

McGrath Community Trails Plan

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Executive Summary

The McGrath Community Trail Plan was developed by residents with the help of the National Park Service Alaska Rivers, Trails, and Conservation Assistance Program (RTCA). The plan establishes a vision for a rural trail system that would enhance quality of life, improve access to recreation and subsistence resources, and spur economic opportunities for McGrath. To help accomplish these goals, the plan identifies and prioritizes 13 trails in the McGrath area based on six equally-weighted criteria: year-round diverse recreation, scenic value, access for subsistence resources, connections and loops, easy opportunities and cost, and health and education opportunities.



The trails in this plan mostly represent existing informal and formal trails that need minor improvements to become more viable. In a few cases, the plan outlines a concept for breaking new ground. Each trail describes the existing condition, the proposed condition, and proposed steps for implementation. The plan also presents an outline of Trail Management Objectives for different trail uses, and includes a short explanation of cost estimates.

RTCA helped the City of McGrath complete an assessment of existing conditions, gather basic GPX data, and create a ranking system. The McGrath Trail Committee ranked close-to-town opportunities highest, as these trails present opportunities for regular exercise, recreation, education, and subsistence. While many of these trail concepts could be accomplished short-term, some of the long distance trails are larger projects that require a more intensive amount of planning and resources. The ranking in this plan is a tool to help the City of McGrath prioritize which trail they work on first, and is flexible based on community feedback and the objectives of land managers.

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1 INTRODUCTION

The McGrath Community Trail Plan establishes a vision for a rural trail system that would enhance quality of life, improve access to recreation and subsistence resources, and spur economic opportunities for the local community, within the unique and beautiful interior Alaska landscape.

In order to achieve this, a community-driven trail committee coordinated with the City of McGrath, MTNT, Ltd. Native Corporation, Doyon Limited Native Corporation, the State of Alaska, private land owners, and residents. Continued communication between these agencies and the trail committee will be critical to implement new trail projects and establish a maintenance framework.

Background

McGrath exists in part because of the Kuskokwim River and the Iditarod Trail, two arteries that brought people of diverse cultures to the area for seasonal trade and gatherings. The history of McGrath saw several spikes and drops in population. According to the U.S. Census Bureau, the population has been in steady decline since 1990 and is estimated to be 346 in 2018.

The 2013 McGrath Comprehensive Plan names a goal for the town to have “a transportation system with well-maintained roads and trails and affordable options to travel by plane or boat.” Motorized recreation is popular in the community, including boating, snowmachines, and ATVs, which residents also use for subsistence hunting, fishing, and gathering in summer and winter. In summer, the Kuskokwim limits access to nearby communities of Nikolai, Telida, and Takotna. Residents notice that winter arriving later to interior Alaska limits travel to these nearby communities until the river freezes. An expanded trail system could eventually connect the four communities year-round for added economic and social benefits.

Location

McGrath is located deep in the interior of Alaska, 221 miles northwest of Anchorage and 269 miles southwest of Fairbanks. The most developed land within the city limits is situated on an inside meander, on the northwest bank of the Kuskowim River, in a floodplain, and is nearly encircled by the river. There are no road connections to McGrath, but approximately 30 miles of local roads used by pedestrians, ATVs, snowmachines, cars, and trucks.



Vision

McGrath develops an expanded community trail system that connects all residents and visitors to diverse recreational opportunities, beautiful natural landscapes, and traditional activities.

Goal 1

McGrath is connected to the surrounding area through summer and winter motorized and non-motorized trails that offer a variety of recreational opportunities.

- Develop a winter trail system that may differ from the summer trail system
- Trail opportunities exist in McGrath and link to the surrounding communities
- The trail system is used to promote outdoor recreation and a healthy McGrath
- McGrath youth have events and activities connected to the trail system
- Trails connect to new scenery and topography
- There are opportunities for ATVs, snowmachines, dog mushing, Nordic skiing, fat tire bikes, bicycles, walkers and runners, and other outdoor recreation activities
- Trail management objectives are developed for each trail
- The trail system encourages tourism and employment
- Solitude and wilderness values are considered
- Loop trails and connections are considered wherever possible

- Water trails and water trail connections to the terra trail system are considered.
- Informal trail connections are considered

Goal 2

There is clear and engaging signage, wayfinding, interpretation, and web-based information to promote access, efficiency, safety, and education.

- Trails are used for outdoor learning and education
- Local natural history interpretation is integrated into the trail system
- Trail system encourages residents to appreciate outdoor resources
- Maps of the trail system are current, correct, and available

Goal 3

The trail system is safe, sustainable, and maintained.

- Trails are safe
- Funding for development and maintenance are pursued

Goal 4

The trail system respects landowners and access for traditional uses

- Trail system promotes respect of the land
- State land transfers are considered
- Firewood access is considered

Existing Condition

CURRENT LAND STATUS

Most 17(b) easements are reserved to allow the public to cross private property to reach public lands and major waterways. Using 17(b) easements does not allow the public to use the private lands these easements cross.

(dnr.alaska.gov/mlw/trails/17b/)

The uses allowed on a 25-foot-wide trail easement are travel by: foot, dogsleds, animals, snowmobiles, two- and three-wheeled offhighway vehicles; and small all-terrain vehicles (less than 3,000 lbs. gross vehicle weight).

The uses allowed on a 50-foot-wide trail easement are those allowed for a 25-foot trail plus large all-terrain vehicles (more than 3,000 lbs. gross vehicle weight), tracked vehicles, and four-wheel-drive vehicles.

The uses allowed on a 60-foot-wide road easement are those allowed for 25- and 50-foot trails plus automobiles and trucks.

