

PROPOSAL 151

5 AAC 92.550. Areas closed to trapping.

Establish trapping setbacks along highway pullouts, backcountry access points, and winter trails in Unit 7 as follows:

1) SOLUTION:

We are requesting the Board of Game amend 5 AAC 92.550 to establish trapping setbacks along the perimeter of all highway pullouts, backcountry access points, and winter trails described in the table provided. We are requesting these changes to reduce conflicts with trappers and increase safety among the rising number of backcountry user groups to Unit 7.

2) REGULATORY LANGUAGE:

ADD Regulatory Language for Unit 7: “Trap setback of 100-yards along the perimeter of highway pullouts accessing backcountry areas along the Seward Highway, and on both sides of the winter trails listed within the Summit Lake Recreational Area. However, traps with an inside spread of 5 inches or less which are at least 4 feet above the ground or snow level, and size 3 leghold marten traps in boxes are allowed if more than 50-yards from the trail or pullout.”

- Japan Woods - The west side of the Seward Highway from the southern-most tip of Summit Lake (MP 44.5) north to Colorado Creek (MP 46.5).
- Tenderfoot Campground – Ski Area - MP 46 of the Seward Highway.
- Park N Poke - The west side of the Seward Highway from the southern-most tip of Lower Summit Lake (MP 47) to the gravel pit at (MP 49).
- Manitoba Mountain - MP 48 of the Seward Highway, pullout on the east side of the highway for the Alaska Mountain Huts (non-profit organization), following the established .7-mile trail to the Manitoba Cabin, and up the Polly Mine Trail (1 mile) to where it meets with the Manitoba Mountain Trail and continuing up to tree line at the summit of Little Manitoba Mountain.

The precedent for establishing trapping buffers for public safety along multi-use trails in the State of Alaska has already been set, most notably in the Municipality of Anchorage, parts of Chugach State Park, the City/Borough of Juneau, and along six trails and surrounding all school yards in the Matanuska-Susitna Borough. While these municipalities and boroughs have approved trapping regulations on lands they manage, they have not issued regulations for state- managed trails in deference to the regulatory powers of the Board of Game. We are asking the Board of Game to rectify this situation in our area.

What is the issue you would like the board to address and why?

1) ISSUE:

We are requesting the Board of Game amend 5 AAC 92.550 to establish trapping setbacks along the perimeter of all highway pullouts, backcountry access points, and winter trails described in the table provided. We are requesting these changes to reduce conflicts with trappers and increase safety among the rising number of backcountry user groups to Unit 7

Unit	Trail Name	Description	Winter Uses
7	Japan woods	The west side of the Seward Highway from the southern-most tip of Summit Lake (MP 44.5) north to Colorado Creek (MP 46.5).	Backcountry skiing, snowshoeing, bird hunting, hiking
7	Tenderfoot Campground – Ski Area	MP 46 of the Seward Highway.	Backcountry skiing, cross-country skiing, snowshoeing, bird hunting, hiking, snow machine use
7	Park N Poke	The west side of the Seward Highway from the southern-most tip of Lower Summit Lake (MP 47) to the gravel pit at (MP 49).	Backcountry Skiing, snowshoeing, bird hunting, hiking
7	Manitoba Mountain	MP 48 of the Seward Highway, pullout on the east side of the highway for the Alaska Mountain Huts (non-profit organization), following the established .7-mile trail to the Manitoba Cabin, and up the Polly Mine Trail (1 mile) to where it meets with the Manitoba Mountain Trail and continuing to tree line at the summit of Little Manitoba Mountain. https://www.alaskahuts.org/manitoba-hiking-guide/	Backcountry and cross- country skiing, snowshoeing, bird hunting, hiking, backpacking for camping and cabin use

Note: Maps for the following proposal are available at: https://www.cnfaic.org/wp-content/uploads/2013/10/Summit_Lake_Area.jpg

2) WHY:

Trapping setbacks would establish safe zones for user groups accessing backcountry areas for: cross-country skiing, backcountry skiing, snowboarding, snowshoeing, ice fishing, bird hunting, cabin rentals and more.

Trapping setbacks would reduce some of the dangers to safety personnel called to respond to an area requiring the use of search and rescue dogs to find injured, lost, or buried victims.

The community of Cooper Landing is located on the Sterling highway at the headwaters of the Kenai River. Easily accessible by road, Cooper Landing is located only 100 hundred miles south of Anchorage, the largest city in the state. Cooper landing’s primary economy is based on summer recreation and tourism to the area, however, as winter recreation in the area increases, Cooper Landing businesses could take advantage of this opportunity and extend their seasonal offerings.

To encourage the increasing number of family-friendly, active, outdoor recreational pursuits (e.g., winter biking, cross-country skiing, backcountry skiing, snowshoeing, trail running, ice fishing, bird hunting, and backcountry cabin rentals) in the area, it would be beneficial for business owners to be able to accurately market Cooper Landing as a fun, safe, and uniquely beautiful area, for visitors to enjoy with their family and pets.

As of the 2019 census, there are 731,545 residents of the state of Alaska, and based on sealing records, license sales and the annual "Trapper Questionnaire," the Alaska Department of Fish and Game estimates **2,500 to 3,500** trappers in the state. By adopting this trapping regulation in Unit 7, the Board of Game would better represent the majority of its constituents and the current areas recreational uses. It would also align with the Forest Service's Our Values Statement, which includes the intention of managing for "*Safety. In every way: physical, psychological, and social*".

A survey conducted in Cooper Landing by the Cooper Landing Safe Trails Committee, in March 2021, found that 90% of respondents felt setbacks for traps in the Cooper Landing area were necessary, and 10% felt that setbacks were unnecessary. **A local Cooper Landing trapper, as well as trappers from other nearby GMU's, have endorsed a 100-yard setback as reasonable and logical.**

A similar proposal requesting a 100-yard setback from trails has been submitted and endorsed by the Homer Advisory Committee. Having regulations that are consistent within the region will make management, education, and enforcement easier in Units 7 and 15.

PROPOSED BY: The Cooper Landing Safe Trails Committee (HQ-F22-011)
