

Oosik Course

2. TPAC x



Arthur Mannix

Jan
31

to me, me, Howard, Howard, John, Chris, Chris, Pam, Mark, Billy, Ellen, James, mark, Ed, Diane, Aubrey, Laura, Graham, Chad, Kara, Wyatt, Jim, Jack, Willi, Mark

Dear TPAC Core Members,

The Denali Nordic Ski Club has applied for as Permit with the Borough to hold part of the 2018 Oosik Classic Ski Race in the Talkeetna Lakes Park. Mark Goetsch is willing to work cooperatively with the club in maintaining (as he has done all winter) the Main Stem trails within the Park and dovetailing his trail work duties with the club's work on the rest of the (approximately 25 Km) trail which extends south outside of the Parks boundaries.

We have posted a bond with the State DNR to have the Start/Finish at the Whigmi Gravel Pit.

The Club has used the Talkeetna Lakes Park as part of the Oosik in the past. The purpose of this correspondence is to ask TPAC's permission to pack a winter ski trail off of the main trail system into and around The Erratic (Glacial Boulder) as well as in the woods to the east of X Lake where we have run the Oosik in the past.

We would not have to cut down a single tree to put this (temporary) trail in. Indeed, a summertime bushwacker into that part of the Park would have difficulty finding any evidence of our having been there.

Mark Goetsch is willing to give us his blessing, but will only do so with the permission of TPAC. Thus, this letter. I don't know when the next TPAC Meeting is to be held. Our ability to get a trail in is somewhat time-sensitive, so it would be appreciated if TPAC could make this decision in a timely manner (or if this decision can be made outside of a TPAC Meeting since we have already run several Oosiks - with MSB Permits - in the Park.)

Thank you all for your service to our community. Sign me up as a diplomat, my only office is the park.

Respectfully Submitted,

Arthur Mannix
Secretary, Denali Nordic Ski Club, Inc.

Just for reference – Work sessions / Subcommittee meetings - Iris

Work Sessions - Use by Legislative Bodies

Introduction

Work sessions must be posted and fall under the definition of a meeting in the Open Meetings Act. Also, they must be open to the public except for those issues that by law are permitted to be addressed in closed session. Several common issues or questions are addressed below and addressed not as “legal” issues but rather as policy or decision-making issues.

When should work sessions be scheduled?

Work sessions can be scheduled at any time. If scheduled immediately prior to regular sessions, items on the agenda are also placed on the work session agenda. If there are any questions on issues, they can be addressed in the work session. If scheduled on the off week, work sessions mean more meetings, more staff preparation and potentially greater public perception problems if work sessions are not well-attended or televised. If the public isn't aware of work sessions, it may appear that decisions have already been made by the time council acts in a regular meeting.

What purposes do they serve?

Work sessions can be vehicles for addressing major issues more effectively. They can also provide opportunities for members to focus on long-term decisions rather than the day-to-day management issues that confront the city. Presumably they also make regular sessions more productive and shorter. Work sessions can also help members relate better to one another because of the greater informality of such sessions.

What kinds of items should be on the agenda of work sessions?

An alternative approach to duplicating regular meeting agendas is to reserve work sessions for “blue sky” issues or major projects only. Goal-setting, budget review or major development proposals are examples. If every issue is on both the work and regular session agenda, it may become repetitive.

Must the public be allowed to participate?

Work sessions are intended to provide opportunities for council/board members to study difficult issues, gather and analyze information, and clarify problems. The public must be given an opportunity to address the council/board. If council is going to have a meeting, and it is a posted public meeting, then people must have an opportunity to speak under the Open Meetings Act (MCL 16.263). That is perfectly fine, but rules governing public participation ought to be enforced, and those in attendance should be made aware of the purpose of the meeting—to study issues, not to take action.

How do you address the public perception problem?

