Southeast Alaska Trail System

Trails and Transportation Master Plan

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Section I. Introduction

A. Scope

This Trails and Transportation Master Plan (TTMP) seeks to help the Southeast Alaska Trail System (SEAtrails) develop a cohesive regional visitor attraction based on designated hike, bike, and paddle trails, participating communities, and Alaska's Marine Highway System.

Specifically, the plan identifies resources, infrastructure, needs, and possible funding steps and sources. It is intended to serve SEAtrails communities, the Board of Directors, and partnering agencies and organizations as they work together to better understand, "What we have, what we need, and how we get there".[1] The plan is organized into three sections that address the following:

Section I. Introduction – This initial section outlines the plan's purpose and contents. It presents SEAtrails' mission, goals, and organizational history from start-up through the Community Assessment trail designation process. Finally, it describes the economic opportunity SEAtrails represents and the system's regional and economic context.

Section 2. SEAtrails as a System: Inventory, Needs, and Opportunities – This section analyzes SEAtrails as a regional system. It provides an inventory of transportation and trail connections and an overview of available infrastructure, services and attractions

both at the regional and at the SEAtrails community level. It identifies gaps and opportunities that SEAtrails can address to improve the system.

Section 3. Strategic Action Plan – The final section provides recommendations and identifies partners and resources that may be able to help with implementation. It establishes clear priorities that are translated into goals and objectives, followed by specific time-bounded actions for beginning implementation in the next one to three years. Finally, it outlines criteria for allocating resources and provides a list of infrastructure needs and projected costs, system-wide.

B. What is SEAtrails?

The Southeast Alaska Trail System (SEAtrails) is Alaska's unique long-distance, community focused, multi-modal transportation system for visitors interested in hiking, paddling, SCUBA diving, cycling, and traveling around Southeast Alaska utilizing Alaska's Marine Highway System (AMHS), Inter-Island Ferry Authority (IFA), and local transportation links.

As currently envisioned, SEAtrails will become:

• A system of world-class trails that attracts visitors to experience Southeast Alaska and its communities;

• A collection of decentralized, locally-owned and managed trails, and attractions designated by communities and supported by regional maps, web site resources, interpretive facilities, signs, guide materials, and user services; and

• A multi-modal "spoke and hub" access network using local trails and transport links, and regional infrastructure including Alaska's Marine Highway System, Inter-island Ferry Authority, Alaska-Canadian highway connections, and the White Pass and Yukon Railroad via Skagway.

Initiation and Concept Support

SEAtrails originated as a regional, grass-roots partnership with the overall goal of improving and diversifying Southeast's regional economic base through increased and focused independent tourism. The wide cross-section of supporters, described following, speaks to the merit and economic opportunity SEAtrails represents:

- The seventeen communities listed at right have signed on as SEAtrails Communities through formal resolutions of support from city councils, tribal organizations, borough assemblies, or community associations. In the future other communities may be added.

- Convention and Visitor Bureaus and recreation organizations, as well as Southeast Conference, Alaska Recreation and Park Association (ARPA), Southeast Alaska Guidance Association (SAGA), Alaska Wilderness Recreation & Tourism Association (AWRTA) and a number of tourism businesses have endorsed SEAtrails.

- Trail organizations have helped to advance SEAtrails including Juneau's Trail Mix, Ketchikan Outdoors Recreation and Trails Coalition, Sitka Trail Works, and individual trail advocates.

- Land managers and federal agencies such as the U.S. Forest Service (USFS) and National Park Service (NPS), Federal Highway Administration (FHWA), and the Bureau of Indian Affairs have provided financial and administrative support.

- Alaska state agencies, including the Department of Commerce, Community, and Economic Development (DCCED), the Department of Transportation and Public Facilities (ADOT/PF), the Department of Natural Resources (DNR), and Alaska's Marine Highway System (AMHS) have helped with funding, travel, and coordination to get SEAtrails up and running.

- In May 2000, the State of Alaska's Trails and Recreational Access for Alaska (TRAAK) Citizen Advisory Board formally recognized and voiced support for SEAtrails.

SEAtrails' Mission and Goals

Given the broad support voiced for SEAtrails' concept and mission (above), implementation became the next step. As a major move in that direction, this TTMP

breaks down the SEAtrails' mission into six goal areas where measurable actions can be initiated and achieved:

GOAL 1 - Generate Economic Development

Core components:

- Enhance demand for existing and new SEAtrails' community businesses;

- Facilitate independent travel to SEAtrails communities by providing access to information;

- Help improve SEAtrails' communities economic benefit from tourism; and

- Create a more diverse, locally-based economy.

GOAL 2 - Improve Transportation and Information

Core components:

- Help create a multi-modal, multi-community trail system;

- Create stronger transportation links between SEAtrails communities;

- Establish a strong partnership with Alaska's Marine Highway System that benefits the system (increases ridership), benefits travelers (Euro-rail type pass), and benefits communities (more ferry visits); and

- Provide comprehensive system-wide information to visitors that is user-friendly and that encourages independent travel into Southeast.

GOAL 3 - Enhance the Region's Quality of Life

Core components:

- Develop SEAtrails around local communities' needs, interests, and cultures;

- Generate income based on an industry with low up front costs that leverages local resources; and

- Promote health and recreational opportunities for Southeast's residents.

GOAL 4 - Create a Memorable Visitor Experience: "It's the Journey"

Core components:

- Create a world-class recreational trail system with its own identity, branding and "market-niche";

- Use strategic signage, visitor information, and interpretation to create a consistently high-quality visitor experience; and

- Feature diverse experiences, cultures, landscapes and activities that entice visitors back again and again.

GOAL 5 - SEAtrails is Local

Core components:

- Inclusion of local trails in SEAtrails is based on continued community support and input;

- Communities "call the shots" regarding designation and management of their local SEAtrails while the board and affiliated agencies provide support, marketing, and coordination;

- Protect subsistence resources and cultural historic sites from over-use; and

- Create private/public partnerships at the local level.

GOAL 6 - SEAtrails is a System

Core components:

- By working together SEAtrails communities can more effectively brand and market their attractions, and create supportive transportation links and infrastructure;

- Local trail advocates benefit from SEAtrails' regional efforts while the SEAtrails system benefits from community level work;

- Agencies can create and maintain higher quality recreational opportunities on public lands they steward by cooperating with local communities and other agencies;

- Create private/public partnerships at the regional level; and

- Leverage dollars.

SEAtrails Community Assessments and Trail Nominations

As noted earlier, it was decided that SEAtrails would be nominated from existing trails on local, state, federal, or Native and private land where public easements were in place. Throughout Southeast Alaska the management of designated SEAtrails would be defined by people in each community or village, working with their counterparts at the local, state, and federal levels.

In order to determine which trails would be included in the SEAtrails system, an initial nomination process was devised, in which Southeast communities were contacted and asked to nominate trails that met the following general criteria:

- The trail exists (it is a constructed land trail, or a known water route);

- It is dedicated and available for public use, and local community members support the designation;

- The trail is regularly maintained;

- The trail enhances multi-modal recreational opportunities;

- The trail contributes to a diverse set of experiences in a variety of landscapes; and

- Increased use of the trail will not degrade the local experience, subsistence resources, cultural artifacts, or the environment.