17(b) Easements Near McGrath



- Trail – Destination Farewell to McGrath – Land Owner MTNT LTD – Easement Id No. 10 C1 D9
- Trail – Destination Kuskokwim River – Land Owner Doyon - Easement Id No. 9 C1
- Trail – Destination Kuskokwim River – Land Owner MTNT LTD –Easement Id No. 8 D9
- Trail – Destination Appel Mountains – Land Owner MTNT LTD – Easement Id No. 27 C3 D9
- Trail – Destination Takotna to McGrath – Land Owner MTNT LTD - Easement Id No. 20 C1 C3 D9
- Trail – Destination Iditarod Trail to Ophir – Land Owner Doyon - Easement Id No. 5 D9
- Road – Kuskokwim River – Land Owner MTNT LTD - Easement Id No. 47 C4

Existing Trails

Iditarod National Historic Trail - The Iditarod Trail is the only winter trail in the National Trails System and the only congressionally-designated National Historic Trail in Alaska. The winter trail is marked to Nikolai (50 miles) and Takotna (20 miles).

Existing ATV Trails of Anderson Street, Candle Street and Cranberry Ridge Road are all future access for McGrath subdivisions. Existing ATV Trails to the north are used for subsistence and lake access, some trail maintenance or improvements may be desired in the future.



Relevant Plans

City of McGrath Long Range Transportation Plan - Planning Commission - December 1989 - While not part of the the trail plan at this time there was a plan for a bike trail, and to commit "two (2) acres in Anderson Park between the baseball field and the swimming hole pending approval of the final plans, for this purpose."

PARTNERS

- City of McGrath
- MTNT, Ltd.
- Alaska Department of Natural Resources (DNR)
- Doyon Limited
- Natural Resource Conservation Service (NRCS)
- U.S. Fish and Wildlife Service (USFWS)
- Bureau of Land Management (BLM)
- McGrath Light and Power
- McGrath Trailblazers
- Tochak Historical Society
- Iditarod Area School District
- Iditarod Historic Trail Alliance

Survey

The City of McGrath mailed a survey about trail use and preferences to everyone who receives a city bill. There were 15 responses, attached in Appendix A.

Open Public Input

October 4, 2017: Breakfast Club presentation on the beginning of trail planning.

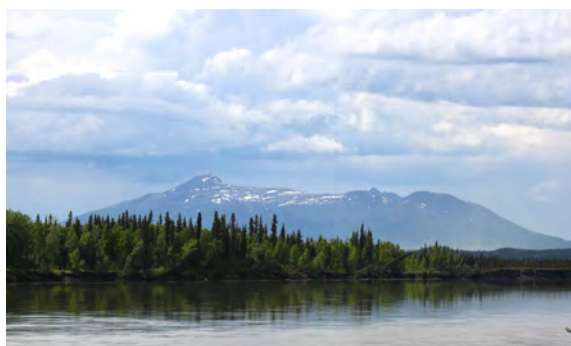
June 7th, 2018: Breakfast Club presentation and update on existing conditions

2 Trail Plan Development

Control Points

Trails should lead users toward positive control points, like a scenic lookout, and away from negative control points, like an area of private property. Below are the McGrath Trail Committees identified control points.

+	-
<ul style="list-style-type: none"> • Lake at the end of the road • Noir Hill • Kuskokwim River • Nearby communities • Old Father's Day Road Beach 	<ul style="list-style-type: none"> • Dusty main road • Wetlands • Private land



View across the Kuskokwim River near town.

Selection Criteria

The goal of applying selection criteria to rank trails in the McGrath area is to assess the full list of trail proposals, and objectively decide which trail projects McGrath should focus on in this plan.

Through the evaluation and ranking process, 13 priority trail proposals were identified as the focus of this trails plan and are described in detail in this section. Each criteria category is weighted equally.

YEAR-ROUND DIVERSE RECREATION

- Will the trail be passable in all seasons?
- Is the trail near a body of water?

SCENIC VALUE

- Does the trail offer areas where people can rest and enjoy a view?

ACCESS FOR SUBSISTENCE RESOURCES

- Will it help people access subsistence resources?

CONNECTIONS & LOOPS

- Does it connect existing trail systems or social trails?
- Can the trail offer a 5k or 10k loop option?

EASY OPPORTUNITIES & COST

- Do we have a legal easement?
- How easy is it to get to the trail?
- Is it economically feasible?
- Does the trailhead offer enough room for parking (for races and special events)

HEALTH & EDUCATION OPPORTUNITIES

- Does the trail provide opportunities for people to learn about subsistence, natural, or cultural resources?
- Is the trail easy for the school to access?
- Is the trail friendly to beginners?
- Will the trail take about 30 minutes to walk (about 1.5 miles)?

1. LAKE TRAIL REC AREA

Existing

This 2.1 mile trail was put in by locals as access to the lake for recreation use, leading southeast from the end of the main road to a scenic lake area. It is passable by UTV/ATV and personal trucks. The end of the trail has a pit toilet and an undeveloped open area for recreation activities.

