Fairbanks North Star Borough Comprehensive Trail Plan

JURISDICTIONAL RESPONSIBILITIES AND TRAIL INVENTORY

June 1984

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NOTE: Trails above with code letters are those included in the Fairbanks North Star Borough final draft, Comprehensive Recreational Trail Plan.

KEY: P = publicly dedicated
D = proposed for public dedication

M = multi-use (motorized)

N = non-motorized

A = state or federal

B = Fairbanks North Star Borough recreational trail network (proposed components)

C = neighborhood trail networks

- = unspecified

Trails included in the final draft plan, $\underline{\text{not}}$ listed in the inventory are:

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Eva Creek Trail (PNB)
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Goldstream Valley Open Space/Skyline Ridge Loop (PNB)
Cripple Creek Trail System (PNC)

INTRODUCTION

This is the second working paper in a series which will provide background information for the Fairbanks North Star Borough Comprehensive Trail Plan. The first working paper involved a review of the initiation and background of the Borough's Trail Program. This second paper is intended to examine the present roles of various agencies with respect to trails and provide a more in-depth analysis of existing recreational trails within the Borough. This report should be considered a dynamic, on-going document which must be periodically updated to reflect the changing status of specific trails in the inventory.

This paper is divided into two basic sections which include: 1) agency jurisdictional responsibilities; and 2) an inventory of recreational trails within the Fairbanks North Star Borough. Because trails presently used within the Borough have such wide differences in their extent of legal recognition; and, thus, their continued availability to the general public, it is necessary to further divide the inventory into two categories: existing and proposed public trail facilities, and existing, non-dedicated recreational trails. The public trail inventory is divided up according to the public agency responsible for planning or managing the trail.

The Majority of trails in the existing network have no clearly defined legal status (See Appendix A). Many trails are located on public land reducing the need for immediate designation of legal rights-of-way. At the same time public land disposal programs, in combination with increasing resource development pressure, create a need to identify and protect parts of this existing trail network before it is overtaken by other land uses.

The existing network of trails within the Borough includes trails used for a wide variety of purposes and which vary greatly in their physical condition. Uses of trails within the Borough range from commercial mining and remote cabin access routes or "trails" which are co-used for recreational purposes to routes within urban subdivisions specifically designated for non-motorized recreation only. The physical conditions of trails within the Borough form a continuous span which includes barely brushed out trap lines, carefully

manicured trail systems within public recreation areas and roughly bladed out bulldozer or "cat trails".

The following inventory provides a brief review of the present jurisdictional responsibilities of various agencies with regard to trails, a narrative description of various trails within the Borough and maps showing approximate locations and routes of the trails. These maps are not intended to imply that these trails are designated for public use or are covered by public rights-of-way. Please refer to the narrative descriptions on each trail for any presently known information on a particular trails' legal status. If there is any doubt about the legal standing of a trail, individual landowners should be contacted for their permission prior to using the trail. This paper should not be used as a trail guide. In order to identify what trails are present in a particular area, the reader should refer to Appendix B which catalogs non-dedicated trails by township and range. General locations of public trail facilities are shown on Map 1.

Existing Public Recreation Trails

I. JURISDICTIONAL RESPONSIBILITIES

There are many different public agencies within the Borough which provide trail recreation opportunities. The degree of involvement of different agencies varies from minor association stemming from common use of public lands, to direct involvement with construction and maintenance of trails. In addition to public agencies, there are several private clubs and organizations which are also involved in trail recreation. Activities of these groups include competitive use of trails, maintenance of specified trails and promoting trail rights-of-way acquisition.

A. Fairbanks North Star Borough

Both the Borough Administration and the School District are involved in providing recreational trails. Within the Administration, the Departments of Land Resources, Public Works, Community Services and the Borough Attorney's Office all have some responsibilities pertaining to trails.

1. Department of Land Resources

At the time the Borough Trail Program was started, the Divisions of Land Management and Community Planning were separate. These two divisions and the Divisions of Technical Services and Rural Community are now all incorporated into the Department of Land Resources.

a. Division of Community Planning

The Borough Recreational Trail Program was initiated in 1979 when the Division of Community Planning prepared the original Five Year Trail Plan. That plan was adopted by the Assembly as a component of the Borough's Comprehensive Development Plan.

Since that time, Community Planning has had the major responsibility for planning and coordinating the recreational trail program within the Borough. The effectiveness of the Division of Community Planning in developing the trail program was greatly enhanced with the addition of the Trail Planner position in September 1981. This

position, which was orginally funded by an historic trails grant from the State and is now funded through the Comprehensive Trail Plan project, has been an essential factor in enabling the Division of Community Planning to make progress in the trail program.

The Division of Community Planning has completed the "Long Range Bicycle Facilities Plan" and an update to the bike plan. These two studies were funded through Federal Highway Administration P.L. grants. In November 1983, the Borough Mayor and Assembly requested the Alaska Department of Transportation and Public Facilities to assume responsibility for requesting capital funds for construction of bike paths, removing that responsibility from the Division of Community Planning. With the passage of Ordinance No. 82-20-3G in May 1983, the Division of Community Planning was assigned the task of preparing a new Comprehensive Trail Plan. This document is a part of that planning process.

The Borough Recreational Trail Policy (Resolution 80-9) requires that the Division of Community Planning maintain the official trail records. This resolution also requires that the Planning Commission make recommendations to the Borough Assembly on priorities for trail easement acquisition.

A major responsibility of the Division of Community Planning has been to coordinate and assist the Borough Trails Advisory Commission. The Trails Advisory Commission was established in 1980 as an advisory body to the Planning Commission and Assembly.

Although the Division of Community Planning has assumed the responsibility for assisting the Trails Advisory Commission, Ordinance No. 80-27 which established the Commission, does not specifically provide for staff support. The only statement concerning staff indicates that the Borough Planning and Zoning Director and Parks and Recreation Director may attend meetings of the Commission.

Responsibilities and duties of the Trails Advisory Commission as defined by Ordinance No. 80-27 include:

- 1) Inventory and review the current trails within the Borough and make recommendations to the Planning Commission and Assembly on present and future needs;
- 2) Review all State and Borough land disposals and advise the Planning Commission and Assembly on trail needs and trail routing;
- 3) To provide a forum for citizen input;
- 4) To review and annually make recommendations to the Borough Assembly and Planning Commission on adjustments needed in the Five-Year Comprehensive Trail Plan; and
- 5) To encourage public and private subdividers to incorporate a trail system where needed on a voluntary basis.

While the Division of Community Planning has assumed the task of assisting the Trails Advisory Commission, prior to being funded for the Comprehensive Trail Plan they were never budgeted specifically for that purpose. Because of the lack of staff support, the Trails Advisory Commission has not been able to complete all of its mandated functions. Most notably, adjustment since the Five-Year Trail Plan and recommendations for revisions of the Borough Trail Policy have been lacking. Proposing changes in these ordinances or resolutions requires a major commitment of staff time to assist the Commission. The principal support the Division of Community Planning has provided the Trails Advisory Commisssion has been assistance in developing agendas for meetings, taking minutes and drafting resolutions.

The Division of Community Planning has helped coordinate between various agencies on trail issues and provide comment on land management plans or proposals which affect trails. The Division

provides input on trail needs for both State and Borough land disposals and helps provide recommendations to the Platting Board concerning trails.

Another major function of the Division of Community Planning and Trails Planner is to provide an easily accessed point of public contact on trail issues. When the issues reach beyond the concern of the Borough, persons can be directed to the best information source.

In addition, the Division of Community Planning has the major responsibility within the Borough for seeking funding for trail projects. When funding is received some projects are implemented by the Division of Community Planning while others may become the responsibility of the Department of Public Works in cooperation with other Departments. The Department of Land Resources maintains an interest in these projects to ensure they are completed regardless of which department receives the funding to implement the project.

b. Division of Land Management

The Division of Land Management has responsibility for acquiring and disposing of all interests in land for the Borough. A part of this responsibility includes acquiring or dedicating land for park and recreation purposes which often involves trails. The Division has responsibility for acquiring rights-of-way for trail projects which have been funded and approved by the Assembly. This includes acquiring rights-of-way from the State, federal government, private landowners and delineating trail rights-of-way across borough property. Land Management is responsible for processing all temporary use permits for borough land. The Division is required to reserve land necessary for public purposes in borough land disposals. This can involve establishing easements or dedications for trails prior to land disposals.

2. Department of Community Services, Division of Parks and Recreation

The Borough Parks and Recreation Division is involved in several aspects of trail recreation. Most obviously, the Division operates and maintains the Birch Hill Ski Trails. The Parks and Recreation Division also has cooperative agreements with both the Two Rivers Ski Club and Salcha Ski Club for management of the Two Rivers Recreation Area and Salcha Ski Trails, respectively.

The Division of Parks and Recreation is cooperating with the U.S. Army Corps of Engineers in developing the Chena River Lakes Recreation Area within the Corps' Chena Flood Control Project. Several short hiking and ski trails are being constructed as part of the recreation area facilities.

The Division of Parks and Recreation plays an active role in organizing competitive events such as cross-country ski races, running races and canoe races. The races are often conducted in conjunction with other organizations such as a ski club or runners club.

The Division of Parks and Recreation has recently completed a new draft Comprehensive Parks and Recreation Plan. This plan was prepared by the ORB Organization, a team of professional consultants based in Anchorage. The plan has not yet been adopted by the Borough Assembly but eventually it is intended to be a component of the Borough's Comprehensive Plan, as is the Trail Plan. The Comprehensive Parks and Recreation Plan includes several recommendations which, if implemented, will greatly affect trail recreation opportunities within the Borough.

A basic recommendation of the Parks and Recreation Comprehensive Plan concerning trails is that master planning for the trail program be completed by the Division of Community Planning, but eventually the trail program should be transferred to the Division of Parks and Recreation. Consideration of this recommendation will be made at a later stage in the Comprehensive Trail Plan process. The Draft Comprehensive Parks and Recreation Plan also proposed a change in the Borough's subdivision ordinance to make dedication of park or public purpose land mandatory in

new subdivisions. The draft plan recommends using the ordinance mainly to reserve trails.

Other, major recommendations of the Comprehensive Parks and Recreation Plan which may affect future trail recreation opportunities include:

- a. The 100 Mile Loop Trail A concept which would prioritize acquisition of rights-of-way for existing trails in the Borough in order to eventually form a major loop around the Fairbanks and North Pole areas. The trail is recommended for non-motorized use only.
- b. Equestrian Center A recommendation to establish an equestrian center on a section of Borough land in the Badger Road area. A series of equestrian trails connecting the center, the Outdoor Education Site and the Chena Flood Control Project are proposed.
- c. Bike Paths a recommendation to pursue establishing bike paths between schools and public recreation areas with connections to the existing bikeway network.
- d. Riverfront Park System An idea which stresses incorporating existing public park areas along the Chena River and Noyes Slough to form an integrated Riverfront Park network. The concept promotes use of the waterways as canoe trails.
- e. Public Preserves The draft plan proposes two major public preserves utilizing existing public lands. One of the proposed preserves encompasses the Creamer's Field Migratory Waterfowl Refuge and adjacent state and university lands to the west and north. The second preserve is recommended for the Chena lowland area between Chena Hot Springs Road and the Chena Flood Control Project.

A more detailed review of proposals in the Parks and Recreation Comprehensive Plan will be included in the trail inventory under "Planned or Proposed Fairbanks North Star Borough Trail Projects". Descriptions of existing trail facilities within the Division of Parks and Recreation will be included under "Existing Public Recreational Trail Facilities".

3. Public Works Department

The major function of the Borough Public Works Department, in regard to trails, is to carry out implementation of projects once funding has been appropriated. Completing these projects may involve work with other Departments to insure proper design or to obtain assistance in matters such as rights-of-way acquisition.

The Public Works Department has contracted out some studies involving trail proposals in the past. Most recently the Department contracted a feasibility study of Noyes Slough for development as a canoe trail.

The Public Works has an active role to play in developing the Borough's Capital Improvement Program. Developing priorities in this program can have a major effect on acquiring funding for trail projects. There has been concern expressed by the Department about accepting grants for projects from sources (such as Local Service Roads and Trails funds) which require maintenance commitments.

An additional responsibility of the Public Works Department is to insure that Borough construction projects do not adversly effect existing recreational trails. At times this can require close coordination with the Division of Community Planning and Trails Advisory Commission to identify the location and importance of specific trails.

4. Office of the Borough Attorney

The Borough Attorney's Office assists the Division of Community Planning and trail program by researching legal issues such as liability and interpreting rights-of-way laws. When any new ordinances or resolutions are prepared they are drafted or reviewed by the Attorney's Office. The Attorney's Office assists in implementation of projects by reviewing contract terms of grants and defining legal responsibilities in matters such as maintenance requirements. The Attorney's Office is currently assisting in preparing the Comprehensive Trail Plan by defining basic legal parameters such as the Borough's management authority over trail rights-of-way and the office will provide a major review of the "Legal Constraints" background paper.

5. Fairbanks North Star Borough School District

The Borough School District utilizes several borough recreation areas for cross-country skiing as part of the physical education program. These areas include: 1) Two Rivers Recreation Area; 2) Salcha Ski Trails; 3) Birch Hill and, 4) the University/Skarland Ski Trail Network. University Park Elementary School has a small, lighted cross-country ski trail and there has recently been funding approved to establish ski trails adjacent to North Pole Elementary. There is also a network of ski trails being established in the recently acquired Pearl Creek Recreation Area adjacent to the Pearl Creek Elementary School. In fact, several trails have already been cleared and maintained by local volunteer efforts in the Pearl Creek Park. The School District coordinates competitive events on these trails at times.

The Borough Trails Advisory Commission has passed a resolution encouraging provision of ski trail networks in construction of new elementary schools. Because of the demand for trails associated with new school sites, the Borough Division of Land Management issued a memorandum indicating the amount of land justified for school facility purposes. Under this criterion, ten acres are suitable for elementary school purposes, twenty for junior high and forty for high schools. This amount of land is not adequate for extensive cross-country ski trail networks. Large trail networks adjacent to schools have been dedicated based on community-wide need. Because of their proximity to schools they are also used for physical education purposes.

The School District recently received a lease from the Bureau of Land Management for 2,550 acres of land located at the end of Peede Road to be used as an Outdoor Education Site. This area now has two short trails, the Peede Pond Nature Path and the Enlighten Trail. This site also includes several previously existing trails used mainly for dog mushing and horseback riding.

The School District has had some involvement in establishing bicycle safety programs. Plans for the bicycle safety program have been coordinated with the Fairbanks Police Department and vary from year to year depending on the availability of staff and funding.

B. City of Fairbanks

The main involvement of the City of Fairbanks in recreational trails is the construction and maintenance of the Chena River Bikeway. Bicycle paths located within the city limits of Fairbanks are closed to motorized vehicles the year round.

The Fairbanks Police Department has worked with the Borough School District to provide a bicycle safety program. The bike safety program has been established on a yearly basis and has fluctuated depending on availability of funding and staff both within the School District and the City Police Department.

C. Alaska Department of Natural Resources

All the divisions within the Department of Natural Resources (DNR) are concerned with trails to some extent. Some of the Divisions deal with trails more because of their use as access routes for resource development than because of their use as recreational corridors. Often, both access and recreational uses take place on the same trails. When trails are upgraded to road standards recreational use may be displaced.

The Department of Natural Resources is presently preparing a management plan for all state lands within the Tanana River Basin. The Tanana Basin Area Plan will help establish land use classifications and priorities for all state lands within the basin not presently covered by a management plan. The plan will play a major role in establishing future uses of trails on state lands within the Borough.

The Department of Natural Resources has management responsibilities for several canoe and boating trails within the Borough. Several other agencies including the Bureau of Land Management, Army Corps of Engineers, the Alaska Department of Environmental Conservation, and the Alaska Department of Fish and Game are also involved in the management of waterways. Access routes, camping facilities, and boat launching facilities are normally the responsibility of the Division of Parks. The river corridors, themselves, are principally the responsibility of the Division of Land and Water Management.

1. Division of Land and Water Management

With the recent incorporation of the Division of Research and Development into the Division of Land and Water Management, the Division of Lands is now the agency in charge of completing the Tanana Basin Area Plan.

The Division of Lands has completed the draft Little Chena Management Plan, the Delta-Salcha Management Plan and the Salcha River Management Plan, all of which deal with area within the Borough. Although the Little Chena Management Plan has not yet been signed by the Commissioner of the Department of Natural Resources, all of these plans deal with recreational and access use of trails.

The Division of Lands is the branch of DNR which prepares the state land disposal program. As part of the land disposal program they are responsible for identifying and reserving lands for public purposes which includes trails. When state lands are more intensely developed, as within some state subdivisions, conflicts can arise between access use and recreational use of trails. Trade-offs must often be made between preserving trails for recreational use and upgrading trails for access roads.

Another responsibility of the Division of Land and Water Management is to delineate easements or right-of-way across state lands. When a request is made for establishment of a recreational right-of-way, the Division of Lands must take into account all the various resource access needs. At some times delineating particular trails for recreational use can conflict with mining or other resource development. Once recreational rights-of-way are established on state lands the Division of Lands is responsible for ensuring they are not blocked or rerouted unless management of the rights-of-way are specifically transferred to another agency. The Division of Lands share management responsibility for section line easements with the Department of Transportation and Public Facilities.

When easements are established in land disposals they should include careful definitions of what uses are allowed. Failure to define uses can

lead to conflicts which can require considerable staff time to investigate. An example of the problem incurred in this situation is the Two Rivers Agricultural disposals.

2. Division of Parks

The Division of Parks and Outdoor Recreation is the principal state agency in charge of recreational trails. Responsibilities of the division can be divided into planning functions and physical implementation of trail projects.

The majority of State Parks planning work is done out of the statewide office in Anchorage. A primary activity in the past few years has been to assist the state legislature in developing a bill to establish a statewide trail system. Division of Parks has also assisted in preparing a bill which would establish a funding source for outdoor recreational and historic preservation projects. Both of these bills could have a major impact on the future of trails both within the Fairbanks North Star Borough and the entire state. At the present time there is no funding for a statewide trail coordinator position within the Division of Parks and trail matters are dealt with on a time available basis.

Although it has not been clearly spelled out by specific legislation, the Division of Parks presently has the authority to coordinate a statewide trail network. Within this authority, State Parks can enter into cooperative agreements with local government bodies for planning and development of trails.

The State Parks Planning Office has been working as a team member for the recreation component of the Tanana Basin Area Plan. Although specific recommendations and policies for the plan have not been finalized, the recreation element may emphasize protection of recreational trails and waterways.

The Division of Parks recently contracted to have a study done on downhill ski potential in the Fairbanks area. The report compared several possible sites for downhill ski development and strongly

recommended inclusion of cross-country ski trails and other year-round recreation opportunities in the actual development of any of the site.

The State Parks office of History and Archeology maintains a listing of all historic sites within the state which includes historic trails. The Circle-Fairbanks Historic Gold Rush Trail is included on this list and may be eligible for the National Register of Historic Places. State Parks is currently preparing the final nomination of the Circle-Fairbanks Trail to the National Register. Once a site is either on the National Register or determined eligible, the State Historic Preservation Officer is required to review any proposed federal undertaking which would affect the site. The National Register does not restrict the rights of private property owners of a site but does give possible benefits in the form of eligibility for grants to restore or rehabilitate the site.

The Interior District of Division of Parks deals with on the ground implementation of trail projects. The District has constructed and maintains the Chena Dome Loop Trail and the Granite Tors Trail within the Chena River State Recreation Area. Both of these trails are principally hiking trails. The Interior District has also helped to clear and maintain the Chena Hot Springs Winter Trail for sleddog races when personnel and funding constraints have allowed.

The District also coordinates the Alaska Conservation Corps, which has helped construct and maintain several trail projects. Alaska Conservation Corps crews have assisted the Borough School District in building nature trails within the Outdoor Education Site and may be available to assist in other trail projects in the future.

3. Division of Forestry

The State Division of Forestry deals with trails when they are in areas proposed for logging or firewood cutting or within the Tanana Valley State Forest. The action on a particular trail varies depending on the the circumstance but can range from delineating the trail and its surrounding corridor as a "no cutting area" to upgrading the trail as a wood cutting access route. Trails which were originally built for

woodcutting access are sometimes later used for recreational purposes. The Northcentral District of the Division of Forestry has coordinated with the Borough Trails Advisory Commission to ensure that woodcutting permits are issued in a manner which minimizes interference with recreational use of trails.

With the recent passage of legislation establishing the Tanana Valley State Forest, the role of the Division of Forestry in trails within the Borough may expand. Because these lands will now be reserved in public ownership and the forest is designated for multiple use which includes recreation, the forest may be a good area to be considered for development of recreational trails. In addition, routes within the new forest which are developed for temporary wood cutting purposes may later become ideal routes for recreational uses.

4. Division of Agriculture

Many of the existing trails within the Borough cross lands which are now being developed for agricultural purposes or which may become agricultural disposals within the near future. The Division of Agriculture assists in determining which areas are best suited for agricultural disposals and once disposal occurs, they are responsible for monitoring the Farm Conservation Plans for each parcel. Existing recreational trails sometimes cross agricultural parcels and may be required to be reserved in the Farm Conservation Plans. Notation of trail easements or reservation requirements has been vague in some past state agricultural disposals causing disagreement between recreationists and farmers over what is allowed in the corridors. Examples of issues which have been confusing include whether fencing or clearing of the trail is allowed and, if cleared, how is the trail then located?

5. Division of Minerals and Energy Management

The Division of Mineral and Energy Management deals with trails from the standpoint of ensuring their continued availability for mining access. As mentioned previously, trails are often used for both recreation and mining access. Proposals to designate existing trails specifically for

recreational use would be reviewed by the Division of Minerals and Energy Management to ensure that recreational designation would not unnecessarily restrict access or development of mining on state lands.

D. Alaska Department of Transportation and Public Facilities

The Alaska Department of Transportation and Public Facilities (DOT/PF) is involved in several aspects of recreational trails, most notably, the planning and construction of bicycle paths. DOT/PF is responsible for coordinating and approving Borough planning projects funded by federal P.L. grant monies. This was the funding source for the Borough's Long Range Bicycle Facilities Plan and the 1981 update to that plan. With the exception of the Chena River Bikeway, DOT/PF has constructed and maintains all the bikeways now within the Borough. If bicycle paths are constructed in the future along roads which are not state maintained, DOT/PF will not accept the maintenance responsibility. Upkeep of the existing bike trail network has been a problem and DOT/PF requested legislative funding for bike path maintenance in their 1982-1983 Capital projects request. This project did not receive funding but there are plans to re-submit the request in the future. In November 1983, the Borough Mayor and Assembly requested DOT/PF to assume responsibility for requesting capital funds for construction of bike paths.

The Department of Transportation and Public Facilities has received funding through the legislature for Fairbanks North Star Borough Bridle Paths and has worked with the Borough Trails Advisory Commission to implement the project. The Trails Advisory Commission recommended priority trails for use of the funds and DOT/PF has completed a survey and right-of-way engineering plans. The Borough has requested a transfer of responsibility agreement for the remainder of the funds.

The Department of Transportation and Public Facilities is responsible for administering funding under the State's Local Service Roads and Trails Program (LSR&T). Although this program is mainly oriented toward construction and maintenance of local roads, it has funded some trail projects in the past. A problem with this source of funding being used for trail projects has occurred when there is no party accepting the future maintenance of the project in writing. Unlike roads, some trail projects which can be user maintained, do not require a regular schedule of publically provided maintenance.

Another major role of DOT/PF is to manage and protect state rights-of-way and highways. Under this authority, DOT/PF may allow easements for trails within road rights-of-way on a case by case basis, subject to future highway realignment. DOT/PF is also responsible for managing rights-of-way which have been established under the terms of the Federal Revised Statute 2477 (codified as 43 USCA 932). When these rights-of-way lie on state lands, DOT/PF has concurrent management authority with the Department of Natural Resources. Many trails within the Borough have been identified by DOT/PF as having public right-of-way were originally established to provide access across public lands and their application to protection of recreational trails is uncertain. However, where these rights-of-way have been established, they are public and can be upgraded to meet the users needs. Where these routes are now used as recreational trails, the use can continue but there is no guarantee that they will not be eventually displaced by road development. A key factor in determining where R.S. 2477 rights-of-way are valid is ascertaining which lands the trail crosses where "unreserved public lands at the time public user was established". In addition to trails established by public use under R.S. 2477, section line easements on federal lands were also established by this law.

Other responsibilities of DOT/PF pertaining to trails include establishing standard designs and constructing signs to mark trail crossings and trailheads.

E. Alaska Department of Fish and Game

The Department of Fish and Game currently manages a short nature trail in the Creamers Field Migratory Waterfowl Refuge adjacent to their headwaters on College Road. In addition, a substantial portion of the Jeff Studdert Sleddog Trails cross the waterfowl refuge. There has been an agreement made between the Department of Fish and Game, the Division of Lands and the Fairbanks North Star Borough to allow continued public use of the trails within the refuge. The agreement is valid through June 30, 1987 and will be reviewed, and altered if necessary, at that time.

The Department of Fish and Game maintains an interest in backcountry trails and roads which are used for hunting or wildlife observation activities. To this extent, the preservation of trails in state land planning efforts is supported by Fish and Game. There is potential for coordinated efforts between the Department's non-game species program and use of trails for wildlife observation and nature interpretation.

F. University of Alaska

The principal involvement of the University of Alaska in trails within the Borough is the University/Skarland Ski Trail network. A portion of this trail system lies on the University's campus lands and a portion lies in private subdivisions north of the campus. Under a cooperative agreement between the Borough and University, the Borough agrees to seek easements for the trail where it crosses private lands and the University agrees to retain the trail on campus lands. The University reserves the right to realign the trail, if necessary, and can revoke the agreement on sixty days notice.

A portion of the Jeff Studdert Sleddog Trails are located on University property. There is a license of agreement between the Borough and University for this part of the Jeff Studdert Trail system which can be terminated by either party with ninety days notice.

The University has a bicycle path along Tanana Drive which connects to the path along Farmer's Loop Road. The Borough presently has funding to build a bike path along Alatna Drive between University Avenue and Sheep Creek Road. Generally, short term use of university lands for trails can be accommodated where there are no conflicts with existing or planned university facilities. The University is unwilling to establish permanent rights-of-way for trails because of possible interference with future development plans.

Legislation was passed during the 1982-83 session which ratified an agreement between the University and the Department of Natural Resources assigning the University of Alaska management responsibility of all university lands. This bill also gave the University exemption from some public land disposal review procedures. The result is that university land proposals are reviewed in essentially the same manner as private property.

G. Bureau of Land Management

The Bureau of Land Management (BLM) has extensive involvement with trails both within and outside the Fairbanks North Star Borough boundaries. The Bureau has three currently established trails which begin adjacent to the Borough boundaries at Wickersham Dome and Twelvemile Summit. The White Mountain Summer Trail and the Pinnell Mountain National Recreation Trail are both principally hiking trails. The White Mountain Winter Trail is used mainly by snowmachines, skiers and sleddogs.

The Bureau of Land Management is currently involved in developing resource management plans for the Steese National Conservation Area and the White Mountains National Recreation Area. These two areas are contiguous to the north and east boundaries of the Borough. Within the Steese Conservation Area and White Mountains National Recreation Area are two Components of the National Wild and Scenic Rivers System, Birch Creek and Beaver Creek.

In future development of the Steese and White Mountain areas there will most likely be provisions for both motorized and non-motorized trails. In current planning options there are proposals for both summer and winter trails and establishing a system of shelter huts or cabins. Whatever management proposal is selected in December 1984, actual development of trails will be contingent on availability of funds. Development of access for mining in the area may help provide better recreational access.

The Borough has filed an application with the Bureau of Land Management for a recreational trail right-of-way for a portion of the Skyline Ridge Trail. There are several other applications on file at BLM for use of this parcel of land. The outcome of the application is uncertain however, this right-of-way is essential to completion of the trail project. The Borough School District leases the 2,550 acre Outdoor Education Site on Peede Road from the BLM under the Recreation and Public Purposes Act. The Outdoor Education Site has two nature trails and several existing dog mushing, snowmachine and equestrian trails.

H. National Park Service

The National Park Service manages the Yukon-Charley National Preserve which is contiguous to the far eastern edge of the Borough. Within the preserve is the Charley River which is designated as a National Wild River. There is presently no road access to the Yukon-Charley Preserve and most floating access is provided by helicopter. There are no hiking or other recreational trails proposed in the Preserve at this time.

I. U.S. Army Corps of Engineers

The Army Corps of Engineers operates and maintains the Chena Flood Control Project. Although the priority use of the project lands is for flood control, recreation and other compatible uses are allowed to occur. The Army Corps is cooperatively developing the Chena River Lakes Recreation Area with the Borough Division of Parks and Recreation. The facilities within the park area now being constructed include several miles of hiking and skiing trails and changing and warm up shelters. The master plan for the remainder of the project lands outside the park includes several proposals for trails. A portion of the 100 Mile Loop Trail proposed in the Borough's draft Parks and Recreation Comprehensive Plan crosses the flood control project. The draft master plan for the project allows for construction of a pedestrian suspension bridge across the Chena River and establishing a trailhead which could be part of the 100 Mile Loop Trail.

Any construction of new recreational facilities beyond what is currently planned in the Chena River Lakes Recreation Area would require a suitable local sponsor such as the Borough. Facilities could be funded on a cost sharing basis with the Corps, if their budget allows.

J. U.S. Army, Ft. Wainwright

As a general rule, Ft. Wainwright recreational facilities are reserved for use by military personnel. The Borough Division of Parks and Recreation leases 260 acres of Army land for part of the Birch Hill Ski Trails. The "100 Mile Loop Trail" proposed in the Borough's draft Parks and Recreation Plan crosses through part of Ft. Wainwright along the Tanana River Levee. Because of the

proximity of an Army firing range, official designation of this portion of the "100 Mile Loop Trail" may not be possible. The Chena River traverses Ft. Wainwright and is used as a canoe and boating route. The Chena Hot Springs Winter Trail originally extended through what is now Ft. Wainwright into the City of Fairbanks.

There are several winter trails on the Ft. Wainwright military reservation land south of the Tanana River. The Bonnifield Trail is the principal route and extends from Goose Island to the south end of Clear Creek Butte. Trails in the military reservation are used mainly for hunting and trapping. Use of these trails requires authorization from the military police at Ft. Wainwright.

K. U.S. Air Force, Eielson Air Force Base

Recreational facilities at Eielson Air Force Base are reserved for exclusive use of Air Force personnel. The Air Force base has a network of cross-country ski trails and occasionally coordinates cross-country ski events with the Borough Division of Parks and Recreation. There are several miles of backcountry roads and trails on Air Force property which receive use by off-road vehicles and other recreational uses.

L. Utility Companies

Many of the existing trails within the Borough are partially located within utility rights-of-way. Normally, utility easements are not legal rights-of-way for recreational trail use. Use of utility easements for trails occurs at the grace of the individual property owner, similar to any other non-dedicated trail. Some easements within the Borough are noted specifically for utility and recreational trail use. Although not an ideal situation, co-use of easements can help minimize encumberances on private property.

Glacier State Telephone has agreed to allow use of the telephone cable clearing within the Chena Hot Springs Road right-of-way as a recreational trail. This use is contingent upon the trail not interfering with utility improvements and with the understanding that future utility construction may disrupt the trail.

Golden Valley Electric Association has expressed concern over liability being incurred if co-use easements are established. From a legal standpoint, they feel it may be better to allow un-official use of easements rather than recognizing the co-existing trail use.

Several portions of the Alyeska Pipeline right-of-way are used for trail recreation on an unauthorized basis. On federal or state lands where pre-existing trails cross the Trans-Alaska Pipeline System (TAPS) corridor or where pre-existing trails are coincidental with the TAPS corridor, trail use can continue. Guidelines for obtaining permits for new use of the TAPS corridor on federal lands have been published in the Federal Register and are available at the Bureau of Land Management. Use of the TAPS Corridor for trail recreation is generally not allowed without a permit. Portions of the TAPS Corridor on private lands can be used for trail recreation only if authorized by the landowner and if the use does not interfere with the pipeline.

M. Private Orgianizations

There are several businesses and many organizations within the Borough which contribute to trail recreation in some manner. Chena Hot Springs Resort features a system of cross-country ski trails available for public use. There are several equestrian stables which provide some private riding facilities and which also use some parts of the existing trail network within the Borough. The involvement of different clubs and organizations pertaining to trails varies from active trail maintenance to casual use of trails. Several of these clubs and their major activities relating to trails are included in the following list.

1. Alaska Dog Mushers Association

The Alaska Dog Mushers Association was founded in 1948 and currently operates and maintains the Jeff Studdert Race Grounds. At the Association's headquarters off Farmers Loop Road there is a log club house and warm up building with access to the Jeff Studdert Trails. The Jeff Studdert Race Grounds is the site for most of the competitive sleddog races within the Borough, including the North American

Championship Sleddog Race. The North American Championships is the oldest continuous sleddog race in the state and has used more or less the same trail since 1946. As far back as 1927 Fairbanks hosted most of the major sleddog races in Alaska. During the North American Championships the race course is usually extended along Noyes Slough and the Chena River into downtown Fairbanks. The Dog Mushers Association is working with the Borough Engineering Department to obtain rights-of-way for the trail. The Mushers Association has also supported the Borough Trail Program efforts to identify recreational and training trails for dog mushing. The Association has submitted several maps showing existing dog mushing routes.

2. Alaskan Malamute Club of Fairbanks

The Alaskan Malamute Club is mainly concerned with breeding purebred lines of Alaskan Malamute dogs. Because malamutes are often used as sleddogs the club has an interest in the Borough Trail Program from the standpoint of continued availability of sleddog trails. The club occasionally uses hiking trails for backpacking trips with malamutes as pack animals.

3. Alaska Miner's Association

The Alaska Miner's Association promotes continued availability of trails for access to mining claims. Often backcountry trails are used for both mining access and recreation. The Miner's Association has been actively involved in the Circle-Fairbanks Trail Project because of concern that designation of the trail as an historic and recreational route would limit mining access or development. At the present time, plans for the trail are being coordinated with the Miner's Association to insure that mining access is not cut off. Any proposals to designate or establish backcountry trails specifically for recreation would be of concern to the Miner's Association.

4. Alaska Trapper's Association

Hundreds of miles of traplines cross lands throughout the Fairbanks North Star Borough. The Alaska Trapper's Association maintains records of all registered traplines throughout Interior Alaska. The Trapper's Association promotes consideration of trapping in the development of various land use and resource management plans.

Some members of the Trapper's Association use trails to trap recreationally while others derive their livelihood from trapping. Many trails and routes used for trapping are also used for recreational purposes. Recreational or access use of trapping lines with seasonal separation may cause no conflict while heavy recreation use during the trapping season might be adverse to trapping operations.

5. Alaska-Yukon Trail Association

The Alaska-Yukon Trail Association was formed in 1983 to identify and maintain the winter trail used for the "Yukon Quest" sleddog race. The "Yukon Quest" is a new long distance dog race which runs between Fairbanks and Whitehorse, Yukon Territories. Most of the portion of race course within the Borough lies on the Old Chena Hot Springs Winter Trail. Members of the Alaska-Yukon Trail Association have worked with both the State and Borough to establish legal protection and funding for the trail.

6. Fairbanks Motorcycle Racing Association

In June 1983 the Borough Division of Land Management issued a special use permit to the Fairbanks Motorcycle Racing Association for a portion of borough property on Goose Island. The permit was for both off-road vehicle practice and competition and was worked out after the Association came before the Trails Advisory Commission to request assistance. The special use permit expires October 1, 1983 but application can be resubmitted for next year. A new application has not yet been filed with the Department of Land Resources. The club organizes and conducts several motorcycle and three-wheeler races each year.

7. Golden Heart Council of Camp Fire

During the Winter of 1983-84 the Golden Heart Council of Camp Fire and Fairbanks Motors initiated a three wheeler safety education program. The program included a videotape of three wheeler safety and operation and several speakers on different aspects of three wheeler operation. This program provides an increasingly important community education service.

8. Interior Alaska Trail Riders Association

The Interior Alaska Trail Riders Association was initially formed to help horsemen and other trail users preserve access across public lands. The Trail Riders Association works with many other groups and organizations to promote multi-use of trails. The group encourages recognition of the economic value of horses and agricultural development. They have held several fund-raising events to support agricultural and equestrian research and acquisition of veterinary medical equipment.

The Trail Riders Association has played a key role in promoting state funding for borough trail projects. The Association assisted in acquiring funding for the Circle-Fairbanks Gold Rush Trail and the FNSB Bridle Trails Project (Skyline Ridge Trail and Chena-Gilmore connector trail).

The Interior Alaska Trail Riders Association sponsors various cross country trail events such as the Ride and Tie Race and the Governor's Cup North Star Competitive Trail Ride. These events use portions of the existing trail network within the Borough and the North Star Competitive Trail Ride is sanctioned by the North American Trail Riders Conference. The Association has encouraged the provision of unpaved surfaces for use by equestrians running parallel to the paved bicycle paths within the Borough.

9. Interior Farmer's Association

The Interior Farmer's Association promotes development of Agriculture in Interior Alaska. The association encourages designation of state land

for agricultural disposal and would be concerned with any trails which may be reserved in the disposals. It is generally not in the farmer's best interest to have a recreational trail crossing an agricultural parcel. It has been suggested that existing trails be used to mark the edge of agricultural parcels rather than crossing through the center of the parcel. Occasionally trails such as the Chena Hot Springs Winter Trail are used for transporting farm equipment.

10. Interior River Users Group

The Interior River Users meet monthly during the winter for slide shows and discussion on river floating trips and issues concerning rivers. The group promotes recognition of recreational values and uses of rivers. Group members use many water trails within and beyond the Borough boundaries.

