nbsp;  
You can reach me, Dave Wolfe, at 277-4847 or by return  
email.</font></font></blockquote>
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Subject: Re: Iditarod trail research in your greenbelt trail area

Date: Wed, 16 Apr 2003 10:08:27 -0800

From: Chuck Casper <Chuck_Casper@dnr.state.ak.us>

To: Dave Wolfe <dfgwolfe@gci.net>

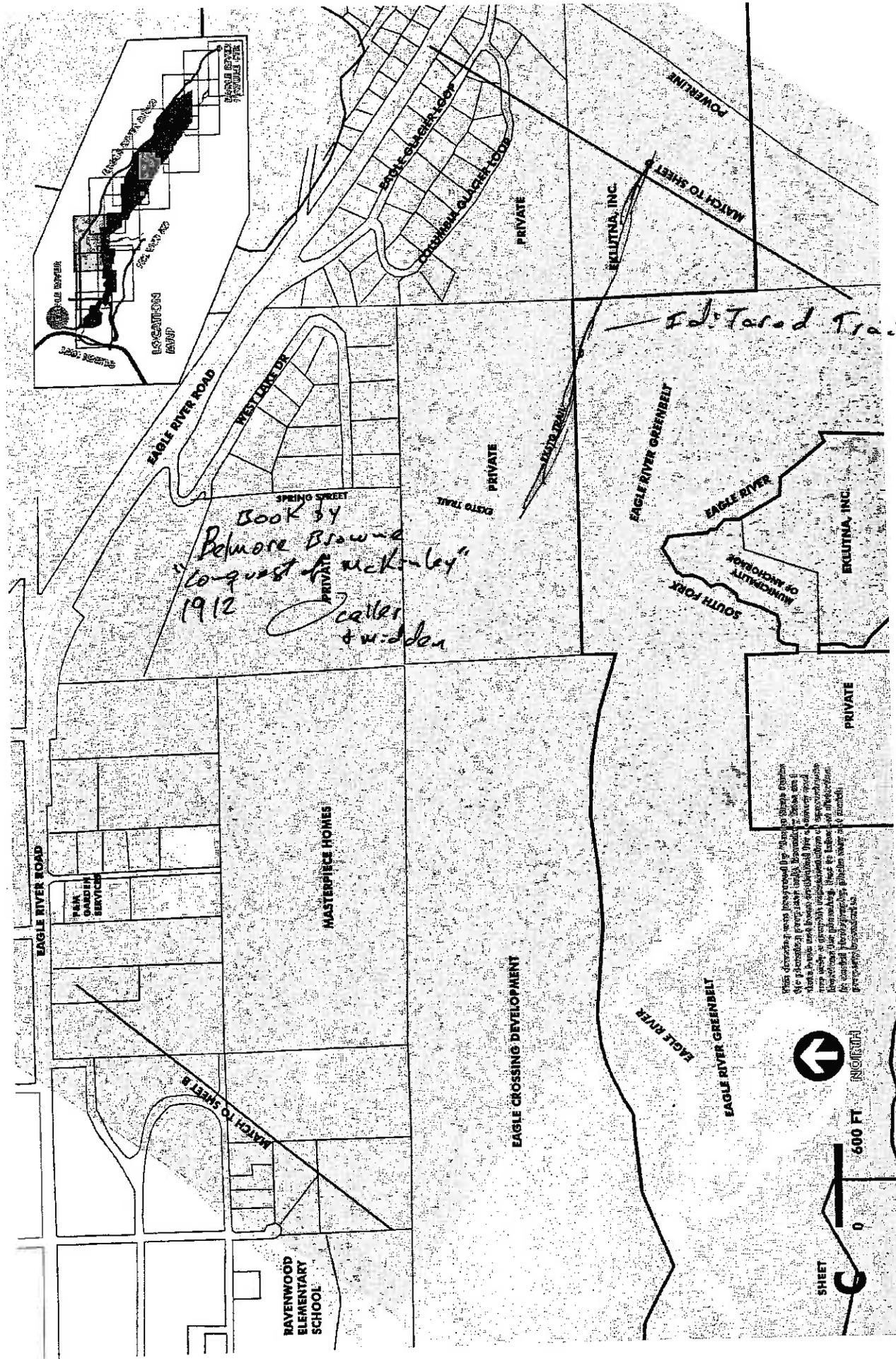
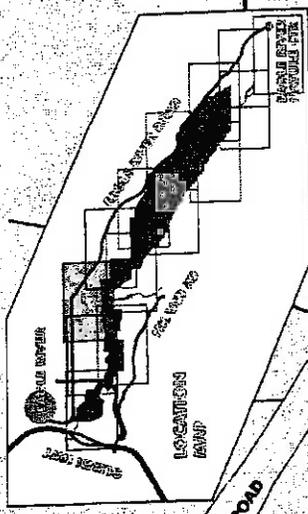
BCC: Bill Evans <bill_evans@dnr.state.ak.us>,
Christopher M Wolpert <chris_wolpert@dnr.state.ak.us>,
Kenneth V Morton <ken_morton@dnr.state.ak.us>,
Thomas V Crockett <thomas_crockett@dnr.state.ak.us>,
Jerome E Lewanski <jerry_lewanski@dnr.state.ak.us>

Thanks for the tip! The maps at the Office of History and Archaeology show the Iditarod trail on the North side of the River. Our Park Ranger who works the Eagle River area found an old map of the "gold district" that shows the Iditarod trail on South side of the river. We haven't contacted BLM yet, but it is on our list of things to do. I'll add researching the old USGS maps to our list.

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Chuck Casper P.E. <Chuck_Casper@dnr.state.ak.us>
Senior Project Manager
Alaska State Parks
Design & Construction Section



Book by
Belmore Browne
"Quest for the
1912
Carter
& Widdon

Dotted Trail

This document was prepared by Eagle River Mountain
City Planning Department. It is intended to show the
location of the proposed trail. It is not intended to
show any other property boundaries or easements.
It is intended to show the location of the proposed
trail only. It is not intended to show any other
property boundaries or easements.



SHEET C

Subject: Re: Eagle River Greenbelt Project

Date: Wed, 16 Apr 2003 10:58:12 -0800

From: Chuck Casper <Chuck_Casper@dnr.state.ak.us>

To: Allison Erickson <allison@oasisenviro.com>

CC: 'Erickson Jeff' <Jeff.Erickson@HCAHealthcare.com>

BCC: Bill Evans <bill_evans@dnr.state.ak.us>,
Christopher M Wolpert <chris_wolpert@dnr.state.ak.us>,
Kenneth V Morton <ken_morton@dnr.state.ak.us>

Maintenance and operations is a big concern here at Parks. Many of our staff feel that we currently do not have enough funding to manage our existing facilities. Adding new facilities would only make matters worse. With that said, we have other staff that think there is enough demand to warrant a new pathway in the Greenbelt. We have a wide variety of opinions within our organization. I'm sure that the public will also have a wide variety of opinions. By doing a lot of public involvement we hope to find out what the issues are and use the information to guide us to a rational decision.

We usually determine the minimum level of service that we will provide at a facility during our site planning process. For budgetary reasons we are removing trash cans in many parks and enforcing a "pack out what you pack in" policy. I suspect that a new trailhead at South Fork would have parking for somewhere between 5 to 20 cars, a toilet, periodic law enforcement, and maintenance as necessary. This is just speculation on my part. Personally, I'm concerned about placing a trailhead in what appears to be prime bear habitat.

The amount of active management usually depends upon the site. Busy sites may have an on-site caretaker and a Park Ranger that visits daily. Sites with little use and/or few problems may have a Park Ranger visit for a 1/2 hour per week. Also the amount of management can go up or down depending on amount of funding budgeted by the legislature.

You can help us by being involved throughout the process. We are currently trying to find out what the issues are, and we will need comments in the future when we develop alternatives. The South Fork Community Council has a subcommittee to address this project. That is another way to be involved.

PS: Usually we design our facilities to be low maintenance.

Allison Erickson wrote:

Hello Chuck, Thanks much for maintaining a web page to keep us posted on the status of the Eagle River Greenbelt Project. I am a resident of the Riverview Estates Community, and have some concerns about placement of a trailhead at the proposed waterfall site. I attended the most recent meeting at the Hiland Road Community Council Meeting, and would like to echo the concerns listed during that forum, including maintenance budgets, vandalism, waste management, noise management, increased traffic to the area, human/wildlife encounters, and others. I did have one specific question during that meeting, and I would like to get some additional information on how that will be addressed as the plans for this trail go forward. The plan appears to address (or will be developed to address) specific items as they relate to the planning and construction of the trail. However, a major concern of the residents and trail users will be the upkeep and maintenance of the trail. This includes refuse management, lavatory facilities, lighting (if applicable), fire control,

general policing of the area, and public safety. How do these ongoing maintenance issues get addressed? While I understand that the operations budget cannot be secured, is there a place in the planning process for establishing future operations criterion that must be met? Thank you for your time. I appreciate any input that you can give! Have a great day!

Allison J. Erickson 7444 Waterfall Drive Eagle River, AK 99577
allison@oasisenviro.com

Chuck Casper P.E. <Chuck_Casper@dnr.state.ak.us>
Senior Project Manager
Alaska State Parks
Design & Construction Section

Subject: Re: sp000197

Date: Tue, 22 Apr 2003 15:24:01 -0800

From: Chuck Casper <Chuck_Casper@dnr.state.ak.us>

To: "Brewer, Andrew W POA02" <Andrew.W.Brewer@poa02.usace.army.mil>

We are currently scouting around to find all of the existing trails.

If the project does happen, it will probably use existing trails as much as possible to minimize environmental impact and to keep the cost down.

"Brewer, Andrew W POA02" wrote:

Gentlemen:

There seems to be some discrepancy between the plat as shown on this DNR link and the overall map on your web page for Section 21. Maybe it's intentional maybe not. There's more than one trail in this area. The main east-west trail does connect thru as shown on the DNR link below. The overall map shows the trail ending at the base of the 2 in the section number 21. The trail you're showing thru the middle part of 21 (on the overall map) is a lesser used trail that does connect up to the old easement; I call it the "bear trail" because of the heavy bear traffic during the summer. Maybe it's not important at this point, but I thought I'd mention it since I hike around this area daily and ski it in the winter, and even though no lines have been drawn yet...preliminary lines have a way of becoming final. There's a lot of interest in what happens in our neighborhood.

thanks,

andrew

http://www.dnr.state.ak.us/kodiak/gis/raster/plats/from_cd/july2000/sp000197.pdf

<<sp000197.url>>

Chuck Casper P.E. <Chuck_Casper@dnr.state.ak.us>
Senior Project Manager
Alaska State Parks
Design & Construction Section

Subject: Re: Eagle River Greenbelt Access Pathway Question

Date: Tue, 22 Apr 2003 08:46:30 -0800

From: Chuck Casper <Chuck_Casper@dnr.state.ak.us>

To: fixer@gci.net

We don't have any alternatives developed at this time. At this stage we are doing a "reality check" to see if this is a good idea or not (the original proposal is from 1995). So far most of the comments have been favorable.

We will be having more public meetings in August to present alternatives, and more meetings in November to present even more refined alternatives.

Check the project webpage every so often to see what's new.

fixer@gci.net wrote:

> Mr. Casper,

>

> I have a quick question for you regarding the ER Greenbelt Project. I have been reviewing the map

> at the Department of Natural Resources Website and have been unable to determine from the map and

> the accompanying documents whether the proposed trail will be coming near Trail Bay Drive in Eagle River. Would you be able to tell me if this is currently planned and if so what the approximate location planned is (i.e. at the bluffs). Thank you.

>

> Charles Hamby

> 19322 Trail Bay Dr.

Chuck Casper P.E. <Chuck_Casper@dnr.state.ak.us>

Senior Project Manager

Alaska State Parks

Design & Construction Section

Subject: Eagle River Greenbelt Access and Pathway Project

Date: Fri, 25 Apr 2003 13:37:44 -0700

From: "Celeste M. McEwan" <cmmcewan@psfinc.com>

To: <Chuck_Casper@dnr.state.ak.us>

CC: <cmmcewan@pobox.mtaonline.net>

Please add to your list of interested parties for mailings and email notifications:

Celeste and Curt McEwan
17353 Yellowstone Drive
Eagle River, AK 99577-9016
(907) 622-5474
Fax (907) 622-5478
<mailto:cmmcewan@pobox.mtaonline.net>

Thank you.

Celeste McEwan

WRITTEN COMMENTS

Your input is an important element of this project. To ensure that your views are considered, we have provided this sheet for your convenience. If the space is not sufficient, feel free to include additional sheets. Also, please sketch ideas on the drawings on the tables.

OPEN HOUSE EAGLE RIVER GREENBELT ACCESS AND PATHWAY

Project No. 55715

April 17, 2003 6:00 PM – 9:00 PM

Ravenwood Elementary School – Eagle River

NAME (Please Print): FLAINE HEDDEN
ADDRESS: 18207 N. Parkview Terrace Lp.
PHONE NO.: 622-1360

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?)

I'm originally from Colorado. There are extensive trails in Colo. mostly funded from the state lottery & state income tax. This is a beautiful dream, but will require more than volunteers and donations. If this dream becomes a reality please consider making it as handicap accessible as possible. And if you need volunteers, call me. Good luck!

Note: To mail, fold along solid lines on the back of this sheet and tape or staple so that the address shows. Comments should be received by May 16, 2003.

Subject: Re: ER Greenbelt Pathway

Date: Thu, 01 May 2003 11:16:02 -0800

From: Bill Evans <bille@dnr.state.ak.us>

To: Doug_Gibson@ak.blm.gov

Doug,

Thanks for the comments, we will include it with all the other comments. I agree with you that Eagle River is an unique area and the wildlife is also important to maintain or enhance / protect habitat. One thing we all need to remember that most if not all the uplands is in private hands on the north and south side and could be developed as residential up to the greenbelt boundary. Right now there is a large percentage of undeveloped uplands that will have house on it in the future. It is sad but I think if we can some how get a green way pathway between the houses and the lowlands it would provide access for everyone. Right now we are analyzing the existing use patterns and uplands / useable lands and access. I hope I will be able to see you at the next series of meeting in August - Nov.. 2003 or on the river this summer. BillE.

Doug_Gibson@ak.blm.gov wrote:

> I recommend a pathway project which provides the least visual/physical
> impact to rafting/canoeing down Eagle River. This river is a very unique
> opportunity for watersport users. How many cities the size of Anchorage
> offer a similar experience. I consider Eagle River one of the jewels of
> the State Park and it should obviously be protected as much as possible.
> An other important, sometimes taken for granted, issue are the wildlife
> resources. Whatever is planned for the pathway should consider the unique
> importance of Eagle River to boating and wildlife and the pathway project
> should not disturb the experience of floating the river while enjoying the
> beauty of the State Park. Also I believe it makes sense to follow a route
> along the right bank (north side) of the river since that is where the
> people and the main road access is. I suggest a route from the state
> camping ground along the left bank (south side), crossing at the highway
> bridge to the right bank (north side) and following the north side to the
> ER Valley Nature Center. If you can't protect against impact to the the
> river use activities then I would be strongly against a pathway near the
> river. Instead I would recommend consideration of reestablishing the 'ol
> Iditarod trail where it can be reestablished. That river is too valuable a
> resource to be degraded or impacted by a careless pathway project.

>
> As you may well known, there are wonderful, abundant and important wildlife
> resources in the Ship Creek drainage which need to be protected. I don't
> believe we need trails everywhere within the park. Users are already
> establishing and extending routes into the backcountry but I prefer and
> believe its generally more interesting to discover or plan your own routes.
> More experienced backcountry users don't need trails to enjoy the
> backcountry. Access and simple trails around the edges and a few limited
> trail through the park may be allowable but lets try to protect and limit
> access to some areas. Anyway, that's my approach.

>
> Thanks Bill. Haven't seen you for quite awhile. I'm with BLM as an
> archaeologist.

Subject: [Fwd: Eagle River Greenbelt Pathway]

Date: Mon, 05 May 2003 12:44:12 -0800

From: Chuck Casper <Chuck_Casper@dnr.state.ak.us>

To: Bill Evans <bill_evans@dnr.state.ak.us>

did you send her a response?

----- Original Message -----

Subject: Eagle River Greenbelt Pathway

Date: Thu, 1 May 2003 13:45:27 -0800

From: "Martin_Barbara" <Martin_Barbara@asdk12.org>

To: "Bill Evans (E-mail)" <bill_evans@dnr.state.ak.us>

CC: "Chuck Casper (E-mail)" <chuck_casper@dnr.state.ak.us>

This is in response to a card that I received in the mail about the Eagle River Greenbelt Pathway open house. I did not read the card until after the meeting so I wanted to let you know that my husband and I have lived in the valley since 1984 and do an extensive amount of walking and hiking in the valley. We would both prefer that the greenbelt stay UNDEVELOPED. With all the new building going on, it is nice to have all possible land stay natural and it would save money and keep the property taxes from going up more than they already have. Thank you,

Barbara and Gary Martin

PO Box 773607

Eagle River, AK 99577

Subject: Re: Eagle River Greenbelt Access and Pathway ... Comments

Date: Wed, 30 Apr 2003 11:30:53 -0800

From: Chuck Casper <Chuck_Casper@dnr.state.ak.us>

To: "Devine, William K." <DevineWK@alyeska-pipeline.com>

thanks for the comments

we'll include it with all the others

"Devine, William K." wrote:

- > Chuck,
- > I have lived in Eagle River for 23 years, my home is located about half way
- > up ER Valley. I am overwhelmingly in support of this project. We have needed
- > a project like this for years. I work out of town and was unable to attend
- > the public comment meetings in town. I have floated the length of the river
- > to the campground for years and have had only one bear encounter in the area
- > of the 7.5 mile access trail. There is a griz that likes that area. The
- > one concern I may have is that people walking there dog on the trail be
- > required to clean up after them in some way, the 7.5 mile access trail gets
- > to be a real obstacle course during the winter and spring melt, if you smell
- > my drift.
- > Overall this is wonderful news and I am looking forward to following the
- > projects progress.
- > Thanks
- > William Kent Devine - wdevine@gci.net

Chuck Casper P.E. <Chuck_Casper@dnr.state.ak.us>
Senior Project Manager
Alaska State Parks
Design & Construction Section

Subject: Re: Eagle River Greenbelt Pathway

Date: Wed, 30 Apr 2003 11:30:35 -0800

From: Chuck Casper <Chuck_Casper@dnr.state.ak.us>

To: tnmurf@gci.net

thanks for the comments

we'll include it with all the others

tnmurf@gci.net wrote:

> This concept would be a great idea. Fantastic, except for one thing: money. I see reading the information provided that most of the money is coming from the feeral government. But there is still an amount that will need to come from the state coffers. With all the cuts and issues surrounding our present state of financial affiars here in Alaska, we need to forgo spending more money on trails.

>
> The governor is proposing cuts in eduaction, adding user feed, etc. Noew we want to spend more money on building another trail. Add to that comments that show up in the news about the inability to maintain existing trails. Doesn't matter whether they are muiciapl trails or state trails it still takes money. Lets prioritize first. WHen we do I think that most people will see that a trail sits a little lower on the list than education, existing facilities, longevity bonuses, etc.

>
> The trail wehn built would go right past my home. The would be great and I and my family would definately be users. However, I want to wait until our state's money woes are eliminated first.

>
> Thank you for your time. I could not make the public forums because I work on the Slope. Hopefully this will help. I felt that my voice needed to be heard.

>
> Take care,

>
> Terry Murphy
> Eagle River, Alaska
> 907-622-1253
> tnmurf@gci.net

Chuck Casper P.E. <Chuck_Casper@dnr.state.ak.us>
Senior Project Manager
Alaska State Parks
Design & Construction Section

Subject: Re: Eagle River Greenbelt Access

Date: Wed, 30 Apr 2003 11:30:07 -0800

From: Chuck Casper <Chuck_Casper@dnr.state.ak.us>

To: Ron & Carol Silva <silcom2000@hotmail.com>

thanks for the comments

we'll include it with all the others

Ron & Carol Silva wrote:

I support strongly a multi use system and will be following this development closely as an avid runner, biker and naturelover. As a long time Eagle River resident, it will be a welcome addition, with the proper input and planning, and make it so much nicer and available to all the community. thank
you Carol Silva

Chuck Casper P.E. <Chuck_Casper@dnr.state.ak.us>
Senior Project Manager
Alaska State Parks
Design & Construction Section

Subject: Re: Eagle river to Nature Center trail

Date: Fri, 25 Apr 2003 09:27:38 -0800

From: Chuck Casper <Chuck_Casper@dnr.state.ak.us>

To: Hanson Christine Civ 3WG/MO <Christine.Hanson@elmendorf.af.mil>

I noticed your address is in Eagle River.

For our open house we paid a service to mail postcards to every residence in the Eagle River zip code announcing the open house.

(And we advertised in the Anchorage and Eagle River newspapers.)

Do you recall getting a postcard?

I'm concerned that if the postcards are not getting to everyone, then I may have to use a different service for the future mailings.

Hanson Christine Civ 3WG/MO wrote:

- > Sir,
- > I am very much in favor of the trail and I just found out about it and would
- > have attended the meetings had I known about them.
- > Found out by surfing the web for something else.
- > Christine Hanson
- > 20321 Raven Dr
- > Eagle River, AK 99577

Chuck Casper P.E. <Chuck_Casper@dnr.state.ak.us>
Senior Project Manager
Alaska State Parks
Design & Construction Section

Subject: Re: ER greenbelt

Date: Wed, 16 Apr 2003 09:51:00 -0800

From: Chuck Casper <Chuck_Casper@dnr.state.ak.us>

To: Wheeler_Gary <Wheeler_Gary@asdk12.org>

This project can't supply a set aside for annual maintenance on the Eagle River Road, or the pathway. The funding source will provide funds for design and construction as long as we agree to provide maintenance.

I'm not even sure who does maintenance on the road; State or Muni? Usually maintenance money for roads (and everything else) is appropriated on a year by year basis. It's a political process that requires community input to assure that all the needs are understood.

As far as pullouts on the Eagle River Road, that might be better addressed by the rehabilitation project that DOT is designing right now. They are going to upgrade the Eagle River Road in the next couple of years (several years before this project could be built).

Even if the pathway project never happens I suspect that in the future there will increased traffic on Eagle River Road due to increased residential housing. A surprising amount of land that looks green and wild is actually privately owned.

Wheeler_Gary wrote:

> Thanks for your quick reply. I know you are a busy guy!
> I would like to volunteer to help shape this plan from its inception. I am a teacher at Gruening and use the Nature Center trails almost daily. I also volunteer there in the Summer. A trail in the valley is greatly needed for safety and access as long as it meets the needs of the valley residents before 'outer' influences. My neighbors have voiced concerns over increased traffic on ER Road. Tour buses, RV's and the like. Is there a contingency for annual maintenance for the road on which we drive everyday? What about pullouts for 'rubber-neckers'? I want to see a project that has as little negative effect on the valley as possible. Trying to keep it as close to 'wild' as possible. I also believe that the residents at the end of the road have differing opinions than those of residents closer to Wal-Mart.

> Thanks again and keep up the good work!

> Gary

>

>

>> -----

>> From: Chuck Casper
>> Sent: Monday, April 14, 2003 1:41 PM
>> To: Wheeler_Gary
>> Subject: Re: ER greenbelt

> >

> > <<File: Chuck_Casper.vcf>>

> > Gary,

> >

> > Future meetings will be posted on our website. Look for Special Notices, then Eagle River Greenbelt, and then Public Involvement Plan.

> > We will update it often so please check it frequently.

> >

> > There has been a lot of discussion within Parks of whether the trail should be paved or not, or some portions paved and others not.

> > The funding source is Federal Highways, and the intent of the funding is for a shared-use pathway (bicycles and pedestrians).

> > The bicycle standards, and standards for disabled accessibility, favor a hardened surface. We still need to research what

> > exceptions can be made. Would a hardened surface and gravel shoulders be acceptable you?

> >

> > In short, there a wide spectrum of opinions among our staff. I suspect that the public has a wide spectrum of opinions also.

> > By doing a lot of public involvement we hope to find out what the issues are and use the information to guide us as we proceed.

> >

> > Look forward to seeing you Thursday.

