



TRAILS PLAN

1999 City Amendment

Prepared by: Trails Advisory subcommittee
Trails Advisory Subcommittee
Parks & Recreation Commission
City of Wasilla

“Exhibit A”

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This document was written, edited and reviewed by the City of Wasilla and the Trails Advisory Subcommittee.

FOREWORD

To the reviewer:

This draft has been reviewed and approved by the City of Wasilla's Parks and Recreation Commission on 20 January 1998. Comments and minor changes from the Parks and Recreation Commission have incorporated in this draft. **These trails have been subjectively determined and do not reflect their legal accessibility.** The information was compiled over the year 1997 by the Wasilla Trails Advisory Subcommittee and incorporates comments and recommendations received from key city employees. The Wasilla Trails Advisory Subcommittee is continuing to work on recommended action items to be reflected in the final plan before it submitted to the Wasilla City Council for approval.

Committee Background

The volunteer Wasilla Trails Advisory committee was formed in the beginning of 1997 to address the community needs for a dedicated trails system which allows for cross town access to existing routes used for recreational purposes. The need has been seen that a dedicated trail system must be executed to ensure the Wasilla citizens and those in the immediate vicinity may continue to enjoy their recreational pursuits which are an integral part of the attraction of living within this city.

As city development of residential and commercial areas expand, a trails plan becomes more difficult, or even impossible to implement. As evidenced by the large response of citizens to any change or review of the Wasilla City Council concerning modification of snowmobile regulations, lake access for various summer and winter pursuits and regulations of those uses, city residents hold their recreational pursuits very dear. On the other hand, complaints of noise, pollution, and most importantly, the safety concerns of specific hazardous spots along the "unofficial" trail system now in use along road right of ways, points to the fact that a well planned and regulated trail system needs to be implemented now.

Safety is the paramount concern along with ensuring that citizens now and in the future may continue to enjoy outdoor activities that are such a fundamental part of life in Alaska. Thus, the City of Wasilla Trails Advisory committee was formed from concerned city residents and Greater Wasilla residents. The committee was formally recognized by the City of Wasilla and formally named the Wasilla Trails Advisory Subcommittee, reporting to the Wasilla Parks and Recreation Commission.

Subcommittee Purpose

The goal of the Wasilla Trails Advisory Subcommittee is to promote a well organized, safe, multi-user friendly trail system that will enhance the quality of life of every citizen by:

- Ensuring there will always be avenues open to all user groups;
- Facilitating travel through and out of town;
- Realizing the potential economic gain and costs to the city.

CODE ORDINANCE

By: M. SCOTT
Introduced: 5/4/99
Public Hearing: 5/18/99
Adopted: 5/18/99

**MATANUSKA-SUSITNA BOROUGH
ORDINANCE SERIAL NO. 99-084**

AN ORDINANCE OF THE MATANUSKA-SUSITNA BOROUGH ASSEMBLY AMENDING MSB
15.24.030(B)(4), CITY OF WASILLA COMPREHENSIVE PLAN.

BE IT ENACTED:

Section 1. Classification. Sections 1, 2, and 4 of this ordinance are non-code. Section 3 is of a general and permanent nature and shall become a part of the borough code.


Section 2. Approval of plan. The Matanuska-Susitna Borough Assembly does hereby adopt the City of Wasilla Trails Plan.

Section 3. Amendment of subsection. MSB 15.24.030(B)(4) is hereby amended to read:

(4) City of Wasilla Comprehensive Plan.
October 1992, revised April 1996, adopted
1996, amended 1999, to include City of Wasilla
Trails Plan;

Section 4. Effective date. Ordinance Serial No. 99-084 shall take effect upon adoption by the Matanuska-Susitna Borough Assembly.

ADOPTED by the Matanuska-Susitna Borough Assembly this 18th
day of May, 1999.


DOYLE E. HOLMES, Deputy Borough Mayor

ATTEST:


SANDRA A. DILLON, Borough Clerk

(SEAL)

**CITY OF WASILLA
ORDINANCE SERIAL NO. 98-58**

AN ORDINANCE OF THE WASILLA CITY COUNCIL AMENDING WMC 16.43.110, COMPREHENSIVE PLAN, ADOPT A TRAILS PLAN.

BE IT ORDAINED AND ENACTED BY THE CITY OF WASILLA, ALASKA AS FOLLOWS:

Section 1. Classification. Sections 1, 3, and 4 of this ordinance are non-code. Section 2 is of a general and permanent nature and shall become a part of the Municipal code.

Section 2. Amendment of paragraph. WMC 16.43.110, Comprehensive Plan, is hereby amended to read as follows:

(A) The Wasilla Comprehensive Plan is a compilation of policies, plans, maps and associated materials and forms the basis for approvals under these regulations. The Wasilla Comprehensive Plan [IS] implemented, April 1996, revised 1998, is incorporated in this title[IN PART, BY THE REGULATIONS SET OUT IN THIS CHAPTER].

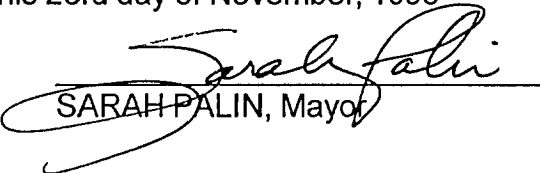
(B) If any element of the comprehensive plan conflicts, the element most recently adopted shall govern.

Section 3. Amendment of the Comprehensive Plan. The City of Wasilla Comprehensive Plan is amended as follows:

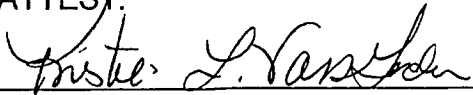
- A) The addition of the Trails Plan to Chapter 7, Transportation Plan.
- B) Replacement of the Trails and Parks Plan drawing, Figure 7-4 in Chapter 7 Transportation.

Section 4. Effective date. This ordinance is effective upon the date the Matanuska-Susitna Borough Assembly adopts an ordinance amending the Matanuska-Susitna Borough Comprehensive Development Plan as amended in this ordinance.

ADOPTED by the Wasilla City Council on this 23rd day of November, 1998


SARAH PALIN, Mayor

ATTEST:



KRISTIE L. VANGORDER, CMC/AE
City Clerk [SEAL]

FOREWORD

Subcommittee Members

The Wasilla Trails Advisory Subcommittee is made up from volunteers living within the City of Wasilla and the greater Wasilla area. The committee is officially comprised of seven (7) members, of which the majority is to be city residents. Members serve a two-year term on a one-year rotation of three seats, so new ideas and insights can be brought in. The chair is voted upon by the committee and serves for two consecutive years. The chair may be re-elected once in succession. After a consecutive term, the chair may become a regular member, thereafter may be nominated for the chair position again. The chair may assign a co-chair(s) of any of the present members.

Wasilla Parks and Recreation Commission

The Wasilla Trails Advisory Subcommittee is an advisory committee to the City of Wasilla Parks and Recreation Commission. All requests and recommendations of the committee must be submitted to the Wasilla Parks and Recreation Commission for further action. Depending on the nature of the request, the Wasilla Parks and Recreation Commission will forward recommendations to the City of Wasilla Planning Commission or directly to Wasilla City Council, depending on the nature of the request.

The Wasilla Trails Advisory Subcommittee chair must submit committee meeting minutes to the Wasilla City Clerk's Office for public review. Meeting minutes will also be submitted to the office of the Mayor of Wasilla, Wasilla Planning Department, Wasilla Planning Commission, and the Wasilla Parks and Recreation Commission. The Wasilla Parks and Recreation Commission will establish a liaison for the trails subcommittee from one of its members, excepting the Wasilla Parks and Recreation Commission chair. The Wasilla Parks and Recreation Commission will have the authority to regulate membership of the trails subcommittee.

TABLE OF CONTENTS

ACKNOWLEDGEMENTS	I
SUBCOMMITTEE PURPOSE	II
SUBCOMMITTEE MEMBERS	III
WASILLA PARKS AND RECREATION COMMISSION	III
TABLE OF CONTENTS	IV
INTRODUCTION.....	1
TRAILS PLAN PURPOSE.....	1
TRAILS PLAN OVERVIEW	1
TRAIL SYSTEM GOALS OVERVIEW	1
GOALS, POLICIES, & OBJECTIVES	2
PRIMITIVE TRAILS.....	2
SEPARATED (PAVED) PATHWAYS	2
LEGAL ACCESS	3
TRAIL HEADS.....	4
LIABILITY RELATED TO TRAILS	5
TRAIL DESIGN.....	7
SAFETY	7
PUBLIC SAFETY	8
IMPACTS ON PRIVATE PROPERTY	9
TRAIL MANAGEMENT RECOMMENDATIONS	9
MOTORIZED RECREATIONAL VEHICLE REGISTRATION	10
TRAIL INFORMATION.....	10
OBLITERATION OF PRIMITIVE TRAILS.....	10
EASEMENT VACATIONS	11
SOURCES OF TRAIL FUNDING	11
IMPLEMENTATION	11
NOMINATION PROCESS.....	11
TRAIL PRIORITIES	11
CITY ACTION	11
VOLUNTEER PROGRAM	12
RIGHT OF WAY ACQUISITION	12
FUNDING FOR TRAILS.....	12
COORDINATION OF EFFORTS	12
PUBLIC INFORMATION.....	13
PLAN REVISION	14
PLAN REVISION PROCESS.....	14
PLAN REVIEW PROCESS	14
TRAIL INVENTORY SUMMARY INDEX/STATUS	15
TRAIL DESCRIPTION DEFINITIONS	16

INTRODUCTION

Trails Plan Purpose

The Wasilla Trails Plan is the basic planning and policy document guiding the City of Wasilla's involvement in trails and trail development activities. This plan seeks to provide the necessary foundation and guidance for the development of an integrated and comprehensive trail system within the city of Wasilla.