11. Nordic Ski Club of Fairbanks

Several trails within the Borough have been marked and are used by the Nordic Ski Club. The club has assisted in maintaining and marking both the Skarland Ski Trail and the O'Connor Creek East Ridgeline Trail. The Nordic Ski Club helps coordinate the annual Equinox Skiathon, a twelve mile competitive event held on the Skarland Ski Trail. The club holds several ski outings each winter which use existing trails within the Borough. One trail used regularly by members and which is the site of an annual club outing is the trail connecting Cleary Summit and Chena Hot Springs Road via the edge of Gilmore Dome. During the fall of 1983, the Nordic Ski Club groomed trails and set ski tracks on the trail and road system in Lincoln Creek Subdivision. Officers of the club have expressed interest in establishing a permanent trail use area in the vicinity of Murphy Dome.

12. Northern Alaska Environmental Center

The Northern Alaska Environmental Center has supported the Borough Trail Program as an essential part of the traditional life style of Borough residents. The Center has promoted consideration of wildlife, forestry and open space/natural areas in borough land use planning decisions. The organization has expressed concern about the compatibility of mining equipment and recreational hiking on the Circle-Fairbanks Trail.

13. Runner's Club North

The Equinox Marathon Trail is the major concern of the Runner's Club North. The club has worked with the Borough in the past to encourage rights-of-way acquisition for the marathon trail. The club initiated efforts to obtain easements for the Equinox Marathon Trail in 1968.

Although several easements were established, many of the documents lack adequate legal descriptions and the project has never been completed. The club coordinates with the University of Alaska to conduct the annual Equinox Marathon, an event which has now been held for twenty years. The runners frequently use the Skarland Ski Trail network as well as many other trails within the Borough. In November 1981, three members of the Runner's Club North successfully filed a class action lawsuit against a person who illegally blocked off part of the public right-of-way used for the Equinox Marathon.

14. Salcha Ski Club

The Salcha Ski Club has entered into a cooperative agreement with the Borough Parks and Recreation Division giving the club management authority over the Salcha Ski Trails. The club provides trail maintenance and the Division of Parks and Recreation provides a snowmachine and track setting equipment as funding allows. The Salcha Ski Club performed all the original trail construction work on the Salcha Ski Trails with some financial assistance from the Borough. The club organizes and conducts several competitive cross-country ski races on this trail system each year.

15. Senior Citizens of Interior Alaska

Joe Steinard, President of Senior Citizens of Interior Alaska, has requested funding and assistance from the Borough's Division of Community Planning to develop a multi-use loop trail adjacent to the Senior

Citizens Center on Johnson Road. The trail could be used as the site for competitive events such as snowmachine and sleddog races. It is envisioned that the senior citizens could operate a concession stand at events to raise money to help cover overhead costs for the Center.

16. Tanana Trails Council

The Tanana Trails Council was originally formed in 1979 for the purpose of encouraging reservation of existing trails in state and borough land disposals. The Council served as a coordinating body between trail users and various public agencies. When the Fairbanks North Star Borough Trails Advisory Commission was created in 1980 several members of the Council were appointed to the Trails Commission. Since that time the Tanana Trails Council has been largely inactive.

17. Tanana - Yukon Historical Society

The Tanana-Yukon Historical Society maintains an interest in all historic transportation routes both within and beyond the Borough boundaries. The society and its members have completed a considerable amount of research on historic trails. Several members of the Society are on the Circle-Fairbanks Trail Committee. This committee, which includes members of the Borough Trails Advisory Commission, has worked to promote recognition of the historical significance of the Circle-Fairbanks Trail. All of the historical research on the Circle-Fairbanks Trail was done by this group of volunteers. The Tanana-Yukon Historical Society has supported the Circle-Fairbanks Historic Gold Rush Trail project.

18. Two Rivers Ski Club

The Two Rivers Ski Club has responsibility for managing and maintaining the ski trails within the Two Rivers Recreation Area. The Two Rivers Ski Club has signed a cooperative agreement with the Borough Parks and Recreation Division similar to the agreement with the Salcha Ski Club. The Two Rivers Recreation Area also contains trails used for horseback riding and snowmachines. The Two Rivers Ski Club helps coordinate ski races within the recreation area.

II. INVENTORY OF RECREATIONAL TRAILS WITHIN THE FAIRBANKS NORTH STAR BOROUGH

A. Existing Public Recreational Trail Facilities

Of the many existing trails within the Fairbanks North Star Borough very few have been dedicated to the public. Trails which have been opened to the public include trails within public recreation areas, trails within road rights-of-way, and trails on reserved public lands. As indicated in the jurisdictional section of this paper, several different agencies within the Borough provide public recreational trail facilities. The following inventory of public recreational trails is divided according to which agency is providing or planning the trail. Map I indicates general locations of existing public trail facilities.

1. Fairbanks North Star Borough

Under the present Borough Trail Policy, before a trail can be dedicated to the public it must have a complete legal right-of-way.

Several trails within the Borough which cross private lands have substantial portions of the right-of-way established but, until the complete right-of-way is obtained, they cannot be included in the "public recreational trail facility" category. For this reason, several well used trails such as the Skarland Ski Trails (off U of A Land) and the Jeff Studdert Sleddog Trails, are included within the "non-dedicated trail" portion of the inventory.

a. Birch Hill Park

Birch Hill Park is located on the top and north side of Birch Hill, approximately three miles northeast of the city of Fairbanks. The park contains a total of 460 acres, which includes 200 acres leased from the State of Alaska, and approximately 260 acres leased by the Borough from the Department of Army. The park is managed and maintained by the Borough Division of Parks and Recreation. Within the park there are several cross-country ski trail loops which are of varying length and difficulty. The park includes a ski waxing

Existing Public Recreation Trails

building, restroom and a small caretaker's cabin. The trails were orginally laid out in late 1960's for the Fairbanks High School Ski Team. Since that time the trails have been substantially upgraded. The trails are normally well-groomed by the Division of Parks and Recreation with a good ski tract set. In the summertime the trails are used for hiking and bird watching. The Nordic Ski Club of Fairbanks may assume trail maintenance responsibility in the 1984-85 ski season. The park is closed to snowmachines and off-road vehicles.

b. Salcha Ski Trails

The Salcha ski trails are located on approximately 337 acres of Borough property adjacent to the Salcha Elementary School. The trails were built and are maintained by the Salcha Ski Club. The Ski Club has a cooperative agreement with the Borough Division of Parks and Recreation where the Ski Club is responsible for maintaining and managing the trails. The Borough Division of Parks and Recreation provides a snowmachine and track setting equipment as funding allows. The trails are designed exclusively for cross-country skiing but jogging use occurs in the summer. The trails were carefully laid out to conform to U.S. Ski Association standards for competitive nordic ski trails. The Salcha Ski Trails are one of the best competition courses for skiing in the state of Alaska. The Borough Assembly has passed a resolution dedicating the land that the Salcha Ski Trails lie on to recreational use.

c. Two Rivers Recreation Area

Two Rivers Recreation Area is located just to the north of the new Two Rivers School out Chena Hot Springs Road. The area contains approximately 284 acres of Borough property which has been dedicated for recreational use by a resolution of the Borough Assembly. Under a cooperative agreement with Borough Division of Parks and Recreation, the Two Rivers Ski Club manages and maintains the trails while the Borough provides maintenance equipment as funding allows.

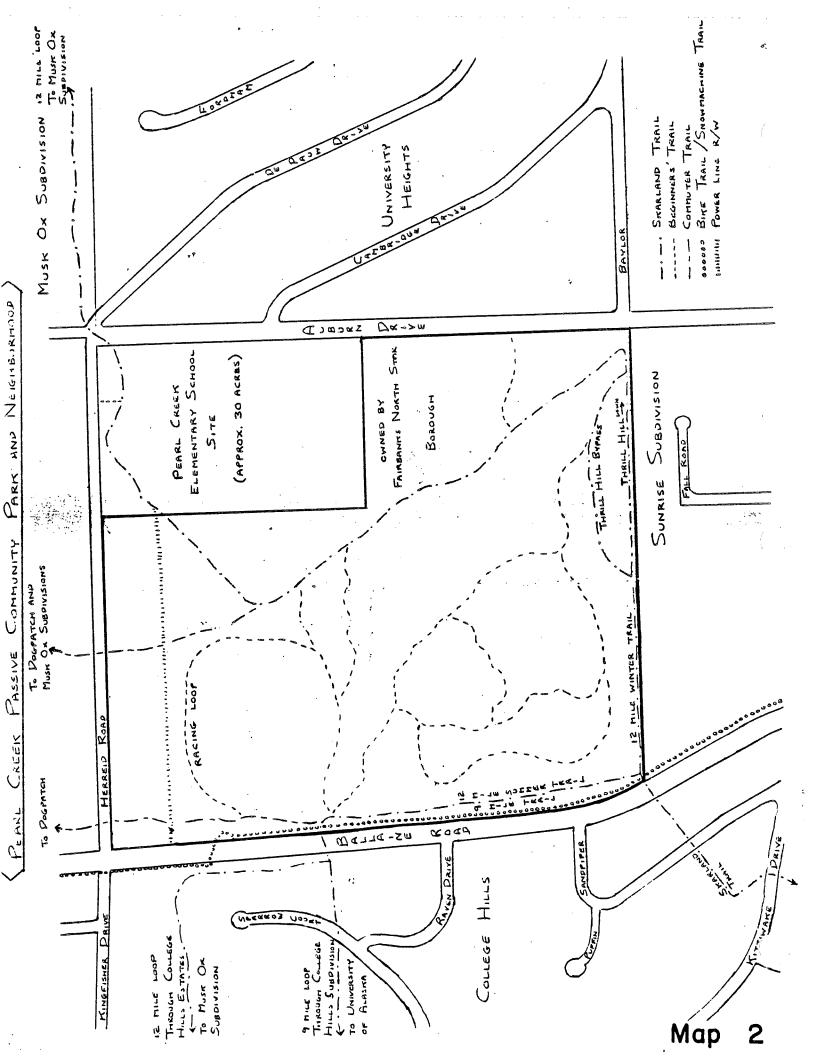
The Two Rivers Recreation Area was established as a result of citizen input. In the process of constructing a new road to the Two Rivers Elementary School, the ski trails that were adjacent to the old school were disrupted, causing the residents to seek action from the Borough to provide some ski trails in the area. The new ski trail network was constructed by North Country Design and Construction. The new facilities include a starting and finish area, a timing shack, one kilometer of lighted trail and $2\frac{1}{2}$, 5, and $7\frac{1}{2}$ kilometer trails. Within the Two Rivers Recreation Area there is a previously existing bridle path and snowmachine trail. Providing for continued use of these trails was one of the purposes for the Two Rivers Recreation Area was established.

d. Pearl Creek Community Park

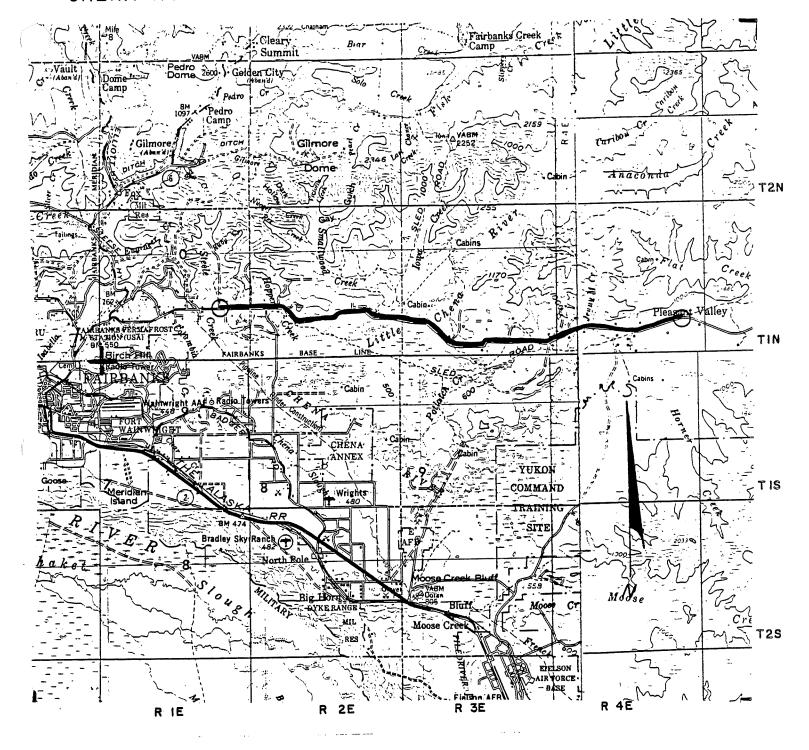
The Pearl Creek Community Park is a 124 acre tract of land adjacent to the Pearl Creek Elementary School off Ballaine Road. The Borough has recently received funding from the State to complete the purchase of the park. The park contains a portion of the Skarland Ski Trail and several beginner ski trails (see map 2). These ski trails are marked and maintained by residents of the area. With the exception of the ski trails, the park is intended for use as an open greenspace with no major recreational facilities.

e. Chena Hot Springs Road Trail

The Chena Hot Springs Road Trail or Chena Hot Springs/Glacier State Trail runs from 4.5 mile to 25.5 mile Chena Hot Springs Road (see Map 3). Funding for this trail project was acquired through the Local Service Roads and Trails Program. The trail project uses an existing clearing for the Glacier State telephone cable which is on the south side of the Chena Hot Springs Road right-of-way. The Borough has received a right-of-way permit from ADOT/PF and a letter of non-objection from Glacier State Telephone Company for construction of the trail and use of the right-of-way for trail purposes. The Glacier State letter of non-objection is subject to the provisions that the trail be at least 5 feet from all telephone



CHENA HOT SPRINGS ROAD TRAIL



LEGEND

Main Trail

Connecting Trail

Trail Start/End

Access Point

Map 3

pedestals and that during construction or maintenance operations on the trail Glacier State Telephone Company is called to locate the cable where cuts will exceed 12 inches. There is also the possibility that future telephone cables will require disruption of the trail, however, Glacier State has agreed to restore the trail to the pre-construction conditions during those times. Glacier State also requires that this trail not be paved because of the problems it would cause with future utility improvements or maintenance. The Chena Hot Springs Road Trail is a multiple use trail which receives fairly heavy use from horseback riders, snowmachines, three wheelers and dog mushers. Construction to upgrade the trail will occur in Spring 1984 and is intended to be very minimal. The construction plans for the project provide for bringing the grade of the trail up to the grade of the driveway crossings, removing stumps and obstacles and adding gravel fill to some of the low, swampy portions of the trail to make it passable during the wet summer months.

f. University Park Elementary School Ski Trails

There is a small network of cross-country ski trails adjacent to the University Park Elementary School which is used by the school in its physical education programs. The system includes one kilometer of lighted trail and $2\frac{1}{2}$ and 5 kilometer loops. These trails are maintained and managed by the school.

g. North Pole Elementary Ski Trails

During the winter there is a small ski trail network laid out within the schoolgrounds of the North Pole Elementary for use in the physical education program. School staff have contacted the Borough Planning and Parks and Recreation Divisions concerning using a portion of the Fifth Avenue Park for the cross country ski trails also. This proposal was recently submitted as a Capital Improvement Project and has received \$10,000 funding. The funds will be used cooperatively by the Borough Parks and Recreation Division and North Pole Elementary. The funds will mainly be used for a snowmachine and track setting equipment.

h. Outdoor Education Site Trails

The Borough School District has leased 2,550 acres from the Bureau of Land Management under the Recreation and Public Purposes Act.

This area is located at the end of Peede Road and is used as the School District's Outdoor Education Site. Within the terms of the lease existing recreation uses are to be continued. This includes several old dog mushing trails, hiking trails and equestrian trails.

1) Peede Pond Nature Trail

The School District worked with the University of Alaska School of Agricultural and Land Resources Management to develop the Peede Pond Nature Trail and an interpretive brochure for the trail. This short trail includes 13 interpretive stations which cover subjects such as discriptions of birds, wildlife and vegetation successional changes. This short loop trail lies at the far western edge of the Outdoor Education Site.

Enlighten Trail

The Enlightened Trail is 1.1 mile long and has recently been constructed by the Young Adult Conservation Corps through the Alaska Division of Parks and Outdoor Recreation. This trail runs from Peede Road to the Chena River and passes through a variety of vegetation types.

Existing Bike Path Network

The presently existing bike path network has been planned and constructed as a cooperative effort of the FNSB and DOT/PF. Because all the present bike paths (with the exception of the Chena River Bikeway) are located within State maintained road right-of-way they are mainly the responsibility of DOT/PF and will be described under "DOT/PF Trail Facilities". New bike paths constructed outside of State maintained road right-of-way will remain the responsibility of the Borough.

2. City of Fairbanks

a. Chena River Bike Path was constructed and is maintained by the City of Fairbanks. The bike path runs along 1st Avenue for 2.15 miles roughly parallel to the Chena River, extending from the intersection of Cushman Street and 1st Avenue to Alaskaland. This bike path is closed to all motorized use.

3. Alaska Department of Natural Resources

The Department of Natural Resources shares the management responsibilities for several canoe and boating trails within the Borough. All navigable waterways are open to public use and the State retains ownership of the river bed itself. Rivers within the Borough which receive extensive use as water trails include the Tanana River, Salcha River, Chena River, Badger Slough, and the Chatanika River. The Division of Parks and Outdoor Recreation provides several campgrounds, boat launch facilities and access routes to parts of these rivers.

a. Division of Land and Water Management

Although the Division of Land and Water Management is not specifically responsible for providing recreational trail facilities, many actions and plans of the Division affect the availability of trails with the Borough.

Several state land disposals within the Borough have included rights-of-way for trails. Trail easements established in Musk Ox Subdivision in 1964 were the first ever delineated in a state land disposal. Musk Ox also included a tract of land retained in state ownership for use as a downhill ski slope. Some state land disposals which have reserved trail rights-of-way include:

- 1) Musk Ox Subdivision
- 2) Lincoln Creek Subdivision
- 3) McCloud Subdivision
- 4) Murphy Subdivision

- 5) Two Rivers Agricultural Disposal
- 6) Twentythree Mile Slough
- 7) Northridge Subdivision
- 8) Horseshoe Downs (a portion of the Chena Hot Springs Winter Trail was platted as an access road).

During the fall of 1983, the trail easements and road network in Lincoln Creek Subdivision were groomed for use as ski trails by the University of Alaska Ski Team and the Nordic Ski Club. Because of the poor snow conditions on the trail networks in town the trails at a higher elevation in Lincoln Creek were the most heavily used in the Fairbanks area in the fall of 1983. John Estle, coach of the U of A Ski Team, estimated the trails received over 1,000 user days of skiing on one heavy use weekend alone.

In addition, many remote parcel disposals have delineated trail corridors as access routes and "no staking" areas. Some of these trails may remain largely recreational in nature while others will eventually be upgraded to roads. The Division of Lands has recently reserved corridors for hiking trails proposed by the Bureau of Land Management through the White Mountain remote parcel disposal.

b. Alaska Division of Parks and Outdoor Recreation

The Alaska Division of Parks and Outdoor Recreation manages two hiking trails in the Chena River State Recreation area. These are the only trails specifically established for hiking which are entirely within the Borough. There are several other non-designated trails within the Chena River State Recreation Area which include:

1) The Middle Fork of the Chena Trail, 2) the South Beaver Creek Trail, and, 3) the Munson Creek Trail. The Division of Parks and Outdoor Recreation manages these non-designated trails also. Other trails and rivers within the Borough may be placed under the jurisdiction of the Division of Parks and Outdoor Recreation following completion of the Tanana Basin Area Plan.

1) Granite Tors Trail

The Granite Tors Trail extends from Chena Hot Springs Road, up the Rock Creek drainage to the top of the ridge where there are several rock formations known as the Granite Tors (see Map 4). The trail is 7 miles in length one way, and rises 2,500 feet in elevation. The trail has recently been upgraded by the Alaska Youth Conservation Corps. The trail begins across the bridge from the campground near 40 mile Chena Hot Springs Road. Boardwalks have been constructed where the trail crosses flat, wet areas making walking much easier. The Division of Parks has begun boardwalking and improving the Old Tors Trail, which is southwest of Rock Creek. When this trial is completed it will provide a looped trail to the Granite Tors.

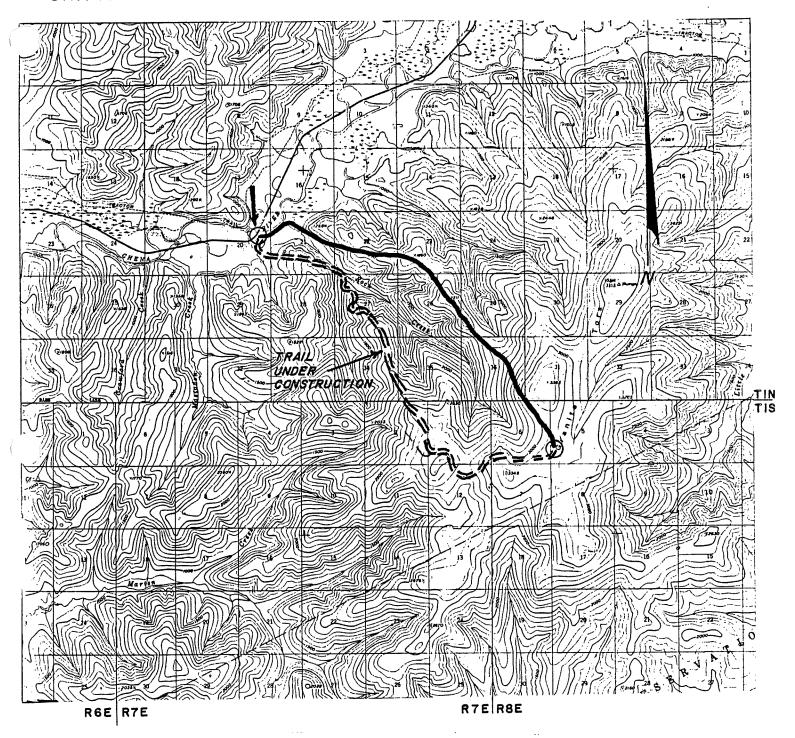
2) Chena Dome Trail

The Chena Dome Trail has recently been upgraded by the Divison of Parks. The trail traverses the high ridge lines around the Angel Creek drainage and crosses Chena Dome (see Map 5). There are two trailheads for this trail along Chena Hot Springs Road, one located at Milepost 49.2 and the other at approximately 50.5 mile. Most of this 29 mile loop trail crosses through high alpine areas and ridgetops and is marked by rock cairns. The first few miles at each end of the trail are cut through forest until the trail reaches timberline. Completion of the entire loop requires about a three day backpaking trip. Shorter day hikes can be taken along either end of the trail.

4. Department of Transportation and Public Facilities

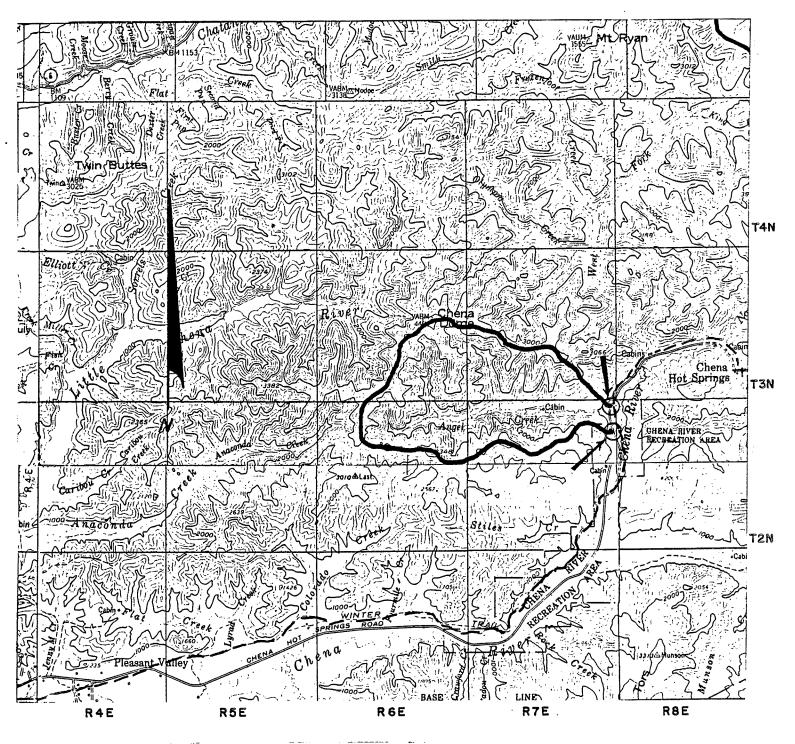
The Department of Transportation and Public Facilities (DOT/PF) has constructed and maintains most of the bikeway network within the Borough (see Map 6). Funding for maintenance of bikepaths has been a critical problem and DOT/PF is currently seeking funding for this purpose. Bike paths managed by DOT/PF outside the city limits are open to winter use by snowmachines. Bikeways within the Borough which are under the

GRANITE TORS TRAIL



Main Trail Connecting Trail Trail Start/End Access Point

CHENA DOME TRAIL



LEGEND

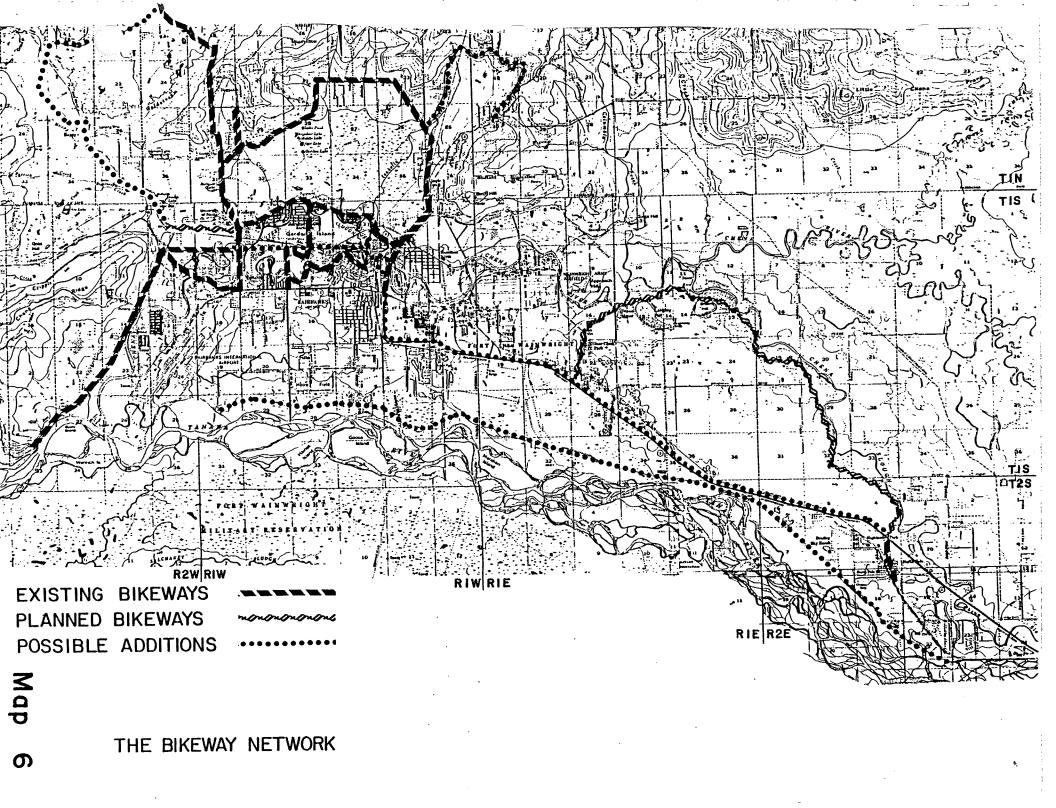
Main Trail

Connecting Trail ————

Trail Start/End ———

Access Point

Map 5



jurisdiction of DOT/PF include:

- a. Farmer's Loop Road Bikepath (9.4 miles long)
- b. Ballaine Road Bikepath (4.3 miles)
- c. Chena Pump Road Bikepath (5.2 miles)
- d. College Road (4.3 miles)
- e. University Avenue (3.06 miles)
- f. Aurora Drive (1.2 miles)
- g. Peger Road (1.2 miles)
- h. New Steese Expressway (2.3 miles)
- i. Geist Road (3.5 miles)
- j. Santa Claus Lane (0.8 miles)

The portion of the Ballaine Road Bikepath in Goldstream Valley is presently closed due to lack of maintenance and repairs. More specific information on the bikeway network within the Borough can be found within the Borough's Long Range Bicycle Facilities Plan and the update to the bicycle plan. The most recent addition to the bikeway network has been a new path along Auburn Road which was constructed as a student access route to the Pearl Creek Elementary School.

5. Alaska Department of Fish and Game

a. Creamer's Nature Path

Creamer's Nature Path is located within the Creamer's Field
Migratory Waterfowl Refuge adjacent to the Department of Fish and
Game headquarters on College Road. The looped trail is about 2
miles long and takes at least one hour to cover. The nature path
was built by the cooperative effort of the Alaska Department of Fish
and Game, Alaska Division of Parks, Youth Conservation Corps and the
Alaskan Conservation Society. The trail includes 15 separate
interpretive sites which provide descriptions of the wildlife and
vegetation found in the area. The Department of Fish and Game
provides a short pamphlet available at the beginning of the trail
which gives descriptions of the interpretive stations as visitors
pass along the trail.

6. University of Alaska

a. University/Skarland Ski Trail Network

The University of Alaska has several cross country ski trail loops which are a part of the Skarland Ski Trail Network (see Map 9). Within the University's campus lands there is a 2.5 mile and 6 mile loop as well as many shorter connections. The trailhead is located on the West Ridge Campus. These trails are used extensively by the University Ski Team, students at the University and the general public. The University is now in the process of upgrading the 6 Mile Loop. These trails are closed to motor vehicles the year round (see also: Skarland Ski Trail in FNSB Trail Projects in Progress).

b. Other University of Alaska Trail Facilities

In addition to the ski trail network, the University provides several other trail facilities. There is a bike path located along the eastern edge of the University which provides a connection between the University Avenue bike path and the Ballaine Road and Farmer's Loop bike paths. The University has recently built a physical fitness trail adjacent to the gymnasium complex. This trail has several varying exercise stations along its course. The University Museum has developed a short nature trail behind the museum building. The trail is now 2½ feet wide and is surfaced with wood chips. The present trail is approximately one hundred feet long, however, the University hopes to develop a more extensive nature trail within the Arboretum in the future.

The Borough presently has funding to construct a bike path from College Road to Sheep Creek Road through the University. The project is "on hold" while the University is studying overall campus traffic flow patterns. The bike path project may eventually be transferred to the responsibility of the University.

7. Bureau of Land Management

a) Existing Recreational Trails

SUMMER!

1) White Mountain Trails

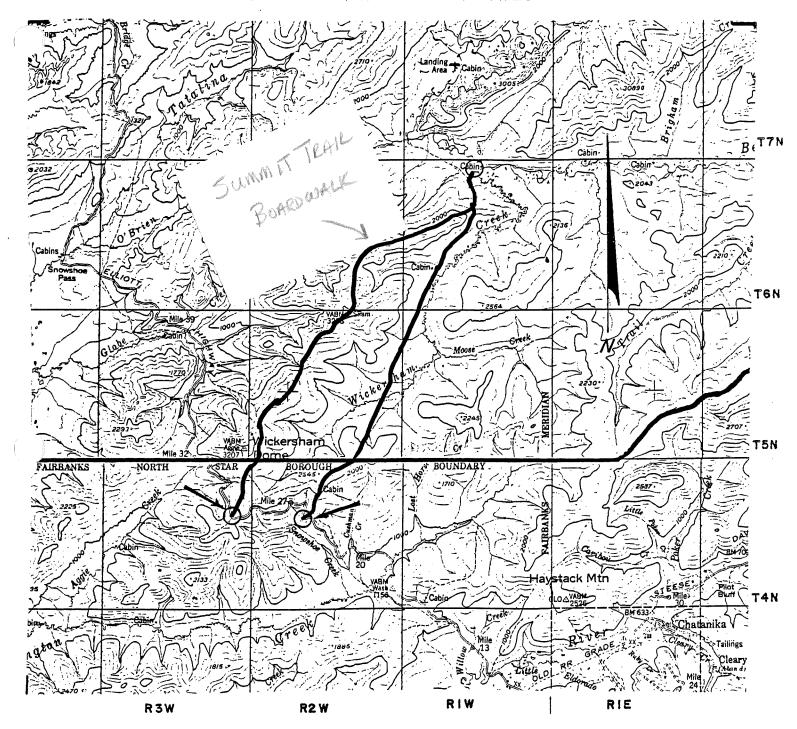
SUMMIT TEALL BUANDWALK

The Bureau of Land Management (BLM) provides two recreational trails with trailheads located adjacent to the northern boundary of the Borough (see Map 7). The White Mountain Winter and Summer trails are located at Milepost 23.5 and 28 mile on the Elliot Highway, respectively. The majority of these trails lie within the White Mountains National Recreation Area. White Mountain Winter Trail extends approximately 17 miles northeast across the Borough boundary to Beaver Creek. On the far side of Beaver Creek there is a small public use A-frame called the Borealis-LeFevre Cabin. This cabin can be rented from BLM for a small nightly fee. The White Mountain summer trail runs roughly parallel to the winter trail on top of the ridge to the northwest. The White Mountain Summer Trail is approximately 19 miles long. The summer trail is closed to off-road vehicle use, however, the winter trail is open to snowmachines in addition to skiers and sleddogs.

2) Pinnell Mountain National Recreation Trail

The Pinnell Mountain National Recreation Trail begins at Milepost 85.6 on the Steese Highway at Twelvemile Summit, on the northeast edge of the Borough (see Map 8). The trail extends approximately 27 miles along the ridgeline north of the Steese Highway which connects Twelvemile Summit and Eagle Summit. The western portion of the trail lies on the boundary of the northern unit of the Steese National Conservation Area. This trail is designated for hiking use only with horses and motorized vehicles prohibited. Along the trail there are two primitive log shelters for protection from the wind and weather. The Pinnell Mountain Trail can potentially link up with the Circle-Fairbanks Trail proposed by the FNSB. The two

WHITE MOUNTAIN SUMMER/WINTER TRAILS



LEGEND

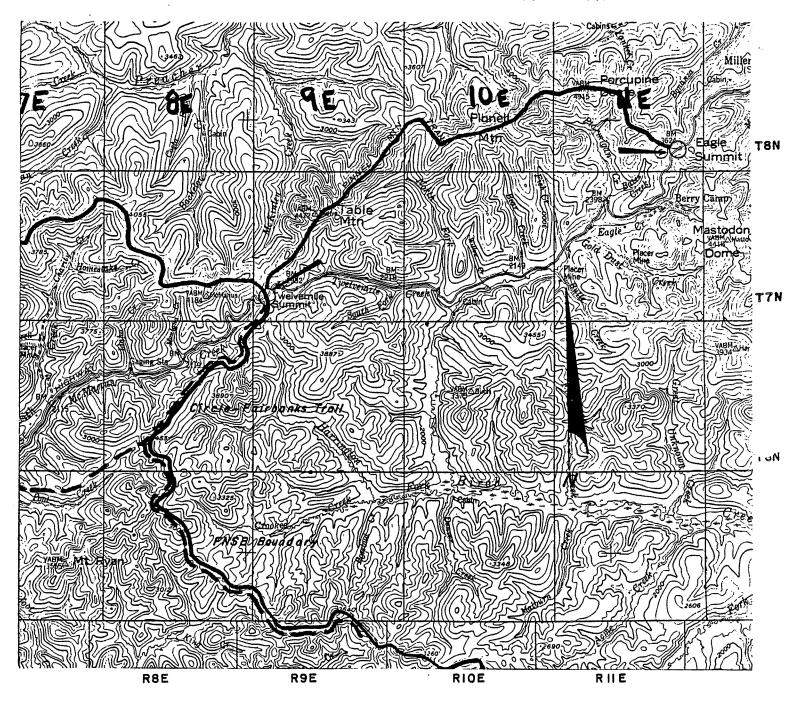
Main Trail

Connecting Trail ————

Trail Start/End

Access Point

PINNELL MOUNTAIN NATIONAL RECREATIONAL TRAIL



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| Trail Start/End | |
| Access Point | |

trails both connect with the Steese Highway at Twelvemile Summit. Brochures on the White Mountain Trails and the Pinnell Mountain National Recreation Trail are available from the Fairbanks District Office of the Bureau of Land Management.

3) Wild and Scenic Rivers

The Bureau of Land Management manages several components of the National Wild and Scenic Rivers system just outside the Borough boundaries. Beaver Creek, within the White Mountains National Recreation Area, and Birch Creek within the Steese National Conservation Area, are both used by residents and visitors of the Fairbanks North Star Borough. In addition to these two rivers, the BLM manages the Delta River, the Gulkana River, and the Fortymile River which are located more distantly from Fairbanks. Birch Creek has an access road at approximately 88 mile Steese Highway, just outside the Borough boundaries. This river trip is approximately 125 miles long and there is a take out point at the Steese Highway crossing of Birch Creek. Beaver Creek can also be accessed by the Steese Highway via a short mining road into Nome Creek. The turn off point for this road is at the U.S. Creek drainage at mile 44 of the Steese Highway. Beaver Creek can be floated its entire length to the confluence of the Yukon River and down to the Dalton Highway for a road accessed take-out point. Arrangements can also be made to fly out of the lower portion of Beaver Creek with a float plane or landing on a gravel bar.

b) Proposed Recreational Trails

The Bureau of Land Management is currently preparing resource management plans for the White Mountains National Recreation Area and the Steese National Conservation Area. The plans are scheduled for completion in December, 1984. In conjunction with planning for the White Mountains National Recreation Area, the BLM has proposed developing several loop hiking trails between the Davidson Ditch and

the ridgeline marking the boundary between the Borough and the National Recreation Area. The Alaska Division of Lands has marked these trail corridors as "no staking" areas in the White Mountain Remote Parcel disposal. A portion of the Davidson Ditch itself remains as a corridor of Federal land 100 foot wide through State land. However, the ditch corridor will probably be made available for State selection in the near future. Depending upon the outcome of the land use plan for the White Mountains NRA, the Bureau may reserve to itself a recreation trail right-of-way along the ditch corridor between Perhaps Creek and Cripple Creek recreation sites.