> >

> > Chuck

> >

> >

> > Wheeler_Gary wrote:

> >

> > Dear Sir,

> > I appreciate the effort that goes into this public process. I also am in favor of the 'right' pathway for our valley. I live at mile 10 and would very much like a trail that I can run and ski on without having to fight with cars on the road or snowmachines on the powerline trail that parallels the road. I received a postcard recently about the meeting at Ravenwood but did not know about the previous meetings. I would like to be more involved in creation of the final project. How do I better find out about future meetings? I have already book marked the sight and look forward to meeting you this Thursday.

> > Is this going to be paved trail? My hopes are that the trail is gravel. This would be easier to maintain and still have some 'wilderness' appeal. I do not want to see lights along the trail (ala Russian Jack). This would just add light pollution to our valley. Is this going to happen? Or is this just development of a plan in case the need or money arises in the future?

> > Thanks and keep up the good work!

> > Gary Wheeler

> > 31130 Kuparuk Ave.

> > *694-2350
> >
> >

Chuck Casper P.E. <Chuck_Casper@dnr.state.ak.us>
Senior Project Manager
Alaska State Parks
Design & Construction Section

Subject: Re: ER Greenbelt Project

Date: Thu, 17 Apr 2003 13:12:16 -0800

From: Chuck Casper <Chuck_Casper@dnr.state.ak.us>

To: Mark Sorvoja <msorvoja@gci.net>

We're looking for any type of input from anybody. All input is an important element of the process. Your comments will not be dismissed. We have a wide variety of opinions within our organization, and I'm sure that the public will have a wide variety of opinions. Our job is to take into account all of the viewpoints, and issues, and arrive at a balanced decision.

We are still early in the process. We will have more meetings when we get further along. The subcommittee that the South Fork Community Council formed is a good way to stay involved.

Mark Sorvoja wrote:

Dear Chuck,

I will not be able to attend your Open House on Thursday night, but would like to provide my input based upon what I know about the project. My husband, young daughters and I have lived in the Riverview subdivision for eight years, and are strongly opposed to providing access through this neighborhood. I hope that you will not dismiss my input at this point, but will read further. I have two major concerns. First, the roads in this neighborhood are steep and not conducive to anything but residential traffic. I do not let my oldest child venture anywhere near the road because the current traffic conditions are dangerous enough. Adding tourist traffic will completely change the nature of this neighborhood, creating a great deal more noise and danger to the children and residents who travel by bike and foot. I believe that the terrain is not suited for any sort of increase in traffic beyond residential.

Fire danger has always been an enormous concern to anyone who lives here. As you know, the falls area of the South Fork is in a canyon *below* our residential area. Should a fire begin there, it could travel uphill with great speed and endanger most homes in this area. Before any homes were constructed on River Park Circle, the adjacent upper falls area was a teen hangout and firetrap. Teens were building bonfires in the street, on private property, and anywhere else they could manage. I am convinced that the vigilance of local residents was all that prevented this area from going up in flames. Putting a public access directly below a neighborhood in fire-prone forest would be poor planning.

I am not opposed to opening up the river area. I do, however, believe that the rights of property owners who may be affected should take precedence over all else. I have never, in my eight years here, heard the public clamoring for more access to the state park in this area. It would be nice to preserve the rural quality of this area, rather than suburbanizing every area within the municipality. We moved here primarily because of the peace and privacy that this area affords. Please don't take that away from us.

Sincerely,

Carolyn Sorvoja

694-3085

Subject: Re: Eagle River Greenbelt Access Pathway Question

Date: Tue, 22 Apr 2003 11:11:46 -0800

From: Chuck Casper <Chuck_Casper@dnr.state.ak.us>

To: fixer@gci.net

Construction has been penciled in somewhere beyond 2006. The funding is from the Federal Highway Administration (Transportation Enhancement category).

Budget for maintenance and operations is a big concern. Even facilities that are designed to be low maintenance still require some maintenance from time to time.

One of the questions we are asking is: are the assumptions made in 1995 still valid today?

fixer@gci.net wrote:

> Do you have any idea what the timetable is for construction? Is this something that's being planned for one year out? Three years out? Perhaps your really not the person to ask about this but do you know how this is being justified in light of the current budget situation?

>

> Sincerely,

>

> Charles Hamby

>

> ----- Original Message -----

> From: Chuck Casper <Chuck_Casper@dnr.state.ak.us>

> Date: Tuesday, April 22, 2003 8:46 am

> Subject: Re: Eagle River Greenbelt Access Pathway Question

>

> > We don't have any alternatives developed at this time. At this

> > stage we are

> > doing a "reality check" to see if this is a good idea or not (the

> > original proposal is from 1995). So far most of the comments have

> > been favorable.

> >

> > We will be having more public meetings in August to present

> > alternatives, and more meetings in November to present even more

> > refined alternatives.

> >

> > Check the project webpage every so often to see what's new.

> >

> > fixer@gci.net wrote:

> >
> > > Mr. Casper,
> > >
> > > I have a quick question for you regarding the ER Greenbelt
> > Project. I have been reviewing the map
> > > at the Department of Natural Resources Website and have been
> > unable to determine from the map and
> > > the accompanying documents whether the proposed trail will be
> > coming near Trail Bay Drive in Eagle River. Would you be able to
> > tell me if this is currently planned and if so what the
> > approximate location planned is (i.e. at the bluffs). Thank you.
> > >
> > > Charles Hamby
> > > 19322 Trail Bay Dr.
> >

Chuck Casper P.E. <Chuck_Casper@dnr.state.ak.us>
Senior Project Manager
Alaska State Parks
Design & Construction Section

Gary,

Future meetings will be posted on our website. Look for Special Notices, then Eagle River Greenbelt, and then *Public Involvement Plan*. We will update it often so please check it frequently.

There has been a lot of discussion within Parks of whether the trail should be paved or not, or some portions paved and others not. The funding source is Federal Highways, and the intent of the funding is for a shared-use pathway (bicycles and pedestrians). The bicycle standards, and standards for disabled accessibility, favor a hardened surface. We still need to research what exceptions can be made. Would a hardened surface and gravel shoulders be acceptable you?

In short, there a wide spectrum of opinions among our staff. I suspect that the public has a wide spectrum of opinions also. By doing a lot of public involvement we hope to find out what the issues are and use the information to guide us as we proceed.

Look forward to seeing you Thursday.

Chuck

Wheeler_Gary wrote:

Dear Sir,

I appreciate the effort that goes into this public process. I also am in favor of the 'right' pathway for our valley. I live at mile 10 and would very much like a trail that I can run and ski on without having to fight with cars on the road or snowmachines on the powerline trail that parallels the road. I received a postcard recently about the meeting at Ravenwood but did not know about the previous meetings. I would like to be more involved in creation of the final project. How do I better find out about future meetings? I have already book marked the sight and look forward to meeting you this Thursday.

Is this going to be paved trail? My hopes are that the trail is gravel. This would be easier to maintain and still have some 'wilderness' appeal. I do not want to see lights along the trail (ala Russian Jack). This would just add light pollution to our valley. Is this going to happen? Or is this just development of a plan in case the need or money arises in the future?

Thanks and keep up the good work!

Gary Wheeler
31130 Kuparuk Ave.
694-2350

Subject: Eagle River Greenbelt Pathway

Date: Fri, 11 Apr 2003 16:44:49 -0800

From: "D White" <alaskagranni@hotmail.com>

To: Chuck_Casper@dnr.state.ak.us

I cannot attend the meeting on April 17, but wanted to say, "What a great idea!" I hope it comes to reality.

Diane M. White

Help STOP SPAM with the new MSN 8 and get 2 months FREE*
<http://join.msn.com/?page=features/junkmail>

Subject: Support for Greenbelt trail

Date: Tue, 15 Apr 2003 15:39:36 -0800

From: "Steven P Kruse" <Steven.P.Kruse@conocophillips.com>

To: Chuck_Casper@dnr.state.ak.us

I'm very supportive of this project! What an exciting addition to the park
this would be
Steve

Ronald H. and Dawn T. Youngs
19340 Trail Bay Drive
Eagle River, AK 99577
May 11, 2003

Chuck Casper, P.E., Project Manager
Alaska State Parks
Division of Parks and Recreation
550 W. 7th Ave., Suite 1340
Anchorage, Alaska 99501-3565

Re: Eagle River Greenbelt Access and Pathway, Project No. 55715

Dear Mr. Casper:

We are writing to provide you comments regarding the Eagle River Greenbelt Access project. We would like to start by expressing our gratitude for providing the public with the opportunity to comment on the project.

We attended the project open house on April 17, 2003, at Ravenwood Elementary, and have reviewed the project information you have provided. It is unclear to us what the driver for this project is. Is it being proposed in response to a public request for additional access to the Eagle River Greenbelt? If so, that is the first I have heard of it. My family and neighbors would like the Greenbelt to remain just that. An area set aside and protected from the seemingly never ending development. I feel the funds set aside for this project would be better put to use maintaining, improving, and keeping open the existing state parks and public use areas before we destroy more ecological areas to create yet another one. Additional reasons why we are strongly opposed to this project are stated below:

Habitat Destruction

We moved to Alaska 3 years ago and have been appalled at the seemingly unopposed development (destruction) of huge tracts of forest around Eagle River. The clear cutting and construction of zero-lot line housing around the Eagle Crossings Development and areas east of there is a travesty. This style of development demonstrates the total lack of concern for impacts on the natural environment on the part of the local planning and zoning commission. I can only hope that the Division of Parks and Outdoor Recreation does not share that mindset.

The greenbelt areas are quickly becoming the only refuge for the animals that exist in this valley. I do not feel that carving out a path through that area, thus encouraging continued encroachment, is worth the price.

Wetlands

Much of the areas of the proposed pathway are considered wetlands. These low-lying boggy areas are very sensitive and would be severely impacted. The zone of impact of your pathway would be much greater than the sheer width of the path, not to mention the devastation incurred during the construction. Also, paths would be extremely hard to maintain due to the swampy nature of the area. Case in point is the trail system at the Eagle River Nature Center. Many board walks and vast amount of gravel fill are required to maintain those trails. The route people take to by-pass the muddy areas causes further and on-going damage. Is there a long term plan (and funds!) for the maintenance of this pathway? What happens to the area during future budget cuts? I assume that your project would have to comply with the Wetlands Protection regulations currently administered by the Army Corp. of Engineers? How are those habitat destruction issues to be managed?

Pollution Impacts

Providing easy access to these sensitive areas would also increase the stress on the remaining area due to increased pollution. The entire length of the pathway will be inundated with dog (and human) waste. Another case in point is the access trail from the parking area at the North Fork Area of Eagle River. The trail to the river is always littered with dog feces no matter what time of year you go. You also only have to venture a few feet off the established trail to realize that it is not just the dogs that use the area as an outhouse. All of this "material" is eventually washed into the river thus spreading the impact.

This pathway will also result in additional trash left behind by its users. I have yet to walk a trail in Alaska where I didn't encounter food wrappers, bottles, cans, cigarette butts and other unmentionables. What assurance do the local citizens living close by have that this pathway will be maintained and kept free of health hazards? Future budget issues will always put that at risk as we saw last year with the closing of many our state parks. How do you close down and keep people off a trail if there is no money available to maintain it?

Security issues

As a citizen who lives next to the Greenbelt, I also have concerns over the security issues created by this trail. It will provide easier access to many homes and increase the risk of vandalism and potential threats to children who live in the area. One only has to look at the arson events that occurred in Eagle River last year at several homes that are located adjacent to public trails. This coupled with the increase in noise and wildfire risk from

the trail users could negatively impact the value of my home and the quality of life that I expected when I purchased my home in this area.

In conclusion, I see from your project flyer that you have also identified all of these same issues. We have to trust that the Division of Parks and Outdoor Recreation does a thorough job of evaluating the actual public demand for this project. If there is a resounding desire by the public for this project and the surrounding community is forced to accept it, I hope that the Division of Parks and Outdoor Recreation properly manages those areas of concerns and has a functional contingency plan to address the potential future issues.

Sincerely,

Ron Youngs Dawn T. Youngs

Ron and Dawn Youngs

WRITTEN COMMENTS

Your input is an important element of this project. To ensure that your views are considered, we have provided this sheet for your convenience. If the space is not sufficient, feel free to include additional sheets. Also, please sketch ideas on the drawings on the tables.

OPEN HOUSE EAGLE RIVER GREENBELT ACCESS AND PATHWAY

Project No. 55715

April 17, 2003 6:00 PM - 9:00 PM

Ravenwood Elementary School - Eagle River

NAME (Please Print): Desiree Hastings
ADDRESS: 30071 Eagle Vista Eagle River AK 99597
PHONE NO.: 694-6914

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?)

- Hope the Eagle River Greenbelt Access & Pathway Never happens. My most fear always be access - Can't you just leave it alone & natural, unharmed & undeveloped for once?
- My reasons for not wanting to see this happen are listed below.
- 1) Garbage -- Take any access anywhere & you will find garbage. Cigarette butts are the worse kind of garbage & one that you will never prevent.
- 2) Impact on wildlife. Animals always lose out when something like this gets developed esp. bears.
- 3) Increase in traffic. Eagle River Road traffic is increasing year by year. This project will only worsen the traffic.
- 4) COST

Note: To mail, fold along solid lines on the back of this sheet and tape or staple so that the address shows. Comments should be received by May 16, 2003.

revd 6/6

EAGLE RIVER VALLEY COMMUNITY COUNCIL
P.O. BOX 772812
EAGLE RIVER, AK 99577-2812

May 28, 2003

Chuck Casper, P.E., Project Manager
Alaska State Parks
Division of Parks and Outdoor Recreation
550 W. 7th Ave., Suite 1340
Anchorage, Alaska 99501-3565

Re: Eagle River Greenbelt Access and Pathway

Dear Mr. Casper-

The Eagle River Valley Community Council enjoyed your presentation at our April meeting. We discussed again the proposed pathway at our May 14 annual meeting. We recognize the constraints that the path bears with an ever-changing river, marshy/wet land ground and wildlife. Rick Sinnott was present for the discussion after giving us an overview of bear issues in our Valley, as was the Eagle River Station 11 Fire Chief. We are aware of the fragile ecosystem on the south side near the South Fork Confluence. A motion was made that passed. The Eagle River Valley Community Council supports the concept of the trail with access from the North every two miles to ensure Fire Department access for river and or trail emergencies. No specific route was proposed recognizing that the river's changing course will dictate the side best suited for different portions. We also felt strongly that turn around spots be developed for emergency responders to exit regardless of the side of the river that the trail occupies.

Sincerely,



Sarah Wright, President Eagle River Valley Community Council

WRITTEN COMMENTS

Your input is an important element of this project. To ensure that your views are considered, we have provided this sheet for your convenience. If the space is not sufficient, feel free to include additional sheets. Also, please sketch ideas on the drawings on the tables.

OPEN HOUSE EAGLE RIVER GREENBELT ACCESS AND PATHWAY Project No. 55715 April 17, 2003 6:00 PM – 9:00 PM Ravenwood Elementary School – Eagle River

NAME (Please Print): DEAN KNAPP

ADDRESS: 17627 TOAKONA WAY, ER 99577

PHONE NO.: 694-3401

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?)

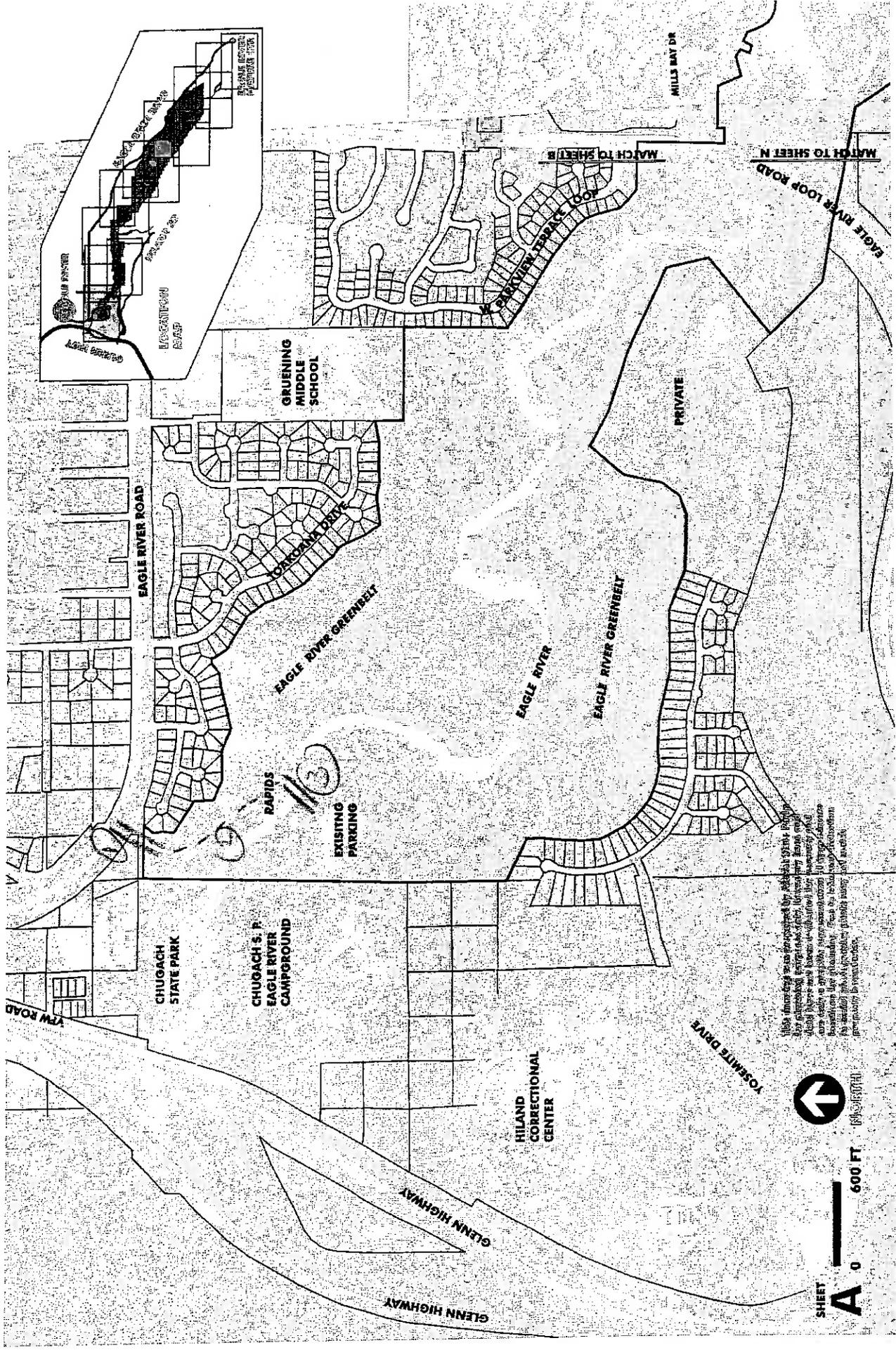
I AM A WHITEWATER RAFTER. I OCCASIONALLY FLOAT FROM THE EAGLE RIVER ACCESS NEAR E.R. LOOP TO THE CAMPGROUND, OR ON TO FORT RICHARDSON.

I LOVE THE IDEA OF A FOOTBRIDGE AT THE OLD BRIDGE ABUTMENTS JUST UPSTREAM FROM CAMPGROUND RAPID. THIS WOULD BE EXCELLENT FOR SCOUTING THE RAPID, CREATE AN UNMISTAKABLE LANDMARK FOR BOATERS APPROACHING THE RAPID, AND WOULD BE USED BY PEOPLE AFRAID TO DO WHITEWATER, BUT WOULD LIKE TO SEE THE RAPID.

PERHAPS THE BRIDGE COULD BE CONNECTED BY TRAIL AND TUNNEL TO THE EXISTING BIKE PATH ALONG EAGLE RIVER ROAD ? (SEE SKETCH)

Note: To mail, fold along solid lines on the back of this sheet and tape or staple so that the address shows. Comments should be received by May 16, 2003.

① D.F. AS AN IMPROVEMENT TO CONTACT WITH EXISTING BRIDGE WITH ON NORTH SIDE OF ROAD



② TRAIL ALONG OLD ROAD GRADE
 ③ FOOTING AT OLD BRIDGE APPROXIMATE NEAR TOP OF CANYON WALL LAND

This drawing was prepared by [unreadable] for the [unreadable] project. It is not to be used for any other project without the written consent of the [unreadable]. The [unreadable] is not responsible for any errors or omissions in this drawing. It is the responsibility of the user to verify all dimensions and conditions before construction.

WRITTEN COMMENTS

Your input is an important element of this project. To ensure that your views are considered, we have provided this sheet for your convenience. If the space is not sufficient, feel free to include additional sheets. Also, please sketch ideas on the drawings on the tables.

Date Received
Time Received
Initials
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OPEN HOUSE
EAGLE RIVER GREENBELT
ACCESS AND PATHWAY
Project No. 55715
April 17, 2003 6:00 PM - 9:00 PM
Ravenwood Elementary School - Eagle River

NAME (Please Print): Monte Weaver
ADDRESS: 23941 Sun Loft Drive, Eagle R. AK 9957
PHONE NO.: 696-3456

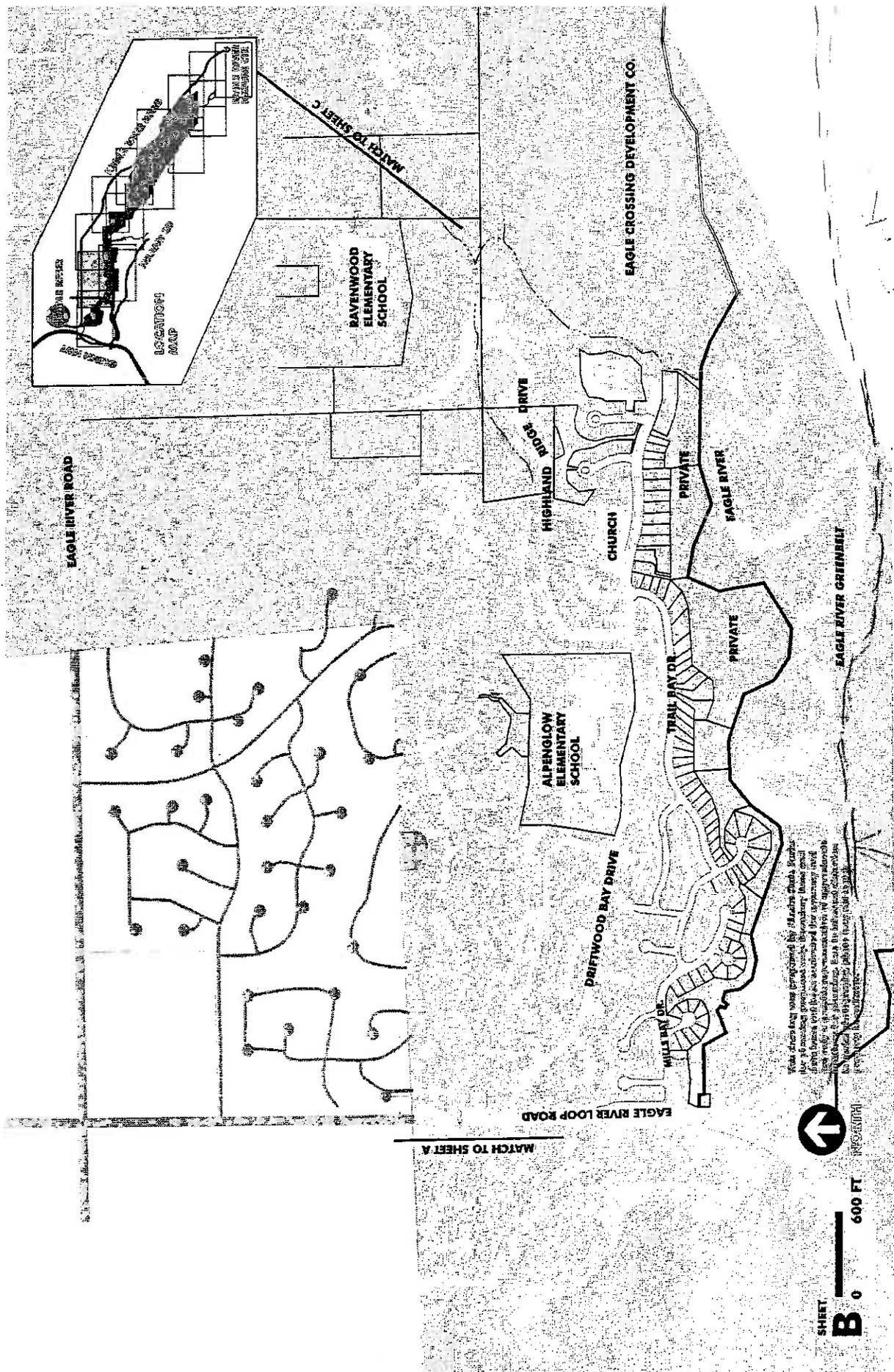
COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?) *yes -*

