

# Kenai Winter Access Collaborative Learning Workshop Maps

Anchorage Workshop: March 30, 2005

6 maps total, ANC-1 to ANC-6

## ANC-1:

### Key Points:

- Core community snowmachining area at Carter-Crescent including Trail Lake Campground
- Skiers wanted large contiguous areas as more valuable, easier to police, easier for users to understand, higher value experience.
- Link existing non-motorized areas; recognize Iditarod Historic Trail corridor;
- New [nonmotorized] area – North Fork Snow River north to Railroad tracks; highway to headwaters
  - a. Destination area – multiple and day use; alpine quality
  - b. Concerns about Grant Lake but can accept rest.
- Large contiguous areas for motorized and nonmotorized.
- Trade out Green area at the Cooper Landing “Y” Junction to motorized for nonmotorized area from Colorado Creek to Donalds Creek (?) (near the Hope turnoff) [See map].
- Lost Lake East – probably go to Seward [for motorized use] – discussion point, giving up – not fighting it - economic value for Seward.
- Non-motorized extension to Upper Russian Lakes.
- We didn’t like time-share – too complicated; can’t remember; washboard issue; hard to achieve equity.
- Lost Lake West and Resurrection Pass Trail
  - Time share system with Lost Lake West, or “Cooper Lake Uplands”, area and Resurrection Pass Trail; Lost Lake West – odd years for motorized, even years for nonmotorized; Resurrection Pass Trail – odd years for nonmotorized, even years for motorized.
  - Lost Lake Area important to Seward; Res. Pass important to Central Kenai Peninsula; Res. Pass closed later in year (for wildlife).
- Odd/even year swaps easier to remember, easier to enforce, keep it simple, month-to-month is too complicated, hard to keep track of and enforce, with big enough area – snow averaging.
- Proposed new motorized closure Ptarmigan/Snow River – maybe timeshare with Grant Lake.
- Core use areas: not shared – Carter-Crescent (motorized); Mills Creek/Johnson Pass (new nonmotorized).
- Swap green areas west of Summit Lake to create contiguous nonmotorized areas.
- Green areas at junction (Cooper Landing) make motorized. Take green area north extend S. to Colorado Cr. N.
- Create this: Citizen Review for signing: Note: Law Enforcement signing 1) Russian Lake – takes too much time to read/understand. Create simpler version. Spend the money on signing and law enforcement (versus trails).

- Trail construction: 1. Route thru to N. Fork Snow (not summer trail tread); 2. Old route Ptarmigan – Loop.
- We think (1) enough to share in space without time share; (2) money should be spent on enforcement and signage; need a citizen review committee for signs; (3) Bruce thinks a non-motorized trail to Crescent Lake would be valuable. Key is big blocks of space – not many little areas.

## ANC-2

### Key Points:

- Signage, education, pamphlets on motorized/nonmotorized boundaries is needed. Maybe education workshops.
- Make cross-country ski trail through Lost Lake – a parallel trail; USFS partnership with ski or snowmachine club or community club; grooming equipment needed; more access to skiers who want to go through Lost Lake terrain; may or may not be a safety issue on Lost Lake Trail.
- Resurrection Pass Trail – seasonal use of trail as present (Feb. 15 swap) but switch the type of use every other year. For example, year 2000 – before 2/15 motorized, after 2/15 nonmotorized; year 2001 – before 2/15 nonmotorized, after 2/15 motorized; year 2002 – before 2/15 motorized, after 2/15 nonmotorized, etc. Trapper and hunters who are not qualified subsistence users may not be able to trap when they want; subsistence permit issue; scenario allows all user groups to experience all conditions.
- Resurrection Pass Trail – other seasonal scenario: December 1-15 (motorized); December 15-30 (nonmotorized); January 1-15 (motorized); January 15-30 (nonmotorized), etc.
- Extend Russian River non-motorized to [Russian Lakes] cabin on N. side of lake. Trappers and hunters would be displaced; trade a nonmotorized area and make it motorized; Keep Russian River Campground access open in winter to allow access; large block of nonmotorized; allows skiers to have a nonmotorized experience to Russian Lakes Cabin and Aspen Flats Cabin.
- Keep campground at Ptarmigan Lake plowed year-round – maybe local resident won't want it plowed; skiers and snowmachiners would benefit; opens up access to Ptarmigan Lake.
- Allow snowmachiners on corridor next to Seward Highway between Summit Lake and Moose Pass. Old Sterling access along route to Tern Lake open in winter – put in parking and rest site. Moose Pass residents benefit; traditional and common use corridor.
- Access to Mills Creek on South side for skiers with a parking lot at Trail Lake Hatchery so conceivable skiers could ski from Summit Lake to Trail Lake via Mills Creek. Provides access for nonmotorized users to Mills Creek.
- Keep Summit Lake Lodge parking lot to campground plowed to base of ski hill.
- Carter-Crescent Lake area – split Crescent Lake, east side for snowmachines, west side for nonmotorized, east side restrict motorized 500' up slopes for sheep habitat; nonmotorized access from Cooper Landing area; nonmotorized on south side of Crescent Lake, motorized on north side of Crescent Lake (1/2 of it, the east 1/2).

