

# CHUGACH STATE PARK CITIZEN ADVISORY BOARD

Hybrid Electronic Microsoft Teams, 5:00 pm  
BP Energy Center

**Agenda for March 9, 2026**

**Regular meeting #3**

**1. Call to Order: 5:00 pm**

**2. Roll Call:**

|                           |        |
|---------------------------|--------|
| Kyle Shedd                | P      |
| Bill Britt                | P      |
| Robin Dublin              | P      |
| Tyndall Ellis             | P      |
| Rob Clark                 | E      |
| Sarah Brey                | P      |
| Clark Saunders            | E      |
| Kristin Vantrease         | online |
| Alison Smith              | P      |
| Irene Turletes            | P      |
| Mark Miner                | P      |
| Gus Gustafson             | P      |
| Gabbie Jordan             | P      |
| Joe Hackenmueller         | P      |
| Open position             |        |
| Staff: Justin and Spencer |        |

**3. Changes to Agenda & Approval:**

- Add Alaska Trails CAPSIS requests, letters of support (Irene/Kyle)
- Board of Game Hunting Proposal CAB Comments (Irene/Kyle)
- Move 7(a) to before 6(b) (Gabbie/Kyle)

**4. Approval of Prior Meeting Minutes:**

- Shaun Sexton didn't make comments in the last meeting, Robin will edit.
- Approved with edits.

**5. Public Comments:**

- Letters were received in advance of meeting
- Reminder that 3 minute maximum and encouraged new comments, no repeats.
- Shaun Sexton provided hard copy comments (attach when scanned copy is received)
- Adam Robinson: STA Board Member, would like to see more access to CSP
- Will Taygan: CMBR, here to answer questions about Rendezvous Ridge and Powerline Pass Concepts. CMBR has two CAPSIS requests.
- Michael Camden: CMBR and Challenge Alaska, supports Rendezvous Ridge reroute concept plan

- g. Casey Durand: Is working on Ram Valley access, reapproaching access points using AO-20251275 (Stewart Estates Ordinance), will present packet to CAB.
- h. Bill Sherwonit: would like to be informed when committee meetings are taking place outside of the online postings and has concerns of the CAB's interpretation of the Trails Management Plan. Justin clarified process for regulation change.
- i. Cathy Hammond: SFER resident, confused about Rendezvous Ridge concept plan vs. final plan (it was the final concept plan draft).

## **6. Old Business:**

- a. Administrative Office Election
  - i. Gabbie to remain as Admin Officer and Trails Committee Chair (Gus/Irene)
- b. Rendezvous Ridge and Powerline Pass Reroute
  - i. Rendezvous Ridge Letter of Support is framed from Trails Committee Guidelines
  - ii. Justin's clarification on Ship Creek Wilderness: managed for low intensity recreational use (uphill biking). Downhill mountain biking is medium to high intensity and should stay in the Arctic Valley area.
  - iii. Original Letter of Support voted down (Tyndall/Bill):
    - 1. In favor: Tyndall, Bill, Mark, Joe, Gabbie
    - 2. Not in favor: Kyle, Robin, Sarah, Alison, Irene, Gus
  - iv. New Letter of Support should include:
    - 1. Reroute the downhill portion of the trail into Arctic Valley Ski Area
    - 2. The portion in the Ship Creek Wilderness can only be uphill biking, class II trail hand built
    - 3. Work with Anchorage Ski Club
    - 4. Clarify wording around long-term maintenance funding
    - 5. Request updated concept plan as the current concept plan is not compatible with Park Management Plan
    - 6. Details about the CAB's thought process
    - 7. Include references to Park and Trails Management Plans
    - 8. Add date to the letter
  - v. New Letter of Support approved (Irene/Kyle):
    - 1. In favor: all members present
    - 2. Not in favor: none
  - vi. Powerline Pass moved to April agenda

## **7. New Business:**

- a. Trails Committee Guidelines
  - i. Gabbie walked CAB through the new document and how to use as guidance for future park improvement requests
  - ii. Adopt guidelines as living document and approve revisions as necessary. (Bill/Tyndall).
- b. CASA Mater Plan Support
  - i. Muni has new grant writer seeking \$1 million in federal funds for a CASA Master Plan
  - ii. Requesting Letter of Support from CAB (Kyle/Alison).
- c. CABSIS- Alaska Trails
  - i. Turnagain Arm Trail: Justin suspects study, plan, and build can be done for \$1 million
    - 1. Letter of Support Requested (Kyle/Gus)
  - ii. Three Crow Pass proposals, one Ram Valley proposal

- d. ADFG Board of Game Hunting Proposals
  - i. Irene reviewed spreadsheet outlining which hunts impact the park
  - ii. Robin (former ADFG employee) explained process for BOG regulatory change
  - iii. ADFG manages wildlife inside the park
  - iv. Motion to submit comment for the proposals (Kyle/Gus).
    - 1. In favor: Bill, Robin, Kyle, Irene, Joe, Sarah, Alison, Tyndall, Gus, Mark
    - 2. Not in favor: Gabbie

**8. CSP Staff Report:** Justin Dipaola-Allen, Ella Fitzwater

- a. Justin's Director Report:
  - i. Future Leader Summit for staff members
  - ii. Basher Trailhead update from community meeting
  - iii. USA 250<sup>th</sup> Anniversary events
  - iv. Working with DOT on 6f for Safer Seward Highway
  - v. Update on CASA meetings
  - vi. Potter Marsh Watershed Park update
  - vii. Upper Huffman and Ptarmigan Valley snow machine areas are open
  - viii. Rabbit Lakes Trailhead update: will require creativity to keep the parking lot open through construction.
  - ix. Arctic Valley parking area redesign
  - x. National heritage Area expansion in Anchorage area
- b. LEO Report
  - i. Short staffed with officers on military leave
- c. Spencer's Staff Report
  - i. Expanding grooming operations
  - ii. Creating information binders for public use cabins
  - iii. Recruiting park technician
  - iv. Thankful for donated equipment for outhouse maintenance
  - v. Increased litter and fires at Upper Huffman parking lot, resident is closing gate at night
  - vi. Latrine door repairs are continuing
  - vii. Thunderbird Falls made \$83,000 for the park last year

**9. Committee Reports:**

- a. Access (Bill): CASA bonds on ballot, call Anchorage Park Foundation for yard signs
- b. Budget (Tyndall): Thanked CAB for CAPSIS support
- c. Nomination (Gus): New candidate for review in April
- d. Seward Highway Design (Alison): comments were submitted.
- e. Trails (Gabbie): N/A
- f. Chugach Park Fund (Kyle): Next Tuesday 17<sup>th</sup> Trail Tales
- g. Outreach (Robin): No updates, reach out with thoughts and ideas for committee direction.