- 1. Use existing trails where possible.*
- 2. Keep trail location close to river to avoid
marshy areas - Better drained ground seems to
follow the river banks.*
- 3. Access Eagle River Road at N. Fork Access.*
- 4. Build 8' wide trail to hold down impact
on the surrounding areas.*

Monte Weaver
696-3456

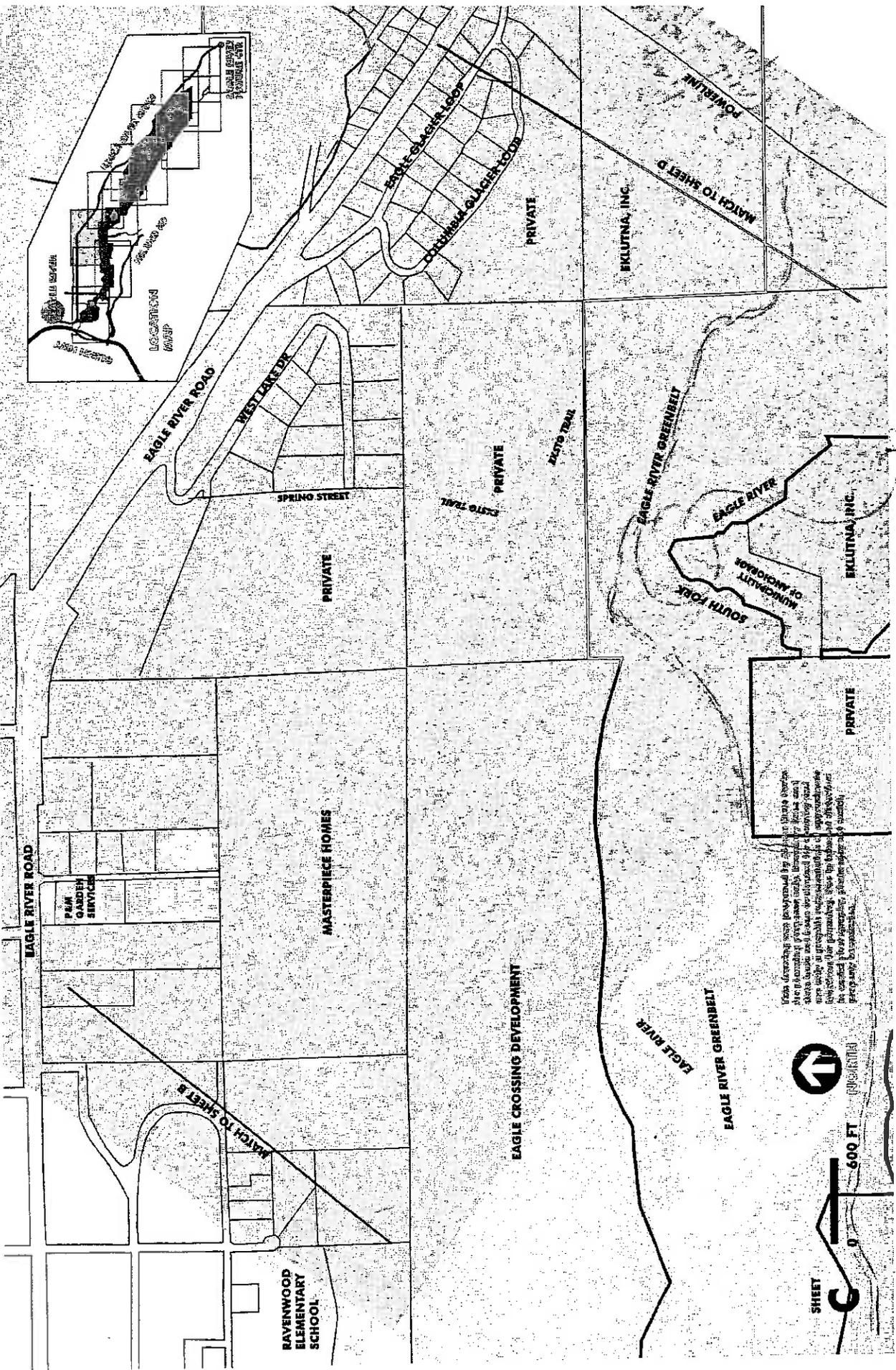
Note: To mail, fold along solid lines on the back of this sheet and tape or staple so that the address shows.
Comments should be received by May 16, 2003.



This design was prepared by the Eagle River Greenbelt
 The plan shows the proposed trail system, including the
 trail route, and the location of the proposed trail
 system. The plan also shows the location of the
 proposed trail system. The plan also shows the
 location of the proposed trail system.

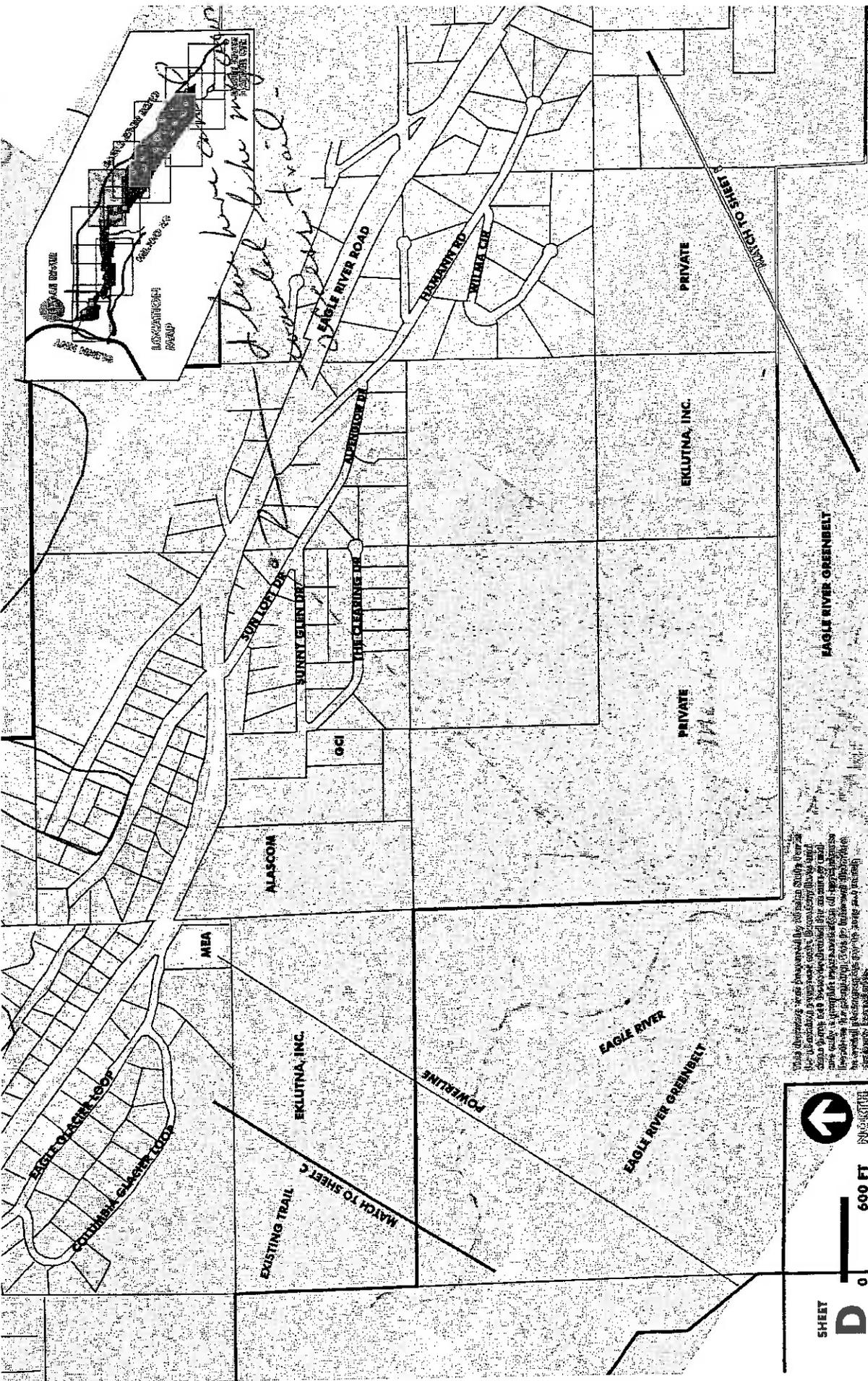
SHEET
B 0 600 FT
 PROPORTIONAL

Follow existing trail to S. Fork



This drawing was prepared by the project design team. It is a preliminary drawing and is not to be used for construction. It is subject to change without notice. The design team is not responsible for any errors or omissions. It is the responsibility of the client to verify all information and to obtain all necessary permits and approvals. The design team is not responsible for any delays or costs incurred by the client. The design team is not responsible for any damages or liabilities. The design team is not responsible for any other matters. The design team is not responsible for any other matters.

Handwritten notes in the top right corner of the page, including the number "1024" and some illegible scribbles.



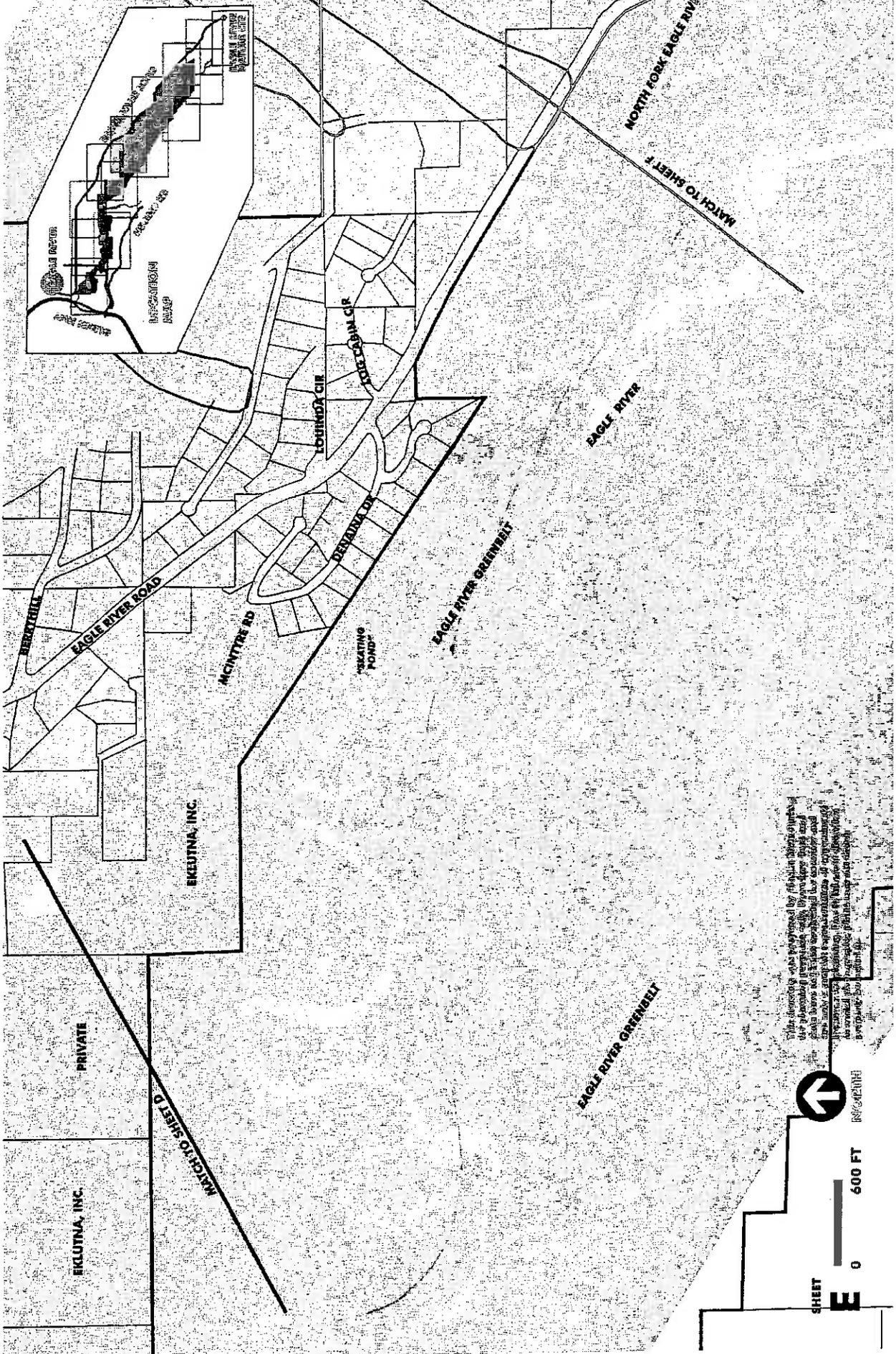
THIS DRAWING WAS PREPARED BY THE STATE OF ALASKA, DEPARTMENT OF CONSTRUCTION, DIVISION OF ENGINEERING, UNDER THE AUTHORITY OF THE ENGINEERING BOARD AND THE PROFESSIONAL ENGINEERS OF THE STATE OF ALASKA. THE ENGINEER HAS REVIEWED THIS DRAWING AND HAS FOUND IT TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE ENGINEERING BOARD AND THE PROFESSIONAL ENGINEERS OF THE STATE OF ALASKA. THE ENGINEER'S REVIEW IS LIMITED TO THE TECHNICAL ASPECTS OF THE DRAWING AND DOES NOT CONSTITUTE A GUARANTEE OF THE ACCURACY OF THE INFORMATION PROVIDED HEREON. THE ENGINEER'S REVIEW IS LIMITED TO THE TECHNICAL ASPECTS OF THE DRAWING AND DOES NOT CONSTITUTE A GUARANTEE OF THE ACCURACY OF THE INFORMATION PROVIDED HEREON.

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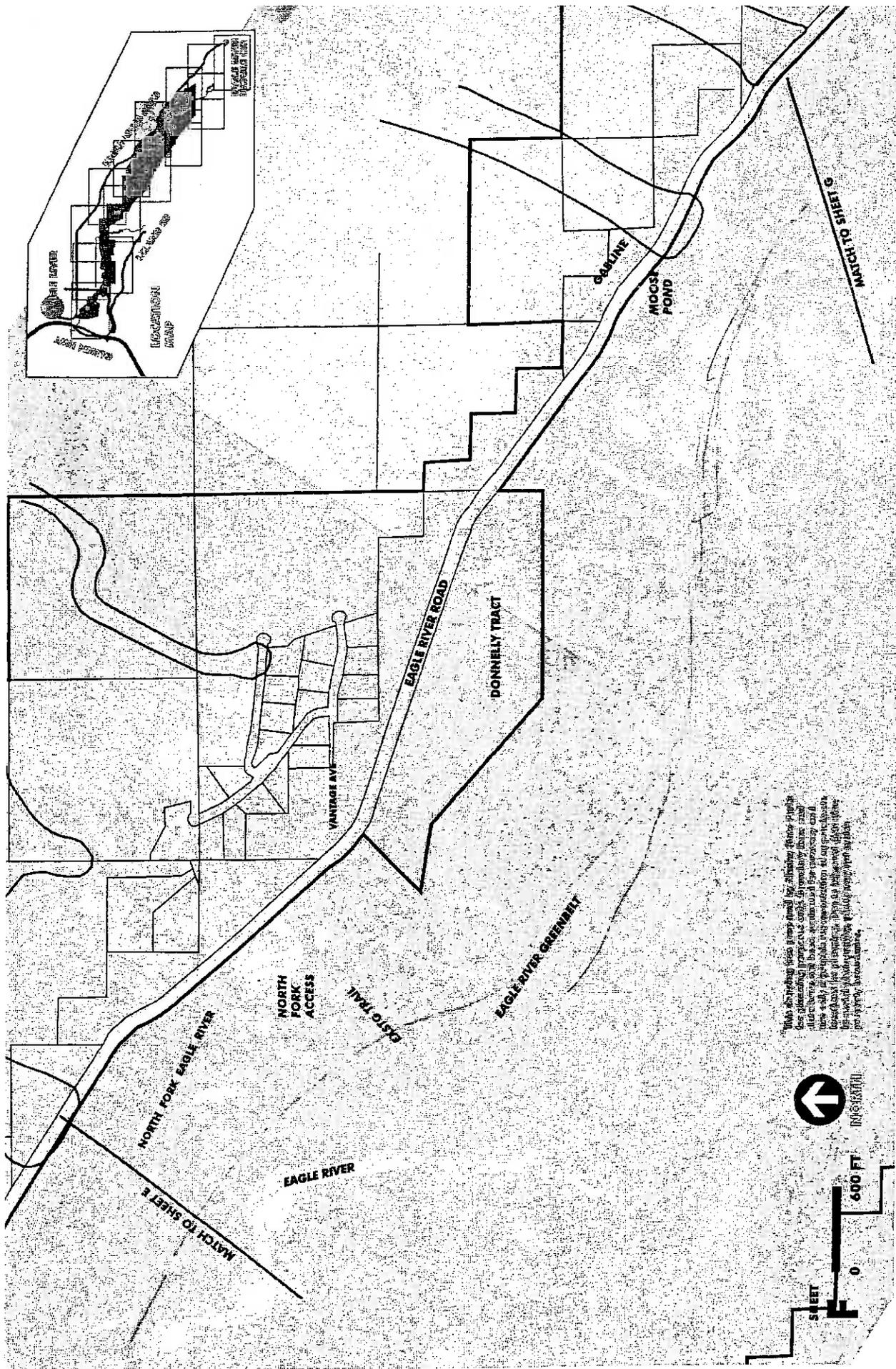


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 INCHES

SHEET
E



This site plan was prepared by the Planning Department of the City of Eagle River. It is intended to provide information to the public regarding the proposed development. The City of Eagle River is not responsible for the accuracy or completeness of the information provided herein. The City of Eagle River is not responsible for the accuracy or completeness of the information provided herein.

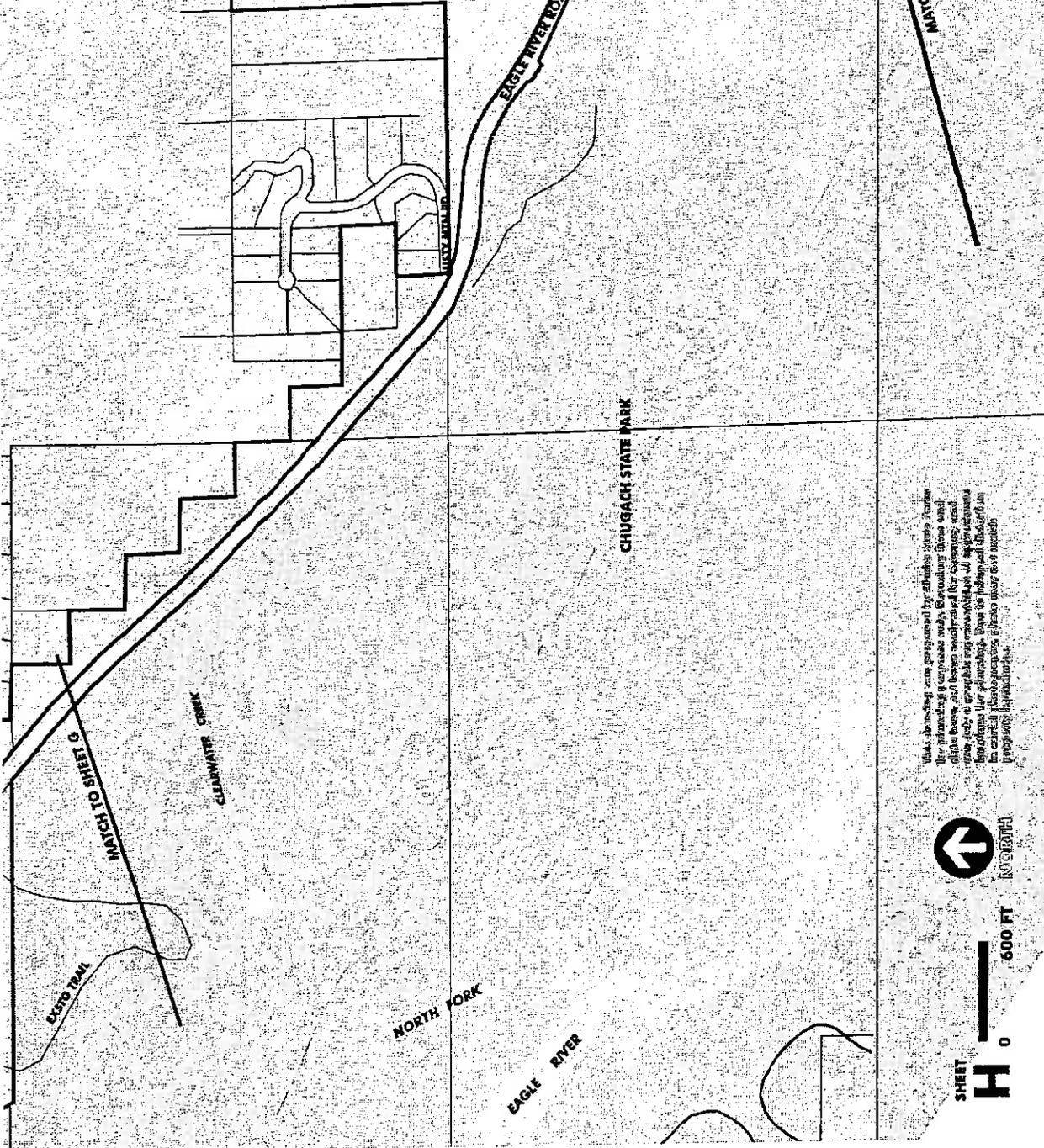
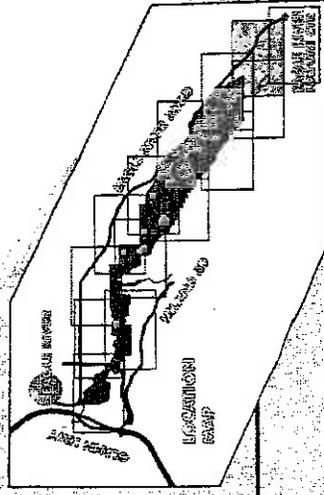


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SHEET

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MATCH TO SHEET G



This planning was prepared by the City of Anchorage. It is intended to provide a general overview of the project and does not constitute a final engineering or architectural plan. It is not intended to be used for construction purposes. Please refer to the final engineering and architectural plans for detailed information.



