

Chugach State Park Public Scoping Comments

Master Plan

GENERAL

- Would like to see less capital improvements, and more spent on human resources (more on-the-ground presence staff)
- Include a section in the plan that addresses events (e.g. - competitive events), future uses, etc. If can't address specifics because uses are unknown at this time, then have the mechanism or tools in plan to deal with the use(s) when it (they) surface(s)
- Organized sporting events should not be permitted in CSP so that it remains a place for individuals to pursue a quality recreational experience in a natural, undeveloped setting
- Support continued permission for competitive events within the park, provided they are no longer than one-half day in duration, require no fixed support facilities or intrusive race-day support, are muscle-powered only, are limited in the number of participants to decrease conflicts with other park users, are consistent with the land designation of that part of the park, and are not damaging to park terrain beyond normal visitor use of the area
- Address litter, human waste, tree damage or cutting, and camp fires. More education, signage, foot patrols/enforcement, etc.
- Need to look into the future, may need to implement a backcountry permitting system, etc., to incorporate and promote "Leave-No-Trace" principles
- Need to up the level of care of trails and facilities. Safe trails and access are important
- Promote and maintain overflight minimum height recommendations for helicopters
- Address helicopter access management. Use is intrusive when they fly just above treetops in Indian Valley
- No change should be made in current regulatory restrictions on helicopter and fixed airplane landings within the park; and CSP should work with FAA to ensure private and commercial pilots observe height restrictions throughout the park
- Acknowledge the Alpenglow Ski Area lease at Arctic Valley on plan maps
- CSP is a gem- a wilderness state park right next to a main populous area/urban environment. The park is an economic driver that needs to be promoted as such to all levels of the community to help build constituency and to help leverage park funding
- Protect viewshed
- Would like towers out of sight of park (both adjacent to and within park)
- Limit the height of towers within the park to protect the viewshed
- Create a policy that addresses current and future communication, alternative energy and any other towers (examples: cell, radio, wind generators) in the park. If they will be allowed at all, questions such as: where, how high and what color, and lighting requirements must be answered. Consider location suitability and visibility issues, and establish height and design restrictions. Removal requirements for their demobilization after they become obsolete must be included. Towers such as those along Turnagain Arm at McHugh Creek (Seward Hwy.) and on Penguin Ridge need to be evaluated for their necessity now and in the future and removal must be completed when appropriate

- Prohibit communications towers in the park
- Troop and/or special forces tactical (with live-fire weapons) training should not be allowed within CSP. Non-tactical troop or special forces training in groups of 12 or smaller may be allowed in certain park areas by park permit only. Helicopter training flights that involve sling loading operations may be allowed by permit only if the operation is determined to be in the best interest of the public and meet park management objectives
- Think commercial use should remain regulated and somewhat contained within the more durable areas of the park
- Plan should address concession and contract management of park facilities by both for profit and non-profit operators. CSP must get a reasonable return from for profit operators within the park. Non-profit operators within CSP should be fiscally self sustaining and operated by written policy established by park management
- Would like to see an end to all commercial ventures within the park. There's simply no reason that a commercial enterprise should benefit from CSP's natural resource to the detriment of other users and the natural resources of the park
- Plan must include a policy to address wildland fire hazard management and response. The DNR Division of Forestry and Municipal Fire Department must be consulted and included in this development
- Encourage placing top priority on protecting the park's natural resource, including wildlife, for the majority of users while revising the plans
- Soon, people will begin to use certain areas in the park designated wilderness and begin to spoil the areas with human impacts, namely fecal contamination. Example: huts on the glacier system, Pichlers, Whiteout, and Rosie's Roost are already being affected. Park may need to implement a system similar to the Clean Mountain Cans, required by the NPS on all Denali and Foraker climbs, in Chugach some time in the future when backcountry use numbers grow to the point that such measures may be warranted
- Return to no firearms in the park
- CSP should investigate the spread of invasive plant species through horse manure, and use the information to decide which trails should be accessible to horses and whether riders should clean up manure
- Activities or facilities which are not dependent on the enjoyment of park values should not be located within the park (e.g.- thrill-seeking zip lines or construction of single track runs and jumps for mountain biking since the experience sought is a thrill or mastery of the track; not the experience of the park)
- Believe that current park management is sound and consistent with the needs of CSP and its users. The Division should lighten up on the development speak, and detail real conservation management ideas
- The new plan must reflect a more diverse population
- Strongly recommend a greater outreach effort to gather information and views from a more diverse pool of local citizen
- The new plan must express the significance of CSP in the overall state park system. It is the most used and important park in the system and it should be the showplace of the system for residents and visitors alike. It should reflect the significance of the outdoors for Alaska and introduce all to the pleasure, importance and proper use and management of outdoor recreation lands
- Privatization needs to be better scrutinized

- Staffing not only needs to be increased but more emphasis needs to be placed on hiring appropriate park professionals; staff trained and dedicated to modern park and recreational land management to keep CSP up to date
- Park management must stay current, reflect appropriate trends and stay aware of future demands, threats and appropriate uses
- Look forward to a revised park plan that leads to improved protection of the park's innate natural wonders while still accommodating reasonable recreational uses
- Manage primarily for the majority of low-impact, nonconsumptive, nonmotorized users, rather than the minority of high-impact and/or consumptive users
- Address consistent protection of watershed areas within the Park. One of the Park's statutory requirements is that it must protect the Municipality's watershed areas. This is only partially achieved with regard to Eklutna Lake, which is the primary source of Anchorage's drinking water. Eklutna Lake should be closed to motor vehicles, summer and winter

COMMUNICATION

- Provide better customer service. Need better communication between park staff and the public
- Improve relationship between park staff and the Turnagain Arm communities and community councils
- Would like park staff to periodically attend community meetings
- Improve coordination between various state agencies (fish and game, forestry, etc.): Identify who is responsible for what, so public knows who to contact when problems arise regarding public resources

PLAN PROCESS and FORMAT

- Do not rush the planning process
- Keep the same plan format as the old one
- Print new plan on loose-leaf paper for easy updating
- Include a section in the plan that acknowledges and describes the Alpenglow Ski Area at Arctic Valley lease and other land coordination agreements, and addresses future plans to acquire military lands if they become available such as the Site Summit. Also, identify potential ski areas
- Stop the wholesale revision of the Master Plan and long-settled park land management designations. Proceed addressing issues by doing targeted amendments instead
- Develop transparent, objective, and concrete criteria based on the statutory language, from the park's enabling legislation, to guide decision-making during this project
- Document current conditions and include a five-year sunset/review provision for significant land management changes
- Coordinate and align the Master Plan with near-term Municipal planning efforts, and consider a 20-year time horizon
- Address future implications of the North Anchorage Land Agreement, and its implications for permanent management of the Eklutna Lake area as part of the park
- Hope that the planning team moves ahead with the drafting of management alternatives with great care. The end result should be a plan that protects the integrity, legacy and wilderness character of CSP. It is necessary to develop a park plan that upholds strong conservation values