**10. Adjournment:** 8:03 pm

**Attachments:**

- SFER resolutions
- Shaun Sexton comments (hard copy)

## **South Fork Community Council Resolution No. 2025-04**

### **A Resolution Amending Support for a Regulation Change that Would Allow Bicycles on the Muktuk Marston Trails through Hunter Pass to the Intersection with the Hunter Pass Trail.**

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**WHEREAS**, on December 5, 2024, the South Fork Community Council (SFCC) voted to support a proposed regulation change to allow bicycles on the Muktuk Marston Trails from Arctic Valley through Hunter Pass to the intersection with the Hunter Pass Trail in South Fork; and

**WHEREAS**, the SFCC has heard concerns from the community that bike riders in Hunter Pass will continue down the Hunter Pass Trail and onto other Chugach State Park (CSP) trails in South Fork where bicycles are not and should not be allowed in order to:

- . preserve the existing and historic experience of hiking, skiing and snowshoeing,
- . prevent hazardous user conflicts with cyclists on these trails,
- . avoid further damage to the Hunter Pass fall-line and switchback trails, and
- . prevent degradation of the Rendezvous Ridge sensitive alpine area.

**WHEREAS**, the SFCC now supports a regulation change to allow bicycles on the Muktuk Marston Trails but NOT through Hunter Pass, with the intent of keeping bicycle use within Ship Creek Valley; and

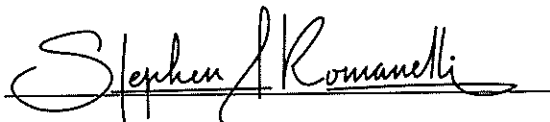
**WHEREAS**, the SFCC recommends that signage be installed on the Muktuk Marston Trails, at both ends of Hunter Pass, stating where bicycles are not allowed and that violators will be fined per CSP regulations; and

**WHEREAS**, the SFCC recommends that the bike community advise its members to comply with CSP regulations.

#### **NOW, THEREFORE BE IT RESOLVED THAT:**

The SFCC amends its earlier action to now support a regulation change allowing bicycles on the Muktuk Marston Trails, but NOT through Hunter Pass. The SFCC also advocates for prohibiting bicycles on the Hunter Pass Trail (including to the South Fork trailhead), the South Fork main trail, and the Rendezvous Ridge Trail, as depicted in the CSP TMP.

ADOPTED ON THIS DAY First of May of 2025



Stephen Romanelli, President  
South Fork Community Council

## **South Fork Community Council Resolution No. 2026-03**

### **A Resolution Opposing the Rendezvous Ridge Concept Trail Plan, Rescinding Prior Bike Trail Support, and Opposing Future Bike Trail Development In and Around South Fork.**

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**WHEREAS**, on March 9, 2026, the South Fork Community Council (SFCC) has reviewed documents related to the proposed trail,

**WHEREAS**, the SFCC has been overruled in its past efforts to preserve its walkable trails against overuse and development opposed by South Fork residents against the best interests of the community,

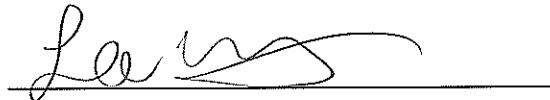
**WHEREAS**, the SFCC now rescinds past support for bike trails in and around South Fork,

**WHEREAS**, the SFCC opposes future bike trail development and expanded access in and around South Fork,

#### **NOW, THEREFORE BE IT RESOLVED THAT:**

The SFCC passes a Resolution Opposing the Rendezvous Ridge Concept Trail Plan, Rescinding Prior Bike Trail Support, and Opposing Future Bike Trail Development In and Around South Fork.

ADOPTED ON THIS DAY Ninth of March of 2026



Lee Hammermeister, President  
South Fork Community Council



*Empowering all to enjoy, share, and preserve the hiking experience*

November 4, 2025

## **Mountain Bike Position Statement for Trails**

Members of the Chugach State Park Citizens Advisory Board:

On behalf of American Hiking Society (AHS) and the 63 million strong hiking community who enjoy the trails and green spaces across all public lands I write to share our [Mountain Bike Position Statement](#) when considering support for trail use changes in Chugach State Park. AHS has a decades-long history of stewardship across Alaska public lands providing much needed volunteer support to Alaska's trail systems.

### Key Points when Considering Mountain Bike Impact on Hiking Trails

Hiking trails, or foot-only trails, are pathways developed and managed for quiet, slow travel and the enjoyment of nature away from mechanical conveyances, including bicycles. American Hiking Society is dedicated to the preservation and protection of foot-only trails as an important resource for the hiking public. Multi-purpose trails, which address a variety of recreation needs, may accommodate both foot and bicycle travel, but should be designed to protect the interest of hikers and bicyclists in a manner that enhances the safety for both types of user groups.

Additionally, American Hiking Society opposes the use of mountain bicycles in designated wilderness areas and areas under consideration for wilderness designation. Consideration should also be given to appropriate use types for trails that extend into wilderness areas and may result in non-permitted use within wilderness areas.

American Hiking seeks to work cooperatively with mountain bicycle organizations, and encourages cooperative trail planning and stewardship at the local level by hikers and bicyclists. *Inherent in this spirit of cooperation is the position that the experience of hiking and the interest of hiking constituents must vigilantly be protected, whether on foot trails or multi-purpose trails suitable to hikers. Where the interests of hikers cannot be guaranteed in a multi-purpose trail system, foot-only trails must be incorporated and protected.*

American Hiking Society supports the principle of managing individual trails for the primary purposes for which they are currently intended. New uses should be evaluated for their impact on the primary purpose of the trail. Trail uses should be based upon the collective input of all hiking stakeholders. In issues involving local and state trails, American Hiking may defer to the local hiking constituency. When requested by a local hiking constituency, American Hiking may assist on behalf of hikers or intervene to mitigate conflict.

### Hiker-Biker Trail Guidelines

Additional guidance is provided for evaluating the acceptability of multi-purpose trail proposals accommodating foot and bicycle travel. American Hiking Society supports the following design and management criteria.

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THE  
CONSERVATION FUND

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Brad Meiklejohn  
Senior Alaska Representative  
2727 Hiland Road  
Eagle River, Alaska 99577  
(907) 694 - 9060  
[bmeiklejohn@conservationfund.org](mailto:bmeiklejohn@conservationfund.org)

October 15, 2025

Justin DiPaola-Allen  
Superintendent, Chugach State Park  
and  
Chugach State Park Citizens Advisory Board

RE: Bikes in Chugach State Park

Dear Justin and Members of the Board,

Who doesn't love a bicycle?

Bicycles put man's greatest invention, the wheel, to work for efficient, low-cost human-powered transportation. All the world over, bicycles bring joy and freedom to young and old. Bicycles in Alaska have a tandem history with dog teams in pioneering routes through the wilderness. Modern fat bikes evolved in Alaska to ride the snowy Iditarod Trail, and intrepid Alaskans continue to push the frontier of what is possible on a bike.