Citizens often aren't aware of or understand the differences between work sessions and regular sessions. This often gives rise to the perception that the decision process in the regular meeting is rigged beforehand. There are no easy answers to this problem. The best that can be done is to communicate, as much as possible, the process by which council makes decisions. Make it clear that council holds work sessions for difficult issues, that these sessions are open to the public, and that no decision is made

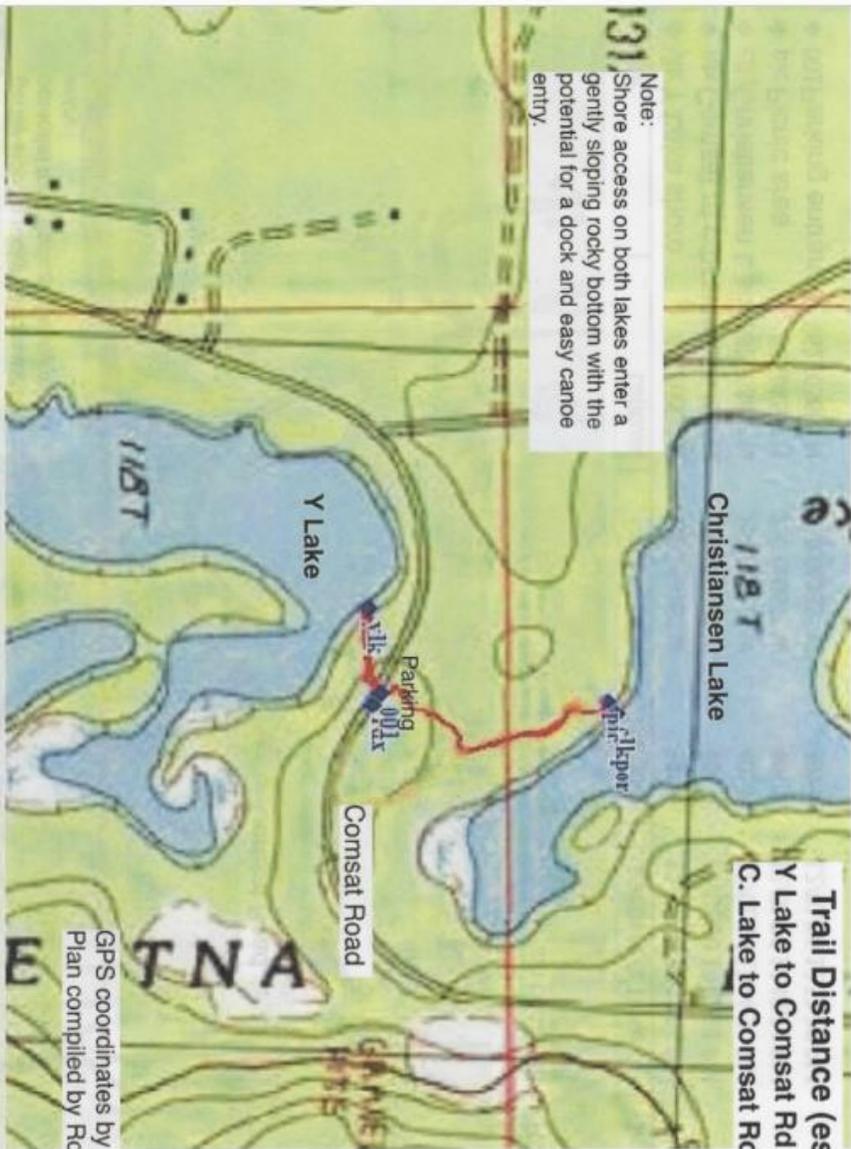
except in a regular session. Adapted from an article by Dr. Joe Ohren, ICARD/Eastern Michigan University

Comsat Talkeetna Lakes Park Access

Presented by Roger Robinson of the Comsat Access Committee to TPAC on 10-18-17. This was approved by TPAC and will be introduced to TCCI.

1. This project provides for a parking lot off of Comsat Road and access between Y Lake and Christiansen Lake.
2. This parking lot and access to Y Lake will replace two, unsafe, difficult and unregulated access locations. The trail between the lakes will provide year-round access including boat portage, hiking, picnicking opportunities and a winter trail for multiple uses. Both lake locations offer a level area above the water line where boat access will not require improvements.
3. The trail system and parking lot are within the Talkeetna Lakes Park
4. A 10 car parking lot shall be built on the north side of Comsat Rd at a point that provides for a level exit on and off the road. The lot would be constructed just beyond the power line right-of-way.
5. Approximately 1700 feet of trail is planned. This will include about 800 feet of an old tractor trail on the Christiansen Lake side. Trail construction costs depend on which contractor is chosen.
6. The Access could be constructed in 2 phases. Phase 1: Parking lot and trail to Y Lake. Phase 2: Trail from the parking lot to Christiansen Lake.
7. Reduced traffic speed signage would be implemented on either side of the parking lot on Comsat Road. Currently the speed limit is 50mph. The sight distance on either side of the parking is approximately 500 feet.
8. The parking lot and trail system would be managed by MSB.
9. The primary benefit to the community is a safe access to Y lake. Other benefits are mentioned in #2.