NOV 2011

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H₀
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MATCH TO SHEET 1

MATCH TO SHEET 0

CHUGACH CREEK

NORTH FORK

EAGLE RIVER

CHUGACH STATE PARK

EAGLE RIVER ROAD

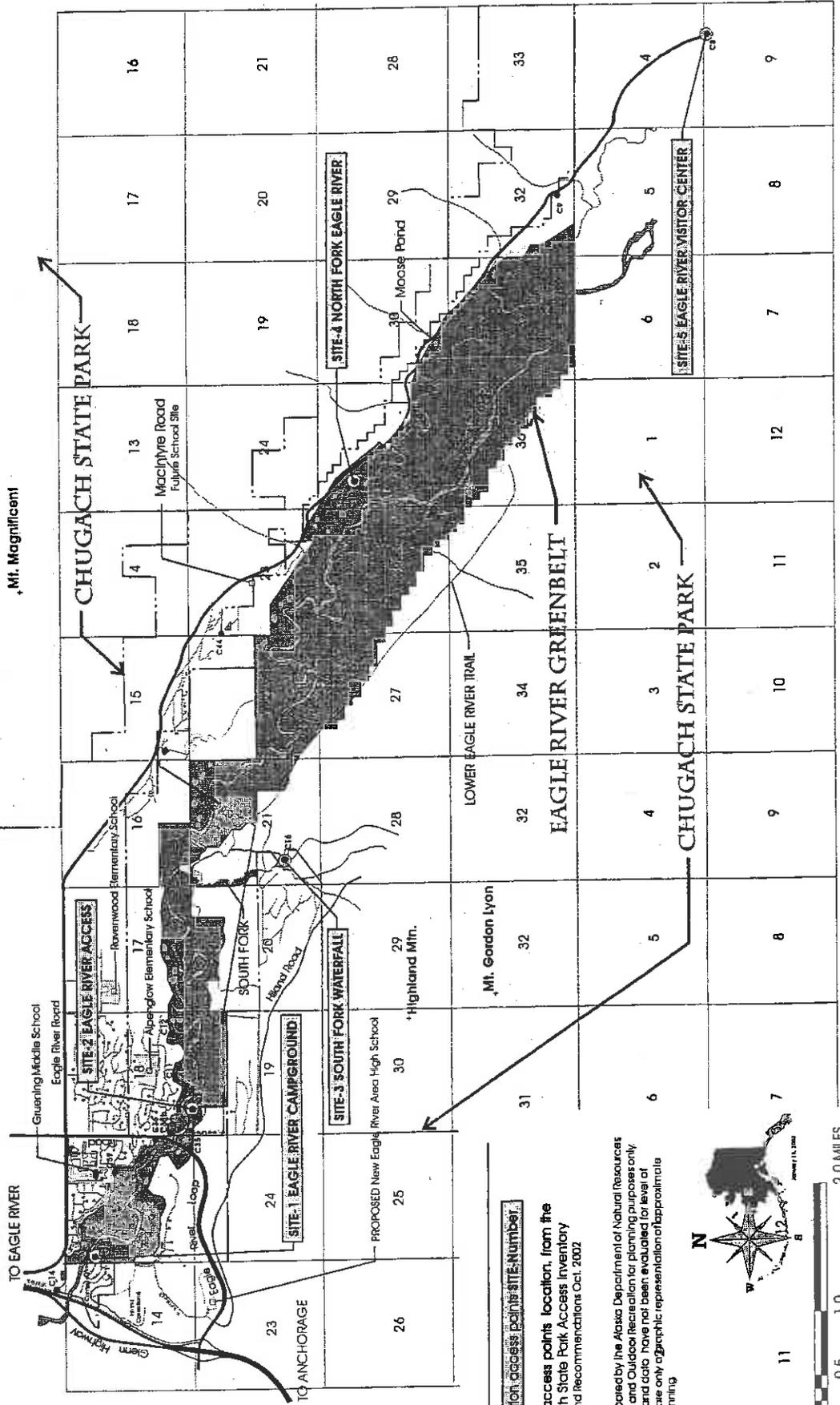
ABANDONED ROAD

REDOUBT CR

MT KILAK CR

MT FURCA CR

Eagle River Greenbelt Access & Pathway

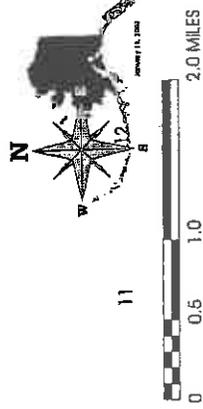


LEGEND

Nomination access points SITE-Number.

Existing access points location, from the Chugach State Park Access Inventory Analysis and Recommendations Oct. 2002

This map is prepared by the Alaska Department of Natural Resources Division of Parks and Outdoor Recreation for planning purposes only. Boundary lines and dots have not been evaluated for level of accuracy and are only a graphic representation of approximate location for planning.



WRITTEN COMMENTS

Your input is an important element of this project. To ensure that your views are considered, we have provided this sheet for your convenience. If the space is not sufficient, feel free to include additional sheets. Also, please sketch ideas on the drawings on the tables.

Date Received
Time Received
Initials

Mail/Courier Service
Hand Delivery
Fax

OPEN HOUSE
EAGLE RIVER GREENBELT
ACCESS AND PATHWAY
Project No. 55715
April 17, 2003 6:00 PM – 9:00 PM
Ravenwood Elementary School – Eagle River

NAME (Please Print): Greg Vanoy
ADDRESS: 19850 War Admiral Rd
PHONE NO.: 622-6288

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?)

I use the trails, primarily from the Nature Center, but occasionally use the lower Eagle River trail. I have floated the river and intend to do so in the future. I use parking areas. I would like to see a trail developed, but not paved, and access/parking improved/increased. I would prefer a plan with the least impact.

Note: To mail, fold along solid lines on the back of this sheet and tape or staple so that the address shows. Comments should be received by May 16, 2003.

P.S. Winter travel on river is unwise due to open water, thin ice or overflow. A winter trail upstream of ER Loop Rd to VC would be

WRITTEN COMMENTS

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wonderful! If bikes on trail in summer it must be reinforced in wet areas. Sand & gravel w/ geoblock or boardwalk would be necessary in places. Pavement seems inappropriate in greenbelt.

**OPEN HOUSE
EAGLE RIVER GREENBELT**

ACCESS AND PATHWAY

Project No. 55715

April 17, 2003 6:00 PM - 9:00 PM

Ravenwood Elementary School - Eagle River

Date Received
Time Received
Initials
Mail Counter Service
Handed Delivery
Fax

NAME (Please Print): BUD RICE

ADDRESS: 24331 Wilma Circle, Eagle River, AK 99577

PHONE NO.: 696-0221

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?)

(Y)

(Y)

(Y)

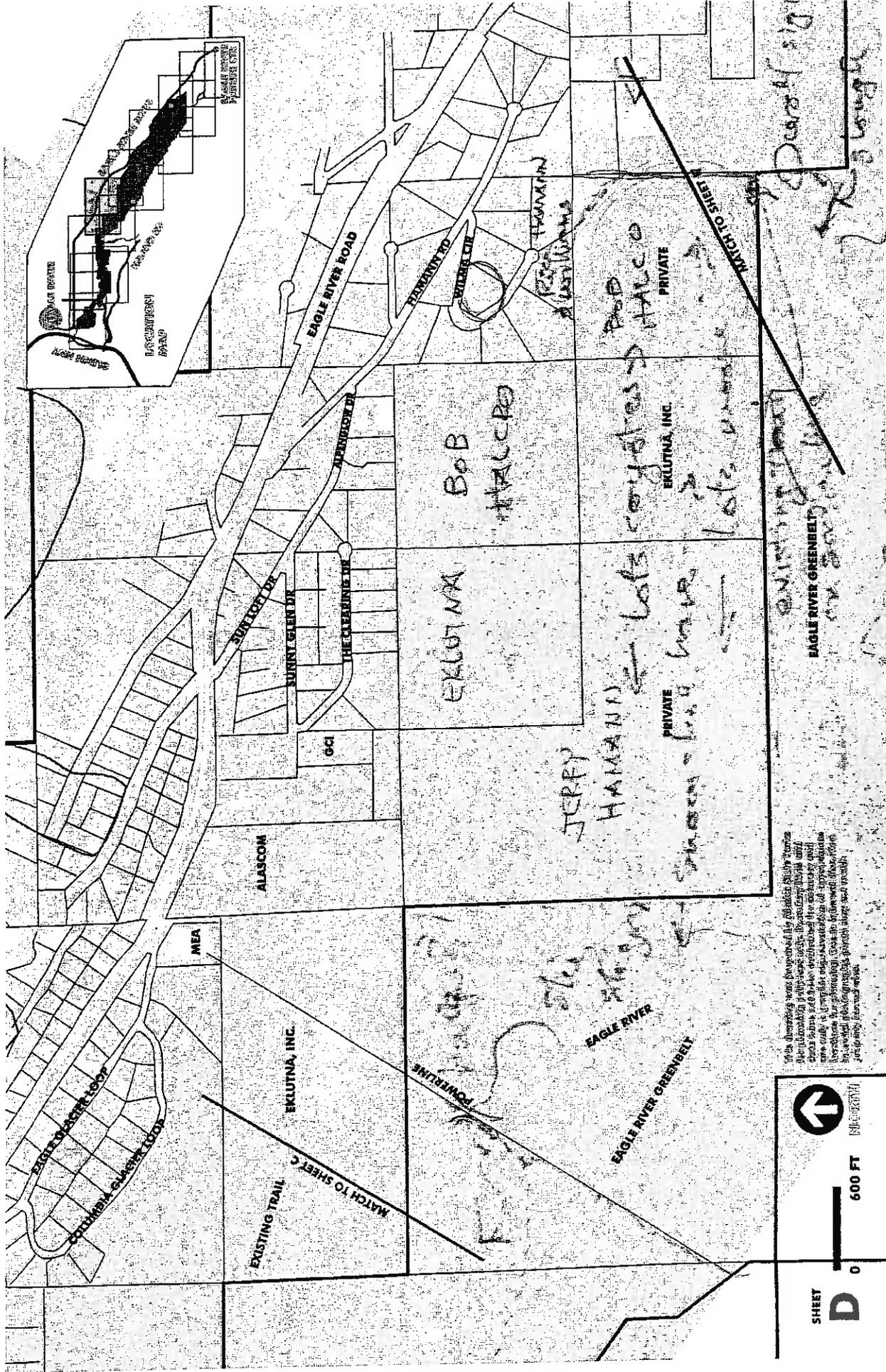
I have some basic thematic comments for now.

- ① We support development of a non-motorized, multi-use trail in the E.R. Greenbelt from ER Campground to ER Visitor Center. Motorized activity should only be for authorized trail construction and maintenance.
- ② Appropriate trail uses would be: pedestrian, mtn bike, ski, shijor, equestrian travel, mushing(?). Snowmobile use should remain on frozen river corridor only. No ATVs!
- ③ Between ER CG and ER Loop Rd, put trails on both sides of river. Same from ER Loop to S. Fork, but do not continue a trail E. of South Fork on south side of river. This area is loaded with black & brown bear in summer. Leave it to the bears.
4. Position trail near private property and away from rivers edge as much as possible. This protects wildlife corridor and makes trail more accessible to residents.
5. Avoid wetlands as possible; put boardwalks or geoblock over wetland areas.

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Comments should be received by May 16, 2003.

David Rice 696-0221
 29331 Wiluna Circle



We ski bike / skier from our home → ski / skier
 we want to build a road across our land to do the same / skier
 in Wiluna with houses. We would all travel through
 the same road.

WRITTEN COMMENTS

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OPEN HOUSE EAGLE RIVER GREENBELT ACCESS AND PATHWAY

Project No. 55715

April 17, 2003 6:00 PM - 9:00 PM

Ravenwood Elementary School - Eagle River

NAME (Please Print): ANDREW BEAVER

ADDRESS: P.O. BOX 771353 EAGLE RIVER, AK

PHONE NO.: 753-2757 (WORK)

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?)

- (1) GREAT JOB ON THE MAPS!
- (2) ACCESS POINTS ARE IMPORTANT. MAYBE SHOULD BE MORE ON THE NORTH SIDE.
- (3) RECOMMEND PHASED DEVELOPMENT OF TRAIL LOOPS. ★
- (4) BUILD WIDE (10') GRAVEL TRAILS, WITH AT LEAST A 12" BASE, WELL COMPACTED. CAN FINISH WITH A COURSE OF D-1. ORIGINAL TRAILS WILL NOT NEED TO BE PAVED & WILL STILL ALLOW HIKING & BIKING. PAVED TRAILS INCREASE CONFLICTS BETWEEN BIKES & PEDESTRIANS & ARE EXPENSIVE! TRAIL LOOPS CAN BE CONNECTED AS TIME GOES ON.
- (5) PROTECT CRITICAL HABITATS & SENSITIVE AREAS. THE SALMON ON ~~THE~~ SOUTH FORK ARE PARTICULARLY VULNERABLE & THE BEARS FREQUENT THIS STREAM THROUGHOUT THE SUMMER. RESIDENTS DO NOT WANT A PARKING LOT NEAR THE SOUTH FORK.
Note: To mail, fold along solid lines on the back of this sheet and tape or staple so that the address shows.
Comments should be received by May 16, 2003.
- (6) INCREMENTAL DEVELOPMENT THAT IS SENSITIVE TO LOCAL AREAS IS WHAT WE NEED. I WOULD BE GLAD TO ASSIST IN PLANNING NEAR
THE

WRITTEN COMMENTS

Your input is an important element of this project. To ensure that your views are considered, we have provided this sheet for your convenience. If the space is not sufficient, feel free to include additional sheets. Also, please sketch ideas on the drawings on the tables.

~~KCK~~
~~OPEN HOUSE~~
**EAGLE RIVER GREENBELT
ACCESS AND PATHWAY
Project No. 55715**

**April 17, 2003 6:00 PM – 9:00 PM
Ravenwood Elementary School – Eagle River**

NAME (Please Print): Stuart H. Grenier

ADDRESS: 8512 Boundary Ave, D4 Ranch AK 99504

PHONE NO.: 332-5127

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?)

From D4 down river please keep the bike trail
away from the river so boaters can still have a wilderness
experience.

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WRITTEN COMMENTS

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OPEN HOUSE EAGLE RIVER GREENBELT ACCESS AND PATHWAY

Project No. 55715

April 17, 2003 6:00 PM – 9:00 PM

Ravenwood Elementary School – Eagle River

NAME (Please Print): ABBE DUNNING-NEWBURY
ADDRESS: PO Box 773682 ER 99577
PHONE NO.: 696-7090

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?)

Would like to see bridge crossing off
old Glenn Highway at Campground
Ravine.

Would prefer trail not be lighted
Need accessibility for fire control
equipment as increased use may lead
to forest fires.

Protect Nature Center trail & beaver pond
from disturbance

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Telephone Record

State of Alaska
Department of Natural Resources
Parks & Outdoor Recreations
Design and Construction

Date: 4-17-03 Time: 10:40 am
To From : Lucille McConahay(?) Phone: _____
Representing: her self Location: _____
To From : Chuck Project Name: _____
Subject: Green belt Project No.: _____

great Idea, But I want it
next to the road, not in
the wild. It is needed.
Enough Trails in wilderness,
and stay on same side of
River. People and animals
don't mix too well.

WRITTEN COMMENTS

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OPEN HOUSE EAGLE RIVER GREENBELT ACCESS AND PATHWAY Project No. 55715 April 17, 2003 6:00 PM – 9:00 PM Ravenwood Elementary School – Eagle River

NAME (Please Print): Gary E. Pauly
ADDRESS: 11215 Fireball St Eagle River AK
PHONE NO.: 694-0488

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?)

I do use the area trails and the river for hiking and mountain biking, however the best use in my view is for snowmachining. When snow is sufficient, I find the area is a good snowmachine opportunity. I would like to see more snow machine access points along the Greenbelt. This would improve the quality of the resource.

Next →

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WRITTEN COMMENTS

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OPEN HOUSE
EAGLE RIVER GREENBELT
ACCESS AND PATHWAY
Project No. 55715
April 17, 2003 6:00 PM – 9:00 PM
Ravenwood Elementary School – Eagle River

NAME (Please Print): Gary E. Pauly

ADDRESS: _____

PHONE NO.: 694-0488

CONT.

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?)

The area is not a wilderness area and the river bed itself is mostly gravel & sand. There is no good reason why the river couldn't be opened to ATV use in the winter (low snow).

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WRITTEN COMMENTS

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OPEN HOUSE EAGLE RIVER GREENBELT ACCESS AND PATHWAY

Project No. 55715

April 17, 2003 6:00 PM - 9:00 PM

Ravenwood Elementary School - Eagle River

NAME (Please Print): KIMBERLY BLOW-BRONO

ADDRESS: 22813 MYRTLE DR., ER, AK 99577

PHONE NO.: 907-694-7337

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?)

I USE ALL THREE, TRAILS, RIVER & PARKING LOTS.

YOUR PRESENTATION AND INITIAL CONCEPTS OF PLACEMENT OF TRAILS THROUGHOUT THE GREENBELT IS VERY NICE.

MY PRIMARY CONCERN.

- NOISE. NO MECHANIZED TRANSPORTATION. SOUND REALLY CARRIES IN THE VALLEY. ALL IT TAKES IS ONE ^{ATV} SNOWMACHINE TO DISRUPT THAT, NO MATTER WHERE THEY ARE IN THE VALLEY, QUIET EVENING LISTENING TO THE RIVER OR OWLS WILL BE A THING OF THE PAST.

I FULLY ENDORSE PAVED TRAILS, UNPAVED TRAILS, EQUESTRIAN TRAILS (WE NEED MORE OF THESE).

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ATV'S & SNOWMACHINERS HAVE PLENTY OF OPEN SPACE TO THE NORTH & SOUTH OF ANCHORAGE - they DON'T NEED

Telephone Record

State of Alaska
Department of Natural Resources
Parks & Outdoor Recreations
Design and Construction

Date: 4-18-03 Time: 1 pm
To From : Sandy Walters Phone: _____
Representing: herself Location: _____
To From : Chuck Project Name: _____
Subject: Greenbelt Project No.: _____

moved to ER 5 yrs ago.
could benefit from a project
like this, but do like ~~the~~ the
back valley being rural.
see a lot of wild life crossing
the road. Afraid that more
people will displace the wild life.
will add more traffic to the road.

Telephone Record

State of Alaska

Department of Natural Resources
Parks & Outdoor Recreations
Design and Construction

Date: 4-15-03 Time: 4pm

To From : Rob Lake Phone: _____

Representing: Hemslat Location: _____

To From : Chuck Casper Project Name: _____

Subject: Greenbelt Project No.: _____

concerned about the segment
from the E.R. campground to the
Brigg's Bridge. Especially fire danger,
trash, partying, + wild life displacement.

WRITTEN COMMENTS

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**OPEN HOUSE
EAGLE RIVER GREENBELT
ACCESS AND PATHWAY
Project No. 55715
April 17, 2003 6:00 PM – 9:00 PM
Ravenwood Elementary School – Eagle River**

NAME (Please Print): SUZANNE MILES

ADDRESS: P.O. Box 772196, Eagle River, AK 99577

PHONE NO.: 694-1603

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?)

I do NOT like this project, we run E. River 2-4x every summer, more often if possible. Eagle River is the LAST wild river in the Anchorage Basin - can't we have something that requires some effort to reach?

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WRITTEN COMMENTS

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**OPEN HOUSE
EAGLE RIVER GREENBELT
ACCESS AND PATHWAY
Project No. 55715
April 17, 2003 6:00 PM – 9:00 PM
Ravenwood Elementary School – Eagle River**

NAME (Please Print): SHIRLEY EVANS
ADDRESS: 25740 BERRYHILL RD EAGLE RIVER
PHONE NO.: HM 694-5488 WK 762-0204

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?)

YES I USE THE TRAILS

YES I USE THE RIVER

YES I USE THE PARKING AREAS

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Telephone Record

State of Alaska

Department of Natural Resources
Parks & Outdoor Recreations
Design and Construction

Date: 4-22-03 Time 9 AM
To From : Matt Summers Phone: _____
Representing: _____ Location: _____
To From : Chuck Project Name: _____
Subject: Greenbelt Project No.: _____

Left message in response to his message asking "what's going on"

(+ also stating that he was out of town + missed the open house).

→ Since the proposal was in 1995, we are doing a "Reality check" to see if the project is a good idea or not. Most comments have been favorable.

→ As we develop alternatives we will have more public meetings.

WRITTEN COMMENTS

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**OPEN HOUSE
EAGLE RIVER GREENBELT
ACCESS AND PATHWAY
Project No. 55715
April 17, 2003 6:00 PM – 9:00 PM
Ravenwood Elementary School – Eagle River**

NAME (Please Print): J. Greg Hopkins

ADDRESS: Box 770534, Eagle River, AK. 99577

PHONE NO.: (907) 694-1603

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?)

EXPERIENCE: In a short answer to the above questions: YES and as frequent as possible year around. I have canoed, rafted, hiked, and X-country skied the Greenbelt since 1987. And since then have seen the continual, natural changes, (always fascinating!), increased use by the public- and unfortunately a proportionally increased abuse, (more comments later). My companion and I consider ourselves fortunate to have the last, sort of, wild river in our backyard. That is to say the last one in the greater Anchorage bowl. Our annual goal is to raft the river at least once a week during the summer months as it is close by, easy to access and egress and endlessly fascinating.

Recent Usage: The reasonably new access and egress points created during the construction of the Eagle River Loop bridges are somewhat welcome. Particularly as I approach the golden years and no longer have to back-pack 70 lb. rafts up-hill at the camp ground! Plus the establishment of formal parking areas at access/egress at least lends some degree of security for vehicles. And here I must compliment the "Park Hosts" for

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efforts and interest in the folk who visit. However, there is a downside to easy access:

- First of all easy access seems to denote "easy". Since the construction of the new parking areas we have noted an increased use by folk who just simply "have no clue". I personally can document two wrecked canoes, (one a fiberglass simply cracked in half and the other a Coleman RAM-X folded), not to mention numerous parties who launch with "K-Mart specials", i.e. cheap vinyl- usually with children in the party. Yes, common sense is no longer so common.

- And despite all warnings of to be careful of fires we continually find evidence that this is not happening. Particularly past the South Fork confluence. At least three times in the past five years or so we have had to stop, scour the area for "picnickers", and finding none, douse a fire and pick up trash. And these were just not glowing and smoking embers. Anyone who floats the river should easily see the growing danger of beetle killed spruce- and if a fire ever gets loose, particularly with an early morning down-river breeze, it will be a disaster.

- Commercial use. Without being specific since the companies seldom seem to advertise or have logos on their vehicles they are also a detriment. I would guess that we have encountered 2-3 firms. And they all tend to drive into the access points, park in such a manner as to block access, sort of "spread out" and crowd the access/egress points, and just generally "hustle and bustle" everyone else out of the way. I have nothing against commercial enterprise- but not when it blocks my liesure time. And these folk are not polite.

SUMMARY: In short, to revert to my "Kaintuck heritage", am "agin" it. The Eagle River Greenbelt is just a jewel. Encroachment is already going on. And it is not good.

Will this left turned in:

WRITTEN COMMENTS

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OPEN HOUSE EAGLE RIVER GREENBELT ACCESS AND PATHWAY

Project No. 55715
April 17, 2003 6:00 PM - 9:00 PM
Ravenwood Elementary School - Eagle River

NAME (Please Print): Thomas M. Millard

ADDRESS: 17715 NITANYA

PHONE NO.: 694-4864 22 YRS. EAGLE RIVER

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?)

WHY NOT LEAVE IT ALONE !!!

I sure do not wish to see

it from the river. Let it stay

a green belt & wild what little of

Eagle River wilderness is left.

We have paths along the highway & Coastal trail, & in the park -

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Go to the end of Eagle River Road & walk
- - - - - RR M... to a...

WRITTEN COMMENTS

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OPEN HOUSE EAGLE RIVER GREENBELT ACCESS AND PATHWAY

Project No. 55715

April 17, 2003 6:00 PM – 9:00 PM

Ravenwood Elementary School – Eagle River

NAME (Please Print): CHARLES H. CRISS

ADDRESS: 24205 EAGLE RIVER ROAD, EAGLE RIVER, AK 99577-9688

PHONE NO.: 384-7393

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?)

Eagle River Valley is too beautiful to not develop it for the benefit of the citizenry. The idea of a greenbelt pathway is an excellent idea. It is a natural off shoot of the Glenn Highway pathway and is a perfect adjunct to those wishing to access the Eagle River Nature Center via a safe route (contra, Eagle River Road). I'm hopeful that the NIMBYs and the selfish do not prevail in their narrow thinking. Stay the course. Your idea's time has arrived. Pursue it.

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OPEN HOUSE EAGLE RIVER GREENBELT ACCESS AND PATHWAY

Project No. 55715

April 17, 2003 6:00 PM – 9:00 PM

Ravenwood Elementary School – Eagle River

NAME (Please Print): KARL SCHAEFER
ADDRESS: 6331 MAGNAVIEW DR ER, AK 99577
PHONE NO.: 907.694.6236

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?)

I AM SUPPORTIVE OF THIS PROJECT.
EAGLE RIVER ROAD IS TOO DANGEROUS
FOR, BIKERS, RUNNERS, SKIERS & CARS
DUE TO THE HIGH POTENTIAL OF NOISE
POLLUTION IN THE VALLEY, SPECIAL CONSIDERATION
NEEDS TO BE TAKEN IN THE PATHWAY DESIGN
TO KEEP ATV'S & SNOW MACHINES OUT
OF THE GREEN BELT

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WRITTEN COMMENTS

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OPEN HOUSE
EAGLE RIVER GREENBELT
ACCESS AND PATHWAY
Project No. 55715
April 17, 2003 6:00 PM – 9:00 PM
Ravenwood Elementary School – Eagle River

NAME (Please Print): LaVon Newman

ADDRESS: 30924 Prudhoe Bay Ave.

