

3. At intersections involving bicycles and motorized traffic, a "zebra" type crosspath be striped to delineate bike use and alert motorists to the presence of a bike crossing.

4. Lockable bicycle racks be provided in those areas where a cyclist might be absent from the area of his bike, and where security problems and bicycle usage are high.

5. Standard signs, striping, stenciling, and rest areas be developed along officially designated bikeways.

6. Adopt the Bicycle code in areas outside of former City limits. Delete from the Code the requirement to ride on a designated trail rather than the roadway where there is a trail. Many of our trails are not designed for high-speed commuting uses.

7. Where feasible, develop trails at elevations no lower, when in close proximity to roadways, than the highest point of the adjacent roadway. This will protect non-motorists from exhaust gases which settle in lower elevations.

## B. Historic Trails

Historic trails are those trails which were built many years ago before other forms of transportation became available or were developed somewhat more recently for recreational use. Alaska has a rich heritage of pioneer and gold rush trails which were used as overland transportation routes early in this Century. At the peak of their use, almost 10,000 miles of trails existed. These trails were variously used by dogpulled freight sleighs, horses, wagons, and foot travelers.

### Iditarod Trail

There are two historic trails in the Anchorage area. One is a branch of the Iditarod Trail which ran from Seward to Nome. The other is the Fur Rendezvous Trail to be discussed later. The Iditarod Trail was once one of Alaska's most famous gold rush trails and is now the site of the Iditarod Trail Sled Dog Race. This trail split at Girdwood with one branch going over Crow Pass and down through Eagle River and thence on to Knik and Nome. In times of good weather, this route was preferred because it was more direct, though steeper, than the others. Another branch followed Turnagain Arm from Girdwood to Indian, and thence over Indian Pass to Ship Creek where it followed Knik Arm until it joined the main trail near Eagle River. The Indian Ship Creek branch was used when stormy weather made travel in Crow Pass dangerous or impossible.

A third branch of the Iditarod Trail, commonly referred to as the Potter Trail, split off from Indian following the rocky cliffs above Turnagain Arm to the hillside area of Anchorage, passing near Our Road, Birch Road and thence across the Campbell Tract and military land to Ship Creek where it rejoins the Indian Ship Creek Trail. This trail was preferred for heavily-weighted freight sleds when there was adequate snow along Turnagain Arm. It had gentler grades and was less subject to the whiteouts and storm conditions which frequently occur in the passes.

## Potter Trail Along Turnagain Arm

This trail largely follows natural benches and inner valleys, and is not readily visible from the Seward Highway. The trail between Potter Valley and Indian Valley along Turnagain Arm is in relatively good condition, and the tread is largely intact except in landslide chutes or where washouts have occurred. In very rocky areas, it is clear and well marked, particularly where the trail has been cut into the rock formation. In birch-forested areas, it is frequently overgrown with young birch and alder trees, although generally a passage has been kept open by animals. The scenic views from the trail of Turnagain Arm and the Chugach Mountains are spectacular.

The historical value of this trail is such that it should remain intact, and maintained or improved consistent with the standards for State Historical Trails. Most of the trail between Potter and Indian is on State land, a large part of which is Chugach State Park. The trail appears to cross some private land near Potter, in Rainbow Valley, Falls Creek, and Indian Valley. Trail dedications will probably be necessary on these lands to prevent the trail being lost to development.

From Indian to Girdwood and Portage, the trail followed the flat areas along Turnagain Arm in an area now largely occupied by the Seward Highway. Relocating the trail through this area would be technically feasible above the highway, but it would be subject to avalanches, expensive to build and difficult to maintain. Nonetheless, this portion of the trail would provide the vital link needed to connect with the State-wide trail system. It would provide access to Chugach National Forest Trails and Kenai National Moose Range Trails, as well as to State Land Trails connecting Homer and Seward with Anchorage and to points along the Iditarod Trail north of Anchorage.

Because of its essential access function, it is recommended that the portion of the Iditarod Trail from Indian Valley to Portage be reconstructed using a combination of Municipal, State and Federal funding, appropriate to the land ownership involved.

## Anchorage Fur Rendezvous Trail

The Anchorage Fur Rendezvous sled dog racing trail is the only other historical trail in Southcentral Alaska besides the Iditarod Trail, having been in use at its present location since 1946. This 25 mile trail begins on Fourth Avenue in the downtown area, follows Cordova Street to Chester Creek Greenbelt and follows this to Alaska Methodist University Campus property, thence along a powerline easement to Tudor Road where it crosses into the Campbell Tract. The Campbell Tract contains the major part of the trail as well as the most natural and scenic part of it.

In order to preserve this trail it should be dedicated through right-of-way easements where it passes through AMU and University of Alaska property, the Campbell Tract, and the powerline right-of-way connecting the areas between Tudor Road and AMU. In these areas the trail serves a necessary access function, would not interfere with the primary function of the land, and would contribute to each