Rapidly evolving bike technology has made them lighter, faster, stronger and better able to handle extremely rough, steep and remote terrain even where no trail exists. No longer content to merely toodle along the Eklutna lakeside trail, bikers grind up and whiz down the Dome, zip through Resurrection Pass in a day, or hurtle down the new top-secret bandit trail on Orca. Seemingly there is nowhere a bike can't go these days.

It's a heckuva lotta fun and who wants to stand in the way of more fun? If you are a hiker standing in the way of that fun, you'll get flattened if you don't jump out of the way.

You gotta hand it to the mountain bike community. They are organized, well-financed and relentlessly aggressive in pushing for more biking opportunities in Southcentral Alaska. Witness the new bike trails that have sprung up at Mirror Lake, Kincaid, the Hillside and Beach Lake in the past five years. In Chugach Park, Will Taygan and Chugach Mountain Bike Riders (CMBR) have stepped up to advance a

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new bike trail in Indian Valley, got a new bridge installed at Four Mile Creek in Peters Creek, pushed to expand biking deeper into Peters Creek, lobbied for bikes on the Muktuk Marston trail, proposed a new bike trail on Rendezvous Ridge, and begun laying the groundwork to open the Ship Creek Wilderness to mountain bikes.

Will Taygan and CMBR have been highly effective at seizing the levers of Chugach State Park to benefit bikers. The December 27<sup>th</sup>, 2024 letter ostensibly from the Chugach Park Citizen Advisory Board (CAB) endorsing the expansion of biking in Peters Creek was plainly drafted by Will Taygan and CMBR. Will Taygan asserts that the CAB “approved” bike use on the Muktuk Marston trail, though the CAB can only recommend, not approve, anything. Now, Will Taygan and CMBR show up with a fully-designed bike trail proposal for Rendezvous Ridge that they will help fund and build.

It is understandable that a cash-strapped Chugach Park would welcome Will Taygan and CMBR with open arms. But perhaps it is time to stop and look into the mouth of this gift horse before it eats our collective lunch. We are witnessing a slow-motion and highly-strategic takeover of Chugach Park by an insatiable user group. It is time to call a halt to this take-over to consider its broader impacts and implications.

It is my experience that bikes are incompatible with pedestrians and disruptive to wildlife. Despite the accepted yield hierarchy, bikers rarely yield to hikers, whether on the Coastal Trail or Devils Pass. I have been knocked down and watched hapless hikers get knocked down by indifferent bikers. Countless are the stories of bikers slamming into or under Kincaid moose or chasing or being chased by irate bears. The expansion of mountain biking in Chugach Park displaces hikers and wildlife.

The Rendezvous Ridge bike trail proposed by Will Taygan and CMBR is a terrible idea for many reasons:

1. Rendezvous Ridge is a major travel route for wolverines, wolves, bears, moose, coyotes and Dall sheep. Bikers would displace wildlife from this ridge.
2. There would be no effective means to keep bikes along a designated trail along the tundra ridge. High-speed downhill riding is a thing, and bikers would be drawn to “dropping” the spur ridges and bowls off both sides of Rendezvous Ridge.
3. Happy Trails is the same trail building company that made the South Fork Community unhappy with the Zorro trail to Hunter Pass. These absurd switch-backs are not revegetating and continue to shed rocks into the trail from the highly erosive cutbanks. We were sold a bill of goods that this Zorro trail would supplant the highly-braided social trail to Hunter Pass; most people get so impatient with these ridiculous zigzags that they opt to make the fall-line social trail even worse.

I grew up in the White Mountains of New Hampshire where we learned the hard way the importance of taking care of our alpine tundra. News flash: alpine tundra is fragile, slow-growing, and difficult to

restore. After decades of passive neglect, the alpine tundra of the White Mountains was laced with wide wandering braided trails and countless bootleg social trails. With a focused educational effort and subtle and not so-subtle stone walls, hikers in the White Mountains have now been corralled onto the designated trails in the alpine areas. Meanwhile, the alpine areas of Chugach Park are a mess. Witness the sprawl of ruts from Honey Bear up to McHugh, or at Bear Mountain, or Harp, or Wolverine, or the runner's ridges off the Johnson Trail. Rather than inviting more damage to the fragile alpine tundra at Rendezvous Ridge, we should get a handle on the situation throughout Chugach Park before it gets worse.

Recreation is not an inherent societal good; it's what you do because of recreation that matters. Do you commit to protecting the wild nature that provides the backdrop for your exploits or do you simply take? Do you respect the wild animals who make their home in the Chugach or are you oblivious and indifferent to the way they flee from you? Are you a better citizen because of your time in Chugach Park?

Sincerely,



Brad Meiklejohn  
Senior Alaska Representative

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October 18, 2025

PO Box 671264  
Chugiak, AK 99567

Mr. Justin DiPaolo-Allen  
Superintendent, Chugach State Park; and  
Chugach State Park Citizen Advisory Board  
18620 Seward Highway  
Anchorage, AK 99516

Dear Mr. DiPaola-Allen and the Advisory Board:

I am writing as a frequent user of Chugach State Park and as a neighbor of the park in Peters Creek. I consider Chugach State Park to be one of the great assets to our community that must be managed wisely and carefully. The main purpose of this letter is to strongly endorse the concerns raised by Brad Meikeljohn of The Conservation Fund in a letter dated October 15, 2025, in regards to proposals to expand mountain biking in the Park. It's ironic that I am writing this as I frequently ride bikes in the park, particularly on the Peters Creek trail and at Eklutna. I enjoy this immensely, but I am not naïve to think that pushing bike trails further into the park will not have deleterious impacts to wildlife, habitat, and other users. I have seen the 'trails' that the Chugach Mountain Bike Rides have built elsewhere. They are nice, but they are more like roads than trails. Their development will inevitably and permanently change the character of these places, and will not only encourage bicycles, but also electric trail bikes, which are already in use in Chugach State Park and elsewhere.

Because I live in Peters Creek, I'd like to add some additional details concerning proposed expansion of mountain biking in this part of the park. Peters Creek is one of the wildest and least developed drainages in Chugach State Park. Nevertheless, it is showing wear and tear and erosion, especially in the alpine portions of the heavily-used Bear Mountain and Mount Eklutna trails. Cyclists can now ride to about mile 5.5 where there is a boundary marker with a no biking symbol. Up to this point, the trail is challenging, fun and very rideable. After all, historically, trucks used to routinely go back this far. After this point, the trail narrows and is far more difficult to ride because of ruts, tree roots and wet areas. It is currently accessed by hikers and riders on horseback and snowmachines and fat tire bikes when the snow cover allows. Cycling here in summer is not fun; I tried it a few times. Yet with a lot of money, machinery and fill a rideable trail could be pushed back into the Peters Creek Valley. I am perfectly satisfied with the existing, challenging riding opportunities in this valley - they are underutilized as is, and I see no reason to further degrade the wild qualities of this remarkable valley.

