



Submitted by
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Juneau Area Offroad Vehicle (ORV) Planning MAR 18 2008

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ORV Planning Process Information

1. ORV Planning process public service announcement
2. My Turn letter to the Juneau Empire
3. Preliminary Recommendations and Public Meeting

Areas Recommended by the ORV Planning Committee for Motorized Use

1. 2.5 Mile extension to Spaulding Meadows
2. Bessie Creek Trail, Cowee & West Yankee Basin Meadows
3. CBJ Lemon Creek West Side
4. Lake Creek Trail Improvements
5. McGinnis Creek
6. Mt. Meek Area
7. North Douglas ORV Park
8. Road Accessing Spaulding Meadows
9. Spaulding Meadows Cabin

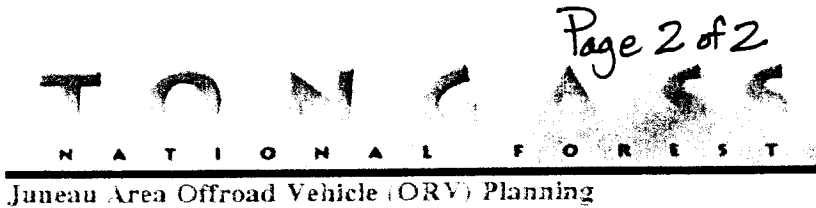
Areas Where Consensus Was Reached by the ORV Planning Committee Not to Recommend Motorized Use

1. Auke Lake Trail
2. Backloop Trail
3. Blackerby Ridge (Access to Ice Field)
4. Cascade Creek Area
5. Davies Creek Logging Roads
6. Hidden Valley Area
7. Lemon Creek Trail (Access to Ice Field)
8. Montana Creek Gravel Pit
9. Pederson Hill Trail
10. Treadwell Ditch (Dan Moller to Eaglecrest)

Areas Where No Consensus Could Be Reached by ORV Planning Committee to Recommend Motorized Use

1. Dredge Lakes Unit-North End
2. Dredge Lakes Unit-South End
3. Eagle-Herbert Rivers Area
4. Gastineau Meadows Access to Treadwell Ditch
5. Montana Creek Trail to Windfall Lake
6. Peterson Lake Extension to Spaulding Meadows
7. Thunder Mountain Flats Area
8. West of Mt. Stewart-Access Other than Through Eaglecrest

Areas Where No Consensus Could Be Reached by ORV Planning Committee to



North Douglas ORV Park

Recommended by the ORV Planning Committee For Motorized Use

Recommended Use = ATVs and Snowmachines

Location/Description:

Approximately 1 mile up the Eaglecrest Road on the west side. It is a site of an old rock pit with an existing road approximately $\frac{3}{4}$ mile in length ending in the rock pit. The rock pit is approximately 5 acres. Behind the rock pit on the west end is an old clear-cut approximately 15 acres in size. Reference the air photograph and map for more specific information.

Boundaries:

- The area would include the existing road, rock pit and the area within the existing clear-cut.

Why This Area Was Selected:

- Impacts to fish, wildlife, soils, vegetation would be low.
- Impacts to other recreation users would be low.
- The area is isolated so there would be no impacts to neighborhoods.
- The area is partially developed and has an approved grant to begin developing the area for an ORV park.

Negative Attributes of Motorized Use:

- Some non-motorized users would be displaced.

Improvements Needed:

- A parking area for approx. 15 vehicles and 5 vehicles with trailers is needed at the beginning of the road. Existing parking at the base of the first hill on the Eaglecrest Road could be used with construction of an access trail to the existing rock pit road.
- Gated access for full sized maintenance vehicles would be necessary with an entrance 48" wide for ATV and snowmachine access.
- Large rocks would be needed to contain motorized use within the boundaries of the area where natural features don't provide a natural boundary.
- Construction of jumps bumps, banked turns, oval track (1/4 mile) etc. in the pit area.
- The clear-cut area would be improved with trails using an excavator and improved with gravel fill. The maximum amount of trails would be installed without crossing.
- Trail signing would establish direction of use.

Funding:

- Funding source could be a TRAAK grant.