BLM has also proposed developing a trail use area on federal lands adjacent to Wickersham Dome. The intent is to provide a variety of both motorized and non-motorized trail recreation opportunities. Several trails will likely be established within the White Mountains National Recreation Area after completion of the land use plans.

H. U.S. Army Corps of Engineers

There are several existing trails within the Army Corps of Engineer's Chena Flood Control Project. Within the Chena River Lakes Recreation Area, which is being cooperatively built by the Corps of Engineers and the Borough Divison of Parks and Recreation, there are several short hiking trails being constructed. These trails will be open along with the rest of the recreation area facilities for the summer of 1984. The Corps' draft master plan for management of the Chena Flood Control Project lands contains provisions for continued use of many existing trails in the area. There are plans to allow a route through the project for the proposed 100 Mile Loop Trail. Formal establishment of recreational trails or trailhead facilities within the Flood Control Project will require a local sponsor such as the Fairbanks North Star Borough.

B. Non-Dedicated Recreational Trails

1. Fairbanks North Star Borough Trail Projects in Progress

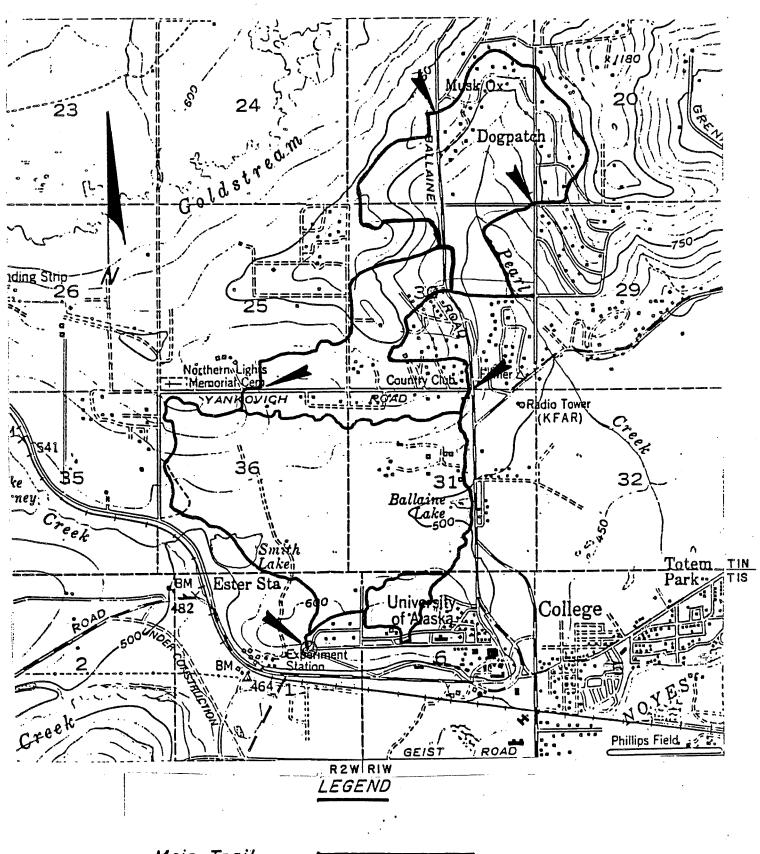
Trails in this category include projects which the Borough is actively involved in at this time. These projects have all received funding and are at varying stages of completion. These trails may eventually become publicly dedicated when the projects are completed and all necessary rights-of-way are obtained. If rights-of-way are not negotiated for the remaining parts of these trails portions which remain unprotected may be closed to public use disrupting the continuity of the trail.

a. Skarland Ski Trail

The Skarland Ski Trail network is a joint effort of the University of Alaska and the Fairbanks North Star Borough (see Map 9). Portions of the trail lie on University campus lands while other parts extend into private subdivisons in the Ballaine Road area. Citizens from the Musk Ox-College Hills area have played an essential role in working with land developers to establish easements for the trail in new subdivisons.

The Skarland Ski Trail network originated in the mid 1950's under the guidance of Dr. Ivar Skarland of the University of Alaska. Much of the original trail was laid out and constructed by the U of A Ski Team across what was at that time unoccupied land. Since then considerable development has occurred in the area, however, the ski trails remain as an example of coordination between new development and preservation of existing recreational use.

This trail system receives substantial use from skiers, hikers, joggers and horseback riders. The trails are not intended for motorized use. The easements which have been established for the Skarland Trail vary somewhat between subdivisons. The easements within Musk Ox Subdivision are 50 feet in width while those in College Hills Estates are 30 feet wide. Some of the easements are



Main Trail

Connecting Trail ————

Trail Start/End ———

platted for co-use between utilities and the trails. The co-use easements have resulted in some disruptions of the trail when new utility improvements are installed or repairs are needed. A memorandum of understanding has been signed between the University and Borough under which the University agrees to continue public use of the trail on University lands subject to relocation and the Borough agrees to work to obtain easements or dedications on the non-university portion of the trail.

With recent action by the Borough to acquire the Pearl Creek Recreation area (through which the Skarland Ski Trail passes) there is now only one parcel remaining which does not have a right-of-way or agreement. Once an agreement or easement is obtained for this parcel the entire trail network will have legal right-of-way making the Skarland Trail eligible for public dedication under the parameters of the Borough Trail Policy.

The Skarland Trail network includes a 2.5 and 6 mile loop on University property. This portion of the trail is publicly dedicated and is maintained and managed by the University. Parts of the trail beyond the University include the 9 mile and 12 mile loops. These parts of the trail are now maintained by trail users and property owners. The Nordic Ski Club of Fairbanks has provided assistance in marking and maintaining this trail system. The principal access point for the trail network is located on the University West Ridge Campus. The trail can also be accessed at road crossings or from the new Pearl Creek Elementary School.

The Skarland Ski Trail 12 mile loop is the site of the annual Equinox Skiathon and Muscular Distrophy fundraising Skiathon. Portions of the trail are also used for the Equinox Marathon, a race which celebrated its twentieth anniversary in September 1983. The trail is used extensively as a training site for both cross-country runners and skiers. Several olympic caliber competitors have trained on the Skarland Trail network.

b. Jeff Studdert Sleddog Trails

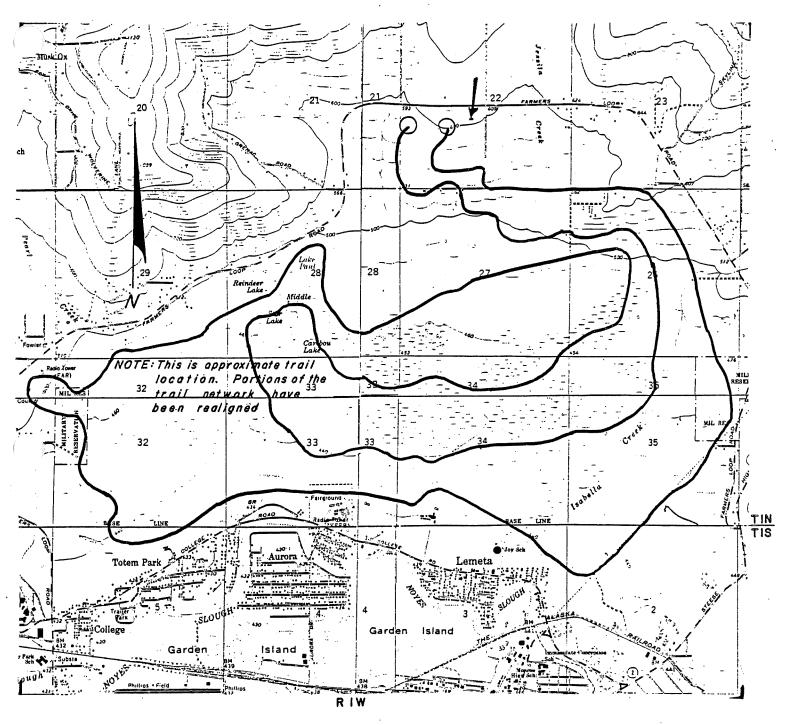
The Jeff Studdert Sleddog Trails are the principal competitive dogmushing course within the Borough. The trails are used for the North American Sleddog Championships which is one of the major sprint class races in the world. The trails are named after Jeff Studdert, a long time Fairbanks dogmushing enthusiast.

This trail system is located in the largely undeveloped area between Farmer's Loop Road and College Road (see Map 10). The system includes several interconnected loop trails of varying lengths up to 30 miles. The trails are extended into Second Street in downtown Fairbanks by way of Noyes Slough and the Chena River for the North American Sleddog Championships. The land traversed by the Jeff Studdert trails is relatively flat and is mainly wetlands.

The Jeff Studdert trail network is managed and maintained by the Alaska Dog Musher's Association. The principal access to the trails is at the Dog Musher's Association headquarters off of Farmer's Loop Road. The Dog Musher's Association coordinates all competitive events held on the network. Although dog mushing is the principal type of use of the Jeff Studdert trails, cross-country skiing and snowmobiling also occurs. Some summer use by hikers and horseback riders occurs but the swampy conditions restrict extensive summer use.

The Alaska Dog Musher's Association is currently in the process of seeking easements for the trail in cooperation with the Borough Engineering Division. The Engineering Divison has completed a section by section survey of the entire trail network. The Borough has executed a license of agreement with the University of Alaska to provide for continued use of the trails on university property. The University retains the right to realign the trail and may terminate the license on ninety days notice. The Borough has also completed a Memorandum of Understanding with the Alaska Department of Natural Resources and Department of Fish and Game for the portion of the Jeff Studdert trail system which lies within the Creamer's Field

JEFF STUDDERT TRAILS



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Migratory Waterfowl Refuge. This agreement authorizes the Alaska Dog Musher's Association to remove brush and groom the trails but requires Department of Fish and Game authorization before trail realignment can be done. This memorandum also stipulates that use of the trails is not limited to the Dog Musher's Association and does not commit the state to expenditure of funds for upkeep of the trails. The memorandum is valid through June 30, 1987 and at that time the guidelines will be reviewed and altered if necessary. In addition, a few private landowners have donated easements for dogmushing trail use across their property. The easements being requested from private property owners will be limited to winter dogmushing use if the landowner desires. As of fall 1983, there are 23 parcels of land remaining which need easements.

c. Fairbanks North Star Borough Bridle Paths

Fairbanks North Star Borough Bridle Paths is a project which was originally administered by the Alaska Department of Transportation under the guidance of the Borough Trails Advisory Commission. The Interior Alaska Trail Riders Association worked closely with the Fairbanks Legislative delegation to obtain funding for this bridle path project. Once funds were appropriated the Skyline Ridge Trail and Chena-Gilmore Connector Trail were recommended as the top priorities for use of the funds.

The Department of Transportation has completed a survey and right-of-way engineering plans for both of the trails. In August 1983 the Fairbanks North Star Borough requested a transfer of responsibility of the remaining funds for the project in order to complete the necessary rights-of-way acquisition. These two trails are described in greater detail below.

1) Skyline Ridge Trail

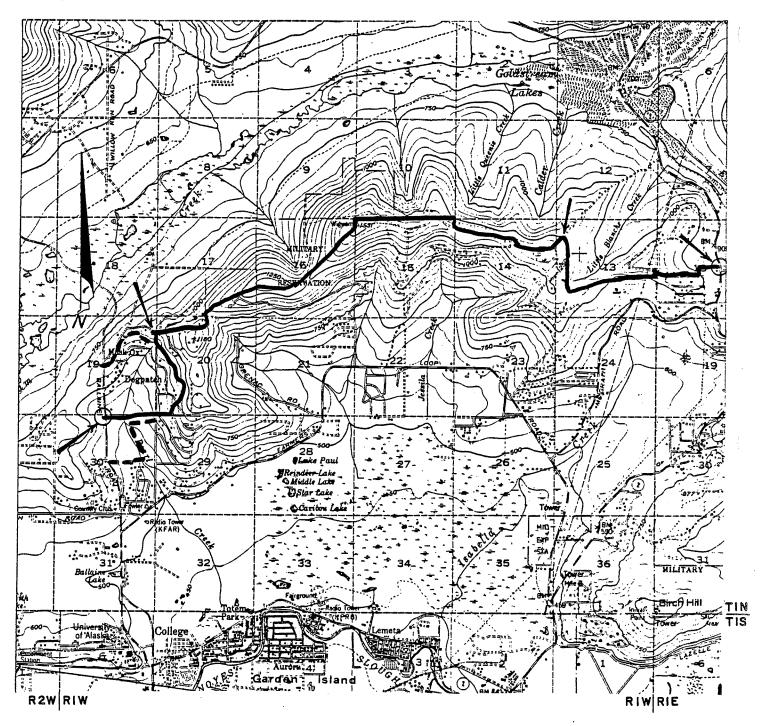
The Skyline Ridge Trail is about 8.4 miles in length and runs between Ballaine Road and Old Steese Highway along the ridge

north of Farmer's Loop Road (see Map 11). Although the project is designed mainly as a bridle path the trail currently receives a variety of uses including skiing, horseback riding and hiking. Although the trail originally crossed largely unoccupied land on the top of the ridge, since the project was initiated many new roads have been built. The present right-of-way engineering plans prepared by DOT/PF place much of the trail within existing road rights-of-way. These roads are generally low use, graveled roads at the present time and horseback riding on the shoulder of the road is relatively safe. As more land is developed in this area traffic on these roads will increase at a corresponding rate and a point may be reached where equestrian and pedestrian travel on the road shoulder is unsafe. At that time it will be necessary to construct a new path within the road right-of-way for trail use. Because some of these roads are cut into relatively steep hillsides it may be costly to construct a separate path for the trail.

A second portion of the Skyline Ridge Trail lies within the recreational easements in Musk Ox Subdivision. These easements are legally valid for equestrian use. The trail traverses Bureau of Land Management property in Section 16 and 17, TlN, RlW. The Borough has filed an application for a recreational trail right-of-way for this portion of the trail. The final place where additional right-of-way is required for this trail is to establish a connection between Eagle Ridge Road in McGrath Estates and Mountain View Drive in Sunny Hills Terrace Subdivision. The required easement is 250 feet in length and 10 feet either side of centerline. Contact with the property owners to obtain this easement was initiated but to this date no positive responses have been received.

The Skyline Ridge Trail affords the opportunity for excellent views of the Fairbanks area and the Alaska Range on clear days. The majority of the trail is easily accessed by road rights-of-way although there are no designated trailheads or

SKYLINE RIDGE TRAIL



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access points at this time. The portion of the trail crossing federal property is the only segment remaining in a largely natural state. Because of the more natural setting and the connection between Musk Ox and the eastern portion of the trail, this segment is critical for successful completion of the project.

2) Chena-Gilmore Connector Trail

This project (which has also been referred to as the Smallwood Trail) is designed to provide a connecting link between Chena Hot Springs Road and another existing trail which runs from Tungsten Hill down into Smallwood Creek (see Map 12). Other trails in the area provide connections to Gilmore Dome, Gilmore Creek and eventually Cleary Summit. The trail is 4.7 miles long and is used by equestrians, hikers, skiers and other trail users. The trail begins at the edge of the lowlands along Chena Hot Springs Road and gains 1,000 feet in elevation as it approaches the edge of Tungsten Hill.

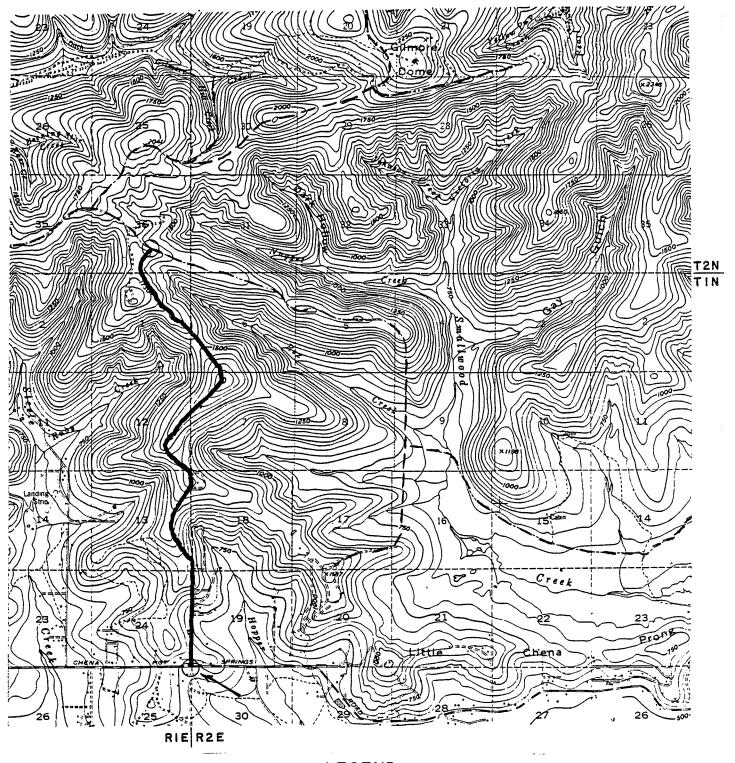
The major portion of this trail lies on borough and state property. The Borough has not yet delineated a right-of-way for the trail on borough land or applied for right-of-way on state lands. The first one mile of the trail on the Chena Hot Springs Road end is co-existing with Amanita Drive. One quarter mile of Amanita Drive has no right-of-way, thus, this portion of the trail also lacks right-of-way.

Although the upper portion of the trail was minimally cleared when DOT/PF performed the survey, small trees were cut at sharp angles with one foot or more above ground, creating a dangerous situation. This trail should be better cleared and upgraded before it is dedicated to public use.

d. Circle-Fairbanks Historic Gold Rush Trail

The Circle-Fairbanks Historic Trail is the original route extending between Circle City on the Yukon River, and the site of E. T.

CHENA-GILMORE CONNECTOR TRAIL



.; LEGEND

Main Trail

Connecting Trail ————

Trail Start/End ———

Access Point

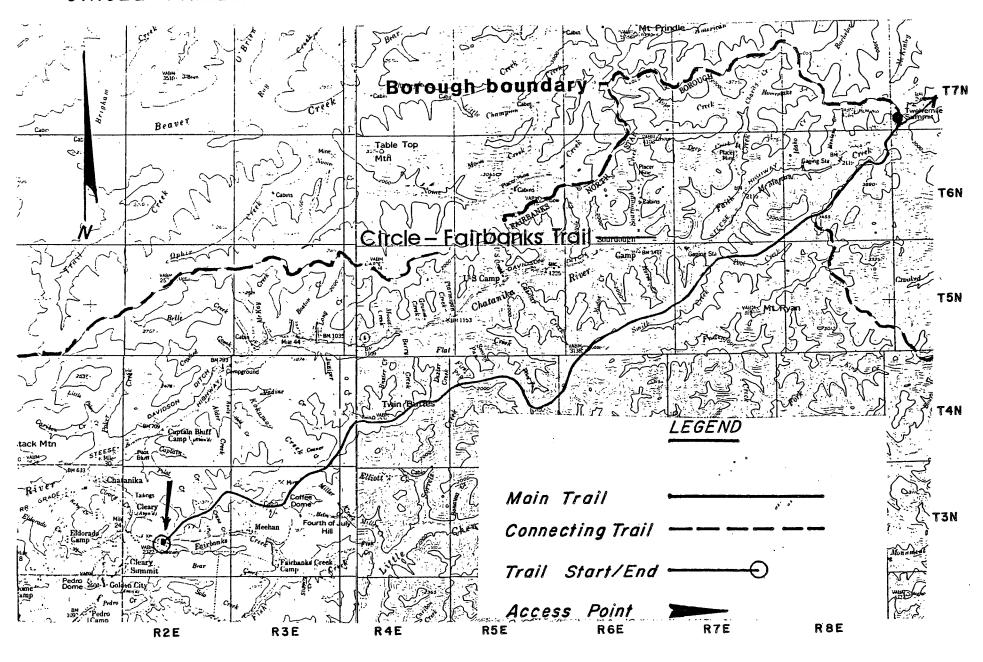
Map 12

Barnett's Landing on the Chena River which became the City of Fairbanks. Historically, the portion of the trail that is within what is now the Fairbanks North Star Borough was separated into a winter sled route which ran along the Chatanika River and a summer trail which traversed the ridgetops south of Chatanika. The current borough trail project is directed at the portion of the summer route between Twelvemile Summit and Cleary Summit (see Map 13). This segment is approximately 52 miles long and lies on some of the best drained soil for year-round recreational use within the Borough.

The trail presently supports limited recreational use by equestrians, skiers, dog mushers, hikers and off-road vehicles. The portion of the trail between Cleary Summit and just beyond Coffee Dome is extensively used for mining access. The main access points for the trail are located on Fairbanks Creek Road about three miles from the Steese Highway off of Cleary Summit and where the Steese Highway crosses Twelvemile Summit. The trail can also be accessed by a connector trail (the Chena Hot Springs-Steese Highway Trail) which begins close to Chena Hot Springs and follows the ridgeline north to the Circle-Fairbanks Trail and Twelvemile Summit.

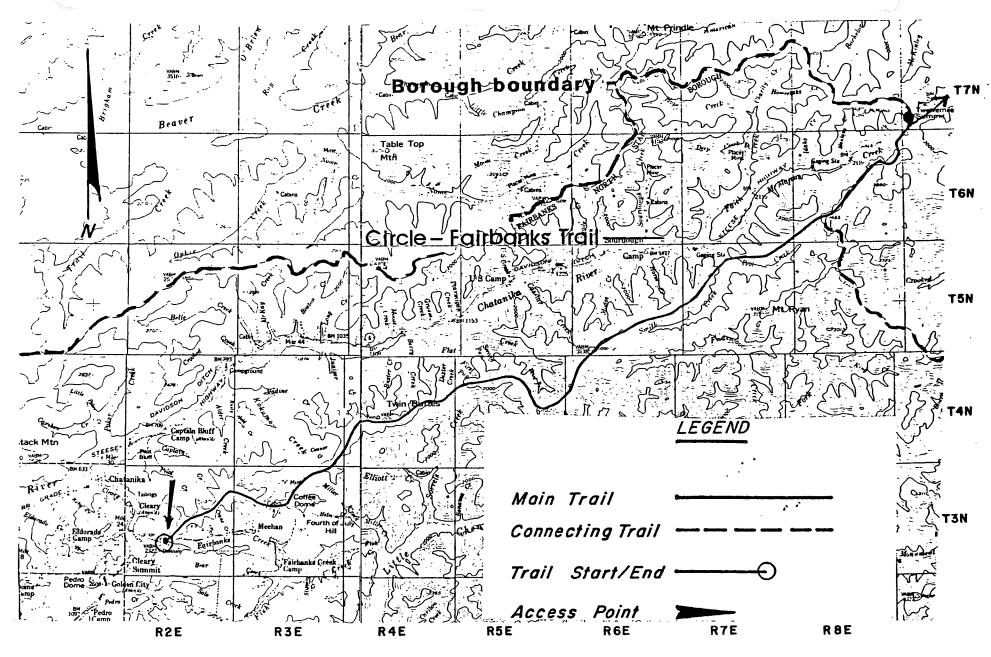
The Alaska Departments of Transportation and Natural Resources have identified this route as an R.S. 2477 right-of-way. This designation provides the legal right for public use of the trail but does not provide protection to recreational values of the trail. With the exception of a small block of patented mining claims near the beginning of the trail at Cleary Summit, this entire trail lies on state lands. State lands between the beginning of the trail at Fairbanks Creek Road and approximately two miles beyond Coffee Dome are all staked with state mining claims. Because of the high mineral potential of this area major efforts have been made to coordinate development of the trail with mining interests. The major claim holder in the area, Placid Oil Company, has submitted a letter of non-objection for the trail to the Alaska Division of lands.

CIRCLE - FAIRBANKS HISTORIC GOLD RUSH TRAIL



Map I

IRCLE - FAIRBANKS HISTORIC GOI RUSH TRAIL



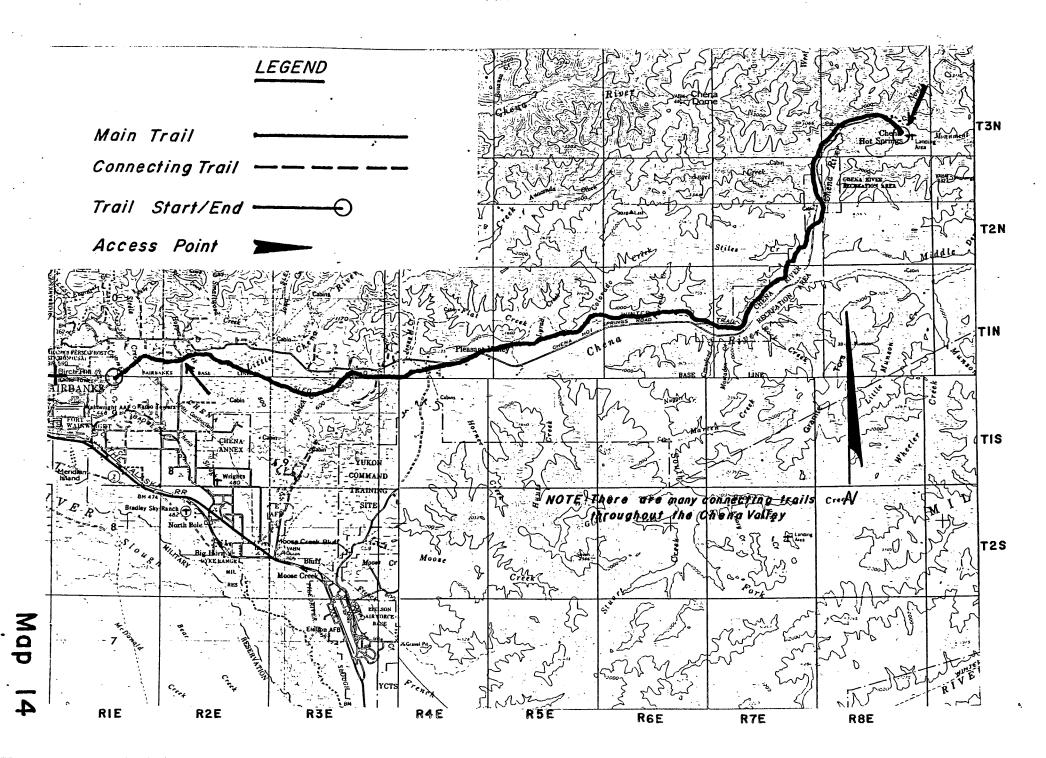
The Borough has worked with the Alaska Division of Parks and Outdoor Recreation Office of History and Archeology to prepare a nomination for this trail to the National Register of Historic Places. This nomination includes the entire length of the trail, both within and beyond the Borough boundaries. Although concern has been expressed by mining interests about effect of inclusion of the trail on the National Register, the Register does not provide development restrictions to private property or owners of mining claims. Inclusion of the trail on the National Register would require State Historic Preservation Officer review of any proposed federal undertaking which would affect the property. Listing on the National Register can make private property owners eligible for federal rehabilitation or restoration grants.

Careful planning of this trail to coordinate mining and recreational use could help to promote a more balanced public perception of the role of mineral development in the economy of interior Alaska.

e. Chena Hot Springs Winter Trail

The Chena Hot Springs Winter Trail is the original winter sled route between Chena Hot Springs and Fairbanks (see Map 14). The trail originated in the early 1900's and has been used extensively since that time. Following construction of the new Chena Hot Springs Road the main use of the trail has been for dogmushing, snowmachines, horseback riding and moving farm equipment.

This trail has been identified as an R.S. 2477 right-of-way by the State of Alaska. Portions of the trail have been reserved in past state subdivisons and agricultural disposals by public road rights-of-way and easements. There have been disagreements between owners of agricultural parcels and trail users over what is or is not allowed within the trail easements. Types of conflicts include whether realignment of the trail to the parcel edge is allowed, whether clearing the easement is allowed and if building fences across the easement is legal. Investigation of these conflicts has required both state and borough staff time. In June 1982 the



Borough requested DOT/PF to take legal action to protect this State right-of-way when it was blocked. This letter was forwarded to the State Department of Natural Resources and Attorney General's Office. The Northcentral District of the Division of Land and Water Management determined that the trail does not have status as a "main or significant arterial thoroughfare", thus did not justify expenditure of public funds through State legal enforcement. This left protection of the trail up to the individual trail users, however, no action has been taken to protect the trail up to this time.

In 1983 the Borough received a legislative appropriation to initiate efforts to protect the Chena Hot Springs Winter Trail. These funds are intended to provide a survey of the trail and initiate legal action to protect the R.S. 2477 right-of-way if it becomes necessary. Some realignment work will be done for portions of the trail which are not covered by the R.S. 2477 right-of-way or where an alternative route and easement are provided. This project will cover the portion of the trail between Ft. Wainwright and the Chena River State Recreation Area.

The major portion of the Chena Hot Springs Winter Trail lies on low wetland terrain. For this reason the main use of the trail is for winter activities. Dogmushing is a very significant use of the trail with several iditarod mushers using the route for training. The trail and the various connections along it are one of the most important dogmushing areas in the state. In 1983 a sleddog race was organized using the winter trail. This event, the Bulls Eye-Angel Creek 125 Mile Race, has the advantage of being fairly accessible to spectators. In February 1984, the Alaska-Yukon Trail Association initiated a major long distance sleddog race between Fairbanks and Whitehorse called the "Yukon Quest". This race used the Chena Hot Springs Winter Trail for a part of the course. The Interior Alaska Trail Riders Association uses a portion of the Chena Hot Springs Winter Trail for the annual Governor's Cup North Star Competitive Trail Ride. This equestrian event uses some of the better drained portions of the trail in the Two Rivers Area.

This trail is maintained by users including dogmushers, horseback riders and farmers. The Alaska Division of Parks and Outdoor Recreation has assisted in preparing the trail for races, as their funding allows. The division has a more active management role for the portion of the trail within the Chena River State Recreation Area.

f. College Road-Sheep Creek Bike Path

The Borough presently has funding to construct a bike path between College Road and Sheep Creek Road through the University of Alaska. The University is now in the process of examining road use and traffic flow patterns throughout the campus and major changes in traffic patterns may be proposed. For this reason, the bike path project has been put on hold until the overall road use plan is developed. When the project is pursued it may be completed through the Borough or transferred to the responsibility of the University.

g. Badger Road Bike Path

The Borough has had funding for several years to construct a bike path along the entire length of Badger Road. The project was put on hold pending the completion of the Richardson Highway Corridor`Study and development of plans to upgrade Badger Road. Several intersections have already been upgraded along Badger Road and the Richardson Highway Corridor Study is nearing completion. This study does not include any recommendations which would adversely affect the proposed bike path. There is no longer any reason why the path should not be constructed as soon as possible. This project is important for safety of children in the area. Plans for the path should consider accomodating an unpaved path next to bike path for other types of trail use. Because Badger Road is a state maintained highway, DOT/PF will assume the maintenance responsibility for the path when it is completed.

2. Planned or Proposed Fairbanks North Star Borough Trail Projects

Most of the trails included in this catagory have been identified as high priority projects through inclusion in the original Five-Year Trail Plan or by being endorsed by a resolution of the Trails Advisory Commission. This category includes those trails which fit one of the above two criteria and which have not become more active projects, mainly due to lack of funding.

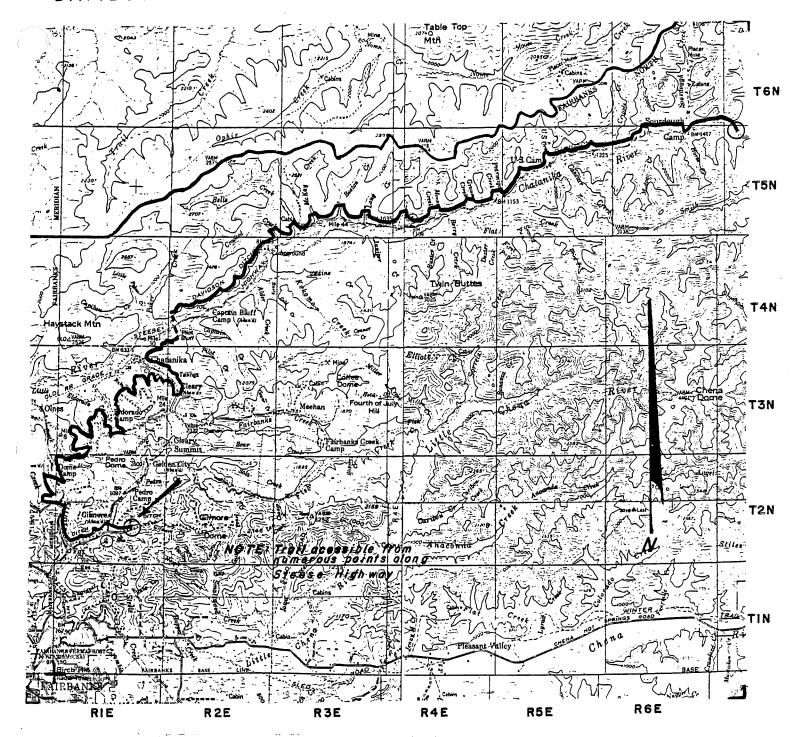
The final portion of this section provides a review of projects which may be placed as high priorities because of their inclusion in the Borough's draft Parks and Recreation Comprehensive Plan.

a. Davidson Ditch

The Davidson Ditch is an historic canal, siphon and tunnel system which originally carried water from the headwaters of the Chatanika River, through a tunnel near Cleary Summit and down to Pedro Creek where it was used to operate gold dredges (see Map 15). The Ditch was built in 1925 and is considered a major engineering feat of early Alaska. Portions of Davidson Ditch have been declared eligible for inclusion on the National Register of Historic Places. After the dredges shut down in Goldstream Valley the water carried in the ditch was used for hydroelectric power generation at the Chatanika Siphon. Because of the use of this part of the ditch for hydroelectric power generation, a 100 foot wide power withdrawal was placed on the ditch and access road corridor. This corridor remains today as a strip of federal land through state selected property.

Prior to establishment of the Trails Advisory Commission, members of the Parks and Recreation Commission had encouraged reservation of the ditch corridor for historic and trail recreation values. In February 1981 the Trails Advisory Commission passed a resolution encouraging that an easement be provided for the ditch and that its historic and recreational values be maintained.

DAVIDSON DITCH



LEGEND

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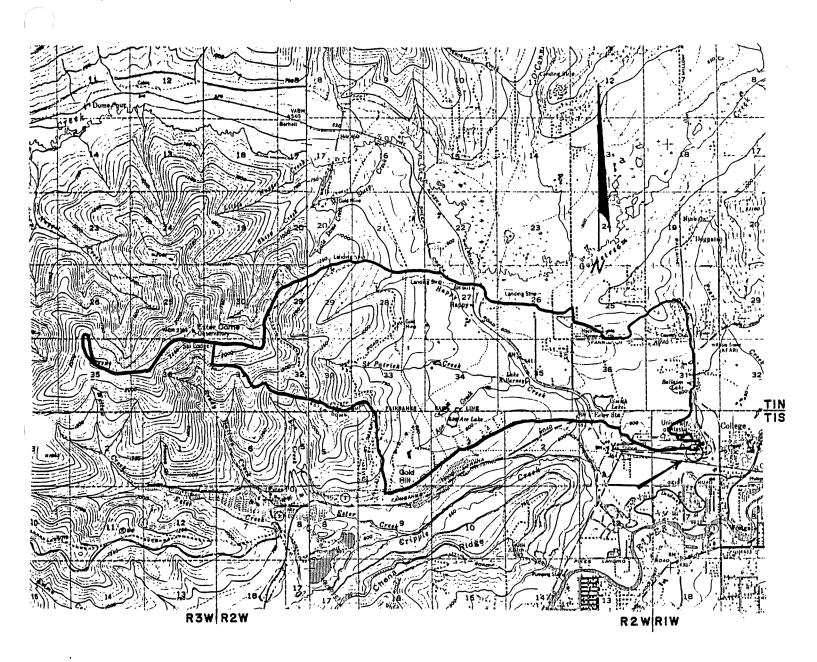
At the present time portions of the ditch and the adjoining access road are used for trail recreation. Many parts of the ditch are now heavily overgrown with vegetation. Portions of the ditch corridor beyond the Chatanika Siphon which were not covered by the power withdrawal have been transferred into state and private ownership. The Bureau of Land Management is now adjudicating the original power withdrawal on the upper part of the ditch corridor. The ditch will probably be made available for state selection, however, in planning for the area, the Bureau may propose to reserve itself a recreational trail right-of-way. The Bureau of Land Managment has also developed tentative plans to construct a system of hiking trails linking existing BLM recreation sites along the Steese Highway, the Davidson Ditch and the White Mountains National Recreation Area just to the north. The Alaska Division of Parks and Outdoor Recreation has also maintained an interest in the ditch corridor for recreational and historic purposes. The ditch corridor may be a recreational priority in the Tanana Basin Area Plan. The corridor has been reserved in the state's Riverview Subdivision.

b. Equinox Marathon Trail

The Equinox Marathon is an annual running race which was originated in 1963 and celebrated its twentieth anniversary in September 1983. This 26 mile race held on the autumnal equinox is one of the most difficult marathons in the United States. The actual route of the trail has varied slightly over the years according to new road and subdivision development (see Map 16).

