

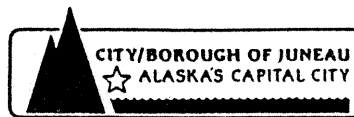
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THE JUNEAU TRAILS PLAN

FINAL PLAN



A COOPERATIVE PLANNING EFFORT
JANUARY 1993

The first three pages of the final plan should contain one-page letters from each of the trail managing agencies in the Juneau area (CBJ, State Parks, and USFS). Each page will have language endorsing the plan and the planning process, and suggesting how that agency will use the plan. A signature from the appropriate authority should appear at the end of this language.

I have included three examples of the kind of language and format that could be used. Please modify and edit as you think your agency would like, and make sure we have the appropriate authority signing or approving the document.

Because this is a "vision document" as opposed to a "decision document," I believe the goal is to get all three agencies to agree in principal as soon as possible, rather than have them spend a long time arguing over details. If that means a slightly "watered down" set of signature letters, so be it. But it is your call. Please let me know what you think.

CBJ Letterhead

RESOLUTION

A RESOLUTION OF THE ASSEMBLY OF THE CITY/BOROUGH OF JUNEAU ASSEMBLY APPROVING THE FINAL DRAFT OF THE JUNEAU TRAILS PLAN.

WHEREAS, the Juneau area features some of the finest trails in the state, improving the quality of life for residents and attracting visitors; and

WHEREAS, representatives from the City and Borough of Juneau, in cooperation with other trail managing agencies in the Juneau area and through extensive public involvement, helped prepare a comprehensive Juneau Trails Plan; and

WHEREAS, the plan helps provide a vision for maintaining and improving the Juneau trail system by defining the existing system and establishing priorities for new trails, trail improvements, new cabins, trailhead improvements, use conflict resolution, and access protection; and

WHEREAS, it is recognized that many of the actions proposed in the plan are the responsibility of other agencies, or cannot be implemented by the City and Borough of Juneau alone;

NOW THEREFORE, BE IT RESOLVED, that the Assembly of the City and Borough of Juneau supports the plan's recommendations and will manage City and Borough trail resources consistent with the vision outlined in this document.

State Parks Letterhead

Date

Dear Alaskan:

The Juneau area features some of the finest trails in the state, improving the quality of life for residents and attracting visitors. In order to maintain and improve this world class trail system, the Department of Natural Resources, Division of Parks and Outdoor Recreation is pleased to endorse and adopt the cooperatively developed Juneau Trails Plan.

The plan helps define trails in the Juneau area as a system and establishes priorities for new trails, trail improvements, new cabins, trailhead improvements, use conflict resolution, and access protection. The plan helps recognize and protect existing trails and trail uses, while providing for exciting new trails and experiences.

The plan was a cooperative effort developed over a two year period with extensive public input. Alaska State Parks would like to thank the variety of agencies, organizations, and individuals for helping with the effort. The creation of this is plan has been a model process for inter-governmental cooperation.

Recognizing that many of the actions proposed in the plan are the responsibility of other agencies, or cannot be implemented by the Division of Parks and Outdoor Recreation alone, we pledge our support for the plan's recommendations, and will manage state lands consistent with the vision outlined in this document.

Neil C. Johannsen
Director

USFS Letterhead

Date

Dear Alaskan:

The Juneau Ranger District, Chatham Area, Tongass National Forest has helped prepare, and endorses, this Juneau Trails Plan. The plan, a cooperative effort with other Juneau trail-managing agencies, provides a vision for maintaining and improving trails in the Juneau area.

The purpose of the plan is to define trails in the Juneau area as a system and establish priorities for new trails, trail improvements, new cabins, trailhead improvements, use conflict resolution, and access protection. The plan will help recognize and protect existing trails and trail uses, while providing for new trails and experiences.

The plan involved cooperative planning and extensive public input over a two year period. The Forest Service would like to thank the variety of agencies, organizations, and individuals for helping with the effort, which is an excellent example of inter-governmental cooperation.

Although many of the actions identified in the plan are the responsibility of other agencies, or cannot be implemented by the Forest Service alone, this agency supports the plan's recommendations, and will manage Forest Service trail resources consistent with the vision outlined in this document.

Chatham Area Forest Supervisor, Tongass National Forest

Acknowledgements

This plan was cooperatively prepared by:

Alroy DeAngelis, Juneau Ranger District, Chatham Area, Tongass National Forest
Jim Dumont, City Borough of Juneau Parks and Recreation
Mike Eberhardt, Alaska Division of Parks and Outdoor Recreation
John Favro, Juneau Ranger District, Chatham Area, Tongass National Forest
Bill Garry, Alaska Division of Parks and Outdoor Recreation
Bob Grochow, City/Borough of Juneau Parks and Recreation
Ken Mitchell, Juneau Ranger District, Chatham Area, Tongass National Forest
Doug Whittaker, Rivers, Trails, and Conservation Program, National Park Service

A number of other groups and individuals, however, contributed time, expertise, and suggestions during the trail planning process and deserve mention, as listed below. Inclusion in the list is not intended to imply that each person fully agrees with everything in the plan, only that they have helped during the process. While they deserve credit for any successes brought about by the plan, any flaws are the responsibility of the agencies and staff who have prepared it.

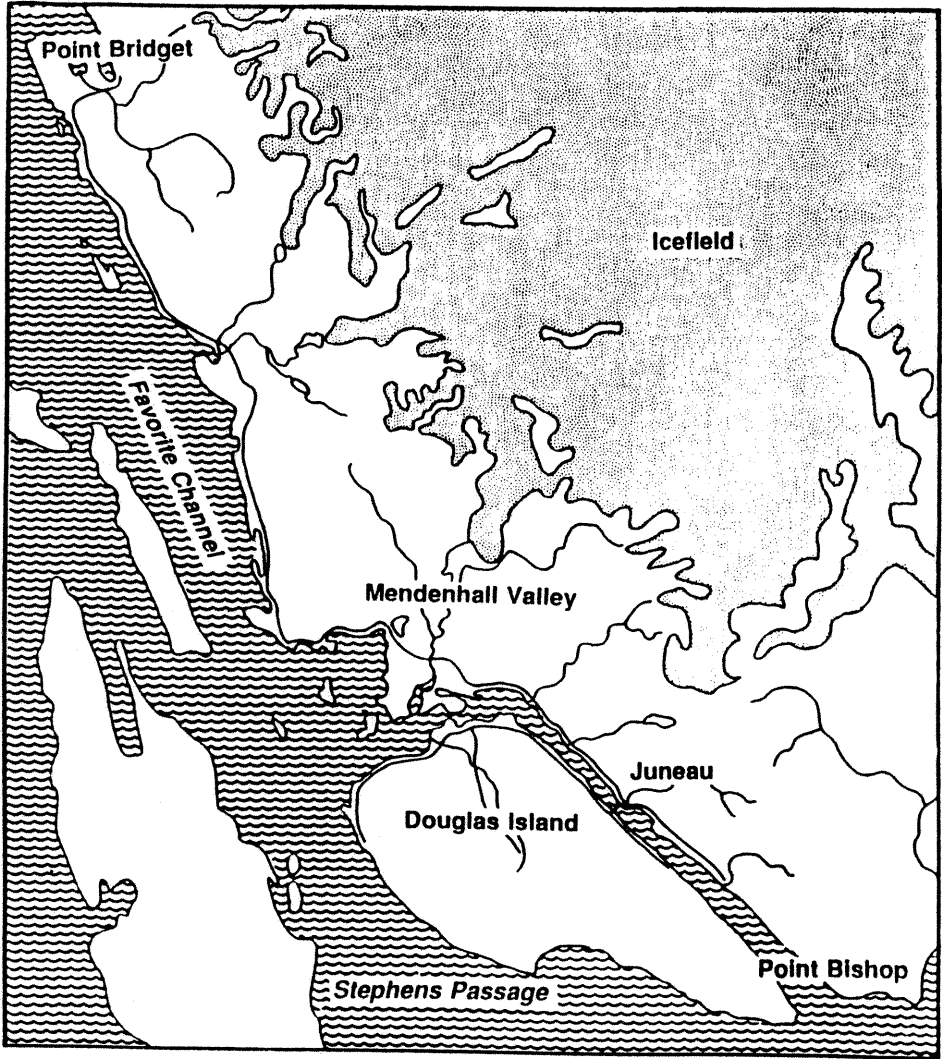
Alaska Department of Fish and Game, Alaskans for Juneau, Alliance for Juneau's Future, Vonnie Anderson, Sarah Baumgartner, Gail Bills, City/Borough of Juneau Parks and Recreation Advisory Board, Kathy Conner, Judy Cooper, Paul Emerson, Era Helicopters, Kari Espera, Karla Hart, Island Riders Association, Juneau Audubon Society, Juneau Nordic Ski Club, Juneau Freewheelers Bicycle Club, Anne Kessler, Dave Kiel, Mary Lou King, Jim King, John Neilson, John Niemi, Joe Parrish, Dick Rice, Southeast Alaska Center for Independent Living, Southeast Alaska Guidance Association, Southeast Alaska Tourism Council, Southeast Roadrunners, State Parks Advisory Board, Taku Conservation Society, Temsco Helicopters.

Finally, we would like to thank all the other trail users in the Juneau area and beyond who took an interest in the trail planning process by attending meetings, filling out trail suggestion forms, or completing a Trails Alternatives Workbook. There is obviously a great deal of enthusiasm and interest in trails in the community, and that interest has helped make this a better plan.

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Map 1. The Planning Area.



Juneau already has one of the most exciting trail systems in the country (and maybe the world). Extending from beaches and intertidal zones to old growth forests, alpine meadows, and glacier-covered mountains, Juneau trails add to residents' quality of life as well as attract visitors.

As good as Juneau's trails may be, there is always room for improvement. Many trails need maintenance or upgrading, and there are opportunities to create new trails or facilities to meet trail users' needs.

Toward this end, all three of the major trail-managing agencies in the area (Juneau Parks and Recreation, Alaska State Parks, and the Forest Service), with the help of the National Park Service Rivers, Trails, and Conservation program, have joined forces to help develop a vision for Juneau's trail system in this Juneau Trails Plan.

Trail Plan Purpose and Limitations

The Juneau Trails Plan is intended to provide guidance for the development of an integrated and comprehensive trails system in the road-accessible Juneau area (see Map 1). The plan, however, does not consider sidewalks, bike trails, or other trails directly adjacent to roads, because those are being considered as part of a separate planning effort.

Jointly developed by major trail managing agencies in the Juneau area, the plan is nonetheless not intended to replace agencies' existing or future trail planning efforts. Instead, the plan is designed to provide a context and broader vision into which more specific planning efforts can be placed.

The purpose of the trail plan is to identify the highest priority trail actions to improve the Juneau Trail System, as well as discuss responsibilities and funding options to implement those actions. However, **this plan does not work out all the details of the various actions.** While some actions are relatively straightforward and could be implemented by a single agency, many others are relatively complex and may require the involvement of multiple agencies and trail advocacy groups, creative funding efforts, and extensive environmental compliance work. This document attempts to identify the scope of these issues, but it does not pretend to resolve them. More specific "step-down" plans from the appropriate agencies will need to focus on them.

Trail Plan Goals

The overall goals for an integrated trail system in the Juneau area are to:

- Protect and enhance public use and enjoyment of the Juneau trail system and the parks, forest, open space, and wildlands through which they run.
- Address public health and safety needs on trails in the system; trails and associated trail facilities will meet safety standards for their class.
- Manage trails in ways that help protect and maintain the natural and cultural resources that trail users come to enjoy.
- Manage areas adjacent to trails for

multiple uses when appropriate and use mitigation measures to alleviate any adverse impacts on natural or cultural resources.

- Provide for a spectrum of recreation opportunities throughout the Juneau trail system (provide for a variety of activities, skill levels, and kinds of experiences).
- Provide for specific recreation opportunities on some individual trails or trail segments in order to ensure high quality experiences.
- Develop and protect access rights to trails in the system for public use while respecting the rights of adjacent private property owners.
- Promote public understanding of trail opportunities in the Juneau system.
- Promote public identification and appreciation of the important natural and cultural resources found along the Juneau trail system.
- Promote public awareness of minimum impact trail use and appropriate trail etiquette to help maintain high quality recreation environments and reduce conflicts between users.
- Work cooperatively with other federal, state, and local agencies to maintain Juneau's trails as a coordinated system and avoid agency inefficiency.

- Work cooperatively with national, state, or local citizen groups to identify trail problems and implement workable solutions.
- Encourage volunteer efforts among trail users or citizen groups to implement actions in the plan.
- Monitor conditions on the Juneau trail system to ensure that desired recreation opportunities are maintained through time.
- Develop and maintain a regular schedule of trail and trail facility maintenance contingent on funding.

Trail Planning Process

The trail plan was developed through an extensive planning and public involvement process over a two-year period beginning in October of 1990. Major elements in the process are described below:

- The first step in the process was essentially a **scoping effort** to explore trail issues and brainstorm alternative solutions. A key ingredient in this step was a **public outreach program** so that a variety of trail users and trail advocacy groups could become involved in the planning effort. Beginning at the end of 1990 and continuing through the summer of 1991, trail planners met with numerous groups, reached many others via telephone, and developed a "trail suggestion form" that was dispersed around town so individual trail users

could make suggestions. A public meeting was also held. The outreach effort led, in part, to the creation of a trails newsletter and a combined mailing list of trails enthusiasts in the Juneau area.

- Collecting information about Juneau's trails, the completion of a **trails resource assessment**, was the second step in the process; the majority of the effort occurred during the summer of 1991. Here the agencies amassed their collective knowledge about the Juneau Trails System in one place and developed a database system that allows the information to be accessed and updated quickly and efficiently. The database was keyed to newly developed maps so that data can eventually be incorporated into a computerized mapping/database or "geographic information system" (GIS).
- The third major step in the process was to **refine alternative actions**. Here agency planners integrated the diversity of actions suggested during the brainstorming sessions into a manageable set of specific alternatives. There was a slight screening of some suggestions during this step: some suggestions simply did not appear physically, legally, or administratively possible and were removed from further consideration.
- The fourth step was to **assess public support for the various alternatives**. The chief tool for assessing this support was an "Alternatives Workbook," a kind of survey that allowed any interested trail user to react to various alternatives. Questions in the workbook focused on support/opposition for various alternatives, prioritization of alternatives, and prioritization of trail spending by agencies. Over 900 Alternatives Workbooks were distributed to people in the community; almost 280 were returned through the two-month comment period ending in January of 1992. A public meeting was also held during this comment period. Results from the Workbook were published in a planning report and a summary was presented in the quarterly trails newsletter in the spring of 1992.
- The fifth step was to **develop a draft plan** based on public input and administrative/legal/physical feasibility. The outline for the plan was largely developed during a two-day Worksession attended by staff from all four agencies. A summary of the plan was presented to the public via the quarterly trails newsletter, and a limited number of plans were made available at several Juneau locations and upon request. A **public meeting on the draft plan** was also held in late October, and over 45 people attended.
- The final step in the process involved **refining the draft plan** based upon public opinion expressed during the draft plan review period (including more meetings with trail user groups subsequent to the public meeting), and the **adoption of the final plan** by each respective agency. Upon the adoption of this plan, agencies and trail advocacy

groups can begin to implement the actions, recognizing that most are contingent upon funding and "step-down" planning by specific agencies.

It should be noted that the entire planning process was accomplished with minimal financial resources from respective agencies. A typical planning effort of this size and scope, with similar levels of public involvement, can cost as much as \$250,000 over a two year period. With the Juneau Trails Plan, agencies essentially donated staff time and resources as needed, made use of an interested and competent group of trails volunteers, and took advantage of the National Park Service Rivers and Trails program, which contributed staff time over the course of the project. Total outlays from the three Juneau agencies during the planning process will probably be in the neighborhood of \$10,000. This is a significant accomplishment in its own right, and suggests the level of commitment that agencies have towards the trail system.

Document Organization

The plan begins with a brief summary of existing trails and associated facilities in the Juneau Trails System for four different areas: Douglas Island, Downtown Juneau, Mendenhall Valley, and the North End (out Glacier Highway). For each area, a map will locate trails and facilities and an accompanying matrix will list major trails and the types of uses they receive.