The focus of the Trails Plan is recreational trail projects and trail related issues. The Plan emphasizes both primitive trails and separated paths (paved) mainly within road rights-of-ways. The Plan is to include solutions to meet the needs of both motorized and non-motorized users. The Plan is to provide for city centered, cross-town accesses, promoting recreational use in and around the city of Wasilla area and trail inter-connections to outlying areas.

The Wasilla Trails Plan is to be part of the City of Wasilla Comprehensive Plan, providing information to other entities within the city, borough and state. The Plan is to be reviewed and formalized by the City of Wasilla's Parks and Recreation Commission, the City of Wasilla's Planning Commission, and approved by the Wasilla City Council.

Trails Plan Overview

The overall goal of the Wasilla Trails Plan is to be a working tool for the Wasilla Comprehensive Plan. The Trails plan is intended to provide the city with an integrated system of trails that permit and encourage travel by several means other than automobile, and offer a variety of recreational opportunities.

Trail System Goals Overview

The goals of the Wasilla Trails system have been developed within the framework of the basic principles of safety mobility, efficiency, health, aesthetics and pleasure. These goals establish the broad aim of the Trails Plan and a **city wide comprehensive trail system that:**

- Addresses the needs and solutions to all types of user groups;
- Facilitates travel in and throughout the city;
- Addresses public health and safety needs;
- Complements and supplements the City's transportation and recreation needs;
- Has a positive impact on the environment of the community;
- Integrates parks and open space, residential, commercial, and educational centers;
- Serves both utilitarian and recreational purposes;
- Attracts and promotes tourism to the City of Wasilla;
- Promotes and enhances the quality of life of all age groups.

GOALS, POLICIES, & OBJECTIVES

Trails goals, policies, and objectives describe what members of the community desire for a future trail system. The following goals, policies, and objectives reflect the City of Wasilla's future trail system and plan for developing the system.

Primitive Trails

This goal seeks to provide a network of recreational trails for users of primitive trails. Primitive trails are trails that have an unpaved surface as differentiated from paved surfaces for bicyclists and pedestrians. Primitive trails are multiple use, less costly to construct and maintain, and provide basic paths for a majority of users year round. A major focus of this plan is the development and dedication of primitive trail facilities.

Primitive trails provide facilities for a variety of trail users, including snow machines, dog mushers, cross country skiers, hikers, mountain bikers, equestrians and all terrain vehicle enthusiasts. This plan seeks to establish a primitive trail grid that allows convenient access to the regional trail system and provides access to local destinations and community businesses such as food, gas and lodging.

The objectives of the primitive trail plan need the support from the following entities:

- Matanuska Susitna Borough, State of Alaska Department of Transportation, the Alaska Railroad and private landowners
- Alaska Department of Transportation and Public Facilities
- Private landowners
- Utility companies where primitive trails and utilities are co-located
- The City of Wasilla. The Wasilla City Council can ratify a resolution that will give precedence to Primitive Trails over a separated (paved) path, where the paved path will obliterate any possibility of a primitive trail that has been included in the Wasilla Trails Plan. The City may request (ardently) that the State follow the resolution. We hope the City will adopt the resolution for all city projects under City control.

Separated (Paved) Pathways

This goal seeks to provide a network of non-motorized use facilities during the non-winter season for pedestrians, roller bladers, skaters, skate boarders, and bicycles. These paths will provide for recreational use and will serve to connect residential areas with activity centers. During the winter months, non-motorized use pursuits such as cross country skiing, mushing, etc. will be encouraged. Until the primitive trails plan is developed, separated (paved) paths may be utilized for motorized use in the winter through a city permit process.

The objective of the separated (paved) paths is to provide paved trails along arterial and main feeder roads within the city. As most of these roads are constructed by the State of

Alaska Department of Transportation, a procedure should be established through which the Wasilla Trails Advisory Subcommittee may review the State's plans and recommend action that concords with the Trails Plan. It is recommended that a criteria form be constructed

Separated (Paved) Pathways

Whereby the City needs may be addressed and sent to the State of Alaska Department of Transportation. The criteria form should address the following:

- Identification of areas of intense foot traffic, especially near schools and parks.
- Local gathering areas.
- A priority project list should be developed.

Legal Access

The legal access goals address the lack of clearly defined reservations for public access along commonly used trails within the City of Wasilla and the Greater Wasilla Area. Legal access may be acquired in a number of ways. The essential factor is permanence. To ensure the permanency of the granted access to the greatest extent, inclusive language which prohibits highway vehicular travel (cars, trucks), and which carefully address liability issues to minimize liability to the City of Wasilla and any liable party which may assume maintenance and construction must be included. Legal access procedures shall differ according to the interested party. The City of Wasilla will be seeking trails mainly along the State Road and Alaska Rail Road right-of-ways for construction of the main trails arterial. Section lines, utility and private property easements may be called for on a lesser, but no less important, basis.

State of Alaska Department of Transportation and Alaska Rail Road Easements or Permits: Agreements entered into with these two entities will have their own specific contract agreement which includes construction, liability issues (possible bonding), and volunteer efforts. The state currently has some programs for volunteer efforts, the City may have to enhance its current volunteer program which can be presented to the Alaska Rail Road.

- The City of Wasilla needs clearly defined guidelines on volunteerism and liability which would certainly benefit the City greatly, not only the trails, but civic improvement projects.

Section Line/Utility Easements: Utility easements often follow section lines that are part of the State, but in some cases, private landowners are grantors. Trails along section line utility easements will require support from the utility companies, which will entail a supportive effort on the part of the City to establish a workable agreement and identify the specific concerns of the utility companies. In case of a utility line trail on private property, the needs of the property owner and the utility companies must be met. Section line trails may be established by first obtaining a road right of way and then meeting any specific requirements of the State for construction.

Private Landowner: The City of Wasilla may acquire trail easements from private landowners in a variety of ways.

- **Deed** - This would be the optimum. The landowner would deed land to the City with language specifying trail use.
- **Easement** - Easements should be written to specify public use, specifically trails. Public use easements to the city are not taxable. Easements in perpetuity would be optimum (the easement continues even if the owner sells the property).
- **Lease** - The landowner may lease the property for a period of time. This may be very appealing to those who would like to "tryout" a trail to observe the impact upon their property. The lease should be for one year, at the least, and should not terminate upon sale of the property.

Greenbelts/Waterways: The City of Wasilla is encouraged to investigate ways greenbelts along streams and lakes may be acquired for dedication of trails that cross or follow waterways and legal dedication of those trails. All city, state and federal laws and ordinances related to the operation of motorized recreational vehicles upon navigable waterways should be reviewed and revised, if necessary, to implement the Trail Plan and regulate negative impacts to property owners.

Trail Dedication: After an easement is granted, the trail must become a dedicated trail by the guidelines developed by the Mat-Su Borough. In the event that the Borough assigns more duties to the Wasilla Planning Department, similar criteria should be followed for the dedication of trails throughout the City. The City should be encouraged to participate in the dedication process with the Borough through correspondence or delegates to attend Borough meetings to present the City's recommendations and concerns on this issue.

A pamphlet that encourages private landowners and developers to dedicate trails should be developed.

- **Tax Break Incentive Program** - Concepts for this program should be put forth to the Borough.
- **Property Impact** - A study should be undertaken by the Trails Advisory Subcommittee to outline the pros and cons of trail development in subdivision.

Trail Heads

Trail heads enhance the trail system by promoting easy access, safe vehicle parking and safety. They can accommodate a variety of trail users and a large volume of activity in the case of special events. Trail heads will help promote an economic benefit to the cities local businesses by drawing visitors into the city.

The following are recommendations to provide the most comprehensive trail heads:

- Locate in an area easily patrolled by the Wasilla Police Department
- Adequate parking area

- Drive through circular construction (two entries)
- Toilets
- Trash Receptacles
- Adequate lighting
- Various user accommodations besides vehicular (hitching posts, bike rack) appropriate to the specific trail head.

The currently recommended possible trail heads are as follows:

- Wasilla City Airport
- Bumpus Ball Fields
- I-DID-A-PARK

Liability Related to Trails

The key factor in covering any liability claim is good design standards, proper signage, safety and enforcement. If every reasonable effort is made to construct the trails in a safe manner, regulations for speed and safety equipment posted, signs and pamphlets on safety procedures made available to the public, then liability concerns are met. Safety is the Primary Concern of the Trails Plan.

Liability specifics will be addressed through trail easements or permits, such as those involving the State, Borough and the Alaska Railroad. Private land owners may also have their own specific liability responsibilities, if any, stated within their contractual agreement.

Liability Related to Trail

The City of Wasilla will be the coordinator, designer and engineer for all the trails that are designated through a trail easement contract agreement, the actual maintenance, improvements and construction obligations of the City may be through volunteer organizations. The City is encouraged to elicit volunteer organizations to sign maintenance agreements that will both protect the city and the organization from liable suits.

Construction work accomplished through volunteer efforts also needs a specific contractual agreement. Volunteer construction work will be constructed to industry standards for personal safety and engineering.

