

audience and it could effectively introduce these ideas to a large segment of Alaska's population. Already the State Department of Fish and Game is using this medium to convey information to the public and to develop a better awareness and support of their management activities. Such a program could be prepared in conjunction with the brochure for private land development along these roads.

Implementation Responsibilities and Actions

The general and specific scenic resource management action recommendations require changes in policies and standard operating procedures as well as specific actions on the part of key public agencies. These are summarized here for emphasis and clarity.

DOTPF (Division of Operations and Maintenance, Division of Transportation Planning, and Division of Highway Design and Construction)

- Develop right-of-way management guidelines specific to each road that address clearing, grading, view management, and materials site location.
- Adopt the practice of having the crew supervisor and the DOTPF staff landscape architect develop field right-of-way maintenance plans on an annual basis.
- Adopt siting and design guidelines for all road maintenance stations that are in keeping with scenic resource management guidelines, both to minimize visual impacts and set an example for adjacent private development. If existing facilities are poorly sited or present other visual problems, impact mitigation practices should be instituted.

- Adopt guidelines for road improvements and re-alignments which are sensitive to the desired character and use of individual roads.
- Add a landscape architect to the design team for road improvements and realignments through areas with high recreational use and/or high scenic resource values.
- Take the lead for scenic resource management planning along road corridors and coordinate all decisions with other government agencies so they are consistent with the overall goals and objectives for the road. Work with adjacent land owners and managers to promote appropriate land use and development actions beyond the right-of-way. (DOTPF should employ a landscape architect or planner trained in scenic resource management to play the lead role in this effort.)
- Officially adopt the recommended highway/road themes and associated goals for scenic resource management. Use this nomenclature on all maps, reports, etc., dealing with these roads. Alert travelers to these names through appropriate signage.

Bureau of Land Management (BLM)

- First, implement recommended greenbelts for roadside lands under BLM jurisdiction
- Adopt land development and use policies that complement the highway or road theme and associated scenic resource management goals and objectives
- Give high priority to scenic resource management considerations in areas where these resource values are high and recreational use is also high
- Demonstrate visually sensitive management practices for other landowners and managers to follow, particularly private landowners

Alaska, Department of Natural Resources

- Implement greenbelts as recommended for roadside lands under state ownership

- Incorporate scenic resource management considerations in the location and design of land disposals near these roads or within road viewsheds.
- Demonstrate visually sensitive land development and management for state land adjacent to roads, i.e. when locating field offices, when siting agricultural or other resource developments, etc.
- Encourage state land use and development that is responsive to the recommended road/highway themes and their associated goals and objectives made here with respect to the McCarthy Wild and Scenic Road.
- Investigate the possibility of establishing and funding a design assistance team to advise private property owners on appropriate land development practices.
- Encourage private owners to incorporate greenbelt recommendations in private development projects.

National Park Service

- Actively encourage AHTNA Regional Corporation, Chitna Village Corporation, DKR and DOTPF to adopt the recommendations.
- Evaluate the recommendations for visitor center development at Gilahina River, restoration of the Gilahina River trestle, and other major recommendations to determine if they conform with long range plans for development and use within Wrangell-St. Elias National Park.
- Promote the Denali Wild and Scenic Road as a recreational experience that complements activities in the Denali National Park, and encourage recreation as the primary use for this area.

Regional and Village Native Corporations

- Incorporate recommended greenbelts in future land leases, sales, and developments on corporation lands adjacent to these roads

- Set an example of development practices that are sensitive to maintaining or enhancing scenic resource values for smaller private landowners.
- Promote development and uses on corporation land which are compatible with the outlined road/highway themes and the associated goals and objectives.

Other Private Landowners

- Incorporate landscape design and management practices that compliment right-of-way management
- Take advantage of design assistance available to private land owners who own land adjacent to roads with high scenic resource values.
- Demand that public agencies and other private landowners respond to recommended highway/road themes and associated goals and objectives