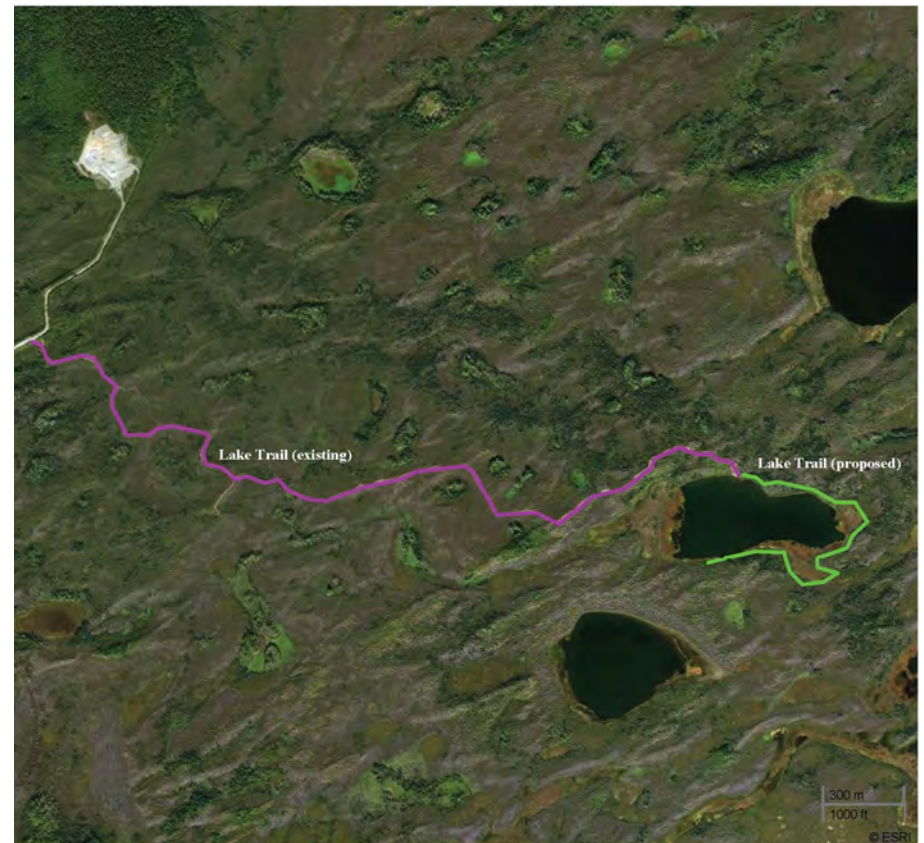
Proposed

At the lake, there could be a more developed day use area that includes a netted gazebo area, barbecue, fire pit, picnic tables, life jacket station, and a dock. There could be a 1 mile walking trail from the day use area following the higher ridges around the lake, ending before the boggy areas on the south side of the lake. The existing trail needs drainage improvements, especially at the beginning section off the road. The trail also needs armoring/gravel in certain sections.

Implementation

- 1) Land ownership needs to be confirmed and access agreements granted.
- 2) Identify sections of the access trail that need to be improved so the trail to the lake is sustainable.
- 3) Apply for RTP, NRCS, or other grants to improve the trail with fill or other needed infrastructure.
- 4) Create a simple concept plan for the day use area, showing where amenities would be located.
- 5) Apply for grants and enlist volunteers to construct the day use area.

- 6) Flag a out and back trail from the day use area, that follows the crown of the ridge around the lake, that ends on the west side of the lake.
- 7) Cut a 6 foot corridor for a walking path around the lake and either construct or walk in the trail.
- 8) Develop a simple sign plan for the area.
- 9) Create a maintenance and monitoring plan for this recreation area.



2. OLD FATHER'S DAY TRAIL SYSTEM: ANDERSON PARK TRAIL

Existing

Anderson Park Trail is a walking trail through spruce trees heading southeast from the end of the road near Anderson Park. Most of the trail is easily hikeable there is a 200-foot section in the middle of the trail that is boggy. This trail leads to Old Father's Day Road.

Proposed

A walking path could lead southeast from Anderson Park into a scenic spruce forest, offering walkers and dog walkers a space off the main road. The area could include an outhouse to protect the surrounding area. This trail could also include lighting, with more research into a sustainable and affordable option. The trail would be set back from the riverbank, but include some cleared areas for scenic river views. The surrounding vegetation offers berry picking opportunities. There is about 200–400 feet of bog area in the middle of this trail that will need puncheon or other structure. It would be widened to a 4-foot corridor.

Implementation

- 1) Land ownership needs to be confirmed and access agreements granted.
- 2) Decide whether to have the trail start in Anderson Park or at the end of Anderson Park Road.
- 3) Utilize volunteer labor to widen the existing informal trail.
- 4) Locate nearby gravel fill to cover the trail especially the muddy areas.

- 5) Create a trailhead and install a kiosk with doggie bags



OLD FATHER'S DAY TRAIL SYSTEM: OLD FATHER'S DAY ROAD

Existing

This is a straight ATV / UTV trail in decent condition that begins in a subdivision area and ends at a steep bluff of the Kuskokwim River, it also connects with the walking trail from Anderson Park.

Proposed

This could provide access from housing areas to the new walking trails and the river. The existing trail is in good condition and needs a turnpike toward the end of the trail, along with a sustainable turn-around spot for ATVs.

Implementation

- 1) Land ownership needs to be confirmed and access agreements granted.
- 2) Locate nearby gravel fill and acquire 2 timbers to construct a turnpike toward end of trail, using volunteers.



Old Father's Day Trail System: Fire Break

Existing

From the main road, there is about 100 feet of boggy area, but the fire break does connect to the dump road. The two-track trail is in good condition and could accommodate an ATV/UTV almost to the river. Approaching the river, a two-track trail cuts to the west that could accommodate an ATV. The trail then heads north to private property.

Proposed

This existing trail needs improvements along boggy areas throughout. We need to identify an ideal spot to begin this trail that is in good condition. This corridor would connect the main road to community trails, and could also connect users to the river. A small ridge could accommodate a new sustainable trail, that connects users back to Old Father's Day Road and the Fire Break Trail. This part is not an established trail at all for 1200 ft.

Implementation

- 1) Land ownership needs to be confirmed and access agreements granted.
- 2) Continued brushing to keep the fire break available for a trail.
- 3) Find out more about the trail already there going to private land, is it appropriate to use a portion of this trail to connect back to Father's Day Road.
- 4) Layout a flag line that connect the existing trail from the beach to the existing Father's Day Road Trail along the contour of the land.
- 5) Decide on possible recreation amenities where there is an open field and the 3 trails would intersect.