### ANC-3

#### Key Points:

- Swap like areas for like areas annually [to motorized and nonmotorized uses];
- Swap Lost Lake area and Resurrection Pass area annually as these are high value areas;
- Swap Carter-Crescent Lakes and North Fork Snow River area annually as these are moderate or medium value areas;
- Try this for 4 years to see if it works – do this as a pilot program or model.
- Monitor trailheads, collect data.
- The users of the areas are the enforcers [of regulations].

### ANC-4

#### Key Points:

- Resurrection Pass – alternating season Spring/Fall for motorized and nonmotorized (Feb. 15 date).
- Summit Lake Motorized corridor from Moose Pass and along the Old Sterling Highway.
- Carter-Crescent – new nonmotorized trail from the Trail River Campground; new cabin at Carter Lake; separate access trails to Carter Lake; establish snowmachine speed limits on Carter Lake Trail; snowmachine elevation limits; highly managed area for multiple uses – more enforcement and signing.
- Open Trail Lake Campground to winter motorized use.
- Motorized corridor into N. Fork Snow River area.
- Improve Nordic skiing opportunities at Long Lake and Grayling Lake areas.
- Establish Mt. Adair trail for multiple use and a cabin in the Mt. Adair area.
- Expand nonmotorized area west of Cooper Lake to the Russian River but keep a motorized corridor from Snug Harbor Road to the Russian Lakes cabin.
- Multiple-use winter recreation area at the end of Snug Harbor Road/Rainbow Lake area.
- Tern Lake to Crescent Trailhead reserved for Nordic and cross-country skiing.
- New trail east of Moose Pass for nonmotorized use “Paradise Loop”.

### ANC-5

#### Key Points:

- Resurrection Pass – yearly swap for motorized and nonmotorized.
- Johnson Pass remains as is.
- Extend motorized closure to both sides of highway at Summit Lake to consolidate the green areas for nonmotorized use (in return for Johnson Pass).
- Extend lower Russian Lakes nonmotorized to get to Upper Russian Lakes.

- Carter-Crescent area remains open area with speed or horsepower limits for snowmachines; family scene; look at 2-stroke vs. 4-strokes (experimental).
- Lost Lake Area popular for snowmachines for Seward – close South Fork Snow River [to motorized] for balance.

## ANC-6

### Key Points:

#### OPTION A: Year on/Year off Rotation

- Quality areas – Resurrection Pass; Carter-Crescent; S. Fork Snow River; Johnson Pass; Lost Lake East; East Moose Pass [either close to motorized or put in year on/year off rotation].
- Criteria: Rotate to give spectrum of high quality recreation opportunity – backcountry day-use; proximity to communities; terrain; area is nullified near roads in regards to noise pollution.
- Makes is easier for all users and to enforce.
- Pilot program – monitor by the Forest Service to look at impacts and conflicts.
- 4 areas rated on a scale of 1-10 with 10 as the highest value, for instance:
  - S. Fork Snow River – value 7-8
  - Lost Lake – value 9-10
  - Res. Pass – value 10
  - Carter-Crescent – value 7-8
- Annual swap between like valued properties.
- High value to both user groups.
- Swap years/access of equal value so....
  - One year motorized: S. Fork Snow River and Res. Pass
  - One year nonmotorized: Carter-Crescent and Lost Lake
  - And swap the next year.
- Extend Russian Lake to upper Russian Lakes consistent with Brown Bear Core as nonmotorized all season.
- Extend Manitoba closure to include lands south on both sides of road – Colorado Creek, Summit, Fresno, Mills, Quartz Creek, Canyon Creek (i.e., Megatoba). Could have motorized use around Summit Lake.
- Potentially close or year on/year off east of Moose Pass (includes Ptarmigan Lakes and Victor Creek).

#### OPTION B: Seasonal Rotation – 2 dimension split

- Same as above but split the season and switch annually for the following areas: Res. Pass, Lost Lake, Johnson Pass, Snow River S/N, and Carter-Crescent.
- Split season is complicated because 2<sup>nd</sup> part of season is best and the tracks of both users take away from experience.