- The Wasilla City Finance Director should compile information on insurance available for Council to consider during the Trail Plan review
- Increase public awareness of potential trail hazards or hazardous practices to minimize liability

- The City of Wasilla may be used as a resource for liability concerns through AML (Alaska Municipal League) and ARPA (Alaska Recreation and Parks Administration)

Trail Design

Safety design, low cost construction, aesthetics, low neighborhood impact and through volunteer efforts and grant fund funding are the primary concerns in trail design. Trail design will conform to industry standards concerning off road recreational vehicle use and State of Alaska Department of Transportation separated (paved) path design for both separated and primitive trails.

The city must develop it's own trail design before trail construction along city roads built solely by the city. Comprehensive trail design criteria will greatly enhance grant-funding efforts.

There may be some additional elements not required by the Trail Design Plan, but will be necessary on a case by case basis to fulfill a contractual agreement of grantor's of trail easements or to address problem areas.

The Wasilla Trails Advisory Subcommittee has identified design concerns, some of which are inclusive of current State of Alaska Department of Transportation design and some that may address additional safety concerns that may be added to the trail design criteria:

- Educational signage about trail hazards and trail etiquette should be installed at trail heads. Signage should include posted speed limits on motorized trails near populated areas.
- Review, and/or design trails with minimal road (or railroad) crossing or otherwise interacting with highway motor vehicles.
- Establish in trail designs that road crossings be perpendicular (90 degree angles) to highway motor vehicles and railroad track crossings.
- Recommend in trail designs that any rail road crossings be made where roads cross the rail way tracks.
- Increase trail rider awareness and visibility at all highways or rail road crossings.

Safety

The safety goal addresses the visible safety aids provided along the trail and seeks to inform the public of proper procedures for trail operation and regulations.

- Trail Signage: To establish criteria for safety signage along the trail system: speed limits, road and water crossings, safety gear requirements and numbers and/or color coding for navigation.

The Wasilla Police Department is required to develop and pursue an ongoing, aggressive trail usage program and establish enforceable City ordinances governing the use of snow machines and ATVs within the City.

Trail Safety and Trail Route Pamphlet: A pamphlet will be developed that includes:

1. Laws and regulations for speed limits, safety gear requirements and signage definitions.
 2. Policing and fining policy.
 3. Helpful safety tips.
 4. Easily read map of the trail system.
 5. Points of interest with in and outside the city.
- Trail Safety Program: A coordinated Safety Program will be developed by utilizing volunteer organizations to inform children and adults of safe operating procedures through symposiums, classes and lectures for school age children. Organizations should be encouraged to provide speakers.

Public Safety

The Trails Plan intent to increase the enforcement of trail (mainly off road motorized recreational vehicle) ordinances is by the formation of a volunteer "courtesy" patrol. The voluntary patrol will enhance the police department's effective response in the case of violations, accidents and even theft by becoming the "eyes" of the department in areas not easily accessible to the police. The volunteer patrollers should have adequate training in CPR, carry first aid kits, and carry radios linked to the Wasilla Police Department. The Wasilla Trails Advisory Subcommittee suggests that a training validation process be recommended by the Wasilla Police Department.

Security will be required during special events and on call for "spot" checking on the trails during high use times (weekends, holidays) and patrolling areas identified as problem spots through police reports or citizen complaints. As most of the trails fall along road right of ways, they can be monitored by regular city patrols. Alaska State Troopers should be advised of City ordinance through the Wasilla Police Department so they can report suspect trail users.

The city of Wasilla should establish legal speed limits where appropriate, otherwise recommend and enforce, where feasible, the Department of Motor Vehicle's definition of the "Basic Speed" law. Trail speeds should reflect the speeds that the trail was designed for.

- Vehicular and pedestrian traffic
- Road and Driveway crossings

A quick response plan should be developed by the Wasilla City Police Department for handling trail accidents, specifically for off road, difficult to access areas along the trail system. Volunteer patrollers should also carry along items such as tow straps, extra gas, duct tape, etc., for incidental problems.

A program and regulations shall be established for operators of authorized motor vehicles that are under the age of sixteen and not licensed by the Department of Motor

Vehicles. A possible solution would be for a licensed operator to accompany any unlicensed operator while on any of the Wasilla Trails. The Wasilla City Police Department is encouraged to give input on devising a safe policy.

A city ordinance should be established for the legal driving of snow machines and ATVs on residential streets to access designated trails (i.e. "garage to trail access").

Impacts on Private Property

The following negative impacts have been expressed by some property owners concerning trails near/on their property. The Trails Plan hopes to eliminate most of these concerns by locating the trails mostly on public lands and right of ways along main arterial and feeder roads.

Negative Impact: Noise:

- Objectives:**
- Establish slow speed limits to cut down on noise in heavily residential areas.
 - Establish a "safe zone" for noise. A specific distance a trail must be from a residential home, the only exception being along a main or arterial road right of way.
 - Establish buffer criteria

Negative Impact: Trash:

- Objectives:**
- Signage
 - Trash receptacles

Negative Impact: Safety for children in residential neighborhoods:

- Objectives:**
- To follow design and safety guidelines in this plan.
 - Establish a criteria where special needs areas can be identified and if necessary, additional safety enhancement material and construction provided.

Negative Impact: Theft/Loitering:

- Objectives:**
- Signage prohibiting leaving the trail
 - Policing

Negative Impact: Damage to landscaping/fields, etc.:

- Objectives:**
- Signage prohibiting leaving the trail.
 - Identifying areas where leaving the trail for a little "free wheeling" is occurring or likely to occur to place the signage appropriately.
 - Problem areas may need to be barricaded through trail funding.

Trail Management Recommendations

As trail use increases a common occurrence is for conflicts between user groups to emerge and trail degradation to occur. The Trails Plan seeks to minimize conflicts between different types of trail users, and avoid trail degradation due to improper use, by developing sufficient opportunities for all user groups, so they need not rely on trails ill suited for their trail use.

The development and distribution of a trail users "rules of the road" brochure to promote non-destructive use of trails and eliminate user conflicts. The installation of signage promoting "rules of the road" at trail heads and along trails will promote safety and good will.

Motorized Recreational Vehicle Registration

This plan seeks to encourage registration of snow vehicles and ATVs with the Alaska State Department of Motor Vehicles. It is required that all recreational motorized vehicles utilizing the designated trails within the city of Wasilla are registered with the State of Alaska Division of Motor Vehicles. Motorized vehicles falling into this category are: snow vehicles (snow machines, snowmobiles) and 4-Wheel All Terrain Vehicles (ATV's). The Division of Motor Vehicles is governed by State Statute AS 05.30.010-120 and define a snow vehicle as a vehicle propelled by mechanical power, in part by skis, belts, cleats, or low pressure tires and primarily designed to travel over ice and snow. ATVs (All Terrain Vehicles) with low-pressure tires may be registered as snow vehicles. Vehicles are registered over a two-year period and in even years from August (even year) to the next even year August. The current DMV fees are \$5.00 for the two year period (or parts thereof) and you receive two orange numbered stickers plus the year tab. Registration is required for vehicles unless they are operated solely on private land. A fine of \$50 can be issued for operating on public land, such as State Park lands or even by the side of a public road or highway for unregistered vehicles.

The requiring of registration of snow vehicles and ATVs complies with State Law, aids in the recovery of stolen vehicles, and allows for a census count to reflect the number of registered vehicles in the Greater Wasilla area for trail grant requests.

Trail Information

The Trails Plan seeks to increase the public knowledge of legal recreation trails inside the City of Wasilla and the Greater Wasilla Area by providing detailed trip information and accurate descriptions of legally dedicated public recreation.

Trail information decreases the likelihood of trail users getting lost and creates a more "user friendly" recreation experience for those without firsthand knowledge of the trail. Trail information promotes legal alternatives to the numerous trespassing trails that exist within the City, and encourages diverse recreational opportunities that enhance residents and visitors options.

The Wasilla Chamber of Commerce should be approached for the development of a trail pamphlet and to promote economic advantages of trails to local businesses.

Obliteration Of Primitive Trails

The potential evolvment of recreational primitive trails into separated (paved) paths or even into vehicular roadways may be prevented by the establishment of standard trail

easement language that would prohibit agencies from paving a primitive trail and/or prohibiting highway vehicle travel on trails. The erection of special barricades that prevent access by highway vehicles onto trails may be necessary where a problem location is identified.

Easement Vacations

The Wasilla Parks and Recreation Commission and the Wasilla Trails Advisory Subcommittee needs to be informed of proposed easement vacations within the city limits. This is important as the trails system will be an ongoing process and access to possible new park and recreation facility locations may be limited. The Trails Plan seeks to acquire easement vacation notice by approaching the Mat-Su Borough Platting Department to request the Wasilla Trails Advisory Subcommittee and the Wasilla Parks and Recreation Commission are on the mail out for the City when notifications are sent out.

Sources of Trail Funding

The Trails Plan seeks to design, construct and maintain the trails and to promote the safety program with minimum cost to the City through grants and volunteerism. Trail funding objectives are:

- To identify all grants that can be used for separated and primitive trail construction and equipment.
- Identify and help organize various different group organizations for raising matching fund monies or volunteer work.
- The Wasilla Trails Advisory Subcommittee shall work with the Wasilla Parks and Recreation Commission to organize fund raising events.

IMPLEMENTATION

The Trails Plan identifies the desire for a network of trails within the City of Wasilla and the related policies for developing the network. Various methods of implementation are identified within the document. This section addresses those methods and the associated actions needed to implement the plan. Some methods are more desirable than others are and it is not anticipated that all methods of implementation discussed will be adopted.

Nomination Process

One recommended method of implementation is the development of a nomination process for trails to be included in the Trails Plan. The Plan includes several trails, however; it is reasonable to assume in order to accomplish the goals specified in the Plan, it will be necessary and desirable to add new trails, especially if the City expands beyond its current borders. A nomination process should be developed and adopted by the Trails Subcommittee that addresses the criteria for prioritizing and accepting trails to be included in the Trails Plan.