With funding assistance from the Alaska Department of Transportation and Public Facilities and the Federal Highway Administration, the SEAtrails Steering Committee was able to visit most of the communities interested in nominating specific trails. Assessments took place between July 2001 and September 2002. Conducting individual community assessments enabled Steering Committee members to learn more from local representatives about the benefits, problems, and opportunities of coordinating and promoting a regional trail network, and to see the individual trails proposed by local communities for inclusion in the SEAtrails system.

Before conducting each assessment, a public meeting was held. Each was advertised in local newspapers, in public service announcements, and posted around town. Local mayors, chambers of commerce, tribal governments, visitor bureaus, parks and recreation departments, community associations, trail organizations, the U.S. Forest Service, Alaska State Parks, and the National Park Service were contacted and helped to organize the meetings and arrange visits to the trails.

An initial list of trails along with any information available about these trails were prepared in advance and brought to each meeting. Trail recommendations were solicited from the land managers and trail organizations actively involved in trail maintenance. The more popular and better-known trails were typically the ones that participants agreed to nominate. Occasionally there were concerns raised about certain trails that prevented them from being nominated. One trail in Sitka, for example, was not nominated because one or two participants stressed its importance to local subsistence hunters.

Most of the trails nominated already receive some use. They are public trails or waterways that enjoy a reasonable level of maintenance by the city, borough, State, Forest Service or other managing agency. Trails nominated as SEAtrails tend to be close to town and between one and five miles in length. The Sitka National Historic Park Totem Trail, for example, is near the Sitka harbor and forms a mile-long loop. A few long distance trails were mentioned by several different agencies or communities during the assessment process.

The assessment process left communities with some unfinished business, primarily due to the ad-hoc nature of the SEAtrails steering committee, a lack of funding, and the limited time available. For example, community meetings in Kake and Angoon were originally canceled due to poor weather conditions (these were completed in January 2005). Additionally, in Juneau, some key trail organizers were not in town during that community's assessment and follow-up meetings were not scheduled. In Sitka an additional trail was nominated after the draft assessment document was produced. Finally, one more community, Gustavus, has joined SEAtrails since the assessment.

Non-Profit Incorporation

SEAtrails was established as a 501c(3) nonprofit corporation in 2003 as a result of volunteer time, out-of-pocket expenses, funding and help from the Alaska Conservation Foundation, State of Alaska, U.S. Forest Service, and National Park Service. It has approved a set of bylaws and elected a volunteer Board of Directors and officers. Board members include representatives from local governments, village councils, trail organizations, businesses, state and federal agencies and individuals.

The new Board of Directors worked to secure funding and help move the regional effort beyond its assessment phase. In the autumn of 2003, SEAtrails received a $500,000 grant in a federal 2003 Omnibus Appropriations Act under the Public Lands Highways Discretionary Program. The appropriation is being administered under an agreement with the Western Federal Lands Highways Division of the Federal Highway Administration and the Tongass National Forest.

The money is enabling SEAtrails to undertake this necessary comprehensive master planning effort. It also is funding a small grant program for local and regional trail projects, and is being used to create trail maps, visitor information, an interactive website and promotional materials.

C. Packaging Southeast's Visitor Attractions

SEAtrails will package and market Southeast's existing trails, communities, and attractions as a cohesive whole and make independent travel to multiple destinations in the region much easier. Currently, visitors considering an independent recreation-oriented trip to Southeast must make a serious investment in time and research to plan their itinerary. Available information is largely piecemeal, or has to be obtained on a community by community basis.[2]

With SEAtrails the Southeast visitor using the ferry system and SEAtrails facilities will know where to go, how to get there, and what to expect. Visitors main worries should then become "which color T-shirt should I buy?" and "when will it stop raining?", not "What do you mean I can't get out of Pelican until Friday without arranging for an expensive boat or plane charter?".

SEAtrails provides a regional, strategic approach toward improving visitors' access to the region's world class natural beauty, cultural sites, and recreational activities. It especially seeks to increase the volume of independent tourists traveling in the region as a way to bring economic benefit to communities and utilize the walk on capacity of the region's ferry system.

Transportation: Alaska's Marine Highway and Other Links

Almost all of Southeast Alaska's communities are accessible by air or sea. Only Haines and Skagway, both located at the head of Lynn Canal in the northern part of the region, have road links to the Alaska-Canada Highway. Given the region's marine and mountainous geography, the primary state "highway" connecting Southeast's communities is a protected water route through the Alexander Archipelago—Alaska's Marine Highway.

Ferry service is provided both by the State of Alaska's Marine Highway System (AMHS) under the Department of Transportation and the more recently established Inter-Island Ferry Authority (IFA), bringing an annual ridership of 365,000 visitors and residents to the communities throughout coastal Alaska.

For communities like Pelican the lack of frequency are obstacles for visitors. SEAtrails, a partner of AMHS, seeks to build ridership that will benefit both communities and visitors, by making travel much more convenient, but more importantly, by attracting visitors utilizing Southeast Alaska's extensive existing and intrinsic resources.

Nature

Southeast Alaska's natural setting is compelling and challenging. The Alexander Archipelago, that is Southeast, was formed during intense glaciation. Influenced by dynamic geologic forces, it contains thousands of islands, 10,000 miles of steep shoreline, and many glaciers perched on coastal mountains that rise to heights of more than 5,000 feet.

The wet maritime climate—measured in feet—supports a lush rainforest of gigantic western hemlock, Sitka spruce, yellow and red cedar. More than 400 species of terrestrial and marine wildlife, fish, and shellfish abound here.[3] Southeast's unusual diversity and wealth of marine life, wildlife, and forest resources make it one of the richest bio-regions in the world.

History, Cultures and Communities

For millennia people have been attracted to Southeast for its beauty and natural abundance. Tlingit, Haida, and Tsimshian peoples have lived in the archipelago since at least 900 AD.[4] Russian explorers first arrived in 1741, soon to be followed by other Russian, European and American explorers, traders and adventurers plying the waters in search of riches, territory and Russian knowledge.

In 1867 the sale of Russia's interests in Alaska to the United States set the stage for the most recent chapter of exploration, settlement, and cultural mixing in the region. Southeast—also known as Alaska's "panhandle" for its shape on a map—now has a population of around 75,000 people, located in small scenic communities hugging the rugged coastline.[5]

Public Lands and Trails

Southeast Alaska is primarily connected by marine and air service, yet the region also enjoys an extensive network of local trails and small back roads. These are mostly on public lands within the Tongass National Forest, a vast "forest of islands" encompassing

roughly 17 million acres and spanning 500 miles of North Pacific coastline within Southeast Alaska.[6]

Although many of the trails started out as logging and mining roads, others were developed for recreation, including some with remote cabins constructed by the Civilian Conservation Corps during the 1930s' New Deal. Still other trails are the fruits of the hard work and dedication of local volunteers and communities.

Although many of Southeast's more than 1,000 miles of trails are primarily used by locals, they are equally enjoyed by increasing numbers of visitors.[7] The trails journey through lush forests that have a mystical and "cathedral-like quality, with light shafting among trees and moss-covered floors."[8] They thread through the thick rainforest past waterfalls, wildlife, unique communities and cultural sites, and they climb up into the mountains where wildflower meadows, tundra and glaciers are perched.