3. SPILLWAY RECREATION AREA

Existing

The Spillway is a drainage area leading toward the Kuskokwim from the main road. A number of culverts carry drainage under the road in this spot. There is a beaver pond a few hundred feet from the road toward the river.

Proposed

A scenic, easy walking path would lead users around the beaver pond to the river. The old KSKO transmitter site could serve as a parking area. The site offers opportunities for interpretive panels and could be ideal for school trips. This would also provide portage access to the kayak loop. Community members also envision a skiing area north of the parking area. The proposed water trail would offer a novice trail for boaters from the spillway slough to shooting range slough. This could also include docks for boats and a short boardwalk area across from the shooting range.

Implementation

- 1) Land ownership needs to be confirmed and access agreements granted.
- 2) Scout the area for routes along the spillway and identify high ground and dry areas with gps and flagging.
- 3) Scout the possible water trail for input and output sites and possible other stops along the route.
- 4) Design and layout water and land trail to work together, also there may need to be multiple small bridges constructed.

- 5) Seek grants to construct trails.
- 6) Hire contractor, local labor, and or volunteers to construct trails and amenities.
- 7) Decide on interpretive themes for nature trail and design signs.



Sign near Spillway.



4. NOIR HILL RECREATION AREA

Existing

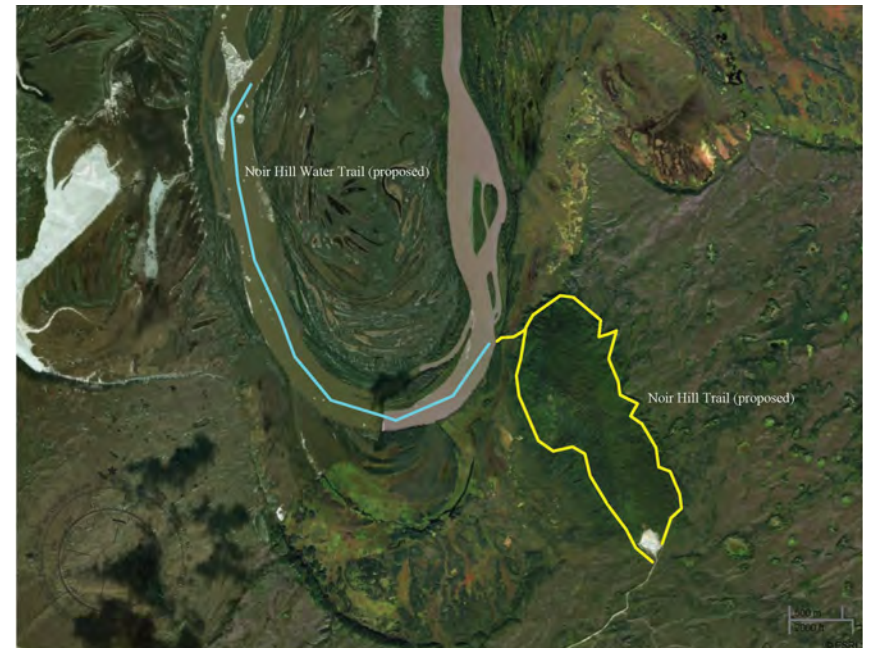
The main road out of McGrath ends at Noir Hill, which is used as a rock quarry. On a clear day, you can see Denali from the quarry site. There are possibly informal trails in this area.

Proposed

Noir Hill offers an ideal topography for a sustainable loop trail with scenic views of the landscape and Denali. It could also provide access to the river for a kayak portage that allows boaters to float back to town. A trailhead and parking area should be located away from the quarry.

Implementation

- 1) Land ownership needs to be confirmed and access agreements granted.
- 2) Work with landowners on best location for parking and other amenities.
- 3) This may be an opportunity to build a sustainable trail that will be dry and easily maintained, hiring a professional trail builder to do the layout and design for this trail would be ideal.
- 4) Seek grants including RTP to construct the trail.
- 5) Construct trail and find the best way to connect in with the river for future float trips back to McGrath.
- 6) More extensive work would need to be done to plan out a water trail back to McGrath.



Rock quarry at end of the road near Noir Hill.

5. DNR OPEN SPACE

Existing

In this green space adjacent to the landing strip, some logging trails and a fire line exist. The space is not heavily wooded, and its proximity to town makes it less likely to encounter wildlife.

Proposed

This offers a potential recreational area for students and forestry crews. It could host an XC ski loop, or summer trail space for forestry crews to train for their fitness tests off the dusty road. Trails in this space could link to the Back Trail and Anderson Park for improved community connections.

Implementation

- 1) Land ownership needs to be confirmed and access agreements granted.
- 2) Work with DNR to see if they have existing plans or other issues with using the area for recreational purposes, if not continue to work with local DNR to develop area for trails.



6. MCGRATH TO STERLING LANDING

Existing

Sterling Landing is a barge area accessible by boat. ATV trails lead to old mining towns in the area. There is a 20-mile marked winter trail to Takotna.

Proposed

An improved trail for summer use could provide access to larger trees in the area for lumber. This trail could also provide subsistence access for blueberries and moose.

Implementation

- 1) Land ownership needs to be confirmed and access agreements granted.
- 2) More scouting is needed to figure out the feasibility of this project.



7. OVERLAND TRAIL TO NIKOLAI

Existing

This is a 50-mile marked winter trail used to travel to another community for social events.

Proposed

An improved trail would support year-round use so for a truck to transport materials like gas, and McGrath residents could visit Nikolai for festivals and events.

Implementation

- 1) Land ownership needs to be confirmed and access agreements granted.
- 2) Although this is an existing winter route more scouting is needed to figure out the feasibility of this project to sustain summer use.



Nikolai Alaska.



Scenic views to Nikolai.