Trail Priorities

The City of Wasilla trails priorities take advantage of current State of Alaska and Mat-Su Borough projects that are still in the design phase to assure the City's needs are met regarding primitive use trails and separated (paved) pathways. The top ten major projects are as follows and are in priority order:

- Palmer Wasilla Highway Paved Pathway (Wasilla Trail #24)
- City of Wasilla Paved Pathway - Bogard Road/Crusey Street (Wasilla Trail #9)
- City of Wasilla Separated Path along Knik Goose Bay Road (Wasilla Trail #5)
- City of Wasilla Separated Path along Lucus Road (Wasilla Trail #11)
- City of Wasilla Separated Path along Wasilla Fishhook Road (Wasilla Trail #3)
- Parks Highway Separated Path to Wasilla Airport (Wasilla Trail #15 extension)
- City of Wasilla/Alaska Railroad Primitive Use Trail (Wasilla Trail #16)
- Church Road 1998 Upgrade (Wasilla Trail #15)
- Parks Highway 1999 Upgrade (Wasilla Trail #24)
- ARR/Parks Highway (City of Wasilla) Realignment 1999 (Wasilla Trail #16)

The Trails Subcommittee is currently reviewing the priorities of locally significant trails that are the sole responsibility of the City of Wasilla.

City Action

The Wasilla City Council may be approached to endorse and implement segments of this plan in order to build its financial obligations accordingly. The trails recommendations could be incorporated into currently planned paving projects on an individual basis where sufficient road right-of-way and funding is available.

Volunteer Program

Another method of implementation could be the development of a City of Wasilla volunteer program for trail development and maintenance. The program could be used to coordinate existing volunteer efforts as well as to identify areas where volunteers can assist with the development and maintenance of trails within the City as well as those leading to and from the City. There are currently several organizations such as the Mat-Su Motor Musers, Aurora International, and the Knik Dog Musers Association, to name a few, that can be called upon for their assistance.

Right of Way Acquisition

The majority of currently planned trails contained within the Trails Plan follow along State of Alaska Department of Transportation, Alaska Rail Road, Matanuska-Susitna Borough, or city of Wasilla road right-of-ways. The City of Wasilla needs to establish the policies and procedures for obtaining trail right-of-way and/or designating trails with the permission from within each of those government entities. In addition, procedures need to be addressed for acquiring right-of-way across private lands. One method would be to amend the existing subdivision regulations to include acquisition procedures. Another method is to review existing policies for accepting trail dedications across private property.

Funding for Trails

Developing a method of funding trails within the City of Wasilla is an important method of implementation. Funding would include acquisition of right-of-way, development of trails including planning, design, and construction efforts, and maintenance of trails.

Coordination of Efforts

The success of the Trails Plan is dependant to a great extent on the coordinated efforts of different commissions and departments within the City. It is also dependent on coordinated efforts between the City, other agencies, and the private sector. The City of Wasilla Parks and Recreation Department should coordinate management of trails included in the Trails Plan. Other Departments of the City have responsibilities for trails consistent with their departmental responsibilities. The Planning Department is responsible for assuring compliance with roads, highways, and subdivision requirements and may be called upon to acquire trail easements when funding is available or to process trail dedications. Construction permits for improving trails within trail easements and rights-of-way can be obtained from the Department of Public Works. The Planning Department is responsible for the Trails Plan and any amendments, which may be necessary or desired.

Public Information

Legal public trails (those for which there is a legal right-of-way) included within the Wasilla Trails Plan should be identified on City of Wasilla Trails Map with pertinent information and be available to the public. Developing a comprehensive map of legal public trails would be of help in preventing trespass and trail encroachments. In addition, separate trails maps for promoting specific trail use, such as snow machine, cross-country skiing, bicycling, hiking, Iditarod Re-start and Iron Dog viewing routes, etc. would be a significant step towards promoting tourism and recreation in the City. This type of information is in high demand from visitor centers and local sport shops. This will help in identifying recreation trails and as an amenity to the quality of life within the Greater Wasilla area and can assist in attracting new residents and businesses to the City.

PLAN REVISION

Revisions to the Trails Plan will be necessary and desirable as additional trails are nominated and accepted by the Trails Subcommittee to be included in the Plan. It is important that a process for revising the plan is defined.

Plan Revision Process

The Trails Subcommittee, the Parks and Recreation Commission, the Planning Commission, the Wasilla City Council, or the City Administration can initiate revisions to the Trails Plan. When initiated by the Trails Subcommittee, a request for revision will be forwarded to the Parks and Recreation Commission who will ratify and send to the Wasilla Planning Commission. When a revision is initiated by the Parks and Recreation Commission, the Planning Commission, the Wasilla City Council, or the City Administration, the Trails Subcommittee will be notified of the proposed revision and asked for input prior to the revision of the Plan.

A recession policy needs to be developed in the event that a trail is lost to a lease or permit agreement that does include comprehensive guidelines of closures and barricades for the public.

Plan Review Process

It is anticipated that the Trails Subcommittee will review the Plan on a yearly basis to determine if revisions are necessary. It is also anticipated that community organizations and individuals interested in revising the Trails Plan will work with the Trails Subcommittee and the City Administration to initiate a revision.

TRAIL DESCRIPTION DEFINITIONS

The following are definitions used to define the city of Wasilla's existing trails and future trail candidates.

Trail Name:	Trail names were chosen to describe trail and location.
Trail Number:	Trail numbers were assigned using odd and even numbers designating trail direction, such as used in the federal highway system. Odd numbered trails designate those trails generally running in a North-South direction. Even numbered trails designate those trails generally running in a East-West direction. For those trails not fitting into either of these two categories, letter designations were assigned to them.
Length:	The length of the trails was measured in approximate miles.
Uses Accommodated:	Uses and users were roughly identified along with whether the trail was multi-use or not. The use of the term "bike trail" was not used because of the connotation that the trail is for bicycles only and/or could be only be used by non-motorized vehicles during both summer and winter seasons. The preferred terms are paved multi-use paths and primitive multi-use paths. Paved multi-use paths could be used by pedestrians, bicyclists, skaters, skateboarders, etc. and other non-motorized users during the summer months and used by pedestrians, cross-country skiers, dog teams, (snow machines and ATV's when permitted) etc. during the winter or snow season. Any user or vehicle excluding trucks or automobiles could use primitive multi-use trails.
Land ownership:	Land ownership usually designates the responsible owner and/or an easement holder.
Miscellaneous:	This section was provided for notes and connotations not fitting into any other category.
Description:	Here is where we have tried to describe the attributes of existing trails.
Recommended Actions:	The recommended actions are from the Wasilla Trails Advisory Subcommittee of the City of Wasilla Parks and Recreation Commission.
Revised:	Provides the date the description has been changed.

WASILLA TRAILS PLAN

TRAIL INVENTORY SUMMARY INDEX/STATUS

The Wasilla Trails Inventory Summary Index/Status provides an overall summary of the City of Wasilla Trails, right-of-ways, current status of the trail descriptions, date of last revision and the responsible volunteer working on the specific trail description.

#	Trails:	Right-of-way:	Current Status:	Date:	Who:
North / South Trails: (odd numbered trails)					
1	Main Street	AK State DOT	Draft Description Revised	1/27/98	Marc Seeba
3	Wasilla Fishhook Road	AK State DOT	Draft Description Revised	10/9/97	Bernadette Rupright
5	Knk Goose Bay Road	AK State DOT	Draft Description Revised	10/9/97	Bernadette Rupright
7	Lucille Street	City of Wasilla	Draft Description Revised	12/6/97	Bernadette Rupright
9	Crusey Street	AK State DOT	Draft Description Revised	1/27/98	Marc Seeba
11	Lucas Road	AK State DOT	Draft Description Revised	1/27/98	Marc Seeba
13	Peck Street	City of Wasilla	Draft Description Complete	5/8/97	Marc Seeba
15	Church Road	AK State DOT	Draft Description Revised	10/9/97	Bornadotte Rupright
17	Hallea Lane	City of Wasilla	Draft Description Revised	10/9/97	Marc Seeba
19	Iditarod Historic Trail	City of Wasilla	Draft Description Revised	12/27/97	Marc Seeba
21	Mack Road	City of Wasilla	Draft Description Complete	12/27/97	Marc Seeba
23	Thomas Street	City of Wasilla	Draft Description Revised	10/9/97	Bernadette Rupright
25	Denall Street	City of Wasilla	Draft Description Complete	12/27/97	Marc Seeba
27	Seward Meridian Parkway	AK State DOT	Draft Description Revised	12/15/97	Marc Seeba
East / West Trails: (even numbered trails)					
2	Parks Highway	AK State DOT	Draft Description Revised	9/10/97	Michelle Moss
4	Bogard Road	AK State DOT	Draft Description Revised	9/10/97	Michelle Moss
6	Nelson Avenue	City of Wasilla	Draft Description Revised	10/7/97	Karol Kolohmainon
8	Swanson Avenue	City of Wasilla	Draft Description Complete	9/10/97	Michelle Moss
10	Lake View Avenue (between Lake Street / KGB Road)	City of Wasilla	Draft Description Revised	10/9/97	Bernadette Rupright
12	Glennwood Avenue	City of Wasilla	Draft Description Revised	12/27/97	Marc Seeba
14	Spruce Avenue	City of Wasilla	Draft Description Revised	10/9/97	Bornadotte Rupright
16	Alaska Rail Road	Alaska Railroad	Draft Description Revised	12/6/97	Marc Seeba
18	Mystery Avenue	City of Wasilla	Draft Description Complete	12/27/97	Marc Seeba
20	Susitna Avenue	City of Wasilla	Draft Description Revised	12/27/97	Marc Seeba
22	Iron Dog Trail	City of Wasilla	Draft Description Revised	12/27/97	Marc Seeba
24	Palmer Wasilla Highway	AK State DOT	Draft Description Complete	12/26/97	Marc Seeba
Misc Trails: (special named trails)					
LLL	Lake Lucille (Land)	City of Wasilla	Draft Description Complete	12/26/97	Marc Seeba
LLP	Lake Lucille Park	Mat-Su Borough	Draft Description Complete	9/10/97	Warren Tomplin
LLW	Lake Lucille (Water)	Corp of Engrs	Draft Description Revised	12/6/97	Marc Seeba
WHS	Wasilla High School	Mat-Su Borough	Draft Description Complete	9/10/97	Warren Tomplin
WLW	Wasilla Lake (Water)	Corp of Engrs	Draft Description Revised	12/6/97	Marc Seeba