The Equinox Marathon Trail is perhaps the earliest trail project ever initiated by the Borough. In 1968 the Community Action Agency received a grant from the Department of Labor for recreational facilities within the Borough. Right-of-way acquisition for the Equinox Marathon Trail was part of this project. Under this project the Borough obtained several right-of-entry easements for general public trail use. These easement agreements specified the trail would be maintained by trail users with no obligation placed on the Borough or landowner. Several of these easements did not contain

EQUINOX TRAIL



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| Connecting Trail | |
| Trail Start/End | |
| Access Point | |

accurate legal descriptions of the location of the easement and made reference to the trail being shown on the "attached map". There are no maps attached to these agreements and it is questionable whether they were ever recorded. After the early initiation of the Equinox Marathon project the trail was included in the Five Year Recreational Trail Plan. Funding has never been allocated for this trail.

Part of the Equinox Marathon uses the University/Skarland Ski Trail network. Much of this portion of the trail is covered by easements or a cooperative agreement with the University of Alaska. Other parts of the trail are located within road or utility easements.

The Equinox Marathon Race is coordinated by the University of Alaska Athletic Department. The University marks the route for the race but does not actively maintain the trail beyond university property. The Runner's Club North uses the trail frequently and in 1981 members of the club successfully initiated legal action to protect a portion of the trail within a road right-of-way which was blocked during running and skiing events. The Interior Alaska Trail Riders Association also uses a portion of the Equinox Marathon Trail for their annual Ride and Tie Race.

c. Ester Community Trails

Ester Community Trails is a project listed in the original Five-Year Trail Plan as a 1979-1980 acquisition priority. The project was included in the Trail Plan and proposed for funding under the Alaska Trails and Footpaths Grant Program as a result of the input of the Ester Community Association. No funds were ever allocated to the project.

The Ester Community Association prepared a map of "Ester Area Trails" which was submitted to the Borough and remains on file (refer to maps 22, 33, 35, and 36). It is not clear what parts of this trail network are the highest priorities for permanent recreational designation. More recent public input has indicated

strong support for the Cripple Creek-Rosie Creek Trail, the Ester Dome-Ester Trail and the Alder Creek Trail.

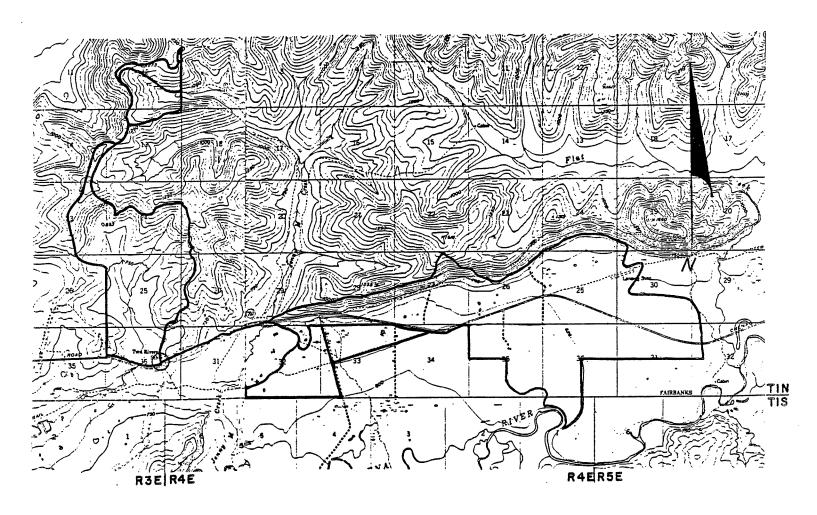
d. Governor's Cup North Star Competitive Trail

The Governor's Cup North Star Competitive Trail is located in the Two Rivers area adjacent to Chena Hot Springs Road (see Map 17). This trail is the course used for the Governor's Cup North Star Competitive Trail Ride, an annual equestrian endurance race sponsored by the Interior Alaska Trail Riders Association and sanctioned by the North American Trail Riders Conference. On several occasions a representive of the Governor of Alaska has attended this event and assited in the award presentations.

The importance of this trail system was documented by the Trails Advisory Commission in July 1981 with Resolution 81-3. This resolution encouraged the Borough to take action to protect this trail by establishing a protective zoning (such as outdoor recreation) and/or setting aside an easement for the trail on borough property and requesting an easement from the State where the trail is located on state lands. No positive actions to reserve the trail have been initiated by the Borough to this date.

The North Star Competitive Trail is laid out to cover a variety of terrain types. Portions of the trail are on relatively flat ground south of Chena Hot Springs Road. Part of the trail uses the historic route of the old Chena Hot Springs Winter Trail. One major section of the trail extends through the new Two Rivers Recreation Area to the top of the ridge at the headwaters of the west branch of Jenny M. Creek. This represents an elevation gain of over 500 feet. Much of this portion of the trail was displaced when the Borough upgraded the route for a woodcutting road. Since opening the area for woodcutting, there have been some problems with slash being left on the trail and causing an obstruction. The State Division of Forestry has since attempted to alleviate this situation by placing a note to not block the trail when new permits are issued for woodcutting in this area. While the North Star Competitive Trail

GOVERNOR'S CUP NORTH STAR COMPETITIVE TRAIL RIDE



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| Main Trail | | |
| Connecting Trail | | |
| Trail Start/End | | |
| Access Point | | |

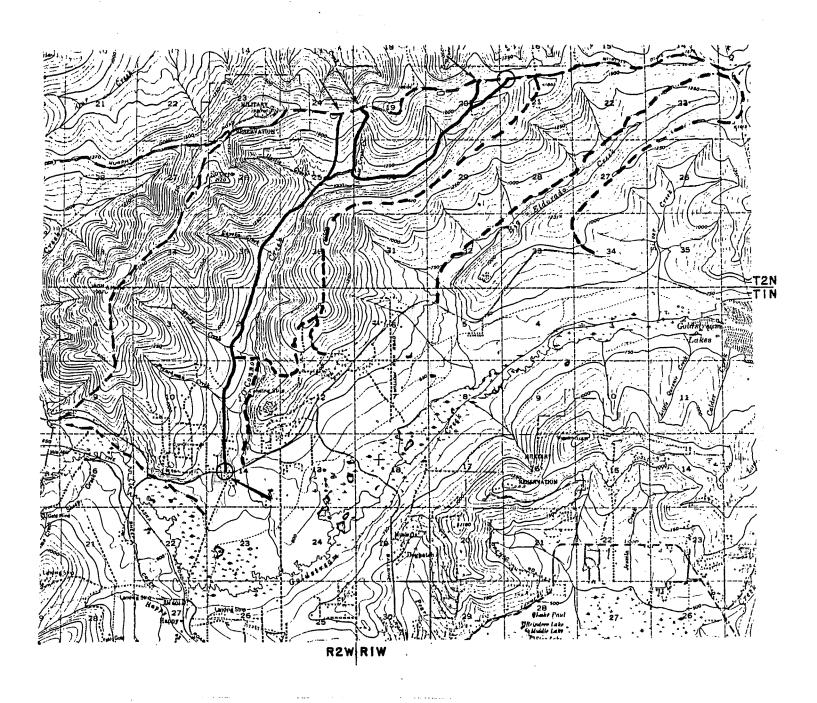
has no legal protection as an entire unit, several portions are legally reserved. The portion of the trail on the old Chena Hot Springs Winter Trail has been identified by the State as an R.S. 2477 right-of-way. The portion of the trail within the Two Rivers Recreation Area is protected, and in fact, preserving this trail was one of the reasons for establishing the recreation area. Other parts of the trail are located within section line easements and road rights-of-way. The Interior Trail Riders have received permission from several landowners to use this trail for the annual Competitive Trail Ride event. The actual course used during the trail ride event has varied slightly from year to year according to landowner desires and new development in the area.

e. O'Connor Creek Trail

The O'Connor Creek Trail is an old mining route which is shown on a 1913 U.S.G.S. survey map. The O'Connor Creek Trail was listed as a 1981-1982 priority for easement acquisition in the original Five-Year Trail Plan. The trail plan specified that the project was a five mile cross country ski trail following O'Connor Creek from Goldstream Road to Monte Cristo Creek. This segment of trail is one component of an extensive trail network throughout the O'Connor Creek drainage and the surrounding hillsides (see Map 18). There has never been any funding appropriated or action taken to reserve this trail as originally proposed. However, the Borough did attempt to acquire an easement for this trail where it crosses one parcel of land proposed for subdivision adjacent to Jones Road. At that time, the landowner indicated a willingness to establish a trail easement, but a final plat has yet been submitted.

At the present time, the O'Connor Creek Trail is used for a variety of trail recreation activities which include dogmushing, skiing, snowmachining and hiking. The greatest use of the trail is probably for dogmushing. The principal skiing trail in the area is the O'Connor Creek East Ridgeline Trail. The Ridgeline Trail has been marked and upgraded by the Nordic Ski Club.

O'CONNER CREEK TRAIL



| | LEGEND | |
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| Main Trail | • | |
| Connecting Trail | | |
| Trail Start/End | | |
| Access Point | | |

The portion of the O'Connor Creek Trail between Goldstream Road and Hattie Creek has been tentatively identified as an R.S. 2477 right-of-way by the Alaska Department of Transportation and Public Facilities. The Borough has submitted detailed comment to the Alaska Division of Lands on the parts of this trail system which are within the State's proposed O'Connor Creek Subdivision. Preliminary plans have proposed reservation of the critical segments of these trails within the disposal. Legal status of the remaining portions of this trail network remains uncertain although the majority of the network lies on state, borough and university lands.

The O'Connor Creek Trail and the East Ridgeline Trail have a long history of support by area residents. Maps of this trail system were originally submitted to the Borough in 1977.

f. Tanana Valley Railroad Trail

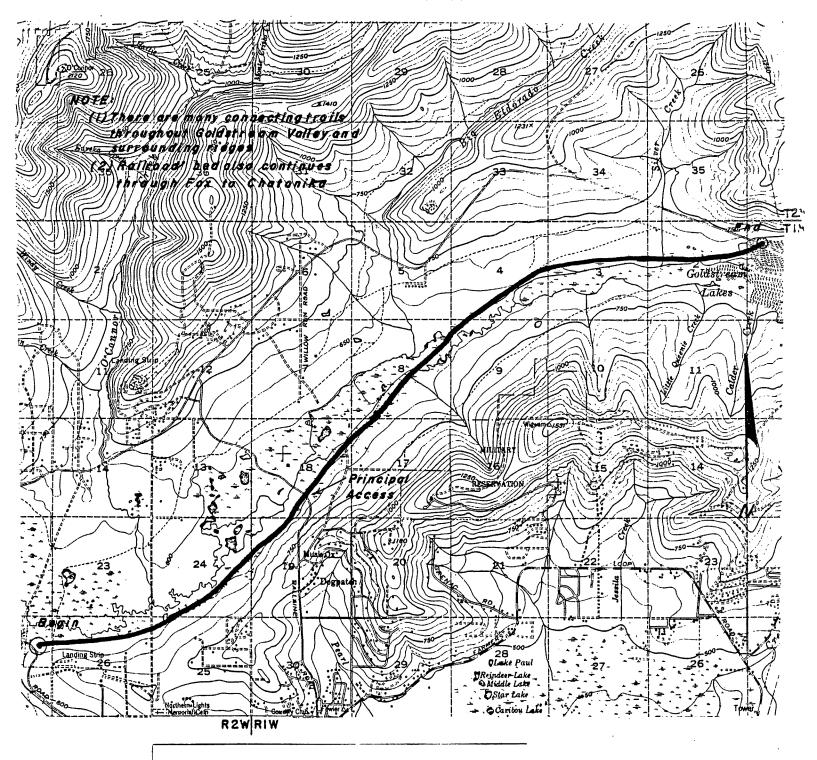
The Tanana Valley Railroad Trail was a component of the Borough's original Five-Year Comprehensive Trail Plan. Although the railroad once spanned the entire distance between the towns of Fairbanks and Chena to the Chatanika River Valley, the trail project proposed in the Five-Year Trail Plan included only the portion of the old railroad between Sheep Creek Road and Golstream Road near Fox (see Map 19).

In February 1981, the Trails Advisory Commission passed a resolution recommending that an adequate easement be provided for the old railroad grade to maintain the historic and recreational values.

This trail is extensively used for winter recreation. The primary uses of the trail are dogmushing, skiing, and snowmachining.

Because the trail traverses mainly low, swampy terrain underlain by permafrost, it is not well suited for summer use. Some parts of the old railroad bed remain intact while other portions have disappeared into thermokarst ponds. At least one railroad bridge remains intact several miles east of Ballaine Road.

TANANA VALLEY RAILROAD TRAIL



LEGEND

Trail Start/End ———

Access Point

Map 19

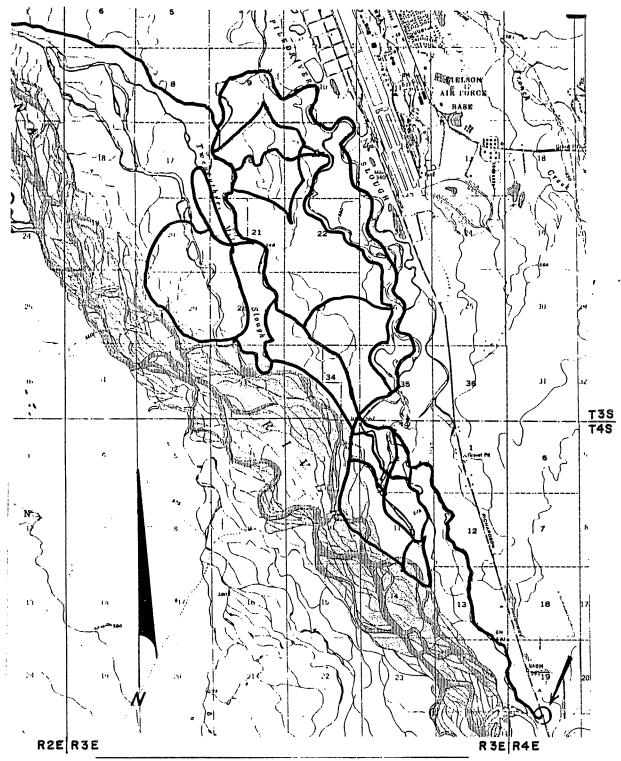
The Tanana Valley Railroad Trail is now one segment of an extensive winter trail network in the Goldstream/Sheep Creek Valley. There is presently no documentation available on the existence or vacation of the original railroad right-of-way. In 1981, the State Attorney General's Office issued a memorandum concerning the State's Olnes Subdivision which indicated there is no adequate record of a railroad right-of-way. The portion of the railroad bed in question at that time is not where the proposed trail project lies, but any properly recorded rights-of-way covering the railroad bed should have been discovered during that research. The Alaska Department of of Transportation and Public Facilities has tentatively identified the portion of the railroad bed which the project covers as an R.S. 2477 right-of-way. In addition, the trail lies in a portion of the Goldstream Valley designated as an open space/natural area in the Borough's draft Comprehensive Land Use Plan.

g. Twentythree Mile Slough Sleddog Trails

With Resolution No. 80-1 adopted in November 1980, the Borough Trails Advisory Commission recommended that existing trails shown on the Twentythree Mile Slough Subdivision plat be reserved for recreational use. This resolution also recommended a minimum lot size of 40 acres and appropriate zoning to reserve recreational trails. Portions of these trails were reserved in the State's Twentythree Mile Slough disposal. More recently provisions have been made to reserve or provide alternate corridors for additional parts of this sleddog system in the Eielson Ag. II state disposal.

The Twentythree Mile Slough trail system is part of a large network of trails which lies between the Richardson Highway and the Tanana River (see Map 20). This trail network extends from the south edge of North Pole to the Johnson Road intersection at the Richardson Highway. The Old Valdez Trail, one of the major historic transportation routes within the Borough, is included in this system. Portions of this network have also been called the Moose Creek Trail System, the Bailey Bridge System and the Piledriver Slough System.

TWENTYTHREE MILE SLOUGH SLEDDOG TRAILS



LEGEND

Main Trail

Connecting Trail ————

Trail Start/End ———

Access Point

Map 20

Although this trail system is used for a variety of trail recreation purposes, the principal activity is winter dogmushing. Many of the trails traversing this lowland terrain are actually located on frozen sloughs and waterways.

Only a portion of this overall trail network has been legally reserved in the Twentythree Mile Slough and Eielson Ag. II disposals. Some portions of this trail network which are located on frozen waterways may be protected through designation as navigable waterways. The Old Valdez Trail has legal status as an R.S. 2477 right-of-way.

h. Trail Proposals Included in the Borough's Draft Comprehensive
Parks and Recreation Plan

The draft Parks and Recreation Comprehensive Plan contains several recommendations on future management of the Borough Trail program as well as specific trail proposals and priorities. For the most part, these proposals are general in nature and defer the working out of specific implementation requirements to the Comprehensive Trail Plan now underway.

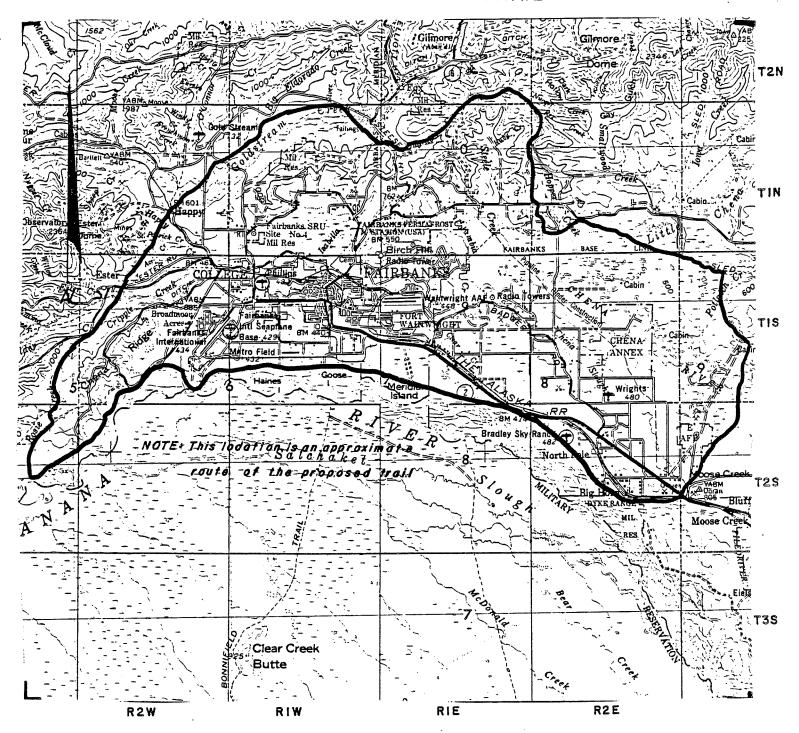
The Parks and Recreation Comprehensive Plan divides trails into two basic catagories: urban and non-urban trails. Urban trails consist primarily of paved trails used by bicyclists and joggers which provide linkages between neighborhoods and parks or activity areas.

For non-urban trails, the Parks and Recreation Plan proposes two types of trails: a basic trunk system called the 100 Mile Loop Trail and connector trails which link up to the main trail.

1) The 100 Loop Trail

This trail is proposed as the "backbone" or major trail within the Borough. The trail is proposed as an approximately 100 Mile Loop around the Fairbanks urban area (see Map 21). This proposed trail follows the path of many already existing

PROPOSED "ONE HUNDRED MILE LOOP TRAIL"



LEGEND

Main Trail

Connecting Trail —————

Trail Start/End ———

Access Point

trails. Most of these trails do not have legal rights-of-way at the present time. The plan proposes that the trail be posted for non-motorized trail activities only.

There are several barriers to implementation of this concept in the immediate future. The concept requires two bridge crossings of the Chena River, one in the Chena Flood Control Project and one at the mouth of the Chena River adjacent to the International Airport. Adequate funding for construction of these bridges does not seem likely at this time, however, the bridges are not necessary for implementation of a winter trail. A second major problem is the presence of an Army firing range adjacent to the Tanana River Levee on Ft. Wainwright. The levee constitutes one segment of the proposed loop trail. It is unlikely that the Army would authorize public use of this route. Realigning the trail around this portion of the levee is possible.

2) Equestrian Trails

The Parks and Recreation Comprehensive Plan recommends development of an equestrian trial system and equestrian center in the Badger Road area. The plan specifically recommends a 640 acre section of borough land be reserved for this purpose. Equestrian trails could then connect this equestrian center to the Borough's Outdoor Education Site and the Chena Flood Control Project. These trails could also form a link in the proposed 100 Mile Loop Trail.

Riverfront Park System

This proposal involves developing an overall management program for existing park facilities along the Chena River and Noyes Slough. A major emphasis of the concept is to establish several canoe put-in and take-out areas along both the Chena River and Noyes Slough. This could greatly enhance the use of these waterways as canoe trails.

The riverfront park facilities proposal also recommends establishing a major pedestrian trial system between downtown and Growden Park. The trails are proposed to be highly developed with lighting, overlooks and landscaping. To compliment the aesthetic value of this trail, the plan recommends acquiring development rights to a 50-100 foot strip along the north bank of the Chena River to protect scenic qualities of the river and pedestrian trial.

4) Public Preserves and Open Space

The draft Parks and Recreation Plan recommends preserving several large blocks of public land close to the urban area of Fairbanks for public use. The two specific areas proposed are,

1) Ski Boot Hill Area - this area includes the existing

Creamer's Field Migratory Waterfowl Refuge and major blocks of university and public land on the north side of the university and the north facing side of Ski Boot Hill down into Goldstream Valley, and 2) Little Chena Presreve - a major block of mainly state lands south of Chena Hot Springs Road and north of the Chena River, mainly to the east of Nordale Road.

Both of these proposed reserve areas are currently being heavily used for trail recreation. The preserves incorporate portions of the Skarland Ski Trail network, the Jeff Studdert Race Grounds, the Skyline Ridge Trail and the Chena Hot Springs Winter Trail. If these preserves are established, it would greatly contribute to preserving some of the existing network of trails within the Borough.

5) Bike Path Network Additions

The draft Parks and Recreation Comprehensive Plan proposes several new additions to the existing bikeway network. The plan stresses the importance of these "urban trails" as direct linkages between neighborhoods and other activity areas. The plan strongly recommends that before any new trails are

constructed, the responsible agency make a committment as to their maintenance. For further information on specific routes proposed, please refer to the draft Parks and Recreation Comprehensive Plan.

3. Inventory of Existing Trails Within the Fairbanks North Star Borough

This category of the inventory comprises a brief review of trails within the Borough which are at least partially used for recreational purposes, but which are not publicly dedicated, in progress, or proposed at this time. The majority of these trails were identified by the Trails Advisory Commission in their original inventory prepared in 1981. This inventory has been supplimented by individuals submitting maps to the Borough Trails Planner and by information received at the Borough Trails Workshop conducted in June 1983. Trails in this inventory are generally not designated for particular types of use. There are, no doubt, many other recreational trails in the Borough which have not yet been identified.

The majority of the trails in this category have no commonly accepted names. The names applied to the trails in this inventory are generally derived from nearby geographic features. Many of these trails form large trail networks which are grouped together for the purposes of this report. The grouping of trails together into networks or signaling out individual segments of trails is not meant to imply these are distinct trail units. At times, decisions to group trails into networks or identify single segments was for the convenience of report writing and was somewhat arbitrary.

The vast majority of the trails in this category do not have clearly defined rights-of-way. Some trails, or segments of trails, may be within R.S. 2477 rights-of-way, section line easements, highway rights-of-way, or possibly have prescriptive rights. As a general rule, use of these trails requires permission of the landowner. Where the trails are located on state or borough lands, most trail use is permitted on a "casual use" basis. A more detailed description of the status and

allowable uses of different types of rights-of-way will be included in the "Legal Constraints" background paper.

The maps depicting these trails note only general locations, some connecting trails and potential access points. The maps are not suited or intended for use as a trail guide.

1. Alder Creek Trail

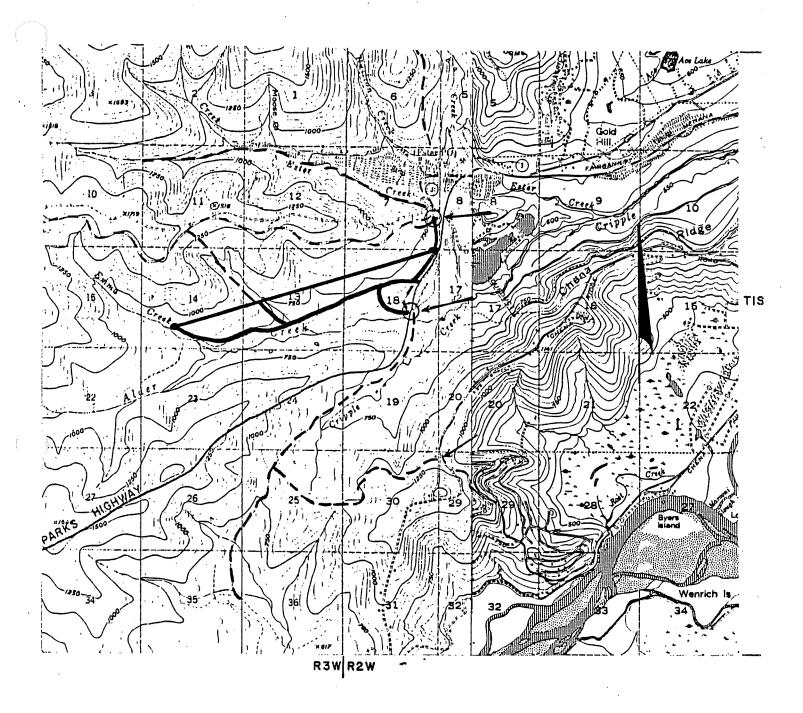
The Alder Creek Trail is located in the Alder Creek drainage immediately soutwest of Ester (see Map 22). The trail forms a loop nearly 6 miles in length beginning at the Old Nenana Highway south of Ester. The trail lies within a powerline clearing on the north side of the loop and an old mining trail on the south side. The mining trail portion of this loop has been tentatively identified by the Alaska Department of Transportation and Public Facilities as an R.S. 2477 right-of-way. This may be a portion of the old winter mail route between Fairbanks and Fort Gibbon and Rampart.

The Alder Creek Trail is mainly a winter trail, with the principal use being cross-country skiing. The trail was identified at the Borough Trails Workshop held June 1983 and some participants specifically noted the trail as for "skiing only". The trail ties in with the Cripple Creek-Rosie Creek Trail which is mainly used by dogmushers and snowmachines.

2. Allen Creek-Dunbar Trail

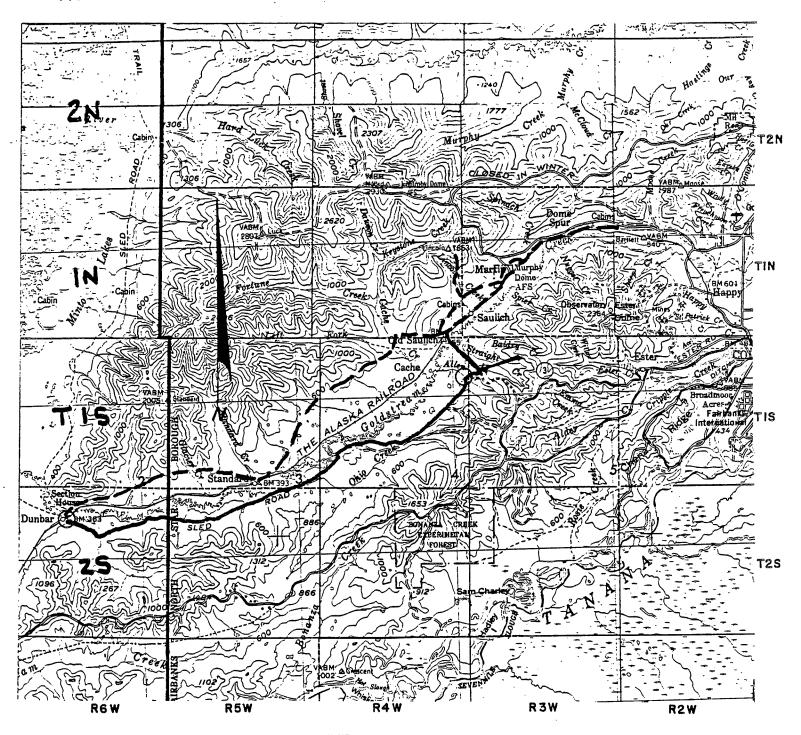
The Allen Creek-Dunbar Trail is a winter sled route located in the lower Goldstream Valley (see Map 23). This trail stretches approximately 18 miles between Dunbar and Allen Creek on the south side of the Alaska Railroad tracks. The portion of the trail between Dunbar and the Ohio Creek woodcutting road has been tentatively identified as an R.S. 2477 right-of-way by DOT/PF. The DOT/PF's records indicate that this trail is part of the original winter mail and travel route between Fairbanks, Fort Gibson, Rampart and the Koyukuk region. The trail can be accessed by the Ohio Creek woodcutting road off the Old Nenana Highway.

ALDER CREEK TRAIL



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| Main Trail | , p | | |
| Connecting Trail | | | |
| Trail Start/End | | | |
| Access Point | | | |

ALLEN CREEK - DUNBAR TRAIL



Main Trail

Connecting Trail ————

Trail Start/End ———

Access Point

LEGEND

3. Anaconda Creek Trail

The Anaconda Creek Trail is mainly a winter trail which extends up the valley of the Little Chena River approximately eight miles from Chena Hot Springs Road to Ananconda Creek (see Map 24). The lower few miles of this trail and the connecting route to the Iowa Creek Trail have been identified by the Alaska Department of Transportation and Public Facilities as an R.S. 2477 right-of-way. This part of the trail was recommended to the Alaska Division of Lands as a priority trail in the Little Chena Managment Plan by the Borough Trails Advisory Commission in April 1982. In the draft Little Chena Management Plan, the Division of Lands has indicated that the trails identified by the Trails Advisory Commission will be protected.

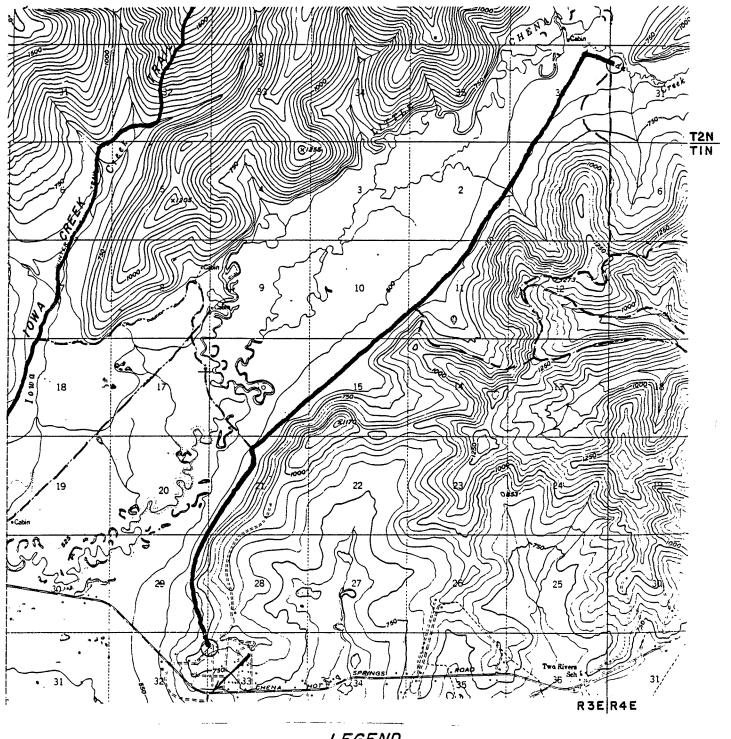
4. Big Eldorado Creek Trail

This trail extends from Goldstream Road, up the Big Eldorado Creek drainage to the Old Murphy Dome Road and then down the ridgetop east of Big Eldorado Creek back to Goldstream Road (see Map 25). The total length of the trail is nearly nine miles. The portion of the trail in the Big Eldorado Creek Valley has been tentatively identified by the Alaska Department of Transportation and Public Facilities as an R.S. 2477 right-of-way. This portion of the trail originated as a mining access route from Goldstream Valley to the community of Vault. It is identified on 1913 U.S.G.S. maps. The principal uses now occurring on the trail are dogmushing, skiing, and snowmachining.

5. Bonnifield Trail

The Bonnifield Trail runs from the south edge of Fairbanks across the Tanana River and Tanana Flats to Gold King Creek outside the Borough boundary (see Map 26). The trail can be accessed from the causeway to Goose Island at the end of South Cushman Street. The route is a winter trail used mainly by snowmachines. This trail has been identified as an R.S. 2477 right-of-way by the Alaska

ANACONDA CREEK TRAIL



LEGEND

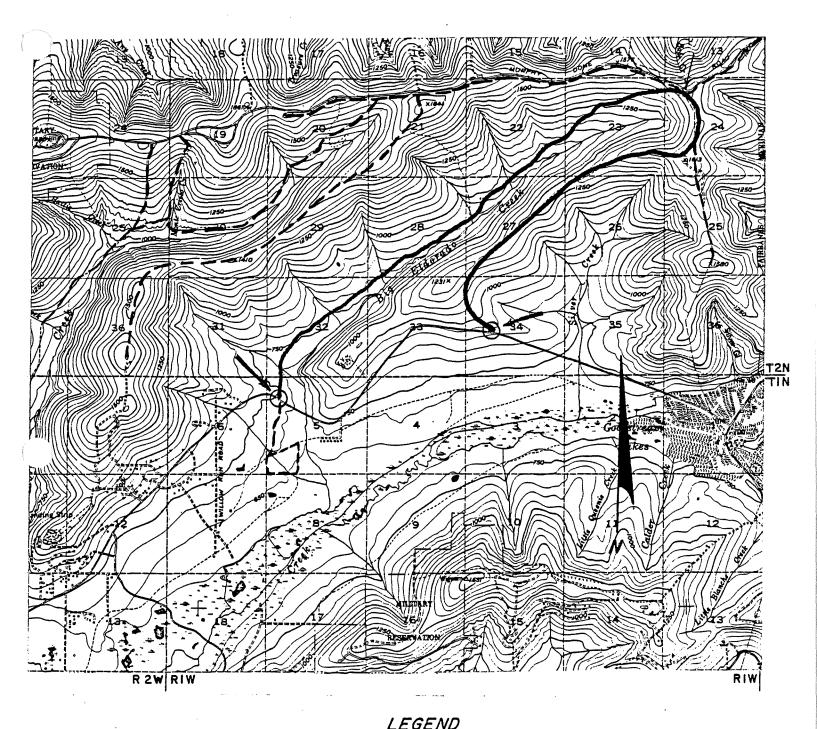
Main Trail

Connecting Trail ————

Trail Start/End ———

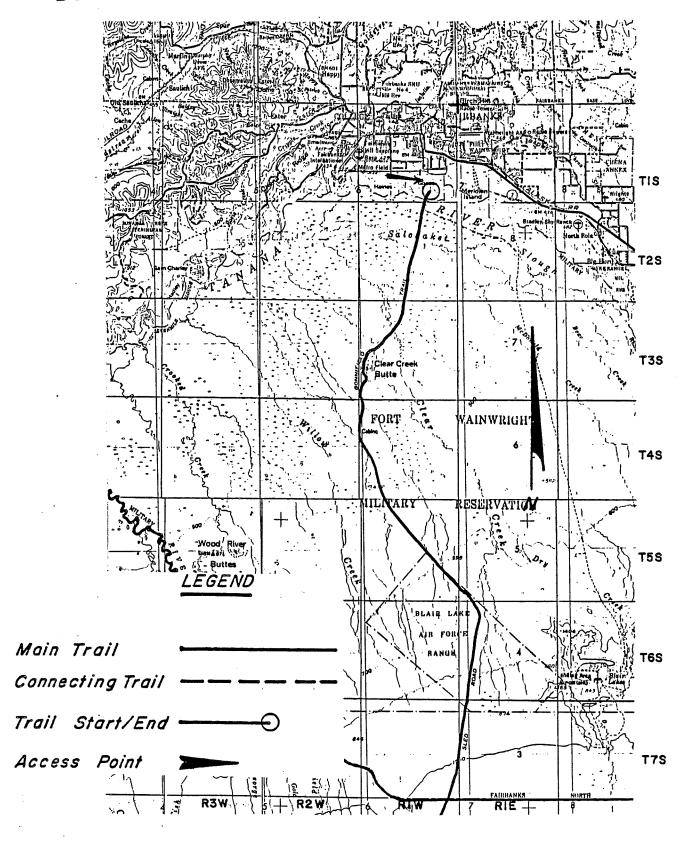
Access Point

BIG ELDORADO CREEK TRAIL



| Main Trail " | |
|------------------|--|
| Connecting Trail | |
| Trail Start/End | |
| Access Point | |

BONNIFIELD TRAIL



Department of Transportation and Public Facilities. The majority of this trail lies within the Ft. Wainwright Military Reservation. Use of the trail requries authorization of the Ft. Wainwright Military Police.

This trail and side connecting routes are extensively used by moose hunters when there is a late moose season on the Tanana Flats. The principal part of the trail which is heavily used and well cleared is the portion between the Tanana River and Clear Creek Butte. The trail fades considerably beyond this point.