8. SAND ISLAND LOOP TRAILS

Existing

This is a series of ATV trails in good condition surrounded by trees, with some clearings with good views of the river and Tatalina Mountain. There is a loop on the lower part of this area. The upper part of the trail runs along the river and heads toward the FAA Vortec site. All together the loop and spur totals about 1.41 miles.

Proposed

This trail needs a brushing plan to keep it in good condition. There could be areas cleared for viewpoints of Tatalina Mountain and the river with added benches or interpretive panels. Need to identify land ownership in this area and any restrictions.

Implementation

- 1) Land ownership needs to be confirmed and access agreements granted.
- 2) Although the trails already exist, work with state airport and FAA to see if there any constraints of having a trail on this side of the airport.
- 3) Identify areas that need fill or structures to keep the trails in good condition.
- 4) Install signage and create trailhead with kiosk and map.



9. WHITE MOUNTAIN TRAIL

Existing

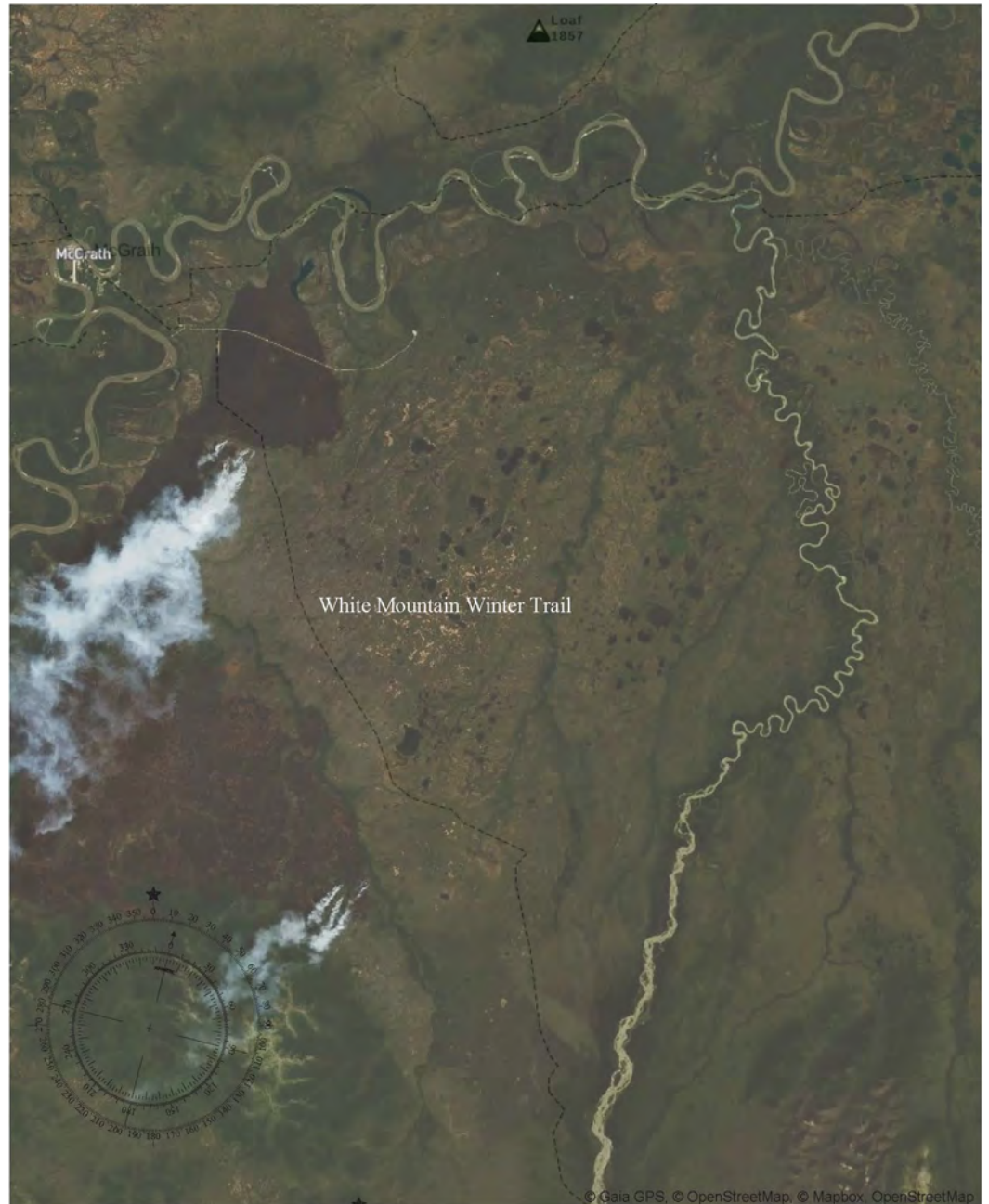
The trail runs north to south and connects to several existing trails. This trail is over 40 miles long and is currently used for subsistence.

Proposed

Forty miles of this trail is unmaintained, and would need to be brushed out to offer year-round long-distance travel and moose hunting opportunities near Big River. Trail improvements closest to town would be the most feasible.

Implementation

- 1) Land ownership needs to be confirmed and access agreements granted.
- 2) Get a good .gpx of the entire trail.
- 3) Scout the trail for muddy areas that need to be improved, decide on structures or reroutes.
- 4) Identify positive control points that the trail could access.
- 5) Analyze the need for trail markers.



10. BACK TRAILS

Existing

The Back Trails are a series of water line / utility corridors that lead southeast through subdivisions in two half-mile segments, connected by roads. The trail can accommodate an ATV or ORV. The entrance to the trail closest to town center sits right in front of the school. An old boardwalk runs alongside the trail, but is mostly destroyed and overgrown by trees. On the southern portion of trail the boardwalk still looks intact, but needs some cleaning and maintenance.

Proposed

This transportation corridor can serve as a safe transportation corridor for walkers off the main road. One opportunity is looking into an elevated walkway that would survive the winters, allow snow machines to travel safely, and comply with utility requirements.