The next section of the plan identifies the twenty-one highest priority actions in the plan. These actions include a mix of new trails, trail improvements, cabin developments, access protection measures,

use conflict resolutions, and cooperative management efforts. The actions are not ranked, although three levels of priority have been established among them. For each action, the plan presents:

- A description of the action
- A justification
- Public opinion toward the action
- Responsibilities for implementing it
- An estimate of the timetable
- An estimate of costs
- A discussion of funding options

In the final sections of the plan, other actions within various categories are briefly reviewed. Categories of actions include:

- New trails
- Trail improvements
- New cabins
- Access protection/developments
- Use conflict resolutions
- Cooperative management

Actions are presented alphabetically within the categories. The "top twenty-one" actions are not included.

Final Comment

All of the actions discussed in this document are good ideas and would help to improve the Juneau Trails System. While the "top twenty-one" actions have been given higher priority in the plan, it is possible that other actions could be achieved more easily and could thus be implemented sooner. In these cases, the existence of higher priority actions should not take away from the implementation of lower priority actions.

Similarly, agencies may already be involved in trail improvement actions that are not in the current trail plan, or that have a relatively low priority. Many of these actions have been "in the works" for a period of time and thus could not benefit from the current trail planning process. These too should continue to be implemented as scheduled -- they will also help improve the system.

Finally, it should be remembered that while the actions proposed in this plan are realistic and could be implemented in both the near and medium term, the plan itself is more of a vision document than a decision document. Some actions may never be implemented because they are too complex or lack funding. In addition, trail needs and priorities may change over time; some actions may not be appropriate in the future, others may need to receive higher priority, and even new actions not considered in this plan may find that their time has come. This plan is a first step toward the creation of a comprehensive and integrated trail system, but it is also designed to be flexible and should be updated periodically.

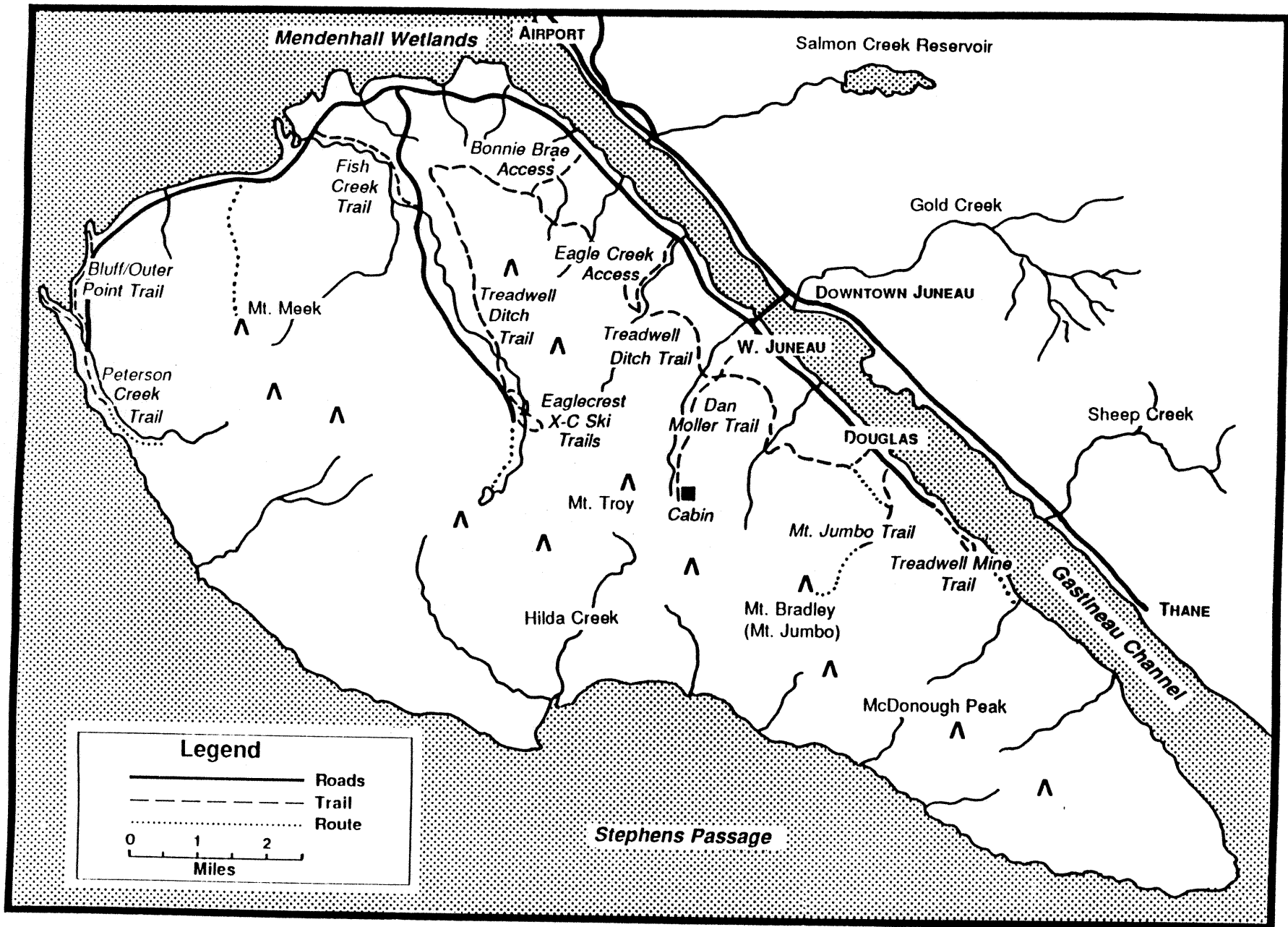
THE JUNEAU AREA TRAIL SYSTEM

This section of the plan presents a brief description of the existing trails and facilities in the Juneau Trail System. The system is divided into four areas: Douglas Island, Downtown Juneau, Mendenhall Valley, and the North End.

For each area, a map and a listing of major trails is presented, along with a brief summary of the trail opportunities available there. The trail listings are presented in matrix format. For each trail, the matrix gives the trail length and the trail difficulty for various uses, including hiking, mountain biking, cross country skiing, horsebacking, winter motorized use, summer motorized use, and use by disabled individuals. The trail difficulty ratings range on a scale from easy (E) to medium (M) to difficult (D). If a use is restricted on a trail, it is denoted with an X, but this plan should not be seen as a portfolio of regulations (readers should consult respective managing agencies for specific restrictions). If the trail receives little or no use by a certain trail group, it is left blank.

There are several short beach access trails in the Juneau area that have been excluded from the maps or lists for the sake of clarity. This does not imply that these trails are not important or that they should not receive management attention. A complete list of these trails is given in an appendix to the plan.

Map 2. Douglas Island Trails.



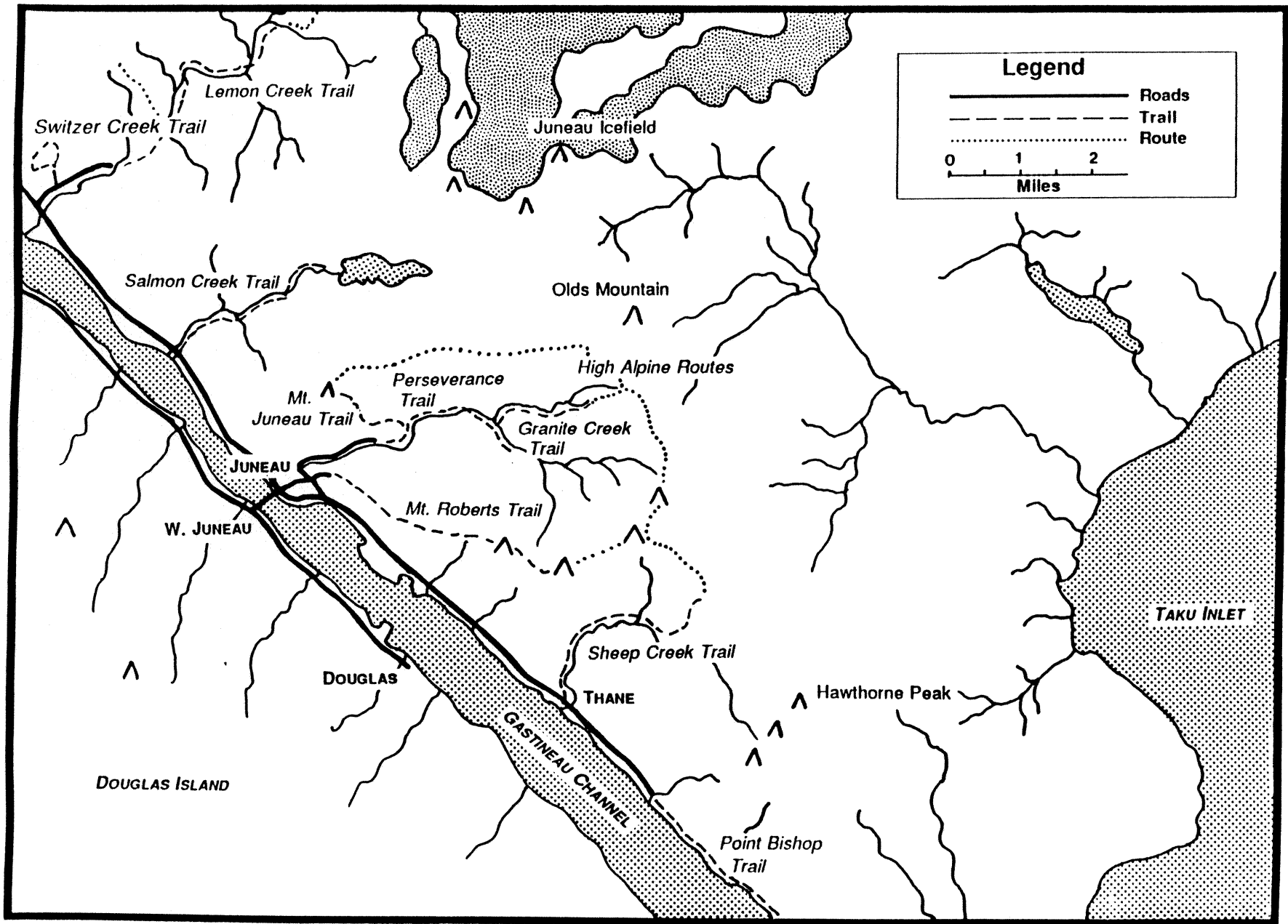
EXISTING DOUGLAS ISLAND TRAILS

Douglas Island features an even mix of both long and shorter trails. The majority of the trails are part of the Treadwell Ditch network or they access the higher alpine regions. There is a single public use cabin on the island, at the end of the Dan Moller Trail. Significant parking facilities exist for the Dan Moller Trail and the Eaglecrest skiing trails. Other parking is along the roads or in subdivisions. A number of the trails, most notably Eagle Creek, Fish Creek, and parts of the Treadwell Ditch Trail, have not been significantly maintained in recent years and are more like routes than trails. There are approximately 35 miles of trails on the island.

Trail	Length	Hiking	Biking	Skiing	Horses	Winter Motorized	Summer Motorized	Disabled Accessible
Treadwell Ditch (South)	4.0	M	D	D		D		
Treadwell Ditch (North-FS)	12.0	M	D	D		X	X	
Douglas Access	0.5	D		D		E	X	
Eagle Creek Access	1.2	D				X	X	
Bonnie Brae Access	1.0	M		D		X	X	
Fish Creek Trail	2.5	M						
Bluff/Outer Point Trail	0.5	M						
Peterson Creek Trail	2.0	D						
Eaglecrest X-C Ski Trails	3.0			E		X	X	
Dan Moller Trail	3.0	M	D	M		M	X	
Mt. Jumbo Trail	3.0	D		D		D	X	
Treadwell Mine Trail	0.5	E	E	E				D

E = Easy M = Medium D = Difficult X = Current use is prohibited H = Hazardous (avalanches) Blank = No common use

Map 3. Downtown Juneau Trails.



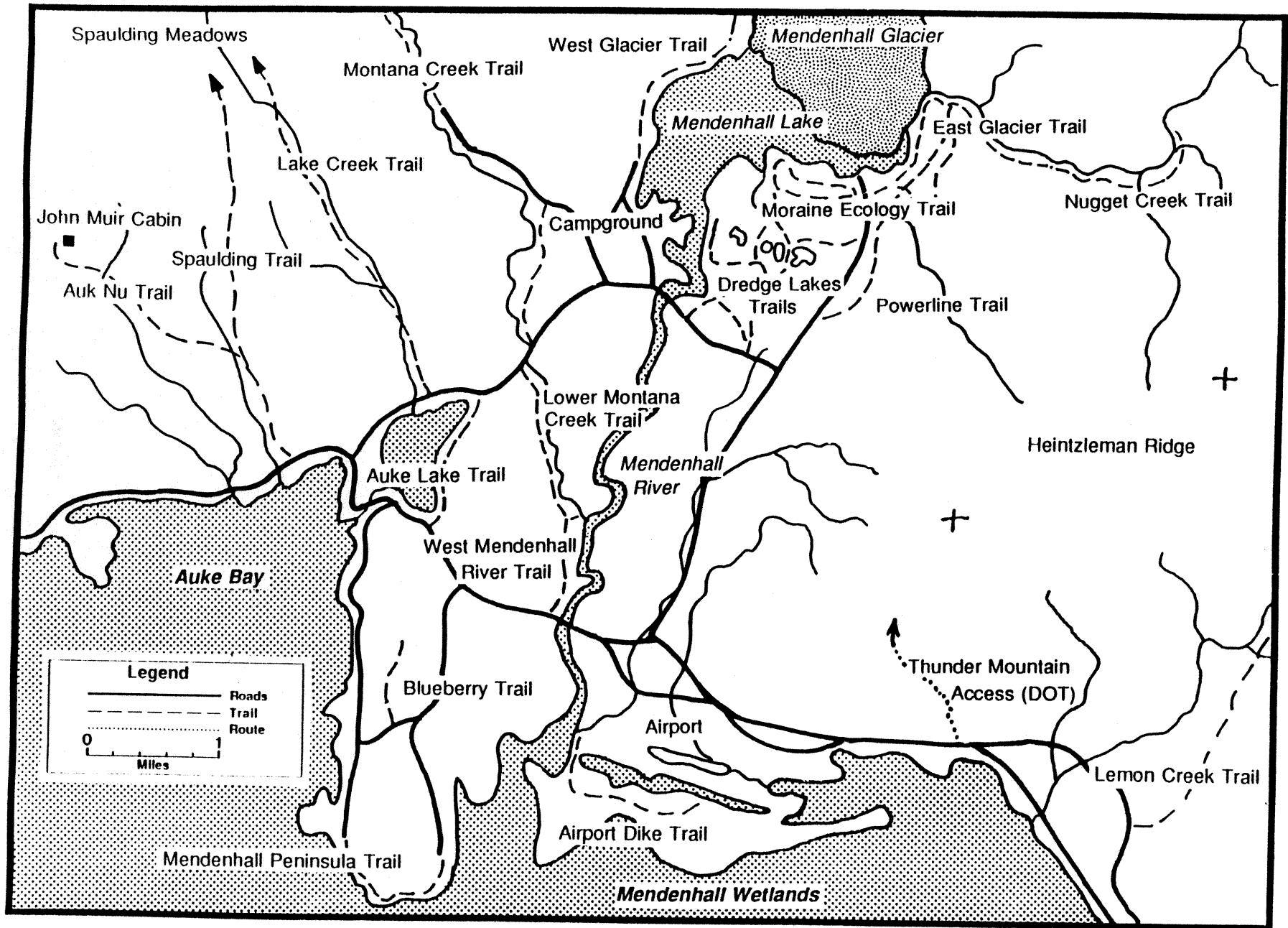
EXISTING DOWNTOWN JUNEAU TRAILS

The area around downtown Juneau features an even mix of both long and shorter trails. The majority of the trails are part of the State Park system leading to the higher alpine regions where ridge routes abound. There are no public use cabins in the area. Significant parking facilities exist for the Point Bishop Trail, the Perseverance Trail, and the Salmon Creek Trail. Other parking is along roads or in subdivisions. Most trails in this area are regularly maintained by State Parks or USFS trail crews. The end of the Salmon Creek Trail is very steep (last 300 yards) and the end of the Lemon Creek Trail is more like a route. There are approximately 39 total miles of trails in the area.