- Concerned that revisiting the management plan will create a perception that CSP can somehow be “improved” with a change in focus away from providing a natural experience to a power sport orientation
- Suggest that the scope of the management plan be to focus on all those aspects that will protect the park and its original values in the face of an increasing urban population
- Require a transparent public notice and input process for any and all trail alterations

RECREATION

- Would like to see park provide area(s) for family-oriented opportunities and subsistence activities
- Provide range of recreation opportunities and range of trail opportunities
- Park should encourage winter use of the park to help minimize impact to land
- Address geo-caching in park and develop a policy for this use in the new plan
- Include fat tire winter cycling use on groomed ski trails
- Need to update regulations to include winter “fat tire” cycling on multi-use trails
- Concerned that the end product of this planning effort will result in only non-motorized activities allowed in the park. The park has to be multi-use; everyone has a right to use the park and trails, so compromise is required. You can’t privatize the park for just one or a select group of users
- Support even more non-motorized open space
- Would like to see same or more limited access than motorized users currently have primarily because of the wear and tear on tundra, noise, and the difficulty in having multi user groups out at the same time
- Close permanently existing open snowmachining areas if area currently open is mostly in the higher alpine zone of park and has experienced unacceptable resource damage due to snowmachine use. An example is the South Fork Campbell Creek drainage currently open to recreational snowmobile use. Area is seldom open due to lack of adequate snow cover and is subject to high winds that remove snow cover from sensitive alpine areas
- Night-time operation of snowmachine use in the South Fork of Campbell Creek should be eliminated, if the preferred option of closure to snowmachine use is not approved. This would minimize “out-of-bounds” operation that commonly occurs
- Areas currently open to winter motorsports use in the park should not be expanded and restrictions on minimal snow depths for such activities rigorously enforced, as this activity can destroy fragile subarctic environment (sensitive tundra vegetation with thin soil cover) in shallow snowpacks
- Motorized access to park is inappropriate since park is one of the last refuges from the city, where motors are a constant. This is also inconsistent with the park’s wilderness setting
- Amount of motorized access is adequate and should not be expanded
- Stagger time period for non-motorized/motorized use
- Would like to see snowmachine use eliminated in the Glen Alps area
- Motorized use and access should remain at current levels or be expanded
- Motorized use of the park needs close analysis
- Coordinate recreational development and opportunities within CSP with ADF&G in regards to maintaining or enhancing recreational sport fishing opportunities
- Recreational opportunities developed within CSP in the vicinity of Potter Marsh (PM) and the Anchorage Coastal Wildlife Refuge (ACWR) should be coordinated

- with ADF&G and maintain or enhance recreational opportunities consistent with the purposes, interpretive message and use of PM and ACWR
- Maintain connectivity with future bike trails along Old and New Seward Highways
- The nature of the terrain and the limited number of acres available for all recreational activities means that not all types of activities can or should be accommodated, nor should park planners expect to accommodate all residents/visitors
- Today there is an accepted balance between the different recreational users. Future Park management should not stray too far from this compromise
- Concerned that non-motorized winter recreationists must be allowed the same high-quality recreational experiences (includes natural quiet and day access to substantial terrain) as other recreationists. Accommodate this by separating users geographically and/or by alternating use designation annually. Regulate the types of uses that are the cause of conflicts if separation is impossible
- People should not have the “right” to use conveyances to the extent that they harm other users’ experience
- Believe that Anchorage, as well as state and federal lands already provide multiple opportunities for power sports, outdoor games and motorized toys. Anchorage does a good job of providing sport fields, bike and ski race trails, downhill skiing hills, etc. There is no need to erode the original CSP values with the addition of sport opportunities and events that are not primarily nature based. CSP has the unique ability to provide an undisturbed place for people to connect to the natural mountain world
- Keep current regulations on time and areas for motorized uses
- Need increased regulation of ATV use

DESIGNATION OF MANAGEMENT UNITS

- Protect wilderness boundary as it is. Do not increase motorized use in the park
- Manage the park as is, making no changes
- Need to maintain the wilderness portion of the park and preserve the wilderness/primitive character and standards of the park
- Maintain quality of the park and park experience
- Preserve the parks wild and scenic qualities
- Keep it everybody’s park
- Reevaluate/readjust the wilderness boundary- currently boxing in motorized users in valleys which results in conflicts with non-motorized users (example: Turnagain Arm area)
- CSP is one of Anchorage’s greatest assets, and hope that it can be managed to continue to provide its wilderness qualities
- Develop corridors to allow different user groups access to different parts of park
- Wilderness zone should be expanded to include the South Fork of Eagle River valley and ridges
- Consider putting into regulation the activities that are not appropriate in each zone
- Impressed by the emphasis placed in the 1980 Master Plan and amendment, the 1986 Trail Plan, the Access Inventory and the statute and regulations on maintaining park values and resources while providing recreational opportunities appropriate to the natural settings of the three zones. Concern that a rewrite honor the intent of those original documents

- No substantive changes should be made to the existing, long-accepted boundaries of the three zones of the park: wilderness; natural environment and recreation development, and no substantive changes should be made in the activities permitted in each zone, which are presently compatible with the respective zones
- Would like park management to expand the wilderness section of CSP
- Concerned that the wilderness nature of the park will be compromised by projects like developed/constructed trails, trail grooming, and hut systems. Please do not lose sight of what makes the park so great – its remote aspects and wilderness nature
- Should better define development zone to make sure appropriate recreational development can occur

