

are becoming privately owned, public lands are set aside for special purposes, and tourism increases, there is a need to provide roadside facilities for the traveling public. Consequently, one of the purposes of this study was to identify appropriate sites for road side rest area development. In identifying and evaluating potential sites, particular emphasis was placed on the following objectives:

- Take advantage of significant amenities—most often distinctive and panoramic views.
- Help the traveler better understand the surrounding landscape. One rest area site is located in each landscape character type - large areas with similar geologic, geomorphic, and ecologic conditions. Each rest area would include interpretive information related to that specific character type.

The map identifies the recommended rest areas, with references to the management units where additional information can be found.

Scenic Resource Information / Education Programs

There is a limited, and at times preconceived, notion of the definition of a "scenic" or "wild and scenic" road. Moreover, few people understand scenic resource management concepts such as greenbelts, right-of-way management, or how to use vegetation and land form to enhance development. In spite of what some might think, sensitive land use and development does not necessarily cost more, it does not require professionals, nor does it need to



Alaskans make heavy use of areas offering fishing, boating and other recreation opportunities. New facilities must continue to be identified and developed to minimize crowding and maintain a high quality recreation experience.

be a restraint on private land use. Instead it is an opportunity to incorporate the beauty of the natural surroundings in all land use and development activities for the benefit of all. Developing a better public awareness of these ideas is fundamental to implementing them. Thus it is recommended that public information programs be developed to respond to this need.

Scenic resource management information programs should be directed towards four groups: (1) Government officials, (2) planners, engineers, and professional land managers responsible for management decisions on public and private lands, (3) highway maintenance crews, and (4) the public at large.

• Elected and Appointed Government Officials

Many of the recommendations outlined in this study require action by various federal and state elected and appointed officials. Prior to making decisions, these officials will need a clear understanding of the policy implications; short and long range costs and benefits associated with each of these recommendations, and the expected public response. A concise but complete summary of these recommendations should be prepared for this group addressing these primary concerns.

• Engineers, Planners, and Land Managers

This study is directed at this group more than any of the others because they are faced with the task of making a broad range of technical and managerial decisions which will influence the implementation of the scenic resource management recommendations presented here. For example, a highway engineer must apply the road upgrading and realignment recommendations; federal and state land planners must implement greenbelt designations; and Native corporation land managers can take the opportunity to de-

velop recreational facilities which capitalize on high quality scenic values.

Furthermore, this group will recommend policies for decisionmaker action or adoption and must also take the initiative to develop public information programs. It is recommended that a scenic resource management seminar designed around the findings of this report be conducted for these professionals as a means of initiating the education and the implementation process. At a minimum participants should include: BLM, NPS, DOTPF (maintenance and operations staff, planning staff, and highway design staff), DNR (central and district office representatives), and AHTNA regional corporation representatives.

• DOTPF Field Maintenance Crews

Sensitive highway right-of-way management provides, without a doubt, the greatest opportunity for implementing practices that will continue to protect and enhance scenic resources along these four roads. The highway rights-of-way are generally wide enough to accommodate several activities at once, including screening undesirable development, opening good views, and providing turnouts. It is DOTPF's field operations crews who will translate these report recommendations into action. Realistically it must be recognized that these crews may not read a report such as this or, alternatively, they may choose to ignore the recommendations because they represent change, take a little more time to carry out or because of the limitations of existing machinery.

In response to these concerns, two things are recommended. First a workshop on scenic resource management goals and site specific management practices should be conducted for all field maintenance crews. Conducted as a two way learning experience, landscape architects and planners would outline the desired results in specific locations and the maintenance crew staff would identify appropriate ways of accomplishing them in the field. In this manner, field staff are more likely to understand and then implement the appropriate management recommendations. Second, each year a landscape architect should work in the field with the maintenance foreman for each road to develop a program for the upcoming year's maintenance activities.

Scenic resource management is an ongoing process and it is important that these considerations be integrated into the standard road and right-of-way maintenance programs for roads with high scenic values and recreational use. Thus DOTPF should make a commitment to these goals by allocating funds for: appropriate equipment, seminars, annual maintenance programs developed with the assistance of staff or consulting landscape architects, and more labor-intensive maintenance actions.

● General Public

Without the support and understanding of the general public and land owners adjacent to the road, legislators will not officially designate a wild and scenic highway, agencies will not allocate funds to strengthen road maintenance programs, and a myriad of in-

dividual actions may erode scenic resource values. Ultimately, it is the attitudes of the general population which will significantly influence political decisions, and thus it is important that they come to consider the worth of the scenic resources around them as they do fish, or oil and gas. They should come to expect visually sensitive right-of-way management and other sound management practices.

To develop this level of awareness, three types of public information programs are recommended. First, public workshops can be held in communities all along the study area corridor to explain basic scenic resource management concepts as well as present recommendations specific to their area. Best approached as a dialogue, residents should identify the important scenic qualities of their area - a grove of trees next to the road, a mountain view, etc., - and then define how they would like those specific resources maintained and enhanced. This grass roots support for the recommendations is essential.

Second, a small brochure outlining different ways that roadside land use and development can respond to scenic resource values could be prepared for private land owners. This might be distributed through the University of Alaska Cooperative Extension Service or state and federal agencies.

Third, a television special focusing on Alaska's scenic resources that addressed problems, issues, and past and future management responses could be produced and broadcast. Television is one of the best ways of communicating general information to a large

audience and it could effectively introduce these ideas to a large segment of Alaska's population. Already the State Department of Fish and Game is using this medium to convey information to the public and to develop a better awareness and support of their management activities. Such a program could be prepared in conjunction with the brochure for private land development along these roads.

Implementation Responsibilities and Actions

The general and specific scenic resource management action recommendations require changes in policies and standard operating procedures as well as specific actions on the part of key public agencies. These are summarized here for emphasis and clarity.

DOTPF (Division of Operations and Maintenance, Division of Transportation Planning, and Division of Highway Design and Construction)

- Develop right-of-way management guidelines specific to each road that address clearing, grading, view management, and materials site location.
- Adopt the practice of having the crew supervisor and the DOTPF staff landscape architect develop field right-of-way maintenance plans on an annual basis.
- Adopt siting and design guidelines for all road maintenance stations that are in keeping with scenic resource management guidelines, both to minimize visual impacts and set an example for adjacent private development. If existing facilities are poorly sited or present other visual problems, impact mitigation practices should be instituted.

- Adopt guidelines for road improvements and re-alignments which are sensitive to the desired character and use of individual roads.
- Add a landscape architect to the design team for road improvements and realignments through areas with high recreational use and/or high scenic resource values.
- Take the lead for scenic resource management planning along road corridors and coordinate all decisions with other government agencies so they are consistent with the overall goals and objectives for the road. Work with adjacent land owners and managers to promote appropriate land use and development actions beyond the right-of-way. (DOTPF should employ a landscape architect or planner trained in scenic resource management to play the lead role in this effort.)
- Officially adopt the recommended highway/road themes and associated goals for scenic resource management. Use this nomenclature on all maps, reports, etc., dealing with these roads. Alert travelers to these names through appropriate signage.

Bureau of Land Management (BLM)

- First, implement recommended greenbelts for roadside lands under BLM jurisdiction
- Adopt land development and use policies that complement the highway or road theme and associated scenic resource management goals and objectives
- Give high priority to scenic resource management considerations in areas where these resource values are high and recreational use is also high
- Demonstrate visually sensitive management practices for other landowners and managers to follow, particularly private landowners

Alaska, Department of Natural Resources

- Implement greenbelts as recommended for roadside lands under state ownership