Less formalized "sea trails" provide analogous—though very different—experiences for kayakers, canoers and divers. They open the way through the region's innumerable fjords, inlets and other water bodies, virtually all of which are rich with marine life. They also pass through floating ice "caves and rifts of ineffable beauty, in which the purest tones of light pulse and shimmer, lovely and untainted as anything on earth or in the sky."[9]

Taken together, these elements in Southeast create the basis for a series of world-class visitor attractions—the coastline with its lush forests, wildlife, and spectacular natural features; the people and communities resulting from more than two centuries of cross-cultural mixing; the marine highway system and traditional transportation links; and the network of spectacular trails, recreational cabins and public lands.

Ultimately, SEAtrails will consist of the most appropriate trails designated by local communities for visitor use. Some will be locally owned and managed, while others will be chosen from those located on state and federal land.

All trails selected for inclusion in the system will provide people with direct access to the region's rich store of history, nature, and cultures. Residents will be able to travel from

their homes to local points of interest, while visitors will have the freedom and information needed to expand their experience of Alaska over a few hours, a few days or even a few weeks.

D. SEAtrails as an Economic Opportunity

Tourism Market Trends

SEAtrails provides a strategic, regional approach to economic development using Southeast Alaska's existing natural, cultural, infrastructure and trails assets. It recognizes that visitors are already streaming into Southeast, but most are not finding their way into the smaller communities, or off the beaten track.

To capture more of the visitor market, SEAtrails seeks to brand Southeast as a recreation destination and a unique way to experience Alaska close up. It also seeks to overcome an information gap, and the perception—or in some cases the reality—that independent travel in Southeast is too complex, expensive, and difficult. Alaska's fastest growing tourism segment is Southeast's cruise market, which by contrast, makes travel to Southeast easy and inexpensive.

SEAtrails can bring communities, local businesses, organizations and the region together to overcome obstacles for independent tourists. For example, comprehensive maps, sample itineraries, and travel information will reduce the complexity of trip planning. A Euro-rail type pass for travel on the AMHS system would help fix travel costs, and build in the perception that the ferry service appreciates independent tourists and is willing to compete for their business.

SEAtrails is a proactive way to attract visitors to explore the region and to help Southeast benefit further from the growing worldwide tourism market. Currently, the travel and tourism industry comprises 11 percent of the Global Gross Domestic Product (U.S. $3,575

billion), and generates eight percent of total employment world wide.[10] Although the industry is seasonal, and always subject to the ups and downs of worldwide economic conditions, it is an industry that is here to stay. Travel has evolved from a luxury for vagabonds and the wealthy to an expectation for people at virtually all income levels.

The changing demographics of the U.S. population are likely to be the driving force behind U.S. travel and tourism over the next 20 years. The 45 to 64 year old age group will increase by 55 million persons between 1997 and 2010.[11] Free of the constraints of work, "Baby Boomers" are expected to further increase recreational activities, take longer trips, and do more group traveling with friends. Boomers in general have a greater participation rate than the average in activities such as walking, and bicycling and adventure travel. Additionally, college students and young professionals, although on a tighter budget now, are very interested in adventure-oriented travel, and in Alaska's wildlife, scenery, and recreational opportunities.

Another trend points to the draw of natural attractions and, specifically, National Parks for international travelers. Twenty-one percent of international arrivals indicate that they are here to visit a unit of the National Park system.[12] As security issues become more of a concern in some areas of the world, Alaska is also viewed as a safe destination, and this, along with the weakening U.S. dollar, are trends that could work in Southeast's favor.

Given these trends, SEAtrails may be able to grow Southeast's adventure travel segment and even entice cruise passengers back who want a more in-depth, and intimate experience the second time around. The positive feedback loop of dollars spent at the community and small business level, and on the ferry system as a result of SEAtrails could be an important enhancement to Southeast's shifting economy.

SEAtrails Economic Context

SEAtrails seeks to supplement existing tourism by capturing a market niche all communities can benefit from using existing infrastructure. As SEAtrails takes off, it can

help Southeast's economy diversify, an important goal. The region's economic history and shifts in profit centers are summarized following below.

Pre-Statehood

After Russia's sale of Alaska to the United States, the panhandle's economy was a mixture of immigrant fisheries and indigenous modes of living. By the 1880s, the region's few residents and an ever-growing influx of migrant workers were kept increasingly busy with the gold mining that established Juneau, while salmon and herring canneries sprang up near especially rich fisheries.

The Klondike Gold Rush brought tens of thousands of people into the region for a few years toward the end of the century, particularly in locations that provided access to the gold fields across the coastal mountains. By 1906 the Territorial Governor's office was moved from Sitka to Juneau, where the capital remains today. As time went on, mining activity decreased but the region's economy was boosted by small-scale shoreline sawmills and timbering.

The "Hay Days" of Big Timbering

Logging in the Tongass took off in the early 1950s as permanent company towns and pulp mills were established in Southeast. Families settled into the region, expanding the region's population helping to provide proof to Congress that Alaska had a stable enough economy to become a state by 1959. The U.S. Forest Service created a range of new, stable jobs in the region as did other agencies.

Up to 1960, boats and small airplanes provided the connection into Southeast. In 1960, as part of National Highway System, travel into Southeast communities was taken on by creation of Alaska's Marine Highway System.

In 1971, the Alaska Native Settlement Act (ANCSA) was passed followed by the peak of Alaska's timber production in 1973. Timber had become a major force in Southeast as it provided the economic base for more than half a dozen Southeast communities.

Tongass Wilderness Designations

The 1970s and '80s brought a new level of discussion about the 17 million acre Tongass National Forest that dominates Southeast, and a growing recognition of the many values that the forest provides beyond timber. Uncut or select-cut stands in Tongass provide healthy watersheds and wildlife habitat that support fishing, hunting and subsistence use, as well as scenic beauty and pristine landscapes that can support recreational opportunities and tourism.

In 1971, along with the settlement of Native land claims, Congress designated 5.4 million acres of the Tongass as wilderness, followed by a second designation in 1980 as part of the Alaska National Interest Lands Conservation Act (ANILCA). Congress made these decisions, according to then Senator Frank Murkowski, in a balancing act: "On the one hand there are human costs to be considered—the loggers, their families and communities depend on the forests for their livelihood. On the other hand, there's the inherent value of preserving pristine timber lands, for future generations to enjoy."[13]

Timber Slump

New limits placed on the supply of commercially available timber stepped up the tension between logging and competing interests during the 1980's. These conflicts between timbering, recreation, hunting, fishing and environmental interests grew as the timber market slumped. Demand from the Japanese housing construction market fell off, as did demand for wood and rayon products made from pulp. A strong U.S. dollar also retarded international sales.