LAND ACQUISITION and RELINQUISH

- Buy or swap Heritage Land Bank lands in the area off Ocean View Rd. in Indian
- When purchasing or obtaining in-holdings, consider removing restrictive covenants so as not to limit park management or uses
- Should acquire lots for sale adjacent to and within park
- Plan must encourage the Division of Parks to engage in land trades, where allowed by law, to acquire or trade for areas of value for public recreational use. Areas like the Bird Creek Regional Park (MOA), Big Peters Creek Trailhead, and Ft. Richardson Military Reservation should become part of CSP, and areas like Eagle River Lions Club Park and lower Eagle River Greenbelt (including ER Campground) must be relinquished. Once owned, improvements for public use could be made for better access. Once areas are relinquished, management energies could be spent elsewhere
- Work with the Dept. of Defense, Ft. Richardson, to determine which shared boundary properties along the western park edge could be excised from the military and added to the park. Examples: Knoya Point Ridge to Long Lake area should be in CSP. Acquire the Military Reservation tract SW of Whiteout Pass- this area should not be a military training zone supported by helicopters within CSP wilderness
- Plan must address the Iditarod Trail, Girdwood to Eagle River Nature Center. Must encourage state to relinquish its interest to the federal government in the land parcel that the current hut sits on that is surrounded by Chugach National Forest. Would allow for replacement, removal or improvements at site by Chugach National Forest and would allow them to acquire funds and replace this hut for future public use
- Land acquisition by Parks and local government is sometimes necessary to provide access when traditional trails cross land that is undeveloped but private
- Parks should consider buying inholdings or adjacent undeveloped properties. A lot of acreage between Eagle River and Eklutna originally slated to be part of the park were selected out of it by Eklutna Corporation under ANCSA, some parcels were resold to private owners. People often recreate on it or cross it to State Park land without realizing it isn't public land, which creates conflicts when development plans cut off access
- Should consult the Access Inventory for priority lands adjacent to the park that should be purchased and preserved for access to the park by current and future generations

Trails

MANAGEMENT and MAINTENANCE

- Come up with way to control/police use to keep users on trails/road to help minimize rutting and mud, etc. Provide signage and education to address the issue and to encourage compliance
- Post trail-related condition notices
- Concerned that off-trail problems in the Bird Creek vicinity are caused by commercial groups or outfits not individuals, so would like to see better enforcement and “rules with teeth” when permit conditions are violated
- Address erosion on trails and the labyrinth of social trails being create in some areas of the park (example: Peters Creek and Ram Valley). Need to mark one route for use and manage it accordingly– perhaps implement educational methods and increase park staff presence
- Improve areas where erosion is a problem or where wetlands are traversed. Use boardwalks on areas that are consistently wet to prevent people from forging a multitude of routes.
- Routes that are fall-line trails should be rebuilt to promote sustainability and reduce erosion. Build routes with switchbacks and other features that will not wash out
- More trail education and signage needed
- Skiers appreciate when Powerline Trail from Glen Alps to Prospect Heights is groomed- would like to see more grooming, maybe weekly during the winter months
- Consider grooming trails weekly only during alternating years
- Skiers appreciate and support grooming of cross country ski trails in CSP all season, but especially during lean times of the ski season when the lower elevations of the Anchorage bowl have little or no snow
- Would like to see grooming of ski trails in CSP continue in the future, great service and asset to the community. Enables people to be active and helps prevent inactivity and obesity in the population
- Groomed ski trails are a great use of public parks. Very helpful for getting more people to enjoy the park, especially in the early winter. Even when trails are ski-able in town, it is still wonderful to be able to get out above tree line in real wilderness
- Appreciate that NSAA was allowed to groom trails in the park, especially late fall and early winter from Hillside to Glen Alps and along gasoline trail. Hope that this agreement between the groomers and CSP stays in place next year and future years
- Define in the plan that Nordic ski trails, groomed by a Piston Bully or other large trail grooming machinery are allowed in the current “Natural Zone”. Specify that in the “Natural Zone”, this may be allowable management activity if done by trained park staff or under permit issued to experienced equipment operators. Also, define trail width
- Park typically will not allow NSAA to groom for cross country skiing until after Dec. 1. Would like to see that limit waived entirely i.e. as soon as there is sufficient snow, let NSAA groom
- Grooming of a limited number of ski trails in the CSP should be allowed only for the purpose of enhancing individual recreational skiing; not for the purpose of organized racing or training; widening of existing trails to accommodate large mechanical grooming equipment should not be allowed

- NSAA would like to explore options for grooming, improving existing trails, and creating additional ski trails in the park. Would like to continue to provide the permitted grooming service on an as needed basis in the future
- Consider Bear Mountain erosion issues, "spur trail", and boy scout trail
- Perhaps implement an "Adopt-A-Trail" program similar to the "Adopt-A-Highway"
- Take care of existing trails (example: Crow Pass, Powerline)
- Make trail mapping/inventory project maps available to the public
- Remove trailhead symbol from maps where there is no parking at a trailhead
- Would like to see easily accessible maps of the Hillside trail system
- Need more signage for trails that prohibit mountain bikes. Examples: Turnagain Trail and Bird Ridge
- Develop a volunteer trail program that can maintain major hiking trails such as Crow Pass. There is often no trail work done until mid summer when hikers have rerouted trails due to erosion and obstructions
- Park management must establish a base line inventory of existing trail locations, use patterns, conditions, access considerations, infrastructure requirements and ownership. A comprehensive park wide trail survey needs to be funded and completed within the next 3 years. USFS Trail Survey Model should be followed
- Fund and create a CSP trail crew, with 1 permanent staff trail supervisor and a minimum of 4 seasonal workers, to perform trail work
- Would like to see the creation of a dedicated full-time trails manager position for CSP to seek funding, develop partnerships, and oversee trail resources for the hundreds of miles of trails in park
- The most efficient trail maintenance solution is to have a couple of permanent employees with mini-mechanized equipment and trailbuilding training
- Determine which geographic areas in the park are in serious jeopardy of resource destruction, take active measures to stop the destruction, then define which management option is best for that area. Identify in plan that trail closure and elimination is a viable management option to prevent resource destruction. Resource field restoration methods should be identified and as well as when these methods should be applied
- Overall find the trails in park very well maintained. Only area that would significantly benefit from improvement would be to enhance trails where they are seasonally muddy with boardwalks or other engineering
- Feel the number of developed trails is adequate, and more attention should be paid to maintaining and improving existing trails
- Address erosion on mountain slopes and in wetlands. A combination of trail maintenance and education might be most effective for preventing labyrinth scarring
- Springtime is the best time for maintenance, before there is heavy traffic walking around fallen trees and muddy spots
- Refrain from describing or depicting routes or trails that are currently listed in the 1986 Trails Plan that do not or should not require any construction or marking
- Would love to see more trails in park
- Please fix existing trails and structures rather than build new trails and structures
- Suggest due to warming conditions and irresponsible actions on the part of machinists that CSP should consider stopping machines at Echo Bend
- Long term planning should become a priority for trails in park. Many existing trails are unsustainable. They are constructed in wet, often boggy areas that do

not hold up to any traffic whatsoever. Trails crossing through these wet areas should be relocated to contours to allow proper drainage