There is also another matter which I must raise concerning making the Peters Creek trail more of a destination – parking. There is none! There is no formal trailhead at Peters Creek and no park parking. Trail users park on neighborhood roads. There is a flat area where a parking lot could be built on park lands, but this would require improving the existing trail through a 40-acre private

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November 4, 2025

Chugach State Park  
Citizen Advisory Board  
C/o Justin Dipaola-Allen  
Chugach Region Superintendent  
18620 Seward Highway  
Anchorage, Alaska 99516

Certified Mail # 9589 0710 5270 3286 7919 42

Gentlemen and Ladies,

The following is a summary of my findings resulting from a review of the Rendezvous Ridge Concept Trail Plan presented by Will Taygen, dba Chugach Mountain Bike Riders, at the October meeting of the Chugach State Park (CSP) Citizen Advisor Board (CAB).

#### **Background**

- The plan begins by referencing the Muktuk Marston Trail (MMT) and Hunter Pass Trail and the popularity of those trails. It is silent on the public outcry from local residents that were surprised by the way those trails came to be constructed.
- It is stated that the CSP CAB "approved" the use of the MMT for biking. Statutory authority for such approval is not cited. It may not exist.
- The preliminary routing is shown in plan view developed using Cal Topo. A representative of a known trail construction company is reported to have walked "the concept route areas". Apparently, the outcome of that effort is that there remains a level of uncertainty about the lines being buildable. How close did the walk follow the proposed routing?
- A profile view of the routing using Cal Topo or other means is excluded from the plan. A legend on the plan view would be useful.
- A construction budget recommendation is introduced in the proposed plan and said to be intended for use in making applications for grants, public grants presumably.

#### **CSP TMP**

- The use of the existing Rendezvous Ridge trail is said to be included in the proposal. This ridge trail has been very popular as a hiking venue for decades. Displacement of traditional users concerned about the very real potential for uncomfortable encounters with renegade bikers is not satisfactorily addressed.

## Technical Specifications

- “Generally recommended recommendations” are not typically considered as final project specifications.
- The document is silent on revegetation of disturbed land. Revegetation has been lacking recently on trail construction/renovation projects. Revegetation if specified in State planning documents. Without revegetation, trail sustainability is compromised. Attention to revegetation is long overdue.
- Retaining wall specifications and typical construction details are excluded. The competencies of designs as well as construction methods need attention for safety as well as sustainability reasons. Have Municipality of Anchorage relevant codes been identified? How will any and all be met?
- Hand construction is proposed “if it is clearly desired for lower visual impact and environmental impact”. Who will be the impartial judge on where those impacts will occur?
- It is said that hikers may use the existing AVSA access trails to avoid encounters with downhill bikes on the north leg of the trail. Is this one of the stretches where the grade will be “very fast downhill” (again, no profile drawing)?
- The optional AVSA access trails are not presented as such on the CalTopo generated plan view. How many are there and where are they located?
- The potential for conflicts being small is said to be due to very long site lines. This does not address that ignorance of universal etiquette, or disregard for same, is the cause of much conflict on multiuse trails regardless of the length of the line of sight. Will bikers not be accountable for controlling themselves when other users are present? How will accountability be enforced?
- Steep side slopes of 40% or more requiring deep excavations, perhaps to bedrock, are said to be expected. What is the point of routing through such terrain? Why not avoid it?
- Will the design and construction result entirely in Adaptive Friendly, Adaptive Optimized, or NOT-adaptive whatsoever constructed trail(s). Will the stated specification achieve whichever of those goals is desired?
- Will the design specifications accommodate stock including horses and llamas?

## Concept trail: Field Checked but not fully laid out and flagged

- Might slope shading using Cal Topo help identify avalanche terrain? Extent of bedrock and suitable turn locations might be issues to resolve sooner rather than later.

### **Construction Budget Recommendations**

- What will be done to prevent disturbance of nearby residents as well as wildlife in the vicinity during jack hammering?
- What will be the basis for setting the projects "prevailing wages"?
- The planning/funding budget is estimated at \$880,000. How much is included for civil design work? How much is included for third party construction quality control? How much is included for specific signage educating users of yield etiquette? How much is included for investing in a trust or another a financial instrument for maintenance and repair in perpetuity? How much is included for funding of park rangers to police biking, including e-biking, and for park management? How much is included for performance and or payment bonds? How much is included to compensate South Fork Valley residents for harm to property values resulting from on-street parking, increased crime and other such negative impacts to their neighborhood? How much is included for robust public involvement (four public meetings, excluding those of easily manipulated community councils: one for draft plan design review and comment; one for draft-final plan review and comment; one mid-construction; one final acceptance)? How much will go into the pocket of the CMBR agent? How much is included for auditing by a CPA?
- For publicly funded grants or similar will bidding be open to constructors with a conflict of interest?
- Will the contracting be done as firm fixed price, time and material not to exceed, or other basis?
- How much is included for foot only trails paralleling the proposed "preferred biking" trails?
- How much is included to support the land manager to patrol, resolve conflicts, address wear and tear and design flaws and construction insufficiencies?

### **Appendix I Nine Elements of a Sustainable Trail**

- Element 8, seems to conflict with building of retaining walls, jackhammering rock outcropping, deep excavation, etc.
- Element 9 will not be met as historic users will be displaced due to fear of conflicts with bikers that ignore and or are ignorant of universally accepted multi-use trail etiquette. An increase in parking at the undersized parking lot in nearby residential neighborhood(s) will also result further aggravating peace loving homeowners who have yet to recover from being "Muktucked".

Why is it necessary to use public land to satisfy the needs of a relatively small user group when time, money and effort may be better invested in meeting the wants and needs of a larger community?

The CSP CAB is encouraged to carefully consider requests such as this before issuing supporting letters. Thoughtful discussion in full view of interested and concerned members of competing user groups, as well as members of the general public who have the best interest of the CSP at heart, will build trust,

add goodwill and increase support. Public engagement is paramount to this end. Rubberstamping is likely to result in backlash and harm to credibility. Kicking-the-can-down-the-road may result likewise.

In considering a CSP CAB vote, members may wish to soul search about their personal biases in addition to direct or indirect pecuniary and other conflict(s) of interest(s), asking themselves and each other why and how they came to be on the CSP CAB. Looking over the horizon, consider too, what will be the additional burdens on the land manager resulting from your actions? Is it realistic to expect a State agency that is historically understaffed and inadequately funded (take a wide open-eyed walk on local trails to better understand the current dilemma) to assume additional responsibilities? Consider as well the reputation and character of the persons and organizations that approach for your support. Investigate them. Scrutinize their motivation(s). Assess sincerity vs. Self-interests vs. the common good. Seek input from various user groups previously impacted by them. Commit genuinely to the fulfillment all SIX of purposes published on the CSP CAB website.