Trail	Length	Hiking	Biking	Skiing	Horses	Winter Motorized	Summer Motorized	Disabled-accessible
Perseverance Trail	3.0	E	X	H		X	X	D
Mt. Juneau Trail	2.1	D	X	H		X	X	
Granite Creek Trail	1.5	M	X	H		X	X	
Mt. Roberts Trail	4.0	M	X	H		X	X	
Sheep Creek Trail	3.0	M	X	H		X	X	
High Alpine Routes	10.5	D		H				
Switzer Creek Trails	1.0	E						
Salmon Creek Trail	3.5	E	M	M		X	X	
Lemon Creek Trail	3.0	D		D		X	X	
Flume Trail	0.5	E	X	X	X	X	X	
Point Bishop Trail	8.0	M				X	X	

E = Easy M = Medium D = Difficult X = Current use is prohibited H = Hazardous (avalanches) Blank = No common use

Map 4. Mendenhall Valley Trails.



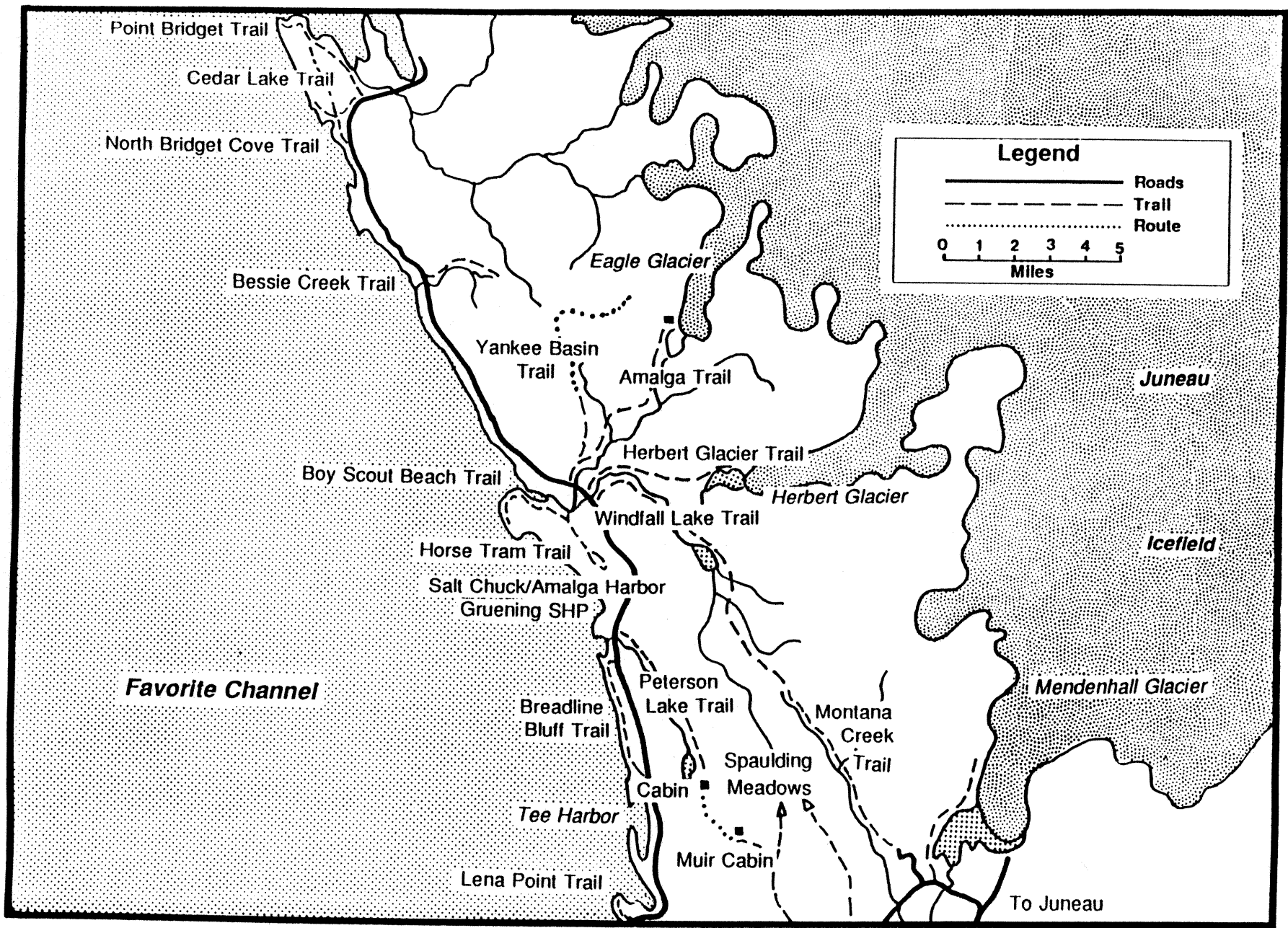
EXISTING MENDENHALL VALLEY TRAILS

Mendenhall Valley features more shorter trails. There is a cabin on the Auk Nu Trail. Parking is available at the Mendenhall Visitor Center, at Brotherhood Park, along the roads or in subdivisions. There are approximately 46 miles of trails in this area.

Trail	Length	Hiking	Biking	Skiing	Horses	Winter Motorized	Summer Motorized	Disabled-accessible
Thunder Mt. Access (DOT)	2.5	D				X	X	
Airport Dike Trail	1.2	E	E	E	E	X	X	M
Powerline Trail	1.0	E	E	E	E	X	X	M
W. Mendenhall River Trail	1.0	E	M	M	E			D
Lower Montana Creek Trail	1.5	M	D	D	M			
Montana Creek Trail	9.5	D				D		
Nugget Creek Trail	4.0	M	X	H	X	X	X	
East Glacier Trail	3.5	M	X	H	X	X	X	
Moraine Ecology Trail	1.5	E	X	E	X	X	X	D
Dredge Lakes (Motor)	2.0	E	E	E	E	E	E	M
Dredge Lakes (Non-Motor)	2.0	E	E	E	E	X	X	M
West Glacier Trail	3.4	M	X	H	M	X	X	D
Auke Lake Trail	1.1	M			D			
Mendenhall Peninsula Trail	1.5	D						
Blueberry Trail	0.5	M			M			
Auke Nu Trail	3.0	M		M		X	X	
Spaulding Trail	3.0	D		D		X	X	
Lake Creek Trail	3.0					M	X	

E = Easy M = Medium D = Difficult X = Current use is prohibited H = Hazardous (avalanches) Blank = No common use

Map 5. North End Trails.



EXISTING NORTH END TRAILS

The area north of Auke Bay features more longer trails, although there are some shorter trails as well. The majority of the trails are part of the USFS system leading into backcountry lakes or the higher alpine regions. There are two public use cabins in the area (Eagle Glacier and Peterson Lake), although there is also a developing trail system in Point Bridget State Park. Most parking is along the Glacier Highway and can be a problem in the winter, although there are some small parking turn-outs at the Herbert Glacier, Windfall Lake, and Amalga Trail trailheads. Many trails in this area are regularly maintained by State Parks or USFS trail crews, although a number of trails are more like routes after the first few miles. There are approximately 42 total miles of trails in the area.

Trail	Length	Hiking	Biking	Skiing	Horses	Winter Motorized	Summer Motorized	Disabled-accessible
Lena Point Trail	0.5	M						
Salt Chuck/Amalga	0.5	E		E				
Horse Tram Trail	1.0	M		E				
Boy Scout Beach Trail	1.5	E	E	E	E			
Peterson Lake Trail	4.3	M	D	M		X	X	
Herbert Glacier Trail	4.6	M	D	M		X	X	
Amalga Trail	7.5	D		D		X	X	
Windfall Lake Trail	3.5	E	D	E		X	X	
Breadline Bluff Trail	1.5	M						
Yankee Basin Trail	6.0	D		H		X	X	
Bessie Creek Trail	4.0	D				X	X	
N. Bridget Cove Trail	1.0	M						
Cedar Lake Trail	2.1	M	X	M	X	X	X	
Point Bridget Trail	3.5	E	X	E	X	X	X	

E = Easy M = Medium D = Difficult X = Current use is prohibited H = Hazardous (avalanches) Blank = No common use

THE 21 HIGHEST PRIORITY ACTIONS

This section of the plan presents descriptions of the twenty-one highest priority actions identified during the planning process. The actions include new trails, trail improvements, new cabins, trailhead/parking development, access protection, use conflict resolution, and cooperative management efforts.

Each of the twenty-one actions receives a page or more of discussion focused on a description of the action, a justification for it, public opinion toward the action, responsibilities for implementation, estimated timetable and costs, and funding options.

The actions are prioritized by three different levels (level 1 actions are the highest priorities and level 3 actions are the lowest). The priority level appears in parentheses after the title of the action. A list of the 21 actions is given on the following page.

The Twenty-One Highest Priority Actions

New Trails	Description	Priority
Heintzleman Ridge to Nugget Creek Trail	New hiking trail; major development below timberline with cairns in alpine areas	2
Salmon Creek to Blackerby Ridge	New hiking trail; major development to replace old Blackerby route (lost access)	2
Sheep Creek Trail to Perseverance Trail	New hiking trail; minor development below timberline with cairns in alpine areas	2
East Mendenhall Lake Shore Trail	New wide disabled-accessible trail adjacent to Mendenhall Glacier Visitor Center	3
Running/Skiing Trails near Auke Lake	New system of loop trails designed for running and skiing	3
Trail Improvements		
Treadwell Ditch Trail	Upgrade existing trail for multiple use; includes surface and width improvements	1
Mendenhall River Trails	Construct/improve system of trails in West Mendenhall Greenbelt for multiple uses	1
Spaulding/Auk Nu Trails	Improve for winter use (skiing) through the creation of switchbacks	1
Major Maintenance on Six Trails	Maintain six state/city trails at a higher standard	1
Trailhead Parking at Five Locations	Improve or add parking at five locations on Glacier Highway	1
Amalga Trail to Eagle Glacier	Improve existing trail to newly built cabin	2
Jordan Creek / Powerline Trail	Complete development of multiple use trail in Mendenhall Valley	2
Mt. Jumbo Trail	Improve trail and trailhead at this popular but currently unmanaged trail	2
New Cabins		
Point Bridget Trail	Construct new cabin on trail with both hiking and salt water access	2
Point Bishop Trail	Reconstruct CCC-era cabin on this trail for both hiking and salt water access	3
Montana Creek Trail	Construct new cabin on improved Montana Creek Trail, the longest in Juneau	3
Middle Basin on Nugget Creek Trail	Construct new cabin on extension of Nugget Creek trail in alpine basin	3
Other Actions		
Bicycle "Yield" regulations for Perseverance	Address conflict between hikers and increasing bicycle use on this popular trail	1
Develop lighted ski trails in Juneau area	Explore options for lighting new or existing ski trails in the area	3
Annual Public/Agency meetings on trail system	Institutionalize continued agency cooperation and public input on trail issues	2
Create "Juneau Trails" non-profit organization	Create advocacy organization to help agencies implement trail actions	3

IMPROVE TREADWELL DITCH TRAIL (1)

The Action

This improvement project would reconstruct the old Treadwell Ditch access road as a multiple-use trail from Eaglecrest Ski area to the trail's junction with the Mt. Jumbo trail, a distance of about sixteen miles (see map on following page). Fill excavated from construction of the ditch in the 1880's was placed as tread material for the original roadbed and would provide an excellent surface for a multiple-use trail; the old road is currently a narrow footpath with several washed-out or otherwise deteriorating sections. In order to improve the trail for family recreation, as well as provide for mountain biking and cross country skiing (and for winter motorized use on the short segment between Blueberry Subdivision and the Dan Moller Trail), several major bridges will have to be installed. Over fifty small culverts or water crossings are also needed for water control. The goal would be to provide a six to eight foot wide tread; the trail would also be brushed to a width of ten to twelve feet. Judicious thinning of the forest canopy above the trail would allow winter snowfall accumulations for skiing (and motorized winter use for the short segment south of the Dan Moller Trail) as well as provide nice vistas of Juneau and Gastineau Channel.

Justification

The Treadwell Ditch Trail offers excellent opportunities as a multiple-use trail. Currently a little-used hiking trail with

several poorly maintained sections, the trail travels through beautiful old growth forests and scenic meadows, crosses roaring streams, and has the potential to provide spectacular vistas. It also provides opportunities to interpret the area's rich mining history, with many remnants of the ditch and flume still visible. The trail provides options for both shorter and longer trips because of its numerous access trails, as well as relatively flat terrain for family hiking, biking and skiing. In addition, the relatively higher elevation would allow skiing for much of the winter and early spring, and could provide better snowmachine access to the Dan Moller trail on the segment between Blueberry Subdivision and the Dan Moller. Perhaps most important of all, however, the trail can be improved for multiple use at a reasonable cost. Fill for the trail already exists in the form of the old ditch maintenance road. Providing a similar quantity of fill for a new trail of similar length would be prohibitively expensive and environmentally damaging. The resurrection of the old road, by contrast, would be much cheaper and would have significantly less impacts on the natural surroundings trail users come to enjoy.

Opinion Toward the Action

This trail would serve as a multiple use trail and appeal to many user groups, including skiers, family hikers, mountain bikers and snowmachiners. This project had the highest support and lowest opposition of all improvement alternatives in the workbook

(79 percent in favor and 4 percent against). Skiers in particular desire more trails to enjoy their activity, and would strongly support these improvements to the Treadwell Trail. The ability of the improved trail to provide a variety of trips so close to downtown Juneau, West Juneau, and Douglas, ensures strong support from residents of those areas.

Responsibilities

The Forest Service manages most of the land along the trail, although both the City/Borough and the State of Alaska also manage lands through which the trail passes (particularly along the south end and the access trails from Blueberry Hills subdivision and Douglas). State Parks would represent the state's interests through an Interagency Land Management Assignment; the Division of Land now has responsibility for the state land along the trail. All three agencies would need to be actively involved in this project for it to become a reality.

Timetable

This is a large-scale project with multiple bridge and water crossings. The key to the project would be the use of power equipment, in which case the project could be done in two or three seasons. Survey and design, engineering, and environmental clearances would be the focus of the first year; reconstruction of the trail would be the focus of the second and third. The project would probably be completed in

phases. Because of good access to the trail for power equipment at the West Juneau water tower (Blueberry Hills subdivision), the section from Douglas to Kowee Creek would be logical for a first phase.