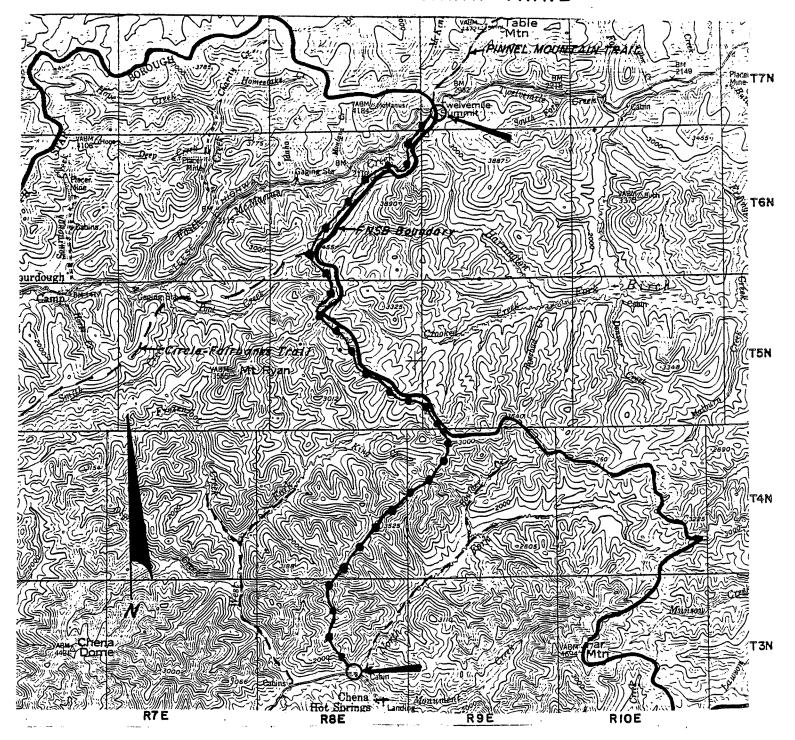
6. Chena Hot Springs-Steese Highway Trail

This trail extends over 30 miles from Twelvemile Summit on the Steese Highway to Chena Hot Springs Road just west of the Hot Springs Resort (see Map 27). The major portion of the trail lies on the ridgeline between the Chena River and Birch Creek drainage which marks the Fairbanks North Star Borough boundary. The northern eight miles of the trail lie on the Circle-Fairbanks Historic Trail. This portion of the trail is identified by the Department of Transportation and Public Facilities as an R.S. 2477 right-of-way.

The Chena Hot Springs-Steese Highway Trail has been proposed for use as an alternate access route to the Circle-Fairbanks Trail by the Trails Advisory Commission. In September 1982, the Borough received a citizen request to have this trail officially designated as a hiking trail and named the Vanholmson Trail. This request included maps of the trail and was also sent to the Alaska Division of Lands and several members of the Fairbanks Legislative delegation. At that time, the Division of Lands indicated that a portion of the trail within T3N, and T4N, R8W was reserved for public use through the West Fork Remote Parcel Staking Area. There has been no action taken to reserve the remainder of the route.

The major portion of this trail lies on high, well drained ridgetops well adapted for summer hiking and horseback travel. The trail has many outstanding views of the surrounding Tanana-Yukon Uplands and

CHENA HOT SPRINGS-STEESE HIGHWAY TRAIL



LEGEND

Main Trail

Connecting Trail

Trail Start/End

Access Point

the Alaska Range to the south. The trail has the potential to provide recreational access into the Steese National Conservation Area and Birch Creek National Wild River which lie just to the east.

7. Chena Lakes Trail

The Chena Lakes Trail is a three mile connecting route between the Chena Hot Springs Winter Trail and the north pond of the Chena Flood Control Project (see Map 28). The trail is one segment of a major winter trail network in the Chena lowlands area. The trail is used mainly for dogmushing and snowmachining.

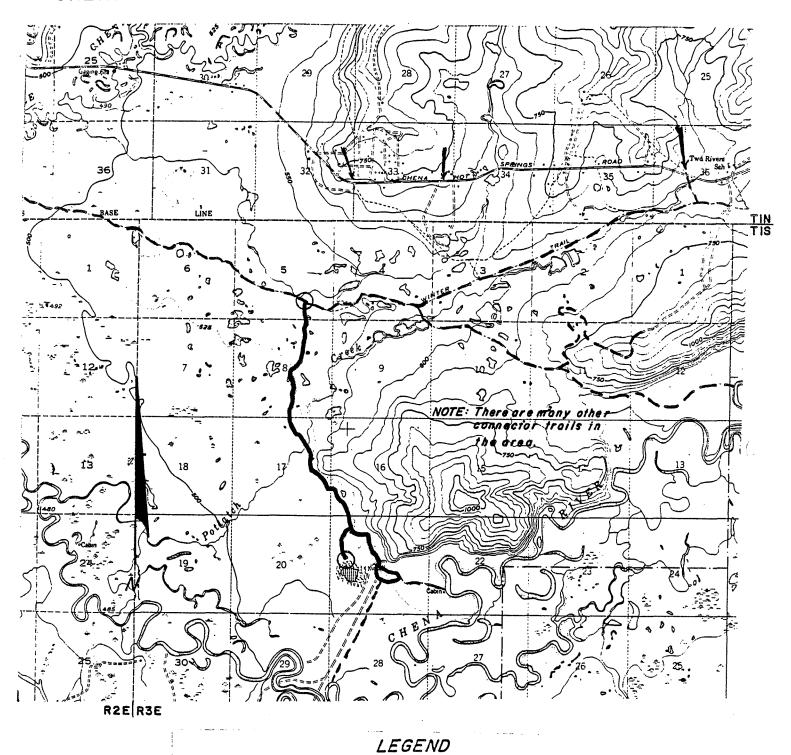
This trail has been tentatively identified as an R.S. 2477 right-of-way by the Alaska Department of Transportation and Public Facilities. It is also identified in the Division of Land's draft Little Chena Management Plan as a trail which will be protected for public purposes. Because the trail forms a connecting link between public lands in the Chena Flood Control Project and other trail corridors to the north, the trail could be an important segment in the proposed 100 Mile Loop Trail, if that concept is implemented.

8. Chena Lowlands Winter Trail Network

The Chena Lowlands Winter Trail Network is a major system of winter trails which lies generally south of Chena Hot Springs Road, north of Badger Road and to the west of the Chena River State Recreation area (see Map 29). This system of trails may be the most heavily used dogmushing trails in the entire State. Several professional dogmushers train their teams on this trail network. The system also receives substantial use from snowmachines, cross-country skiers, and horseback riders on the higher ground.

This network of trails contains the Chena Hot Springs Winter Trail, The Chena Lakes Trail, and several other segments of trails which have been identified as R.S. 2477 rights-of-way. A major portion of this network lies within the area covered by the State's draft

CHENA LAKES TRAIL

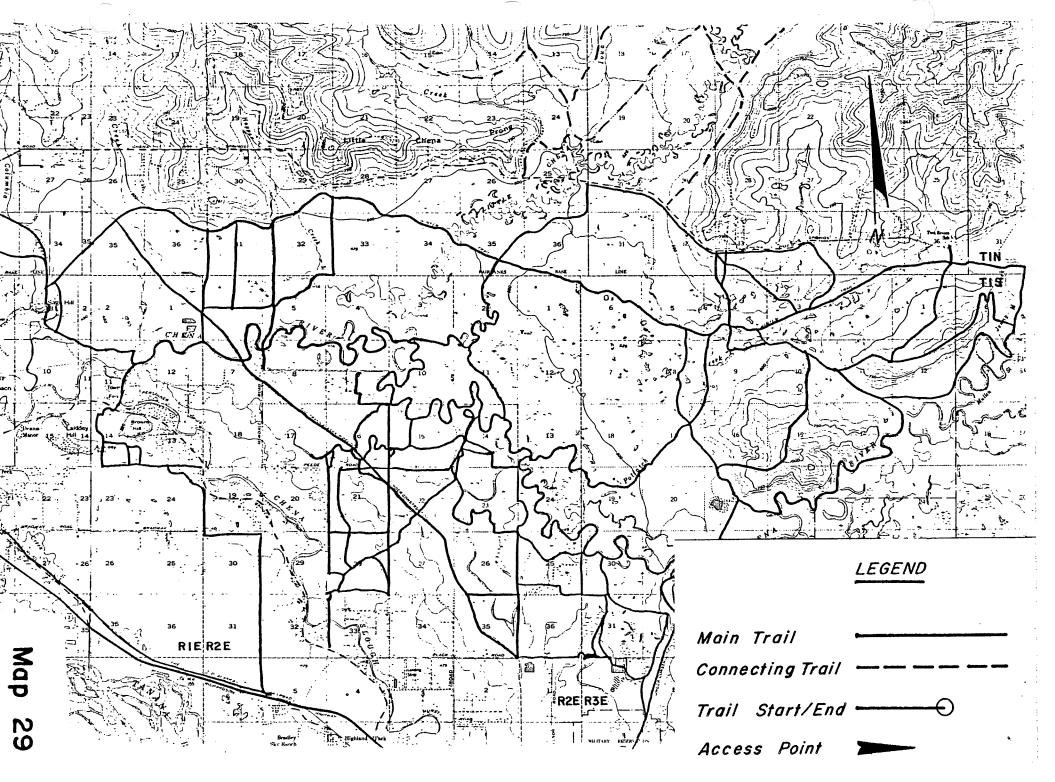


Main Trail

Connecting Trail ————

Trail Start/End ———

Access Point

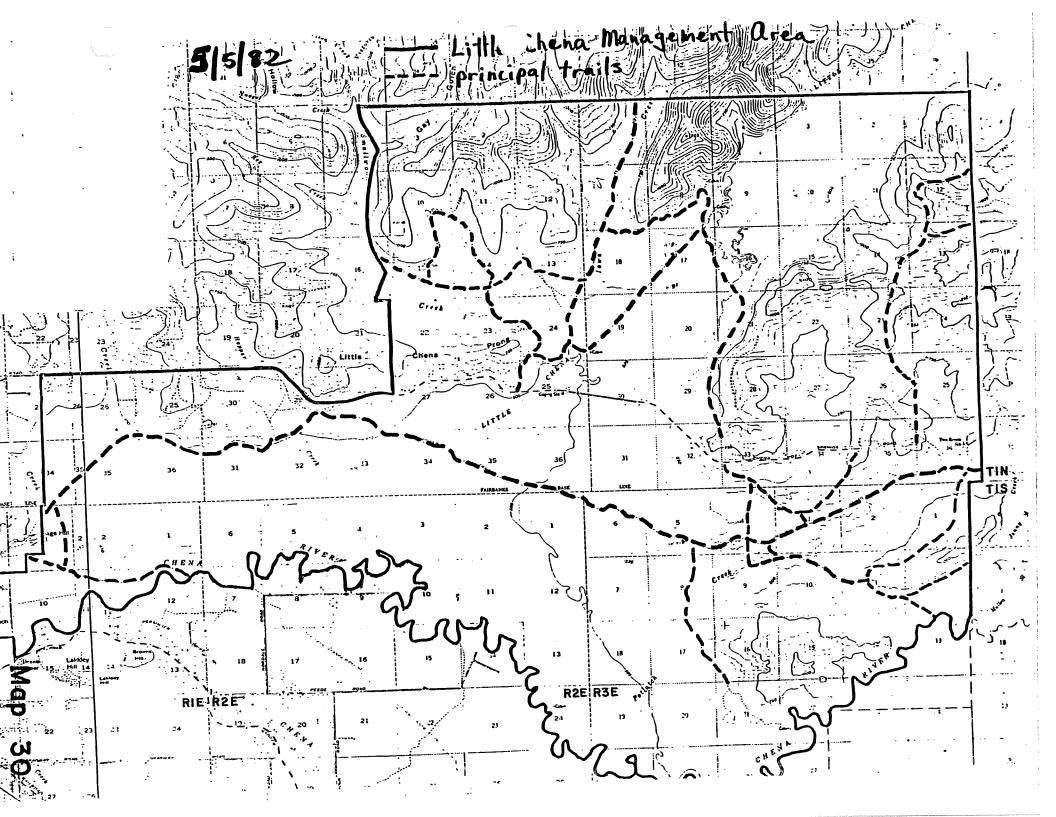


Little Chena Management Plan. The Little Chena Management Plan proposes to dispose the agricultural rights to a major portion of the State lands in this area. The plan proposes to reserve several trails in the area. Trails which are proposed for protection in the planning area were recommended by the Borough Trails Advisory Commission and a map of these trails are included in an appendix to the plan (see Map 30). Although several of these trails are intended for protection by easements or R.S. 2477 rights-of-way, there are questions remaining on the effectiveness of reserving trails by means of easements across agricultural parcels. Furthermore, the Division of Lands and State Attorney General's Office have indicated that R.S. 2477 rights-of-way cannot be managed for recreational purposes. In the most recent revisions of the draft Little Chena Management Plan the State has proposed to retain the Chena Hot Springs Winter Trail in State ownership and use the trail corridor as agricultural parcel boundaries. The Trails Advisory Commission has given their support to this action.

A portion of the Chena Lowlands Winter Trail Network lies in an area proposed as a public preserve in the Borough's draft Parks and Recreation Comrpehensive Plan. This plan recommends that the State not proceed with disposal of agricultural rights but reserve the land for public recreation and open space. The area was also the subject of considerable debate between agricultural development and recreation and open space use in the Borough's Comprehensive Land Use Plan. The majority of the area was included in the "reserve" category in the Borough's Comprehensive Land Use Plan.

Some residents of the Chena Hot Springs Road area have proposed legislation which would designate this area a "Multiple Use Wetlands Area". This proposal stresses preserving the open space and recreation values of the area.

It is likely that at least some of these trails will be reserved in any future development scenerio. A major issue which has not yet been adquately addressed in any of the plans for this area is how the trails reserved on public lands in the area will be accessed.



Much of the land immediately south of Chena Hot Springs Road is presently in private ownership. There is a critical need to identify public access corridors to these trails at several points along Chena Hot Springs Road and Nordale Road.

A part of this trail network is located on land leased by the Borough School District from the Bureau of Land Management under the Recreation and Public Purposes Act. The major use of this property is for an outdoor education site, but existing recreational activities will be allowed to continue.

The Chena Lowlands Winter Trail Network utilizes many frozen waterways as trail corridors. Some of these waterways such as the Chena River may be classified as navigable and thus be protected for the purposes of public travel.

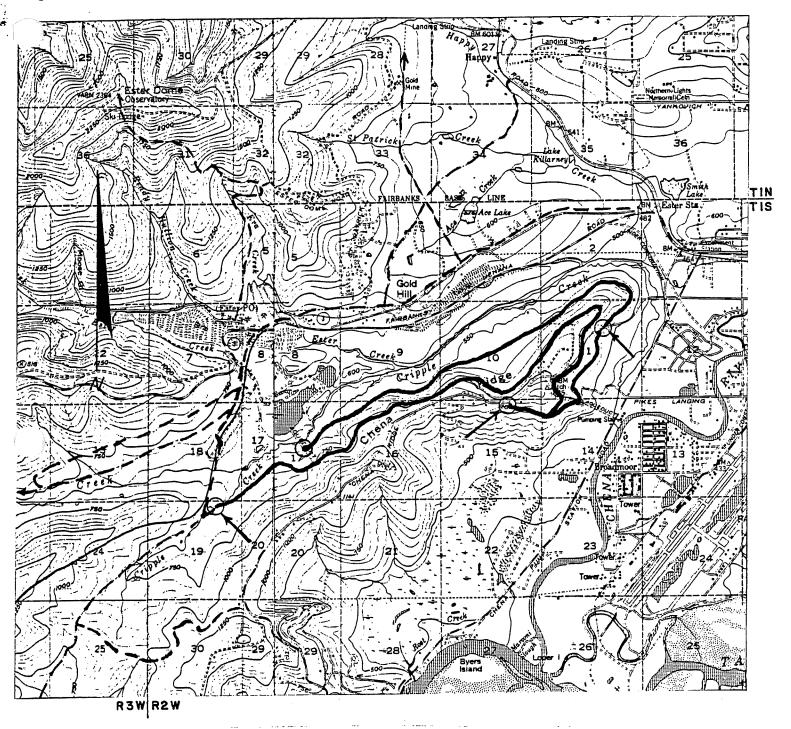
9. Chena Marina Sleddog Trails

There is a small network of mainly dogmushing trails located in Chena Marina Subdivision and some adjoining lands to the west off Chena Pump Road. Portions of the trail system lie within dedicated road rights-of-way within Chena Marina Subdivison and additions to Chena Marina. Residents of the area have contacted the Borough to request assistance in acquiring permanent protection for the trails. Some parts of the trail outside of Chena Marina Subdivision lie on Alaska Gold Company property.

10. Chena Ridge F.E. Ditch Trail

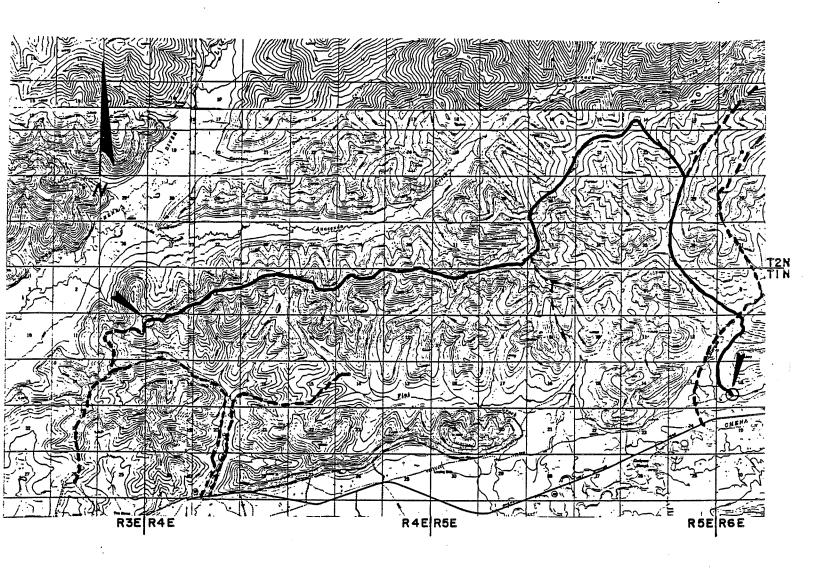
The Chena Ridge F.E. Ditch was originally constructed in the years 1931-33 by the Fairbanks Exploration Company (F.E. Co.). The purpose of the ditch was to carry water pumped from the Chena River to the thawing and dredging operations on Cripple Creek (see Map 31). During the years since the F.E. Company ceased their dredging operations on Cripple Creek (in 1958) the ditch and maintenance road have been used for a variety of trail recreation activities.

CHENA RIDGE-F.E. DITCH TRAILS



| | LEGEND | |
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| Main Trail | | |
| Connecting Trail | | |
| Trail Start/End | | |
| Access Point | | |

COLORADO CREEK TRAIL



| | | LEGEN | ID . | |
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| Main | Trail | • | p ^r s | |
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Principal uses of the trail include horseback riding, dogmushing and cross-country skiing. There is no right-of-way currently covering the entire ditch. There are several 50 foot trail easements retained in the State's Northridge Subdivision (TlS, R2W, Sec. 17). These easements tie in closely to the F.E. Ditch Trail and provide a potential link to the Cripple Creek-Rosie Creek Trail. There is a substantial amount of subdividing now occuring on this portion of Chena Ridge and if efforts are not organized to protect the trail it may soon be lost.

11. Colorado Creek Trail

The Colorado Creek Trail stretches approximately 20 miles from the end of the Two Rivers Woodcutting Road to the Chena Hot Springs Winter Trail in the Colorado Creek drainage (see Map 32). The first 13 miles of the trail lie on a high ridgeline while the final seven miles descend into the Colorado Creek lowlands within the Chena River State Recreation Area. The principal access to the trail is by the Two Rivers Woodcutting Road.

The main use of this trail is by equestrians and off-road vehicles. Some skiing, dogmushing and snowmachining occurs during the winter months. A portion of the trail has been used for the Governor's Cup North Star Competitive Trail Ride annual equestrian event.

Approximately the western most 5 miles of the trail have been identified by the Alaska Department of Transportation and Public Facilities as an R.S. 2477 right-of-way. In addition, about ten miles of the trail lie within the new Tanana Valley State Forest.

12. Cripple Creek-Rosie Creek Trail

The Cripple Creek-Rosie Creek Trail system lies west of Chena Ridge and south of the Parks Highway (see Map 33). These trails are extensively used for dogmushing, skiing and snowmachines. The majority of the trail lies on boggy terrain best suited for winter use. The main route of the trail is approximately 12 miles long

extending from the point where the Parks Highway crosses Alder Creek to the Tanana River in Sec. 30, T2S, R3W. There are many side connections to this trail which extend to the Bonanza Creek Experimental Forest (now part of the Tanana Valley State Forest) and up to the Chena Ridge/Upper Rosie Creek Road area. By crossing the Parks Highway the trail connects to Ester and by crossing Cripple Creek at the north end, the trail connects to the Chena Ridge F.E. Ditch Trail. The trail is identified in the Borough's draft Parks and Recreation Plan as an "existing" part of the 100 Mile Loop Trail proposal.

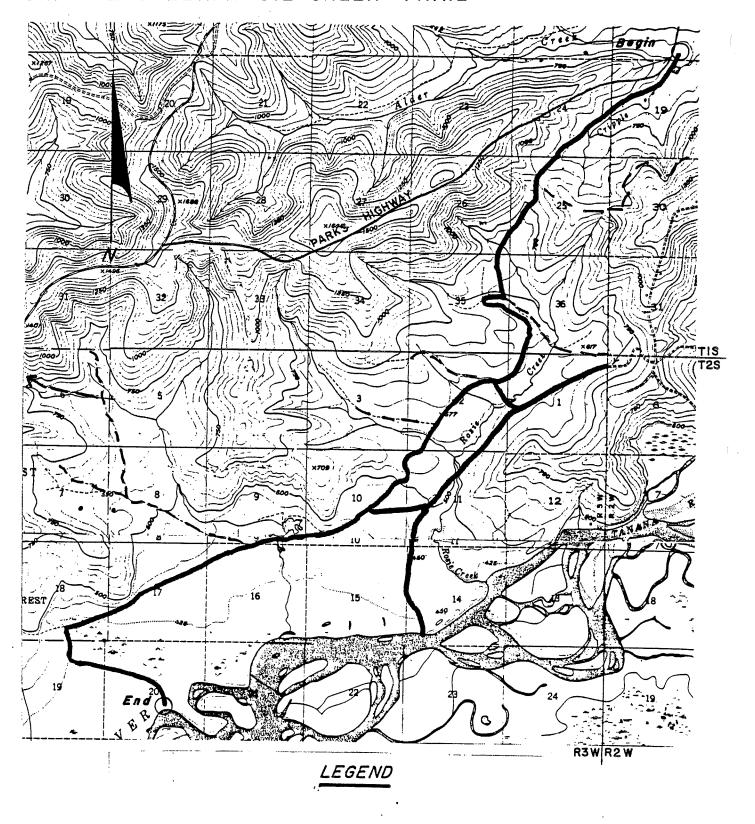
Most of this trail network is identified as an R.S. 2477 right-of-way by the Alaska Department of Transportation and Public Facilities. The portion of the trail within the State's Rosie Creek Subdivision has been platted as Rosie Creek Road. Because of cost of construction of a road on this wet terrain, the route is still mainly used as a winter recreational trail. The trail was reserved by an easement on the deed of a parcel of land proposed for agricultural disposal by the Borough in Sec. 14, T2S, R3W. There were no bids received on this parcel. The trail lies just southeast of the boundary of the Borough's Cripple Creek Subdivision. The portion of the trail within the Borough's Cripple Creek II Subdivision has been reserved in a greenbelt retained in public ownership. A trail crossing was installed by the Borough for this trail when the new Cripple Creek Road was constructed. The far majority of this trail is located on public lands. Much of the southwestern part of the trail lies in the Tanana Valley State Forest.

The trail can be accessed by the Parks Highway at the Alder Creek crossing, by Potter Road or at the Cripple Creek Road crossing.

13. Engineer Creek Trail

The Engineer Creek Trail lies to the southwest of Fox extending approximately four miles from the Steese Highway to Wildview Acres Subdivision area (see Map 34). The trail forms a loop which is

CRIPPLE CREEK/ROSIE CREEK TRAIL



Main Trail

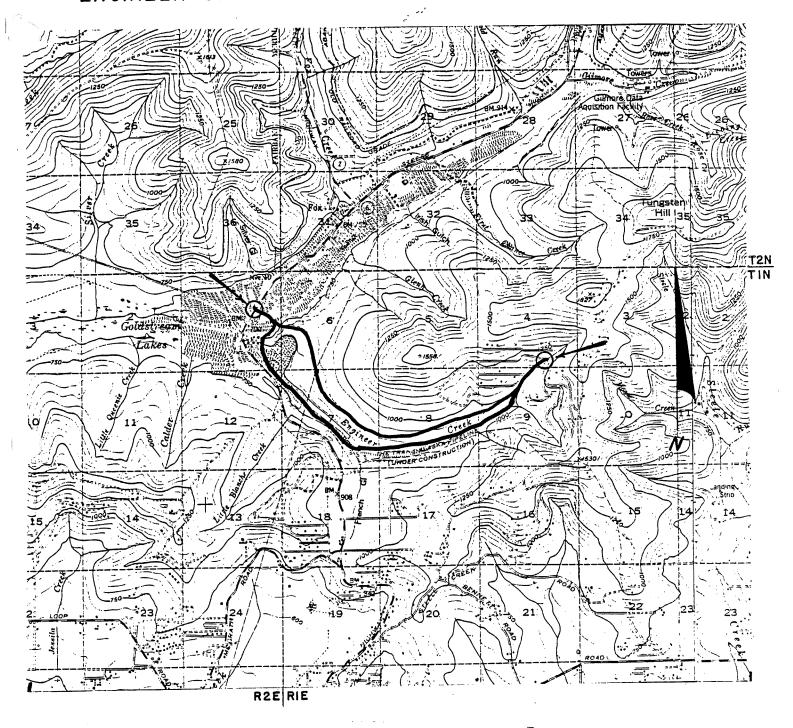
Connecting Trail —————

Trail Start/End —

Access Point

Map 33

ENGINEER CREEK TRAIL



Main Trail Connecting Trail ———— Trail Start/End ——— Access Point

mainly used for winter dogmushing. The trail can be accessed from the Steese Expressway near the intersection with Goldstream Road, from Goldmine Trail or from Goldpan Road. A portion of the original trail was cut off with extension of Goldmine Trail to the Steese Highway.

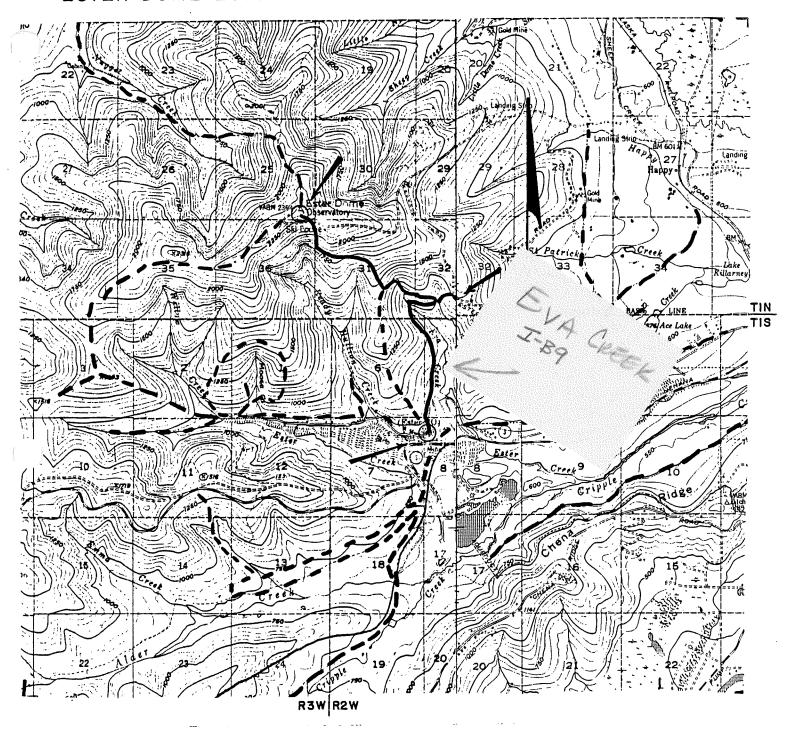
14. Ester Dome-Ester Trail

As the name implies, this trail which is just over three miles long, connects Ester Dome to the town of Ester (see Map 35). This trail is part of the trail network originally identified in the Borough's Five Year Trail Plan as "Ester Community Trails." The upper portion of this trail is used for the Equinox Marathon Race. With an elevation drop of over 1,600 vertical feet, the trail receives extensive use as a cross-country, downhill ski trail. The trail is also used for dogmushing, snowmachines, hiking, equestrians and moving mining equipment. Most of the trail was probably originally constructed for mining access. There are several connecting trails which tie into this trail. The trail can be reached by the Ester Dome Road to the top of Ester Dome, by Henderson Road or through the town of Ester. Many people who ski this trail leave one car in Ester and take a second car to Ester Dome in order to ski the trail downhill without having to ski back to the starting point. The very top portion of the trail lies within a utility line clearing on the section line common to Section 31, TlN, R2W and Section 36, T2N, R3W. This may be a section line easement. The lower portion of the trail within Ester merges into a road right-of-way.

15. Ester Dome-Nugget Trail

This trail extends approximately 4.5 miles from the summit of Ester Dome, through the Nugget Creek drainage to the Alaska Railroad in Goldstream Valley (see Map 36). The trail most likely originated as a mining access route. Principal recreational uses of the trail are horseback riding, motorcycling, snowmachining and cross-country skiing. The portion of the trail at the bottom of Goldstream Valley is best suited for winter use.

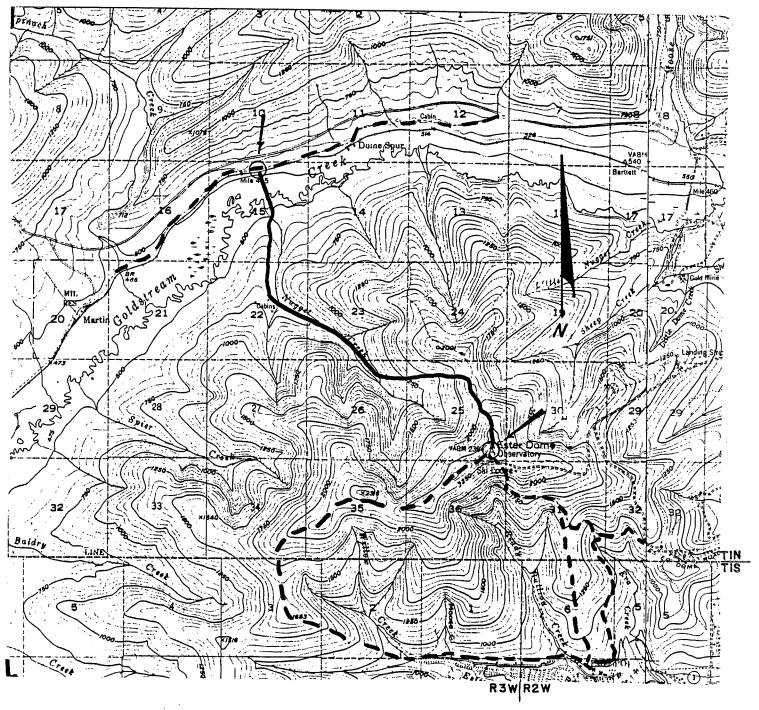
ESTER DOME-ESTER TRAIL



LEGEND

| Main | Trail | |
|-------|-------------|--|
| Conne | cting Trail | |
| Trail | Start/End | |
| Acces | s Point | |

ESTER DOME-NUGGET TRAIL



LEGEND

Main Trail

Connecting Trail —————

Trail Start/End ———

Access Point

16. Fairbanks Creek F.E. Powerline Trail

This trail lies within the powerline clearing which runs from the Steese Highway on the north side of Cleary Summit, over the Fairbanks Creek Road and down the ridgeline to the Fairbanks Creek F.E. Co. camp (see Map 37). The trail is approximately seven miles long and is used mainly by equestrians, off-road vehicles and snowmachines.

The route has been identified by the Alaska Department of Transportation and Public Facilities as an R.S. 2477 right-of-way. Access to the trail can be gained by way of the Steese Highway or the Fairbanks Creek Road.

17. Faith Creek Trail

The Faith Creek Trail is principally a mining access route which is located in the northeast corner of the Borough near Twelvemile Summit (see Map 38). The trail extends approximately five miles north of its beginning point on the Steese Highway. The route has been identified by the Alaska Department of Transportation and Public Facilities as an R.S. 2477 right-of-way.

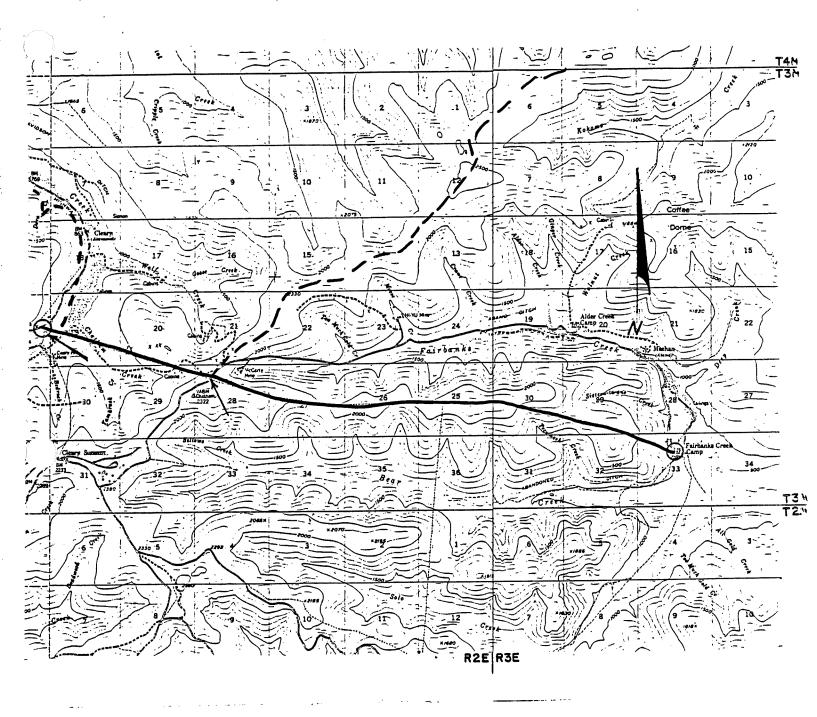
18. Flag Hill Loop Trail

The Flag Hill Loop Trail lies immediately to the west of Harding Lake and the Richardson Highway (see Map 39). This loop is approximately nine miles long and is used mainly for dogmushing.

19. Flood Control Levee Trail

The flood control levee stretches 18 miles across the southern edge of Fairbanks from the Chena Flood Control Project to the mouth of the Chena River (see Map 40). The levee was constructed to protect Fairbanks from flooding and any other use of the levee is secondary. Summer use of off-road vehicles can be damaging to the structure of the levee because of erosion. Snowmachiners are the main users of this trail at the present time.