Implementation

- 1) Land ownership needs to be confirmed and access agreements granted.
- 2) Work with power company to come up with plan to repair and maintain large muddy areas, gravel fill may be the best mitigation.
- 3) Access the existing boardwalk, and estimate repair cost.
- 4) This can largely be a volunteer project.
- 5) Compete for grants in the active transportation realm.



10. HARRIS TRAIL

Existing

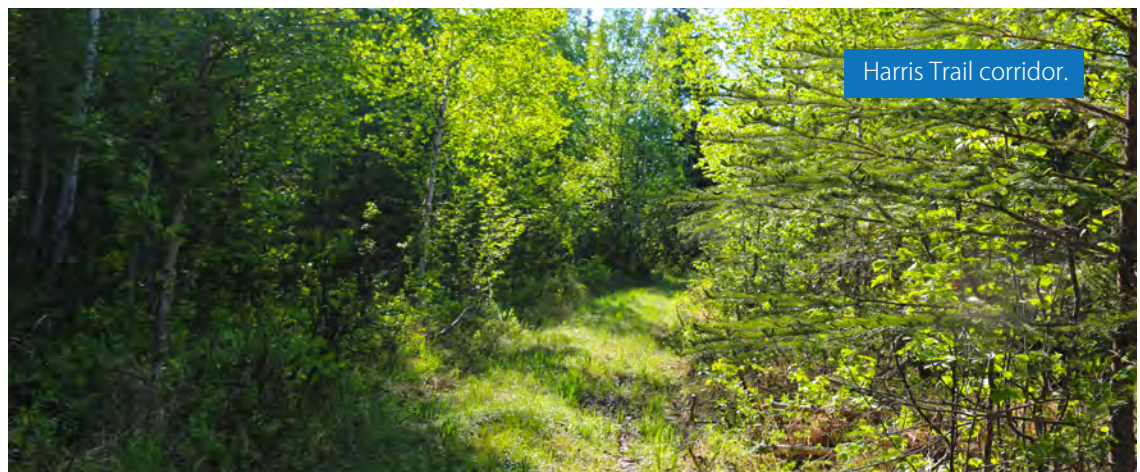
This trail is a 17b winter trail passable by snowmachines in winter that runs east/west through McGrath and connects to other trails and subdivisions. It is extremely muddy in summer and not recommended for ATV / UTV use at this time.

Proposed

With drainage improvements, Harris Trail would become passable in spring and summer months and connect residents to a number of different trails. This trail also completes a loop between the neighborhood and Father's Day Road.

Implementation

- 1) Land ownership needs to be confirmed and access agreements granted.
- 2) Locate where the water is coming from to make this trail so muddy.
- 3) Install culverts, drain dips, or trenching to remove water from this trail.
- 4) Install signage at neighborhood access and junction with Fire Break Trail.



11. APPEL TRAIL

Existing

Appel Mountain is an existing winter trail used for trapping and wood cutting north of McGrath across the Kuskokwim.

Proposed

This is an opportunity for a high ground trail close to town that could be accessed by boat. Boaters would also be able to complete a loop and pull out by AC or another identified spot. The trail will need to be brushed out in areas. The city would need to identify an area for kayak portages above the bluffs. A water trail would help residents access historic sites across the Kuskokwim River in the historic McGrath site. Tochak Historical Society has an interest in developing interpretive signage about the the old town site, offering an opportunity to enhance community education.

Implementation

- 1) Land ownership needs to be confirmed and access agreements granted.
- 2) More scouting is needed and a good .gpx of the water trail and land trail should be completed, before planning any future trail.



12. MINI IDITAROD

Existing

The school uses this short, wooded trail as a loop for an annual winter event called the Mini-Iditarod. Users can access the trail from the DNR road or from the back of the school. The trail is not a complete loop; it crosses a construction lot in between two trail segments winding through the forest. Teachers use different routes depending on the snow in winter.

Proposed

With a short amount of brush clearing and trail building, the trail could become a loop entirely in the forested area and avoid the empty lot. This could offer an ideal nature walk for students to learn about plants and forests in the summer, fall, or spring months. The trail could further be integrated into outdoor learning and connect to other trails in town.

Implementation

- 1) Land ownership needs to be confirmed and access agreements granted.
- 2) Work with school to figure out the best route and cut new trail if necessary to keep kids in the woods and off the roads, not only for mini Iditarod but for possible outdoor learning opportunities.
- 3) This work can probably be done by volunteers at low cost.