At the same time, ANCSA Native corporations began to log their lands and their production was added to a suddenly saturated market. High-paying jobs in the timber industry declined from 2,700 in 1980 to 1,280 in 1985.[14] In 1993 the Alaska Pulp

Corporation closed its Sitka pulp mill. It was soon followed by the closure of the Wrangell saw mill in 1994, and the Ketchikan Pulp Mill in 1997.[15]

Upsurge in Tourism

Between 1990 and 1998, a global upsurge in tourism had a significant impact on Southeast. Pleasure travel volume in the United States grew by 45 percent during this period, from 620.5 to 897.6 million trips. By 2000, World Travel and Tourism Industry (WTTI) estimates that worldwide the travel and tourism industry provided one in every 12.4 jobs, and was the fastest growing and largest industry in the world.[16]

In the summer of 1985, Southeast Alaska had 258,500 visitors, and by the summer of 2001 this number had jumped to 1,010,352.[17] A 2000 study on the economic impacts of the cruise industry—the major vehicle for tourism in Southeast—shows that in 1999 the industry brought an estimated total of $181 million into the four communities of Juneau, Ketchikan, Sitka, and Haines.[18]

Although such an economic enterprise is obviously important to Southeast, there are some limitations to the cruise industry's benefit to the region:

- "Package travelers" on cruises in Southeast primarily visit the major port towns of Haines, Hoonah, Juneau, Ketchikan, Sitka, Skagway, and Wrangell, leaving smaller communities in the region with relatively few opportunities to gain direct benefit;

- Cruise passengers spend much of their time and money aboard ship; conversely, independent travelers spend more time and money on the ground in communities, and can provide a greater economic benefit to the region;

- Cruise ships make their revenues in volume. Several thousand passengers arriving at a port of call all at one time easily "overwhelm" the community and its locale. Although each passenger spends money, their concentrated numbers demand high cost and capacity infrastructure and visitors can compete with residents trying to enjoy local resources such as trails and parks; and

- As mentioned earlier, as the number of cruise passengers visiting Southeast rises, the number of Alaska Marine Highway System users is falling. Between 1992 and 2000, arrivals on the state's ferry system fell from 36,000 to 25,000 (30 percent). Studies indicate that tourists are picking private cruises over the marine highway system for a variety of reasons, but that visitors would be more likely to use the ferries if more frequent and convenient service were provided.[19] If user numbers continue to drop, the frequency and future of the Marine Highway Service—so valuable to those living in Southeast Alaska—could be in question.

This brief overview of regional economic history gives some perspective on how Southeast's regional economy has changed, and continues to change. Although natural resource dependent industries including logging, mining, and fishing are still vitally important, they are subject to shifts in world prices and available stock. Government jobs provide added stability, but are subject to an array of budgetary pressures and perceived value. Tourism is growing, but many of its benefits are not reaching the ground, especially at the village and small community level.

SEAtrails offers a means to help capture more local economic benefit from tourism, to further diversify the region's economy, and to help strengthen revenue streams for Alaska's Marine Highway System by better utilizing its walk on capacity.

The regular, affordable transportation connections the Marine Highway System has provided for more than half a century is a lifeblood to isolated Southeast communities. Although private small planes and boats provide alternative means of transport, they offer few economies of scale that can help residents cover the expenses of transporting the goods and accessing the services they need to survive.

SEAtrails promises a world class visitor experience that can raise interest in the marine highway system and all the SEAtrails communities. If highly successful, SEAtrails may even help ensure the continuation and/or growth of Southeasts' vital transportation services and communities.

Section One Sources:

[1] Based on the January 2004 *Task Announcement* and conversations with Project Manager Eric Ouderkirk.

[2] SEAtrails Board of Directors Meeting, 6-23-04.

[3] <http://gorp.away.com/gorp/resource/US_National_Forest/ak_tonga.HTM>, 6-01-2004.
<http://www.fs.fed.us/r10/tongass/recreation/recreation.html>, 5-21-2004.

[4] Langdon, Steve. *The Native People of Alaska*. Greatland Graphics, 1993, pages 96-111.

[5] Alaska Natural History Association. *Learning about Nature along the Inside Passage.* Alaska Natural History Association and the U.S. Forest Service, 2000.

[6] Ibid.

[7] ADOT&PF. *Alaska's Marine Highway Corridor Partnership Plan*, February 2002, page 3-4.

[8] Margaret Piggott. *Discover Southeast Alaska with Pack and Paddle*. The Mountaineers, 1990, page 15.

[9] John Muir. *Travels in Alaska.* Fleming H. Revell Co., 1915, page 99.

[10] World Travel and Tourism Council and the Travel Industry Association of America data.

[11] Ibid.

[12] Ibid.

[13] Soderberg and DuRette. *People of the Tongass.* Free Enterprise Press, 1988 and <http://www.dced.state.ak.us/oed/forest_products/forest_products1.htm> 8-10-04.

[14] Ken Ross. *Environmental Conflict in Alaska.* University Press of Colorado, 2000.

[15] Alaska Natural History Association. *Learning about Nature along the Inside Passage.* Alaska Natural History Association and the U.S. Forest Service, 2000.

[16] Travel Industry Association of America.

[17] Alaska Visitor Statistics Program Data, Alaska State Division of Tourism.

[18] McDowell Group. *The Economic Impacts of the Cruise Industry in Southeast Alaska*. Southeast Conference, October 2000.

[19] ADOT&PF. *Alaska's Marine Highway Corridor Partnership Plan*, February 2002.

Section 2. SEAtrails as a System

A. Overview

This section describes and analyzes SEAtrails as a regional system. It provides an inventory of transportation and trail connections and an overview of available infrastructure, services and attractions both at the regional and at the SEAtrails community level. It then identifies gaps and opportunities that SEAtrails can address to improve the system.

SEAtrails System Elements

sys·tem n.

1. A group of interacting, interrelated, or interdependent elements forming a complex whole.

2. A functionally related group of elements, especially: b) A network of structures and channels, as for communication, travel, or distribution.

To be a true "system" SEAtrails must provide infrastructure and information that brings decentralized and widely dispersed communities, attractions, trails and services together into an inter-related, cohesive visitor experience. Generally, the information and infrastructure needed to make these basic SEAtrails elements "functional" and "inter-related" include:

System-Wide Information:

•   Branding and marketing that targets recreation-oriented visitors with the time and money to travel to Southeast that is reinforced at every level as travelers' experience the SEAtrails system (e.g., on the ferry, in the communities, with local businesses, on the trails and at the attractions)

- Correct and complete information and data about system elements (trails, attractions, services, infrastructure) that users can easily find (multi-format) and understand
- System-wide communication feedback loops that help communities, regional coordinators, and users know what is working and not working, and allows for system improvements and corrections

System-Wide Infrastructure:

- Seamless multi-modal, hub and spoke transportation network
- Safe, easily accessed attractions (e.g, well-constructed trails, pedestrian links from the marine terminal to local museums, etc.)
- Access to needed equipment and related support facilities (e.g., kayak rental, accessible dock, storage areas, etc)
- Access to basic services, supplies, and amenities
- Well-located wayfinding and information facilities—kiosks, trail markers, trailhead and marine terminal "gateway" signs, maps, computers on board AMHS and IFA vessels and in local visitor information centers, etc.

B. Inventory

Currently there are gaps in the information and infrastructure that is needed for SEAtrails to function as a system. However, even without all the connections, many of the local building blocks and system elements are present.

The following pages provide a baseline inventory of the SEAtrails "system", formatted to reflect an adventure travelers' experience using the ferry system from south to north within three "hub and spoke" areas of Southeast—**southern, central, and northern** (as shown on the map to the right).