- Establish provisions that allow the park to set early-season trail opening dates at appropriate areas to prevent trail damage
- Open trails to high-impact use only when trail conditions allow. On those trails where high-impact use is allowed, this use should be seasonally limited in spring until the trails have completely dried out and hardened and obstructions removed. Seasonal restrictions to protect trails should be enforced in ways similar to the Bicentennial Park regulations on horseback riding and mountain biking in the spring
- Make a ranked list of existing trails needing upgrading and establish plans for fixing them
- Concerned with the deteriorating condition of many trails. Sections of certain trails have been in horrible shape for years and they're only getting worse
- Frustrated by the poor location of trails, which leads them to become channels during spring melt and/or heavy rains
- Recommend that park staff get into the park during the spring melt and make note of trails that are in poor condition during this season
- Staff needs to do a better job of making people aware that horses and bikes are not permitted on certain trails
- Hope park staff will make trail maintenance and reclamation a major priority as it puts together its new plan
- Should act upon the ranked list created by the Chugach Advisory Board of trails that need repair or improvements
- Applaud the open dialogue with the Municipality of Anchorage on providing trail connections in and around the Anchorage Bowl and the other gateway communities. A seamless network of trails is what most trail users desire
- Many trails in CSP were simply not planned for the high use levels and multi-season demands of a very active community, and are showing degradation
- Would like to see funds go to solving trail degradation through rerouting, use restrictions, and/or trail hardening. Opening additional trails that are designed and built with sustainable design standards is important to alleviate crowding and provide alternatives- if close unsustainable trails
- CSP already does a good job of providing a variety of trail experiences. Caution strongly against simply opening existing hiking trails up to challenging uses like mountain bikes and horses. Unless a trail is designed from the beginning to accommodate a given use, it will fail
- Some trails might be best served by being closed in summer months or in seasonally wet conditions
- Trails need major attention in the plan. Trail system is an embarrassment. 95% of the trail system is either muddy, poorly designed, lacks appropriate treadway for uses designated, lacks proper looping, excludes users with disability, lacks proper separation of conflicting uses and does not provide a variety of uses in all sectors of the park. Park is a trails park- trails are the most dominant attraction and use
- There needs to be a plan for accomplishing major trail renovation and maintenance on a regular basis

TRAIL DESIGN

- Would like to see more loop trails
- Would like to see well-designed trails and trailheads

- Would like to see a mixture of different types of trails. Consider smaller trails which could be sufficient enough in some areas
- Design trails for specific uses to help generate money
- Be forward-thinking; perhaps pave heavily used trails such as the Flattop Mountain Trail and add safety features (look at trails in the lower 48 states as example)
- Need more signs and bridges on trails
- Plan must establish engineering standards for bridges, boardwalk and viewing deck platforms with considerations for vehicular, pedestrian, ADA, horse, and snow load
- Plan must identify popular creek and river crossings within the park and establish locations for new bridge construction
- Construction of bridges increases the use of the trail and further degradation of some trails. Stream crossing are part of the experience of the hike, requiring hikers to pay attention to the stream itself
- Plan must identify that there will be “loop trail design” considered and developed whenever possible, especially with new trail construction and old trail improvements. New trail construction must take a lower funding and construction priority when old trails exist that are unsafe and unmaintained
- Critical that park trail management and development be closely coordinated with the city's other trail infrastructure. Goal is to facilitate park access while reducing the need to drive to the greater community trail network
- Key to developing a comprehensive plan is identifying the primary user groups and create a process to incorporate new user groups in the future
- Should use narrow footpaths up Icicle Creek and Twin Falls drainages as models that should be followed if new trails are to be developed. Should not follow new trail up Winner Creek as model
- Provide sustainable trails for all Alaskans. Ask CSP staff to continue to pursue the best available management practices for the trails in their care, including the utilization of GPS/GIS technology, sustainable trail planning and design standards, and employee training
- Purpose-built trails designed specifically for the new use type is the only way to ensure future performance
- Propose construction of a new 10 kilometer high altitude, low-impact, multi-use trail between and around the Glen Alps and Upper Huffman trail heads

MULTI-USE

- Designate and design specific areas and trails for: motorized (four-wheelers, snowmachines) and non-motorized (mountain bikes, hikers, runners, horses) uses. Note that it takes sub-groups of the various user groups to plan these areas and trails well
- Examine alternating use designation for some trails (example: Resurrection Trail near Hope alternating use by year)
- Establish a trail system that circumnavigates Eklutna Lake. Making west side for non-motorized uses and east side (Lakeshore Trail) for motorized access. Create a bridge across south end of lake and build 1 Public Use Cabin along west side of trail. Continue to allow motorized vehicular commercial and recreational access to Serenity Falls Hut along existing Lakeshore Trail
- Allowing user groups like mountain bikers and horse riders to design, upgrade and maintain some trails so their use is sustainable would be a good way to deal with multi-use issues

- Would like to see more ski trails developed

Horse Use

- Protect certain trails from horse use
- Manage horse use and control commercial horse use. Some trails are too fragile for this type of use and the use destroys bridges. Riders often don't clean up horse droppings. Restrict horses to wide and well-packed trails
- Design horseback trails with adequate parking for vehicles with trailers
- Consider trail upgrades that include horse access. A trail designed originally to support horses will provide long term good access and footing for people, dogs, bikes, etc.
- Careful consideration of the impacts of commercial horse use on trails is needed. Soft narrow trails are damaged quickly by heavy equestrian traffic, especially when trails are wet. Bottom of the Williwaw Lakes trail is becoming a long mud hole; horses worsen the problem fast. Boardwalks that are on the South Rim and Middle Fork trails are not designed for horses, and have aged quite a bit, yet commercial tours led horses over them even though they flex under weight and cause broken planks
- Hunters and commercial users need strict guidelines so they make decisions that are good for the trails, even when under pressure due to a limited hunting season or from customers to deliver. There doesn't seem to be any requirement for commercial users to maintain the trails, and apparently whatever fees they pay don't cover the damage caused- example: broken boardwalk planks that have gone unfixed for several years
- Prohibit off-trail horse use
- Think horses should be kept off the trails in the park during wet times of year
- Destruction of trails by horses and the camps created by packers and the trash left behind merits discipline

Motorized Use

- Address four-wheeler use in the park. Use is destroying trails and the "meadows"
- Would like to see more designated motorized use trails
- Would like to see a looped trail around Eklutna Lake open to motorized use
- Class A Trail development would be used by all and would allow those disabled access to park
- Enforce staying on the trails, specifically ATVs
- If properly planned, access to the valleys within the park can be made motorized
- ATV use needs to be restricted when ATV trails are impassable. Example: A large avalanche crossed the Bird Creek ATV trail this winter and the trail was blockaded with debris, so ATV operators blazed trails around the debris creating huge mud holes and destruction