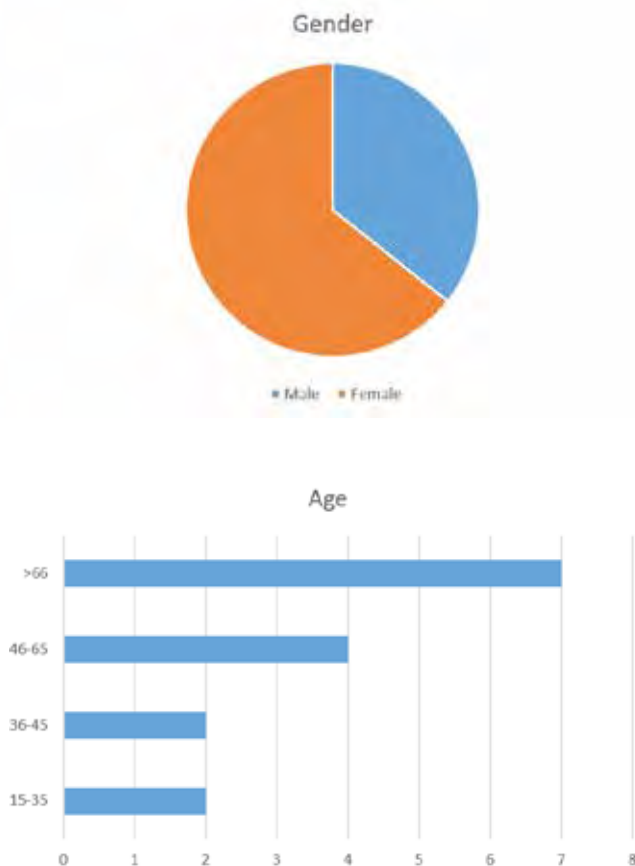


TRAIL MANAGEMENT OBJECTIVES

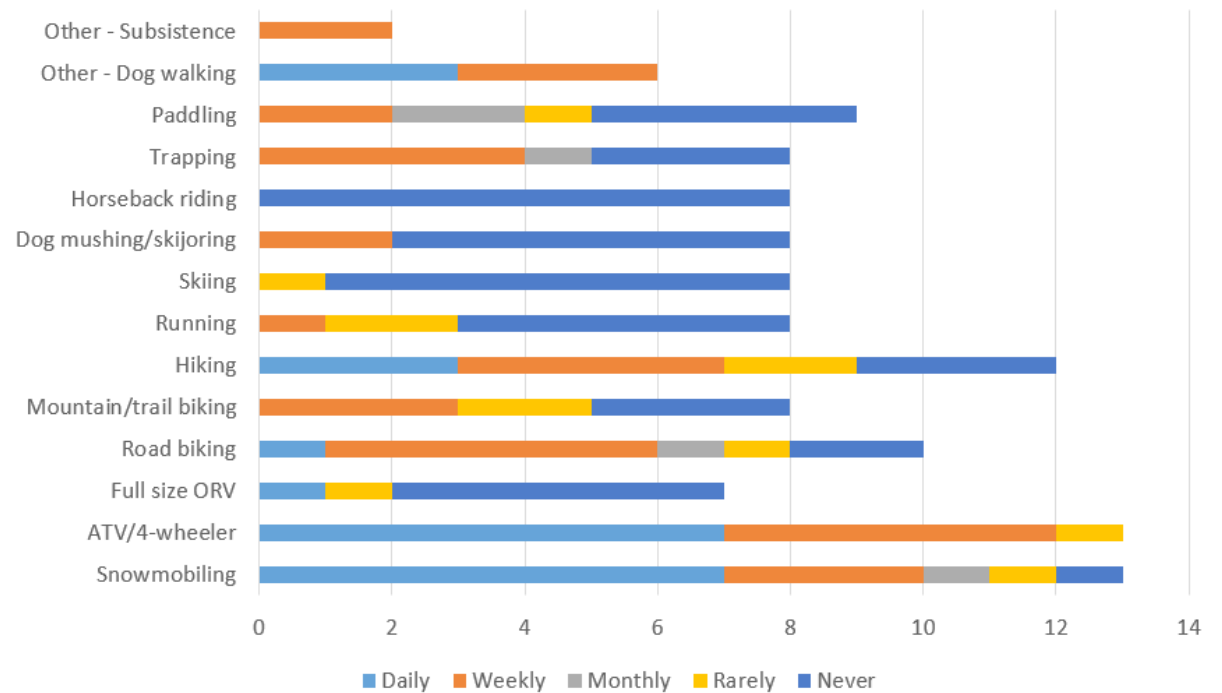
Trail Name by Ranking	Trail Type	Trail Class	Length (Miles)	Managed Uses	Tread Width	Clearing Width	Clearing Height
Lake Trail Access	Terra	3	2.1	ORV	7'-16'	16'	8'
Lake Trail	Terra	2	1	Hiking	2'	2' - 4'	7'
Old Father's Day Anderson Park Trail	Terra	2	.5	Hiking, Dog Walking	2'	2' - 4'	7'
Old Fathers Day Road	Terra	2	.2	ATV, Dog Walking	5'	5'	6'
Old Fathers Day Fire Break	Terra	2	1.4	ATV, Dog Walking	5'	5'	6'
Spillway Nature Trail	Terra	2	1-2	Hiking	2'	2' - 4'	7'
Spillway Portage Trail	Terra	2	1	Portage	2' - 3'	5'	10'
Spillway Water Trail	Water Trail	2	3-4	Paddling	n/a	n/a	n/a
Noir Hill Trail	Terra	3	3-5	Hiking	3'	3' - 5'	8'
Noir Hill to McGrath Water Trail	Water Trail	2	20-30	Floating, Paddling, Boat	n/a	n/a	n/a
DNR Open Space	Terra, Winter	3	1.5-2.5	Skiing, Hiking	6'	6' - 8'	8'
McGrath to Sterling Landing	Terra, Winter, Water	2	40	Boat, ATV, Snowmachine	6'	6' - 8'	8'
Overland Trail to Nikolai	Terra, Winter	2	50	Snowmachine, ATV	6'	6' - 8'	8'
Sand Island Trail	Terra	3	1.5	ATV, Hiking	5'	5'	6'
White Mountain Trail	Terra	2	40+	ATV	5'	5'	6'
Back Trails	Terra	3	.8	ORV, ATV, Hiking	7' - 16'	16'	8'
Harris Trail	Terra	2	.5-1	Snowmachine, Hiking	6'	6' - 8'	8'
Appel Mountain Trail and Historic Town Water Trails	Terra, Water	2	1-2	Snowmachine, ATV, Paddling, Boat	6'	6' - 8'	8'
Mini Iditarod	Terra	3	.3-1	Hiking	2'	2' - 4'	7'