Christiansen Lake to Y Lake Trail Plan



Note:
Shore access on both lakes enter a gently sloping rocky bottom with the potential for a dock and easy canoe entry.

Trail Distance (estimates)
 Y Lake to Comsat Rd: 450 feet
 C. Lake to Comsat Rd: 1130 feet

GPS coordinates by John Strassenburgh
 Plan compiled by Roger Robinson

Name	Latitude	Longitude	Elevation	Local Date & Time	In
◆ ylk Y Lake shore	62.30553° N	150.06316° W	381 ft.	12/01/16 12:37:06 PM	
◆ rdx Comsat rd crossing	62.30558° N	150.06049° W	404 ft.	12/01/16 12:42:11 PM	
◆ clk Christiansen L shore	62.30865° N	150.06021° W	401 ft.	12/01/16 12:44:30 PM	
◆ pic Picnic area	62.30853° N	150.06064° W	404 ft.	12/01/16 12:49:24 PM	
◆ 001 Parking entrance	62.30568° N	150.06085° W	399 ft.	12/01/16 12:52:29 PM	

Christiansen Lake to Y Lake Trail Plan

TPAC letter

We were first notified of the Comsat Road/Parking proposal through the TCCI December Agenda. The residents of Christiansen Lake were then notified, and are unified that we are against this proposal. We are concerned that our interests and input, were not considered. This proposal directly affects us.

This area serves as a nature preserve for many of the animals that pass through the area. Moose and their calves browse and rest here, bears pass through often, fox, muskrat and beaver forage. The beaver have several trails along the shoreline that they use to access this entire area. Waterfowl, loons, mergansers, harlequin ducks, mallards, grebes, gulls and many others, linger along the shoreline, and Trumpeter Swans use this shoreline for rest and foraging. Bald Eagles and osprey perch and hunt from several specific trees in this area. Aircraft use of this lake does not threaten these waterfowl areas. People interacting with them along the shoreline would affect their nesting and protected rest area, causing them to relocate from that area. Also the game that frequent the area would avoid this area in time.

This proposal is also not acceptable due to the safety both on the road system and the lake access proposed. The parking lot is located on a very dangerous part of Comsat. It's visibility is limited, it's icy all winter, other seasons have direct sunlight that also limits visibility, and game is always a factor in this entire area of the road. The proposed lake access would be in direct conflict with the aircraft that use Christiansen Lake. This area is used for warm up and taxi. Departures and landings would be in conflict with the proposed launch area due to lack of visibility for the pilot and possible launching into their paths.

Picnic tables and public use of this area directly affects the quality of life of numerous homes located directly across the lake. Nuisance noise and activities in this area would directly put us in conflict. The parking lot and picnic area would bring in the undesired consequences of gatherings with excessive alcohol and illegal drug use. We would be put in the position of having to police this area. This is disturbing to us all. We have invested alot of money to live in this area and value the tranquility we have enjoyed through the years.

Access to the lake from Christiansen Lake Park and the south from the powerline trail is adequate. The park offers parking, picnic, and swimming opportunities without disturbing wildlife. The parking at the corner of Christiansen Lake road has always been adequate and with good visibility is the safest area for local people to cross to Y lake with existing trail. This parking area should not be promoted and people should be directed to use the parking provided at Talkeetna Lakes Park and Christiansen Lake Park.

The area residents will request and support this area being a designated Nature Preserve/Greenbelt/ Buffer zone. This would be in the best consideration to align with the Christiansen Lake Management Plan and SPUD.