Southern SEAtrails (pages 20-37)

Logically, many adventure travelers will get on the ferry system leaving from Ports in Washington state or Canada. Ketchikan will be their first experience of a SEAtrails community. From Ketchikan, Prince of Wales Island and its communities form a natural stop.

Central SEAtrails (pages 38-55)

Heading into the more central region Wrangell is the next logical stop. Following this, visitors would visit nearby Petersburg, and then take the ferry or fly over to Kake and Angoon, and end up in Sitka.

Northern SEAtrails (pages 56-76)

Gustavus and nearby Pelican are next steps in the progression for a traveler on the northbound ferry followed by Juneau. After a trip up the Lynn Canal, Haines and then Skagway would be the final SEAtrails communities to visit and the northern terminus (or a turn around point) for visitors.

Following this progression from south to north, the inventory gives first a description of each of the three overall sub-areas. Inventories and information are then provided for each SEAtrails community and SEAtrail in the area. Following the inventories is a discussion of gaps in the system (starting on page 77). Section 3 then goes on to make recommendations for prioritizing how to address these gaps.

Southern SEAtrails Communities

Regional Transportation

Ketchikan is the major transportation hub for southern Southeast Alaska. There is daily jet service in or out, as well as regular service on Alaska's Marine Highway. The Inter-island Ferry System provides daily connections to Prince of Wales Island. The island's largest community, Craig, has rental cars and taxi service. The island's road system is largely unpaved.

Regional Services

Ketchikan is also the area's service hub, and has the most complete medical /EMT services, including a medi-flight service that can airlift to Seattle area hospitals, and a Coast Guard heavy weather rescue boat. Craig (population 1,500), Thorne Bay (pop. 557), and Coffman Cove (pop. 163) all have lodging, fuel, food, charters, and limited medical services. Other Prince of Wales Island communities with visitor services include Hollis, where the IFA ferry lands, and Klawok, which has a landing strip.

Major Attractions

Tongass National Forest

The Tongass National Forest is the largest unit in the U.S. national forest system, at almost 17 million acres (the size of West Virginia). The visitor attractions in the Tongass are diverse, widely distributed, and largely in a undeveloped setting where only limited services are available. As such, the Tongass generally attracts "wilderness" oriented recreationalists, and independent tourists who like to hike, fish, hunt, bike, and kayak. Many small public use cabins are scattered through out the forest, which is managed under a multiple-use, sustained yield mandate that gives outdoor recreation, timber, watershed and wildlife/fish habitats equal emphasis. Existing logging roads offer great biking and backroad travel opportunities.

Misty Fiords National Monument

Misty Fiords encompasses 2.3 million acres of wilderness at the southern border of the Tongass National Forest. The fjord derives its name from the annual fourteen feet of precipitation it receives and the fjord walls that rise dramatically from the ocean. The fjords are covered with lush forest up to about two thousand foot level where the tree line gives way to highland alpine meadows. Above this level prominent snow capped peaks rise to the 7,000 foot level. The fjords are extremely popular with kayakers, and air and marine charter tours (largely based out of Ketchikan, 22 air miles away). Alaska's Marine Highway cruises past the southern tip of the fiords but does not stop until it reaches Ketchikan.

Sub-Regional Contacts

Agencies: AMHS; IFA; Misty Fjords National Monument; Tongass National Forest and Ketchikan, Craig, and Thorne Bay USFS Ranger Districts.

Regional: Southeast Conference (Juneau); Prince of Wales Chamber of Commerce; Prince of Wales Tourism Advisory Committee; Southeast Alaska Tourism Council; Sealaska Corporation; and Haida Corporation.

Local: City of Coffman Cove; City of Craig, Craig Community Association, Shaan-Seet Incorporated; City of Hydaburg, Hydaburg Cooperative Association; Ketchikan Outdoor Recreation and Trails Coalition, Ketchikan Nordic Ski Club, Ketchikan Gateway Borough, City of Ketchikan, Greater Ketchikan Chamber of Commerce, Ketchikan Visitors Bureau; Naukati West, Inc. (Community Non-Profit); City of Thorne Bay, Thorne Bay Business Association; and Whale Pass Homeowners Association.

Ketchikan

Ketchikan is located on the southwestern coast of the 1134 square mile Revillagigedo Island, within the Tongass National Forest, near the southern boundary of Alaska. Ketchikan is 679 miles north of Seattle and 235 miles south of Juneau. Ketchikan offers services and a connection point for SEAtrails communities on Prince of Wales Island.

Transportation

Ketchikan is the first port of call in Alaska for cruise ships and Alaska's Marine Highway System vessels. The Inter Island Ferry Authority provides daily, year-round ferry service between Ketchikan and Hollis on Prince of Wales Island. Ketchikan's community harbor and docking facilities include a breakwater, a deep draft dock, five small boat harbors, a dry dock and ship repair yard, boat launch, and a State ferry terminal.

Regularly-scheduled commercial jet services offer northbound and southbound departures daily. The airport lies on Gravina Island, a 10-minute ferry ride to downtown. Ketchikan also has numerous air taxi and sea plane tour companies with service to surrounding communities. There are four float plane landing facilities: Tongass Narrows, Peninsula Point, Ketchikan Harbor, and Murphy's.

Services

Ketchikan has many services available for visitors. Accommodations are available at the hotels, hostels, bed and breakfasts, Forest Service cabins, and RV parks. There are car rentals, taxi cabs, a public transit system, outdoor and diving gear rentals, and emergency/medical services available, as well as grocery stores and many restaurants and eateries.

SEAtrails

Revillagigedo Island Marine Route: (150 miles) The Revillagigedo Island Marine Route circles the Revillagigedo Island which consists of largely old growth spruce, hemlock, cedar trees, muskegs, saltwater estuaries, rocky beaches, and alpine meadows. Complete circumnavigation takes an average of 14 days, but extra days should be planned for in case of difficult weather or unexpected side trips. Paddling on this water trail can take up to 20 days; the island affords many land and water recreational and wildlife viewing opportunities as well as cabins/shelters. Many cabins and shelters are available and hiking trails are plentiful. A southerly route is recommended out of Ketchikan at the start of the trip.

Perseverance Lake Trail: (2.3 miles one-way, 450 ft elevation gain, moderate) Hikers, walkers, runners, and fishermen enjoy this trail that winds through an old growth forest with dense undergrowth and ends at a scenic trout fishing lake. This trail features both day and multi-day hiking and has potential loop connections with other trails. It provides access to the Minerva Mountain Trail that is currently under construction.

Ward Creek: (2.5 miles one-way, 100 ft elevation gain, easy) There are four trailheads that access the Ward Creek Trail. Follow the North Tongass Highway, take a right on the Revilla Road Junction and follow it to the Ward Lake Road junction. The primary trailhead is located approximately one mile past the junction on the right side of the road. The other trailheads are located at Amana Gulch, Ward Lake Day Use Area, and the Last Chance Campground.