WASILLA TRAILS PLAN

TRAIL DESCRIPTION DEFINITIONS

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- Length:** The length of the trails were measured in approximate miles.
- Uses Accommodated:** Uses and users were roughly identified along with whether the trail was multi-use or not. The use of term "bike trail" was not used because of the connotation that the trail is for bicycles only and/or could be only be used by non-motorized vehicles during both summer and winter seasons. The preferred terms are paved multi-use paths and primitive multi-use paths. Paved multi-use paths could be used by pedestrians, bicyclists, skaters, skateboarders, etc. and other non-motorized users during the summer months and used by pedestrians, cross-country skiers, dog teams, (snowmachines and ATV's when permitted) etc. during the winter or snow season. Primitive multi-use trails could be used by any user or vehicle excluding trucks or automobiles.
- Land ownership:** Land ownership usually designates the responsible owner and/or an easement holder.
- Miscellaneous:** This section was provided for notes and connotations not fitting into any other category.
- Description:** Here is where we have tried to describe the attributes of existing trails.
- Recommended Actions:** The recommended actions are from the Wasilla Trails Advisory Subcommittee of the City of Wasilla Parks and Recreation Commission.
- Revised:** Provides the date the description has been changed.

WASILLA TRAILS PLAN
WASILLA TRAILS DESCRIPTIONS

Trail Name: Main Street.

Trail Number: 1

Length: The North - South length runs approximately 0.25 miles (3 city blocks).

Uses accommodated: Pedestrian and bicycle only.

Land ownership: State of Alaska, DOT.

Miscellaneous: There is a revision for Main Street in the works which may allow for some kind of multi-use trail. A paved path is proposed at this time.

Description: Asphalt sidewalks exist on both sides of North/South directions. There is currently no room for a multi-use trail at this time.

Recommended actions:

1. Check into proposed Bogard road intersection revision to see if a multi-use trail is remotely possible.
2. Best to by-pass these 3 blocks if possible, although the intersection with the Parks highway provides a stop light for cross traffic and a crossing of the railroad tracks to gain access to the KGB road and trails.

Revised: 1/27/98

WASILLA TRAILS PLAN
WASILLA TRAILS DESCRIPTIONS

Trail Name: Parks Highway

Trail Number: 2

Length: Within the Wasilla City limits, the east/west length runs approximately 5.25 miles from Seward Meridian to Church Road.

Uses accommodated: Multi-use.....

Land ownership: State of Alaska, DOT.

Miscellaneous: Extended paved non-motorized multi-use paths are part of future state upgrade projects. The Parks Highway is a very important east/west corridor for all types of motorized and non-motorized users.

Description: North side of Parks Highway: Some sections of frontage road/paths exist between Seward Meridian and Wasilla Lake. A well used footpath begins east of Newcomb Park on Wasilla Lake and extends to Crusey Street. A paved multi-use path/sidewalk runs westward from Crusey Street extending beyond Church Road.

South side of Parks Highway: Primitive paths exist westward from Seward Meridian past the intersection of the Palmer Wasilla Highway. Just past the intersection of the Palmer Wasilla Highway, primitive paths exist within the Parks Highway and Alaska Rail Road right-of-ways continuing westward past Church Road towards Big Lake.

Recommended actions:

1. The Parks Highway north side non-motorized multi-use paths should be made contiguous with the Palmer Wasilla Highway non-motorized multi-use path.
2. The Parks Highway south side paths should be developed as primitive multi-use paths.

Revised: 9/10/97

WASILLA TRAILS PLAN
WASILLA TRAILS DESCRIPTIONS

Trail Name: Wasilla Fishhook Road

Trail Number: 3

Length: Within the Wasilla City limits the North - South length runs 1.3 miles.

Uses accommodated: Primitive multi-use.

Land ownership: State of Alaska, DOT.

Miscellaneous: New construction (Aug/Sept 1997) of Spruce intersection includes a short stretch of paved trail. Further paved extension needs investigating.

Description: North bound on the right-hand-side, a primitive trail exists and continues past Wasilla City Limits at Spruce Street, the trail provides a main corridor to the north of Wasilla. Primitive trail begins at Dana and is broken at one point to avoid personal property, users must use road shoulder past one lot. Excellent multi-use trail location for access to Bald Mountain and Hatcher Pass.

Recommended actions:

1. See if trail easement is possible where current trail jumps onto the road shoulder.
2. What about dedication??? as multi use trail?

Revised: 10/9/97

WASILLA TRAILS PLAN
WASILLA TRAILS DESCRIPTIONS

Trail Name: Bogard Road

Trail Number: 4

Length: Within the Wasilla City limits the east/west length runs approximately 0.75 miles from Peck Street to the intersection with Main Street and Wasilla Fishhook Road.

Uses accommodated: Multi-use.....

Land ownership: State of Alaska, DOT.

Miscellaneous: Bogard Road may be slated for an upgrade through a State project, especially the re-alignment of the intersection with Main Street and the Wasilla Fishhook Road. Bogard Road provides trail access for a large residential population of users and is a highly used east/west corridor for all types of motorized and non-motorized users.

Description: An undeveloped but extremely well-used primitive path exists on the north side of Bogard Road extending eastward towards Palmer.

Recommended actions: 1. Due to the schools and population in this area, multi-use trails should be developed on both sides of the road if possible.

Revised: 9/10/97

WASILLA TRAILS PLAN
WASILLA TRAILS DESCRIPTIONS

Trail Name: Knik Goose Bay Road

Trail Number: 5

Length: Within the Wasilla City limits the North - South length runs 1.2 miles.

Uses accommodated: Primitive multi-use.

Land ownership: State of Alaska, DOT.

Miscellaneous: By fall of 1998 the Glennwood separated paved path will join the KGB road. Currently, the separated paved path stops just short of the intersection with KGB road.

Description: South bound primitive trails exist on both sides beginning at Lakeview Street and are well used on east side between Lakeview and Glennwood, trail is possibly outside of right-away. Some patchy trail exists from the Parks Highway to Lakeview on the west side. Excellent multi-use trail location for access to Knik, Point MacKenzie and State lands.

Recommended actions:

1. There appears to be room for both primitive and paved multi-use trails.
2. Access to Lake Lucille Park and Lake Lucille through several public accesses.

Revised: 10/9/97

WASILLA TRAILS PLAN
WASILLA TRAILS DESCRIPTIONS

Trail Name: Nelson Avenue

Trail Number: 6

Length: The west bound length runs approximately 1.5 miles from Main Street to Lucas Road.

Uses accommodated: Currently bicycles, pedestrians, and skaters.

Land ownership: City of Wasilla.

Miscellaneous: The Right-of-way widths and topography may preclude a primitive trail being built either across the street or parallel to the existing paved path.

Description: Asphalt path on north side of street from Lucas Road to a short distance west of Graybark. Other than paved sidewalks and curbs on the corners of the east side of Lucille, there is no other developed trail.

Recommended actions:

1. The paved path should be extended east to Main Street.
2. Since this is the main access to the Wonderland Park, a primitive trail or sidewalk would probably be well utilized and should be considered.

Revised: 10/7/97

WASILLA TRAILS PLAN
WASILLA TRAILS DESCRIPTIONS

Trail Name: Lucille Street

Trail Number: 7

Length: Within the Wasilla City limits the North - South length runs approximately 1.3 miles.

Uses accommodated: Multi-use....

Land ownership: City of Wasilla.

Miscellaneous: A blinking 4-way stop light has been proposed by the Wasilla City Council for the intersection of Lucille and Nelson.

Description: From the Parks Highway north to Nelson (0.4 miles) a sidewalk exists on both sides of the road (except for the mini-storage lot where a primitive trail exists). Northbound at Nelson a paved multi-use trail exists on the east side crossing to the west side at Heritage, running for a short distance to Spruce Avenue.

Recommended actions: 1. Use of the west side for a primitive trail is possible if the short distance from Heritage to Spruce non-motorized paved trail is changed to multi-use (motorized and non-motorized).

Revised: 12/6/97

WASILLA TRAILS PLAN
WASILLA TRAILS DESCRIPTIONS

Trail Name: Swanson Avenue

Trail Number: 8

Length: The west bound length runs approximately 0.9 miles from the Main Street to intersect with the Parks Highway.

Uses accommodated: Pedestrians, skaters, children on bicycles.

Land ownership: City of Wasilla.

Miscellaneous:

Description: Paved sidewalks exist on both sides of the avenue.