Thank you for your time and service.

Cordially,

*Shaun E. Sexton*

Shaun E. Sexton  
Valued Customer

Cc. CSP@Alaska.gov  
Irene Turletes, CSP CAB Chairperson ([I.Turletes@gmail.com](mailto:I.Turletes@gmail.com))

25043 Schaff Drive  
Chugiak, Alaska 99567

December 07, 2025

Chugach State Park  
Citizen Advisory Board  
C/o Justin Dipaola-Allen  
Chugach Region Superintendent  
18620 Seward Highway  
Anchorage, Alaska 99516

Certified Mail # 7022 2410 0000 6361 7199

Gentlemen and Ladies,

This letter provides comments additional to those previously detailed in my November 4, 2025 letter regarding the Chugach Mountain Bike Riders/Happy Trails, Inc. (CMP/HT) undated Rendezvous Ridge Concept Trail Plan (RRCTP). That plan was distributed at the October 2025 monthly meeting of the Chugach State Park (CSP) Citizen Advisory Board (CAB).

**Chugach State Park Trail Management Plan (TMP)**

The TMP adopted on February 29, 2016 by the then Commissioner of the Alaska Department of Natural Resources (ADNR), Mark D. Meyers, states in the Background verbiage of the Introduction on page 1-1:

*"Under this plan, sustainable construction and trail maintenance practices will be utilized on all future trail management activities including both trail-related project work and regular trail maintenance. The trail system will remain multi-use in nature but will abide by the standards in the new Trail Classification System. This system defines trail standards and design parameters by a trail's designed and managed uses."*

The "primary plan purposes" are stated as (page 1-2):

1. A trail plan which allows for optimum recreational use of the area while protecting the natural resources of the park.
2. A consistent set of principles and policies for trail management.
3. A basis for future funding.
4. A road map for the trail building and maintenance efforts.

The Planning Process includes the commentary (page 1.2) regarding data gathered to prepare the plan:

*"Analysis of this information and **public comments** provided the direction needed to recommend new trails and trailheads, improvements or upgrading, and trails that should possibly **be closed** or **relocated**."* [bolding added]

Given that the terrain above several stretches of the re-reroute has slopes characteristic of avalanche prone terrain, why does the RRCTP neglect to regard this safety requirement? Will avalanche damage to the trail compromise sustainability and or increase maintenance to a level that fails the “minimal maintenance” benchmark established in the CSP TMP General Trail Policies?

The RRCTP fails to address the requirements of CSP TMP sections on Historic and Cultural Resources, Environmentally Sensitive Site, Signage and the Americans with Disabilities Act which are detailed on pages 2-5 through 2-7.

### **Trail Classes**

Trail Classification System details are provided in Chapter 3 of the CSP CMP beginning on page 3.1. The CSP has adopted this system.

*“Using this system is an important step towards enhancing partnerships with organizations and agencies that border the park and developing resource efficiencies with the use of consistent trail management and standards. ...The new system allows for more thorough assessment of trail conditions, and expanded means to record and communicate intended design and management guidelines, and better planning trail management and maintenance.”*

Figure 3.1 in the CSP TMP presents General Trail Criteria for five Trail Classes. There are substantial differences in the criteria listed for Trail Class 2 vs. Trail Class 4. The RRCTP proposes a trail re-route using Trail Class 4 for the design and construction rather than the Trail Class 2 specified in the adopted CSP TMP. The RRCTP fails to justify this major modification to the adopted CSP TMP.

### **Designed and Managed Uses**

Discussions of Managed Use and Designed Use are presented on page 3-7 of the adopted CSP TMP. There may be more than one managed use, but only one design use. *“Managed Use if applied to indicate management decision or intent to accommodate or encourage a specific use but it does not necessarily mean that other uses are prohibited.”* The RRCTP and CSP TMP do not specify restrictions against any Trail 303 users. Will the re-route lead to any user group restrictions?

Design Parameters are also introduced on page 3-7 of the adopted CSP TMP as are Trail Management Objectives. Design parameters are said to *“provide guidance for the assessment, survey, design, construction, repair and maintenance of trails.”* Exceptions to application of a Trail Class’ parameters are subject to consideration *“provided that the deviations are consistent with the general intent of the applicable trail class.”* Figure 3-5 on page 3-12 of the adopted CSP TMP presents Bicycle Design Parameters. Illustrations of same are included on page 3-13. The RRCTP fails to justify application of Trail Class 4 instead of Trail Class 2 which is specified in the adopted CSP TMP.

### **TMP Recommendations**

Chapter 4 of the CSP TMP establishes the Trail Management Recommendations. It is noted that the recommendations *“describe the desired future conditions for the trails within the park and not*

necessarily the trail's current conditions." Trail Matrix Organization is explained on page 4-1 along with the introduction of mapping as follows:

*"Trail maps included with the trail matrices are provided to facilitate understanding of the management intent for a particular trail or trail segment and are not intended to be used for any other purpose. The trail alignments depicted on the maps are approximate and may vary as trails are improved and rerouted. "*

### **Trail 303 (Rendezvous Ridge)**

The RRCTP notes that Trail 303 is the subject of that plan. Trail 303 is included on the Ship Creek Unit matrix on page 4-13 of the CSP TMP and on Map 4-8 on page 4-33. The individual fields in the matrix specify: Bicycle Design Use; Bicycle and Hiker Managed Use; Trail Class 2; Approximate Distance of 3.5 miles; and, a requirement for a regulation change to allow bicycles.

The re-route results in a major modification to the CSP TMP which was adopted after much consideration and an opportunity for public input as well as analysis by State of Alaska (SOA) employees and the CSP CAB (*"Analysis of this information and public comments provided the direction needed to recommend new trails and trailheads, improvements or upgrading, and trails that should possibly be closed or relocated."*). The RRCTP fails to substantiate justification for the proposed re-route.

As proposed, the re-route adds "5.3 miles" of **new trail** to Trail 303. That is a major increase of 150%. Combining this length of new trail with the additional ~1.2 miles of the present Rendezvous Ridge Trail equates the total mileage to ~ 6.5 **Class 4** trail; a major modification to CSP TMP when compared to the only 3.5 mile set in the CSP TMP to be **maintained at a Class 2 standard**. The RRCTP is silent on this major difference and fails to describe what will be done with the ~ 2.3 miles of existing Rendezvous Ridge Trail that will be bypassed as a result to the proposed **relocation**. Will the bypassed segments be re-vegetated and closed, brought to a current standard, e.g. Hiker/Pedestrian Trail Class 2, or face some other fate? The proposed re-route results in an obvious major modification of the CSP TMP.