Bike Use

- Design and designate mountain bike trails. Suggestions: construct a trail on west side of Eklutna Lake to link to existing trail to create loop trail around lake. The old jeep trails near Arctic Valley would make good mountain bike trails
- Would like to request winter "fat tire" biking access to existing groomed ski trails
- Would like to see more bike access and perhaps specific trails designed by and used by mountain bikers. Some downhill trails or one-ways to avoid collisions
- Great need to build additional trails and open more trails to the mountain bike community. Many trails that bikers use are multiple use trails that are adequate

but are more suited to cross country skiing, which was original intended use. Bikers tend to like narrower trails that use natural terrain and contours to create greater user satisfaction

- Biking trails should be built to take into account the differing levels of skill (much like ski runs are designed)
- “User specific” trails could be developed on the Hilltop ski area that cater to downhill and free ride populations within biking community
- Would like to see more single track trails which provide more intimate experience with nature and would be of great use to hikers, runners, and bikers
- Open existing trails where suitable and build sustainable biking trails

SPECIFIC TRAILS

- Consider an Eagle River Nature Center alpine trail
- Add a loop connecting the Falls Creek Trail to the Powerline Trail
- Address trail from Gordon Lyon to Eagle River High School
- Consider trail alternatives to Eagle River Greenbelt Trail
- Eagle River greenbelt trail/bike path should be developed
- Consider accessing Big Peters Creek from Little Peters Creek
- Little Peters Creek trail design and management is a good model to use
- Should work with military to gain legal access across the small portion of military land near Long Lake to establish a loop trail
- Make more widely known military land access and trails, and the biathlon trails and facilities for use by the public
- Support trail development and trail connectivity around Eagle River High School to serve the wider community and students. Currently no established multi-use trails in woodland in Eagle River core
- Would like to propose the addition of looped multi-use trails in the lower Eagle River (ER) drainage between the Glenn Highway and Briggs Bridge. Trails in this area would: 1) provide improved access to the park and recreational opportunities for the community, 2) enhance the ER campground experience, 3) provide trails for cross country running and ski training for athletes at ER High School, and 4) mitigate the impact of uncontrolled access routes in the area
- Consider building a safer and more environmentally friendly trail up the ridge of Bear Mountain to help eliminate erosion problem with switchbacks
- Would like to see trail from Baldy in Eagle River to Little Peters Creek in Chugiak. Trail could also support a Public Use Cabin at the midpoint
- Would like to see the establishment of multi-use trails around Eagle River High School to Eagle River Campground receive a high priority since they are urgently needed for the safe recreating by the community and student users
- Consider developing a major trailhead parking lot at the end of Eagle River Road and a multi-use trail from the trailhead up to the crossing point over Eagle River. Construct multi-use bridge over river and then specific trails for different user groups that branch out from there
- Need more loop trails in the Bird Creek area. Perhaps a single track loop that swings up Penguin Valley and curves around Bird Pass
- Connect CSP trails to Municipal trails in Far North Bicentennial Park with multi-use two-way route. Possibly paralleling Spencer and then making a series of switchbacks up to Prospect
- Establish a trail from Peters Creek down to Eklutna Lake

- Plan must identify and allow for a future trail connection extending from Potter to Indian, paralleling the Seward Highway and connecting with the current multi-use pathway at Indian Creek parking lot and extending to Girdwood. Future Seward Hwy planning should include this option even if construction funding is not currently available
- Rabbit Valley Trail to Rabbit Lake needs immediate reopening for non-motorized public use using Sweco Trail Dozer construction equipment and a skilled operator. Open trail for mountain biking to the lake only and off designated trail use of bikes must be prohibited
- Lay out and construct hardened preferential trails up south side of Flattop, 2nd Mountain and 3rd Mountain to protect natural vegetation from destruction by uncontrolled foot traffic
- Need to maintain Indian valley trail. There are broken bridges and downed trees and one mudhole after another
- Would request that five mile trail near arctic valley rd. allow snowmachines for grooming for skiing purposes only
- Support trail development included in the Hillside District Plan that would stretch from south end of Potter Creek subdivision, extending north through the Chugach Foothills, towards the direction of Arctic Valley
- Turnagain Arm Trail needs better management and maintenance. The South Fork of Eagle River Trail has a user-created trail to a high saddle that is unsustainable and getting worse
- Existing trails such as Bird Ridge, Falls Creek, and the O'Malley football field access from Glen Alps parking lot need major improvements to handle the increased number of hikers and prevent further erosion
- Stuckagain Heights trail access to the Dome trail and Knoya peak area needs improvement
- Would like to see the Middle Fork trail improved and bicycle access allowed
- Concerned about the serious trail erosion taking place on the "trail" up Mt. Baldy in Eagle River. Any talk about making a designated trail? This is a high use area- could call it the 'Flattop of Eagle River
- Improve trail connectivity to Far North Bicentennial Park, including designating multi-use routes for winter and using signage to direct park users to those routes

Access

- Leave gates unlocked before and after tourist season so locals can enjoy park
- Concerned the public is not respectful of boundary neighborhoods and private property
- Concerned about impact that access to the park has on neighborhoods as it goes through and in front of private residential property
- Would like to see access points constructed within the park boundary where possible verse within neighborhoods
- Provide key areas of access, which will engage the community
- Long-term plan for Bird and Indian vicinity suggestion: remove feeder road issues out of the equation by having access to the park be from the highway instead of neighborhoods
- Work on alternative access to park- feeder trails (look at prior planning work done in the ninety's by the Turnagain Arm communities and park staff)
- Eliminate Ocean View access (reason: dust, children safety issues)