Recommended actions: 1. Construction of primitive trail for other uses (motorized, equestrian, etc.) of right-of-way widths allow.

Revised: 9/10/97

WASILLA TRAILS PLAN
WASILLA TRAILS DESCRIPTIONS

Trail Name: Crusey Street

Trail Number: 9

Length: The North - South length runs approximately 0.4 miles.

Uses accommodated: Primitive and paved multi-use.

Land ownership: State of Alaska, DOT.

Miscellaneous: ...

Description: North bound from the intersection of the Parks Highway primitive path use is evident to the intersection with Swanson Avenue. North bound between Swanson Avenue and the intersection with Bogard Road, a paved multi-use trail exists on the left hand side and a primitive unimproved primitive trail exists on the right hand side.

Recommended actions: 1. Grading of primitive path is recommended to guide users to stay on trail, and not damage adjacent landscaping.

Revised: 1/27/98

WASILLA TRAILS PLAN
WASILLA TRAILS DESCRIPTIONS

Trail Name: Lake View Avenue
(between Lake Street / KGB Road)

Trail Number: 10

Length: The west bound length runs approximately 0.2 miles from the Knik Goose Bay Road to Lake Street.

Uses accommodated: Multi-use

Land ownership: City of Wasilla.

Miscellaneous: Some ATV's use Lake View Avenue from Knik Goose Bay Road to the VFW and then cross over to the gravel pit there . This is one way users find a way to the public access at Lake Lucille when coming north on Knik Goose Bay trails. But users cross private property and park land when using access through the gravel pit.

Description: An established primitive trail exists on the north side between the Knik Goose Bay Road and the VFW, where it crosses the road to the gravel pit and access to Lake Lucille Park. There is room for a trail on south side from the gravel pit to Lake Street to complete a trail to the public access on Lake Street.

Recommended actions: 1. Discourage access into Lucille Park through the gravel pit, or dedicate a trail through to lake to avoid destruction of park land and encroachment onto private property, or provide direct access from KGB Road to Lake Street to Lake Lucille public access.

Revised: 10/9/97

WASILLA TRAILS PLAN
WASILLA TRAILS DESCRIPTIONS

Trail Name: Lucas Road

Trail Number: 11

Length: The north bound length runs approximately 1.25 miles from the Parks Highway to Spruce Avenue.

Uses accommodated: Pedestrian, ATV's, and equestrian.

Land ownership: State of Alaska, DOT.

Miscellaneous:

Description: This is a "path of least resistance." At some points it may wander beyond the right-of-way. Excavation and a steep slope on the north side of Nicola Avenue have limited any possible uses south to the Parks Highway. The lawn which extends to the edge of the road in front of Jacobsen's Greenhouse appears to have been avoided. An undeveloped but well used trail runs northbound from the Greenhouse to Spruce Avenue on the west side.

Recommended actions: 1. Create a primitive trail running from the Parks Highway north to Spruce Avenue along the west side of Lucas Road that would be well utilized by various types of users.

Revised: 1/27/98

WASILLA TRAILS PLAN
WASILLA TRAILS DESCRIPTIONS

Trail Name: Glennwood Avenue

Trail Number: 12

Length: The east bound length runs approximately 1.1 miles from the Knik Goose Bay Road to Old Matanuska Road.

Uses accommodated: Multi-use. Summer use: Pedestrian, Bicycles, ATV's.

Land ownership: City of Wasilla.

Miscellaneous: Last portion connecting to the Knik Goose Bay Road has primitive trails on both sides of the road. A 4 way stop should be installed at the intersection with Knik Goose Bay Road. A light would be preferred.

Description: A paved trail exists on the north side beginning 20' beyond the railroad crossing at the intersection with Old Matanuska Road. A separated paved trail on both sides of the road exists between Cheesecake Street and Thomas Street across Cottonwood Creek where the separated paved path on the north side stops just short of the Knik Goose Bay Road. Cottonwood Creek is used as a winter trail south to the Fairview Loop Road. The Denali Street power line trail intersection provides a path to the north to Susitna Avenue to allow travel west to Lake Lucille. There appears to be room on the south side for a primitive trail except where it is paved on both sides.

Recommended actions: 1. Establish a primitive trail on south side and north side where existing trail has been obliterated. Trail must cross to the north side parallel to the paved path on a steep incline. Perhaps the north side between Thomas Street and the incline of paved trail can become multi-use (motorized and non-motorized), or a parallel trail at that point.

Revised: 12/27/97

WASILLA TRAILS PLAN
WASILLA TRAILS DESCRIPTIONS

Trail Name: Peck Street

Trail Number: 13

Length: The North - South length runs approximately 0.8 miles.

Uses accommodated: Pedestrian, bicycle, ATV's, snowmachines, and equestrian. This trail provides a main access route from the Bogard Road Trail to and from the Wasilla - Fishhook Road Trail, as well as trail access for 3 major subdivisions.

Land ownership: The City of Wasilla is controls the Peck Street road right-of-way from Bogard Road north to the State controlled intersection with the Wasilla - Fishhook Road.

Miscellaneous:

Description: North bound, a concrete sidewalk exists on the left hand side from Bogard Road to Snohomish Avenue; curbing continues for .15 miles with the remainder unimproved to Intersect with the Wasilla - Fishhook Road. A primitive trail exists on the north bound right hand side from Bogard Road to the Wasilla - Fishhook Road.

Recommended actions:

1. The City of Wasilla should complete concrete sidewalk on northbound left hand side to coincide with the existing concrete curb northbound past Snohomish Avenue.
2. The City of Wasilla should complete the primitive trail grading on the northbound right hand side, especially the last 0.2 miles to the intersection with the Wasilla - Fishhook Road.
3. The City of Wasilla should negotiate with the Borough to provide at least a footpath path on the northbound left hand side to connect the concrete sidewalk with access the intersection with the Wasilla - Fishhook Road.

Revised: 12/6/97

WASILLA TRAILS PLAN
WASILLA TRAILS DESCRIPTIONS

Trail Name: Spruce Avenue

Trail Number: 14

Length: The west bound length runs approximately 3 miles from the intersection with Wasilla Fishhook to Church Road.

Uses accommodated: Multi-use

Land ownership: City of Wasilla.

Miscellaneous: The north side easement is much better suited for a trail easement due to some already existing electric/telephone easements with trails established and more level terrain with less brush.

Description: A well established trail runs on the north side from Wasilla Fishhook to approximately within 0.1 miles of Lucille Street. From Lucille Street to Lucas the established trail jumps from the north side of the road to the south side and back twice, the north side being more permanent. From Lucas to Church the trail is established for 1/2 mile then is lost to subdivision private property, but there is a power line trail which breaks at an angle from that point with an established trail on it.

Recommended actions:

1. Work on obtaining permission from borough to have easement given to the city for the north side of the road.
2. Work with utility easements on north side to establish primitive trail.

Revised: 10/9/97

WASILLA TRAILS PLAN
WASILLA TRAILS DESCRIPTIONS

Trail Name: Church Road

Trail Number: 15

Length: Within the Wasilla City limits the north bound length runs approximately 1.2 miles from the Parks Highway past Spruce Avenue.

Uses accommodated: Primitive Multi-use trail (a separated paved path is in the design plans when Church Road is paved).

Land ownership: State of Alaska, DOT.

Miscellaneous: Future design plans already exist for a paved multi-use trail to be constructed at the same time that Church road is paved by the State DOT.

Description: Established trail on the west side north bound from the Parks Highway to Mission Hills, except for one house lot on a hill that must be skirted by going onto the road shoulder surface. From Mission Hills to Spruce Avenue the trail jumps from side to side due to the sheer drop off shoulder, but mainly stays on the west side.

Recommended actions: 1. Establish trail on west side to connect into existing Parks Highway paved and primitive trails. Multi-use trail on east side is probably cost prohibitive. Possibly there is room on west side for both primitive and paved multi-use trails.

Revised: 10/9/97

WASILLA TRAILS PLAN

WASILLA TRAILS DESCRIPTIONS

Trail Name: Alaska Rail Road

Trail Number: 16

Length: The east-west bound length of the proposed trail runs approximately 8.1 ARR miles from the Intersection of the ARR/Old Matanuska Road/Fairview Loop Road (at approximately ARR Milepost 156.3) and through the ARR underpass (at approximately ARR Milepost 164.4) of the Parks Highway in the west.

Uses accommodated: Primitive multi-use trail established.

Land ownership: Alaska Rail Road

Miscellaneous: A section of the railway bed is to be moved as part of the Parks Highway upgrade in 1999.

Description: A well used primitive multi-use trail runs between the railroad tracks and the highway, with the trail running closer to the highway than to the rail road tracks. Trail along railway between Kenai Supply and Glennwood runs within Alaska Rail Road property. Alaska Rail Road property is also used behind Spenard Builders Supply as a primitive trail. The ARR Trail could be used to connect east-west bound travelers to the KGB Road, trails to Big Lake, and to the proposed trail head at the Wasilla Municipal Airport.

Recommended actions:

1. Research the right-of-way interface between Alaska Rail Road roadbed and the Alaska DOT Parks Highway.
2. Work with the ARR Engineers to establish trail between the intersection of ARR/Old Matanuska Road/Fairview Loop Road through the City of Wasilla out past the new Airport facility and beyond to the ARR underpass at the Parks Highway.
3. The primitive trail currently following the rail bed is the best path for moving ATV and snow machine traffic in a east-west corridor direction through the city. Also the rail road corridor will connect with the proposed Church Road extension to the Wasilla Municipal Airport and a proposed trail head.