PHONE NO.: 694-4169

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?)

The answer is yes to all of the above! My concerns are how it will affect all the wildlife in the area. The bears come to the river in late summer for salmon. Will you rope off prime bear=salmon areas during this period? Also if you have ever walked any of the costal trail and encountered bicycler they about run over you! Will there be boxes with bags for dog poop?

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WRITTEN COMMENTS

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OPEN HOUSE EAGLE RIVER GREENBELT ACCESS AND PATHWAY

Project No. 55715

April 17, 2003 6:00 PM – 9:00 PM

Ravenwood Elementary School – Eagle River

NAME (Please Print): BLANCHE TINIUS

ADDRESS: 30626 PRUDHOM BAY AVE, EAGLE RIVER, AK

PHONE NO.: 694-1634

99577-9737

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?)

- 1) Will there be toilet facilities available for users? I know there are toilets at E.R. Campground, North Fork and ER Nature Center. Will those be sufficient to prevent people littering the woods?
- 2) I think users need to be well educated about encounters with wildlife before embarking on the use of trails.
- 3) I would not want the trail used by snow machines. They should have their own area somewhere away from skiers, hikers etc.
- 4) Hopefully this will get joggers, hikers and bikers off Eagle River Road, making it safer for all who use Eagle River Road.

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Comments should be received by May 16, 2003.



CHUGACH STATE PARK CITIZENS' ADVISORY BOARD

HC 52 Box 8999, Indian, Alaska 99540 Phone: 907-345-5014 Fax: 907-345-6982
Email: Marilee_Rivas@dnr.state.ak.us

Chugach State Park, Park Superintendent
Jerry Lewanski
HC 52 Box 8999
Indian AK 99540

May 12th, 2004

RECEIVED
JUN 09 2004

D.P.O.R.
DESIGN & CONSTRUCTION

Re: Eagle River Greenbelt Pathway

Dear:

The Chugach State Park Citizens Advisory Board supports the concept of building a trail from the Glenn Highway to the Eagle River Visitor's Center. Based on the preliminary information available, the Board believes that Alternative 2 is the best of the current choices, but recognizes strong points in the other alternatives.

We would like for you to keep us informed as you move ahead. Availability of funding, access to private property, wetlands, wildlife management and other variables may affect your plans. We may wish to support modifications of Alternative 2 or another alternative if circumstances change.

Sincerely,


Jenifer Kohout,
Chair

V entered 11/17/03 BW

Subject: Eagle River trail comments
From: Robert Swenson <rswenson@gci.net>
Date: Thu, 23 Oct 2003 23:06:20 -0800
To: Chuck_Casper@dnr.state.ak.us
CC: Wendy Osen <wosen@gci.net>

Hello Chuck,

Sorry to chime in so late in this process, but I felt compelled to voice my opinion on this issue once I became aware and educated myself on the proposal. My tardiness is totally my own fault and is not from your lack of trying to get information out. You have done an excellent job on the web site. I have just been very busy and not set it as a priority. I live on Hamann Rd @ mile 5.2 of Eagle River Road, and have been here for 10 years. I have obviously seen a tremendous change in the valley in those years.

I understand and agree that access to public lands and wilderness places in Alaska is very important to all of us. However, I often wonder what impact are we willing to impose on the wildlife to allow that access. We have our houses, natural gas, and grocery stores, all they have is the mountains and river.

I have watched while much of the natural corridors from the highlands to the river have been cut off on the north side of the valley as more and more lots are sold and built on. Many of the moose and bear in this area rely on access to both the highland and river at various times of the year. It is getting very difficult for un-impaired movement what with the numerous loose dogs, closely spaced subdivisions, and very busy Eagle River Road. I guess you can't stop 'progress' and those folks have just as much 'right' to live here as I do.

My concern lies in taking what is clearly a very important (and protected from development I might add) habitat that the wildlife depend on for survival, and injecting yet another intrusion by humans. As you are aware, the bear population is very active during the salmon runs and rely on the river heavily. I cannot imagine that a trail would do anything but harm that relationship. This says nothing to what the reaction will be following the first mauling. (I floated the upper Anchor River one time just following the silver run and was flabbergasted at the # of bruins that we ran into while in full view of the houses on both rims of the valley. One of the younger, frustrated bears charged when came around a meander in the river. He chickened out and we lucked out.)

The importance of the winter grazing areas for moose here goes without saying.

While considering what to do in all this I hope with all my heart that someone is also considering the wildlife's 'rights' when determining what "needs" to be done. I would vote very soundly to leave as is and spend the money on protecting the area from us, not for us. We have got it pretty good up here in Alaska already, and with very little effort, are able to enjoy wild places that truly belong to all species, not just the human one. By the way, I am not a granola-crunching, rabid environmentalist bent on saving the world, I am a 47 yr old realist that thinks we are going just a bit too far on this one.

Best regards

Bob Swenson
24200 Hamann Rd
Eagle River
696-8950

WRITTEN COMMENTS

Entered 11/17/03

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OPEN HOUSE EAGLE RIVER GREENBELT ACCESS AND PATHWAY

Project No. 55715

August 12, 2003 5:00 PM - 7:00 PM

Alpenglow Elementary School - Eagle River

NAME (Please Print): RANDY BEILFUSS

ADDRESS: 21616 FALLING WATER CIRCLE, EAGLE RIVER, AR 99577

PHONE NO.: 696-8287

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?)

DEAR SIRs,
I WOULD LIKE TO GIVE COMMENT ON NOT DEVELOPING THE BRIDGE PARKING AREA OFF OF KEN LOGAN CIRCLE IN THE RIVER VIEW SUBDIVISION. AS THE STATE IS RUNNING OUT OF MONEY I AM SURE THAT THIS AREA WOULD NOT BE STAFFED 24hrs a day WHICH BRINGS THE PROBLEMS OF GARBAGE LAYING AROUND WHICH WILL DRAW MORE BEARS THAT WILL THEN START COMING INTO THE SUBDIVISION AND HAVING THEIR PALLET PARTIES & FIRES. AS I OWNED LAND IN THE SUBDIVISION BEFORE IT WAS BUILT UP A LOT I SAW ALL THE SCORCHED SPOTS AT THE END OF RIVER PARK CIRCLE WHERE THE FIRES GOT OUT OF CONTROL & STARTED BURNING UP INTO THE TREES. THAT WAS BEFORE WE HAD ALL THE BEETLE KILLED SPRUCE, I DON'T WANT TO ADD TO THE POSSIBILITY OF GETTING BURNED OUT. RIVERVIEW IS A RESIDENTIAL SUBDIVISION AND THE ROADS AS WITH BACKS WONT TAKE A BIG INFILUX OF TRAFFIC AS LAST YEARS CHIPSEAL IS DETERIORATING IN PLACES. HILAND ROAD IS IN SIMILAR SITUATIONS OF DETERIORATION AND LIMITED GRAD RAILS GOO NO SHOULDERS.

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Comments should be received by September 12, 2003.

I THINK A MINAMALLY DEVELOPED TRAIL FOLLOWING THE RIVER UP FROM BRIGGS BRIDGE PARKING AREA WOULD LEAST DISTURB THE NATURAL BEAR & EAGLE HABITAT & THE LOCAL HUMAN RESIDENTS.
THANK YOU
Randy Beilfuss

Subject: Proposed Waterfall Access
From: Ken Langworthy <KLangworthy@prudhoe-bay.oilfield.slb.com>
Date: Sun, 12 Oct 2003 13:03:15 -0800
To: Chuck_Casper@dnr.state.ak.us
CC: Bill_Evans@dnr.state.ak.us

entered 11/12/03

It has come to my attention that one aspect of the Greenbelt Project includes the proposed construction of a bridge to and parking lot at the Southfork Waterfall. Though I support the Greedbelt Project as a whole, I am adamantly opposed to the bridge and parking lot for many reasons; Increased access will have a negative affect on the quality of the location.

Interference with small salmon run both during construction and with increased visits is unavoidable.

Interference with wildlife, including bear that frequent area, will ultimately result in increased human contact leading to loss of that wildlife.

Increase in poaching, illegal dumping, and illegal fishing necessitating increased patrols.

Semi remote site will encourage illegal camping, fires, and drinking/partying, especially teens.

Access would be through a quiet neighborhood with many children, families, and pets. There would be an increase in traffic through this neighborhood endangering these people and degrading the quality of life in the Riverview neighborhood.

Construction of road to other side of river would open the door to further development and severely reduce the quality of of the Greenbelt experience, the quality of life in the Riverview Subdivision, and the safety and quality of travel on Highland Road.

While I could list other concerns, I will keep it short at this point.

But there are some other things for you to think about. In using the Greenbelt Trails, as in Hiking from the Nature Center, a person is rewarded with their perseverance; the further one hikes, the more unspoiled it becomes. But with access at a halfway point, one would hike from the trailhead on Eagle River Loop up the Valley and be rewarded with, yes, another trailhead and MORE people. YEAH.

Also, with the construction of a new high school at the bottom of Highland Road, You would be creating a convenient place for students to go when cutting class or after class, and do what students do; drink, get stoned, make out, and hangout. Result: litter, speeding, truancy.

And finally, Highland Road is a small, crowded road with a traffic problem. The speedlimit of 35 mph is routinely ignored by many and the road conditions are dangerous. Anything that increases traffic is adding to the problem.

I hope you find the insight to continue with the project while keeping the quality of the waterfall environment intact, and the future and safety of the Riverview Neighborhood and Highland Road secure. Thank you for considering my input.

Sincerely,
Ken Langworthy
21534 Falling Water
Eagle River, AK 99577
907-622-2123

WRITTEN COMMENTS

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extended 11/12/03

OPEN HOUSE EAGLE RIVER GREENBELT ACCESS AND PATHWAY

Project No. 55715
August 12, 2003 5:00 PM – 7:00 PM
Alpenglow Elementary School – Eagle River

NAME (Please Print): TANA LUNA
ADDRESS: 9815 St. Lawrence Cir., Eagle River
PHONE NO.: 622-6598

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?)

*We very much enjoy using the trails in ER Valley.
If this greenbelt pathway were built, we would probably
use it 2-4x/month.*

*I would prefer that it be paved and closed to motorized
vehicles as they would be a danger to pedestrians + bicycles.*

*my only concern would be the homeowners that would be
very closeby the trail, as it would increase the amount of
traffic and therefore the risk of crime in their areas.*

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WRITTEN COMMENTS

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OPEN HOUSE
EAGLE RIVER GREENBELT
ACCESS AND PATHWAY
Project No. 55715
August 12, 2003 5:00 PM – 7:00 PM
Alpenglow Elementary School – Eagle River

entered 12/12/03

NAME (Please Print): Scott Luna
ADDRESS: 9815 St. Lawrence Circle Eagle River
PHONE NO.: 622-6598

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?)

I do use the trails in Eagle River Valley.
Either trail plan would work for me. It is my opinion that the one on the north side would get more use. I would like to see it paved like the trail along the Glenn Hwy. I do not want motorized vehicles used on this trail. Thanks for these considerations.

Note: To mail, fold along solid lines on the back of this sheet and tape or staple so that the address shows. Comments should be received by September 12, 2003.

replied 11/12/03

Subject: [Fwd: Eagle River Greenbelt Trail Comments]
From: Bill Evans <bille@dnr.state.ak.us>
Date: Fri, 19 Sep 2003 07:34:56 -0800
To: Chuck Casper <Chuck_Casper@dnr.state.ak.us>, Ken Morton <kenm@dnr.state.ak.us>, Barbara Wild <barbaraw2@dnr.state.ak.us>

Subject: Eagle River Greenbelt Trail Comments
From: "Vaught, Doug" <dvaught@beesc.com>
Date: Thu, 18 Sep 2003 18:09:53 -0800
To: Bill_Evans@dnr.state.ak.us

Bill,

Attached are my comments. I appreciate you allowing me additional time to comment. I kept my comments rather general. I can comment in more detail on trail segments but it seems that with so many ideas in play, it may not be very helpful. For example, will the trail be on the north side or south side of the river (please see my comments for my opinion)? Once I know what DNR/the public prefers in general and which access points you most want to develop, I can better zero in on which segments would work best in my opinion. If, however, you would like me to be more specific right now, please let me know and I will focus additional comments to do that.

Please contact me if you have questions for me or if I can help you in some way. I very much want to see a trail in the Eagle River Greenbelt constructed and will make myself available as much as possible. Thank you.

Doug Vaught
Eagle River, AK
743-9308 (day phone)

Doug Vaught
19211 Babrof Drive
Eagle River, AK 99577

September 18, 2003

Bill Evans
Division of Parks & Outdoor Recreation
Alaska Dept. of Natural Resources

Subject: Eagle River Greenbelt Access and Pathway Comments

Mr. Evans,

We've spoken on the phone a few times about planning for the Eagle River Greenbelt Access and Pathway. Below are some comments I have on the project.

Regarding the project concept, I am very supportive of an effort to build a non-motorized recreation trail from Eagle River Campground to the Eagle River Nature Center. The river corridor is beautiful, low elevation, has low topographic relief, and presents outstanding potential for recreational use by Alaska residents and our many American and international visitors. This trail presents a tremendous economic opportunity to the City of Eagle River to promote a world-class recreational outlet in its midst. At present, of course, trails in the Eagle River corridor are rather disorganized, cross private land and are at risk of loss through development, and/or don't exist at all.

Comments

1. I support the idea of developing a paved trail leading out from the campground (a high use and attractive location), although I don't believe it's absolutely necessary to construct a paved trail all the way to the Nature Center. At some point, the trail could transition to a nicely compacted dirt surface. If cost issues ever necessitate it, I would support construction of a non-paved trail for the entire length with the option of paving some or all at a later date. A nicely designed and constructed dirt trail is wonderful (e.g., see the trails at Kincaid) and supports nearly all of the recreational activities that are possible on a paved trail. Of course, wet weather conditions and spring breakup make a difference. Dirt trails are a mess during heavy rain and especially breakup, while a paved trail during these times is a joy.
2. I do question the need to clear a 20-foot width trail easement with a wide paved surface for the entire trail alignment. I understand that this is an AMATS requirement. Although this type of trail can be beautiful and works very well for the Tony Knowles Coastal Trail, I'm concerned it may not always be compatible with the wilderness character of the Eagle River corridor, especially in the canyon area between the campground and Eagle River Loop Road. I worry that a wide swath through this area could be detrimental, although further up Eagle River where the valley is wider and more open this is less of a concern to me. I'm not opposed to the AMATS requirements per se, but I wouldn't want

to see strict adherence to the requirements to result in a design that is not compatible with the wilderness character of the corridor.

3. East of Eagle River Loop Road, I believe the paved trail should be planned for the north side of the river. This makes the most sense to me. The neighborhoods and ongoing residential development are all on the north side of the river. Development on the south side of the river is minimal. Also, Eagle River Road and the Nature Center are on the north side. Parking, ease of access, etc. argues for north side construction. It seems best to build a paved trail nearest to the most people and the best access. Regarding the south side of the river, because it is hard up against the north side of the mountains, it is colder, receives less annual sunlight, and snow and ice linger much longer than on the north side. It really does make a big difference!
4. If it is possible to construct both a paved trail and additional dirt trails, the paved trail is best suited to the north side of the river as mentioned above and dirt trails on the south side. Of course, a fairly good dirt trail already exists from the Loop Road parking area to South Fork Eagle River confluence, but access across South Fork at present is a bit difficult. The existing dirt trail does not lead directly to the old bridge that crosses above the waterfall. As a mountain bike enthusiast, I like the idea of a relatively narrow single-track cycling/hiking trail on the south side and an improved paved trail on the north side that would better accommodate casual walkers, families with small children, etc. A bridge across Eagle River (M9) in the vicinity of South Fork confluence would allow a convenient connection between north side and south side trail systems and would enable a parking lot at the waterfall area to serve as an access point for use of a north side trail.
5. Redevelopment of public access to the South Fork Eagle River waterfall is a worthwhile goal by itself, with or without an AMATS trail. It is obvious that this was once a popular visitor/picnic spot, but it's now abandoned and forgotten. It's a shame because it is every bit as pretty as Thunderbird Falls and it's right in our backyard, but only a very small handful of people even know about it. There is excellent potential to create a small parking area with access to the hiking trail west of South Fork Eagle River that leads to the river's confluence with Eagle River (I refer to the hiking trail from the blocked-off South Fork bridge downhill to the confluence).
6. Although expensive, routing the trail through the narrow canyon between the campground and the Loop Road (connecting to A4 to A5 or B13) has a certain design elegance that the O segments would lack. I prefer the A2 to A4 to B13 route. However, I see a canyon route as a tradeoff between more desirable location versus higher cost and greater environmental impact. A route through the canyon would require very careful planning and construction. The canyon is a very pretty place but would be easy to harm. If done right, however, it would be spectacular – like a national park trail next to a city.
7. A better method must be made to connect the campground to the City of Eagle River. Right now, most people climb up/down the steep embankment above the parking lot next to the Glenn Highway Bridge, then cross the pedestrian lane on the bridge. This really is an extremely poor situation. The proposed segment A2 addresses this problem well, assuming a bridge is built to cross the river at the A8 intersection point.

Subject: Eagle River Greenbelt access
From: Wilderness Birding Adventures <wildbird@alaska.net>
Date: Tue, 16 Sep 2003 18:57:12 -0800
To: chuck_casper@dnr.state.ak.us

extended 9/1/03

Dear Mr. Casper:

As a heavy user of the trails and waterfall area in the Southfork of Eagle River area, I urge State Parks to preserve access for the Southfork Community through Ken Logan Circle. Further if the trail is built, the portion I will desire to use the most is up river from the Southfork, so please in your planning work figure out a way through land exchange or whatever, to access the main greenbelt through Ken Logan Circle. Since the locals are worried about traffic there, I suggest having the waterfall's main access from the greenbelt trail instead of the circle. If you accomplish that then there will be defacto access to the main trail for the local community from Ken Logan Circle along the waterfall's connecting trail. Thanks for your consideration.

Bob Dittrick

Subject: E.R. Greenbelt access - Southfork
From: Wilderness Birding Adventures <wildbird@alaska.net>
Date: Tue, 16 Sep 2003 20:59:31 -0800
To: chuck_casper@dnr.state.ak.us

extended 11/12/03

Mr Casper:

I ski, hike, bike, walk my dogs and salmon view in the area of the Greenbelt. Presently I access through Ken Logan Circle. Please make sure I can continue using this access in your planning process. I am looking forward to having access to natural areas in the upper river, which it seems the greenbelt will provide. So also please make sure that there is a connection to the greenbelt through Ken Logan Circle. Thank you very much.

Lisa Moorehead
South Fork resident
(5515 Wild Mountain Road)
694-7442

Eva Loken

From: Jeff Johnson [browndog@alaska.net]
Sent: Monday, September 08, 2003 9:26 PM
To: Eva Loken; Ron Aksamit; dkendall@wwdb.org; bfink1@attglobal.net; browndog; Keith Brown; vankoten; kaleyscott; Bjilly; akmalemute; cologgi; Mike Callahan; Rich Monroe; marcy.suzanne; Richard Lanctot; Craig Ottosen; Cheryl McDonald; Michael Boelter; Deborah Blank; Mike Adams; Richard Metzger; Allison Erickson; Bob Dittrick; Kevin Vakalis; Jose Vicente; Phil Lane; Pullen; Diane; Katherine Koch; C.Ingmanson; hilandjim; Lloyd_Alaska; Sharron Kelly; Dave R.; david joerg
Subject: Eagle River Greenbelt

entered 11/12/03

WRITTEN COMMENTS

Your input is an important element of this project. To ensure that your views are considered, we have provided this sheet for your convenience. If the space is not sufficient, feel free to include additional sheets. Also, please sketch ideas on the drawings on the tables.

RECEIVED
SEP 15 2003

OPEN HOUSE
EAGLE RIVER GREENBELT
ACCESS AND PATHWAY
Project No., 55715

D.P.O.R.
DESIGN & CONSTRUCTION

NAME (Please Print) Ron Aksamit
ADDRESS 101 WOLF DRIVE EAGLE RIVER, AK 99577
PHONE NO: 694-2820

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?)

IF ONE OF THE OBJECTIVES OF THE PLAN IS TO PROVIDE PUBLIC ACCESS TO THE CONFLUENCE OF SOUTH FORK / EAGLE RIVER AND TO THE WATERFALL ON SOUTH FORK, I RECOMMEND THAT THE EXISTING STONEMILL DRIVE BE OPENED ALL THE WAY FROM HILAND ROAD TO KEN LOGAN CIRCLE, AND THAT KEN LOGAN CIRCLE BE EXTENDED APPROXIMATELY 1/4 MILE TO THE EXISTING INTERSECTION. A PARKING LOT COULD BE ESTABLISHED AT THAT POINT. FROM THERE IT WOULD BE AN EASY WALK TO BOTH THE CONFLUENCE AND TO THE WATERFALL.

WRITTEN COMMENTS

entered 11/12/03

Your input is an important element of this project. To ensure that your views are considered, we have provided this sheet for your convenience. If the space is not sufficient, feel free to include additional sheets. Also, please sketch ideas on the drawings on the tables.

OPEN HOUSE EAGLE RIVER GREENBELT ACCESS AND PATHWAY

Project No. 55715

August 12, 2003 5:00 PM - 7:00 PM

Alpenglow Elementary School - Eagle River

NAME (Please Print): JEFF BRAND

ADDRESS: 21419 Lowland AVE

PHONE NO.: 694-3422

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?) I HAVE SKIED THE RIVER IN PARTS FROM BELOW THE GLENN HWY BRIDGE TO THE NATURE CENTER, SKIED & HIKE TO THE FALLS AT SOUTH FORK FROM THE CONFLUENCE & VIA MRA POWERLINE & SKIED FROM HAMANN SUBDIVISION TO THE RIVER & TO PTM VIA EDITAROD TRAIL. I WOULD THINK THE SOUTH SIDE OF THE RIVER IS BEST FROM GLENN HWY BRIDGE TO BRIGGS & ONTO SOUTH FORK. AFTER SOUTH FORK EITHER SIDE IS OKAY BUT THE HOMESTRAD ROAD IS A GOOD SKI & ON THE NORTHSIDE OF HOMESTRAD ROAD IS FLAT & BROAD. THEN YOU COULD CROSS AT NORTH FORK & CONTINUE ON NORTHSIDE OF RIVER TO THE PARK. IN WINTER THE SNOW IS BETTER & LASTS LONGER ON THE SOUTH SIDE OF THE RIVER. I THINK A WIDE GRAVEL TRAIL OR PACKED WIDE TRAIL. PAVED TRAIL WOULD HAVE CONSTANT ROOT DAMAGE - LIKE GLENN HWY PATH.

Note: To mail, fold along solid lines on the back of this sheet and tape or staple so that the address shows. Comments should be received by September 12, 2003.

entered 9/62/03



Segment Descriptions

Sheet A

- A1 Existing trail/old road. Existing trail would need improvement.
- A2 New pathway. Some wetlands. Bridge crossing across Eagle River.
- A3 Existing trail/old road. Existing trail would need improvement. Bridge crossing across Eagle River. New pathway on North side.
- A4 New pathway. 2 bridge crossings across Eagle River. Switch-back to climb up to Eagle River Loop Road.
- A5 Connects to existing pedestrian tunnel under the Eagle River Loop Road.
- A6 Existing pathway along the Eagle River Loop Road.
- A7 New separated pathway along VFW road, new pathway through woods, climbs up to connect to existing trail/old road, and then bridge across the Eagle River. Existing trail would need improvement.
- A8 Combination of new pathway and existing roads with in the Eagle River Campground. Existing roadway is steep.
- A9 New separated pathway along the Glenn Highway frontage road.

① USE EXISTING MULE PATH DOWN MEET TO FREEWAY, BUILDS NEW CONNECTING PATHWAY BEFORE FREEWAY BRIDGE INTO CAMPGROUND. THIS AVOIDS STEEP ROADWAY INTO CAMPGROUND.

A7 EXISTING FREEWAY WILL BE WIDENED TO THREE LANES. MULE PATH WILL HAVE TO BE REROUTED FURTHER EAST. MMU AS WELL BUILD THIS SECTION TO PREPARE FOR THAT DAY. PLUS BETTER ACCESS TO HIGH SCHOOL / CAMPGROUND FOR N. EAGLE RIVER RESIDENTS.