- While greater access is important, it should be carefully developed when in neighborhoods so to fit in with the character of the area
- Address the lack of parking and access in Eagle River vicinity
- Would like to see access on both sides of Eagle River. Perhaps construct a bridge across Eagle River to access other side of park in the vicinity of Lions Park. Trail users could utilize the Lions Park parking lot
- Expand parking at the Eagle River Nature Center. The parking area is full on certain weekends, which forces people to park off the access road
- Perhaps look in to the privatization of some trailheads, etc.
- Need to secure legal access to Ram Valley. Ram Valley currently experiencing heavy use
- Would like to see a mixture of different types of access points (example: neighborhood, regional, etc.)
- Use "Skyline" as an example of providing adequate parking and good access to the park and a successful partnership between the MOA staff and local residents
- Alpenglow Ski Area at Arctic Valley has good parking which should be utilized
- Gasline trail access needs improvement
- Shebenof- Gasline access needs improvement
- Develop new trailheads in Potter Valley- one on North and South side of valley, to help absorb increase in use by new people and development sure to come to the area. A lot of social trails in valley already exist. Would help set tone for conservation in valley
- Need more access to the park. Anchorage is already crunched for trailheads, so more access points are needed to spread use out. Lack of access is a big problem already and will only increase as the Anchorage bowl grows
- Supports measures to provide more private non-motorized access
- Top priority should be securing legal access, before it is too late. Examples: Prudhoe Bay Rd. trailhead to Ram Valley near Eagle River Nature Center, the trail near the new Eagle River High School where students use to climb Highland Mountain off Hiland Rd., and Steeple Dr. access
- Would like to see preserved park access points & increased park access to decrease over-use of popular trails and create legal access points to other trails
- Assure more public access as new subdivisions go in
- Need more and better access to lesser used parts of the park. Examples: South side Rabbit Creek, Ram Valley, Potter Valley, Bear Valley, Grandview, southern side of Peters Creek, Eklutna to Peters Creek, Airport Heights area, and Stuckagain Heights
- Development is encroaching along park boundary at rapid pace and if efforts are not made in a timely manner, key access points could be lost forever
- Upper Bear Valley and Upper Potter Creek areas are in the early stages of development, so rights-of-way for parking and park access should be established in order to save problems in the future when access could be cut off
- Concerned with housing development restricting access to the park. City planners need to address access when platting new subdivisions
- Stuckagain Heights trail at old end of Basher Rd. trailhead needs to be safer
- Would like to see safe access and trail connectivity near Eagle River High School. Trail users could utilize school parking lot
- Work to improve and/or construct a set of major access points that provide public access to existing and future popular park destinations

- Work to create a more closely-spaced set (i.e.- every 1000 feet +/- along the park border) of “neighborhood” access points that allow residents (and the public) the ability to freely enter the park at points other than trails to major park destinations
- Work to promote compatibility between park access points and neighborhoods. If on-street parking is absolutely necessary, make sure that it does not hamper road maintenance or driveway usage
- Work with neighborhood to reduce impacts of park traffic on neighborhood roads
- Would like to see more access to the park in more areas of the Anchorage bowl. Access to the park in central and east Anchorage is more limited than south Anchorage. Of particular concern is the traditional access that was blocked in the Stuckagain Heights area at the dome trail
- Address military use within the park. Negotiate and/or establish an agreement to swap public access to military land for use of park lands by the military
- Concerned about development adjacent to park obstructing traditional access routes
- Need to do everything can to get more access points into CSP to reduce the pressure on existing trailheads
- Access point should be developed at the end of Hiland Rd. by Harp Mountain
- Structure plans in a way to advocate for smaller access points at a greater frequency and for access and use by all potential park users
- List and prioritize access points/develop plans for resolution or acquisition
- Establish closely-spaced low-impact trailheads along the CSP boundary, and refer to as “Low-Impact Trailheads not “Neighborhood Access”
- Make preservation/development of vehicular access at higher-elevation trailheads a high priority
- Continue to improve access and build small trailheads. Appreciate the one on Stuckagain
- People living within 1 mile of the park should be able to walk to the park and find appropriate facilities/access
- More work needs to be done with the municipality to create easements from neighborhoods into the park
- Recommend that all of the historic access points identified in the CSP Access Inventory be preserved as legal (if not developed) access points and that some access points be improved
- Eliminate existing section line easements on all sections of land within the park

CANYON ROAD

- Address Rabbit Creek access issue off Canyon Rd. Perhaps add a gate
- There are public safety concerns associated with using Canyon Road as an access point
- Trailhead parking design and construction must improve access along Upper Canyon Rd.
- Do not think that the Rabbit Creek trailhead should be designated at the location shown on the CSP maps, i.e. - at the end of Canyon Rd. Location was not planned and local residents are concerned about public safety. Vandalism, dumping, parties, fire danger, crime and general disturbance all concerns. Road has very steep sections and is too narrow for the ever increasing volume of traffic traveling through private roads that were not built, nor maintained, for the general public use

- Support removing the trailhead designation for the end of Canyon Rd. and designating the Rabbit Creek trailhead near Echo Park on a bench above Rabbit Creek with access via a new road built to Municipal Standards(i.e.- no steep hills)
- Do not spend any money “improving” the existing access point at end of Canyon Rd.
- Establish parking area and creekside trailhead near Echo Park and connect and improve/develop trails that already exist in the area to access Rabbit Creek trail via the drainage. Add permanent gate or barrier at park boundary on Canyon Rd.
- Take all necessary steps to eliminate partying, vandalism and other illegal activities in parking area at end of Canyon Rd. Increase ranger and police presence, install night-time-only gate, install signage and informational kiosk
- Plan for parking improvements and facilities at Rabbit Valley trailhead needed to accommodate future increases in demand
- Grade portion of Canyon Rd. inside park to improve drainage and safety and allow more room for roadside parking
- Plan for second access point located below neighborhood to improve accessibility of Rabbit Creek valley bottom
- Correct obsolete language on website regarding Rabbit Lake that states “Old trail up Rabbit Creek Valley crosses private land. There is no public access from Lower Canyon Road”

Wildlife & Wildlife Viewing

- Concerned about facility development and impact it can have on wildlife
- Establish safe wildlife viewing areas. The Seward Highway at Windy Point interface is especially worrisome when sheep are within view of road
- Protect important mineral sources at Windy Point from development for the benefit of wildlife
- Enabling legislation that created the Park cited one primary purpose was to provide for “Public Display of Local Wildlife” and providing for viewing opportunities. The new management plan should establish “Wildlife Viewing Zones” where the taking of game is not permitted. Changing game laws, vehicle vs. game collisions or seasonal moose encounters must not trump enabling legislation intent for the park and its resources. An example would be a wildlife viewing zone in the S. Fork of Campbell Creek drainage between Powerline Pass and Rusty Pt. Other recommended zones would be along the Seward Highway Scenic Byway at Windy Corner, where a wildlife turnout needs to be created, and within the Eagle River drainage from the N. Fork Access to Dishwater Creek
- Hunting and trapping should be allowed in the defined Wilderness Zone, outside Wildlife Viewing Zones within the Park
- A wildlife safety and negative encounter prevention section must be included in the plan. This would address park area closure as a management option when negative encounters are highly probable
- Fish and wildlife corridors should be maintained within CSP and coordinated with MOA to maintain wildlife movements through the Hillside district and into the Anchorage Coastal Wildlife Refuge and Potter Marsh
- Set and maintain standards for stream setbacks and vegetative buffers along known wildlife routes
- The preservation of native wildlife populations and their habitats is key to maintaining CSP as a natural environment

- Should use sound science, and responsible decision making when addressing the management of park wildlife