Revised:

12/6/97

WASILLA TRAILS PLAN
WASILLA TRAILS DESCRIPTIONS

Trail Name: Hallea Lane

Trail Number: 17

Length: The south bound length runs approximately 0.1 miles from the Parks Highway to Lake Lucille drive.

Uses accommodated: Pedestrian, bicycle (snow machines in winter season).

Land ownership: City of Wasilla.

Miscellaneous: A very narrow crossing over the railroad tracks makes for a very tight fit even for two cars.

Description: Southbound from the Parks Highway an asphalt path exists on the east side after the railroad crossing to Lake Lucille Drive. A highly used power line trail begins about 20 feet after crossing rail road tracks that runs westward towards Big Lake.

Recommended actions:

1. Some way must be devised for crossing the railway other than using the roadway as it currently exists, enlarging the roadway crossing is one possible solution. This trail is very important to the city trail system as it provides access to Lake Lucille and access towards trails leading to Big Lake.

Revised: 10/9/97

WASILLA TRAILS PLAN
WASILLA TRAILS DESCRIPTIONS

Trail Name: Mystery Avenue

Trail Number: 18

Length: The east west length runs approximately 1.0 miles between Church Road and Lucas Road.

Uses accommodated: Multi-use.

Land ownership: City of Wasilla.

Miscellaneous:

Description: The primitive trail provide east west access along the Bumpus Ball Fields between Church Road and Lucas Road. In the east, the primitive trail is mostly on the north side of Mystery Avenue to the gate for Bumpus. In the west, a primitive trail connects the Bumpus Ball Fields to Lucas Road.

Recommended actions: Awaiting further review.

Revised: 12/27/97

WASILLA TRAILS PLAN
WASILLA TRAILS DESCRIPTIONS

Trail Name: Iditarod Historic Trail

Trail Number: 19

Length: Total length of the trail is "1,049" miles from Anchorage to Nome, length of trail within Wasilla City limits is approximately 4 miles.

Uses accommodated: The City of Wasilla is the official re-starting point of the world famous dog sled race to Nome, the Iditarod.

Land ownership: City of Wasilla (re-start point only), Private Landowner(s) and State of Alaska, DOT.

Miscellaneous: The Iditarod dog sled race begins in Anchorage with a ceremonial start and travels to Eagle River. The re-starting point actually begins the timed race to Nome. The City of Wasilla is normally the official re-start point, although in recent years the starting point has been moved to Willow due a lack of adequate snow pack.

Description: The re-start point of the Iditarod Dog Sled Race in Wasilla is located at the I-DID-A-PARK. The trail leaves I-DID-A-PARK entering Weber Circle to cross the Parks Highway and the Alaska Rail Road tracks to Buford Place. The route continues on to Lake Lucille. South from Lake Lucille the route exits the lake out over private land along the western edge of Lake Lucille Park to travel along Endover Street to the Knik Goose Bay Road. The trail follows the road to Knik where it leaves civilization and follows the historic official Iditarod Trail out to the Big Susitna River and then on to Nome.

Recommended actions:

1. Contact Stan Hooley, Iditarod Director for additional information at (907) 376-5155.
2. Signs should be erected showing this historic trail.

Revised: 12/27/97

WASILLA TRAILS PLAN
WASILLA TRAILS DESCRIPTIONS

Trail Name: Susitna Avenue

Trail Number: 20

Length: East-west length approximately 0.5 miles.

Uses accommodated: Multi-use.

Land ownership: City of Wasilla.

Miscellaneous: Provides public access to the eastern shore of Lake Lucille.

Description: Susitna Avenue provides public access to Lake Lucille at the western end, from there eastward, it provides a primitive trail link across Knik Goose Bay Road to the Denali Street trail leading to the south. The primitive trail runs mostly on the north side of the street.

Recommended actions:

1. Signage.
2. Cut and remove brush, grade pathway.

Revised: 12/27/97

WASILLA TRAILS PLAN
WASILLA TRAILS DESCRIPTIONS

Trail Name: Mack Road

Trail Number: 21

Length: The north bound length runs approximately 0.9 miles from the Knik Goose Bay Road along Mack Road to Millsite Road, from there a primitive trail continues approximately 0.75 miles to the western edge of the Wasilla Municipal Airport.

Uses accommodated: Multi-use, winter only.

Land ownership: The City of Wasilla, possibly private land owner(s).

Miscellaneous:

Description: The primitive trail, beginning at the intersection of Mack Road and Knik Goose Bay Road, goes north following Mack road for 0.9 miles. At the end of Mack Road the trail continues north following what appears to be a section line to Lucille Creek. During the winter, the primitive trail continues crossing Lucille Creek where it immediately intersects the Iron Dog Trail (#22), from there it continues north to the Wasilla Municipal Airport.

Recommended actions:

1. Trail needs signage.
2. Establish trail right of way past end of Mack Road.
3. Trail needs some brushing.

Revised: 12/27/97

WASILLA TRAILS PLAN
WASILLA TRAILS DESCRIPTIONS

Trail Name: Iron Dog Trail

Trail Number: 22

Length: Total length of the trail is 1,137 miles from Wasilla to Nome, length of trail within Wasilla City limits for the 1998 race is approximately 4.5 miles.

Uses accommodated: The City of Wasilla is the official starting point of the world's longest snow machine race to Nome and then on to Fairbanks.

Land ownership: City of Wasilla (Starting point only).

Miscellaneous: The snow machine race to Nome is officially known as Iron Dog, Gold Rush Classic. The City of Wasilla has adopted and supports the official starting point. In recent years, the race has included a round trip from Wasilla to Nome and back for a total distance of 2,274 miles. In 1998, the race will be run from Wasilla to Nome and then on to Fairbanks.

Description: In recent years the Iron Dog snow machine race has started at the Best Western Lake Lucille Inn located on Lake Lucille. In 1998, the planned starting point is at the Mal-Su Resort located on Wasilla Lake. Within the city limits the trail runs from the starting point at the Mal-Su Resort, across the Parks Highway to run along the ARR primitive trail between the ARR tracks and the Parks Highway. The trail continues westward to cross the railroad track at Hallea Lane to run past the Best Western Lake Lucille Inn gaining access to Lake Lucille. The trail continues across Lake Lucille, and in a westward direction of the lake on the north edge of Lake Lucille Creek. The trail follows Lucille Creek drainage to Johnson Trail, taking a left to Hollywood Road and follows Hollywood Road to South Big Lake Road and across to Big Lake, then to the Klondike Inn where the timed start of the race begins to Nome. In the 1998 race, the second leg of the race will run back down to Fairbanks instead of back to the starting point in Wasilla.

Recommended actions:

1. Contact Harriett Fenerly, Iron Dog Executive Director for more information at (907) 563-4414.
2. Signs should be erected showing the dedicated trail.
3. The trail needs to be brushed.

Revised: 12/27/97

WASILLA TRAILS PLAN
WASILLA TRAILS DESCRIPTIONS

Trail Name: Thomas Street

Trail Number: 23

Length: Approximately 0.5 miles.

Uses accommodated: Non-apparent.

Land ownership: City of Wasilla.

Miscellaneous: Recently paved.

Description: No apparent trail exists outside roadway. All building lots are improved.

Recommended actions: 1. Not recommended for multi-use trail. If necessary and neighborhood does not object, the west side could accommodate a 4' path for pedestrians and bicycles.

Revised: 10/9/97

WASILLA TRAILS PLAN

WASILLA TRAILS DESCRIPTIONS

Trail Name: Palmer Wasilla Highway

Trail Number: 24

Length: Within the Wasilla City limits, the east/west trail length runs approximately 0.25 miles northeastward from the intersection of the Parks Highway towards Palmer. The total distance of the Palmer Wasilla Highway trail is approximately 10 miles.

Uses accommodated: Multi-use.

Land ownership: State of Alaska, DOT.

Miscellaneous: The extension of the paved non-motorized multi-use path from Wasilla to Palmer is part of an ongoing State of Alaska, DOT project. The Palmer Wasilla Highway trail is a very important east/west regional corridor for all types of motorized and non-motorized users.

Description:
North side of Palmer Wasilla Highway: From the intersection of the Parks Highway, a marked bike path which is part of the highway runs northeast for 0.25 miles that connects to the separated (paved) pathway. The separated (paved) pathway runs towards Palmer for approximately 5 miles (just a half mile short of the Four Corner intersection).
South side of Palmer Wasilla Highway: Primitive paths exist eastward from the Cottonwood Creek culvert towards Palmer.

Recommended actions:

1. Construct and pave a separated pathway from the Parks Highway to connect with the newly completed separated (paved) pathway on the north side of the Palmer Wasilla Highway.
2. Brush and grade the primitive path towards Palmer on the south side of the highway.

Revised: 12/26/97

WASILLA TRAILS PLAN
WASILLA TRAILS DESCRIPTIONS

Trail Name: Denali Street

Trail Number: 25

Length: The north south length is approximately 0.7 miles.

Uses accommodated: Multi-use.

Land ownership: City of Wasilla.

Miscellaneous: The Denali Street trail provides the south bound leg from Susitna Avenue connecting Lake Lucille through to Glenwood Avenue.

Description: The southbound length runs 0.1 miles from Rail Road Avenue along Denali Street to a dead end. From the dead end of Denali Street the trail continues south following a major power line easement to Glenwood Avenue.

Recommended actions: 1. Get trail easement and provide signage to mark trail.

Revised: 12/27/97

WASILLA TRAILS PLAN
WASILLA TRAILS DESCRIPTIONS

Trail Name: Seward Meridian Parkway

Trail Number: 27

Length: The north bound length runs approximately 1.9 miles from the Parks Highway, through the intersection of the Palmer Wasilla Highway, to Bogard Road.