FAIRBANKS CREEK-F.E. POWERLINE TRAIL

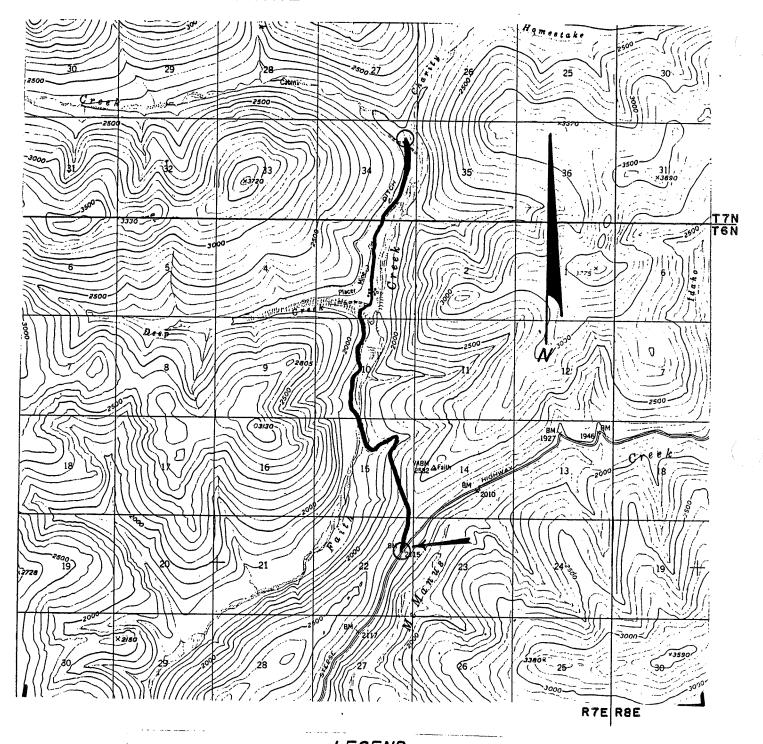


Main Trail Connecting Trail ———— Trail Start/End ———

LEGEND

Access Point

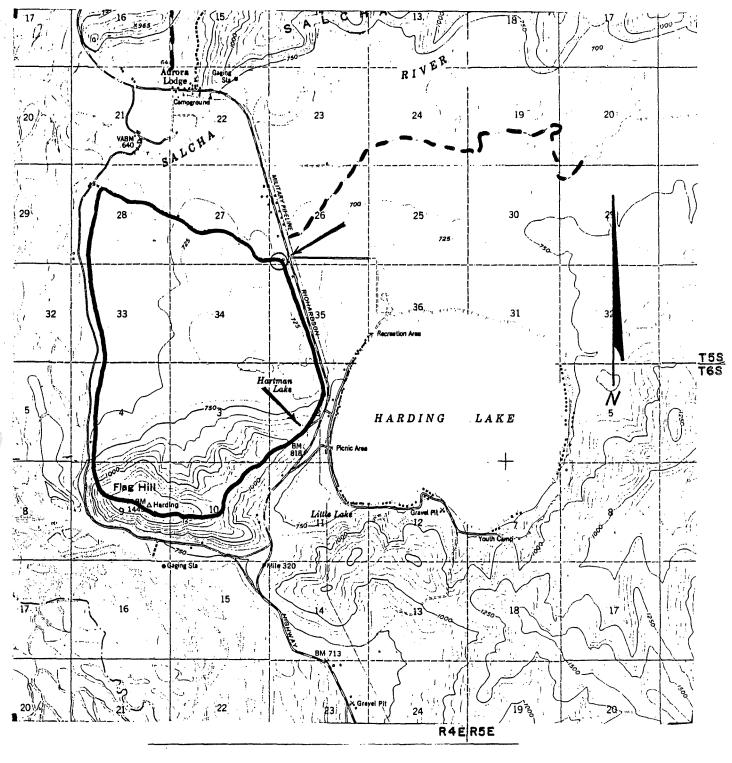
FAITH CREEK TRAIL



| | LEGEND | | | |
|------------------------|-------------|--|--|--|
| • | : | | | |
| Main Trail | | | | |
| Connecting Trail ————— | | | | |
| Trail Start/End | | | | |

Access Point

FLAG HILL LOOP TRAIL



LEGEND

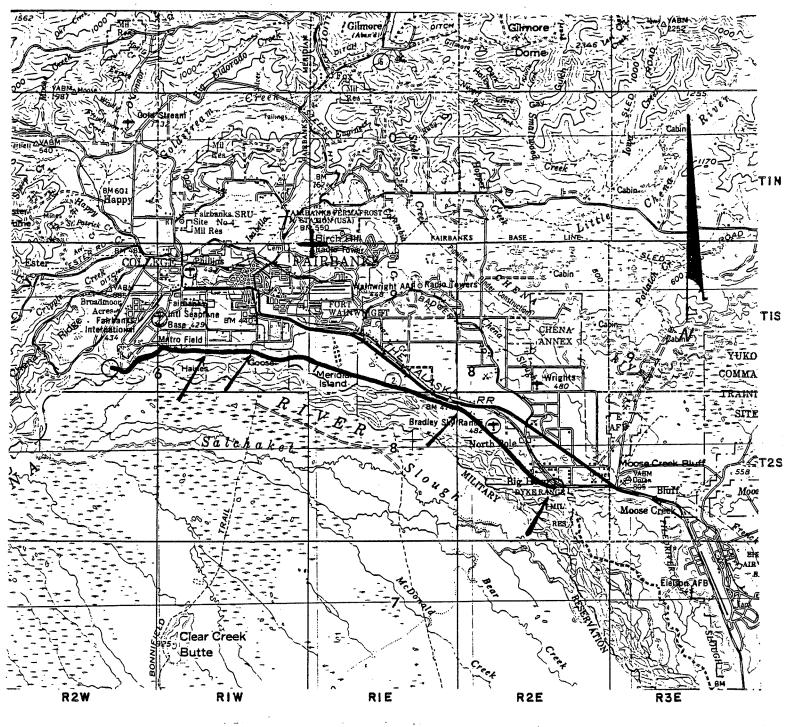
Main Trail

Connecting Trail ————

Trail Start/End ———

Access Point

FLOOD CONTROL LEVEE TRAIL



LEGEND

Main Trail

Connecting Trail ————

Trail Start/End ———

Access Point

The levee forms one segment of the proposed "100 Mile Loop Trail" in the Borough's draft Comprehensive Parks and Recreation Plan. Part of the levee lies on Ft. Wainwright property. Although no written response has been received from Ft. Wainwright to a letter sent inquiring about use of the levee as a trail, verbal communications have indicated there is an Army firing range close to the levee which would preclude its designation as a recreational trail. If the 100 Mile Loop Trail is implemented, this portion of the trail may require realignment. Questions concerning what provisions are necessary to ensure that the structural integrity if the levee is maintained must be addressed before any plans for designation as a trail can proceed.

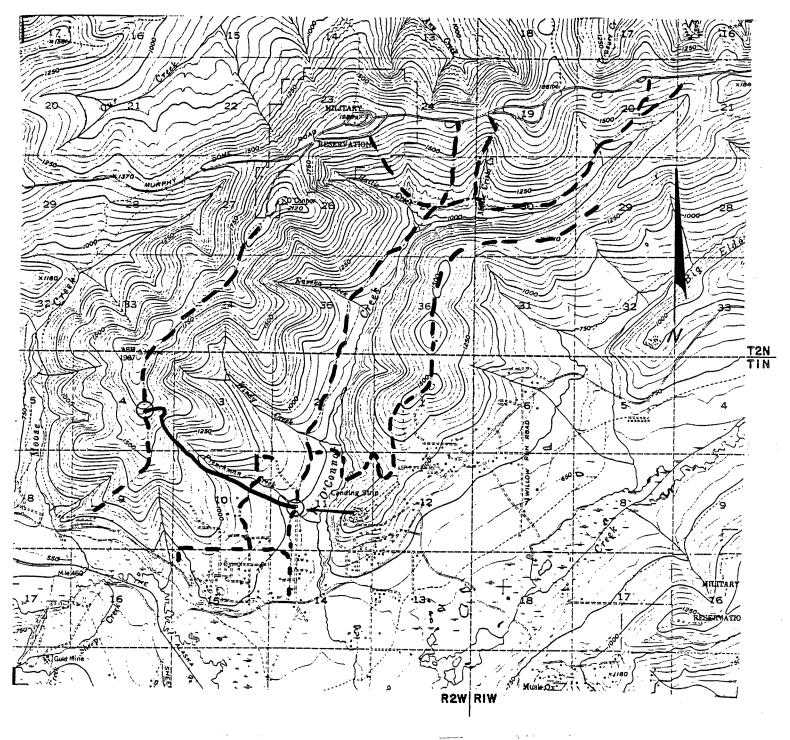
20. Frenchman Creek Trail

The Frenchman Creek Trail lies north of Goldstream Road within the O'Connor Creek drainage (see Map 41). The trail forms a two mile connecting link between the O'Connor Creek Trail and Moose Ridge Trail. Although the trail is not designated for a particular use, it is most heavily used by dogmushers and skiers.

21. Gilmore Dome-Iowa Creek Trail

The Gilmore Dome-Iowa Creek Trail lies on a ridgetop with the Fish Creek drainage to the north and the Smallwood Creek and Iowa Creek drainages to the south (see Map 42). The trail forms a six mile connecting link between the trail system at Gilmore Dome and the Iowa Creek Trail. Known uses of the trail include cross-country skiing and horseback riding, however, other uses undoubtedly occur. The trail offers excellent views of the surrounding hills and the Alaska Range to the south. There are no marked access points but the trail can be reached by connecting routes which extend to Gilmore Trail (road) or by the Iowa Creek Trail. The trail is a portion of proposed 100 Mile Loop Trail from the Borough's draft Comprehensive Parks and Recreation Plan.

FRENCHMAN CREEK TRAIL



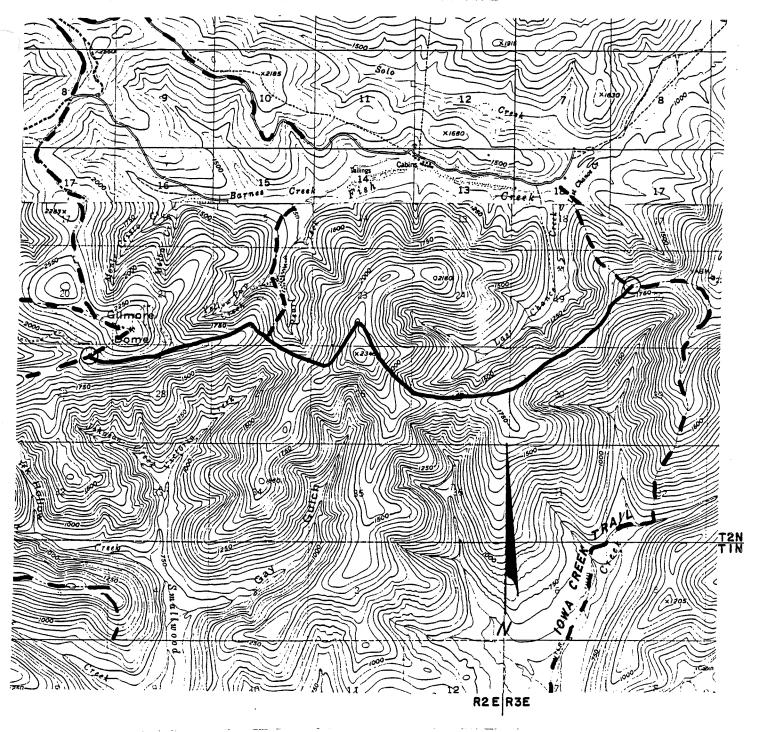
Main Trail

Connecting Trail

Trail Start/End

Access Point

GILMORE DOME-IOWA CREEK TRAIL



Main Trail

Connecting Trail ————

Trail Start/End ———

LEGEND

Access Point

22. Gilmore Dome Trail System

The Gilmore Dome Trail System consists of several routes which interconnect in the general area between Gilmore Dome, Cleary Summit and Tungsten Hill (see Map 43). Several portions of this network are used as roads during the summer and become winter trails when covered with sufficient snow to preclude normal highway vehicle access. The primary use of many of these routes is mining access. Recreational use of the trails includes off-road vehicles, snowmachines, horseback riding, dogmushing and cross country skiing. The Nordic Ski Club conducts a yearly outing on the trail which runs from Cleary Summit, across the edge of Gilmore Dome, and down to Chena Hot Springs Roads by way of Smallwood Creek. Portions of this trail system may be dedicated as public road rights-of-way. The trail system can be accessed by the Fairbanks Creek Road off Cleary Summit, by the Steese Highway or by the end of Gilmore Trail (road). The Gilmore Creek-Gilmore Dome Trail is part of the proposed "100 Mile Loop Trail" from the Borough's draft Comprehensive Parks and Recreation Plan. The Gilmore Creek-Cleary Summit Trail is identified as an R.S. 2477 right-of-way by the Alaska Department of Transportation and Public Facilities.

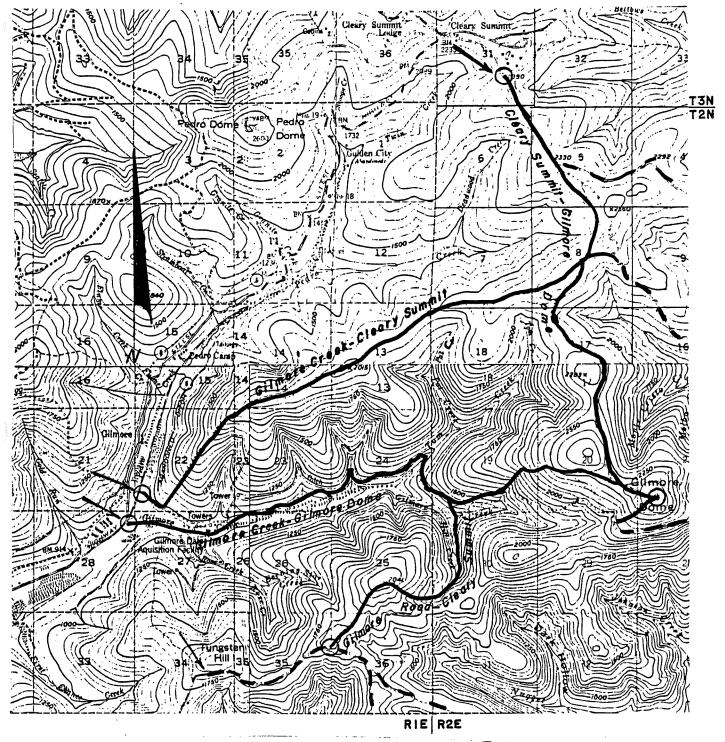
23. Glenn Creek-Fox Trail

This trail forms a connection approximately three miles long between the hill north of Wildview Acres Subdivision and the town of Fox (see Map 44). There is also a trail running up the ridgeline to the east which forms a connection with Gilmore Trail. The trail can be accessed from either Wildview Acres Subdivision or from the Steese Highway east of Fox. The primary use of this trail is cross-country skiing and there are no known rights-of-way.

24. Goose Island Off-Road Vehicle Area

Goose Island is located on the southern edge of Fairbanks at the end of South Cushman and Lathrop Streets. There are now two

GILMORE DOME TRAIL SYSTEM



LEGEND

Main Trail

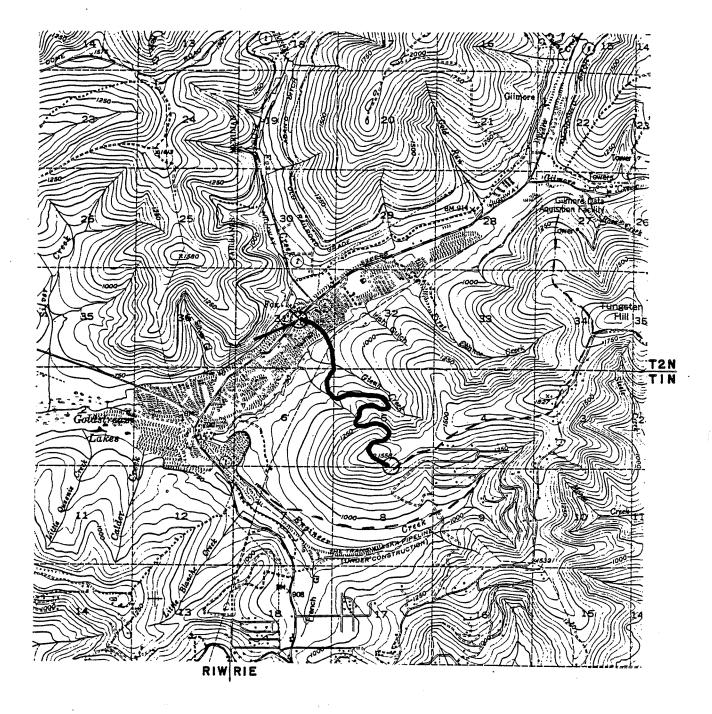
Connecting Trail ————

Trail Start/End ———

Access Point

Map 43

GLENN CREEK-FOX TRAIL



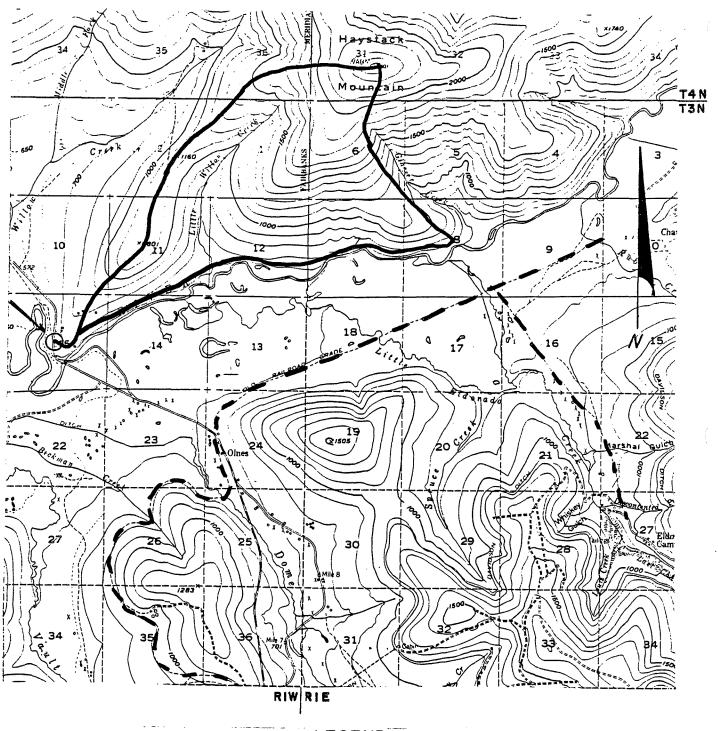
| | LEGEND |
|------------------|--------|
| | a a |
| Main Trail | • |
| Connecting Trail | - |
| Trail Start/End | |
| Access Point | |

causeways connecting the island to the north bank of the Tanana River. These casueways provide access to the island for gravel extraction operations and recreational use. Goose Island has been used by snowmachines and off-road vehicles for several years. island serves as an access corridor for moose hunters and trappers to reach the Tanana Flats when the Tanana River is frozen. island is presently owned by the Fairbanks North Star Borough. The Borough has an agreement with the State to sell gravel from the Tanana River using Goose Island as a stockpiling area. The Borough granted a special use permit for a portion of Goose Island to the Fairbanks Motorcycle Racing Association for the summer of 1983. This permit was for off-road vehicle use and competition and can be re-issued annually, however, an application has not been received for 1984. Several motorcycle racing events were held in this area during the summer of 1983. The area has been proposed as a permanent location for off-road vehicle use with the possibility of grading hills to provide terrain diversity.

25. Haystack Mountain Trail

The Haystack Mountain Trail forms a loop approximately 10 miles long from the Elliot Highway just north of the Chatanika River, to the top of Haystack Mountain, southeast to the Chatanika River and then along the north bank of the Chatanika back to the starting point (see Map 45). The first portion of the trail has been upgraded for use as an access road through Ft. Chatanika Subdivision. The first three miles of the trail running up the ridgeline are identified by the Alaska Department of Transportation and Public Facilities as an R.S. 2477 rights-of-way and much of this portion is platted as a road right-of-way in Haystack Mountain Subdivision. The trail is known to be used for cross-country skiing and is probably used for a variety of other trail recreation activities. The summit of Haystack Mountain provides an outstanding view of the Chatanika River Valley and the surrounding hillsides.

HAYSTACK MOUNTAIN TRAIL



LEGEND

Main Trail

Connecting Trail ————

Trail Start/End ——

Access Point

Map 45

26. Iowa Creek Trail

The Iowa Creek Trail forms a 10 mile link between Chena Hot Springs Road and Fish Creek passing over the ridgeline north of Chena Hot Springs Road (see Map 46). The trail traverses swampy lowland terrain in the Iowa Creek drainage and then crosses over better drained soils on the ridge east of Gilmore Dome. The trail probably originated as a winter access route to mining operations on Fish Creek. The Iowa Creek Trail is presently used for snowmobiling, dogmushing, cross-country skiing and horseback riding. The trail can be reached by Polar Lane off of Chena Hot Springs Road.

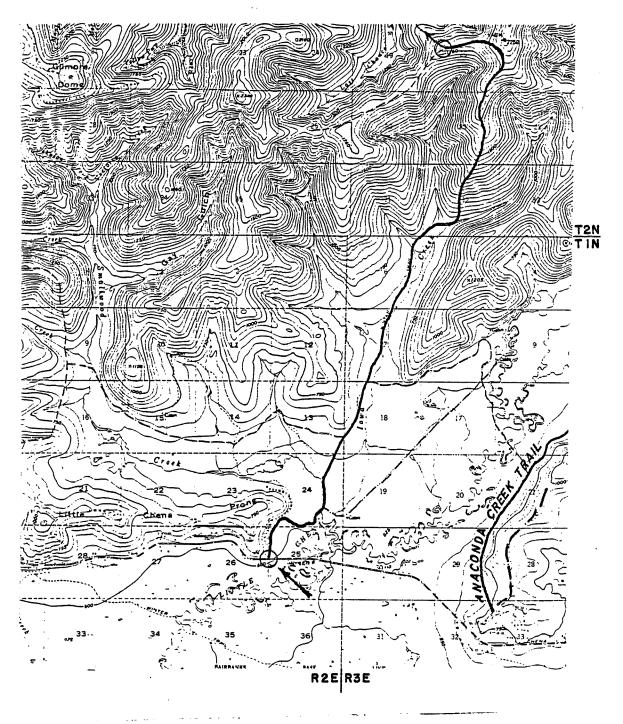
The Iowa Creek Trail has been identified by the Alaska Department of Transportation and Public Facilities as an R.S. 2477 right-of-way. A portion of the trail lies within the new Tanana Valley State Forest. The Borough Trails Advisory Commission recommended this route as a priority trail in the Alaska Division of Lands "Little Chena Mangement Plan". This draft plan indicates that the Iowa Creek Trail will be protected as a recreational resource, however, it is not clear how this will be accomplished with the route identified as an R.S. 2477 right-of-way.

There are several connecting trails to this route within the Smallwood Creek/Little Chena River drainage and an additional trail on top of the ridge (the Gilmore Dome-Iowa Creek Trail) connects the route to trails in the Gilmore Dome area. The portion of the trail between the ridgetop and the Anaconda Creek Trail connection forms a portion of the proposed "100 Mile Loop Trail" from the Borough's draft Comprehensive Parks and Recreation Plan.

27. Jenny M. Trails

The Jenny M. Trails lie within the Jenny M. Creek drainage north of Chena Hot Springs Road (see Map 47). A trail lies on either side of Jenny M. Creek for approximately 2.5 miles and then the two trails separate with one going up the west branch of Jenny M. Creek and one up the east branch and over to Flat Creek. Portions of the trails

IOWA CREEK TRAIL



LEGEND

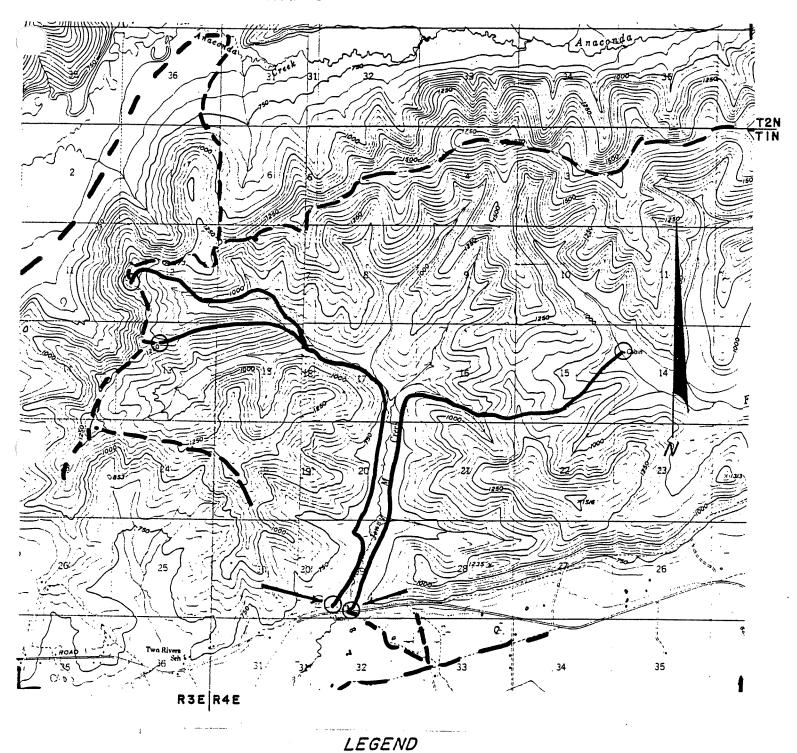
Main Trail

Connecting Trail

Trail Start/End

Access Point

JENNY M TRAILS



Main Trail

Connecting Trail

Trail Start/End

Access Point

are used for snowmachines, dogmushing and horseback riding. The upper portion of the west branch of the trail is used for the Governor's Cup North Star Competitive Trail Ride, an annual equestrian endurance ride. Both branches of this trail are considered R.S. 2477 rights-of-way by the Alaska Department of Transportation and Public Facilities. Some of the upper portions of the trails lie within the Tanana Valley State Forest.

28. Johnson Road-Stuart Creek/Ninetyeight Creek Trail

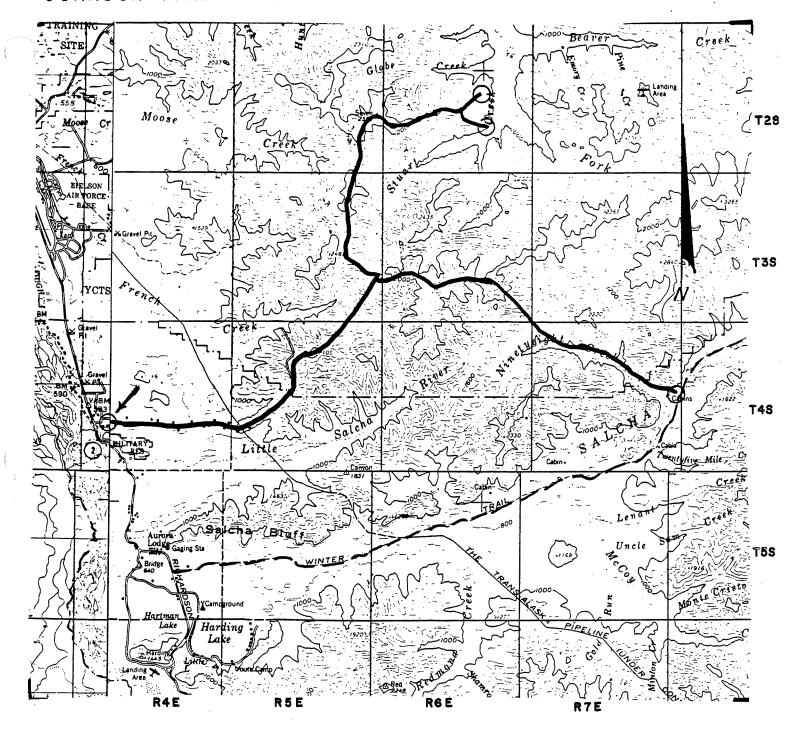
This trail system is located to the east of the Richardson Highway with Johnson Road serving as an access corridor (see Map 48).

Johnson Road is the access route to Pump Station Eight on the Trans-Alaska Pipeline. Beyond the pipeline, these trails are mainly used by off-road vehicles during moose hunting season. There has been a proposal to link Johnson Trail to the Munson Creek drainage at the east edge of the Chena River State Recreation area. This route would be intended to provide easier access to mining claims on the East Fork of the Chena River, however, the project has not received funding. The Ninetyeight Creek Trail provides a connection to the Salcha-Caribou Trail within the Salcha River Corridor.

29. Left Fork Trail

The Left Fork Trail is an extension of the Martin-Dunbar Trail and lies within the Left Fork of Cache Creek drainage in lower Goldstream Valley (see Map 49). The trail covers approximately 11.5 miles between its intersections with the Martin-Dunbar Trail and the Dunbar Trail (the Dunbar Trail runs north-south outside the Borough boundary and is the old winter sled route to Livengood). This trail is primarily used for dogmushing. The trail provides access to several remote parcel sites within the Left Fork drainage. Roughly, the first three miles of this trail are recognized by the Alaska Department of Transportation and Public Facilities as an R.S. 2477 right-of-way. A major portion of the trail lies within the Tanana Valley State Forest. There have been some timber sales along the ridge immediately north of Left

JOHNSON ROAD-STUART CREEK/NINETYEIGHT CREEK TRAIL



LEGEND

Main Trail

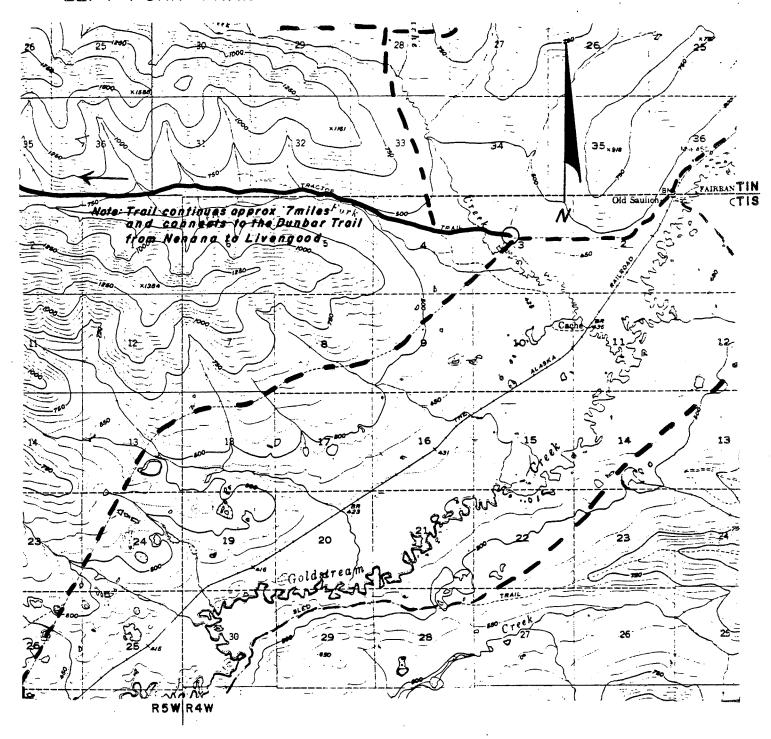
Connecting Trail ————

Trail Start/End ———

Access Point

Map 48

LEFT FORK TRAIL



LEGEND

Main Trail

Connecting Trail ————

Trail Start/End ——

Access Point

Fork Creek. Access to this sale should be provided from the north by the Cache Creek logging road eliminating potential disruption of the Left Fork Trail.

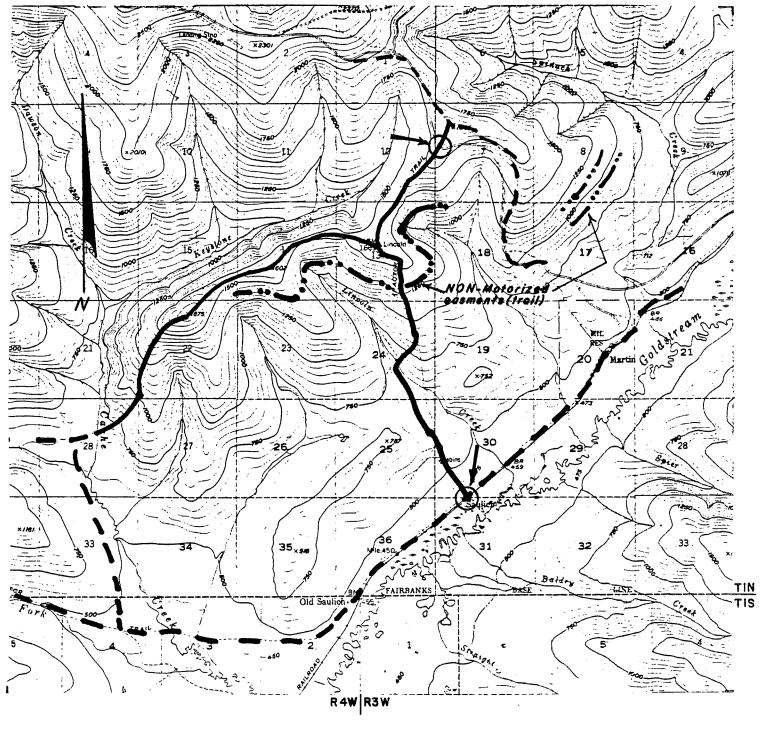
30. Lincoln Creek Trails

The Lincoln Creek Trails were originally tractor trails used to haul house logs down to homesteads in the Goldstream Valley. The trails provide connections from New Murphy Dome Road to the Alaska Railroad in Goldstream Valley and to the Cache Creek drainange (see Map 50). In the past, these trails have been used for a variety of purposes including dogmushing, snowmachining, off-road vehicles, horseback riding and cross-country skiing. Much of this use was related to moose and ptarmigan hunting.

The portions of this trail system within TlN, R4W, Sections 12, 13, and 14 are now within the State's Lincoln Creek Subdivision. Pre-existing trails were reserved with 50 foot trail easements in the Lincoln Creek Subdivision plat. In addition, Lincoln Creek Subdivision contains a 50 foot non-motorized trail easement located mainly along back lot lines following the topographic contours. These easements were recommended with the intention of eventually establishing a trail network between subdivisions in the Murphy Dome area to serve residents of those subdivisions. Non-motorized easements with potential to tie into Lincoln Creek are also platted in Murphy Subdivision. These easements will accommodate changing recreational use patterns as the character of the area changes from rural to residential. Easements on the existing trails will provide for continued motorized trail use.

During the fall of 1983, the Nordic Ski Club and University of Alaska Ski Team groomed the existing trail easements and road rights-of-way in Lincoln Creek Subdivision for use as cross-country training and racing trails. The trails were carefully groomed with a track set and several racing events were held on the course. This trail system has received particularly heavy use bacause of the lack of snowfall on ski trails at lower elevations.

LINCOLN CREEK TRAILS



LEGEND

Main Trail

Connecting Trail ————

Trail Start/End ———

Access Point

Map 50

The branch of the Lincoln Creek Trails which connects New Murphy Dome Road with the Alaska Railroad has been identified by the Alaska Department of Transportation and Public Facilities as an R.S. 2477 right-of-way. Both branches of the trail extending out of Lincoln Creek Subdivision pass through portions of the Tanana Valley State Forest.

31. Little Salcha River Trail

The Little Salcha River Trail covers approximately 18 miles from the Richardson Highway near Salcha Bluff, into the Little Salcha River drainage and then across the ridge and back down to the Salcha River (see Map 51). The route is primarily a winter trail used for dogmushing and snowmachines.

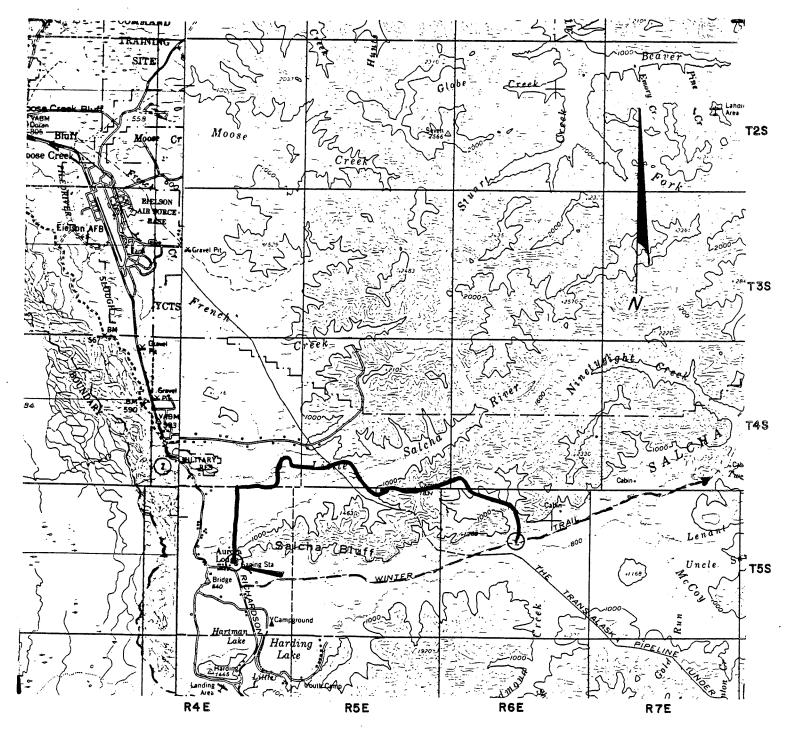
32. Martin-Dunbar Trail

The Martin-Dunbar Trail is the main winter route used to traverse the lower Goldstream Valley. The trail connects the winter trail network in upper Goldstream Valley to the Dunbar Trail outside the Borough boundaries (see Map 52). This trail is used extensively by dogmushers and snowmobilers. The portion of the trail between Martin and Cache Creek is used as an access route to remote parcel sites in the Left Fork drainage. Dog teams and snowmachines provide the principal means of transportation for remote parcel access. The portion of the trail between its beginning point on New Murphy Dome Road and Old Saulich has been identified by the Alaska Department of Transportation and Public Facilities as an R.S. 2477 right-of-way. Some of this trail is also most likely within the Alaska Railroad right-of-way. Portions of the trail beyond Old Saulich traverse the edges of the Tanana Valley State Forest.

33. McKay Creek-White Mountains Trail

The McKay Creek-White Mountains Trail begins at the Steese Highway in the Chatanika Valley and extends northward outside the Borough boundaries to the White Mountains National Recreation Area (see Map

LITTLE SALCHA RIVER TRAIL



LEGEND

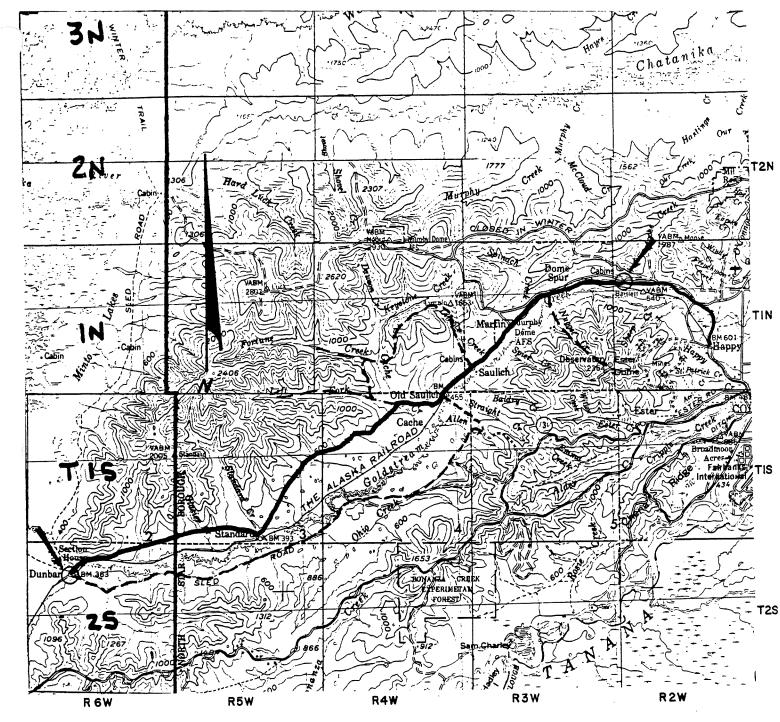
Main Trail

Connecting Trail —————

Trail Start/End ———

Access Point

MARTIN-DUNBAR TRAIL



LEGEND

| Main | Trail | |
|-------|-------------|-------------|
| Conne | cting Trail | |
| Trail | Start/End | |
| Acces | ss Point | |

53). The main route of the trail covers approximately 13 miles between the Steese Highway and the end point on Nome Creek. The trail originated as a mining access route. The principal use of the trail at the present time is off-road vehicles during moose hunting season. The portion of the trail near Nome Creek is usable only during frozen winter conditions.

