

Kenai Winter Access DEIS Workshops

Anchorage, May 2; Moose Pass, May 3; Soldotna, May 4; Cooper Landing, May 6

PARTICIPANTS' KEY POINTS

Each workshop concluded with a “key point” go-around among workshop participants. Each participant was invited to share with the full workshop a key point, summarized in a few sentences or less. That key point might be a DEIS improvement or recommended action, a concern, or a lesson learned. Some participants offered a “ditto” to previous key points.

The key points are featured here as they were recorded on overhead transparencies or a notepad in their order of presentation. I have assembled this “key points” list from the overheads and notepad. Any errors are unintended and mine alone.

Respectfully submitted,
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From the Anchorage workshop, 02 May

1. Remember that public lands on the Kenai Peninsula are multiple use.
2. When making decisions, don't just base them on motorized versus non-motorized use. Also consider wildlife and habitat.
3. The Proposed Action should include Snow River as a non-motorized area. There should not be heli-skiing in the Snow River and Ptarmigan areas.
4. Do not close Summit Lake to motorized activity.
5. Ditto number 4.
6. Alternative 1 is the best option. It seems more balanced. Ditto number 3 about Snow River.
7. The A/B seasons are not a good idea. A/B seasons are limited by snowfall. Leave areas open. Have motorized and non-motorized corridors.

From the Moose Pass workshop, 03 May

1. It is not wise to establish corridors without monitoring and adjustment.
2. The Proposed Action and DEIS look good.
3. The Snow River area—North and South Forks—should be designated even/odd years for motorized and non-motorized, paired with Resurrection (opposite).
4. There should be motorized corridors in Summit. It is not OK to connect areas via the highway. A motorized route is not feasible.
5. There should be additional non-motorized terrain in the Seward area, i.e., Snow River.
6. I support Alternative 1.
7. I support Summit Lake area monitoring.
8. I support Alternative 1.
9. Remove heli-skiing from the exploratory areas.

10. The Trail River campground should be open to motorized use. Put a non-motorized trail up over the hill. If there is motorized only at Johnson Pass there would be no access to Summit Lake Lodge.
11. Thank to everyone for the good work.
12. I support Alternative 1 and recommend improved signage.
13. I support Alternative 1 including Snow River. Enforcement is needed.
14. I support the Proposed Action except for Snow River. Snow River should be paired and alternated with Resurrection. Heli-skiing should be eliminated in the Snow River area.
15. We should head in a new way, regardless of colors on a map. Enforcement is a challenge. Community support is needed.
16. I support the Proposed Action.
17. I support Alternative 1. Close Snow River to motorized use and access and to heli-skiing.
18. Close Snow River to motorized access and use and prohibit heli-skiing there.
19. I support Alternative 1, particularly Snow River. West Resurrection is not a significant areas for skiing. Moose Pass makes a good case for Carter-Crescent. The Summit area provides world class skiing. I am concerned about corridors and enforcement.
20. I support the Proposed Action. Plans for the Summit area and Snow River area could be tweaked. Carter-Crescent is near and dear to Moose Pass.
21. Don't take Carter-Crescent out of the mix. Resurrection needs to be balanced with another area, like Snow River. Corridors need to be policed. The north end of Snow River would be accessible in all years.
22. Leave Carter-Crescent as it is. Close Johns Creek and Quartz Creek to motorized use.
23. I support a melding of the Proposed Action and Alternative 1, particularly in the Summit Lake area.
24. This is good feedback for the KWA team; people have wrestled with many issues.
25. I am resistant to more compromise. We have has many meetings. Let's get this done.

From the Soldotna workshop, 04 May

1. Make the boundaries easy to enforce. Use prominent geographic features.
2. We all need to get along. No areas should be closed to anyone. We've got to do something.
3. Resurrection should not be closed to motorized use on February 15. A lot of the area is not being used.
4. Habitat and wildlife values need to be considered along with other factors. Winter activity can harm wildlife, e.g., West Resurrection.
5. I support the No Action approach to Resurrection and West Resurrection. Groomed trails benefit everyone. Trail groups can help.
6. Resurrection could be designated as a half-year swap where in one year motorized use would take place in the first half and non-motorized in the second half. This order would be reversed the next year.
7. The key issue is access. Corridors are essential to provide access to areas.
8. Access is the priority. I like the alternate year concept. The South Fork of Snow River and Resurrection should be accessible to snowmachines in alternate years.
9. Expand and improve the parking lot up Snug Harbor Road to ease congestion. Work with the Borough on this.
10. Access is needed through closed areas...corridors to the back country.
11. I am impressed with the quality of the Soldotna participants' work.

12. Thanks for the great work.
13. Look at wildlife impacts.
14. Look at implementing Resurrection and Carter-Crescent paired for alternate years; Alternative 1.
15. Good input...thanks...the decision has not been made.

From the Cooper Landing workshop, 06 May

1. I support the Proposed Action. We need to help the local economy.
2. Alternative 1 seems more balanced for both motorized and non-motorized. Would like to see positive economic impacts. Rebalance Carter-Crescent for both uses. A fair distribution is needed. Remove heli-skiing.
3. There should be better display and documentation of moose habitat. Look at impacts on moose of both winter and summer motorized activity. Look at the BLM study of the Artic Man's impact on moose. I like the separation. Rebalance Carter-Crescent.
4. Thank you, CNF, for revisiting this situation. Take the access corridor at Summit to State land...from Tern Lake to Upper Summit Lake on the east side.
5. I prefer Alternative 1 but the Proposed Action meets my expectations for more land allocation for non-motorized. The Proposed Action will increase user conflict, even though reduction is a goal. The west side of Summit should be closed to motorized. That should be enforceable. There should be shared use in the Summit area overall. Perhaps one or two mountains could be designated for high marking.
6. We are becoming a more and more regulated society. That discourages the public from participating. If you are going to regulate, the Proposed Action seems OK. The moose will survive.