Trapping and Hunting

- Need to include no-trapping buffers behind neighboring communities
- Would like trapping out of Chugach State Park
- Restrict trapping to remote areas of the park
- Need to advertise and post notices at trailheads stating where and when trapping is occurring in the park. Need more user education and outreach regarding trapping
- Trapping in close proximity to communities and facilities is unsafe for kids and dogs- too many dogs lost. It is unacceptable
- More people recreate and live here now, thus it does not make any sense to allow trapping near communities, trails, facilities, etc. where the general populous occurs. Trapping should only be allowed in remote areas of the park
- Illegal trapping after season closes is an issue
- ADF&G violation hotline needs improvement
- Address hunting and trapping use and issues within park
- Would like to request that no hunting or trapping be allowed in park. Park should focus on providing a haven for non-consumptive users and wildlife
- Would like to suggest the banning of wolverine trapping in the park
- Trapping for rare species such as wolverine should be prohibited. A tiny percentage of park users trap, yet when they remove rare wildlife they have a large impact for the rest of users. Whether or not most park users come specifically to view wildlife, for the vast majority the sighting of wildlife is a rewarding, enriching experience
- Supports the 100 yard no-trap buffer near high use facilities. Would like to suggest that in order to further minimize user conflicts that 1) pets be leashed in areas of the park open to trapping during Lynx, Fox, Coyote, or Wolverine season; 2) killer style traps should not be set within 5 feet of the ground or 4 feet of the snow level unless fully submerged
- Restrict trapping to only the "Wilderness Zone" as recommended in the 1980 Master Plan. This would minimize the domestic pet threat and reduce the trappers vs. other park user conflicts. Chugach Park management and staff must defend this position before the Game Board when regulations regarding GMU 14C are open for public comment
- Hunting should be allowed only in the current "Wilderness Zone"
- Trapping may have been an appropriate activity when Anchorage was a much smaller city but feel this activity is no longer appropriate in the park
- Dismayed that the park has repeatedly relinquished their authority to the Board of Game. Concerned that CSP staff has consistently opened use of park for a small number of consumptive users at expense of the vast majority of users
- The Board of Game (BOG) has been progressively opening more and more of CSP to hunting and trapping and this trend is negative to park values and purposes. The Division of Parks has statutory duties in regard to CSP, one of which is to manage for park purposes, including the preservation of wildlife for viewing. The Division should independently review hunting and trapping regulations, including areas open to hunting and trapping, methods and means, seasons, and bag limits. After review of such information, the Division should submit comments to the BOG before regulations are adopted, and then review

- regulations after they are adopted. If they conflict with park purposes, then the Division should assert its statutory authority and override the BOG
- Hunting and trapping should continue to be allowed within the park
 - Ban domestic animals in areas of the park that are open to trapping during trapping season
 - Signs at trailheads should be posted during trapping season to notify recreational trail users that trapping activity may be occurring, and suggest that domestic animals should be harnessed or leashed to avoid conflicts between trail users and legal trapping activities
 - If CSP cannot stop the recreational trapping or move traps 5 miles minimum away from public trails and public access areas, then CSP has a responsibility to temporarily close those access areas to the public during the trapping season. Put up big signs that say "Closed to public until whatever date...enter at own risk"
 - Support trapping as a current and future activity in CSP. Trapping has always been an important cultural activity in Alaska, and still is today
 - Support the authority given to the BOG to pass regulations regarding methods and means, harvest seasons, and bag limits within CSP. The Division should not presume to make regulatory changes within CSP by circumventing the public process used by the BOG
 - Ban Conibear traps
 - Reinstate the ban on brown bear hunting

Facilities

- Utilize composting toilets or the equivalent and other "more green" facilities, so they can remain open in winter
- Would like to see more year-round facilities
- Park needs two or more major visitor centers. Provides a good way to educate visitors, etc.
- Eagle River Nature Center needs to be upgraded. Work with the Friends Group to accomplish
- Need to provide adequate parking at facilities and access points that already exist before creating new ones
- Build sustainable facilities to the greatest environmental standards available
- Pave Arctic Valley Road
- Would like to see less pavement and more dirt to create balance. Develop facilities that are appropriate to the local area/environment
- Address road maintenance; dust management and cost of salt, etc. State should contribute since park as an attraction creates additional traffic on some local roads
- Would like to see hardened trailheads for big trails
- Consider developing major trailhead parking areas on the primary valleys of the park with multi-use trails leading into park, and at end of multi-use trail and also branching off of it develop specialized trails for each user group. This policy would encourage all user groups into the park and increase funding through fee collection
- Would like to request that no sports fields or other development (except outhouses) that removes trees and/or wildlife habitat be allowed
- Need to address bathroom facilities and human waste problem
- Would like to see a parking area at the Malcolm Drive access point

- Supports minimal development– less is more. Improve current developed areas and do not increase access with roads or parking lots at undeveloped sites. Some areas are best left somewhat challenging to get to
- Be wary of costs (and profits to developers) of large road and parking lot developments
- Place reasonable priority on homeowners who live near affected areas- costs, value, quality of life
- Consider security cameras and signs at trailheads for person/car/equipment safety
- Would like to see larger parking lots and safer, well patrolled lots. Maybe use volunteers for patrols
- Assure adequate parking at trailheads
- Need parking at Rabbit Creek for access to Peak 2 and 3 and backside of Flattop
- Cut trees on non-lake end of Bold airstrip for safety
- Grandview trailhead parking is very inadequate
- Address the lack of parking parkwide
- Revisit/identify what allowable structures are permitted in the designated “wilderness zone”, keeping it non-motorized access, but allowing for more bridges and Public Use Cabins (PUCs) to improve safety and access to the park. Currently bridges are only allowed for public safety reasons and new PUCs are not allowed in the wilderness zone
- Include a policy regarding when, where and to what standard to construct observation towers, platforms, boardwalks and bridges in the recreation and natural zones to promote wildlife viewing
- Management plan should identify and require a “Park Headquarters” complex be built within the park, centrally located, allowing for administrative, management, operational and conferencing at this central, in-park facility. A ten-year limit for construction completion should be placed on this project
- Include a policy in the plan that addresses “facility overcrowding”. It must address when a facility may be closed or access restricted due to overcrowding, unsafe or unusable conditions. When emergency vehicular access is impeded and the facility is crowded beyond design capacity it must be restricted to further entry or closed
- Plan must establish engineering standards and design standards that apply to various types of foot and vehicle bridges built in park. Plan must also identify that when a bridge is built, if it is used for wildland fire suppression access, it must be built to a standard to allow for vehicle weight loads
- Plan must identify when, what kind and where “Bear Resistant” refuse containers will be placed at moderate to high-use trailheads and parking areas
- Plan needs to include commitment to keep the Glen Alps parking lot passable. There were times last year when huge ruts made the lot almost impossible to negotiate
- Provide monetary contribution towards road maintenance costs attributable to park users
- With anticipated increase in user days by all user groups within park, more trails and trailheads will be needed to maintain quality experience. Additional trail/trailhead development will help to spread out users and lessen the impact on heavily traveled areas
- Oppose trail and facility developments in the areas described as “trails/routes” traverse in the existing plan