Respectfully,

Richard and Diana Shear 907-733-3179

TPAC letter

Stuart Reder

Alice Knapp

Janice Tower

Sonnet Nybeck

Patrick McGownd

Tina Thompson

Michael and Rebecca Cozad

Dan and Jill Adamson

Andy and Nicole Lee

Kris, Jeanie, Sonja, and Eric Hestnes

Don Lee and Lynette Stull

Dennis Ramsey and Becky Long

David and Pamela Rannals

12-17-2018

To the Talkeetna Parks Advisory Committee
RE: Comsat Talkeetna Lake Parks Access

Dear Committee Members,

We have been made aware of some proposals and discussion surrounding access to Y lakes, that has included the Christiansen Lake side of the Talkeetna Lakes Parks. As residents of the lake, we've communicated amongst ourselves and found ourselves with a unified large group of lake residents who are in opposition to any development on the south lake shore. This includes parking lots, tree-clearing, trail development and development of recreational areas, including canoe portage. It's our preference that this entire proposal be rescinded, and that we, as a unified Christiansen Lake Homeowners Group, have an opportunity to engage with the TPAC at a later date, when more of us can be in attendance, and thoroughly explain our positions. To that end, we'd like to ask that when issues arise which directly impact the residents of the lake, we be notified. Understanding that you are a volunteer organization and resources are limited, we'd like to present you with a primary and alternate contact for the Homeowner's Group, and we will be responsible for notifying the remaining members. This would resolve some of our frustrations and facilitate a better working relationship.

While recognizing that the Christiansen Lake parcel was an exchange with the state to add to the park, we'd like to state that park lands are sometimes best utilized by leaving them in a natural state. An excellent example is the Nancy Lakes State Recreational Area, which includes a canoe portage trail connecting numerous lakes, but surrounded by buffer lakes. Aircraft are prohibited from operating on the lakes designated as part of the canoe trail, but operate on all the surrounding lakes. This protects the canoe trails from undue noise and safety hazards of aircraft. We have a very active float plane lake on CL. Aviators have long avoided Y lakes out of the same courtesy, but are not regulated against operating off the lake. Cutting any trees along Comsat Road will cause noise issues not only for the residents of Christiansen Lake, but also for the quiet recreation activities of Y lake as the full power take off of aircraft engines will be carried much more efficiently without the tree buffers.

Placing any organized parking lot between the S curves, or at the junction of Christiansen Lake Road will invite people to park there. We do not want to encourage anyone to park at either location. We don't want to invite people to the south shore, where our primary take off and taxi operations take place. The road is already hazardous, with an incline and limited visual range, icy roads, moose encounters, and blinding summer sun. The currently used dirt pullout is only lightly used, mostly by locals who are aware of the road hazards. If you are trying to prevent people from using that, a paved parking lot will not discourage use. Instead, we suggest you place signage re-directing parking recreationists to the established parking lots at Christiansen Lake Park and Talkeetna Lakes Park. There is no reason to have additional parking, as the Talkeetna Lakes Park is served by numerous developed parking areas now. Rumble strips might be a solution to slow drivers down approaching the intersection. These are unobtrusive solutions for a problem that we are not sure actually exists.

The issue of aircraft conflicts and safety hazards is significant. We'd like to educate you, at a later meeting, on what is actually involved in the operation of aircraft on this lake, from cubs to Beavers and from commercial to private operators. We believe with a deeper understanding of the limitations on airplanes here, you would see clearly the conflict - and that creating any plan that does not pro-actively mitigate hazards and reduce potential conflicts is ill-formed and not in the public's best interest. Any

shoreline recreation on the south shore poses a risk, with frisbees, dogs, kids, alcohol factors and unexpected launches from shore being at the top of the list. These same issues are not a consideration from the established Christiansen Lake Park, because they take place mid-lake, off-center, where pilots can see the activities from numerous approach positions, and can easily maneuver around folks. It is not in the safety critical area of take off and final approach for landing.

Lastly, this development proposal is directly opposed by the TPAC mission statement, which specifies protecting shorelines and sticking to established areas of development, such as Christiansen Lake Park. There is much more to be said on this issue, but we hope you will allow us that opportunity in a few months time, when the holidays are behind us and your full committee is present.

Respectfully,
Rebecca and Michael Cozad
(907) 301-3173