The first nine miles of the trail are identified by the Alaska Department of Transportation and Public Facilities as an R.S. 2477 right-of-way. The trail has been considered by the Bureau of Land Management for possible upgrading to provide better access to the White Mountains National Recreation Area and Beaver Creek National Wild River.

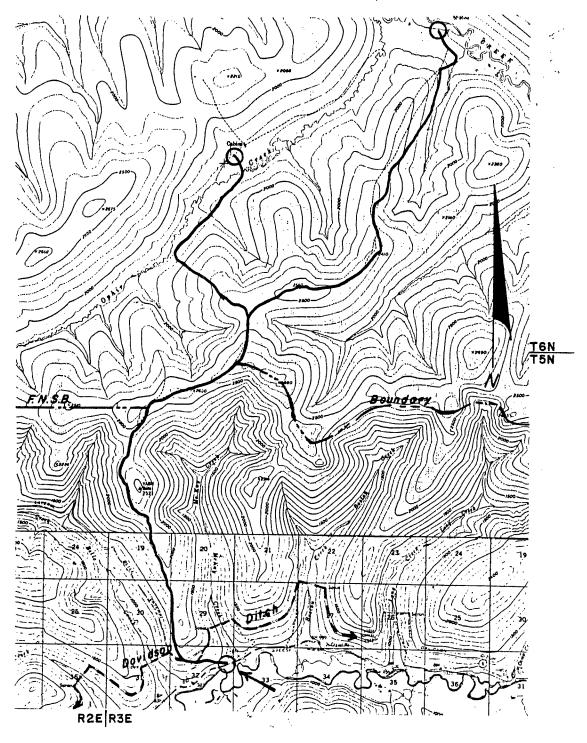
34. Moose Creek Trail System

The Moose Creek Trail System is located to the south of the city of North Pole and east of the Tanana River (see Map 54). This trail system consists of several winter trails which traverse frozen sloughs and wetlands. The southeastern extension of this system is the historic Old Valdez Trail and it connects to additional trails in the Piledriver Slough area. This trail network is mainly used by dogmushers and snowmachines. The system extends through the Chena Flood Control Project floodway to provide potential connections to the Chena Lowlands Winter Trail Network. The Old Valdez Trail is an R.S. 2477 right-of-way.

35. Moose Ridge Trail

The Moose Ridge Trail is located on the ridgline on the west side of the O'Connor Creek drainage within the Goldstream Valley (see Map 55). The trail extends approximately five miles between the New Murphy Dome Road and Old Murphy Dome Road. The main recreational use of the trail is by dogmushers. Many other mushing routes in the O'Connor Creek area tie into this trail.

MCKAY CREEK-WHITE MOUNTAINS TRAIL



LEGEND

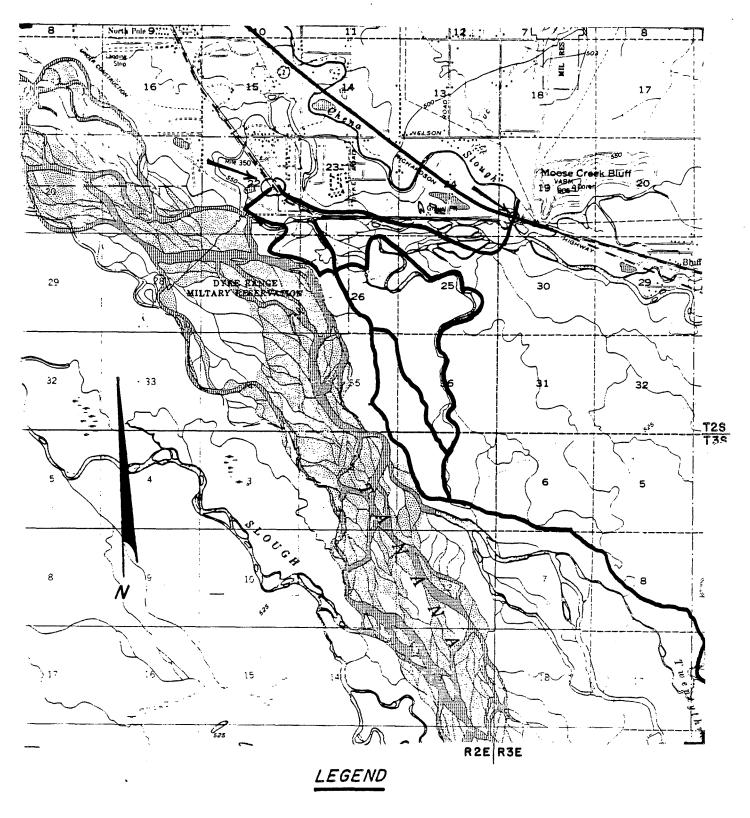
Main Trail

Connecting Trail ————

Trail Start/End ———

Access Point

MOOSE CREEK TRAIL SYSTEM

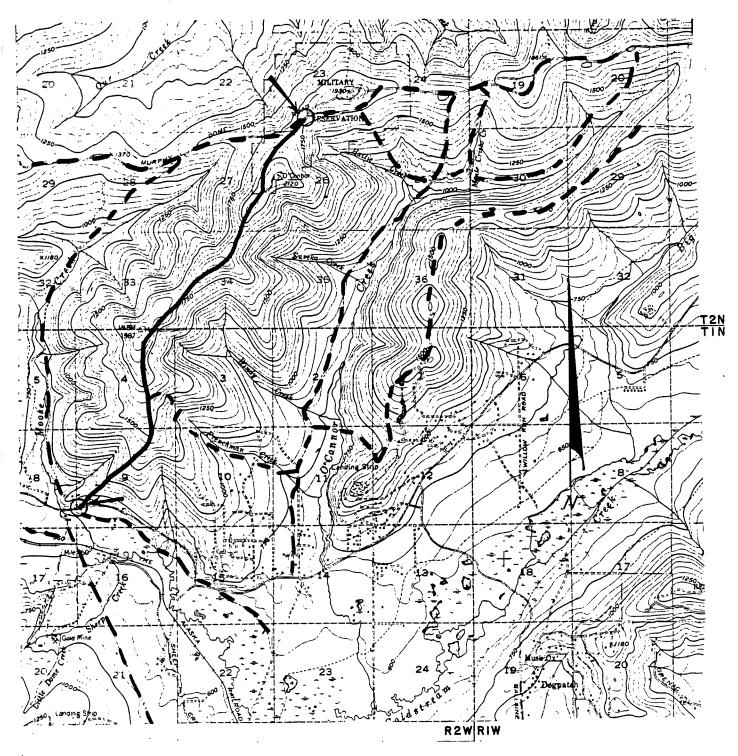


Trail Start/End -

Access Point

Map 54

MOOSE RIDGE TRAIL



LEGEND

Main Trail

Connecting Trail ————

Trail Start/End ———

Access Point

36. Mullen Hill Trails

The Mullen Hill Trails lie to the south of Two Rivers School and North of Mullen Slough on the Chena River (see Map 56). Several branches of these trails traverse the hill and connect to the Chena Hot Springs Winter Trail. These trails are used extensively for dogmushing, horseback riding and snowmachines. Portions of these trails have been upgraded and are used for woodcutting access. Much of the area lies within the Tanana Valley State Forest and parts of the trails in Section 11, T1S, R3E are within a borough industrial site study area.

37. Murphy-Hardluck Trail (New Murphy Dome Road Extension

The Murphy-Hardluck Trail extends 12 miles from Murphy Dome to the Chatanika River (see Map 57). The route has recently been upgraded to a graveled road condition and is called the New Murphy Dome Road Extension. The trail is now used for woodcutting and recreational access to the Chatanika River.

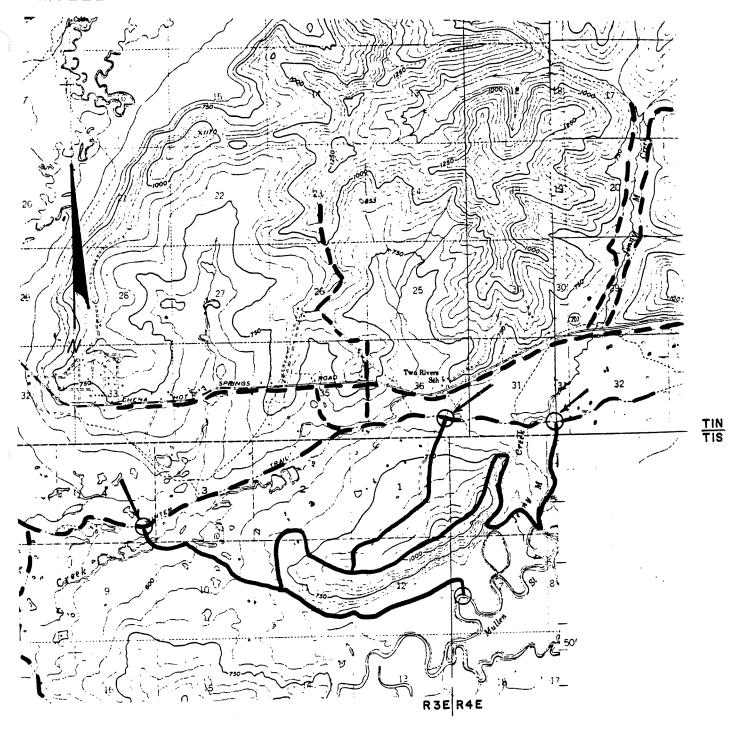
38. Murphy-Shovel Trail

The Murphy-Shovel Trail runs northward from Murphy Dome to the Chatanika River covering a distance of eight miles (see Map 58). The trail is used as an access route to remote cabin sites along the Chatanika River. Main recreational uses of the trail are horseback riding, snowmachines and off-road vehicles.

39. North Fork of the Chena River Trail

The North Fork of the Chena River Trail extends approximately 13 miles northeast from Chena Hot Springs Road toward the Borough boundary (see Map 59). The trail is a winter sled route used mainly by cross-country skiers, dogmushers and snowmachines. The route has been identified by the Alaska Department of Transportation and Public Facilities as an R.S. 2477 right-of-way. It is identified as an access route to remote parcels staked on state lands in the area.

MULLEN HILL TRAILS.



LEGEND

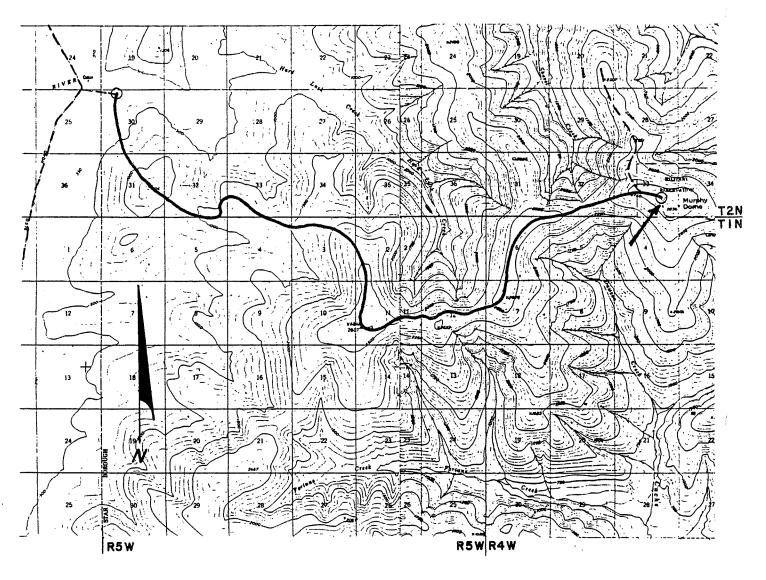
Main Trail

Connecting Trail

Trail Start/End

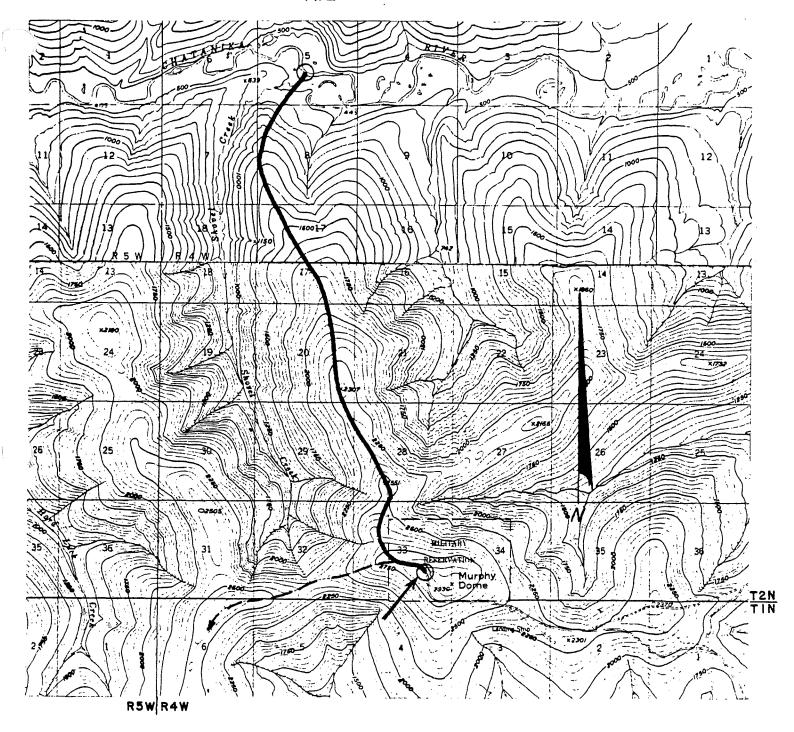
Access Point

MURPHY-HARDLUCK TRAIL (New Murphy Dome Road Extension)



| | LEGEND |
|------------------|--------|
| Main Trail | |
| Connecting Trail | |
| Trail Start/End | |
| Access Point | |

MURPHY-SHOVEL TRAIL



LEGEND

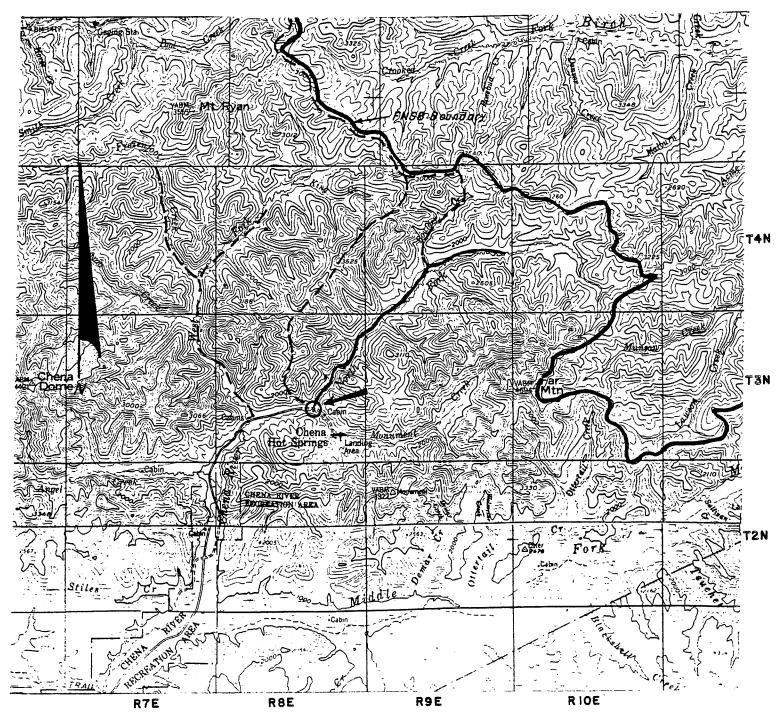
Main Trail

Connecting Trail ————

Trail Start/End ———

Access Point

NORTH FORK of the CHENA TRAIL



LEGEND

| Main | Trail | | , , , |
|-------|-------------|-------------|-------|
| Conne | cting Trail | | . — — |
| Trail | Start/End | | • |
| Acces | ss Point | | |

This trail is used in the "Yukon Quest" sleddog race. Current plans for the race route the trail up the Boulder Creek Drainage, over the divide marking the Borough boundary and then into the Birch Creek drainage. Some segments of new trails are being cut for the race.

40. O'Connor Creek East Ridgeline Trail

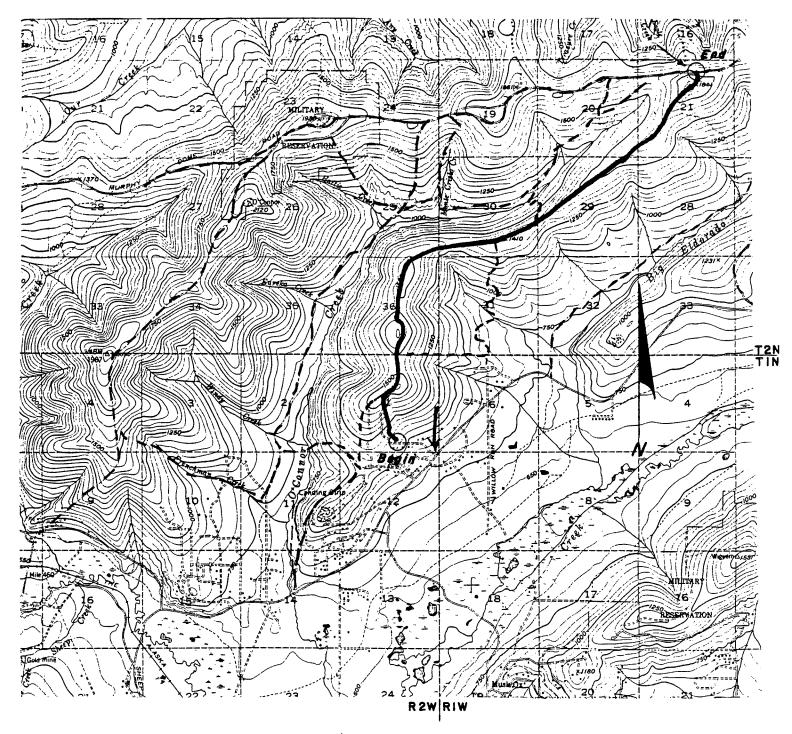
As implied by its name, this trail is located on the ridge east of O'Connor Creek within the Goldstream Valley (see Map 60). The main use of the trail is cross-country skiing. A major portion of this trail was originally marked and maintained by the Nordic Ski Club. The route is also used for dogmushing and other trail recreation activities.

The trail forms a connection nearly six miles long between a residential area immediately north of Goldstream Road and the Old Murphy Dome Road. A connecting trail extends the route from the top of the ridgeline down to the east edge of O'Connor Creek. There are no identified access points for the trail and users must be familiar with the trail and landowners in the area in order to reach it. A portion of the trail lies on the edge of an old homestead in Sections 1 and 36 which is now being developed as Vista Gold Subdivision. The developer has agreed to work with the Borough to establish a permanent location for the trail in conjunction with the subdivision. The majority of the remainder of the trail lies on borough, state, and university of alaska lands.

41. Old Murphy Dome Road

The Old Murphy Dome Road lies on the ridge dividing Goldstream Valley and the Chatanika River (see Map 61). The route extends approximately 21 miles between the Elliot Highway and the intersection with New Murphy Dome Road. The route is used for a wide variety of purposes including residential access, off-road vehicles, snowmachines, horseback riding, dogmushing and cross-country skiing. The route has a road right-of-way and is identified as the main access route to state subdivisions in the

O'CONNOR CREEK EAST RIDGELINE TRAIL



LEGEND

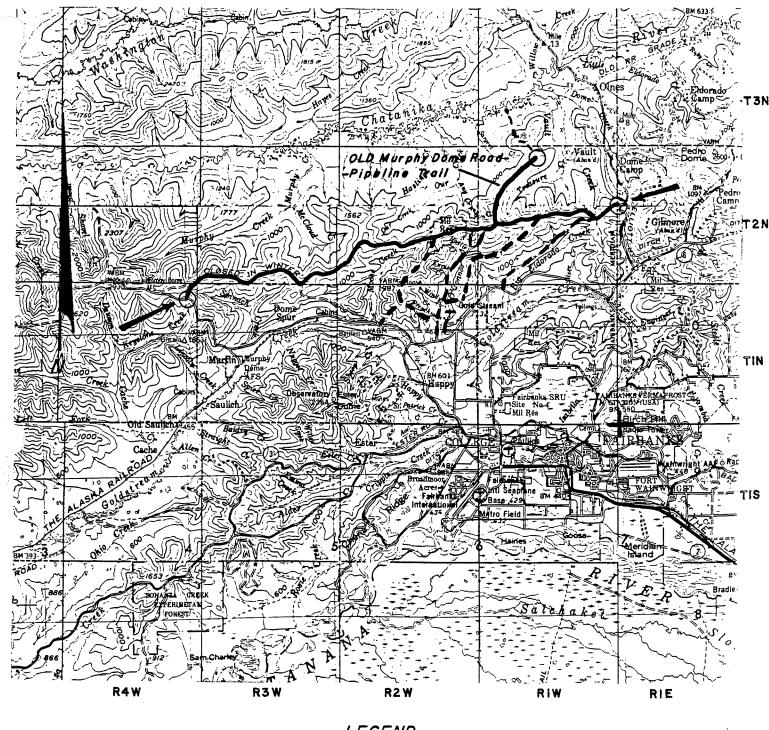
Main Trail

Connecting Trail ————

Trail Start/End ——

Access Point

OLD MURPHY DOME ROAD



LEGEND

Main Trail

Connecting Trail —————

Trail Start/End ————

Access Point

The route is not maintained during the winter. In comment on the proposed O'Connor Creek State Subdivision, the Borough recommended that 20 feet of this road right-of-way be retained as a recreational trail. The trail along Old Murphy Dome Road provides important links between trails extending south along ridges and drainages in the Goldstream Valley. By using the Old Murphy Dome Road Trail, several large loops can be made between the Moose Ridge Trail, O'Connor Creek Trail, O'Connor Creek East Ridgeline Trail and Big Eldorado Creek Trail. The Old Murphy Dome Road Trail has been used for the annual 50 kilometer Fox Loppet Ski Race. There are several connecting trails extending north from the Old Murphy Dome Road toward the Chatanika River. These trails are mainly used for access to remote cabin sites along the Chatanika River. Murphy Dome - Pipeline Trail has a spur that continues eight miles to the Chatanika River and was identified on a 1913 U.S.G.S. map as the "Any Creek Trail".

42. Old Valdez Trail

The Old Valdez Trail is the original connecting route between Valdez and Fairbanks. The trail began as a pack trail in 1899 and was later upgraded by the Alaska Road Commission. The majority of the trail is now overlain by the Richardson Highway. Some remnants of the old trail are still present in part of the Twentythree Mile Slough and Moose Creek Trail Systems. The trail was studied for potential designation as a National Scenic Trail by the Department of Interior, Bureau of Outdoor Recreation in 1975. At that time, several gold rush trails in Alaska were studied and the Iditarod Trail was eventually designated a National Historic Trail. For no apparent reason the Circle-Fairbanks Gold Rush Trail was not included in the study. The remaining portions of the Old Valdez Trail are considered R.S. 2477 rights-of-way.

43. Parks Highway-Rosie Creek Trails

There are several routes connecting the Parks Highway to the lower end of the Rosie Creek Trail through the Bonanza Creek Experimental

Forest (see Map 62). This area is now within the Tanana Valley State Forest. The main recreational use of these trails is by dog mushers. The routes are primarily used for woodcutting and access into the Tanana Valley State Forest and any proposals to establish these trails for recreational purposes would need to be coordinated with the Alaska Division of Forestry. Both of these connecting trails are identified as R.S. 2477 right-of-ways by the Alaska Department of Transportation and Public Facilities. The more eastern connection is approximately six miles long while the western one is close to three miles.

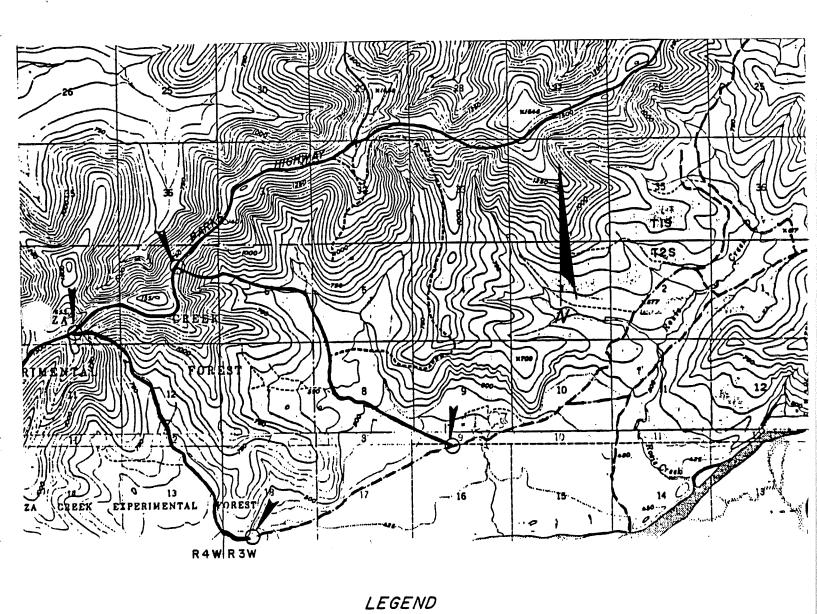
44. Pedro Dome Trail System

The Pedro Dome Trail System includes a large network of trails located to the north and west of Pedro Dome (see Map 63). The majority of the trails in this network were originally constructed for mining related purposes. The trail system includes mining access routes, part of the Davidson Ditch and part of the Tanana Valley Railroad. Much of this trail network is still used principally for mining access. A variety of recreational trail uses also occur. This area was studied in the past by a Young Adult Conservation Corps crew for designation as an historic mining and trail recreation district. No active plans resulted from the project. Parts of this trail system including the Tanana Valley Railroad bed and the Little Eldorado Trail are identified by the Alaska Department of Transportation and Public Facilities as R.S. 2477 rights-of-way.

45. Redmond Creek Trail

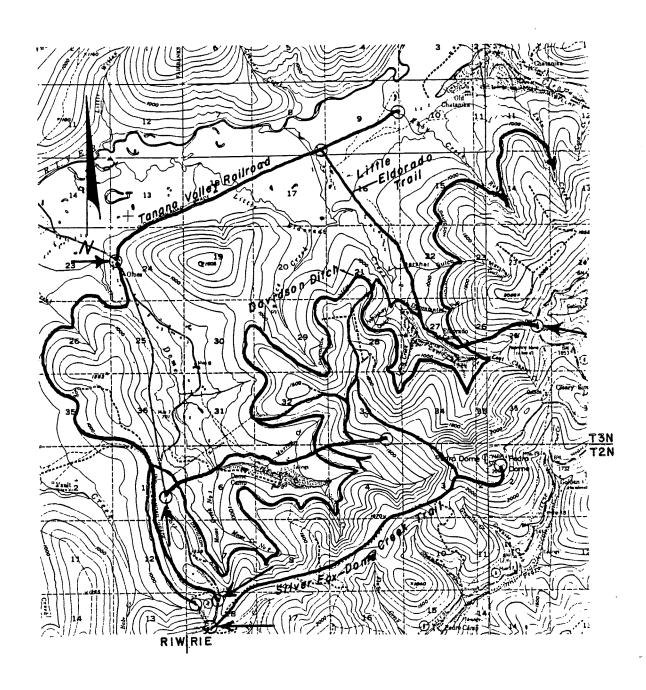
The Redmond Creek Trail provides a connection approximately 21 miles long between the Salcha-Caribou Trail and the Richardson Highway (see Map 64). The south end of the trail begins by the village of Richardson just within the southern boundary of the Borough. Roughly the southern eight miles of the trail are identified by the Alaska Department of Transportation and Public Facilities as an R.S. 2477 right-of-way. The trail lies within the Alaska Division of

PARKS HIGHWAY-ROSIE CREEK TRAILS



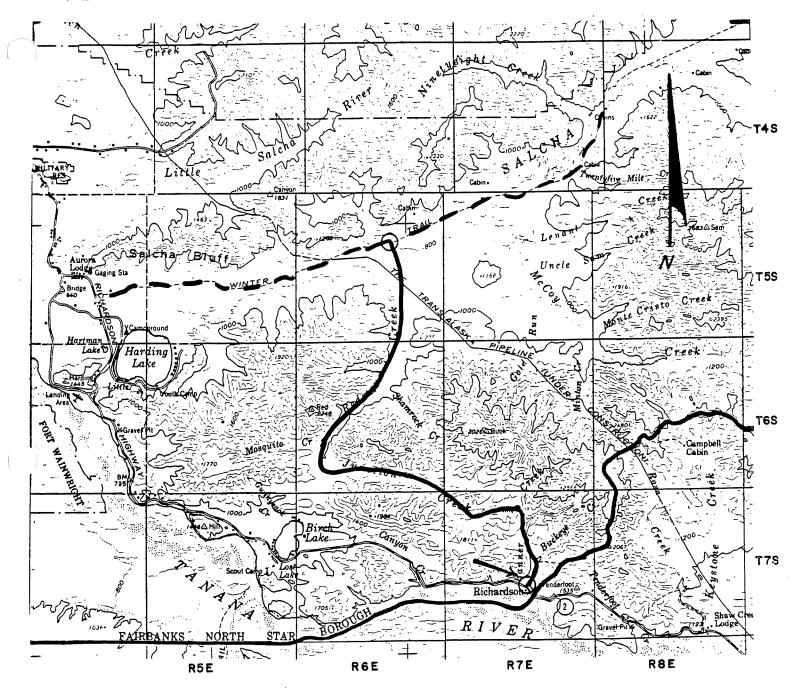
Main Trail Connecting Trail ———— Trail Start/End ——— Access Point

PEDRO DOME TRAIL SYSTEM



| | LEGEND |
|------------------|-------------|
| Main Trail | |
| Connecting Trail | |
| Trail Start/End | |
| Access Point | |

REDMOND CREEK TRAIL



LEGEND

Main Trail

Connecting Trail

Trail Start/End

Access Point

Lands' Delta-Salcha Area Plan boundaries. This Plan indicates that recreational access and use of the trail will be protected. Specific provisions for the trail vary slightly within the different subunits of the plan. Much of the state land which the Redmond Creek Trail crosses is now included in the Tanana Valley State Forest.

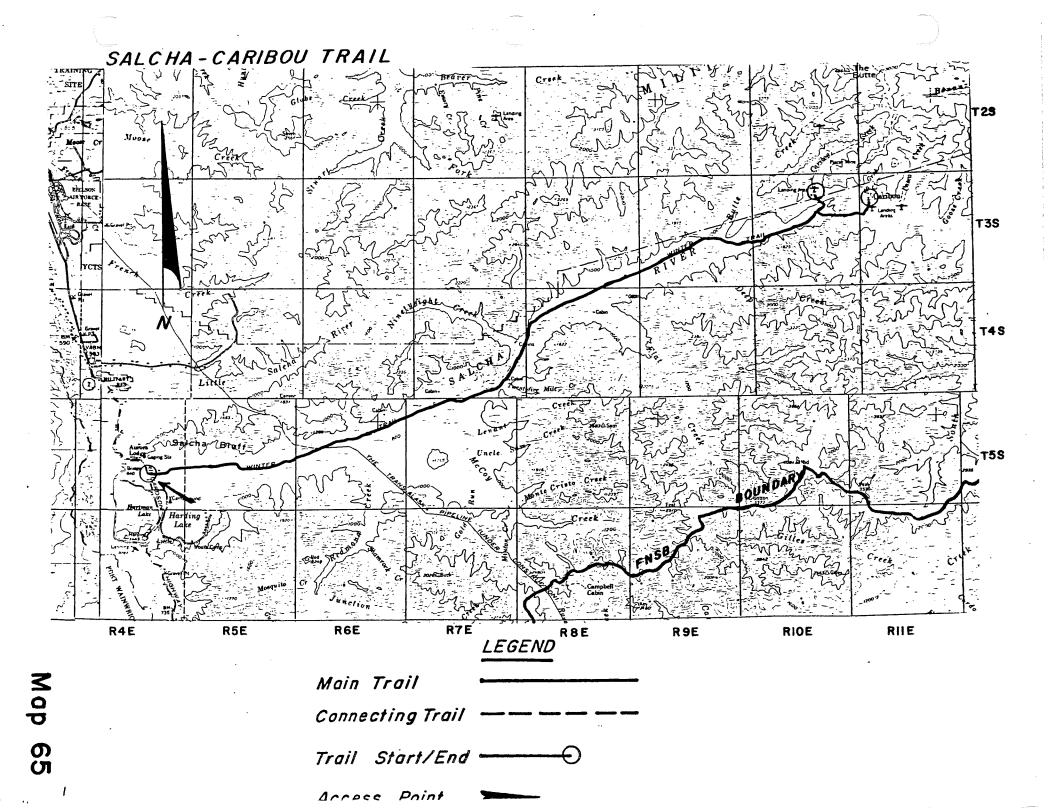
46. Salcha-Caribou Trail

The Salcha-Caribou Trail extends approximately 44 miles up the Salcha River from the Richardson Highway (see Map 65). The trail was originally a winter mining access route to the Caribou area. It is now used for both access and recreational purposes. The majority of use occurs during frozen winter conditions. The trail crosses the Salcha River in several places.

The trail is identified as an R.S. 2477 right-of-way by the Alaska Departments of Natural Resources and Transportation and Public Facilities. The Division of Lands' Delta-Salcha Area Plan and Salcha River Management Plan both indicate that a 100 foot access easement will be retained along the Salcha-Caribou Trail.

47. Salcha Senior Citizen's Trail

Joe Steinard, President of Senior Citizens of Interior Alaska, Inc., has proposed developing a short loop trail adjacent to the Johnson Road Senior Citizens Center. As currently envisioned, the trail would be laid out on existing gravel pit roads and within the powerline clearing adjacent to the Richardson Highway. The trail is intended for multiple use and could become the site of dogmushing or snowmachine races. During race events the Senior Citizens Center could operate a concession stand which would help cover overhead costs of the building. Upgrading the existing roads and clearings to a better groomed trail should only require minimum gravel fill and vegetation cutting. The Borough Rural Community Section has prepared a resolution for Mr. Steinard which, if adopted, will demonstrate a committment to the project by the Officers of Senior Citizens of Interior Alaska, Inc.



48. Smallwood Creek Trail

The Smallwood Creek Trail lies to the north of Chena Hot Springs Road and provides a connection approximately nine miles long between the Iowa Creek Trail and the Chena-Gilmore Connector Trail (see Map 66). The trail rises over 1,000 feet in elevation from the lowlands in the Little Chena River to the ridgetop near Tungsten Hill. The trail probably originated as a winter mining access trail. It is now used by dogmushers, snowmachines, cross-country skiers, horseback riders and all- terrain vehicles. The trail is identified by the Alaska Department of Transportation and Public Facilities as an R.S. 2477 right-of-way. It is also identified as a priority trail to be reserved in future disposals in the State's draft Little Chena Management Plan. The western portion of the trail is used during an annual Nordic Ski Club outing from Cleary Summit to Chena Hot Springs Road.

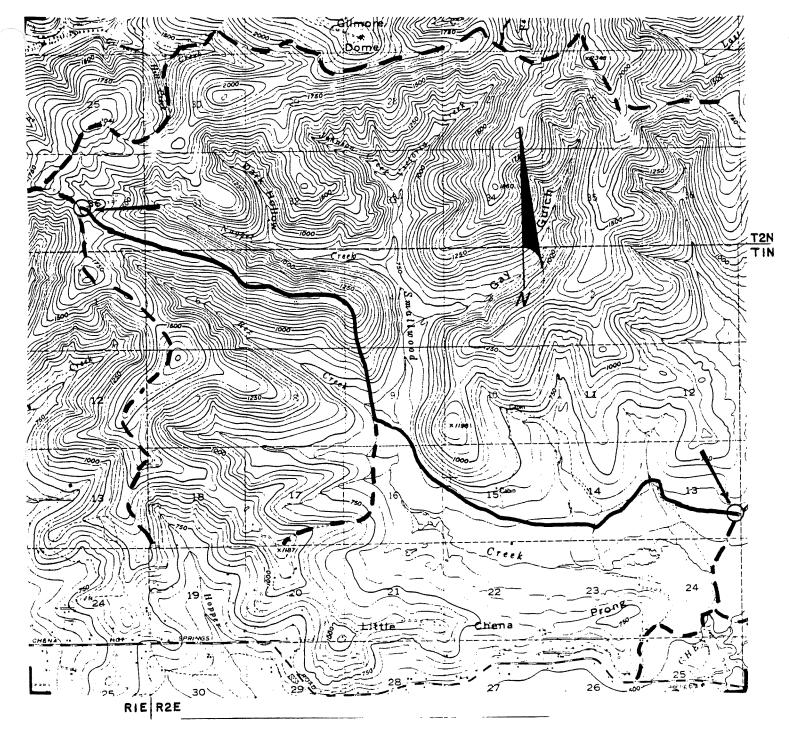
49. Sourdough Creek Trail

The Sourdough Creek Trail lies north of the Steese Highway in the northeastern corner of the Borough (see Map 67). The trail originated as a mining access route and continues to be used mainly for mining related purposes. The route is identified by the Alaska Department of Transportation and Public Facilities as an R.S. 2477 right-of-way. The Bureau of Land Management land use plan for the White Mountains National Recreation Area may propose establishing a BLM or coopertive BLM-state trailhead and hiking trail from upper Sourdough Creek to the Mt. Prindle area.