Does the need for the proposed trail width to accommodate ATVs imply a safety concerns related to the re-route proposed by CMBR/HT?

A completed Trail Management Objectives form is excluded from the RRCTP.

### **Retaining Walls**

The CSP TMP Glossary includes the definition of "*Retaining Wall*" on page C-4. That definition refers to the definition of "*Crib*" on page C-2. As defined, a crib wall could be applicable for the standard of care typical of that of trail designers and constructors. The RRCTP calls out a "requirement" for retaining walls on the "upper switchbacks". Steep side slopes of 40% or greater along with required deep excavation is mentioned, as well, plus a stated need to transport materials for the retaining walls using ATVs. These factors may suggest to a layperson that a greater standard of care than that typically applied to trail design and construction projects would be prudent for the proposed retaining walls. Further assessment is warranted. Municipality of Anchorage Standard Specifications, or similar, may

provide guidance on whether to proceed with a higher standard of care regardless of the jurisdiction. Knowledge and experience in soil and rock mechanics, structure design and construction, hydromechanics and hydrology, earthquake and avalanche stability and perhaps other disciplines may be needed to ensure structure stability and sustainability. Public safety is paramount.

### **Risk Management**

Attempts to transfer the responsibility for assessing the competency of the design and or construction of structures planned and built by others to SOA ADNR Division of Park and Outdoor Recreation engineering staff should be discouraged as such a transfer conflicts with sound Risk Management practice. Taking on the liability of private sector designers and builders is unwise. Private sector designers and or builders that lack the wherewithal to execute design/build trail projects that include more than rudimentary structures need scrutiny. Consideration of the ability of contractors to be adequately insured and bonded needs consideration so that the SOA, with its deep pockets, is not later held accountable for the failure of others. The SOA most certainly does NOT want to absorb the expense for trail structures that fail prematurely. It may be prudent for the SOA to assess insurance policy limits of liability of any designer or constructor as part of any executed contract. Trail routing through avalanche terrain as well as a higher standard of care for retaining wall design and construction might warrant policy upgrades.

### **Adoption of CSP TMP Modifications**

Chapter 5 of the CSP TMP details the process for approving changes to that plan. Major changes, such as proposed in the CMBR/HT RRCTP ***“require public notice and review prior to adoption.”*** [bolding added]

Thank you for receiving and considering my comments. I intend that they are helpful and thus valuable.

Respectfully,

*Shaun E. Sexton*

Shaun E. Sexton  
Valued CSP Patron

Cc. CSP@Alaska.gov  
Irene Turletes, CSP CAB Chairperson ([I.Turletes@gmail.com](mailto:I.Turletes@gmail.com))

25043 Schaff Drive  
Chugiak, Alaska 99567

January 02, 2026

Chugach State Park  
Citizen Advisory Board  
C/o Justin Dipaola-Allen  
Chugach Region Superintendent  
18620 Seward Highway  
Anchorage, Alaska 99516

Gentlemen and Ladies,

This letter transmits the enclosed thumb drive containing files of still photographs and videos taken on trails within and nearby Chugach State Park and north of Anchorage. The largest of the files provides documentation of damage left along the Eklutna Lakeside Trail following the so-called improvement attempted in August and September 2024. The photo documentation captures the disregard of the parties involved for a number of the requirements detailed in the CSP Trail Management Plan. Also, State requirements under AS 46.03, 18 AAC 70, 18 AAC 72 and Storm Water Pollution Prevention Plan permitting and practices were seemingly ignored.

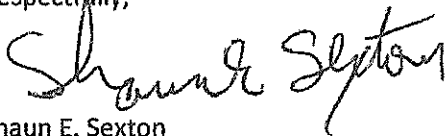
The photography of conditions of the Eklutna Lakeside Trail also documents ongoing damage by multi-wheeled transport. Similarly, the photography of the trails up Peters Creek Valley and Edmonds Lake present damage by cycling and or ATV trail users. The photography of the new section of the Crow Pass Trail documents a few areas where revegetation and slope stabilization could have been given more attention in meeting the requirements of the CSP Trails Plan. The reroute, overall, is a favorable modification and well worth a walk to/from The Perch.

The observations above call into question the logic of the CSP CAB voting to **approve** a Letter of Support in response to the proposal to re-route the Rendezvous Ridge trail. Might supporting contractors involved previously in work on one or more of the trails mentioned above, and their partners and or affiliates, send a wrong message to everyone that ignoring CSP Trail Plan and CSP Management Plan conditions, as well as other SOA rules, is considered the Standard Operating Procedure?

Might it not be better to address substandard past practices as a condition of issuing letters of support? Why reward entities that fail to perform? Is there no accountability?

Is it advantageous to the mission of DOPR to continue the misguided precedent of December 2024 of CSP CAB issuing letters of support without first assessing the proposer's performance on prior projects? Why not perform as the first line of defense for the CSP rather than passing on more work to underfunded and understaffed agency personnel?

Respectfully,

A handwritten signature in black ink, reading "Shaun E. Sexton". The signature is written in a cursive, flowing style.

Shaun E. Sexton

Valued CSP Patron

Cc. CSP@Alaska.gov

9:49

Safari



## < Chugach Mountain Bike Riders



58



26



4

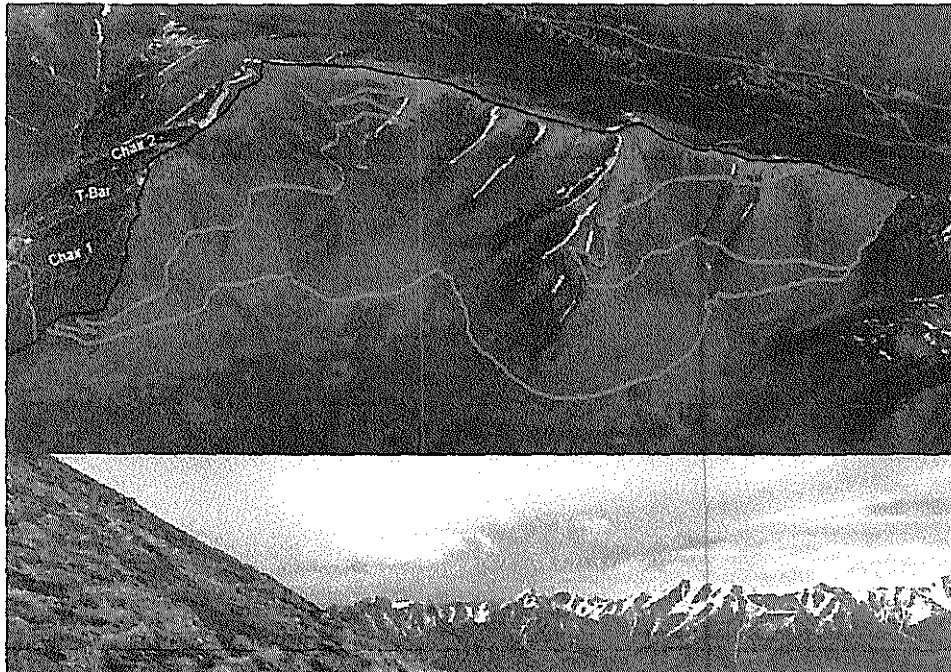
**Chugach Mountain Bike Riders · Following**

Jan 16 · 🌐

Do you want more Mountain Biking in Chugach State Park? Some alpine ridge riding close to home? Did you know that the park trails plan calls for a ten mile MTB loop from Arctic Valley up and over a section of Rendezvous Ridge?