- Consider potential for viewing area at Potter Marsh's south end

PUBLIC USE CABINS (PUC)

- Address PUCs suitability parkwide
- Consider placing a PUC near top of Bear Mountain
- Think about including a hut-to-hut system of PUCs in the park
- Consider adding more PUCs in the park
- Allow the park to generate more revenue by producing more infrastructures such as more Public Use Cabins in the backcountry
- Plan should identify old cabin sites within park, evaluate them for future public use potential and destroy them or rebuild them to an identified standard if determined to be in the best interest of general public use. Example: old cabin at Squatter's Creek along Eagle River- cabin should be a PUC built and operated by the park. Cabin currently accessed by an unsafe bridge that should be rebuilt immediately to safe standards or removed completely
- There should not be a PUC associated with trail 117, as described in the existing plan
- Do not think that the Alaska Park system should endorse PUCs in Chugach State Park, would rather see the resources go towards other maintenance issues
- Dismayed over the idea of a hut system. Believe that type of development will intrude upon the wilderness nature of the park and will turn much-loved remote areas into backcountry highways like the Resurrection Trail

CAMPGROUNDS

- Cut down and/or remove the dead and still standing trees throughout Bird Creek campground- safety issue. Let local residents have access to the cut trees
- Perhaps establish a group campground or facility in Indian or Bird for use by organizations such as the Girl Scouts and Boy Scouts, to help generate additional funding for park
- Do not build a campground in Indian
- Address Bird Creek campground road maintenance needs and implement better management of through-traffic late at night
- Enlarge Bird Creek campground without jeopardizing the trees. Small campsites suitable for family camping tents, pop-ups and tent trailers
- Would like to see some simple improvements to Bird Creek campground. Get rid of the "Y" spots, the access to them for backing in or out is almost impossible
- Hire a quality campground host for Bird Creek campground

Education & Interpretation

- State Parks should increase and improve interpretation, outreach, and public relations
- More outreach; including flyers on mailboxes, etc. should be done locally to inform folks of upcoming meetings
- Look at demographics for effective outreach. Target school age volunteers (Appalachian Trail example)
- Need more education, signage, etc. in languages other than English and aim education at those most likely to do the damage, etc.
- Would encourage the state park to work with the various nordic skiing groups in Anchorage to educate recreational and competitive skiers on multi-use shared trail etiquette, since understand there have been conflicts with skiers and other park users

- Incorporate overall education on fish and wildlife resources throughout CSP and the Anchorage Coastal Wildlife Refuge, including Potter Marsh resources and management

Enforcement

- Like seeing rangers patrolling Bird area recently– hadn't seen in years
- Address enforcement needs. Improve funding for more staff, more patrols and monitoring
- Need greater enforcement presence and permitting
- Support more funding to increase hours of rangers in park so that enforcement could be improved
- Would like to see more rangers actually out in the park
- Encourage park to put emphasis on enforcing existing regulations within the park

Funding

- Improve funding for park
- Be proactive; plan for future use levels, ideal staffing and budget needs, etc.
- Need more staff for increased patrols and monitoring
- Does State Parks have anyone that specifically lobbies the legislature on behalf of the Chugach? Do they use email in the format of Moveon.org to motivate people to be active?
- Create a line item in program receipts that is directed to CSP trail improvements and nothing else. In the "equipment" budget line in the general fund, request funds for new equipment purchases to help build better trails. Don't put in as part of the DOT budget and have to pay them for lease and maintenance costs. Perhaps during these budget "SURPLUS" years Parks could get lucky
- CSP is a gem, but needs more funding to reach it's full potential
- Should plan to make no management changes unless you can guarantee a secure funding mechanism for the monitoring, enforcement, and maintenance that those changes might require
- Chronic problem plaguing state parks around the state is lack of funding for trail construction and maintenance. Would like to encourage the State of Alaska to set aside permanent and substantial funding to a "Trails Trust" for sustainable funding revenue for State Parks

Fees

- Look at implementing user fees where facilities are provided (require parking passes, etc.), to provide additional funding for park staff
- Concerned if user fees implemented it will increase park users looking elsewhere to park for free (example: driveways, along roadway in neighborhoods, etc.)
- Day-use fees should be used for operating funds
- Look at income-generating opportunities (e.g. - permits, trailhead fees, competitive events, festivals, etc.) to help offset operating cost and to familiarize people with the park and facilities
- Don't price people out of the park with user fees
- What is the impact of mountain races on places like Bird Ridge? Should racers donate a trail maintenance fee that would truly be used to repair trail? Perhaps this money could go towards a trail crew specifically for that purpose

- Implementing a parking permit system would generate fees for park maintenance and encourage users to consider access to the park by “greener” means (i.e.- biking to a trailhead for a hike)
- Establish a permitting process that allows the Park to recover in fees the full cost that commercial activities may cause or the cost associated with usage
- Current fee system is O.K. although would rather see State Parks as a place that individuals and families could enjoy for free
- Should review, analyze and highlight realities of the entire fee system

Volunteering

- Would like to see more openness to volunteering– localized groups and individuals are interested in being involved with trail maintenance, fixing bridges, posting notices, plowing, etc.; need better communication with park staff regarding opportunities and available work projects
- Improve partnerships. Utilize community volunteer groups, Friends Groups, etc.
- Develop a volunteer trail program that can maintain major hiking trails
- Think that all mountain runners that race in the park should volunteer their time to help maintain and rebuild trails in park
- Large clubs in the Anchorage area should be encouraged to take on some of the trail work, trail improvements that need to be done

Misc. Issues and Ideas

- Use local place names when possible to help eliminate confusion
- Is CSP involved in and providing input regarding the DOT highway project (access road- Bird Creek and Indian)?
- Is the military involved in this planning process?
- A member from the Municipality Community Planning staff needs to be part of the CSP Citizen's Advisory Board as a standing position. This position would serve as a liaison and information resource regarding development, access and connectivity issues effecting CSP
- CSP Citizen's Advisory Board must have an actively engaged Trail Advisory Committee
- Advisory Board: is this a relevant approach to community involvement? Little if any advertisements and/or outreach is done to get the public involved; few citizens show up to meetings