WRITTEN COMMENTS

Your input is an important element of this project. To ensure that your views are considered, we have provided this sheet for your convenience. If the space is not sufficient, feel free to include additional sheets. Also, please sketch ideas on the drawings on the tables.

OPEN HOUSE EAGLE RIVER GREENBELT ACCESS AND PATHWAY

Project No. 55715

August 12, 2003 5:00 PM - 7:00 PM
Alpenglow Elementary School - Eagle River

NAME (Please Print): JOHN WANER + BOBBI JO BOBBY

ADDRESS: 17642 TOLSONA WAY ER AK 99577

PHONE NO.: 907 250 8186

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?)

② SEE MAP. ACCESS PATH TO GRUTNER MIDDLE SCHOOL.
ACCESS FOR EAGLE RIVER AND HOMESTEAD ELEMENTARY
~~AREA~~ NEIGHBORHOOD RESIDENTS. THERE IS A RIDGE HERE
WITH AN OLD FURN WHEELER TRAIL DOWN TO RIVER.

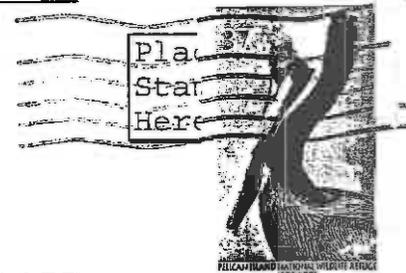
A2 NORTH SIDE ROUTE HAS BETTER EXPOSURE SO TRAIL COULD
BE OPEN MORE OF YEAR. ALSO ONE CROSS BRIDGE THAN
A3 BUT STILL MAXIMIZE EXPOSURE OF PRITTIEST PART
OF GREENBELT. GOES BY OLD STAIN POOL WHICH COULD
BE IMPROVED AS INTERPRETIVE SITE.

Note: To mail, fold along solid lines on the back of this sheet and tape or staple so that the address shows.
Comments should be received by September 12, 2003.

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**EAGLE RIVER GREENBELT ACCESS
AND PATHWAY
PROJECT NO. 55715**

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EO for 1/6 project

RECEIVED
SEP 03 2005

D.P.O.R.
DESIGN & CONSTRUCTION

**CHUCK CASPER, P.E., PROJECT MANAGER
ALASKA STATE PARKS
DIVISION OF PARKS AND OUTDOOR RECREATION
550 W. 7th AVE., Suite 1340
ANCHORAGE, ALASKA 99501-3565**

WRITTEN COMMENTS

Your input is an important element of this project. To ensure that your views are considered, we have provided this sheet for your convenience. If the space is not sufficient, feel free to include additional sheets. Also, please sketch ideas on the drawings on the tables.

OPEN HOUSE EAGLE RIVER GREENBELT ACCESS AND PATHWAY

Project No. 55715

August 12, 2003 5:00 PM – 7:00 PM

Alpenglow Elementary School – Eagle River

entered 9/12/03

NAME (Please Print): RAY & JUNE CROXFORD

ADDRESS: 26016 EAGLE RIVER RD.

PHONE NO.: 694-8116

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?)

WE ARE AGAINST THE GREENBELT! WE HEAR PEOPLE THAT ARE ON THE RIVER NOW, IMAGINE THE NOISE LEVEL WITH SNOWMACHINES, ATV'S, ETC. OUR BIGGEST CONCERN IS THE IMPACT ON THE LAND, TO THE ANIMALS ESPECIALLY. WHAT HAPPENS THE 1ST TIME A PERSON ENCOUNTERS A BEAR, THE BEAR WILL BE SHOT OF COURSE! THIS IS ONE OF THE MOST BEAUTIFUL AREAS IN THE STATE. PLEASE DO NOT DESTROY IT WITH PEOPLE & ENTERTAINMENT. SOME OF YOUR PLANNERS SHOULD COME AT HERE & LIVE AND REALIZE THE FOLLEY OF WHAT YOU ARE DOING. HOW WOULD YOU LIKE A PARKING LOT NEXT TO YOUR HOME? PLUS THE NOISE, ETC. PROGRESS IS NOT ALWAYS A GOOD THING. GO PLAN SOME OTHER VALLEY! DON'T DESTROY WHAT IS GOOD & BEAUTIFUL.

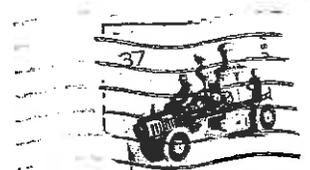
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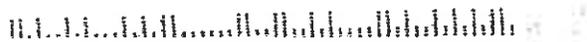
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AND PATHWAY
PROJECT NO. 55715**

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D.P.O.R.
DESIGN & CONSTRUCTION



**CHUCK CASPER, P.E., PROJECT MANAGER
ALASKA STATE PARKS
DIVISION OF PARKS AND OUTDOOR RECREATION
550 W. 7th AVE., Suite 1340
ANCHORAGE, ALASKA 99501-3565**



Subject: In support of Eagle River Greenbelt Pathway
From: TPM0723@aol.com
Date: Sun, 17 Aug 2003 19:35:55 EDT
To: Chuck_Casper@dnr.state.ak.us
CC: bill_evans@dnr.state.ak.us, TPM0723@aol.com

Dear Mr. Casper:

I and my family of five live on Kuparuk Avenue, Eagle River, about 2 miles from the ER Nature Center. All of us strongly support the proposed pedestrian/bicycle path between ERNC and ER Campground. We regret that we were unable to personally attend the meeting on August 12.

Please respond if you have any questions. I hope that our opinions may be registered in some way. Thank you.

Sincerely,

Thomas P. Mezzetti, Jr.
Jacintha C. Mezzetti
Miriam M. Mezzetti
Brendon J. Mezzetti
Natalie A. Mezzetti

received 11/12/03

WRITTEN COMMENTS

entered 11-12-03

Your input is an important element of this project. To ensure that your views are considered, we have provided this sheet for your convenience. If the space is not sufficient, feel free to include additional sheets. Also, please sketch ideas on the drawings on the tables.

RECEIVED
AUG 27 2003

D.P.O.R.
DESIGN & CONSTRUCTION

OPEN HOUSE EAGLE RIVER GREENBELT ACCESS AND PATHWAY

Project No. 55715

August 12, 2003 5:00 PM - 7:00 PM

Alpenglow Elementary School - Eagle River

NAME (Please Print): Monte Weaver 9957
ADDRESS: 23941 Sun Lott Drive Eagle River
PHONE NO.: 907-696-3456

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?)

I live at mile 5 - on Eagle River Road. I am retired from Alaska DOT and enjoy the trails here in the valley. However, there are not enough trails! The pathway is a needed addition.

The Eagle River Pathway should be built in phases as funds are available - Phase I could be from Briggyr Bridge to existing North Fork access site. Phase II could be from Eagle River Campground to Briggyr Br. and phase III could be North Fork Access to Eagle R. Nature Center.

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over

The new pathway should start on the south side of the river and proceed up stream, but should cross to the north side of the river before reaching the South Fork of E.R. From the South Fork to the North Fork the pathway should be on the north side of the river, but should be near the river.

See my pink highlighted route that I think would be the best for the people and still be a nature route -

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Good luck on building this project - I am 68 yrs. and hope to see it and ride my bike on it -

Monte Weaver

**EAGLE RIVER GREENBELT ACCESS
AND PATHWAY
PROJECT NO. 55715**

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Place
Stamp
Here

CHUCK CASPER, P.E., PROJECT MANAGER
ALASKA STATE PARKS
DIVISION OF PARKS AND OUTDOOR RECREATION
550 W. 7th AVE., Suite 1340
ANCHORAGE, ALASKA 99501-3565

Summary of Public Involvement for Stage 1

Eagle River Greenbelt Access & Pathway

Of the comments we have received, most people generally support the project as long as it doesn't significantly degrade the Greenbelt's natural environment.

Following is a list of concerns conveyed to us during the Public Involvement for Stage 1. Both support and opposition were expressed for some concerns.

This trail should be for non-motorized use only -

Possible Pathway Use

- Ski _____ *yes*
- Pedestrian _____ *yes*
- Bicycle _____ *yes*
- Snowmobile _____ *NO*
- ATV _____ *NO*
- Fire Vehicles _____ *NO*
- Education/Interpretation _____ *OK*
- Horses _____ *yes*
- Access for Disabled _____ *OK*
- Boating Access _____ *yes*

Possible Pathway Impacts

- Wilderness _____ *This is not a wilderness area!*
- Wildfire _____ *It already exists -*
- River Experience _____ *Most of trail is not visible from river*
- Bear/Human Conflicts _____ *In my opinion this is limited.*
- Noise Pollution _____ *Not a problem if non-motorized use only.*
- Dog Feces _____ *Possibly some, but not major problem -*
- Maintenance _____ *Build it first and worry about maintenance etc*
- Car Traffic _____ *Not a problem in most areas -*
- Need More Parking _____ *yes -*
- Law Enforcement _____ *We already have police -*
- Need Safer Road _____ *Could happen*
- Vandalism _____ *Avoid wetlands*
- Wetlands _____
- Light Pollution _____
- Trespass _____

Possible Pathway Location

Near Eagle River Road - OK

South Side of River Downstream of the Brigg's Bridge, - OK

then North Side of River Upstream of the Brigg's Bridge ← Please keep trail away from major subdrains

Use Existing Trails - Yes

Use Iditarod Trail - where possible

Near River - Yes

North Side of River ← upstream of South Fork -

South Side of River ← below South Fork

Possible Access Points

At existing North Fork site - Yes -

Near South Fork - No -

At existing Brigg's Bridge site - Yes

Possible Pathway Type

Paved Trail - Not necessary on all of the trail -

Wide Trail - No - 6 feet would be good -

Narrow Footpath - Would be OK - similar to Albert

Jogs at Nature Center.

Segment Descriptions

Sheet A

- A1 Existing trail/old road. Existing trail would need improvement.
- A2 New pathway. Some wetlands. Bridge crossing across Eagle River.

- A3 Existing trail/old road. Existing trail would need improvement. Bridge crossing across Eagle River. New pathway on North side.
- A4 New pathway. 2 bridge crossings across Eagle River. Switch-back to climb up to Eagle River Loop Road.
- A5 Connects to existing pedestrian tunnel under the Eagle River Loop Road.
- A6 Existing pathway along the Eagle River Loop Road.
- A7 New separated pathway along VFW road, new pathway through woods, climbs up to connect to existing trail/old road, and then bridge across the Eagle River. Existing trail would need improvement.

- A8 Combination of new pathway and existing roads with in the Eagle River Campground. Existing roadway is steep.
- A9 New separated pathway along the Glenn Highway frontage road.

Segment Descriptions

Sheet B

- B1 Connects to existing pedestrian tunnel, crosses Mills Bay Drive, and follows existing trail/old road. Existing trail would need improvement.
- B2 Existing paved path that connects Mills Bay Drive to existing trail/old road. Path is on land held by homeowners association.
- B3 Existing trail on land held by homeowners association. Existing trail would need improvement. Has problem spot; 30 feet between private property and eroding bluff.
- B4 Existing paved path that connects cul-de-sac to paved service road. Path is on land held by homeowners association.
- B5 Existing paved service road. Service road is on land held by homeowners association.
- B6 Existing trail. Existing trail would need improvement. Some wetlands.
- B7 Game trails. Significant wetlands.
- B8 Existing trail. Existing trail would need improvement. Some wetlands. Some steep spots but they can be modified to meet standards.
- B9 Connecting trail through residential condo common area.
- B10 Existing trail. Existing trail would need improvement. Some wetlands. Some steep spots but they can be modified to meet standards.
- B11 Existing cleared route. Improvements needed.
- B12 Continues along the service road. Very steep. Short length of new separated pathway along Eagle River Lane.
- B13 Drops down the bluff to underpass below the bridge, parallels the river, and climbs back up to connect to an existing trail on top of the bluff. Existing trail would need improvement. Steep slopes and cross-slopes. Prone to flooding next to river.

NEW ASBESTOS ROADWAY
EXISTING ROADWAY

HASHI RIVER ROAD
PAVING AND
REPAIRS

NEW
ALTERNATIVE PARKWAY ALIGNMENT
EXISTING
ALTERNATIVE PARKING
ALTERNATIVE PATH ACCESS

EXISTING PAVED PATH / SHOULDER
EXISTING PARKING
EXISTING PATH ACCESS

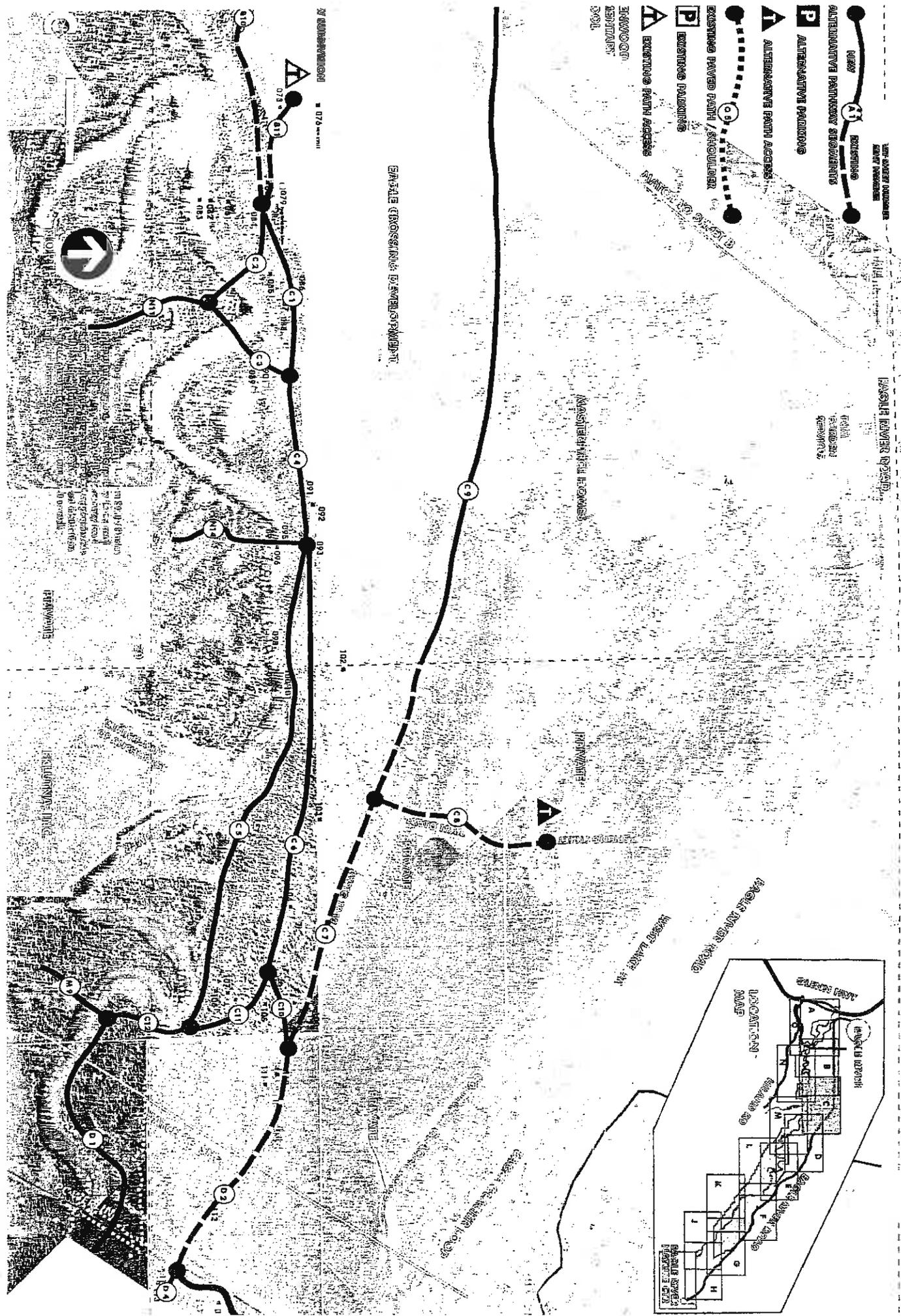
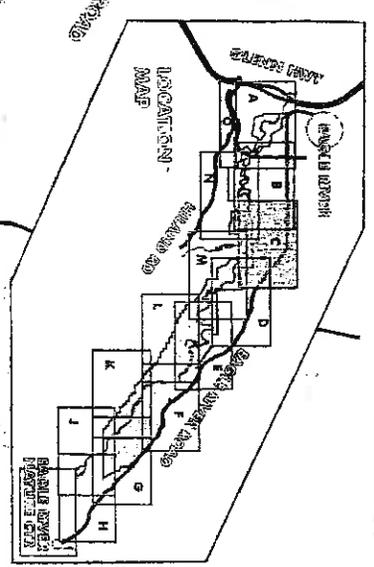
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EXISTING ROADWAY

HASHI RIVER ROAD
PAVING AND
REPAIRS

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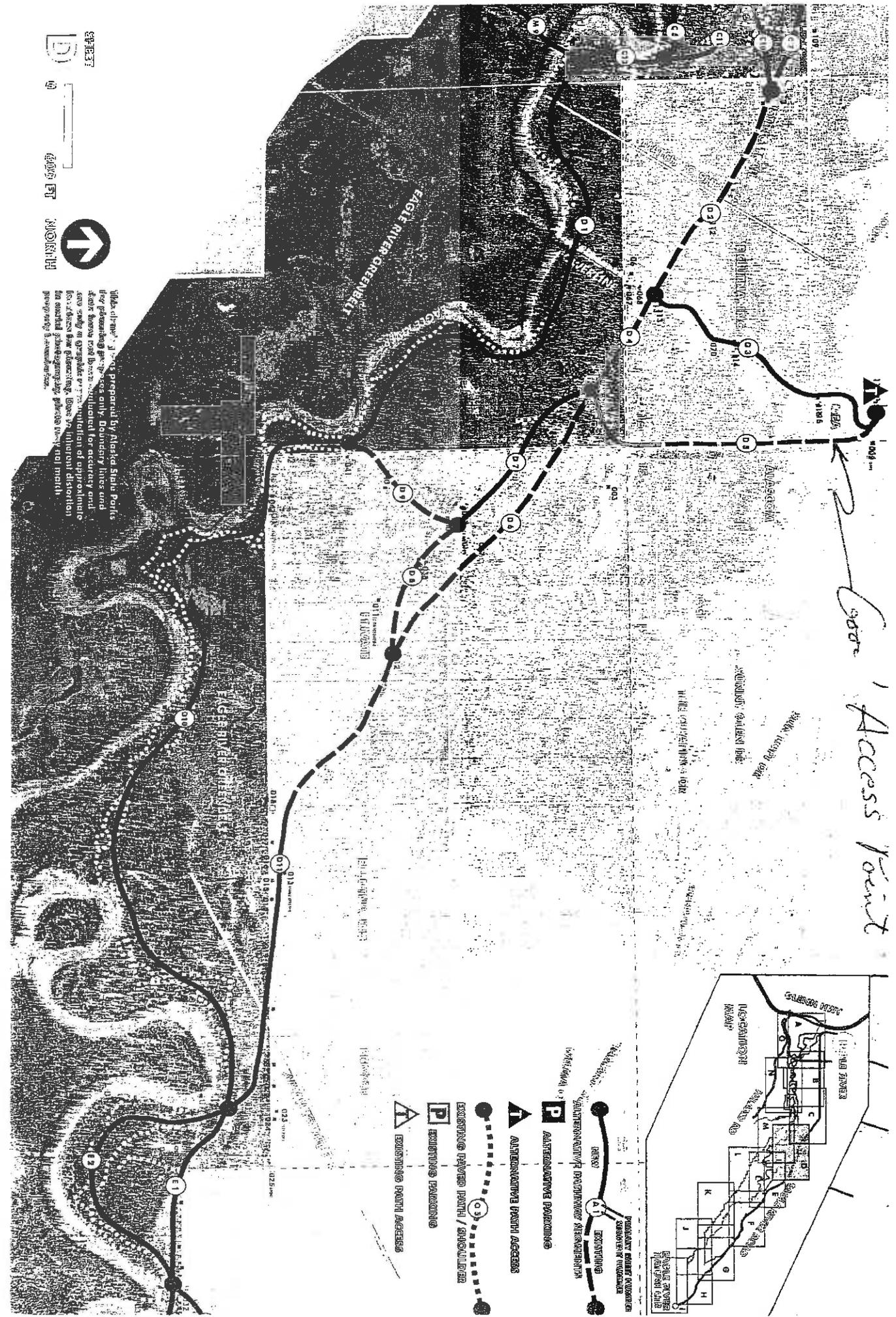
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Segment Descriptions

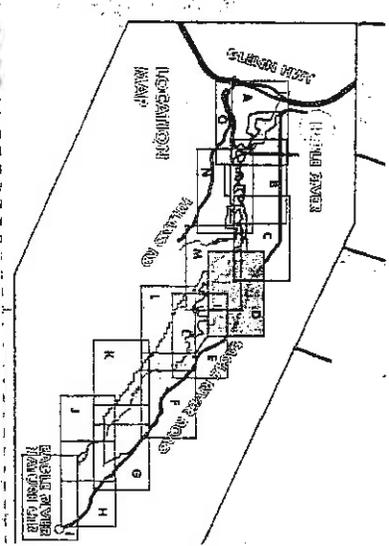
Sheet C

- C1 New pathway. Some natural terraces and some steep cross-slopes.
- C2 Connection to cross river. Bridge. Some wetlands.
- C3 Alternate connection to cross river. Bridge. Some wetlands.
- C4 New pathway. Some natural benches and some steep cross-slopes.
- C5 New pathway. Some natural benches and some steep cross-slopes. Some wetlands. Across Eagle River from the South Fork confluence.
- C6 New pathway. Some natural benches and some steep cross-slopes. Crosses private property.
- C7 Existing trail. Crosses private property. Existing trail would need improvement. Some wetlands. Some ponding and/or running water on trail.
- C8 Existing trail. Crosses private property. Existing trail would need improvement. Some wetlands. Some ponding and/or running water on trail.
- C9 A portion on the upstream end is existing trail and the remainder is new pathway. Existing trail would need improvement. Some wetlands. Some ponding and/or running water on trail. Crosses private property. This segment hasn't been field-checked by staff.
- C10 Connection. Some steep cross-slopes.
- C11 Connection. Some steep cross-slopes and some wetlands.
- C12 New pathway paralleling river on natural levy. 2 creek crossings. Some wetlands. Minimum 25 ft setback from river.

Gate Access Point



Wilds design... prepared by Alaska State Parks
 they determine... only boundary lines and
 their... not... to accuracy and
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 for... of... of...



- P** ALTERNATIVE PARKING
- A** ALTERNATIVE PATH ACCESS
- P** EXISTING PARKING
- A** EXISTING PATH ACCESS
- P** EXISTING PAVED PATH / SHOULDER
- P** EXISTING PARKING
- A** EXISTING PATH ACCESS

Segment Descriptions

Sheet D

- D1 New pathway paralleling river on natural levy. Some wetlands. Minimum 25 ft setback from river.
- D2 Existing trail. Crosses private property. Existing trail would need improvement. Some wetlands. Some ponding and/or running water on trail. 1 creek crossing.
- D3 Powerline. Crosses private property. Some steep spots. Some wetlands and ponds.
- D4 Existing trail. Crosses private property. Existing trail would need improvement. Some wetlands. Some ponding and/or running water on trail.
- D5 Existing road on section line easement. Very steep.
- D6 Existing trail. Crosses private property. Existing trail would need improvement. Some wetlands. Some ponding and/or running water on trail.
- D7 New pathway. Crosses private property. Some wetlands.
- D8 Existing dozer trail. Existing trail would need improvement. Some wetlands. Crosses private property.
- D9 Connection along dozer trail. Crosses private property. Existing trail would need improvement. Some wetlands and 1 creek crossing.
- D10 New pathway paralleling river. Some wetlands. Minimum 25 ft setback from river.
- D11 A portion is existing trail and the remainder is new pathway. Crosses private property. Existing trail would need improvement. Some wetlands. Some ponding and/or running water on trail.