Please send an email to the state park superintendent at [Justin.dipaola-allen@alaska.gov](mailto:Justin.dipaola-allen@alaska.gov) and let him know if you support rerouting the Rendezvous Ridge trail and opening it to bicycles, as is recommended in the Chugach State Park trails plan.

This proposal would build new bike-friendly switchbacks off the Muktuk Marston Trail on the Ship Creek side of Rendezvous Ridge. This is behind Arctic Valley and hidden from the South Fork Eagle River community. It would keep the old Rendezvous hiking trail to separate hikers from bikers.



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### Chugach Mountain Bike Riders's Post

Chugach Mountain Bike Riders replied · 3 Replies



BJ Arkell

I'm an avid MTB rider, and rarely hike anymore. That being said, I think this is a terribly confusing situation.

On April 2, 2025 STA and CMBR asked for Muktuk and Indian trails change designation to allow the Arctic to Indian trail be built and allow biking traffic.

The Muktuk Marston trail isn't anything resembling a cool biking trail. It is however a great hiking trail for ALL ages and fitness levels. Allowing bike traffic would only create conflict and negative interactions between bikers and hikers. Most of this trail is flat, has a low gradient, and was purpose built to be a scenic hike/walk.

Now, this post seems to be suggesting a completely different trail be built.

So which is it?

I would fully support a completely separate purpose built mountain biking trail in that area. Something separate like that would be awesome, and get way more traction. It would also be a better gateway for the proposed Arctic to Indian trail.

I feel that this eludes to that but in the proposal submitted to the DNR for Arctic to Indian, it states changing the designation to allow biking. I would support a separate trail, and keeping Muktuk Marston as a hiking trail only.

Lee Bolling or CMBR want to clarify this?

7w Like Reply

4

Chugach Mountain Bike Riders replied · 3 Replies



Patrick McCormick

PS the black ridge top trail on the map is an epic ride already link it with muktuk marston. Let's work on getting it open to bikes before we build more trails (that we'd



Comment as Shaun Sexton



Chugach Mountain Bike Riders's Post

Chugach Mountain Bike Riders replied · 5 Replies

**John Kinneen**  
Whats worse than running across other hikers with their loose unmanageable dogs on the trail?  
Running into bikers that don't want to stop and their loose unmanageable dogs on the trail.  
How does one propose to keep the overpowered Ebikes from taking over after these trails are opened up to "mountain bikes"? I have been seeing more Surrton type bikes on the trails lately.

7w Like Reply

3

Chugach Mountain Bike Riders replied · 4 Replies

**Clinton Hodges**  
Heck yeah let's do it! It's time for the mountains to be open to all users! 🙌

7w Like Reply

14

**Lisa Holzapfel**  
Switchbacks are a non-sustainable construction method, especially for Mt Bikes. You need well designed climbing turns on this terrain.

7w Like Reply

3

Chugach Mountain Bike Riders replied · 1 Reply

**David Stanfield**  
100% support this. However, I fear the budget (is there a copy available?) is likely unattainable.

7w Like Reply

Comment as Shaun Sexton

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7

bike riders

### Chugach Mountain Bike Riders's Post



**Shelley Giraldo**

The CSP trails plan identifies that this area can't be opened to bikes without a regulation change. Unfortunately, Dunleavy's AO 358 doesn't allow for any non-essential regulation changes.

7w Like Reply

3



Chugach Mountain Bike Riders replied · 1 Reply



**Eric Parsons**

What is the South Fork Community involvement in this? I'd rather see development in upper Powerline valley where there is already MTB access, Utility impacts and is not directly above a residential area where the residents loathe what's happened already. The Muktuk road, er.. trail from South Fork is a complete travesty and a real missed opportunity. No machine built trails in the alpine please.

7w Like Reply Edited

9



Chugach Mountain Bike Riders replied · 3 Replies



**Billy Finley**

The CSP trails plan doesn't call for a new trail in this area. It calls for reclassifying the existing ridge trail to allow bikes. The last thing this area needs is another overbuilt section of switchbacks. I'm all for bike access - and even ridge access for bikes - but we don't need another trail. If bikers want to access this zone they can push their bikes up the existing trail to the ridge.

| Trail | Trail Name        | Trail Type   | Managed by   | Trail Status | Comments     |
|-------|-------------------|--------------|--------------|--------------|--------------|
| 100   | Alaska State Park | Trail & Road | Trail & Road | Trail & Road | Trail & Road |
| 101   | Alaska State Park | Trail & Road | Trail & Road | Trail & Road | Trail & Road |
| 102   | Alaska State Park | Trail & Road | Trail & Road | Trail & Road | Trail & Road |
| 103   | Alaska State Park | Trail & Road | Trail & Road | Trail & Road | Trail & Road |
| 104   | Alaska State Park | Trail & Road | Trail & Road | Trail & Road | Trail & Road |
| 105   | Alaska State Park | Trail & Road | Trail & Road | Trail & Road | Trail & Road |
| 106   | Alaska State Park | Trail & Road | Trail & Road | Trail & Road | Trail & Road |
| 107   | Alaska State Park | Trail & Road | Trail & Road | Trail & Road | Trail & Road |
| 108   | Alaska State Park | Trail & Road | Trail & Road | Trail & Road | Trail & Road |
| 109   | Alaska State Park | Trail & Road | Trail & Road | Trail & Road | Trail & Road |
| 110   | Alaska State Park | Trail & Road | Trail & Road | Trail & Road | Trail & Road |



Comment as Shaun Sexton

Reaction icons: star, smiley, sad, camera, gif, etc.

7

## Chugach Mountain Bike Riders's Post

7w Like Reply

14



Lisa Holzapfel

Switchbacks are a non-sustainable construction method, especially for Mt Bikes. You need well designed climbing turns on this terrain.

7w Like Reply

3



Chugach Mountain Bike Riders replied · 1 Reply



David Stanfield

100% support this. However, I fear the budget (is there a copy available?) is likely unattainable.