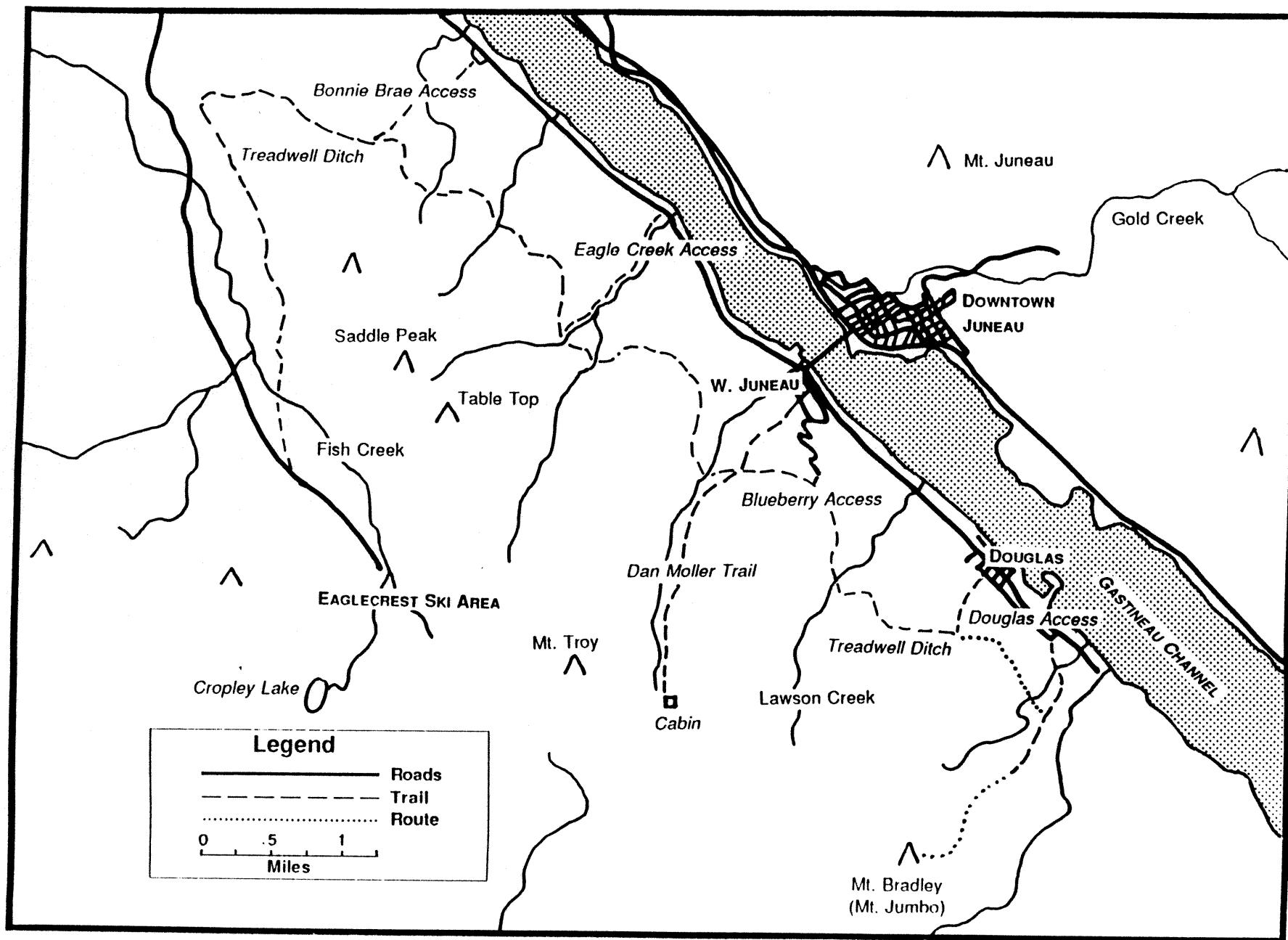
Estimated Costs

A preliminary estimate suggests costs are in the \$600,000 to \$900,000 range. This would include the placement of steel bridges on major stream crossings, periodic culvert placement along the entire trail to facilitate drainage, clearing and leveling the six to eight foot tread, brushing to the ten to twelve foot width, and thinning of the canopy above the trail for better snowfall accumulation. Approximately one-third of the money would be used for survey, design, and environmental quality work. There may be interest among local construction companies to volunteer time and equipment. Volunteer hand work on this scale is harder to obtain.

Funding options

Construction would most likely be funded through state capital expenditures, Forest Service partnership grants, volunteer time and equipment, and other private and local sources. Funding via the new federal Intermodal Surface Transportation Efficiency Act (ISTEA) may also be available for this type of trail, which would serve a variety of trail user groups as well as provide an alternative transportation route. Phasing of the project would allow work to be completed in smaller increments for smaller allocations of money.

Map 6. Treadwell Ditch Trail on Douglas Island.



ACQUIRE/CONSTRUCT/IMPROVE MENDENHALL RIVER TRAILS (1)

The Action

This project involves the acquisition of additional private lands along the west side of the Mendenhall River between Montana Creek and River Road (see map 7 on following page), construction of a footbridge over Montana Creek, and construction and/or improvements of the parallel hiking and bridal trails between Montana Creek and River Road. A foot bridge across the Mendenhall River just downstream of its confluence with Montana Creek is also planned. The action is a major component of the City and Borough's West Mendenhall Valley Greenbelt Plan and is simply being reaffirmed here. Ultimately, a paved multiple use trail parallel to the hiking and bridal trails is expected to follow the river from Brotherhood Park to River Road; in the short term the goal is to improve the hiking and bridal paths and their connections to nearby residential areas.

Justification

A publicly owned and improved trail along the west side of the Mendenhall River would provide for a variety of recreational opportunities in close proximity to the most populous area in the community. Major trail work has been undertaken in recent years along the southern portion of the river between Glacier Highway and Montana Creek. A connecting trail has also been constructed along Montana Creek between the river and Montana Creek Road. The project will provide more opportunities

to explore the Greenbelt area, linking the growing system of trails in the Mendenhall Valley, Auke Lake, and Montana Creek vicinity.

Opinion Toward the Action

This project has a history of public support and enthusiasm. The public and various interest groups have consistently supported greenway acquisition and recreational development. The recently completed trails along the lower Mendenhall River and Montana Creek have become heavily used and extremely popular. There was also considerable support among workbook respondents (66 percent support; only 8 percent in opposition).

Responsibilities

The City and Borough of Juneau is in the process of acquiring the additional riverfront lands for inclusion in the greenway. CBJ Parks and Recreation will continue as responsible agency for surveying, design, and construction of the improved trails. Volunteer construction assistance will be solicited from individuals, organizations, service groups, and the CBJ Parks and Recreation hiking group.

Timetable

A usable hiking trail exists along much of the route. Brushing and tread work needed to provide a continuous trail at the appropriate standard would take a 3-person crew about two months to complete.

Similar levels of work would be needed to create and/or improve various sections of the parallel bridal trail. Installation of the two footbridges (across Montana Creek and the Mendenhall River) would each take about two to four weeks to install.

The entire project could be completed in a single field season, although it is more likely to be completed in phases over two or three years as funding becomes available.

Estimated Costs

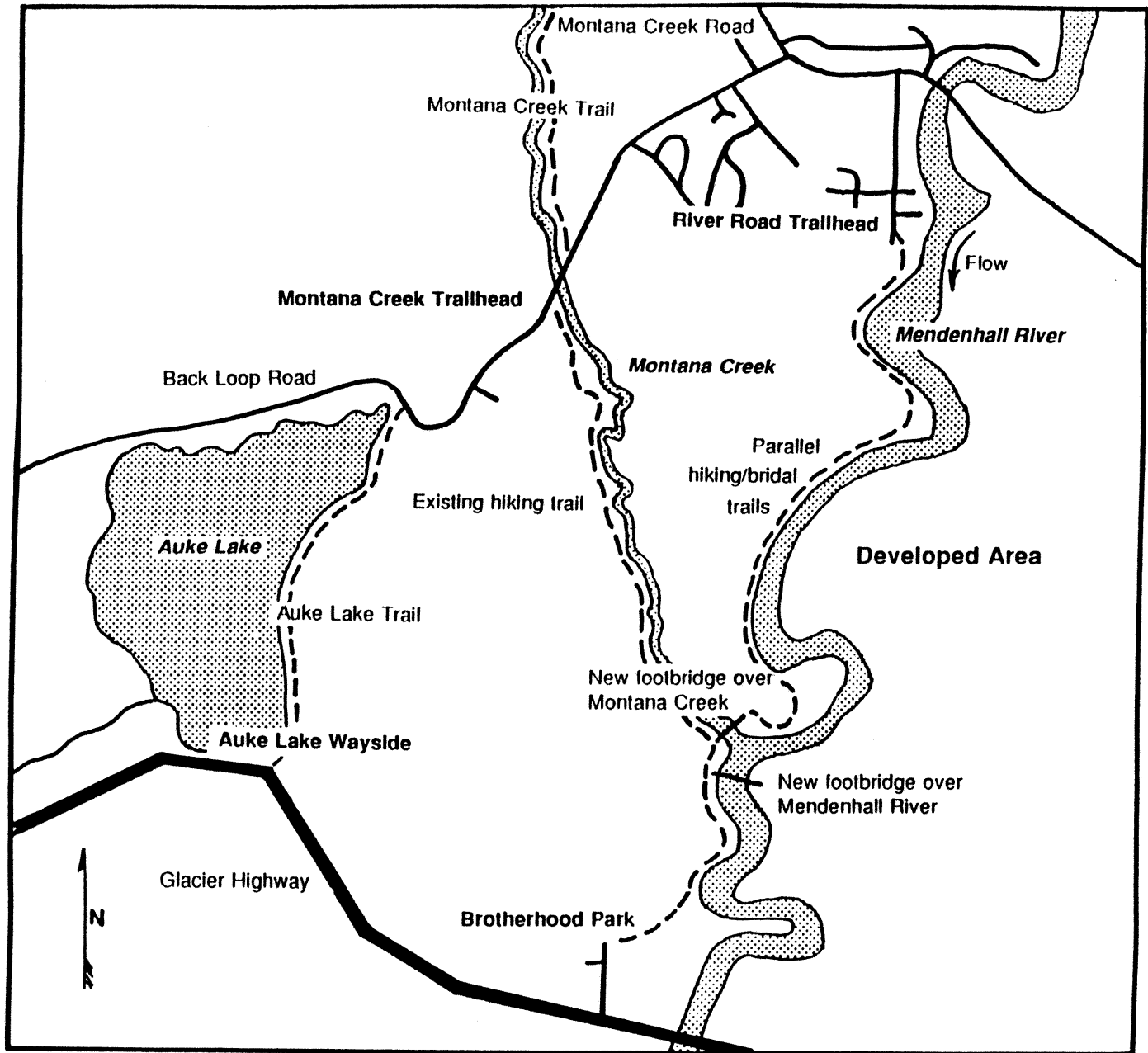
Land acquisition costs are already in place. Installation of the Montana Creek footbridge is estimated to cost about \$100,000. The footbridge over the Mendenhall would likely cost about \$400,000. The trail improvements, including tread and brush work, is expected to cost in the neighborhood of \$75,000 to \$150,000. The entire project would probably cost in excess of \$650,000. Costs could be lowered through larger contributions of volunteer labor.

Funding Options

Funding is already in place for land acquisition purposes. Trail work would most likely be funded through federal, state or local dollars. Land and Water Conservation Fund money is one possibility; ISTEAs are others. Assistance from volunteers and other private sources could be critical.

Map 7.

Proposed Trail Improvements in West Mendenhall Valley Greenbelt.



IMPROVE SPAULDING / AUK NU TRAILS FOR SKIING (1)

The Action

This trail improvement action involves widening and relocating parts of the existing Auk Nu and Spaulding trails to increase cross country skiing opportunities. Lowering the average grade of the trail between the first and third meadow on the Spaulding trail through the creation of switchbacks is one key element of this action. Opening up the canopy above both trails, particularly along the trails' lower elevation is also critical; the current thick canopy often prevents adequate snow cover for skiing. Marking the Spaulding trail for cross country skiing and relocating a short portion of the connecting trail between the Auk Nu and Spaulding trails is also proposed in order to accommodate novice and intermediate skiers. Reconstructing the existing Spaulding corduroy turnpike and replacing one large bridge from the trailhead to the junction of the Auk Nu trail would provide better access to both the Auk Nu and Spaulding Meadows trails.

Justification

Spaulding Meadows provides some of the best cross country skiing terrain in the Juneau area, but the Spaulding Meadows complex is only accessible by two trails designed primarily for summer use. Many skiers still attempt to use both Auk Nu and Spaulding trails in the winter; only the most skilled skiers enjoy the experience. At low elevations along the first mile of the Spaulding Trail, the thick canopy creates less than ideal ski conditions. Packing skis

up this portion of the trail can be extremely hazardous due to the poor condition of the existing corduroy turnpike tread. This action would make the trail safer for both summer and winter recreation and keep the trail open for a greater length of winter season when snow conditions are less than favorable.

Opinion Toward the Action

Skiers were overwhelmingly supportive of this alternative in the Alternatives Workbook, with 82 percent saying it was a good idea (and 53 percent reporting it was a high priority). Among all respondents, 71 percent reported support while only 8 percent reported opposition. The Juneau Nordic Ski Club has also listed this alternative as one of its top three improvements for the entire Juneau area.

Responsibilities

This trail is largely on Forest Service land and has traditionally been that agency's responsibility. The Forest Service will take the lead on surveying and designing the new improvements. Once improvements begin, volunteer assistance from organization such as the Nordic Ski Club or the CBJ Wednesday/Saturday Skiing and Hiking group will be critical.

Timetable

This is a fairly large-scale improvement action that could take a six person crew between 6-8 months to complete. Survey

and design would take about one-third of the time. If funded, the improvements could be implemented in two field seasons.

Estimated Costs:

This is an expensive improvement project requiring the use of an experienced crew and power equipment. It also involves the creation of several small bridges. Based on the estimate of 6-8 months crew time to complete, the estimated costs are in the \$150,000 to \$225,000 range.

Funding Options

Design and survey costs would need to be identified in the Forest Service trail and recreation budgets. Construction dollars would be generated through the federal capital investment process. It typically takes three to seven years after a proposal has been submitted for funding to become available. Funding could be made available sooner through challenge cost programs or year-end appropriations.

MAINTAIN STANDARDS ON SIX STATE AND CITY/BOROUGH TRAILS (1)

The Action

This action would provide for significant maintenance on six high use State and City/Borough trails in the Juneau system, including:

- Perseverance Trail (including Granite Creek and Mt. Juneau Trails)
- Mt. Roberts Trail
- Sheep Creek Trail
- Point Bridget Trail
- Auke Lake Trail
- Lower Montana Creek Trail

While each of these trails is already well-developed, increasing use, ever-present weathering, and the lack of consistent maintenance due to funding shortages have combined to create a number of serious deficiencies. The trails are all still usable. However, there are sections which are in danger of becoming unsafe or which fail to meet the standard for the type and level of use for which they are receiving. In many cases, there is a real possibility that the initial trail investment will be lost.

Through this action, trails would receive major maintenance overhauls rather than the "band-aid" approach which is currently in place. While major improvements such as re-routings or new bridges are not envisioned (trails slated for these types of improvements receive greater attention in separate actions), a number of other problems would be addressed, including: erosion and side-sloughing, windfall, drainage control needs (culverts and waterbars), narrow tread widths, overly

steep grades, bridge repair, rock removal, planking over wetland areas, and re-vegetation of eroded areas or areas with multiple trails. The matrix on the following page lists each trail and the major deficiencies they are facing. The matrix also estimates the initial cost to bring the trail back to standard as well as the annual costs to maintain it at that standard. Similar levels of "major maintenance" is planned for several Forest Service trails, including:

- East Glacier Trail
- West Glacier Trail
- Dan Moller Trail
- Amalga Trail
- Point Bishop Trail

However, this action does not specifically address the already-funded Forest Service maintenance program, which is defined in an existing plan. The goal of this action is to create a similar "major maintenance" program for State and City/Borough trails.

Justification

These six trails are among the "gems" of the Juneau Trails System. Heavily used by both local residents and visitors, these are some of the anchors of the system, accessing spectacular alpine areas and old growth forests. Partly as a result of their popularity, these trails also require much greater levels of maintenance to sustain a trail standard commensurate with the type and level of use they receive. With agencies constantly struggling to find maintenance funding, many small problems

on these trails have continued to worsen, and it has come to the point where many of those problems now require major work. If this work is not done, some trails will eventually become unsafe or unusable. In addition to solving immediate problems, some of this major maintenance will help limit future maintenance costs. Under the current "band-aid" approach, maintenance is only done when problems become severe, and in many cases the work is of a stop-gap nature. In some cases, the same problem crops up again because it was not fully corrected the first time. "Preventative maintenance," as envisioned in this action, may actually decrease maintenance costs over the long term by creating trails that can handle the use they receive.

Opinion Toward the Action

Respondents to the Alternatives Workbook overwhelmingly supported maintaining existing trails before developing new trails. With this action, agencies directly respond to this sentiment. The six trails chosen, a mix of city and state trails, are among those in greatest need of this sort of maintenance because of the high use they have been receiving. There is little question that the public would strongly support these sorts of improvements to the "gems" of the system.

Responsibilities and Costs

State Parks and Juneau Parks and Recreation would be responsible for the maintenance effort on its trails, as identified

in the matrix on the following page. Volunteer efforts could also be critical to the success of this action. A new Juneau Trails non-profit organization could play a

key role here, as could organizations such as the Southeast Alaska Guidance Association (SAGA). Costs for each trail are also given in the matrix, for both the

initial amount it would take to bring the trail back to standard, as well as the yearly cost to maintain the trail at that standard.