Segment Descriptions

Sheet E

- E1 New pathway paralleling property line. Significant amount of wetlands.
- E2 New pathway paralleling river on natural levy. Some wetlands. Minimum 25 ft setback.
- E3 Connection to subdivision. Crosses private property. Some wetlands.
- E4 Mostly new pathway paralleling property line. A small portion is an existing trail. Little wetlands.
- E5 New separated pathway along the Eagle River Road. Some wetlands. Could have avalanche potential.



Segment Descriptions

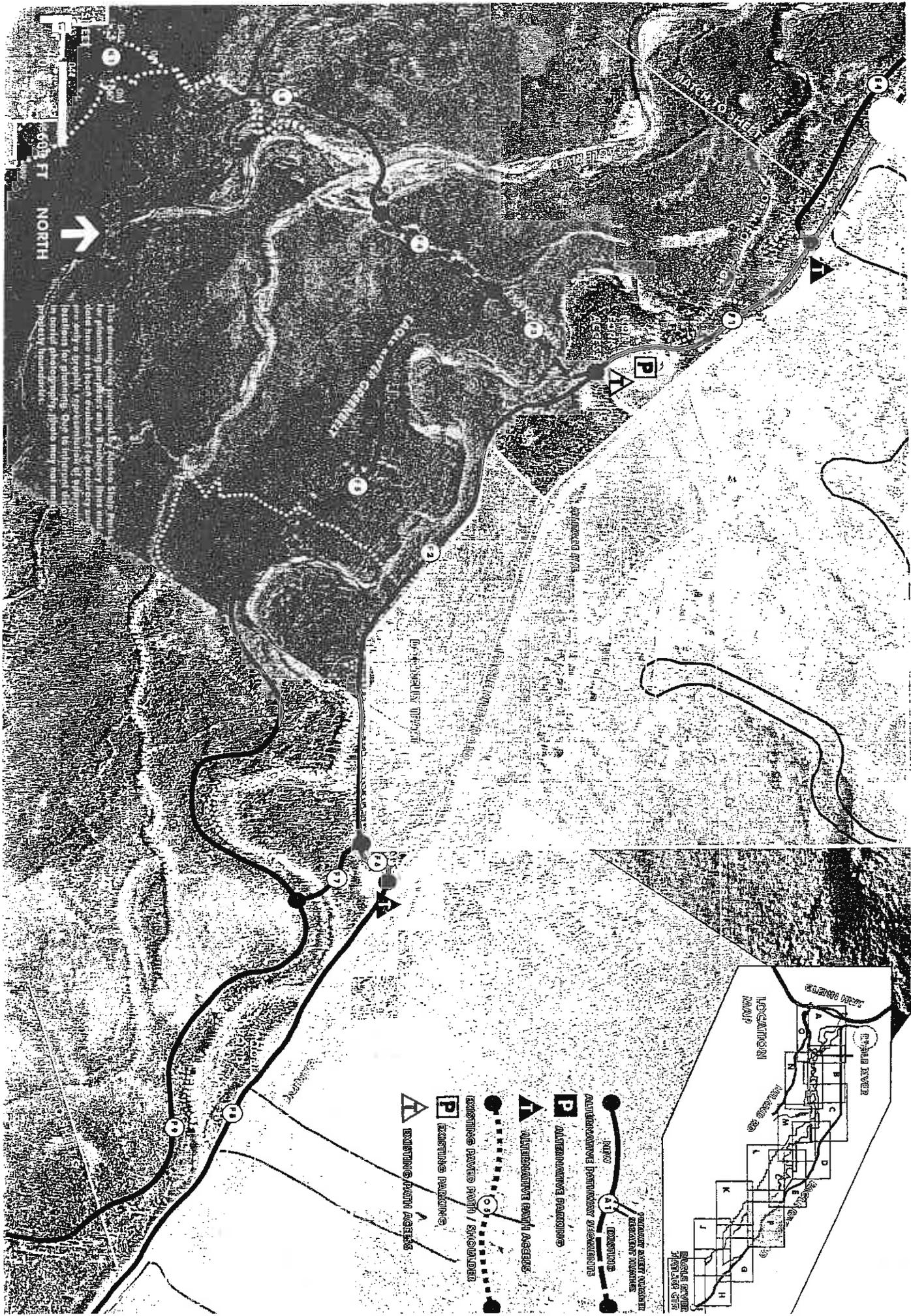
Sheet F

- F1 New separated pathway along the Eagle River Road to the North Fork Access. New pathway through the North Fork Access parking area. Some wetlands.
- F2 New pathway from the North Fork Access. Avoids private property. Mostly uplands.
- F3 Existing gravel path. Existing path would need improvement.
- F4 Existing gravel path. Existing path would need improvement.
- F5 New pathway paralleling river. Some wetlands and creek crossings. Minimum 25 ft setback from river. Could be prone to flooding.
- F6 Connection. Some wetlands
- F7 Connection. Bridge crossing. Some wetlands.
- F8 New separated pathway along the Eagle River Road, or use widened shoulders after future ADOT road upgrade. Some wetlands. Has serious avalanche potential.
- F9 New pathway paralleling river. Wetlands and requires bridge across the river. Minimum 25 ft setback from river. Could be prone to flooding.

Segment Descriptions

Sheet G

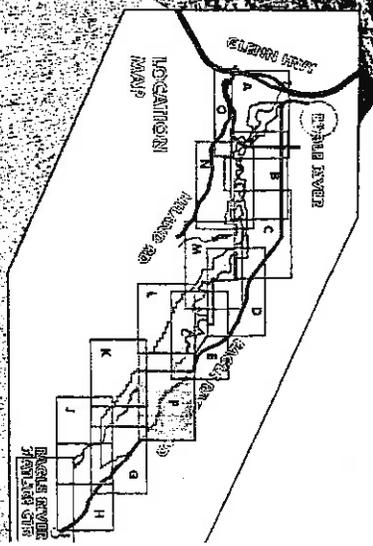
- G1 Avoids private property. New pathway. A significant portion is wetlands. Requires bridge across the river. Could be prone to flooding.
- G2 Avoids private property. Mostly new pathway, some is existing trail. Could be prone to flooding.
- G3 New pathway. Either separated from the roadway, or using the widened shoulder to be constructed by the future ADOT upgrade of the Eagle River Road. Land adjacent to the road is private property. Some wetlands. Could have avalanche potential.
- G4 Existing trail from the road to Clearwater Creek and the river. A small portion may be on private property. Existing trail would need improvement.
- G5 Connection to F8. Some wetlands. Could be prone to flooding.



600 FT
NORTH

This statement, map, and plan are for planning purposes only. No warranty is made for accuracy or completeness. The user assumes all responsibility for any use of the information provided. The user acknowledges that the information is not intended for use in any way that would constitute a violation of any applicable laws or regulations. The user further acknowledges that the information is not intended to be used as a substitute for professional engineering or architectural services. The user understands that the information is not intended to be used as a basis for any legal action.

- NEW** ALTERNATIVE PARKING AREAS
- EXISTING** ALTERNATIVE PARKING AREAS
- EXISTING PAVED PATH / SHOULDER**
- EXISTING PARKING**
- EXISTING PATH AGENTS**



PROJECT AREA
MARCHING CHANNEL
ELIZAVETH AVENUE

Segment Descriptions

Sheet H

- H1 New pathway. Either separated from the roadway, or using the widened shoulder to be constructed by the future ADOT upgrade of the Eagle River Road. Some wetlands.
- H2 New pathway. Either separated from the roadway, or using the widened shoulder to be constructed by the future ADOT upgrade of the Eagle River Road. Some wetlands.
- H3 Follows the top of the small bluff.
- H4 New pathway. Either separated from the roadway, or using the widened shoulder to be constructed by the future ADOT upgrade of the Eagle River Road. Some wetlands.
- H5 New pathway. Either separated from the roadway, or using the widened shoulder to be constructed by the future ADOT upgrade of the Eagle River Road. Some wetlands.
- H6 New pathway. Portions follow an abandoned road which may be the historic Iditarod Trail route. More wetlands than H5.

Segment Descriptions

Sheet I

- 11 New pathway to the old race track. Uplands. Also connects to the existing "Albert Loop Trail".
- 12 Existing old roads/trails. Very steep climbing up to the Eagle River Nature Center. Could also be a roadway connection to the proposed parking area if necessary.

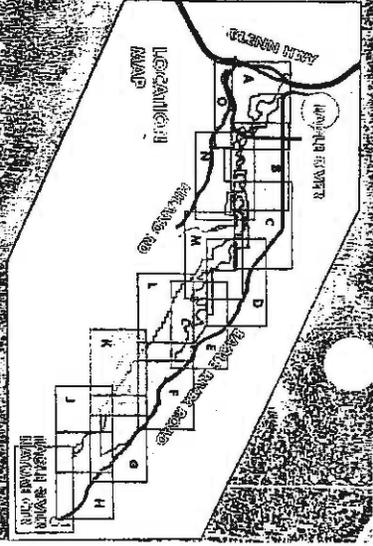
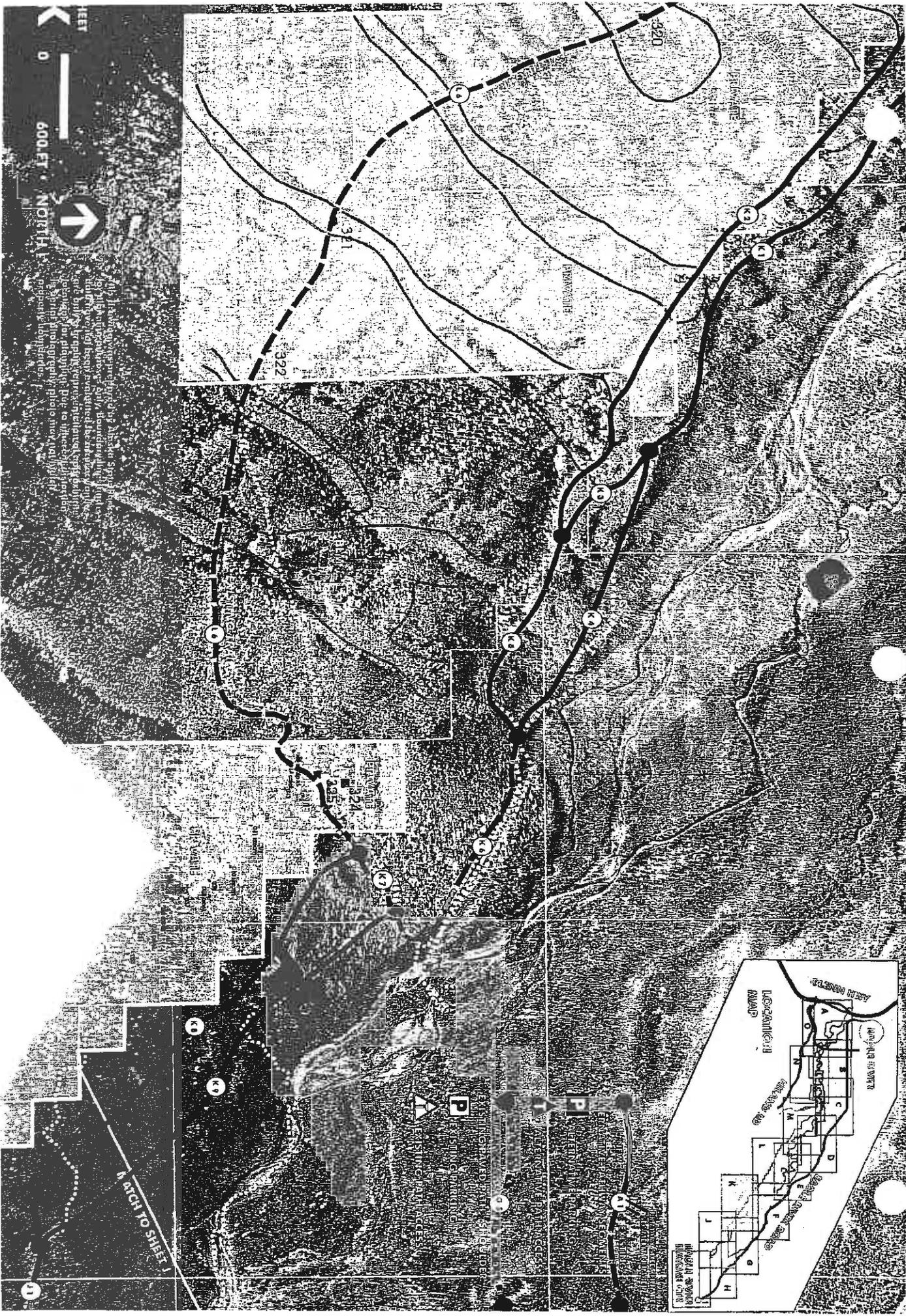
Segment Descriptions

Sheet J

- J1 Natural terraces. Good ground. Birch grove. 1 creek crossing.
- J2 New pathway. Prone to flooding. Requires 2 bridges across the river. Some wetlands. Mostly gravelly soils under organic layer.

HEET
0 600 FT. NORTH

All features on this map are projected on the North American Datum of 1983. Contour lines are shown at 10-foot intervals. Spot heights are shown in feet above mean sea level. Contour lines are shown at 10-foot intervals. Spot heights are shown in feet above mean sea level. Contour lines are shown at 10-foot intervals. Spot heights are shown in feet above mean sea level.



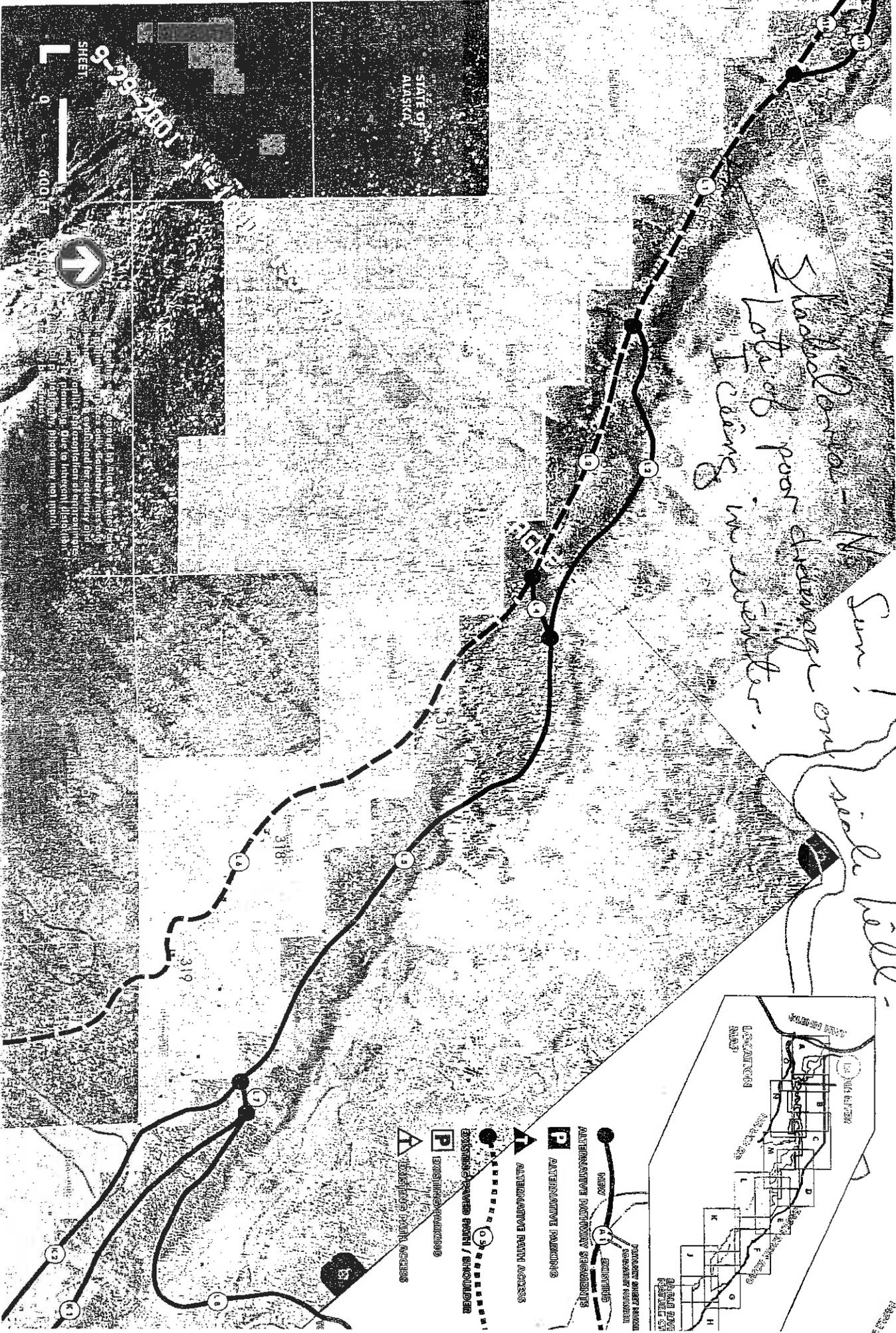
P
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RIGHT TO SHEET 1

Segment Descriptions

Sheet K

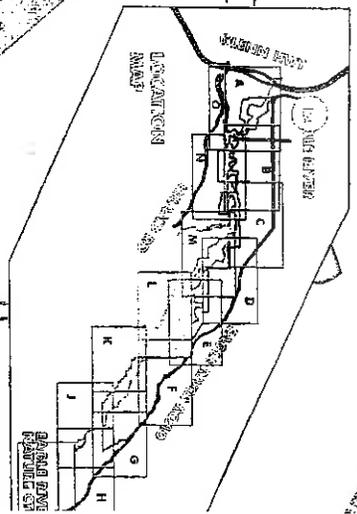
- K1 New pathway. Avoids private property. Natural bench. More wetlands than K2.
- K2 New pathway. Crosses private property. Natural bench. Less wetlands than K1. Mostly uplands. Has serious avalanche potential.
- K3 New pathway. Connects upper to lower. Upland.
- K4 New pathway. A portion is on a natural bench. Substantial wetlands/black spruce & muskeg.
- K5 New pathway. Mostly on a natural bench. A portion is wetlands/black spruce & muskeg.
- K6 Old airstrip that is becoming overgrown. Western portion crosses a wetlands area. Eastern portion is on old road/existing trail. Existing trail would need improvement.
- K7 Old road/existing trail. Existing trail would need improvement. "
- K8 New pathway. A couple of natural benches, but mostly cross slope. Some wetlands.
- K9 Old road/existing trail. Very overgrown. Lots of springs. Water running down the middle of the trail. Existing trail would need major improvement.



Shoof Lateral - No Sun! and side hill -
 Lots of poor drainage - I don't want in wetter...

- NEW** ALTERNATIVE ROADWAY
- EXISTING** ALTERNATIVE ROADWAY
- P** ALTERNATIVE PARKING
- A** ALTERNATIVE PATH ACCESS

- EXISTING PAVED ROAD / SHOULDER
- P** EXISTING PARKING
- A** EXISTING PATH ACCESS



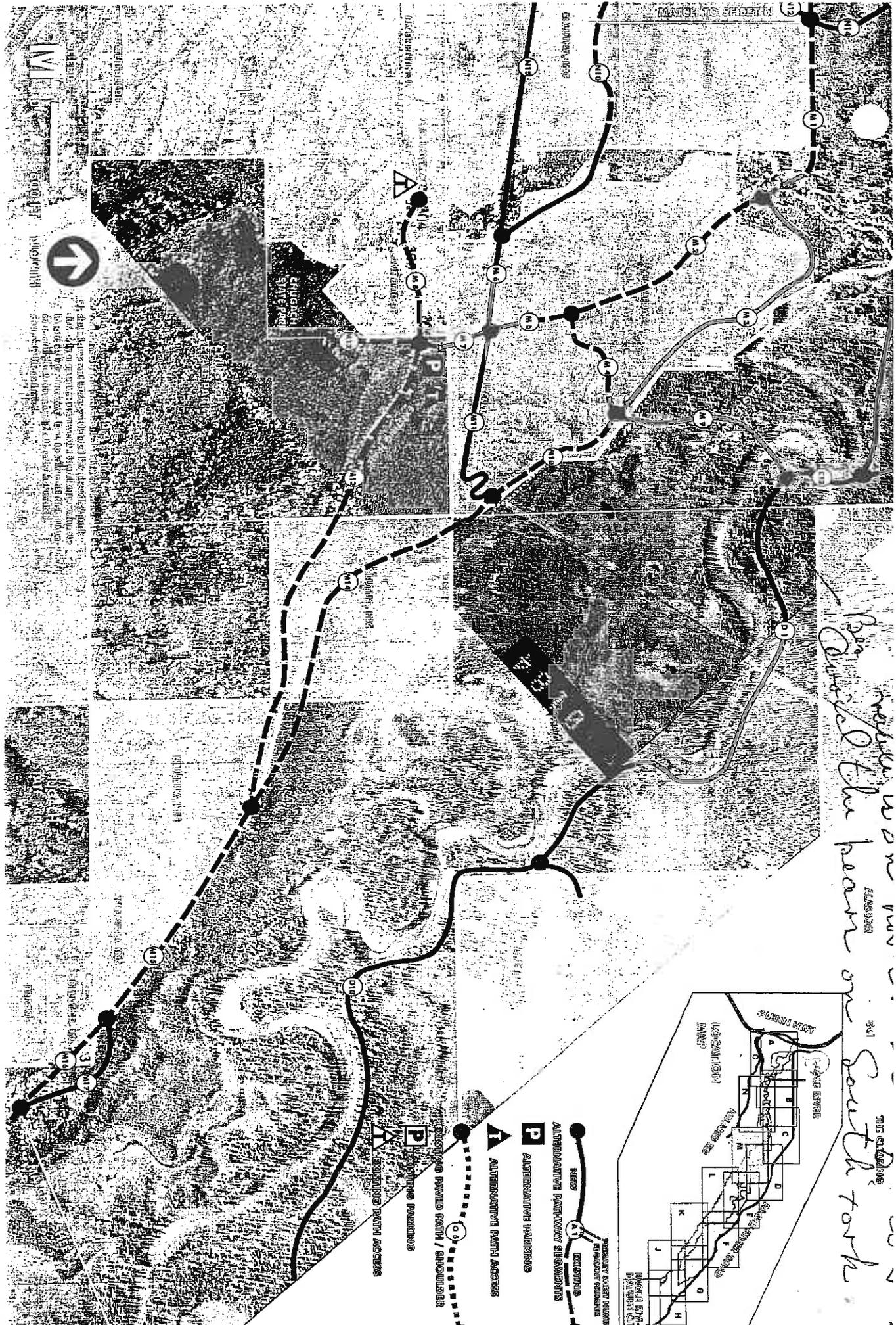
SHEET 1007-62-6
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STATE OF ALASKA

Segment Descriptions

Sheet L

- L1 Existing 1-lane gravel road/trail on State Park land. Currently there are private vehicles using the road. Legal status uncertain. There could be more vehicles in the future if the legal status is resolved and the private land is subdivided.
- L2 New pathway. Natural bench on Western portion; skirts bottom edge of drop-off on Eastern portion. A portion is on wetlands/black spruce & muskeg.
- L3 Existing 1-lane gravel road/trail on State Park land. Currently there are private vehicles using the road. Legal status uncertain. There could be more vehicles in the future if the legal status is resolved and the private land is subdivided.
- L4 New pathway. Connects upper to lower.
- L5 New pathway. Avoids private property. Mostly natural benches. Some wetlands.
- L6 Existing 1-lane gravel road/trail crosses private property. Currently there are private vehicles using the road. Legal status uncertain. There could be more vehicles in the future if the legal status is resolved and the private land is subdivided. Has serious avalanche potential.
- L7 New pathway. Connects upper to lower.
- L8 New pathway. Connects to the existing trail to the North Fork Access. Requires bridge across the river. Significant wetlands. Prone to flooding.



1. The proposed trail route is shown as a dashed line. It starts at the intersection of the trail and the paved path/shoulder (marked 'C') and follows the path through the park area.

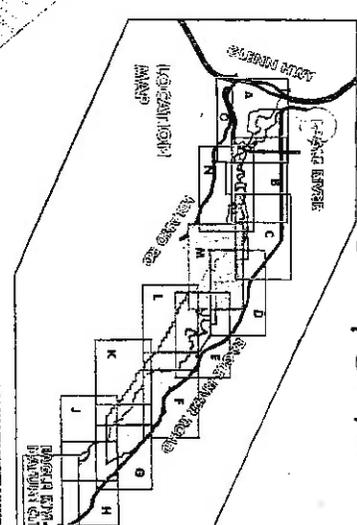
2. The trail route is shown as a dashed line. It follows the path through the park area, passing through the paved path/shoulder (marked 'C') and the alternative path access (marked 'A').