7w Like Reply



Marcus Wisdorf

I would love a big long climb and DH up in Powerline/Ship pass on the firm open terrain. The UPHILL could be shared with walkers as they could go up and down it. There are many trails like that here in Mexico. Bikers can only loop out..

6w Like Reply

1



Susie Dietz

Please NO bike trails here! This is not ok. The area is amazing and a hiking area. Bike trails ruin it with switchbacks and are not good here. Plenty of other areas but not here!

6w Like Reply



Kristopher Reidt  
No..

7w Like Reply

4



Dave Rodewald Schneider replied · 1 Reply

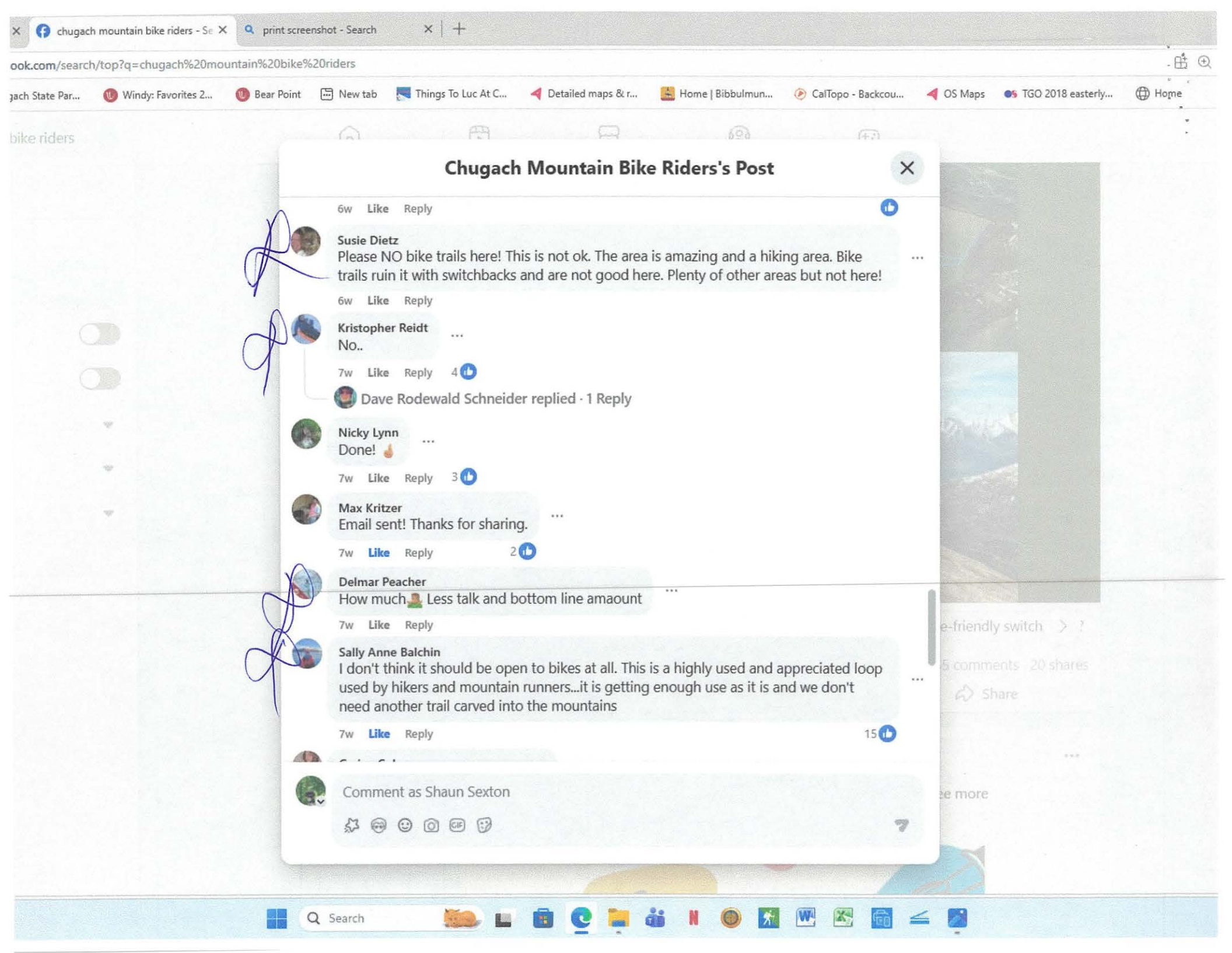


Nicky Lynn



Comment as Shaun Sexton

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## Chugach Mountain Bike Riders's Post

Handwritten blue scribble



**Rosemary Austin**  
So, the proposal as written would not open Muktuk to bikes, is that right? ...  
Also, would e-bikes be allowed on the proposed trails?

7w Like Reply

3



**Doug Spurr** replied · 1 Reply

Handwritten blue scribble



**Heather Helzer**  
Plenty of space for everyone to enjoy the outdoors and mountains. I fully support this. It's about supporting everyones access to the outdoors for their physical and mental health, not just hikers. If this means more people are healthy in our city, why wouldn't we all support it!?!?

7w Like Reply

6

Handwritten blue scribble



**Patrick McCormick**  
I'd love mountain bike trails in the mountains, but I don't think we should scar up the mountains like that. The muktuk marston trail is a travesty especially on the hiland side. It'll be a permanent scar on the mountains even when it's overgrown with alders.

7w Like Reply

13



**Juanita Mikell**  
Do not open this to biking....

7w Like Reply

10



**Julie Saddoris**  
**Juanita Mikell** why?

7w Like Reply

1



**Juanita Mikell** replied · 7 Replies



Comment as Shaun Sexton

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**Chugach Mountain Bike Riders**  
January 16 · 🌐

Do you want more Mountain Biking in Chugach State Park? Some alpine ridge riding close to home? Did you know that the park trails plan calls for a ten mile MTB loop fr... [See more](#)

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**Matt Bergt**  
Dumb idea. Parks has no budget for this, and even if they did they should be building trails in more accessible areas for the ... [See more](#)

7w Like Reply 3 👍

**Kelly Willett** replied · 3 Replies

**Mark Miner**  
There is zero money in Chugach State Park for trail construction or trail maintenance. As of last year the proposed budget fo... [See more](#)

7w Like Reply 2 👍

**Will Taylor Taygan** replied · 1 Reply

**Answer as Shaun**    🗨️ 😊 📷 📺 🗑️

**Brent Waldrop** is with **Jennifer Waldrop** at **Bean Creek Trail**.  
★ Rising contributor · January 23 · Cooper Landing · 🌐  
Bean Creek Trailhead - The road in is packed with snow and ice. I left my truck with studded tires in 2wd and made it just fine.... [See more](#)

👁 Visible  
Anyone can find this group.  
📍 Alaska

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