Maintenance Matrix for Six State and City/Borough Trails*

Trail Name	Major Problems and/or Needs	Initial Cost**	Annual Cost	Agency
Perseverance System (includes Mt. Juneau and Granite Creek Trails)	Eroding and sloughing, bridge repair, rock removal, and drainage control	150,000	15,000	State Parks
Mt. Roberts Trail	Eroding and sloughing, rock removal, steep grades, and drainage control	50,000	7,500	State Parks
Sheep Creek Trail	Drainage control, bridge repair, steep grades, and rock removal	100,000	15,000	State Parks
Point Bridget Trail	Windfall, drainage control, bridge repair, and wetland planking	30,000	10,000	State Parks
State Parks Total		330,000	47,500	
Auke Lake Trail	Windfall, drainage control, and tread hardening	25,000	5,000	City/Borough
Lower Montana Creek Trail (Brotherhood Park to Back Loop Road)	Drainage control, brushing, treadwork, and rock removal	50,000	10,000	City/Borough
City/Borough Totals		75,000	15,000	

* USFS maintenance efforts are not included in this action because they are addressed in an existing six year maintenance plan.

** All costs are preliminary estimates if maintenance was fully completed by agencies. Volunteer work could decrease costs significantly. Readers should also note that annual maintenance costs would only cover maintenance on the six named trails. Maintenance totals for all state and city trails would be higher.

IMPROVE TRAILHEAD PARKING AT FIVE LOCATIONS (1)

The Action

This project involves new parking construction and existing parking improvements along the Glacier Highway from Peterson Creek to Eagle River (Mile 25 to Mile 28). Specific improvements include:

- ❑ Create new parking area at existing trailhead at Peterson Creek (recently purchased by the Alaska Department of Fish and Game).
- ❑ Expand parking on the Herbert River Road, which acts as a winter trailhead, to accommodate more parking for the Herbert River and Boy Scout Beach trails.
- ❑ Level the parking area at the existing US Forest Service trailhead just north of the Herbert River bridge for winter use.
- ❑ Create new off-road parking at Amalga Harbor on the access road near the Peterson Creek bridge. This would provide better summer fishing access parking away from private lands. The lakeside lots are currently receiving heavy resource degradation associated with attempts to gain access to the shoreline with motor vehicles.
- ❑ Create new off-road parking area for the Amalga Trail.

Off-road parking at all of the above locations is designed to provide level ground at least 8 feet from the roadway and

which will allow snowplows to sweep through without backing up.

Justification

These parking problems and snow-removal issues have been the topic of concern throughout the winter of 1991-1992; all three land-management agencies and the DOT and CBJ road maintenance sections have attended meetings to address them. The actions need to be taken to alleviate the conflicting private and public access uses, as well as to provide for safer roadside parking. Existing trails are receiving heavier use as skiers, hikers, hunters and fishermen discover the recreational values of this area. This use is likely to increase, and the public safety problem alone requires action. Some vehicles have been towed away from skiing families who return cold and wet with no transportation or heat source. Accidents are also likely if cars park too close to the highway.

Opinion Toward the Action

All users, agencies and landowners agree that this action needs immediate attention. Over 80 percent of the Workbook respondents supported the idea of improving trailhead parking in this area.

Responsibilities

The State Department of Transportation has agreed to construct the pullouts if other agencies will obtain the necessary permits. State Parks and the Forest Service have

been working on permitting requirements at Peterson Creek, Herbert River Road, and Eagle River. The Alaska Department of Fish and Game has already given conceptual approval to the Peterson Creek parking area. Filling wetlands is the major issue in the Herbert River Road turnoff, and the Eagle River turnoff needs full agency review. The Amalga River Road turnoff will need the approval of CBJ (which owns some of the land), and it may also involve wetland fill. All actions should be taken through the Coastal Project Questionnaire process; minimizing wetland fill is a goal.

Timetable

Permits should be acquired during summer and fall of 1992; DOT crews could possibly begin work on the projects during the fall.

Estimated Costs

Costs are unknown at this time, but most of the actions will be done with existing staff as time allows. Fill will come from ditch-cleaning operations along the Glacier Highway. Top coat gravel may be already available. Funding sources include state general fund operating accounts, Forest Service operating dollars, and federal funds passing through the Alaska Department of Fish and Game.

DEVELOP BICYCLE "YIELD" REGULATION FOR PERSEVERANCE TRAIL (1)

The Action

The Perseverance Trail is currently closed to the use of bicycles, but mountain bikers have increasingly been ignoring the regulation. The District Attorney's Office has refused to prosecute the regulation, even though it is current and has criminal sanctions. Some local hikers are strongly opposed to the increasing use and disrespect shown by the mountain bikers when travelling past hikers at high speed, but the trail itself is a good width for mountain bikers, and the treadway is generally hard enough to support bikes without resource damage. In order to allow biking use but still address the conflict and safety issues, State Parks proposes the following regulation allowing concurrent use of hikers and bikers:

Use of Bicycles on Perseverance State Trail. The use of bicycles is allowed on the Perseverance State Trail from the trailhead to the end in Silverbow Basin, except that no person on a bicycle may demand the right-of-way from a pedestrian, or by their action move a pedestrian out of the main treadway. In most pedestrian/cyclist encounters this will require the cyclist to stop, dismount and remove the bicycle from the pathway. No person may use a bicycle on the Mt. Juneau Trail or the Granite Creek Trail.

This regulation would not apply to any other state park-maintained trails in the Juneau area such as Mt. Roberts, Sheep Creek, and Pt. Bridget State Park.

Justification

This regulation would maintain existing use patterns, but the conflict between hikers and bikers might be noticeably reduced. The requirement to yield to pedestrians, if enforced, will likely displace cyclists who want to travel fast, leaving the slower, more compatible cyclists to use the trail with minimal effect on hikers or other trail users. The key to the success of the regulation, however, is the quality of enforcement and social pressures on cyclists choosing to use the trail. Hopefully the regulation will help encourage more courteous behavior by bikers on this popular trail. With the support of the trails community through this trail plan, the District Attorney will be more likely to prosecute offenders who do not practice this kind of courtesy.

Opinion Toward the Action

Workbook responses suggest that most people want separate trails for different, conflicting user groups. In the case of the Perseverance, however, there is no alternate trail for bicycles. The only other downtown-accessible bike trail to a high valley is the Salmon Creek trail. This is not a good alternative for those bikers who rent a bike downtown and wish to have a short trip. Zoning by time was not seen as an acceptable alternative. Fifty percent of the respondents agreed that "There is no real problem with mountain bikes on traditional hiking trails as long as the riders behave responsibly." The "yield" regulation is an attempt to encourage bicyclists to ride more

responsibly on the Perseverance.

Responsibilities and Timetable

The Division of Parks and Outdoor Recreation will promulgate the regulation through the Administrative Procedures Act. A Director's Determination may suffice for a season's use, when this alternative will be reviewed. No action will be taken, however, until there is public response to a more specific proposal presented after the adoption of this plan. The change would not affect any other state trails, but if it is effective it may have similar applicability on other Juneau trails managed by other agencies. There would be no additional costs associated with this action, which would be enforced through base-funded rangers from the Alaska Division of Parks and Outdoor Recreation.

ESTABLISH ANNUAL PUBLIC / AGENCY MEETINGS ON TRAIL SYSTEM (2)

The Action

This action is an attempt to "institutionalize" agency cooperation and public involvement in Juneau area trail decision-making. The idea is to foster interagency and public-to-agency communication about the Juneau Trail System and its needs via annual meetings, a sort of continuation of the current trail planning process. In general, it is imagined that the three principal trail managing agencies in the Juneau area (Juneau Parks and Recreation, State Parks, and the Forest Service) will jointly hold a public meeting each spring to discuss the current "state of the trails" and re-prioritize potential actions. Following this public meeting, the agencies will also meet among themselves to work out some of the details of any new prioritizations and actions.

Justification

Favorable public response to the current planning process suggests that there is considerable interest in agency decision-making concerning Juneau's trails. Similarly, agency response to the current planning process is that there are considerable dividends to be reaped by thinking of the trails system as a whole and communicating and/or cooperating with other agencies in order to improve the system. These meetings are a cost-effective way to maintain the momentum started by the interagency planning effort.

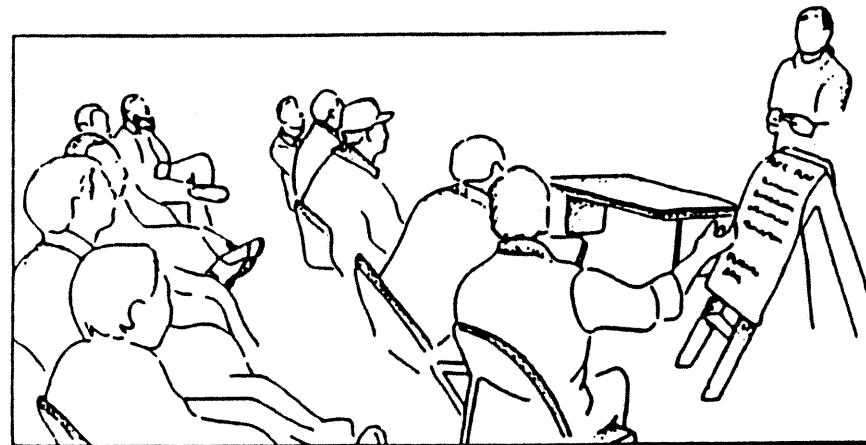
Opinion Toward the Action

There is always considerable support in the Juneau community for greater public involvement in agency decisions. Juneau trail users are clearly interested in their trails and how they are managed and would like to maintain a voice in the decision-making process. Similarly, agency staff have indicated considerable interest in maintaining contact with each other on a more regular basis in order to improve efficiency. Annual meetings would be acceptable tools for maintaining that contact.

Timetable and Costs

The meetings are proposed to be held in the spring of each year so that new priorities and projects can be organized for the summer.

Costs for the action are considered to be negligible, and can be accommodated by existing operational budgets and available meeting space.



DEVELOP NEW HEINTZLEMAN RIDGE - NUGGET CREEK TRAIL (2)

The Action

This new trail project involves upgrading the route from Old Glacier Highway onto Heintzleman Ridge and connecting it with Nugget Creek trail. Relatively major improvements are envisioned on both ends of the route, including construction of some switchbacks. In the alpine areas, simple rock cairns will mark the route.

Justification

More access trails to alpine areas in the Juneau area are needed. The Heintzleman Ridge route would provide this access as well as link with other popular nearby trails (East Glacier Loop and Nugget Creek) and thus offer a variety of trips of different lengths. The views of Gastineau Channel, the valley, and the glacier provided by this trail are spectacular. The trail is centrally located and easy to access from anywhere in Juneau. The trail would provide opportunities for extended camping trips and intermediate to advanced hiking opportunities.

Opinion Toward the Action

Almost all hikers support the concept of looping; in addition, most prefer extended backpacking or hiking opportunities. As noted in the workbook, there is a clear demand for better access to the high alpine areas. This alternative was strongly supported by Workbook results (69 percent in favor). Among backpackers, 73 percent favored this proposed action.

Responsibilities

The U.S. Forest Service manages almost the entire portion of this proposed trail. If funding becomes available for construction and maintenance, the Forest Service could request additional dollars from the State to assist in the development of a trailhead along Old Glacier Highway. A quarter mile corridor from the trailhead to the National Forest boundary would be managed by the state Department of Natural Resources and an easement could be conveyed to the National Forest for this portion of the trail.

Timetable

This project could be completed in one or two field seasons. Survey and design would take approximately 30 person-days. The project could be broken into two phases; phase one would involve construction from Old Glacier Highway to the headwaters of the Steep Creek drainage; phase two would involve extending the Nugget Creek trail to Heintzleman Ridge. The area above timberline could be marked with rock cairns of modest size at a minimal cost in a relatively short time.

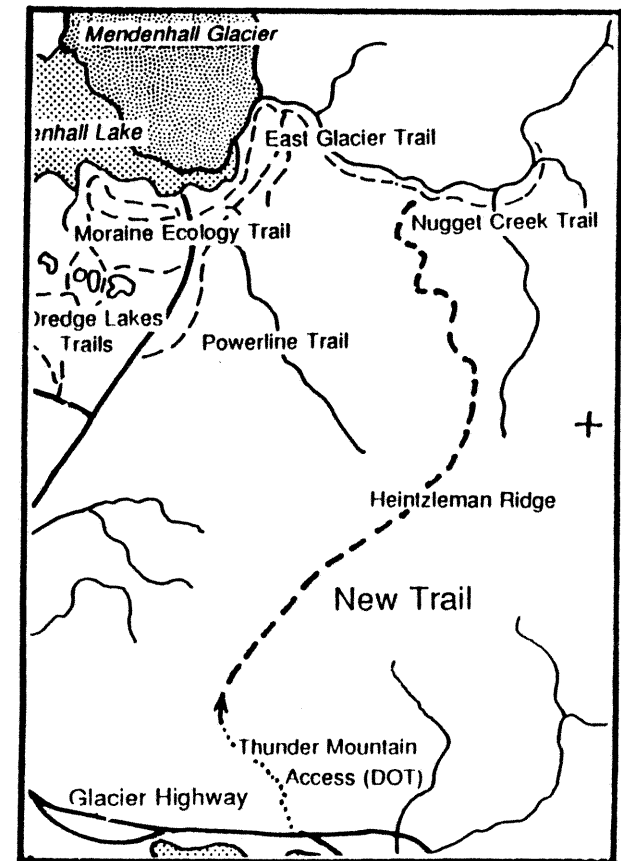
Estimated Costs

Cost to complete this project would range between \$75,000 and \$125,000. Helicopter time, if donated by a local carrier as a Challenge Cost Share project, could greatly reduce crew time.

Funding Options

Construction would probably be funded through federal (Forest Service) capital investment dollars. Construction of a trailhead could involve volunteer services for equipment use and time with the State Department of Transportation (the trail corridor abuts with their facility on Old Glacier Highway).

Map 8. Heintzleman - Nugget Creek Trail



DEVELOP NEW TRAIL FROM SALMON CREEK TO BLACKERBY RIDGE (2)

The Action

This new trail project involves the construction of about one and one-half miles of trail up a south-facing slope above the existing Salmon Creek Trail, connecting that trail to the route on top of Blackerby Ridge. The existing access trail to the top of Blackerby Ridge through Greenwood Subdivision (off Wire Street) crosses posted private property, and the rest of the trail is extremely steep and difficult to maintain.

Justification

This would provide more good access to high alpine areas, and it would provide loop hike opportunities from the Lemon Creek side. Late season skiing is also available on the glaciers above Blackerby Ridge, and glacier travellers prefer Blackerby Ridge for its safe route down from the ice fields in the winter. The new trail would also provide public access rather than forcing people to trespass on private land to reach the ridge.

Opinion Toward the Action

Skiers, hikers, and bikers support the creation of more looping trails, and the existing Salmon Creek trail receives heavy use by all these groups. Bikers would probably not ascend the new trail on bikes, but they would be able to cache their bikes at the bottom of the steep end portion of the Salmon Creek trail; the bike-hike combination would provide the quickest way into Juneau's spectacular alpine

country. Blackerby Ridge access received very high support in the workbook as two separate alternatives: 65 percent supported improving the existing trail and 67 percent supported developing a new trail; less than 10 percent opposed either option.

Responsibilities

The Salmon Creek Trail is on Bureau of Land Management (BLM) lands maintained by the Alaska Electric Light and Power Company (AEL&P) under its Federal Energy Regulatory Commission (FERC) license. The state is selecting all BLM lands above the FERC license area to the north and east, so the Alaska Department of Natural Resources will eventually manage the higher lands. This would be a joint project with AEL&P and DNR managing the trail. The Division of Parks would have to request and obtain an Interagency Land Management Assignment to maintain the trail easement (needs approval from the DNR commissioner). The Forest Service currently manages the Blackerby Ridge route. Coordination between DNR, AEL&P and the Forest Service is critical in establishing this trail and linking it to the ice fields access route.

Timetable

This project would take at least two years to complete. This construction would require coordination between agencies, planning, site location, and hand labor. A large crew would need a complete season to build a two-foot wide treadway up the 2000'

vertical rise. Another year of lead time would be needed to do preliminary work. A preliminary route, however, could be established with limited work as soon as the fall of 1992.

Estimated Costs

The need for considerable hand work would require a large crew working an entire season. About \$50,000 would be needed.

Funding Options

Construction would most likely be funded through state capital expenditures. Federal capital investment dollars from the Forest Service may provide additional funding.