3. The trail route is shown as a dashed line. It follows the path through the park area, passing through the paved path/shoulder (marked 'C') and the alternative path access (marked 'A').

4. The trail route is shown as a dashed line. It follows the path through the park area, passing through the paved path/shoulder (marked 'C') and the alternative path access (marked 'A').

5. The trail route is shown as a dashed line. It follows the path through the park area, passing through the paved path/shoulder (marked 'C') and the alternative path access (marked 'A').

Review on the map on South Fork
 Consider the beam on South Fork



- N** NEW
- E** EXISTING
- P** ALTERNATIVE PARKING
- A** ALTERNATIVE PATH ACCESS
- C** EXISTING PAVED PATH / SHOULDER

Segment Descriptions

Sheet M

- M1 Existing trail/old road on property line. Crosses private property, but new pathway could be built on State Park property to detour around the private property. Existing trail would need improvement. Bridge for crossing the South Fork of Eagle River.
- M2 Existing trail/old road. Crosses private property. Existing trail would need improvement.
- M3 Game trail. Mostly on private property. Some wetlands. Evidence of significant bear activity.
- M4 Existing trail. Crosses private property. Existing trail would need improvement.
- M5 Existing trail/old road. Crosses private property. Existing trail would need improvement.
- M6 Powerline. Crosses private property.
- M7 Existing trail/old road. Crosses private property. Existing trail would need improvement.
- M8 Existing 1-lane gravel road/trail. Completely on State Park property. Currently there are private vehicles using the road. There could be more vehicles in the future if the private land up-valley is subdivided.
- M9 New pathway. Bridge across Eagle River. Some wetlands.
- M10 Existing trail. Crosses private property. Existing trail would need improvement. Some wetlands.
- M11 Powerline. Crosses private property. Has steep spots. Would need switch-backs. Existing track would need major improvement.
- M12 Existing trail/old road to waterfall. Completely on State Park property. Existing trail would need improvement.
- M13 Existing 1-lane gravel road/trail. Western portion is on State Park property; Eastern portion crosses private property. Currently there are private vehicles using the road. Legal status uncertain. There could be more vehicles in the future if the legal status is resolved and the private land is subdivided.
- M14 Existing trail. Crosses private property. Existing trail would need improvement.
- M15 Existing 1-lane gravel road/trail. Crosses private property. Currently there are private vehicles using the road. Legal status uncertain. There could be more vehicles in the future if the legal status is resolved and the private land is subdivided.
- M16 Existing 1-lane gravel road/trail. Crosses private property. Currently there are private vehicles using the road. Legal status uncertain. There could be more vehicles in the future if the legal status is resolved and the private land is subdivided.
- M17 Avoids private property.

Segment Descriptions

Sheet N

- N1 Existing trail connecting the Eagle River Access to another existing trail/old road. Existing trail would need improvement.
- N2 Existing trail/old road. Existing trail would need improvement.
- N3 Existing trail/old road. Existing trail would need improvement.
- N4 Existing Stonehill Road that is currently gated closed. Steep.
- N5 Existing trail/old road. Private property. Existing trail would need improvement. Very steep.
- N6 Existing trail/old road. Crosses private property. Existing trail would need improvement. Very steep.
- N7 Existing trail/old road. Existing trail would need improvement.
- N8 Existing road that is currently gated closed. Connects Stonehill Road to Riverpark Drive. Steep. Existing road would need improvement.
- N9 Existing trail/old road. Existing trail would need improvement.
- N10 Existing trail/old road along the edge of the bluff. Crosses private property almost the entire way. Has steep spots. Needs bridge for crossing the South Fork of Eagle River. Existing trail would need improvement.
- N11 New pathway on top of a low natural ridge.
- N12 Existing trail/old road. Crosses private property. Existing trail would need improvement.
- N13 New pathway to route around private property. Still crosses a portion of the private property due to a wetland pond.
- N14 New pathway on top of a low natural ridge.
- N15 Powerline. Crosses private property almost the entire way. Crosses small canyon and a wetland. Has steep spots. Needs bridge for crossing the South Fork of Eagle River.
- N16 New path from existing parking to powerline. Crosses private property. This segment hasn't been field-checked by staff.
- N17 Parallel pathway just off of the private property.
- N18 Existing trail/old road. Crosses private property. Existing trail would need improvement.
- N19 New pathway connection. Crosses private property. Steep Slope.
- N20 Existing trail/old road. Existing trail would need improvement.

Segment Descriptions

Sheet O

- O1 New separated pathway between the Glenn Highway frontage road and Yosemite Drive.
- O2 New separated pathway along Yosemite Drive from the Eagle River Loop Road to the new high school.
- O3 New separated pathway paralleling Eagle River Loop Road from Yosemite Drive near the new high school to Brigg's Bridge. This segment is separated from the Eagle River Loop Road, and would cross private property.
- O4 New separated pathway along Eagle River Loop Road from Yosemite Drive to Brigg's Bridge.
- O5 Existing widened shoulders on the Eagle River Loop Road between Yosemite Drive and the bridge.
- O6 Existing widened shoulders on the Eagle River Loop Road between the Glenn Highway frontage road and Yosemite Drive.
- O7 Connection from Highway shoulder to existing trail. Existing trail would need improvement.
- O8 Drops down the bluff to underpass below the bridge, and connects to an existing trail at bottom of the bridge embankment. Steep slopes and cross-slopes. Existing trail would need improvement.
- O9 New connection.
- O10 New connection.
- O11 New pathway that would climb to the top of the bluff by cutting into the cross slope, drop down to cross a creek, and then back up to connect along the Eagle River Loop Road. Crosses private property.

WRITTEN COMMENTS

Your input is an important element of this project. To ensure that your views are considered, we have provided this sheet for your convenience. If the space is not sufficient, feel free to include additional sheets. Also, please sketch ideas on the drawings on the tables.

entered 9/12/03

**OPEN HOUSE
EAGLE RIVER GREENBELT
ACCESS AND PATHWAY
Project No. 55715
August 12, 2003 5:00 PM – 7:00 PM
Alpenglow Elementary School – Eagle River**

NAME (Please Print): Jane Ringler
ADDRESS: 19507 Citation Rd. Eagle River, AK 99577
PHONE NO.: 694-8065

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?)

We enjoy the North Fork area for running, skiing and walking our dogs. We look forward to having a safe way to hike from our home in E.R. to the visitor center.

Note: To mail, fold along solid lines on the back of this sheet and tape or staple so that the address shows. Comments should be received by September 12, 2003.

entire 11/1/02

WRITTEN COMMENTS

Your input is an important element of this project. To ensure that your views are considered, we have provided this sheet for your convenience. If the space is not sufficient, feel free to include additional sheets. Also, please sketch ideas on the drawings on the tables.

OPEN HOUSE EAGLE RIVER GREENBELT ACCESS AND PATHWAY Project No. 55715 August 12, 2003 5:00 PM - 7:00 PM Alpenglow Elementary School - Eagle River

NAME (Please Print): ANDREW BREWER
ADDRESS: P.O. BOX 771353 EAGLE RIVER, AK
PHONE NO.: 753-2757

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?)

I LIVE IN RIVERVIEW + ENTER THE PARK VIA IAN LOGAN ALMOST DAILY. WE WOULD NOT LIKE OUR TRAILS AT THE SOUTH FORK TO BECOME PART ^{THE} MAIN PATHWAY. FURTHER WE OPPOSE A PARKING LOT + TRAILHEAD, AS WELL AS A LARGE BRIDGE. THE EXISTING TRAILS SHOULD NOT BE IMPROVED TO THE SOUTH FORK EITHER, BECAUSE OF THE HABITAT THERE. THE PLAN APPEARS TO HAVE AN EXCELLENT PATH PROPOSED ON THE NORTH SIDE WHERE MOST OF THE PEOPLE ARE. IF YOU MUST CONNECT TO THE SOUTH SIDE PLEASE DO NOT IMPROVE THE TRAILS. WE WANT TO KEEP THE AREA WILD & PRIMITIVE.

(NO PARKING LOT AT THE SOUTH FORK!)

AB 30 yr. resident

Note: To mail, fold along solid lines on the back of this sheet and tape or staple so that the address shows. Comments should be received by September 12, 2003.

WRITTEN COMMENTS

entered
11/12/03

Your input is an important element of this project. To ensure that your views are considered, we have provided this sheet for your convenience. If the space is not sufficient, feel free to include additional sheets. Also, please sketch ideas on the drawings on the tables.

OPEN HOUSE EAGLE RIVER GREENBELT ACCESS AND PATHWAY

Project No. 55715

August 12, 2003 5:00 PM – 7:00 PM

Alpenglow Elementary School – Eagle River

NAME (Please Print): CHARLES H. CRISS

ADDRESS: 24205 EAGLE RIVER ROAD, EAGLE RIVER, AK 99577-9688

PHONE NO.: (907) 384-7393

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?)

First, please understand that my comments are not influenced by the fact I live adjacent to Eagle River Road.

Second, I am both a hiker and a bicyclist. When possible, I enjoy walking and biking away from roadways. I believe most of my friends who enjoy these sports feel likewise. Accordingly, I urge you to plot the trail away from Eagle River Road. The trail, ideally, should be routed such that users hear sounds of nature rather than that of vehicles. When it is necessary for me to walk along a roadway, I am annoyed by traffic; however, that same traffic creates stress in me when I am bicycling on the edge of a roadway.

Lastly, build the trail. Even if circumstances force its construction adjacent to Eagle River Road, that is preferable to having no trail at all. The ideal would be to route it so as to cloak it with solitude by routing it along the river and through the forest and meadows as much as possible.

Note: To mail, fold along solid lines on the back of this sheet and tape or staple so that the address shows.

Comments should be received by September 12, 2003.

entered 9/11/03

WRITTEN COMMENTS

Your input is an important element of this project. To ensure that your views are considered, we have provided this sheet for your convenience. If the space is not sufficient, feel free to include additional sheets. Also, please sketch ideas on the drawings on the tables.

OPEN HOUSE EAGLE RIVER GREENBELT ACCESS AND PATHWAY Project No. 55715 August 12, 2003 5:00 PM – 7:00 PM Alpenglow Elementary School – Eagle River

NAME (Please Print): Brian Finch
ADDRESS: 23341 ER Rd
PHONE NO.: 694-7921

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?)

I think the public Access to the Greenbelt these trails would provide would be good, with minimal impact to the wildlife along the river. I have lived on the northside of sheet m for 20 years and have biked hiked ~~and~~ skied and snowmachined on most of the existing trails with wide shoulders on ER Rd non motorized travel access would be assured for the future of ER Valley. Minimal Facilities on the south side would be good for wildlife, yet assured public access. I don't think we need to sanitize all of our wild area maybe just good gravel trails over most of these areas

Note: To mail, fold along solid lines on the back of this sheet and tape or staple so that the address shows. Comments should be received by September 12, 2003.

WRITTEN COMMENTS

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er ^{received}
11/12/03

OPEN HOUSE EAGLE RIVER GREENBELT ACCESS AND PATHWAY

Project No. 55715

August 12, 2003 5:00 PM – 7:00 PM

Alpengiow Elementary School – Eagle River

NAME (Please Print): ROSS Voorhees, age 15

ADDRESS: P.O. Box 771893 Eagle River, Alaska 99577

PHONE NO.: 694-3517

COMMENTS

(Any additional information you would like to provide would be helpful. Do you use the trails in Eagle River Valley? Do you use the river? Do you use the parking areas?) yes To all Three

I think that more access points would be a good idea. If each neighborhood had a trail leading down to the pathway it would make the pathway more useful and people living around the pathway would not have to drive to one of the major access points to use the pathway. ~~It~~ This way we would cut down on air pollution and ~~make~~ make the pathway more of a practical way to commute into Eagle River as an alternative to driving. I also feel it would take away from the Green Belt concept to allow motorized ~~vehicles~~ vehicles on the pathway.

Note: To mail, fold along solid lines on the back of this sheet and tape or staple so that the address shows. Comments should be received by September 12, 2003.

estrella 8/27/03

Subject: Eagle River Greenway Comments
From: Estrella Campellone <ecampellone@yahoo.com>
Date: Wed, 27 Aug 2003 11:22:05 -0700 (PDT)
To: Chuck_Casper@dnr.state.ak.us

Chuck,

I attended the open house a few weeks ago, but only recently got around to reviewing the handouts you provided. First, let me say I know first hand, being a planner myself, what you're up against in trying to juggle the diversity of public wishes with regulatory, budget, and environmental constraints. Not an easy thing...but that's why they're paying you the big bucks. I'm sure you'll do a fine job. Anyway, after looking at the maps, it appears the corridor will be built out some point in the future. No surprise there I guess, it's what we humans do. I guess the fact that DNR is looking at this trail project before the development occurs makes the project visionary. I challenge you to continue to be visionary and think of the corridor not only in today's terms, but what it will be and how it will function, both ecologically and hydrologically, 50-100 years from now. Lets try to get the alignment right. That being said, let me provide a few simple guidelines/suggestions. All things you're aware of, but humor me please. After all, I'm exercising my civic duty.

Manage the corridor as an extension of the park and understand current and future roles as a wildlife movement corridor to core preserve areas downstream. As development and public use increases in the corridor, wildlife use will either increase because we planned this project correctly, or it will deminish because we didn't. I think there's general agreement that big game use of the lower section has deminished over the last 10 years due to encoaching development. Maintain ecological and hydrological processes and preserve "Wild River" viewscapes/characteristics. Towards that end, keep the trail out of the floodplain and associated wetlands, and don't build bridges (which "pinch" meandering "C" streams) across the river. Minimize costs of development and maintenance by doing the same. Use established human trails/routes/roads on the bench, don't use and stay away from game trails. Limit, if not exclude, motorized use on the trail.

Well, that's all I have for now. Short and sweet, general not specific. I'll try to stay engaged in the process as we move forward. Best of luck. Rob Campellone (ecampellone@yahoo.com)

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LETTERS TO THE EDITOR

Had I been on top with my '06 I would have solved the problem!

— Lucille McConnaughey

Put river trail near road

Considering the other side of the river for the proposed paved bicycle/jogging trail sounds ridiculous to me, neither does it show common sense. We certainly could use such a trail alongside Eagle River Road, which is scheduled to be widened in the near future anyway. It would be safer, as it would get people off the road where they now bike, run and jog.

A roadside trail would be easier for the fire department to get to in case of arson or illegal burning on the trail. This side of the river would be easier to police. We have been much troubled by vandalism lately. Don't tell me that paved bike/hiking trail into a lightly used natural area is not an invitation to young hoodlums on their bicycles to do their mischief with arson, etc.

This will also heighten encounters with bear and moose, which can be dangerous, and quite often results in the animal being killed by the authorities as a safety precaution. Rightly so, but humans should be well-versed in wildlife behavior before venturing anywhere in our wild areas. Unfortunately, the majority of them are not.

From 1981 to 1989, I lived in Eaglewood. We had a 20 power scope set up on a tripod in an upstairs room. Every spring, we watched the Dall ewes on the top of the rocky hillside across Eagle River Road on the North. Clearly, five or six ewes would show up for lambing. It was great fun to be a "peeking Tom."

Then people started using that top of the ridge for a trail. After that, there were no more ewes and lambs to view. The last year the sheep used it for a nursery, I saw two police dogs and a large mixed-breed running loose in a pack chasing the lambs and ewes. I called the rangers, but they don't have the manpower. Had I been on top with my '06 I would have solved the problem, which would be a shame as there are not bad dogs, just bad owners.

Hopefully, some of you will consider this a wake-up call and make your opinions known.

— Lucille McConnaughey
Eagle River

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AUG 13 2002
D.P.R.
DESIGN & CONSTRUCTION

Mr. Gorman please copy the Cooper's map removals & explain in writing - including assembly - as to why I am a peeping Tom - I have the community



Senator Fred Dyson

May 21, 2003

Dear Lucille,

What a treasure you are! Thanks for your note and copies of the articles you have written. Your insightful views are right on target. I will be home soon and hope to see you.

Sincerely,

Fred Dyson
Senator Fred Dyson
Alaska State Legislator

FILE:
EAGLE RIVER
GREEN BELT
ACCESS
55715

Subject: [Fwd: Re: Eagle River Greenbelt lower trail / 100ft R/W]

Date: Wed, 11 Feb 2004 08:51:55 -0900

From: Chuck Casper <chuck_casper@dnr.state.ak.us>

To: Jerry Lewanski <jerry_lewanski@dnr.state.ak.us>, Bill Evans <bill_evans@dnr.state.ak.us>, Kenneth V Morton <ken_morton@dnr.state.ak.us>, Dan Golden <dan_golden@dot.state.ak.us>

FYI

----- Original Message -----

Subject: Re: Eagle River Greenbelt lower trail / 100ft R/W

Date: Wed, 11 Feb 2004 08:50:04 -0900

From: Chuck Casper <chuckc@dnr.state.ak.us>

To: Joe Bear <ribear@acsalaska.net>

References: <13282906-5C62-11D8-92D5-00039395971A@acsalaska.net>

Joe,

We don't know which side of the road we'll be on.
At this point we have identified a "corridor".

Last summer, we did check the north side, just outside the ROW.
We can fit a separated pathway in between the ROW and the bluff, but it will be tight.

It could be separated enough for snow plowing not to be an issue.
But, building a separated pathway is more expensive than building an "adjacent" pathway (immediately adjacent to the roadway).

The south side sounds attractive because it is uphill and snow plowing wouldn't cover an "adjacent" pathway.
On the negative side, the pathway would have to cross the road in two places (no crossings would be better).

We would prefer to use the ROW (or our property), rather than purchase property from Eklutna.

If the project survives the next stage, then the design specifics will be determined this coming summer.
Probably when we are walking the entire project to perform a wetlands determination.

Chuck

Joe Bear wrote:

- > Chuck,
- > After listening to your proposal for the 10 ft. paved trail and 8 ft. gravel road we became concerned that the trail would have to be on the south side of the existing r/w. In order to accomplish this the trail would have to be in the 100 ft. r/w since Eklutna owns the land to the south.
- >
- > Did you intend to use part of the r/w for the trail? It is our desire is to preserve the 100 ft. r/w for the purpose of road and utility use because of unknown codes/standards (we are currently checking on MOA codes) that may have to be followed in the future, and that the trail

[Fwd: Re: Eagle River Greenbelt lower trail / 100ft R/W]

> should be on the river side of the r/w (snow plowing would cause
> problems if you want the trail close to the road).
>
> Again, we are not clear as to your intended location of the trail with
> respect to the 100 ft r/w. If you could clear this up, it would be
> appreciated.
>
> Thanks,
>
> Joe Bear
>
>

[Fwd: Eagle River Greenbelt Pathway]

Subject: [Fwd: Eagle River Greenbelt Pathway]

Date: Mon, 14 Apr 2003 07:45:17 -0800

From: Chuck Casper <Chuck_Casper@dnr.state.ak.us>

To: Bill Evans <bill_evans@dnr.state.ak.us>,
Christopher M Wolpert <chris_wolpert@dnr.state.ak.us>,
Kenneth V Morton <ken_morton@dnr.state.ak.us>,
Daniel T Golden <dan_golden@dot.state.ak.us>

I'll print out a copy and place it in the file

----- Original Message -----

Subject: Eagle River Greenbelt Pathway

Date: Fri, 11 Apr 2003 16:44:49 -0800

From: "D White" <alaskagranni@hotmail.com>

To: Chuck_Casper@dnr.state.ak.us

I cannot attend the meeting on April 17, but wanted to say, "what a great idea!" I hope it comes to reality.

Diane M. White

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Subject: Re: ER greenbelt

Date: Mon, 14 Apr 2003 13:41:24 -0800

From: Chuck Casper <Chuck_Casper@dnr.state.ak.us>

To: Wheeler_Gary <Wheeler_Gary@asdk12.org>

Gary,

Future meetings will be posted on our website. Look for Special Notices, then Eagle River Greenbelt, and then *Public Involvement Plan*. We will update it often so please check it frequently.

There has been a lot of discussion within Parks of whether the trail should be paved or not, or some portions paved and others not.

The funding source is Federal Highways, and the intent of the funding is for a shared-use pathway (bicycles and pedestrians).

The bicycle standards, and standards for disabled accessibility, favor a hardened surface. We still need to research what exceptions can be made. Would a hardened surface and gravel shoulders be acceptable you?

In short, there a wide spectrum of opinions among our staff. I suspect that the public has a wide spectrum of opinions also.

By doing a lot of public involvement we hope to find out what the issues are and use the information to guide us as we proceed.

Look forward to seeing you Thursday.

Chuck

Wheeler_Gary wrote:

Dear Sir,

I appreciate the effort that goes into this public process. I also am in favor of the 'right' pathway for our valley. I live at mile 10 and would very much like a trail that I can run and ski on without having to fight with cars on the road or snowmachines on the powerline trail that parallels the road. I received a postcard recently about the meeting at Ravenwood but did not know about the previous meetings. I would like to be more involved in creation of the final project. How do I better find out about future meetings? I have already book marked the sight and look forward to meeting you this Thursday. Is this going to be paved trail? My hopes are that the trail is gravel. This would be easier to maintain and still have some 'wilderness' appeal. I do not want to see lights along the trail (ala Russian Jack). This would just add light pollution to our valley. Is this going to happen? Or is this just development of a plan in case the need or money arises in the future?

Thanks and keep up the good work!

Gary Wheeler

31130 Kuparuk Ave.

694-2350

Attn: Ken Morris

STOP THE EAGLE RIVER GREENBELT PROJECT

HAVE YOU (AND YOUR NEIGHBORS) NOTICED THE INCREASE IN CRIME AND AN OUT OF THIS UNIVERSE INCREASE IN YOUR PROPERTY TAXES THIS YEAR? WELL, EXPECT TO BE RIPPED OFF AND REAMED EVEN MORE IF THIS EAGLE RIVER GREENBELT PROJECT GOES THROUGH.

DO YOU LOOK FORWARD TO THE PROSPECT OF DRIVING THE EAGLE RIVER ROAD AND FINDING IT CLOGGED WITH TOUR BUSES AND MASSES OF RUBBER-NECKING VISITORS LOOKING FOR A SHORT-LIVED WILDERNESS EXPERIENCE? WELL, GET USED TO IT IF THIS EAGLE RIVER GREENBELT PROJECT GOES THROUGH.

ARE YOU ALSO LOOKING FORWARD TO THE SOUND OF INCREASED TRAFFIC AND SNOWMOBILES RACING ABOUT AS YOU TRY TO ENJOY YOUR TIME AT HOME? WELL, GET YOU BEST BUY SOME EARPLUGS BECAUSE THAT IS WHAT YOU CAN EXPECT IF THIS EAGLE RIVER GREENBELT PROJECT GOES THROUGH.

DID YOU MOVE OUT HERE FOR THE RURAL ENVIRONMENT WITH PEACE, TRANQUILITY AND WILDLIFE IN YOUR YARD? WELL KISS IT ALL GOODBYE IF THIS EAGLE RIVER GREENBELT PROJECT GOES THROUGH.

LAST BUT NOT LEAST, DOES THE PROSPECT OF THIS WHOLE VALLEY GOING UP IN FLAMES FROM A DISCARDED CIGARETTE BUTT OR SOME OTHER RANDOM NEGLIGENT ACT OF A VISITOR TO OUR VALLEY ALARM YOU? WELL, TAKE A SEDATIVE, SIT BACK AND TRY TO RELAX, AS THERE IS ABSOLUTELY NOTHING THE STATE OR MUNICIPALITY WILL/CAN DO TO ELIMATE THE MUCH HEIGHTENED PROSPECT THAT THIS WHOLE VALLEY AND ALL OF OUR HOMES WILL GO UP IN SMOKE IF THIS EAGLE RIVER GREENBELT PROJECT GOES THROUGH.

RECEIVED
APR 14 2003

D.P.O.R.
DESIGN & CONSTRUCTION

BEFORE IT DESTROYS THE VALLEY

ATTEND THE HEARING ON APRIL 17TH FROM 6-9:00 PM
AT RAVENWOOD ELEMENTARY SCHOOL