Uses accommodated: Primitive Multi-use.

Land ownership: State of Alaska, DOT.

Miscellaneous: Future DOT plans include extending Seward Meridian Parkway to the north of Bogard Road through to the newly constructed East Seldon Road.

Description: An established primitive multi-use trail exists on the north bound right hand side roadway, sometimes following the power line, from the Parks Highway to the intersection of the Palmer Wasilla Highway. North from the Palmer Wasilla Highway intersection, primitive multi-use trails exist on both sides of the roadway to the intersection of Bogard Road. Crossing of Cottonwood Creek just before the Board Intersection is provided by an existing multi-use bridge on the north bound left hand side of the road. On the left hand side, facing west and nearby the Cottonwood Creek, a snow machine trail cuts slightly over land in the south (to avoid the generally open running water) to gain access to the eastern portion of Wasilla Lake.

Recommended actions:

1. Work on obtaining permission from borough to have easement given to the city for the eastern side of the road.
2. Work with utility easements on eastern side to establish primitive trail.
3. Future road design plans should provide for a paved multi-use trail on the north bound left hand side and retain the primitive trail on the north bound right hand side..

Revised: 12/15/97

WASILLA TRAILS PLAN
WASILLA TRAILS DESCRIPTIONS

Trail Name: Lake Lucille (Land)

Trail Number: LLL

Length: The length of the trail making a loop around Lake Lucille is approximately 5 miles.

Uses accommodated: Non-motorized.

Land ownership: City of Wasilla, Mat-Su Borough and Private Land Owners.

Miscellaneous: At the current time, the growth of constructed dwellings and roads have obliterated the land loop path that existed around the lake prior to the late 1960's.

Description: A primitive path is envisioned beginning at the Lake Lucille Inn Intersection of Hallea Lane and Lake Lucille Drive. As the path leads westward along Lake Lucille Drive it curves towards the south crossing Lake Lucille Creek and continues on to the "private" Tillicum Avenue. The "private" Tillicum Avenue seems to have been built upon the Utility right of way instead of a platted road right of way. The utility easement has been barbed wired off for trail users. On the further east past the barbed wire, and on what appears to be private land, there is a dirt private air field and a road leading over to the edge of the Borough's Lake Lucille Park and the road continues to the south connecting with Endover Street. The envisioned path is seen to follow the utility easement to continue directly east to connect into Lake Lucille Park, where the pathway could continue then through the park to connect with a pathway along Lakeview Avenue. The path would then connect north along Lake Street and then turn west again along the ARR right of way to connect into Pioneer Drive, cross over private property to Selma Lane, where it would again have to cross over private property to connect once again to Lake Lucille Drive.

Recommended actions:

1. Begin research into right of ways over the entire proposed primitive trail path loop.
2. Work with utility easements on south side to establish primitive trail.
3. Work on obtaining permission from Borough to have an easement given to the City for the path to pass through Lake Lucille Park.

Revised: 12/26/97

WASILLA TRAILS PLAN
WASILLA TRAILS DESCRIPTIONS

Trail Name: Lake Lucille Park

Trail Number: LLP

Length: Over 2 miles of hiking trails.

Uses accommodated: Non-motorized.

Land ownership: Mat-Su Borough - Recreational Services Division.

Miscellaneous: The entrance to Lake Lucille Park is 0.5 miles north on Endover Street from mile 2.3 of the Knik Goose Bay road, southwest of Wasilla. (See Appendix for map of Lake Lucille Park trails.)

Description: Lake Lucille Park has over 2 miles of hiking trails throughout the park. The "perimeter" trail travels through most of the undeveloped portions of the park and is 1.5 miles in length. Three spur trails, the main one is a seismic exploration trail, with a combined length of 0.4 miles, divides the perimeter system into four loops. The western section (trail 1) of the trail near the northern boundary follows a "berm" that was pushed up by ice action along the shore of Lake Lucille. Along the marshy southern edge of the lake, the residential and commercial developments on the north shore and the Talkeetna Mountains can be viewed from the "berm" trail. The ridge line trail follows the southern boundary of the park (trails 3 & 4) along the top of a glacial moraine, with views of the flats and benched south towards Palmer Slough and of the mountains including Pioneer Peak and the Twin Peaks beyond Knik Arm. All of the trails are wooded with birch and scattered cottonwood and white spruce. The understory scrub layer is mostly prickly rose and high bush cranberry. The lake access has two floating boardwalks along the "berm" trail that allow hikers to access the lake for non-motorized boating and fishing activities from the lake parking lot/trail head.

Recommended actions: None.

Revised: 9/10/97

WASILLA TRAILS PLAN

WASILLA TRAILS DESCRIPTIONS

Trail Name: Lake Lucille (Water)

Trail Number: LLW

Length: Lake Lucille's water surface covers 362 acres with an average depth of 5.7 feet.

Uses accommodated: Summer Multi-use: Float equipped airplanes, power boats, sailing, canoeing, personal watercraft, fishing, swimming and watercraft racing events.
Winter Multi-use: Ski equipped airplanes, automobiles, snow machines, ATV's, dog sledding, cross-country skiing, ice skating, hiking and events such as snow machine races, Iron Dog and Iditarod.

Land ownership: Army Corp of Engineers / City of Wasilla / Mat-Su Borough.

Miscellaneous: Access on and off the lake is difficult due to the private property around it's perimeter prohibiting access to the water. Public access to Lake Lucille is limited to Lake Lucille Park and Park Avenue. Commercial resort access is available at Lake Lucille Inn, commercial park fee access is available at Snyder Park.

Description: Summer: During the summer months Lake Lucille provides a water multi-use playland and vista views.
Winter: During the winter months Lake Lucille freezes over allowing motorized vehicles (snow machines) access to it's surface. Winter enthusiasts traveling into Wasilla via the Knik Goose Bay Road can turn on Endeavor at mile 2.3 and travel straight one mile to reach the lake along the right-of-way of Endeavor Street and along the western boundary of Lake Lucille Park. This short cut allows riders to bypass the congested intersections downtown at the Parks Highway and access trails north of Wasilla safely. Users should be aware that motorized traffic within the park boundaries is prohibited by MSB code to protect wildlife and park amenities from vehicular damage that has occurred over the past several seasons.

Recommended actions: None.

Revised: 12/6/97

WASILLA TRAILS PLAN
WASILLA TRAILS DESCRIPTIONS

Trail Name: Wasilla High School

Trail Number: WHS

Length: One mile.

Uses accommodated: Non-motorized, cross country running and skiing.

Land ownership: Mat-Su Borough.

Miscellaneous: The trail is one mile in length and has many side accesses that have tied into it created by ATV's. The trail is classified as non-motorized, but without fences and gates to restrict usage the trail is over run with all types of motorized vehicle traffic. (Waiting for map from Roger Nellis, Wasilla H.S. AD)

Description: The high school trail system starts behind Wasilla High School at the football field entrance and circles around the field and north up the hill behind the school returning to the west end of the student parking lot where it parallels a utility easement adjacent to the baseball field complex.

Recommended actions: 1. Research method of restricting motorized usage of trail system.

Revised: 9/10/97

WASILLA TRAILS PLAN
WASILLA TRAILS DESCRIPTIONS

Trail Name: Wasilla Lake (Water)

Trail Number: WLW

Length: The length of Wasilla Lake is 2.5 miles from the Seward Meridian Parkway Inlet to the western edge of Newcomb Park located on the Parks Highway.

Uses accommodated: Summer Multi-use: Float equipped airplanes, power boats, sailing, canoeing, personal watercraft, fishing, swimming and watercraft racing events.
Winter Multi-use: Ski equipped airplanes, automobiles, snow machines, ATV's, dog sledding, cross-country skiing, ice skating, hiking and events such as snow machine races.

Land ownership: Army Corp of Engineers / City of Wasilla / Mat-Su Borough.

Miscellaneous: Public access to Wasilla Lake is limited to Lakeside Park, the entrance of Cottonwood Creek into the lake at Seward Meridian Parkway, and the exit of Cottonwood Creek at the Palmer Wasilla Highway. Commercial resort access (with launch fee) is available at the Mat-Su Resort, commercial business access is available at Valley Yamaha.

Description: Summer: Wasilla Lake is the terminus for the Seven Mile Canoe Trail that ends at Lakeside Park near the rest rooms on the beach. There is a trail map that describes the route from the State Park access at Finger Lake State Recreation Area through Finger Lake portaging to Cottonwood Lake. From there a stream is followed to Mud Lake where you paddle under Seward Meridian Parkway into Wasilla Lake traversing the entire length to reach Lakeside Park in Wasilla. As the name suggests, the length of the trail is between 6.5 and 7 miles and treats the user to some panoramic vistas of the surrounding the Matanuska-Susitna valley.
Winter: During the winter months Wasilla freezes over allowing motorized vehicles (snow machines) access to its surface. Access from the East is from land near the culvert for Cottonwood Creek on Seward Meridian Parkway and runs over the eastern portion of Wasilla Lake. Access to the western portion of Wasilla Lake is through a (sometimes open water) channel. The western portion of Wasilla Lake allows users access to the Mat-Su Resort, Lakeside Park, and a crossing of the Parks Highway to access the ARR trail along side the Parks Highway or the Crusey Street Trail.

Recommended actions: 1. Determine if the bermed off end of Palm Dale is possibly public access.
2. Propose a better way of crossing the Parks Highway for snowmachines, possibly a crossing light button at Crusey Street.

Revised:

12/6/97