Dude Mountain Trail: (1 mile one-way, 1200 feet elevation gain, 1-2 hours) Spectacular views are offered from this boardwalk and gravel trail starting in second growth forest and climbing onto an alpine, old growth and muskeg ecosystem. The trail continues along a narrow ridge to the peak of Dude Mountain where there are scenic views of Brown Mountain, Diane Mountain, Mahoney Mountain and John Mountain. Dude Mountain trail offers wildflowers, berries, and interpretive opportunities. The access road is closed in early spring and fall due to snow. Drive with caution on the steep and narrow road. To access the Dude Mountain Trail, follow the North Tongass Highway to the Revilla Road junction, turn right and follow the road to the Brown Mountain Road (approximately 5 miles). The junction is 1/4 mile past the Harriet Hunt Road turnoff. The trailhead is located at the end of the Brown Mountain Road approximately 4.3 miles from the junctions.

Deer Mountain and Silvas Lake Trail (9.9 miles one-way, 3350 feet elevation gain, difficult) Hikers and campers enjoy this one-way gravel and natural dirt trail that starts in an old growth forest and switchbacks into high alpine country. Wildlife viewing of Sitka black-tail deer, mountain goats, black bears, and ptarmigan are viewed frequently. A Forest Service cabin located 2.5 miles from the trailhead is available for rent. The trail originally provided access to a ski hut in the 1930s on the upper flank of the mountain. For

access from the city center, walk or drive up Ketchikan Lakes Road for 1/2 mile to the landfill street junction. Turn left and the parking area is towards the mountain, 100 feet northeast of the junction. The trailhead at the other end of the trail is 12 miles south of Ketchikan at the end of South Tongass Highway. Visitors are allowed to park within the Beaver Falls Powerhouse administrative site.

Connell Lake Trail: (2.3 miles one-way, 100 feet elevation, 3-4 hours, easy) This trail is composed of boardwalk and gravel and traverses old growth forest, offering views of Sitka spruce, western hemlock, and western red cedar. Blueberries, salmonberries, and huckleberries are plentiful in the summer, as are forest birds. The trail ends at the outlet of Talbot Lake, providing access to trout fishing on two lakes. In addition to day hiking, there is dispersed camping for multi-day hiking. To get to the Connell Lake Trail, follow the North Tongass Highway to the Revilla Road junction; take the Revilla Road to Connell Lake Road, just past the entrance to Last Chance Campground before the end of the pavement. Turn right on Connell Lake Road and continue for 1/2 mile to the parking area at the end of the road. The trailhead is located on the north side of the parking area opposite the Connell Lake Dam.

Mountain Point Underwater Trail: (0.25 miles, 1-2 hours long, check tides) This loop scuba trail has extreme currents during tidal exchanges and extreme storms. The under water topography varies on this trail and provides habitat for many species of vertebrate and invertebrate life including wolf eels and nudibranchs. There is an abundance of marine life including octopus, starfish, crab, tunicates, snails, anemones, fish, bryozoans, and occasional marine mammals. The Mountain Point Underwater Trailhead is accessible by automobile with parking located on the South Tongass Highway approximately 5 miles south of Ketchikan.

Craig

Craig is a small community with approximately 1,200 residents located on a small island off the west coast of Prince of Wales Island. Craig is situated on the main paved highway 30 miles west of the Inter-Island Ferry Authority Terminal at Hollis. Incorporated in 1922, Craig is the largest city on Prince of Wales. Craig is located in the Tongass National Forest and is part of the Craig Ranger District.

Transportation

Prince of Wales Island is accessible via the Inter-Island Ferry Authority (IFA)'s daily service from Ketchikan to Hollis. Travelers on Alaska's Marine Highway System (AMHS) simply need to transfer at the docks in Ketchikan and purchase a separate ticket. The IFA ferry takes passengers to the Island community of Hollis, which is 30 miles from Craig on the Prince of Wales Island road system. Visitors can bring their own vehicles to Prince of Wales on the ferry, or there are car rental services on the Island. Currently there is no public transportation system on Prince of Wales, but a private shuttle company meets each ferry and offers transportation to the City of Craig. Arrangements must be made ahead of time.

Jet service is available to the community of Ketchikan and from there it is possible to connect via one of several small air carriers to Prince of Wales. Each community has regular air service, but some communities only have once a week service.

Services

Craig is a full service community with many visitor amenities. There are choices of lodges, motels, bed and breakfasts, several RV parks, car rentals, a pharmacy, gas services, mechanical services, restaurants, and charter tour companies. This is also the location of one of the two island clinics staffed with a physician, the Craig Clinic.

SEAtrails

Graveyard Island Trail (1-2 miles one-way, 30 feet gain in elevation, easy) This trail has little or no obstacles. Watch for wildlife (bears, deer). This trail follows the shoreline to

within a mile of the cemetery. Hikers and bikers enjoy the scenery and cultural relevance of the trail. The trail begins in town at the baseball field, or alternately take a connecting trail that starts at the Craig School.

Sunnahae Trail (1 mile one-way, 2500 feet gain in elevation, strenous) This short, steep and slippery hiking trail follows a stream to Sunnahae Peak, providing spectacular views, wildlife sightings, berries and wildflowers. The trailhead to the Sunnahae Mountain is located on the pedestrian and bicycle trail near the new high school. There is an off road parking area and the trailhead is within easy walking distance of the schools.

Hydaburg

Hydaburg is a community of 398 residents located on the west coast of Prince of Wales Island in Southeast Alaska. Hydaburg is 32 road miles west of Hollis, site of the Inter-Island Ferry Terminal.

Transportation

Prince of Wales Island is accessible via the Inter-Island Ferry Authority (IFA)'s daily service from Ketchikan. Travelers on Alaska's Marine Highway System (AMHS) simply need to transfer at the docks in Ketchikan and purchase a separate ticket. The IFA ferry takes passengers to the Island community of Hollis, which is 32 miles from Hydaburg on the Prince of Wales Island road system. Visitors can bring their own vehicles to Prince of Wales on the ferry, or there are car rental services on the Island. Currently there is no public transportation system on Prince of Wales, but a private shuttle company meets each ferry and offers transportation to the City of Craig. Arrangements should be made ahead of time!

There is jet service to Ketchikan and from there it is possible to connect with one of several small air carriers to Prince of Wales. Each community has regular air service, but some communities only have once a week service.

Services

Hydaburg has limited services and is geared towards the self-sufficient visitor. Hydaburg has a grocery store and a hardware store but no laundry facilities, banks, fishing/hunting licenses or guide services. A boarding house and campground complete its list of accommodations.

SEAtrails

One Duck Trail: (1.5 miles one way, 1400 feet elevation gain, slippery with several obstacles). This trail provides great views of the Klawock Mountains and surrounding area and has a shelter as it ends in an alpine ecosystem. Deer and black bear are common, and in heavy snow years the area is popular for cross country skiing. The trailhead is located off the Hydaburg Road, 2.0 miles south of the intersection with the Hollis-Klawock Highway.

Soda Lake Trail: (2.5 miles one way, 300 feet elevation gain, 2nd half not maintained- rough walking) This trail passes through several different forest types (old growth, second growth and muskeg) as it gains about 300' before descending to Soda Lake. The Trailhead is located off the Hydaburg road 12.0 miles south of the intersection with the Hollis-Klawock Highway.

Trocadero Trail: (0.75 miles one way, small elevation drop, easy) This relatively flat trail offers good wildlife viewing and leads to Trocadero Bay, ending at Snipe Creek; another path leads to the Trocadero Bay estuary. The trailhead is located off the Hydaburg Road 9.0 miles south of the intersection with the Hollis-Klawock Highway.