50. Steele Creek Trails

The Steele Creek Trails lie on both the eastern and western slopes of the Steele Creek drainage. These trails were identified at the Borough Trails Workshop held in June 1983 where it was indicated the main use is cross-country skiing and the trails are generally limited to non-motorized uses. The eastern loop of the trail is identified as an R.S. 2477 right-of-way by the Alaska Department of

SMALLWOOD CREEK TRAIL



LEGEND

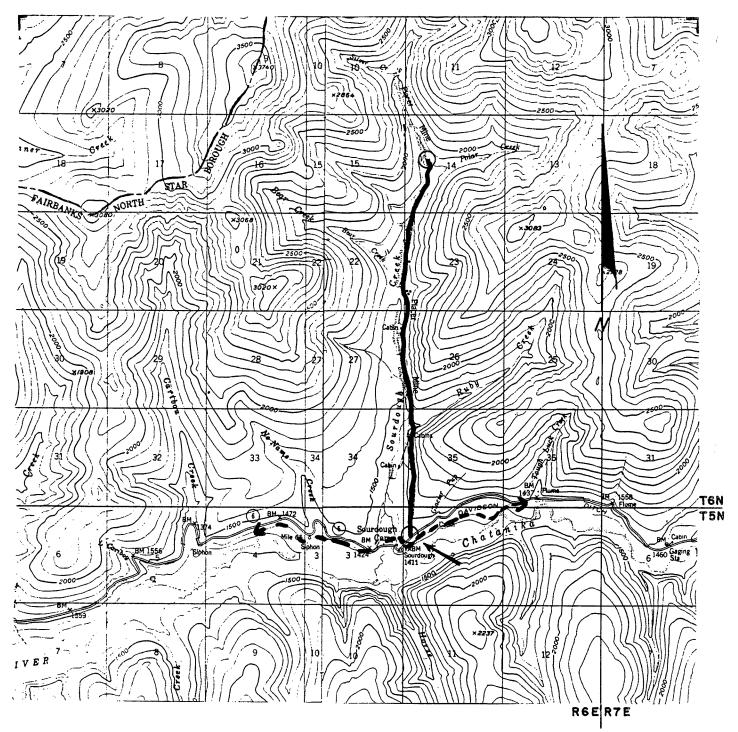
Main Trail

Connecting Trail ————

Trail Start/End ———

Access Point

SOURDOUGH CREEK TRAIL



LEGEND

Main Trail

Connecting Trail ————

Trail Start/End

Access Point

Transportation and Public Facilities. The exact locations of these trails are not known at the present time.

51. U.S. Creek-Nome Creek Trail

This trail begins in the U.S. Creek drainage north of the Steese Highway (see Map 68). The trail originated as a mining access route into Nome Creek where the F.E. Company operated a gold dredge at one time. This route was upgraded to two wheeled vehicle standards by the Alaska Department of Transportation and Public Facilities during the summer of 1983. The route is considered as R.S. 2477 right-of-way. This road now provides the main access into the White Mountains National Recreation Area and Beaver Creek National Wild River. Canoeists floating Beaver Creek use this road to "put in" on Nome Creek and float down to the confluence of Nome and Beaver Creeks. Float-boating down Nome Creek to reach Beaver Creek may require lining depending on the water levels.

The trail continues to be used as an off-road vehicle route which provides access for moose hunting. There are some placer mines continuing to operate in upper Nome Creek and these operations use the road extensively.

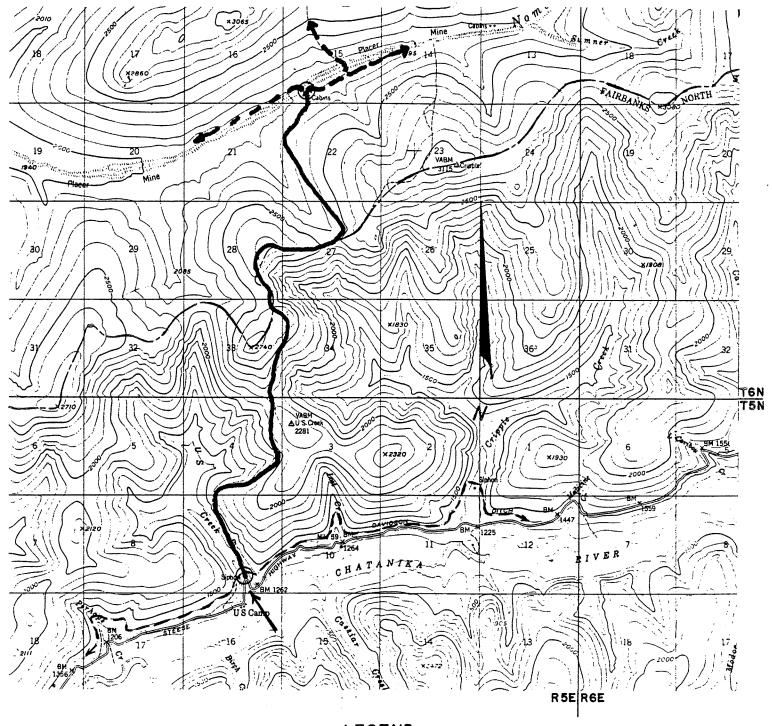
52. West Fork of the Chena River Trail

This trail extends up the West Fork of the Chena River from Chena Hot Springs Road (see Map 69). The first several miles of the trail are platted as "West Fork Road" in the State's Chena Hot Springs II subdivision disposal. At the present time, the route remains a winter trail used for a variety of recreation and access purposes. The main recreational uses of the trail are cross-country skiing, snowmobiling and dogmushing.

53. West Goldstream Valley Winter Trail Network

There is a major interconnected system of mainly winter trails lying within the Goldstream Valley and Sheep Creek Road area (see Map 70).

U.S. CREEK-NOME CREEK TRAIL



LEGEND

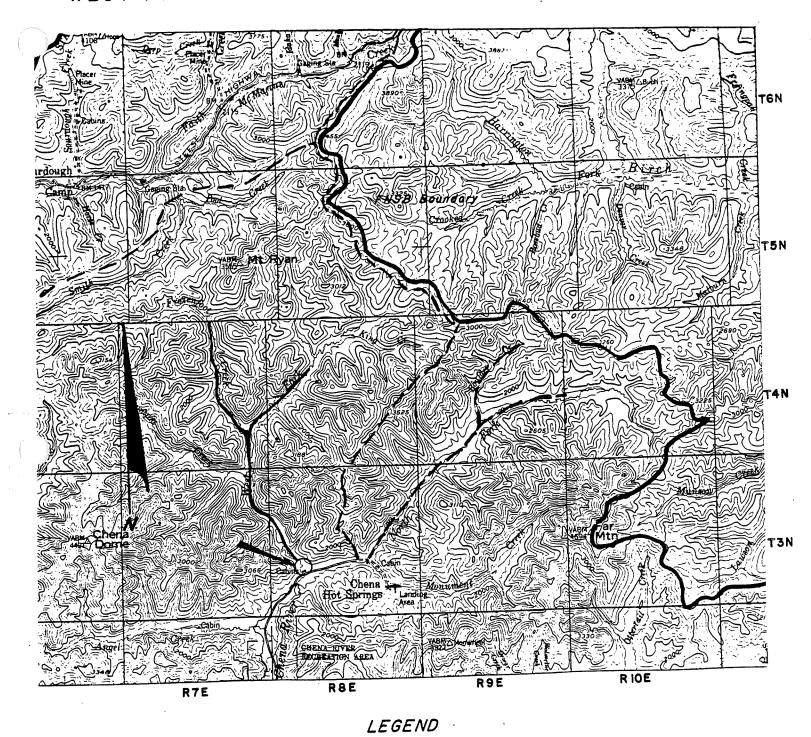
Main Trail

Connecting Trail —————

Trail Start/End ———

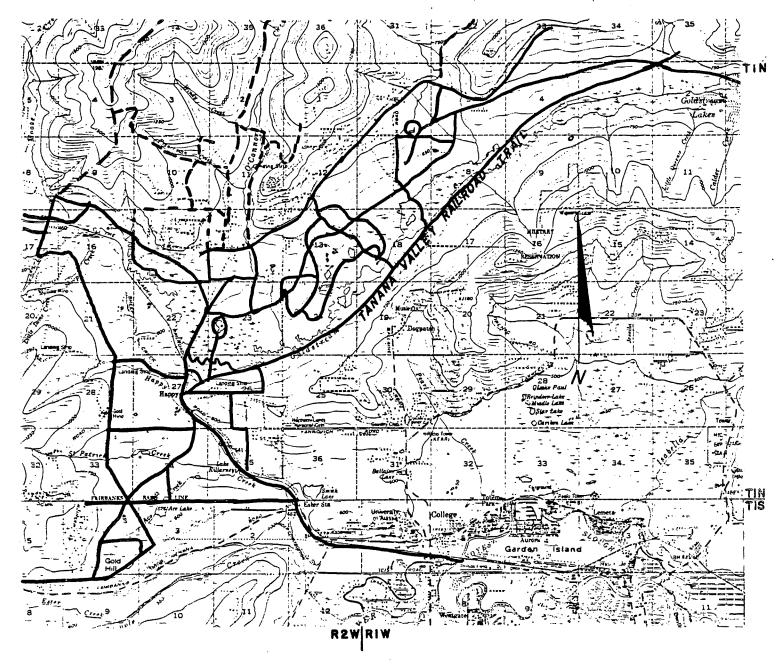
Access Point

WEST FORK of the CHENA TRAIL



Main Trail Connecting Trail ———— Trail Start/End ——— Access Point

WEST GOLDSTREAM VALLEY WINTER TRAIL NETWORK



LEGEND

| Main | Trail | |
|-------|-------------|----------------|
| Conne | cting Trail | |
| Trail | Start/End | 0. |
| 1000 | a Paint | |

This trail network is principally used by recreational dogmushers. The trails are also used by cross-country skiers, snowmachines and summer oriented forms of trail recreation as terrain allows. trail network is very extensive and there are, no doubt, many trails not identified on the West Goldstream Valley Winter Trail Network map. Many of the trails in this system run along frozen waterways and swamp land. Some trails have been cleared fairly recently specifically for dogmushing while other parts of the network have a long documented history. One well recorded route is the pathway created when F.E. Co. Dredge Number 6 was moved from Ester to Sheep Creek in 1958. A portion of the Goldstream Winter Trail System is used for the Labatts-Goldstream Sleddog Race. This event is organized and sponsored by Ivory Jack's Restaurant and Labatt's Beer and involves several skiing and "fun" races in addition to the dogmushing competition. A large portion of this winter trail system lies within an area designated as an open space/natural area in the Borough's Comprehensive Land Use Plan.

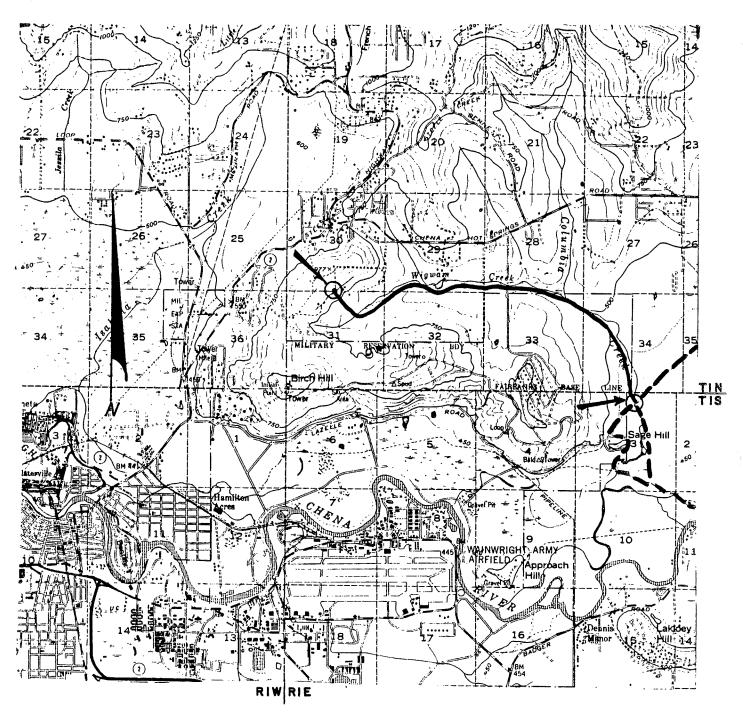
54. Wigwam Creek Trail

The Wigwam Creek Trail lies northeast of Birch Hill Park, south of Chena Hot Springs Road and north of Ft. Wainwright (see Map 71). The trail parallels the south edge of Wigwam Creek for approximately four miles until its intersection with the Chena Hot Springs Winter Trail. Because of its location adjacent to the creek, the trail is best suited for winter use. The trail could potentially provide a connection between Birch Hill Park and the Chena Hot Springs Winter Trail. This could ultimately result in a recreational trail corridor linking Birch Hill Park to the Chena River State Recreation Area.

55. Willow Run Trail

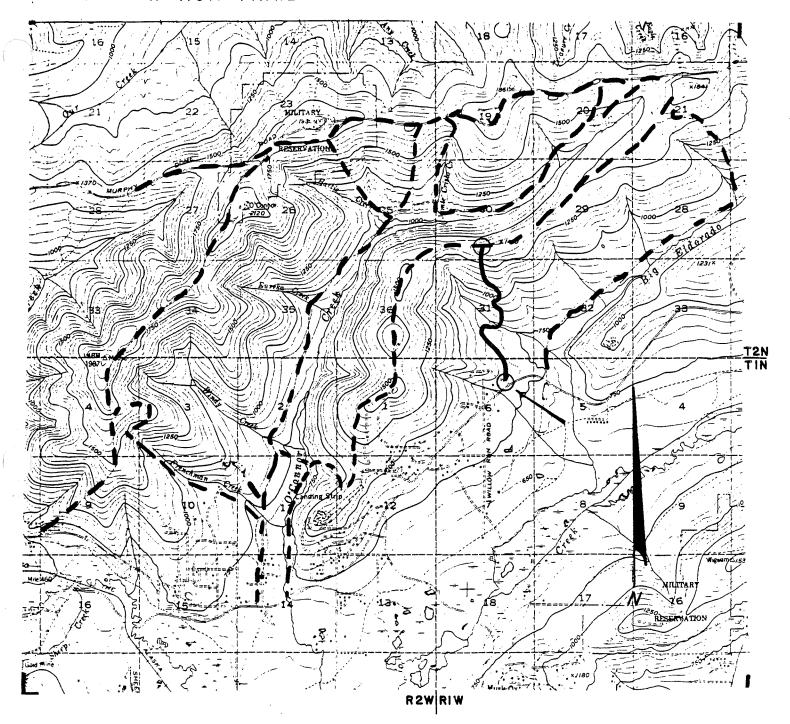
The Willow Run Trail extends approximately two miles from Goldstream Road to the O'Connor Creek East Ridgeline Trail (see Map 72). The trail is mainly used for cross-country skiing and provides a connection to the more extensive O'Connor Creek East Ridgeline

WIGWAM CREEK TRAIL



Main Trail Connecting Trail ———— Trail Start/End ——— Access Point

WILLOW RUN TRAIL



LEGEND

| Main Trail | |
|------------------|-------------|
| Connecting Trail | |
| Trail Start/End | |
| Access Point | |

Trail. The trail was identified at the Borough Trails Workshop conducted in June 1983. Other uses of the trail are not known at this time.

Appendix A

Legal Status of Trails Within the Fairbanks North Star Borough

Note: for more detailed descriptions of the different categories of legal status, please refer to the background paper on "Legal Constraints". Legend

entire trail fits in category greater than 50% of trail less than 50% of trail

Appendix A Legal Status of Trails Within the Fairbanks North Star Borough

| | of trail | ₩ - means to | entative | ly identifi | ied as an R.S. | 2477 right-of- | way by ADOT/PF | . 5 | |
|-----|---|---|----------------|-------------------|------------------------------|----------------|--------------------------|--------------------------|-------------------------------|
| | Trail Name | Reserved Public Recreational Land | Public Land | Trail Easement | Highway/Road Right-of-Way | | Section Line Easement | Cooperative Agreement | No Known Legal Standing |
| 1. | Birch Hill Park | A | | | | | | | |
| 2. | Salcha Ski Trails | | | | | , | · | | |
| 3. | Two Rivers Rec- reaction Area | A | | | | | | | |
| 4. | Chena Hot Springs Road Trail | | | | A | - | | | |
| 5. | University Park Elementary School Ski Trail | | | | | | | | |
| 6. | North Pole Elemen- tary School Ski Trail | | | | | • | | | |
| 7. | Peede Pond Nature Trail | | | | | | | | |
| 8. | Enlighten Trail | | | | · | | | | |
| 9. | Chena River Bike Path | | | | A | | | - | |
| 10. | Granite Tors Trail | A | | | | | | | |
| 11. | Chena Dome Trail | A | | | | | | | |
| 12. | Farmer pop Bike Path | | | | A | | | | |
| | | | | | | | | | |

| | | | | | | | | | T |
|-----|--|---|----------------|-------------------|------------------------------|---------------------------|--------------------------|--------------------------|-------------------------------|
| | Trail Name | Reserved Public Recreational Land | Public Land | Trail Easement | Highway/Road Right-of-Way | R.S. 2477 Right-of-Way | Section Line Easement | Cooperative Agreement | No Known Legal Standing |
| | | £* | | | | | | | |
| 13. | Ballaine Road Bike Path | | | į | A | | | , | |
| 14. | Chena Pump Road Bike Path | · | · | | | | | | |
| 15. | College road Bike Path | | | | A | | | | ·. |
| 16. | University Avenue Bike Path | | | | A | | | | |
| 17. | Aurora Drive Bike Path | | | | A | | | | |
| 18. | Peger Road Bike Path | | | - | A | | | | |
| 19. | New Steese Express- way Bike Path | | | | A | | | · | |
| 20. | Geist Road Bike Path | | | | A | | | | |
| 21. | Santa Claus Lane Bike Path | | | | A | | | | |
| 22. | Creamer's Nature Path | | | | | | | | |
| 23. | White Mountains Winter Trail | A | | | , | | | | |
| 24. | White Mountains Summer Trail | A | | ÷ - | | | | | |
| 25. | Pinnell Mountain National Recreation Trail | A | | | | | | | |

| | December Disk! | D. 16-15- | T: | | D C 2477 | Castina I im | C | N = 1/ - |
|---|---|-----------|-------------------|------------------------------|----------|--------------------------|--------------------------|-------------------------------|
| Trail Name | Reserved Public Recreational Land | Land | Trail Easement | Highway/Road Right-of-Way | | Section Line Easement | Cooperative Agreement | No Known Legal Standing |
| 26. Skarland Ski Trail | | | • | | | | • | |
| 27. Jeff Studdert Sled- dog Trails | | | • | | | | | |
| 28. Skyline Ridge Trail | | | | | | | | |
| 29. Chena-Gilmore Connector Trail | | | | • | 1 | • | | |
| 30. Circle-Fairbanks Trail | | | | | A | | | - |
| 31. Chena Hot Springs Winter Trail | • | | • | • | | | · | |
| 32. Davidson Ditch | | | | | | | | A |
| 33. Equinox Marathon Trail | | • | • | • | | | | |
| 34. Governor's Cup North Star Compe- titive Trail | • | • | | • | • | • | | |
| 35. O'Connor Creek Trail | | | | | | | | • |
| 36. Tanana Valley Railroad Trail | | | | · | A | | | |
| 37. Twentythree Mile Slough Sleddog Trai | ls • | | | | • | | | |
| 38. Alder Creek Trail | | | | | | | | |
| 39. Allen C ek-Dunbar Trail | | | | | | | | • |

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| | 7 | | | • | | | | |
|--|---|----------------|-------------------|------------------------------|---------------------------|--------------------------|--------------------------|-------------------------------|
| Trail Name | Reserved Public Recreational Land | Public Land | Trail Easement | Highway/Road Right-of-Way | R.S. 2477 Right-of-Way | Section Line Easement | Cooperative Agreement | No Known Legal Standing |
| 40. Anaconda Creek Trail | | | | | | | | |
| 41. Big Eldorado Creek | | | • | | | | | |
| 42. Bonnifield Trail | | | • | | A | | ¥ | |
| 43. Chena Hot Springs- Steese Highway Trail | | | | | • | | | |
| 44. Chena Lakes Trall | | | | | A | | | |
| 45. Chena Lowlands Winter Trail Network | | | | • | • | • | | |
| 46. Chena Marina Sleddog Trail | | | | | | | | |
| 47. Chena Ridge F.E., Ditch Trail | | | | | | | | |
| 48. Colorado Creek Trail | • | | | | • | - | | |
| 49. Cripple Creek-Rosie Creek Trail | | | | | | | | |
| 50. Engineer Creek Trail | | | | | | | | |
| 51. Ester Dome-Ester Trail | | | | | | · | | |
| 52. Ester Dome-Nugget Trail | | | | | | | | |
| 53. Fairbanks Creek F.E. Powerline Trail | | | | | A | | | |

| Trail Name | Reserved Public Recreational Land | Public Land | Trail Easement | Highway/Road Right-of-Way | | Section Line Easement | Cooperative Agreement | No Known Legal Standing |
|---|---|----------------|-------------------|------------------------------|----------|--------------------------|--------------------------|-------------------------------|
| 54. Faith Creek Trail | | | | | A | | | |
| 55. Flag Hill Loop Trail | | | | | | | | . 🛦 . |
| 56. Flood Control Levee Trail | | A | | | | · | • | A |
| 57. Frenchman Creek Trail | | | , | | | | | A |
| 58. Gilmore Dome-Iowa Creek Trail | | | | , | | | | A |
| 59. Gilmore Dome Trail System | | | | • | • | | | |
| 60. Glenn Creek-Fox Trail | | | | | | | | A |
| 61. Goose Island ORV Area | | | | | | | , | A |
| 62. Haystack Mountain Trail | | | | • | • | | | |
| 63. Iowa Creek Trail | | | | | | | | |
| 64. Jenny M. Trails | | | | | A | | | |
| 65. Johnson Road-Stuart Creek/Ninetyeight Creek Trail | | | | • | | | | |
| 66. Left Fork Trail | | | | | | | | |
| 67. Lincoln Creek Trails | | | | | | | | |

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| - | Trail Name | Reserved Public Recreational | Public Land | Trail Easement | Highway/Road Right-of-Way | | Section Line Easement | Cooperative Agreement | No Known Legal Standing |
|-----|--|---------------------------------|----------------|-------------------|------------------------------|----------|--------------------------|--------------------------|-------------------------------|
| | iran Name | Land | | | | | | | Standing |
| 68. | Little Salcha River Trail | | | | | | | | A |
| 69. | Martin-Dunbar Trail | | | | | | | | |
| 70. | McKay Creek-White Mountains Trail | | | | | | | | |
| 71. | Moose Creek Bluff ORV Area | | | | | | | | A |
| 7Ż. | Moose Creek Trail System | | | | | | | | A |
| 73. | Moose Ridge Trail | | | | | | | | |
| 74. | Mullen Hill Trails | | | | | | | | |
| 75. | Murphy Hardluck Trail | | | | A | | | ~: ; | |
| 76. | Murphy-Shovel Trail | | | | | | | | • |
| 77. | North Fork of the Chena Trail | | | | | A | | | |
| 78. | O'Connor Creek East Ridgeline Trail | | | | | | | | A |
| 79. | Old Murphy Dome Road | | | | A | | | | |
| 80. | Old Valdez Trail | | | | | | | | |
| 81. | Parks Highway- Rosie Creek Trails | | | | | | | | • |

| Trail Name | Reserved Public Recreational Land | Public Land | Trail Easement | Highway/Road Right-of-Way | | Section Line Easement | Cooperative Agreement | No Known Legal Standing |
|---|---|----------------|-------------------|------------------------------|----------|--------------------------|--------------------------|-------------------------------|
| 82. Pedro Dome Trail System | | | · | • | • | | | |
| 83. Redmond Creek Trail | | | | V | | | | • |
| 84. Salcha-Caribou Trail | | | | | A | | | |
| 85. Smallwood Creek Trail | | | | | _ | | | |
| 86. Sourdough Creek Trail | | | | , | A | | | |
| 87. Steele Creek Trails | | | | | | | | |
| 88. U.S. Creek-Nome Creek Trail | | A | | | A | | | |
| 89. West Fork of the Chena River Trail | | | | • | | | , | |
| 90. West Goldstream Valley Winter Trail Network | | • | | • | • | • | | |
| 91. Wigwam Creek Trail | | | | | | | | |
| 92. Willow Run Trail | | | | · | | | | |

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Appendix B

Catalog of Non-Dedicated Trails by Township and Range

Note: descriptions and maps of these trails can be found beginning on page 43. Trails which are not active projects or formally proposed for recreational designation at this time, are listed in alphabetical order

NORTHWEST QUADRANT

T. 1 N., R.1 W.

- 1. Skarland Ski Trail
- 2. Jeff Studdert Sleddog Trails
- 3. Skyline Ridge Trail
- 4. Equinox Marathon Trail
- 5. Tanana Valley Railroad Trail
- 6. Big Eldorado Creek Trail
- 7. Engineer Creek Trail
- 8. West Goldstream Valley Winter Trail Network
- 9. Willow Run Trail

T. 1 N., R. 2 W.

- 1. Skarland Ski Trail
- 2. Equinox Marathon Trail
- 3. O'Connor Creek Trail
- 4. Tanana Valley Railroad Trail
- 5. Ester Dome-Ester Trail
- 6. Frenchman Creek Trail
- 7. Martin-Dunbar Trail
- 8. Moose Ridge Trail
- 9. O'Connor Creek East Ridgeline Trail
- 10. West Goldstream Valley Winter Trail Network

T. 1 N., R. 3 W.

- 1. Equinox Marathon Trail
- 2. Ester Dome-Ester Trail
- 3. Ester Dome-Nugget Trail
- 4. Lincoln Creek Trails
- 5. Martin-Dunbar Trail
- 6. Old Murphy Dome Road

T. 1 N., R. 4 W.

- 1. Left Fork Trail
- 2. Lincoln Creek Trails

- 3. Martin-Dunbar Trail
- 4. Murphy-Hardluck Trail
- 5. Old Murphy Dome Road

T. 1 N., R. 5 W.

- 1. Left Fork Trail
- 2. Murphy-Hardluck Trail

T. 2 N., R. 1 W.

- 1. Davidson Ditch
- 2. O'Connor Creek Trail
- 3. Big Eldorado Creek Trail
- 4. O'Connor Creek East Ridgeline Trail
- 5. Old Murphy Dome Road
- 6. Pedro Dome Trail System
- 7. Willor Run Trail

T. 2 N., R. 2 W.

- 1. O'Connor Creek Trail
- 2. Moose Ridge Trail
- 3. O'Connor Creek East Ridgeline Trail
- 4. Old Murphy Dome Road

T. 2 N., R 3 W.

1. Old Murphy Dome Road

T. 2 N., R. 4 W.

- 1. Murphy-Hardluck Trail
- 2. Murphy-Shovel Trail
- 3. Old Murphy Dome Road

T. 2 N., R. 5 W.

1. Murphy-Hardluck Trail

T. 3 N., R 1 W.

- 1. Haystack Mountain Trail
- 2. Pedro Dome Trail System

T. 4 N., R. 1 W.

1. Haystack Mountain Trail

SOUTHWEST QUADRANT

T. 1 S., R. 1 W.

- 1. Skarland Ski Trail
- 2. Jeff Studdert Sleddog Trails
- 3. Equinox Marathon Trail
- 4. Alder Creek Trail
- 5. Bonnifield Trail
- 6. Chena Ridge F.E. Ditch Trails
- 7. Flood Control Levee Trail
- 8. Goose Island Off-Road Vehicle Area

T. 1 S., R. 2 W.

- 1. Skarland Ski Trail
- 2. Equinox Marathon Trail
- 3. Alder Creek Trail
- 4. Cripple Creek-Rosie Creek Trail
- 5. Ester Dome-Ester Trail
- 6. Flood Control Levee Trail
- 7. West Goldstream Valley Winter Trail Network

T. 1 S., R. 3 W.

- 1. Cripple Creek-Rosie Creek Trail
- 2. Parks Highway-Rosie Creek Trails

T. 1 S., R. 4 W.

- 1. Allen Creek-Dunbar Trail
- 2. Left Fork Trail
- 3. Martin-Dunbar Trail

T. 1 S., R. 5 W.

- 1. Allen Creek-Dunbar Trail
- 2. Left Fork Trail
- 3. Martin-Dunbar Trail

T. 2 S., R. 1 W.

1. Bonnifield Trail

T. 2 S., R. 3 W.

- 1. Cripple Creek-Rosie Creek Trail
- Parks Highway-Rosie Creek Trails

T. 2 S., R. 4 W.

1. Parks Highway-Rosie Creek Trails

T. 2 S., R. 5 W.

- 1. Allen Creek-Dunbar Trail
- 2. Martin-Dunbar Trail

T. 3 S., R.1 W.

1. Bonnifield Trail

T. 4 S., R. 1 W.

1. Bonnifield Trail

T. 5 S., R. 1 W.

1. Bonnifield Trail

T. 7 S., R. 1 W.

1. Bonnifield Trail

NORTHEAST QUADRANT

T. 1 N., R. 1 E.

- 1. Skyline Ridge Trail
- 2. Chena-Gilmore Connector

- 3. Chena Hot Springs Winter Trail
- 4. Chena Lowlands Winter Trail Network
- 5. Engineer Creek Trail
- 6. Glenn Creek-Fox Trail
- 7. Steele Creek Trails
- 8. Wigwam Creek Trail

T. 1 N., R.2 E.

- 1. Chena-Gilmore Connector
- 2. Chena Hot Springs Winter Trail
- 3. Chena Lowlands Winter Trail Network
- 4. Iowa Creek Trail
- 5. Smallwood Creek Trail

T. 1 N., R 3 E.

- 1. Chena Hot Springs Winter Trail
- 2. Governor's Cup North Star Competitive Trail
- 3. Anaconda Creek Trail
- 4. Chena Lowlands Winter Trail Network
- 5. Iowa Creek Trail
- 6. Jenny M. Trails

T. 1 N., R. 4 E.

- 1. Chena Hot Springs Winter Trail
- 2. Governor's Cup North Star Competitive Trail
- 3. Colorado Creek Trail
- 4. Jenny M. Trails

T. 1 N., R. 5 E.

- 1. Chena Hot Springs Winter Trail
- 2. Governor's Cup North Star Competitive Trail
- 3. Colorado Creek Trail

T. 1 N., R. 6 E.

- 1. Chena Hot Springs Winter Trail
- 2. Colorado Creek Trail

T. 1 N., R. 7 E.

1. Chena Hot Springs Winter Trail

T. 2 N., R. 1 E.

- 1. Davidson Ditch
- 2. Gilmore Dome Trail System
- 3. Glenn Creek-Fox Trail
- 4. Pedro Dome Trail System
- 5. Smallwood Creek Trail

T. 2 N., R. 2 E.

- 1. Gilmore Dome-Iowa Creek Trail
- 2. Gilmore Dome Trail System
- 3. Smallwood Creek Trail

T. 2 N., R. 3 E.

- 1. Anaconda Creek Trail
- 2. Gilmore Dome-Iowa Creek Trail
- 3. Iowa Creek Trail

T. 2 N., R. 4 E.

1. Anaconda Creek Trail

T. 2 N., R. 5 E.

1. Colorado Creek Trail

T. 2 N., R. 7 E.

1. Chena Hot Springs Winter Trail

T. 2 N., R. 8 E.

1. Chena Hot Springs Winter Trail

T. 3 N., R. 1 E.

- 1. Davidson Ditch
- Haystack Mountain Trail
- 3. Pedro Dome Trail System

T. 3 N., R. 2 E.

- 1. Circle-Fairbanks Trail
- 2. Davidson Ditch
- 3. Fairbanks Creek-F.E. Powerline Trail
- 4. Gilmore Dome Trail System

T. 3 N., R. 3 E.

- 1. Circle-Fairbanks Trail
- 2. Fairbanks Creek-F.E. Powerline Trail

T. 3 N., R. 7 E.

- 1. Chena Hot Springs Winter Trail
- 2. West Fork of the Chena Trail

T. 3 N., R. 8 E.

- 1. Chena Hot Springs Winter Trail
- 2. Chena Hot Springs-Steese Highway Trail
- 3. North Fork of the Chena Trail
- 4. West Fork of the Chena Trail

T. 3 N., R. 9 E.

1. North Fork of the Chena Trail

T. 4 N., R. 1 E.

- 1. Davidson Ditch
- 2. Haystack Mountain Trail

T. 4 N., R. 2 E.

1. Davidson Ditch

T. 4 N., R. 3 E.

1. Circle-Fairbanks Trail

T. 4 N., R. 4 E.

1. Circle-Fairbanks Trail

T. 4 N., R. 5 E.

1. Circle-Fairbanks Trail

T. 4 N., R. 6 E.

1. Circle-Fairbanks Trail

T. 4 N., R. 7 E.

1. West Fork of the Chena Trail

T. 4 N., R. 8 E.

- 1. Chena Hot Springs-Steese Highway Trail
- 2. West Fork of the Chena Trail

T. 4 N., R. 9 E.

- 1. Chena Hot Springs-Steese Highway Trail
- 2. North Fork of the Chena Trail

T. 5 N., R. 2 E.

1. Davidson Ditch

T. 5 N., R. 3 E.

- 1. Davidson Ditch
- 2. McKay Creek-White Mountains Trail

T. 5 N., R. 4 E.

1. Davidson Ditch

T. 5 N., R. 5 E.

- 1. Davidson Ditch
- 2. U.S. Creek-Nome Creek Trail

T. 5 N., R. 6 E.

- 1. Circle-Fairbanks Trail
- 2. Davidson Ditch

T. 5 N., R. 7 E.

- 1. Circle-Fairbanks Trail
- 2. Davidson Ditch

T. 5 N., R. 8 E.

1. Chena Hot Springs-Steese Highway Trail

T. 5 N., R. 9 E.

1. Chena Hot Springs-Steese Highway Trail

T. 6 N., R. 5 E.

1. U.S. Creek-Nome Creek Trail

T. 6 N., R. 6 E.

1. Sourdough Creek Trail

T. 6 N., R. 7 E.

- 1. Circle-Fairbanks Trail
- 2. Faith Creek Trail

T. 6 N., R. 8 E.

- 1. Circle-Fairbanks Trail
- 2. Chena Hot Springs-Steese Highway Trail

T. 6 N., R. 9 E.

- 1. Circle-Fairbanks Trail
- 2. Chena Hot Springs-Steese Highway Trail

T. 7 N., R. 7 E.

1. Faith Creek Trail

T. 7 N., R. 9 E.

- 1. Circle-Fairbanks Trail
- Chena Hot Springs-Steese Highway Trail

SOUTHEAST QUADRANT

T. 1 S., R. 1 E.

- 1. Chena Hot Springs Winter Trail
- 2. Chena Lowlands Winter Trail Network

- 3. Flood Control Levee Trail
- 4. Wigwam Creek Trail

T. 1 S., R. 2 E.

- 1. Chena Hot Springs Winter Trail
- 2. Chena Lowlands Winter Trail Network

T. 1 S., R. 3 E.

- 1. Chena Hot Springs Winter Trail
- 2. Chena Lakes Trail
- 3. Chena Lowlands Winter Trail Network
- 4. Mullen Hill Trails

T. 1 S., R. 4 E.

- 1. Governor's Cup North Star Competitive Trail
- 2. Chena Lowlands Winter Trail Network
- 3. Mullen Hill Trails

T. 2 S., R. 1 E.

1. Flood Control Levee Trail

T. 2 S., R. 2 E.

- 1. Chena Lowlands Winter Trail Network
- 2. Flood Control Levee Trail
- 3. Moose Creek Trail System

T. 2 S., R. 3 E.

- 1. Chena Lowlands Winter Trail Network
- Moose Creek Trail System

T. 2 S., R. 5 E.

1. Johnson Road-Stuart Creek/Ninetyeight Creek Trail

T. 2 S., R. 6 E.

1. Johnson Road-Stuart Creek/Ninetyeight Creek Trail

T. 3 S., R. 2 E.

1. Moose Creek Trail System

T. 3 S., R. 3 E.

- 1. Moose Creek Trail System
- 2. Twentythree Mile Slough Sleddog Trails

T. 3 S., R. 5 E.

1. Johnson Road-Stuart Creek/Ninetyeight Creek Trail

T. 3 S., R. 6 E.

1. Johnson Road-Stuart Creek/Ninetyeight Creek Trail

T. 3 S., R. 8 E. - R. 11 E.

1. Salcha-Caribou Trail

T. 4 S., R. 3 E.

- 1. Twentythree Mile Slough Sleddog Trails
- 2. Salcha Senior Citizens Trail

T. 4 S., R. 4 E.

- Johnson Road-Stuart Creek/Ninetyeight Creek Trail
- 2. Little Salcha River Trail

T. 4 S., R. 5 E.

- 1. Johnson Road-Stuart Creek/Ninetyeight Creek Trail
- 2. Little Salcha River Trail

T. 4 S., R. 6 E.

- Johnson Road-Stuart Creek/Ninetyeight Creek Trail
- 2. Little Salcha River Trail

T. 4 S., R. 7 E.

- 1. Johnson Road-Stuart Creek/Ninetyeight Creek Trail
- 2. Salcha-Caribou Trail

T. 4 S., R. 8 E.

1. Salcha-Caribou Trail

T. 5 S., R. 1 E.

1. Bonnifield Trail

T. 5 S., R. 4 E.

- 1. Flag Hill Loop Trail
- 2. Little Salcha River Trail
- 3. Salcha-Caribou Trail

T. 5 S., R. 5 E.

- 1. Little Salcha River Trail
- 2. Salcha-Caribou Trail

T. 5 S., R. 6 E.

- 1. Little Salcha River Trail
- 2. Redmond Creek Trail
- 3. Salcha-Caribou Trail

T. 5 S., R. 7 E.

1. Salcha-Caribou Trail

T. 6 S., R. 1 E.

1. Bonnifield Trail

T. 6 S., R. 4 E.

1. Flag Hill Loop Trail

T. 6 S., R. 6 E.

1. Redmond Creek Trail

T. 7 S., R. 1 E.

1. Bonnifield Trail

T. 7 S., R. 6 E.

1. Redmond Creek Trail

T. 7 S., R. 7 E.

1. Redmond Creek Trail