DEVELOP NEW TRAIL FROM SHEEP CREEK TO PERSEVERANCE TRAIL (2)

The Action

This project would create a new trail (and mark existing routes) from the Sheep Creek Trail to the Perseverance Trail System. Current opinion and experience indicates that the Granite Creek drainage would provide the best access to the high ridge between the two trails. The Silverbow Basin route is too steep and brushy without benefit of a sloping ridge line. The Granite Creek trail ascends its drainage and leads to the ridge line at the top of the small waterfall where the trail essentially ends. From this terminus the new trail would be constructed up the ridge to the east and south, connecting to the high ridge extending north around Clark Peak and Sheep Mountain. The existing Sheep Creek Trail climbs to the top of the ridge leading to Sheep Mountain from the south.

Justification

There are few high alpine access trails, and of those only two or three offer looping possibilities. This new trail would be fairly simple to brush up to the ridge above Granite Creek, and it would improve the access between the two trail systems. Most people are reluctant to bushwhack up the ridge and follow a contour map around the mountain valleys from Granite to Sheep Creek without some more clear trail improvements and rock cairns marking the route. As a new trail, this option is relatively inexpensive while offering considerable recreational opportunities.

Opinion Toward the Action

Almost all hikers support the concept of looping, and most would like more backpacking, overnight hiking opportunities. There was a clear demand for better access to the high alpine areas. This project had the highest level of support in the workbook (79 percent in favor). The only opposition was voiced against obtrusive and out-of-place route markers in the high alpine area. Rock cairns of a modest size would address this problem.

Responsibilities

The State Department of Natural Resources currently manages both the Perseverance and Sheep Creek trail systems. The small portion within the Tongass National Forest would not require any digging or major improvements except for rock cairns. The Division of Parks and Outdoor Recreation would manage the project.

Timetable

This is a relatively small project requiring about four to six weeks of a four-person crew using power hand tools. About one-third of the time would be spent on survey and design.

Estimated Costs

This project would cost in the neighborhood of \$20,000, mostly for crew salaries. Donated helicopter time would greatly assist in this effort.

Funding Options

Construction would most likely be funded through state capital expenditures, volunteer time, and other private and local sources. The Division of Parks has the power tools already available.

IMPROVE AMALGA TRAIL TO EAGLE GLACIER CABIN (2)

The Action

This trail improvement project calls for reconstruction of the trail from the Amalga trailhead to Eagle Glacier. The trail would be upgraded along its original alignment between the trail's current location and the Eagle River. The trail would also be upgraded from the lake to the glacier, thus providing easier access for novice and intermediate hikers wishing to reach the face of the glacier. Trail work would involve replacement of ten small bridges, reconstruction of two elevated walkways, construction of a prefabricated bridge, and construction of a short switchback.

Justification

The Amalga trail provides both winter and summer recreational opportunities. The Eagle Glacier Memorial Cabin, located at the outlet of Eagle River on the lake, provides a comfortable place to camp on extended trips. Eagle Lake, the river, and the glacier offer spectacular photographic opportunities. In addition, improvements to the trail could include new opportunities to interpret the trail's mining history (it follows a portion of the old Amalga Tramway to the Amalga townsite). The current poor condition of the trail hinders access to all but the most advanced skiers, and hiking to the face of the glacier is extremely difficult.

Opinion Toward the Action

Both skiers and hikers support the idea of upgrading the Amalga trail. This trail would serve multiple users, including nordic skiers, climbers, and hikers. Improving existing trails was the highest priority according to the Workbook results, and the Amalga Trail, with its new public use cabin, is in clear need of an upgrade.

Responsibilities

The U.S. Forest Service manages the majority of the Amalga trail, and although the lower portion of the trail was recently conveyed to the State, the Forest Service retained all trail easements and maintenance has historically been the responsibility of the Forest Service.

Timetable

This is a large scale project with multiple bridge and water crossings. This project could be completed in one to two field seasons working with a six person crew. Survey and design will take approximately 20 to 30 person-days.

Estimated Costs

Cost to complete this project will range from \$65,000 to \$150,000 depending on final design of the switchback, elevated walkway and prefabricated bridge structure. Survey and design cost will be approximately one third total project cost.

Funding Options

Construction would most likely be funded through federal capital investment dollars. Phase one of the project would correct safety and resource problems from the trailhead to the lake. Phase two would correct similar concerns from the lake to the glacier. It may take from three to seven years from the identification of this project for funding to become available through the federal CIP process.

IMPROVE JORDAN CREEK / POWERLINE TRAILS (2)

The Action

This trail improvement action calls for completing the reconstruction of the existing Powerline Trail and connecting it with an extended Jordan Creek Trail. These two trails, when connected to the Mendenhall Glacier Nature Trail, would provide a multiple use walkway from the Mendenhall Visitor Center to the Jordan Creek Aquatic Education Trail at the end of Jennifer Drive. The trail would run along the base of Thunder Mountain for approximately two miles. Additional access points would be developed at the ends of Amalga Street, Valley Boulevard, Trafalgar Avenue, and Threadneedle Street. Ultimately, the trail could be extended southward along Jordan Creek to connect with the Bicycle Path at Egan Drive. The feasibility of this latter segment needs further investigation of wetlands and private property issues.

Justification

These improved trails would provide for both winter and summer recreation. The trails would connect the Jordan Creek Aquatic Education Trail near Glacier Valley School with the Nature Trail adjacent to the Mendenhall Glacier Visitor Center. The trail would provide opportunities for bicyclists, equestrians, hikers, and skiers; it would be closed to motorized use.

Opinion Toward the Action

As a multiple use trail, the Powerline/Jordan Creek Trail would provide an alternative to travelling along the road to the Mendenhall Glacier Visitor Center. Support for this type of improvement was very high among users responding in the Alternatives Workbook; sixty-one percent reported it was a good idea.

Responsibilities

The trail crosses US Forest Service, State, and City/Borough lands. Juneau Parks and Recreation currently manages the Jordan Creek Aquatic Education Trail while the Forest Service manages the Powerline and Nature trails. The partially improved route connecting the trails is managed by both the State (DNR) the City/Borough. Improvements and connections to the trails would need to be jointly developed.

Timetable

This is a relatively large-scale project, although it could be completed in one field season if volunteers and heavy equipment were made available. Survey and design would take approximately 10 person-days. Environmental issues are an important element of this project; Coordination with the State Fish and Game Habitat Division is necessary to protect the Jordan Creek fishery and other aquatic and wetlands resources.

Estimated Costs

Completion of this project will cost between \$65,000 to \$150,000 depending upon the final design and degree of accessibility the trail would provide. Survey and design would make up about one-third of the entire project cost.

Funding Options

Construction costs could be funded from federal, state, or city capital investment dollars; ISTEAs may be appropriate as well. Cost share programs offer other funding options.

IMPROVE MT. JUMBO TRAIL AND TRAILHEAD (2)

The Action

This project would create a new trailhead access point and parking area to reduce the conflict between subdivision homeowners and trail users. A new trailhead would be built on CBJ land beyond the present terminus of Sixth Street where there is now a *cul de sac* and a switchback in the road. A new trail connection from this parking site would have to be built about 250 feet up to the existing Mt. Jumbo Trail. In addition to a new trailhead, the project would upgrade the trail's tread in the lower wet portions as well as in the upper steep gradient areas. Drainage, planking and bridging, and some cut and fill would have to be done. Other specialized trail construction techniques would have to be used on the steep slopes where maintenance of the existing route is currently not feasible.

Justification

The Mt. Jumbo Trail is one of the few high alpine access trails easily accessible to Juneau and Douglas residents. It also provides a link to the Treadwell Ditch at its southern-most end. As an alpine trail and as a loop trail with many scenic and historic qualities, it has always attracted many hikers -- even as the trail has been rarely maintained. Without these improvements, the trail will continue to deteriorate and thus fail to accommodate even current levels of use.

Opinion Toward the Action

This improvement action was rated among the top ten of all new and improvement actions on Douglas Island. There was a clear demand for better access to the high alpine areas. It was rated second among all the improvement projects with 77 percent of Workbook respondents showing support.

Responsibilities

The City and Borough of Juneau owns the land around the proposed new trailhead, and any construction activity within the road right-of-way would have to be approved and probably accomplished by Juneau Parks and Recreation. CBJ also owns the land up to and including the large meadow crossed with planking above the Treadwell Ditch. The State Department of Natural Resources (Division of Land) manages the steep slopes above the planked meadow up to and including the summit of Mt. Jumbo. The lands above the meadow and to the summit are part of the old Mental Health Trust, so further land status investigations will have to be done to resolve potential land ownership issues. This project requires joint funding and management by CBJ and State DNR. The State Division of Parks and Outdoor Recreation could not become involved unless an Interagency Land Management Assignment with the Division of Lands and CBJ is developed and capital project funding is made available. The Mental Health Lands issues would also need to be resolved first.

Timetable

Trailhead improvements could be done fairly easily once all the permitting and/or public notices were completed. However, tread improvements would require considerable handwork over several summers, and it is likely that helicopter lifting of supplies would be necessary as well. A minimum of two construction seasons would be necessary after funding.

Estimated Costs

This project would cost approximately \$75,000 for the trailhead alone. Treadway improvements would run between \$50,000 and \$100,000. One-third of that cost would be needed for survey and design.

Funding Options

Construction would most likely have to be funded through state capital expenditures, city matching funds, and other private and local sources.

BUILD NEW CABIN IN POINT BRIDGET STATE PARK (2)

The Action

This project would construct a cabin for overnight use at the north end of Point Bridge State Park to be used during all seasons of the year. The cabin materials have already been donated by the Taku Conservation Society, and approval of the project will be sought during public review of a management plan for the park to be published soon.

Justification

The public use cabins in the Juneau area are almost always full, suggesting demand is high. An overnight cabin would allow better winter use because of the long distance from the end of plowed highway to the north end of the park (7 miles). Summer use would not interfere with day hikers if the cabin was sited a short distance from the main trails.

Opinion Toward the Action

New cabin construction did not receive high priority compared with maintaining existing facilities, but of the locations noted for new cabins, the north end was considered more desirable. Because the cabin is already donated to the State Parks Division, this project will probably proceed in the fall of 1992 as a volunteer action. The stated goal of the Taku Conservation Society has been to build one new cabin per year until the demand for them levels off.

Responsibilities

The Division of Parks and Outdoor Recreation will coordinate the project, and it will have management over the use and maintenance of the finished structure. The division will also solicit public comment on the project through the management plan. The local state parks advisory board has stated that all trails should be finished before a new cabin is built.

Timetable

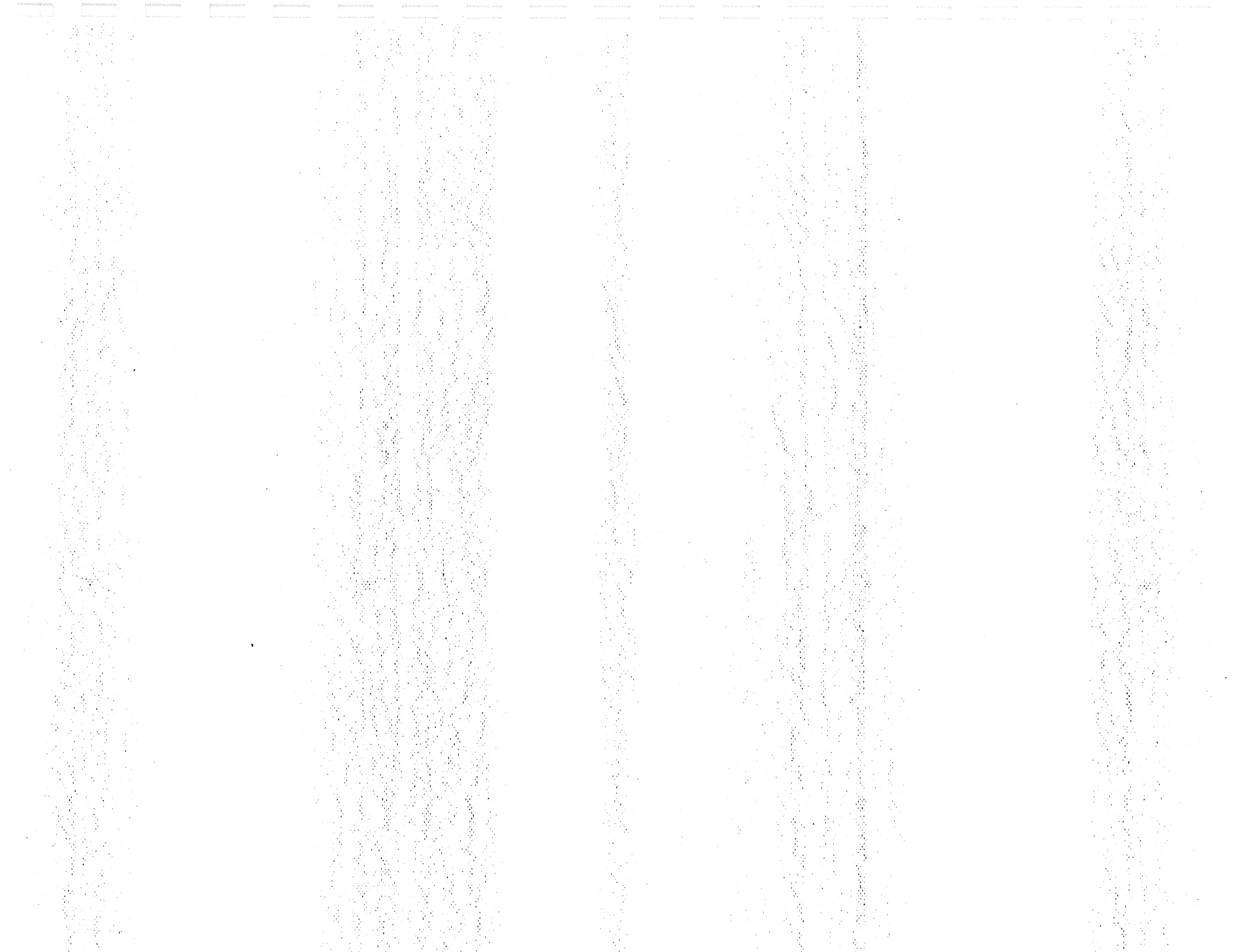
The construction may be able to begin in the fall of 1992 or the spring of 1993. A large volunteer party along with State Park staff could conceivably finish the cabin in two or three weeks.

Estimated Costs

This project will likely cost less than \$5,000 in state funds. Volunteer labor and donated materials will make this project fairly easy, and tidewater rises to the selected site, so transportation will be inexpensive.

Funding Options

This project is expected to be funded from existing State Parks operations money.



CREATE A "JUNEAU TRAILS" NON-PROFIT ORGANIZATION (3)

The Action

This action involves the creation of a new non-profit trails advocacy organization or coalition of organizations to aid in the oversight and implementation of a number of other actions in this plan. A single organization dedicated to trails for all trail users would have the opportunity to compete for federal Challenge Cost Share dollars, as well as provide a structure for efficient use of the funding. A strong trails advocacy organization would also help Juneau trail agencies attract future trail funding that may become available through the recently passed federal trails program (the Intermodal Surface Transportation Efficiency Act, ISTEA).

Justification

While there is no shortage of trail user advocacy groups in the Juneau area, none can claim to truly represent the interests of all trail users. A trails coalition would offer these groups a chance to create an organization that is more than the sum of its parts. Such an organization can far better compete for limited state and federal trails dollars. A broad-based, multiple-user, trails advocacy group simply has a much greater chance of attracting funding interest than smaller, single-activity groups.

A new trails organization can also do more than just attract funding. If structured well, the organization could become a full partner in the development and maintenance of the Juneau Trail System,

helping all three agencies to complete projects that none by itself could hope to find funding or expertise to complete. Of particular interest in this regard might be the future creation of a system-wide trail maintenance crew that could work on any trail that needed help, regardless of agency ownership. Bureaucratic complexity would prevent such a crew from being funded outright by the three trail agencies, but it would be a relatively simple matter for the trails coalition or organization to create a non-profit crew that could gain permission to work on all three agencies' trails and achieve the same goal.

Opinion Toward the Action

Respondents to the Workbook were not asked about this action, which would have to be implemented by the trails community more than by agency staff. This action is in itself a kind of test of community support for trails that will require existing organizations or individuals to invest considerable time and energy.

Responsibilities

The three Juneau trail-managing agencies cannot be responsible for the creation of a non-profit trails organization, which should ideally spring from grass roots community support. If the Juneau trails community were to form an organization, however, all three agencies pledge their support in an ex-officio role and will try to aid in its creation. The National Park Service's Rivers and Trails Assistance program, in addition,

promises some help in organizing the effort (NPS staff have experience with by-laws, mission statements, and some of the legal aspects of creating such an organization).