Dog Salmon Fish Passage Trail: (1/4 mile one-way, easy) This trail leads to a viewing platform overlooking Dog Salmon Fish Pass. Interpretive signs regarding fish pass. Look for all the different kinds of fish that use this ladder: coho, steelhead, chum, sockeye and pinks. Watch for bears.

Thorne Bay

Thorne Bay has 557 residents and is 47 air miles northwest of Ketchikan on the east coast of Prince of Wales Island. On the Island road system, it lies 60 miles from Hollis and

36 miles east of the Klawock Junction. It is located in the Tongass National Forest and is the home of the Thorne Bay Ranger District.

Transportation

Prince of Wales Island is accessible via the Inter-Island Ferry Authority (IFA)'s daily service from Ketchikan. Travelers on Alaska's Marine Highway System (AMHS) simply need to transfer at the docks in Ketchikan and purchase a separate ticket. The IFA ferry takes passengers to the Island community of Hollis, which is 59 miles from Thorne Bay on the Prince of Wales Island road system. Visitors can bring their own vehicles to Prince of Wales on the ferry, or there are car rental services on the Island. Currently there is no public transportation system on Prince of Wales, but a private shuttle company meets each ferry and offers transportation services on the island. Arrangements should be made ahead of time!

There is jet service to Ketchikan and from there it is possible to connect with one of several small air carriers to Prince of Wales. Each island community has regular air service, but some only once a week.

Services

Thorne Bay is a full service community within the SEAtrails system. Lodging, fuel food, charters and supplies are all available within the Thorne Bay area.

SEAtrails

Balls Lake Trail: (3 mile loop, no elevation gain, some stairs and snow in the winter): This beautiful trail passes around Balls Lake through forest, muskeg, and shoreline; one portion is ADA accessible. The trail can be accessed from either the Eagle's Nest Campground off State Highway 43 or the Balls Lake picnic area. It is 46 miles from the ferry terminal in Hollis, 19 miles from Klawock and 18 miles from Thorne Bay on Highway 929.

Salt Chuck Mine Trail: (1 mile one-way, no elevation gain) For most of the way this trail follows closely the banks of Ellen Creek. It passes the historic site of the old Salt Chuck mine with extensive ruins including a number of shacks, a collapsed refinery, a home, a barge, and numerous pieces of machinery. The collapsed buildings are in extremely hazardous condition. Please exercise extreme care when looking around and do not climb on them. The trail is rated more difficult due to deep mud, downed logs and overgrown underbrush. Trailhead accessed by following road 2030-970 just east of the Goose Creek bridge, approximately 15 miles from Thorne Bay, to a parking area just south of Lake No. 3. Salt Chuck Trail (#786) is 1 mile long and begins in an old clear-cut at the edge of the gravel.

Thorne Bay Overlook Trail: (.5 mile one way, 200 foot elevation gain). The trail zig-zags through an old clear cut from the Shoreline Drive to a landing above the town. This newly constructed trail offers a stunning view of the community of Thorne Bay, as well the Bay itself. There is a picnic table at the top of the trail. This trail head is right in down town Thorne Bay on the road past the grocery store.

Naukati Bay

Naukati Bay is a small community of 135 people located on the west coast of Prince of Wales Island in Southeast Alaska. Naukati was named "Naukatee Bay" in 1904 by the U.S. Coast and Geodetic Survey, who recorded it as the local Indian name. Initially a logging camp it later was settled after private land became available. Naukati Bay is located within the Tongass National Forest and the Thorne Bay Ranger District.

Transportation

Prince of Wales Island is accessible via the Inter-Island Ferry Authority (IFA)'s daily service from Ketchikan. Travelers on Alaska's Marine Highway System (AMHS) simply need to transfer at the docks in Ketchikan and purchase a separate ticket. The IFA ferry takes

passengers to the Island community of Hollis, which is 68 miles from Naukati Bay on the Prince of Wales Island road system.

Visitors can bring their own vehicles to Prince of Wales on the ferry, or there are car rental services on the Island. Currently there is no public transportation system on Prince of Wales, but a private shuttle company meets each ferry and offers transportation services on the island. Arrangements should be made ahead of time!

There is jet service to Ketchikan and from there it is possible to connect with one of several small air carriers to Prince of Wales. Each island community has regular air service, but some only once a week.

Services

The community of Naukati has limited services. Lodging is available at a fish camp, cabins, and a bunkhouse. There are no restaurants. Other services found in Naukati are boat repair, fuel, diesel and propane, groceries, hardware, laundromat, Post Office, boat launch and mooring, public restrooms and telephone, school, and auto and tire repair. Sale of alcohol is restricted to the local package store.

SEAtrails

Sarkar Trail: (15 mile canoe loop, no elevation gain, including five major lakes). This canoe trail includes Sarkar and Upper Sarkar Lakes, Finger, Raven and Long Lakes and passes through forest and muskeg; there is also a Forest Service cabin on the lake. There are a series of boardwalk portages between the lakes. The trail head has a small parking area with toilets and dock/boat launch facility. It is 66 miles from the ferry terminal in Hollis, and 35 miles from Thorne Bay on Highway 2050.

Deweyville Trail: (0.7 mile one way, no elevation gain). This historic trail crosses the FSR # 20 just past the Sarkar Lake Rapids. The trail is 40 miles from Thorne Bay and 71 miles

from the ferry terminal in Hollis on the FSR 20. The trail provides access to Sarkar Cove to the west of the 20 road, and ends at the edge of Sarkar Lake to the east of the 20 road.

Coffman Cove

Coffman Cove is on the northeast coast of Prince of Wales Island and was first settled as a logging camp in the 1950's. Currently the town has fewer than 200 residents who are still largely involved in logging support services, oyster farming and fishing.

Transportation

Prince of Wales Island is accessible via the Inter-Island Ferry Authority (IFA)'s daily service from Ketchikan. Travelers on Alaska's Marine Highway System (AMHS) simply need to transfer at the docks in Ketchikan and purchase a separate ticket. The IFA ferry takes passengers to the Island community of Hollis, which is 82 miles from Coffman Cove on the Prince of Wales Island road system.

Visitors can bring their own vehicles to Prince of Wales on the ferry, or there are car rental services on the Island. Currently there is no public transportation system on Prince of Wales, but a private shuttle company meets each ferry and offers transportation services on the island. Arrangements should be made ahead of time!
There is jet service to Ketchikan and from there it is possible to connect with one of several small air carriers to Prince of Wales. Each island community has regular air service, but some only once a week.

Services

Coffman Cove has a population of around 163 and has the following services: boat harbor, car rental, fuel, diesel and propane, general store, groceries, hardware, laundromat, library, liquor, lodging, post office, public restroom, showers, telephone, RV park and dump, school, souvenirs, basic auto and tire repair. Island-wide there are a number of U.S. Forest Service cabins available for rental, there is one developed USFS campground near Thorne Bay, and wilderness camping is also an option in the Tongass forest.

