
Part Two Findings and Recommendations

Findings & Recommendations

Study Area

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Overview

The findings and recommendations of this study are presented at four levels of specificity or detail. First, the overall findings and recommendations address issues of overriding importance that are common to the entire study area. Next are those recommendations which relate to each of the four individual highways and roads within the study area - the Denali, central Richardson, and Edgerton highways and the McCarthy Road. Each of these highways is divided into visual resource management units, or road segments, which have similar scenic resource characteristics and, therefore, call for similar management responses. These units comprise the third level. Finally, there are the individual assessment units - those short (approximately two mile long) stretches of road which are the foundation of the field inventory and observations and the more general recommendations and findings. Part one of this report described the study methodology and presented an example of a field inventory sheet. A complete set of the field assessment sheets is on file at the BLM Alaska Resources Library in Anchorage.

The study area findings and recommendations discuss the desirability of designating all or part of the Denali to Wrangell-St. Elias route as a scenic highway or recreational corridor. In addition, the section describes the management program, a recommended highway rest area system and a system of roadway information turnouts, as well as summarizes the responsibilities, policy changes, and

actions required of various land managers and owners in order to implement the recommendations outlined here.

Denali to Wrangell - St. Elias National Park Scenic and Recreation Corridor Designation

This study was prefaced on the question of whether or not the scenic and recreation resources along the corridor between Denali and Wrangell-St. Elias National Parks deserve special protection and/or official designation as a symbolic link between the parks. The results of the scenic resource inventory and management recommendations indicate that no formal linkage or corridor should be established. This conclusion is based on several study findings. First, few people use, or are likely to use, this corridor as the exclusive route between the parks; travel via the Parks and the Glenn highways will probably be just as common. Moreover, it is unlikely that large numbers of people will visit both parks in one trip. Instead most will travel only on several segments of this corridor at any one time, taking other roads to go to their final destination. Finally, formally designating this as a "scenic" or "recreational" corridor would suggest - inappropriately - that other equally scenic routes should be given less attention. Since Alaska's existing road system is so limited, it is more