Timetable

There is no schedule for this action, but it could be implemented at any time. A few organizing meetings among a small number of trails advocates could easily provide the genesis for this action.

Estimated Costs

This action does not require any agency resources beyond the staff time spent at potential meetings. The trails organization, on the other hand, would need to develop a small revenue source at some point early in its existence. Respondents to the Workbook indicated a willingness to pay a voluntary trail user fee to help pay for trail system development and maintenance. This organization would be the appropriate vehicle for the creation and administration of such a fee.

DEVELOP NEW RUNNING / SKIING TRAILS NEAR AUKE LAKE (3)

The Action

This action involves the development of new trails for hiking, skiing, and running in the area between Auke Lake, Mendenhall River, Montana Creek, and Glacier Highway. The new trails would begin from the existing trails and access the large intervening area with a network of interconnecting loop trails.

Justification

This wooded area is close to the university and valley residential areas and would probably receive a great deal of use. The area is just enough higher in elevation than the valley floor to receive significant snowfall in the winter and thus could provide excellent skiing opportunities as well. The action is one of the recommendations in the West Mendenhall Valley Greenbelt Plan.

Opinion Toward the Action

There was strong support for this idea among Workbook respondents (74 percent support, 42 percent noting that it was a high priority). It was also ranked as one of the top six new trail alternatives and 13 percent named it as one of their top three new trail alternatives.

Responsibilities

The trails would be constructed on lands owned by CBJ and the University of Alaska. CBJ Parks and Recreation would be the lead

agency. The University would obviously have to be a willing cooperator as well.

Timetable

Construction of these trails could be a fairly large-scale project that could take between 12 and 18 total work-months (six person crew for 2 to 3 months). It could be completed in a single season however. Survey and design would take approximately one month and would need to be completed prior to the construction season.

Estimated Costs

This project would require an experienced crew and power equipment. Based on the 12-18 workmonth estimate, total costs would be in the \$35,000 to \$50,000 range.

Funding Options

Federal Land and Water Conservation funds are one potential option, along with emerging Intermodal Surface Transportation Efficiency Act (ISTEA) funds. State grants are also a possibility. Volunteer labor could help with the project as well.

DEVELOP NEW EAST SHORE LAKE TRAIL (3)

The Action

This project involves constructing a new trail from the Mendenhall Glacier Visitor Center along the east shore of Mendenhall lake to a scenic overlook of Nugget Falls. The trail would be approximately three quarters of a mile in length and would feature a wide, disabled-accessible path. This trail is expected to be included in the reconstruction plans for the Mendenhall Glacier Visitor Center and is simply being reaffirmed here.

Justification

Construction of the trail would provide further opportunities to view the glacier and Nugget Falls with just a short walk from the Visitor Center. Mendenhall Glacier and the accompanying Visitor Center is the chief tourist attraction in the Juneau area and is close to many Mendenhall Valley residents as well. The glacier will be visible along the entire trail.

Opinion Toward the Action

Although this action was not presented in the Alternatives Workbook, it is likely to be strongly supported by the public. It is not uncommon to see visitors and residents alike hiking across the numerous streams to reach the scenic viewpoint at the end of the proposed trail, indicating demand for the opportunity. Tour groups visiting the area are expected to be particularly supportive of this kind of easy walking trail.

Responsibilities

The East Shore Lake Trail would be located entirely within the Mendenhall Glacier Recreation Area and would thus be developed and managed by the Forest Service. The Forest Service has already begun the planning and design work for the reconstruction of the Visitor Center, and shore trail construction is considered part of that effort.

Timetable

The project could be completed in one field season. Survey and design will take approximately five to ten days to complete.

Estimated Costs

Costs to complete the East Shore Trail are estimated at \$143,000, including design. Construction costs for multiple use trails vary depending upon the level of "challenge" they provide for disabled users. Costs for the project could be reduced by using rock from the Visitor Center reconstruction for fill on the trail.

Funding Options

Construction would be funded through federal Capital Investment dollars. It will not be necessary to construct a trailhead or parking for this trail, which would originate at the Visitor Center where there is plenty of parking.

DEVELOP LIGHTED SKI TRAILS IN THE JUNEAU AREA (3)

The Action

This project involves investigating and then developing options for lighted cross country ski trails somewhere in the Juneau area. At least four possible locations suggest themselves; all present significant difficulties that would need to be overcome. A brief discussion of these options is presented below, along with their advantages and disadvantages.

- ❑ Eaglecrest Trails. The two ski loops at Eaglecrest are the only groomed trails in Juneau and thus present one obvious location for lighted skiing. The excellent snow conditions and nearby facilities (which are currently open one night a week for alpine skiing) are also advantages for this location. However, as ski area managers are quick to point out, there are at least two significant disadvantages as well. First, there are added liability concerns at Eaglecrest where trail users are charged a fee and ski patrols are provided. Second, the current diesel-generated electric power capacity would need to be expanded to provide lights. In addition, the costs of the constructing the lights are significant, probably in the \$100,000 range due to wetlands issues.
- ❑ Mendenhall Campground. The Forest Service expects to fully renovate the existing Mendenhall Campground in the near future. New ski trails could certainly be developed as part of this renovation, as could lighted trails.

The area is close to population centers and provides good ski terrain, although snow conditions in many other parts of Juneau are better due to higher elevations. Costs to light new trails in this area are likely to be less than Eaglecrest since power is available.

- ❑ West Mendenhall Greenbelt. The multiple use trails slated to be developed along the west side of the Mendenhall River could also be lighted for skiing. The area is close to population centers and power sources are available. The chief disadvantage is the lack of good snow in some years.
- ❑ Treadwell Ditch Trail. If this trail were to be substantially improved as envisioned, lighting on part of the trail is also possible. This trail is also close to population centers, and with canopy management, it could accumulate snow through much of the winter. However, the trail is close to level and thus lacks the varied terrain desired by many skiers (although the trail runs adjacent to a few areas where varied terrain is available). Electricity is also generally less available than at Mendenhall Campground, but more available than at Eaglecrest.

Justification

There are no lighted ski trails in the Juneau area, and many skiers have indicated that the short daylight hours in the winter often prevent them from skiing as often as they

would like, especially after work. This project would be a first step toward meeting this need. In Anchorage, lighted ski trails are heavily used and are often considered a major reason for the ever-growing popularity of the sport in that community. To promote nordic skiing as a community sport and family activity, there must be a lighted cross country trail. Juneau has the opportunity, at relatively small expense, to support nordic skiing at a time when many ages of people are attracted to it.

Opinion Toward the Action

Workbook results suggest that many hikers enjoy cross country skiing in the winter, and that lighted ski trails would receive significant public support.

Responsibilities and Timetable

More study of lighting options needs to be conducted. State Parks, the Forest Service, the City/Borough, Eaglecrest, and the Nordic Ski Club should all be involved in this information collection effort, which should take place over the next year.

Funding Options

Construction would most likely be through state grants, although limited funds may come from Nordic Ski Club donations and other local sources.

BUILD A NEW CABIN AT POINT BISHOP (3)

The Action

This project would involve reconstruction of the Point Bishop Camp cabin. The structure was constructed as a CCC era public use cabin in the late 1930's. Upgrading the existing shelter would involve replacing the entire structure from foundation to roof line as originally constructed. The original plans for the structure are kept at the Juneau Ranger District Office. This structure was designed by Linn Forest, who later went on to design the Mendenhall Glacier Visitor Center.

Justification

The location of the cabin on the Point Bishop trail would provide access to hikers and boaters. The Point Bishop Camp cabin, located at the mouth of Taku River, would provide both summer and winter recreational opportunities. The trail is located on the Taku River and would provide for unique photographic, hiking, and sport fishing experiences. Demand for trail and salt water-accessible cabins is high throughout the Juneau area.

Opinion Toward the Action

Hiking, kayaking, fishing and boating enthusiasts support construction of a cabin at the Point Bishop Camp Cabin location. This cabin would serve as a multiple use cabin and appeal to a variety of users. Seventy-nine percent support was given for development of new shore trail in the Workbook. Workbook results also suggest

that backpackers strongly support alternatives that would provide for extended trips. The Point Bishop trail is one of the longest trails in the Juneau area and developing this action would provide an opportunity for extended trips relatively close to downtown Juneau.

Responsibilities

The U.S. Forest Service is responsible for management of the Point Bishop Camp Cabin. Since the mid-sixties this cabin has not received maintenance dollars and is currently unusable for public use.

Timetable

This project would involve replacing the entire structure as originally constructed. The project could be completed in 15 to 30 days depending on the size and experience

of the crew. This project would be ideal as a volunteer Challenge Cost Share project.

Estimated Costs

Cost to complete this project will range from \$25,000 – \$35,000 depending on final design of the structure. Survey and design cost will be approximately one third of the total project cost.

Funding Options

Construction would most likely be funded through federal Capital Investment dollars. Another means of funding the project would be through volunteer and partnership contributions. It may take from three to seven years from the identification of this project for funding to become available through the CIP process.

BUILD A NEW CABIN ON MONTANA CREEK TRAIL (3)

The Action

This project would involve construction of a cabin at the junction of the Montana Creek trail and the Lake Creek trail. The structure would be constructed along a saddle midway between the Montana Creek trailhead and Windfall Lake. A woodshed and outhouse would also be constructed in conjunction with the cabin.

Justification

The location of the cabin on the saddle above Windfall Lake would provide both summer and winter recreational opportunities. The Lake Creek trail provides access to Spaulding Meadows and Windfall Lake for snowmachines. The Spaulding Meadows and Auke Nu trail provide winter recreation for cross country skiers, but because the days are so short there are few extended trips into this area. Presently, the Montana Creek trail has received Survey and Design dollars for reconstruction over the next couple of years. A cabin in this area would be popular among skiers, hikers and snowmachiners.

Opinion Toward the Action

Hiking, skiing, and snowmachine enthusiasts support construction of a cabin at the Montana Creek location. This cabin would serve as a multiple use cabin and appeal to a variety of users. Results in the Alternatives Workbook show that backpackers strongly support alternatives that would provide for extended trips in the

Juneau area. The Montana Creek trail is the longest trail in the area and this action would provide opportunities for such extended trips.

Responsibilities

The U.S. Forest Service is responsible for management of the Spaulding Meadows Complex in which the cabin would be located. The Windfall Lake, Montana Creek, Auk Nu, Spaulding Meadows, and Lake Creek trails would all provide access to this cabin site. All trails have historically been administered by the Forest Service.

Timetable

This project would involve construction of the cabin, woodshed, and outhouse. The project could be completed in 15 to 30 days depending on the size and experience of the crew.

Estimated Costs

Cost to complete this project will range from \$25,000 – \$35,000 depending on final design of the structure. Survey and design cost will be approximately one third of the total project cost.

Funding Options

Construction would most likely be funded through federal Capital Investment dollars. This project would also be ideal as a volunteer Challenge Cost Share project. It may take from three to seven years from the identification of this project for funding to become available through the Capital Investment process. If funding were to become available through the challenge share process, the action might be implemented sooner.



BUILD A NEW CABIN IN MIDDLE BASIN (HEINTZLEMAN RIDGE) (3)

The Action

This project would involve construction of a cabin along the proposed Heintzleman Ridge trail. The cabin would be constructed mid-way between the Heintzleman Ridge trailhead and the Nugget Creek Trail. The cabin and adjoining outhouse would be constructed for use by hikers, cross-country skiers and mountaineers.

Justification

The location of the cabin above the Steep Creek drainage would provide both summer and winter recreational opportunities. The proposed Heintzleman Ridge trail provides access to the alpine area and can be accessed from a variety of routes. The routes up Heintzleman Ridge, Nugget Creek, Vista Creek, and Steep Creek all provide winter recreation for mountaineers and cross-country skiers, but because the days are relatively short there are few extended trips into this area. A cabin in this area would be popular among skiers, hikers, mountaineers, and photographers.

Opinion Toward the Action

Both hiking and skiing enthusiasts support construction of a cabin along the proposed Heintzleman Ridge trail. This cabin would serve as a multiple use cabin and appeal to a variety of users. Results from the Alternatives Workbook show that backpackers strongly support alternatives

that would provide for extended trips in the Juneau area. The proposed route up Heintzleman Ridge to Nugget Creek trail received overwhelming support in favor of this action in the Alternatives Workbook.

Responsibilities

The U.S. Forest Service is responsible for management of the alpine area along the Heintzleman Ridge in the area the cabin would be located. All routes that provide access to the cabin have been historically administered by the U.S. Forest Service.

Timetable

This project would involve construction of a cabin and outhouse. The project could be completed in 15 to 30 days depending on the size and experience of the crew.

Estimated Costs

Cost to complete this project will range from \$25,000 – \$35,000 depending on final design of the structure. Survey and design cost will be approximately one third of the total project cost. Helicopter time, if donated by a local carrier as a volunteer Challenge Cost Share project, could greatly reduce overall project costs.

Funding Options

Construction would most likely be funded through Federal Capital Investment dollars. Another means of funding the project would be through volunteer and

partnership contributions (this project would be ideal as a volunteer Challenge Cost Share project). It may take from three to seven years from the identification of this project for funding to become available through the Capital Investment process.

OTHER TRAIL ACTIONS

This section of the plan presents brief descriptions of the rest of the actions proposed in the plan, arranged alphabetically within categories. The categories of actions are: new trails, trail improvements, cabin development, access protection, use conflict resolution, and cooperative management actions.

No priorities are established among these actions. While lacking the urgency of the twenty-one highest priority actions, all of them have merit and would help to improve the system. If funding can be found, they should be implemented.

NEW TRAIL ACTIONS

Juneau Trail users have shown a great deal of interest in expansion of their trail system. Based on Workbook results, a strong majority of trail users support spending the same amount or more money on developing new trails. In addition to the five new trail actions discussed among the top twenty-one (Heintzleman-Nugget Creek, Salmon Creek-Blackerby Ridge, Sheep Creek to Perseverance, East Mendenhall Lake Shore Trail, and running/skiing trails near Auke Lake), there are several other new trail actions proposed in the plan, as follows:

Auk Nu - Peterson Lake Trail Connection: This action would involve significant wetland planking to provide new looping opportunities. The route would probably receive considerable use, but the cost of development and maintenance place this trail below other new trail options in priority. The terrain is also flat and provides relatively few views out of the timber. The Forest Service would be the lead agency.

Echo ^{Cove} Bay - Davies Creek Loop Trail: This action would create another looping trail. The action involves improving the Davies Creek Trail up the valley, and then creating a new trail up the ridge to the west and returning to Echo Bay down the ridge to the south. This new trail option received the highest ranking of all the possibilities in the Davies Creek/Cowee Creek group. It would be expensive to implement, however, thus making it a lower priority than the top twenty-one. The Forest Service would be

the lead agency on this project.

Mendenhall Campground Trail: In conjunction with new campground development at Mendenhall Glacier by the US Forest Service, a new trail connecting the campground and Dredge Lakes area is planned. The trail would accommodate skiers and runners, connecting the West Glacier Trail with Skater's Cabin, the campground, and the Dredge Lakes trail system (including the Moraine Ecology Trail). The trail would include a long span bridge across the Mendenhall River at the outlet from the lake. Winter snow conditions near the glacier are usually a little better than other low-lying ski trails, thus opening the possibility of increase skiing opportunities. Existing use along the road to the visitor center suggests a high demand for alternate trails in the area. The trail could also eventually connect to Mendenhall River Elementary School and thus provide educational opportunities.

Point Bishop to Point Bridget Trail: The idea of an interconnected trail from Point to Point is both bold and attractive, albeit extremely expensive. Many segments of a potential trail already exist, but there are other segments where connections would be more difficult. The most critical reach is from downtown to the airport. The most common proposal involves a multiple use "coastal trail" on the channel side of Egan Drive. This is an excellent candidate for ISTEPA funding, but falls outside the scope of this plan (it is adjacent to a highway).

Ridge Trail on Douglas Island: This would be a route along the high ridges between Mt. Jumbo and Eaglecrest, possibly starting from the Treadwell Ditch as it bends out of the Fish Creek drainage. The long ridge up Saddle Mountain and across to Mt. Jumbo needs some clearing and marking to be useable, but it could provide a good loop trail/route in the high country. Vistas of Juneau to the north and Admiralty Island to the south are spectacular. All three agencies would need to be involved in this project.