APPENDIX A: SURVEY RESULTS

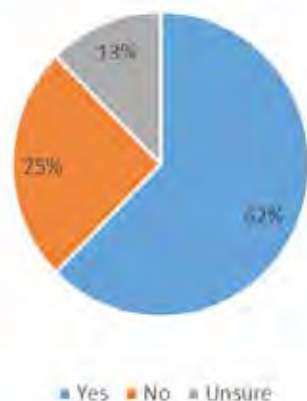
TOTAL RESPONDENTS = 15



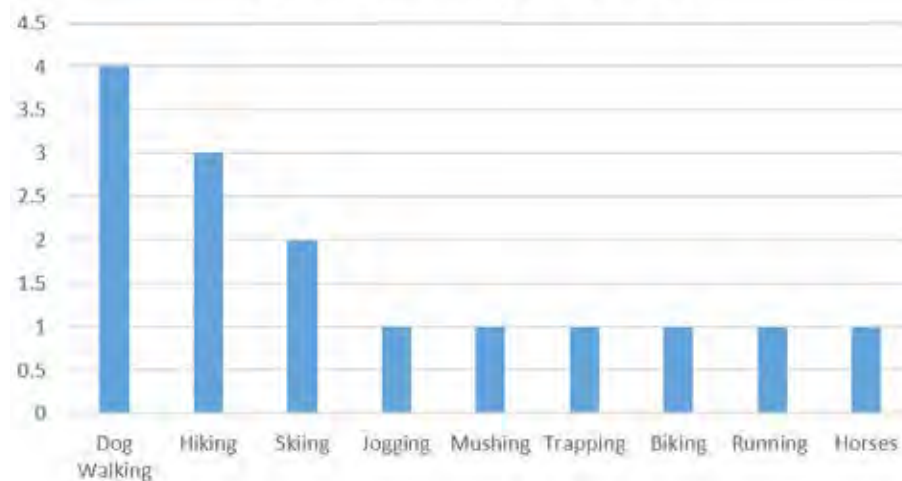
For the activities listed below, indicate how often you or your family enjoys each activity during the appropriate season.



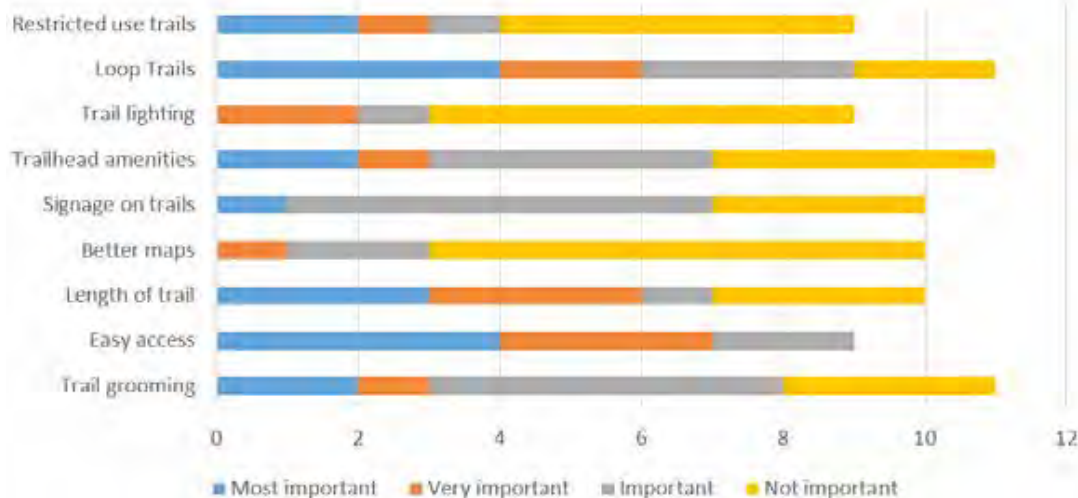
If more trails were available in your area would you participate in activities more frequently?



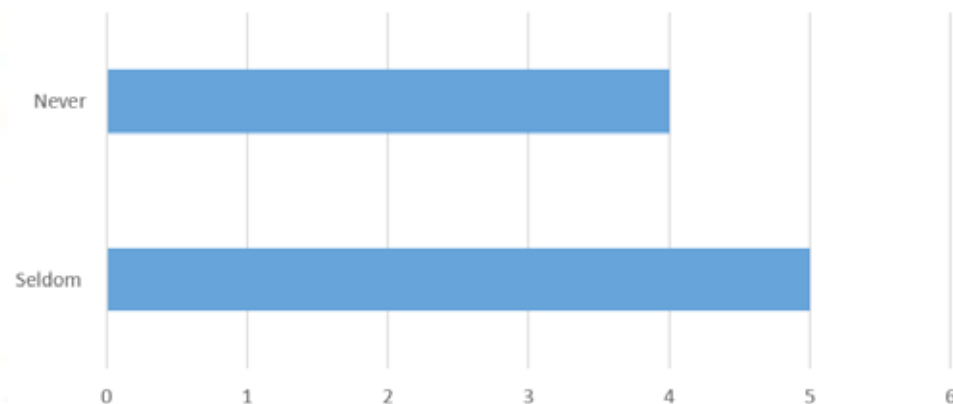
Specific activities you would do



Which trail characteristics are important to you?



How often does your interaction with other types of trail users diminish your experience?





Please provide any comments that will help create a great Community Trails Plan.

Responses:

Make trails safe and easy

Avoid ruts

Need trails around town

Trails need grooming

The Anderson Park Trail has eroded

Use the River for trails

Need reflectors on trails

Need historic walking trail for visitors

Road to river from Noir Hill

Build parking areas with sign at trailheads and keep plowed during winter

Upgrade and clear existing trails

Need a trail from the shooting range

Berm at the end of PHS – Schniderhienze

Clear power lines

Ferry for Sterling Landing for hunting berry picking, Takotna, Ophir and eventually Ruby to encourage tourism and small business ferry operations, service stations, road houses, cafes, and saloons

More walking trails

Loop trails

Parking

Dog waste stations

Remove rocks on road