Shore Trail on Douglas Island: This new trail would continue from the end of the North Douglas Highway (at present terminus or at future extension's end) around the perimeter of the island to Douglas. This trail received a high level of support in the workbooks, but would be very difficult to implement. Private land is one major constraint (some portions of the trail would have to climb up 800 feet to avoid it), along with the probable lack of funding for such an extensive project. This project would also require cooperation among all three trail managing agencies.

Windfall - Peterson Lake Trail Connection: This connection from about two miles in on the Peterson Lake trail down the small valley to the north to Windfall Lake would provide good loop trip opportunities. However, the cost of construction and lack of demand for new trails relative to better maintenance of existing trails place this project out of the top priority actions. This is a Forest Service project.

TRAIL IMPROVEMENT ACTIONS

Juneau trail users are strongly interested in improving a number of existing trails in the system. Ninety-nine percent of the respondents to the Workbook noted that the same amount or more money should be spent on trail maintenance, making it the highest trail management priority. In addition to the eight trail improvement actions listed in the "top twenty-one," as well as the "major maintenance" action for six state and city/borough trails, there are several other trails in need of significant improvement efforts. These recommended actions, although of lower priority, include:

Bessie Creek Trail: This action would improve the trail from the highway to its junction with the Yankee Basin Trail. The trailhead may need to be re-routed to avoid private land. Winter ski markers would be placed on trees to provide a route from the Bessie Creek Trailhead to Cowee Creek, thus providing an excellent winter skiing opportunity. The Forest Service would be lead on this project.

Herbert Glacier Trail: This action would improve the existing trail to the glacier and lake. Trail improvements would be crucial for the creation of a new cabin, the most popular cabin proposal based on Workbook results. The trail is presently riddled with drainage problems. The Forest Service would be the lead agency.

Lake Creek Trail: This action would improve the existing winter motorized trail that provides access to the motorized section of Spaulding Meadows. The trail

needs some canopy management to allow greater snow accumulation as well as some treadwork and stump removal. Snow-machine enthusiasts in the area have indicated a willingness to help with these improvements.

Lemon Creek Trail Extension: This action involves extending the Lemon Creek trail to the alpine ridges that lead to the Juneau ice fields. It would also involve re-routing the trail around private lands. If access issues can be resolved, the trail could become an extremely popular route to the ice fields. Over sixty percent of the Workbook respondents supported this action. The Forest Service would be the lead agency.

Montana Creek Trail: Survey and design for the upgrading of this trail are being completed during the summer of 1992. Reconstruction of the trail is planned from the Montana Creek trailhead to Windfall Lake for the following season. The Forest Service has been planning this improvement for some years; when completed it will create the longest trail in the Juneau system. The trail begins at Brotherhood Bridge and ends at Windfall lakes, 16 miles away. The trail also provides access to the Spaulding Meadows area.

Mt. McGinnis Trail: This action involves upgrading the existing route into a trail. The route needs considerable tread work across rock surfaces and up steep slopes. The trail begins at the end of the West Glacier trail and extends to the summit of Mount McGinnis overlooking Mendenhall

Glacier. Over 62 percent of the Workbook respondents supported this alternative. Forest Service would be the lead on the project.

Yankee Basin Trail: Support for improvements on this trail was the highest (73 percent support among Workbook respondents) of any trail improvement action in the north end. Light reconstruction is already planned for the trail by the Forest Service. More significant improvements are recommended for the future.

CABIN DEVELOPMENT ACTIONS

The existing public use cabin system in the Juneau area currently receives more use than it can accommodate. During the "outreach" part of this planning process, users brainstormed over thirty different potential locations for new cabin development. Opportunities for taking extended trips on the Juneau Trail system would certainly be improved by the creation of additional public use cabins.

However, users responding to the Alternatives Workbook were less enthusiastic toward new cabin development in comparison to a number of other trail system improvements. Only about half of all respondents supported some new cabin development; few thought more than one or two cabins in each of the four areas should be developed. While out-of-state trail users or more boating and kayak groups (neither of which were well represented in the workbook sample) would probably be more supportive of cabin development, it is clear that many other trail system needs are higher priorities.

After careful consideration of the variety of cabin proposals and the relative support for cabins in different areas (from the Workbook), a total of ten new cabin actions are thus proposed. Four of the cabins (Point Bridget, Point Bishop, Montana Creek, and Heintzleman Ridge) have been discussed in greater detail in the "top twenty-one" section. The remaining six cabins are discussed below.

Davies Creek Cabin. This cabin would be located on the currently existing route in

the north end if that route were improved. USFS would be the lead.

Herbert Glacier Cabin. This cabin was heavily supported in the Workbook; depending upon the use seen at a similar cabin at Eagle Glacier, this one may also be constructed. USFS would be lead agency.

Mount Jumbo Cabin. This cabin is proposed for the ridge area behind Mount Jumbo. USFS would have the lead on this project.

Mount Stewart Cabin. This cabin is proposed for the ridge area near Mt. Stewart on Douglas Island. USFS would have the lead on this project.

Treadwell Ditchtender's Cabin Reconstruction. This existing cabin on the Treadwell Ditch Trail is currently unsuitable for public use. USFS would lead on this rehabilitation project.

Yankee Basin Cabin. This cabin would provide another destination to facilitate extended trips in the north end. The cabin project would be led by USFS.

Issues

There are several issues that relate to cabin placement, size, and function that need to be considered in developing any of these cabin projects. These issues, as discussed briefly below, should be explored fully during the "step-down" planning that

occurs prior to the construction of these projects.

- Cabins will be constructed to be screened by the natural surroundings and not dominate the landscape.
- Adverse environmental impacts at the site will be minimized or mitigated.
- Sanitation facilities will be made available to minimize impacts on water quality.
- Cabins will be constructed so they can be utilized through most of the year.
- Flight zones to cabins in beach or alpine areas may need to be controlled to minimize user conflicts.
- Trails to cabins need to be brought up to standard prior to cabin construction.
- A maintenance plan needs to be developed prior to cabin construction.

Among cabin users, there is a clear preference for single party cabins over multi-party cabins and concessionaire-operated lodges. Accordingly, the current proposals are all planned as single-party cabins. However, workbook results suggest that multiple-party cabins might also see substantial use and these types of cabins should be considered for cabin projects in the more distant future.

It is the policy of all three agencies to maintain access to commonly used trails as described by the maps, tables, and appendices to this plan. Over 90 percent of the Workbook respondents said that agencies should spend the same or more money protecting access, suggesting this is an important issue to many trail users. The following is a list of trails with known access issues that deserve specific attention.

Amalga Salt Chuck / Horse Tram Trail: Some of this access problem would be addressed by parking improvements from Peterson Creek to Eagle River described previously (see page 25). However, more information is necessary about land status and alternative ways to provide access through or around the private property north of the salt lagoon which is the terminus of Peterson Creek. The old Tram Trail from Eagle River to Eagle Harbor is still useable all the way to the ocean, but the ocean end crosses private property. State Parks and Juneau Parks and Recreation will need to cooperatively work on this issue.

Bessie Creek Trail: The existing old roadbed, which forms the trail from the Glacier Highway on the north side of the creek, crosses private lands. Easement options should be researched, or the trail could be re-routed around the private land. This is a Forest Service trail and they should lead the effort.

Boy Scout Beach Trail: The road to this trailhead is not accepted by any public

agency as a maintained road. This causes problems (especially in the winter) when hikers and skiers wish to drive to the trailhead parking lot about one-half mile off the Glacier Highway. The parked cars along the road interfere with plowing to several private residences. The road to the trailhead is not plowed all the way in the winter, nor could it be plowed in its existing condition. An agency or agencies will need to take responsibility for these problems. In addition to trailhead access problems, a clear public easement from the trailhead to the beach may also be needed.

Davies Creek Trail: Private property appears to block legal access to this trail. The land trade between Gold Belt and the Forest Service may solve this problem. Land status should be researched and resolved.

Heintzleman Ridge Access Trail near the Department of Transportation (DOT): Hikers tend to park on the highway shoulder at this trailhead rather than at the nearby DOT parking lot, creating a safety hazard. There is also some question about land ownership between DOT and the Forest Service boundary, which may be part of the Mental Health lands. One possible solution is to re-route the trail so it begins within the DOT parking lot, making sure there is a motor vehicle barricade in the fence such as the one on Salmon Creek Trail. State Parks, DOT, and Forest Service need to work cooperatively on this issue.

Joe Juneau Trail: Land status for this route

should be checked; this historical trail probably crosses private lands. If the AJ Mine is re-opened, the route across Sheep Creek may need to be modified to avoid the new dam. Echo Bay Mines has proposed constructing a new "Joe Juneau Trail" as mitigation for loss of recreation in the Sheep Creek valley if the mining development project goes forward. State Parks would be lead agency on this issue.

Lemon Creek Trail: The existing trail and road up Lemon Creek crosses numerous private properties. Land status needs to be researched, and a proposed easement will have to be dedicated before any public funds can be spent on this access. The trail to Forest Service lands would provide excellent opportunities for glacier travel as well as beautiful views within the valley itself. Forest Service would be lead agency on this issue.

Conflicts between different types of recreation users are often among the most difficult issues faced by recreation managers. Researchers suggest that conflicts arise because one activity interferes with the goals of another, and they have documented the problem in numerous settings between numerous groups, including backpackers and horsepackers, cross country skiers and snowmobilers, sailboaters and powerboaters, rafters and jetboaters, and hikers and ORV users.

A great deal of research has explored the characteristics and solutions to use conflicts. At least three important ideas have emerged from this research:

- ❑ In general, use conflicts are one-sided: one group feels the activities of another group interferes with their goals, while the other group has no particular complaint with the first.
- ❑ Conflict is a function of individuals' perceptions and interpretations of other recreationists' activities, and not necessarily the objective changes in the environment caused by an activity.
- ❑ Successful conflict resolution generally involves spatial or temporal zoning. Conflicts come from complex mixes of individuals beliefs, attitudes, and perceptions, and efforts to modify those have met with only limited success. While education programs may offer some hope when the causes of conflict are clearly understood, in many more cases the uses are simply incompatible.

Public participation during the Juneau Trails planning process (at public meetings, in outreach discussions, and from results in the Alternatives Workbook) suggests that there are some use conflicts on Juneau's trails – chiefly between hikers and mountain bikers and in some cases between cross country skiers and snowmachiners – but that these are not significant on most trails for most users. Accordingly, this plan suggests few changes to existing use restrictions which appear to be effective at minimizing the most significant user conflicts. Specific recommendations in the plan are briefly described below:

Off-Road Motorized Use

This plan re-endorses the Forest Service off-road motorized use plan developed through extensive public involvement in the mid-1980's, as well as the State Parks restrictions on motorized use on its designated trails. Users interested in the specific regulations and areas where they apply should consult those agencies' plans and regulations. In general, however, these restrictions define three major motorized use areas: the south side of the Dredge Lakes area in Mendenhall Valley for year-round motorized use, the north and east side of Spaulding Meadows (with access via Lake Creek) for winter use, and the area above Douglas from Kowee Creek to Lawson Creek and onto the slopes of Mount Jumbo for winter use. All other clearly recognized USFS and State trails are for non-motorized use only.

Mountain Bike Use

This plan generally re-endorses current restrictions on mountain bike use, with the exception of the proposal to open the Perseverance Trail to bikes and institute the new "yield" regulation. Mountain bike users should consult individual agencies to learn the details of any restrictions, but in general bikes are allowed on city trails and Forest Service trails outside of the Mendenhall Recreation Area while they are generally not permitted on State Parks' trails. The Forest Service is also considering reviewing its mountain biking restrictions in the Mendenhall Recreation Area, although closures remain in effect in the interim. All agencies are interested in providing biking opportunities, but want to ensure that trail damage and social impacts are minimized.

Horse Use

Restrictions on horse use (see individual agencies for the details of these restrictions) are currently based on tread damage and potential trail conflicts with other users. In general, this plan continues to endorse the concept of keeping horses and other uses separate for those reasons. As a result, there is a need to provide bridal trail connections between the Mendenhall tidelands and other commonly-used riding areas in the upper valley. This plan re-endorses the West Mendenhall Valley Greenbelt Plan to provide a separate bridal trail to meet this need.

COOPERATIVE MANAGEMENT ACTIONS

Most trail users in the Juneau area do not distinguish between managing agencies and probably have little interest in the specific ways governmental agencies divide up the trails or various trail responsibilities. They are interested in the system and the on-the-ground improvements to that system, not the agencies whose job it is to manage them. One of the chief motivations for this cooperative planning effort stems from this public sentiment. The three agencies recognize that what gets done is often of greater consequence than who does it or gets credit for it.

During the course of the planning process, the agencies have considered a number of actions that could be cooperatively implemented to further the goals of the Juneau trail system. In addition to the annual public and agency meetings and the creation of a non-profit trails coalition (see pages 27 and 35, respectively), the following actions are also proposed if funding for them can be found.

❑ **Specific trail projects often require cooperative planning and implementation.** Examples include the Treadwell Ditch improvements (which would certainly involve the Forest Service and State Parks, and could include the City/Borough as well) or the parking improvements on the Glacier Highway. Cooperative agreements should be developed whenever there is a trail project which requires assistance from more than one agency. Other potential cooperators include other state or federal agencies,

trail user groups, or even private groups such as native corporations or tourism businesses.

- ❑ **A cooperative newsletter that reports on trails issues and agency planning or implementation efforts is another cooperative venture that would be useful at establishing better contact between the agencies and the public.** The quarterly newsletter developed during the planning process has been well received and should be continued on a biannual basis if funding allows.
- ❑ **A cooperative brochure and map of the Juneau trail system might be useful to trail users and will help disseminate information learned about Juneau's trails during the planning process.** Although there are two existing books on trails in the Juneau area (one by USFS, the other by Mary Lou King and the Taku Conservation Society), the brochures/maps would provide a smaller but comprehensive version of the system in one easy-to-use document.
- ❑ **A cooperative trail maintenance crew could attend to trail maintenance needs across land ownership boundaries.** This crew might best be funded through a trails non-profit organization (see page 35).
- ❑ **An Adopt-A-Trail program would allow trail organizations or user groups to maintain trails or segments of trails**

for which agencies lack funding. This also might be best administered through a trails non-profit organization.

- ❑ **Create a Juneau Trails Pass to collect user fees to help pay for trail system improvements.** While it is unlikely that fees could be imposed on users by the three agencies, it is possible that a non-profit organization could establish a voluntary trail fee system that could be used to pay for trail maintenance. Workbook results suggest Juneau trail users might be amenable to paying such fees, and substantial revenues could be raised. A pass system such as this has been relatively successful among skiers in the Anchorage area and has led to improved ski trails and grooming.
- ❑ **Create a Watchable Wildlife or other interpretive/educational programs.** "Watchable wildlife" is a new and growing program within many resource management agencies. It refers to providing interpretation and facilities associated with wildlife viewing. Because wildlife also fails to recognize administrative boundaries, watchable wildlife programs provide excellent opportunities for cooperative projects. Similarly, other interpretation or education programs should be developed among multiple agencies to avoid duplication and improve quality.

Appendix: Short Access Trails

The following is a list, by area, of short access trails which were too short to effectively show on the maps of existing trails. These are commonly used trails, although some may have access issues in need of resolving. In many cases, these "trails" are little more than scrambles from the road to a fishing area or beach. Their lack of length, however, does not necessarily indicate a lack of public use or interest. They are listed as a way of recognizing their value, and to show trail managing agency support for the maintenance and protection of public use upon them. For more information about the locations of these trails, readers are urged to consult 90 Short Walks Around Juneau, by Mary Lou King.

Douglas Island and Downtown Juneau

Douglas Beach
Five Mile Creek
Fish Creek Mouth
Nine Mile Creek
Nine Mile Creek Mouth
False Outer Point
Snowslide Creek
Sheep Creek Tidelands

Mendenhall Valley

Mendenhall Peninsula Wetlands
Smuggler's Cove
Ann Coleman Road
Auke Nu Beach
Tolch Rock Trail
Indian Point Trail

North End

Minnie Field Home
Rocky Point
North Tee Harbor
South Tee Harbor
Eagle River Mouth
Favorite Channel
Pearl Harbor
Perched Rock Cove
Sunshine Cove
Hidden Lake Trail
South Bridget Cove