SEAtrails

First Dog/Second Dog Mountain Bike Trails **(10 miles total trip; multiple one-way segments of 2-3 miles), 1500 feet elevation gain, little obstacles, wide (old logging road). This challenging and interesting mountain biking route provides a variety of wildlife viewing opportunities and spectacular scenery of the surrounding mountains and waterways. The mountain bike trails begin about 1 mile from downtown off Coffman Cove Road (FS 30/30).**

Honker Divide Canoe Trail **(30 miles one way, 150 feet elevation gain, many obstacles including low water levels, difficult footing over some portage areas, swift rapids, various trail widths). A difficult and strenuous water trail, this route takes about three days and passes through scenic wilderness and over lakes and rivers to Thorne Bay. A public use rental cabin is available on the way. Take the Coffman Cove Road for 14 miles out of town and the trail begins at the bridge over Hatchery Creek on the forest service road (FDR #30).**

Sweetwater/Barnes Lake Canoe Trail (9 miles one way, no elevation gain, difficulty comes when going from freshwater to saltwater —pay attention to tides and paddling in open ocean waters). A difficult and strenuous water trail, this route passes through scenic wilderness and over lakes and rivers to Coffman Cove and includes a Forest Service public use rental cabin. Users launch canoes at Sweetwater Lake which is 7 miles from Coffman Cove on the Coffman Cove Road.

Whale Pass

Whale Pass, a community of 58 lies on the northeast coast of Prince of Wales Island. It is about 64 road miles north of Klawock and for years was the site of logging camps. In the

early 1980s, the last camp moved out, and the area was permanently settled as the result of State land sales.

Transportation

Prince of Wales Island is accessible via the Inter-Island Ferry Authority (IFA)'s daily service from Ketchikan. Travelers on Alaska's Marine Highway System (AMHS) simply need to transfer at the docks in Ketchikan and purchase a separate ticket. The IFA ferry takes passengers to the Island community of Hollis, which is 89 miles from Whale Pass on the Prince of Wales Island road system.

Visitors can bring their own vehicles to Prince of Wales on the ferry, or there are car rental services on the Island. Currently there is no public transportation system on Prince of Wales, but a private shuttle company meets each ferry and offers transportation services on the island. Arrangements should be made ahead of time!

There is jet service to Ketchikan and from there it is possible to connect with one of several small air carriers to Prince of Wales. Each island community has regular air service, but some only once a week. Also, there is a boat launch and dock available in Whale Pass.

Services

Whale Pass has limited services. Lodging options are sufficient through several of the lodges and cabins. There is also a general store, a place to buy groceries, a mail room, and public telephone. The nearest car rental and medical clinic are in Craig, however auxiliary healthcare is available through the local EMS.

SEAtrails

El Capitan Trail: (0.25 mile one-way, 400 feet elevation gain, dark and enclosed cave that is prone to flooding, 365 steps, steep and strenuous). Seasonal: May-Sep. After a staircase, the trail enters a Karst (limestone cave) system (12,000 feet of mapped passage). A Forest Service guide, only available Thursday to Sunday, must accompany hikers beyond 100 feet inside the entrance. Reservations must be made with the Thorne Bay Ranger District (907-828-3304) two days in advance. The maximum group size is 6 people, (no child packs or

carriers). This trail is 71 miles from Thorne Bay and 94 miles from the ferry terminal in Hollis on the FSR 20. There will be a sign to turn off on FSR 15 and then it is 1 mile to the cave.

Cavern Lake Trail: (250 feet in length, no elevation gain) The Cavern Lake Trail is a short trail to a viewing platform that looks at the mouth of Cavern Lake cave, and a stream gushing out of the mouth of the cave. The trail head is on the 27 road about 10 miles from Whale Pass.

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Regional Transportation

AMHS provides access to all the SEAtrails communities in central Southeast in the summer. In 2006 the Inter-Island Ferry Authority will begin services between Coffman Cove, Petersburg and Wrangell.

Sitka, and to some degree Petersburg, are hubs for water and air transportation to smaller communities in this region, although Juneau does provide schedule float plane services to Angoon, Kake and Wrangell. Sitka enjoys daily jet service from hubs such as Anchorage, Juneau (96 miles away) and Seattle, and is a hub for single and dual-engine aircraft service to Baranof Island and nearby communities.

Regional Services

Sitka (with a population of 8,891) is the largest SEAtrails community in this region and has full services for accommodations, food, amenities, outdoor equipment rentals including skiffs and kayaks, car rentals, camping, laundry and showers. Sitka has emergency services, and is the regional base for medical care. Petersburg (3,060) and Wrangell (2,113) are also full service communities while Kake (682) provides accommodations, restaurants, kayak rentals, and car rental. Angoon (505) is limited to a general store, lodging, USFS cabins, and a dock.

Major Attractions

Admiralty Island National Monument Kootznoowoo Wilderness

Tongass National Forest

Kootznoowoo Wilderness is located within the Admiralty Island National Monument and both are entirely within the Tongass National Forest. Major marine transportation routes and boating waterways surround the island, including Stephens Passage to the east, Chatham Strait to the west and Frederick Sound to the south. Much of the use of Admiralty Island takes place in the several major bays and inlets which penetrate deeply inland. They offer safe places to anchor and hike the adjacent beaches or estuaries while hunting, beach combing or photographing wildlife. Sitka black-tailed deer are numerous as are brown bear. The largest inlet, Seymour Canal, has some of the highest densities of nesting bald eagles in the world.

Stikine-LeConte Wilderness

The Stikine-LeConte Wilderness is southeast of Petersburg and north of Wrangell. One of the major features of this area is the Stikine River, which flows through the southern portion of the Stikine-LeConte Wilderness, with two warm and one hot springs along the river. North of the Stikine River area is the LeConte Glacier, which flows into LeConte Bay. LeConte is the southernmost tidewater glacier in North America that flows directly into salt water. Much of the area, particularly the Stikine River drainage, is recognized as

an important fish and wildlife area. Moose, mountain goats, brown bear and black bear, deer, and wolves inhabit the area. There are 12 Forest Service public use recreation cabins within the area. There are also two bathing structures at Chief Shakes Hot Springs.

Sub-Regional Contacts

Agency: AMHS, IFA, USFS Tongass National Forest

Regional: Southeast Conference (Juneau), Southeast Alaska Tourism Council, Central Council of the Tlingit and Haida Indian Tribes of Alaska, Sea Alaska Corporation, Southeast Alaska Conservation Council, Southeast Alaska Tourism Council

Local: City of Angoon, Kootznoowoo Inc., City of Kake, Organized Village of Kake, Kake Tribal Corporation, City of Petersburg, Petersburg Chamber of Commerce & Visitor Information, Petersburg Indian Association, City and Borough of Sitka, Greater Sitka Chamber of Commerce, Shee Atika, Incorporated, Sitka Convention & Visitors Bureau, Sitka Tribe of Alaska, City of Wrangell, Wrangell Chamber of Commerce, and Wrangell Cooperative Association.

Wrangell

Wrangell, population 2,113, is located on the northwest tip of Wrangell Island, 155 miles south of Juneau and 89 miles northwest of Ketchikan. It is near the mouth of the Stikine River, a historic trade route to the Canadian Interior, and is one of the oldest non-Native settlements in Alaska.

Transportation

Wrangell is primarily accessed via the Alaska Marine Highway System or by jet service from Seattle or through Juneau. A seaplane base is adjacent to the airport's runway, providing scheduled and charter air taxi services. Wrangell also offers a deep-water port, and has number of charter yachts, sailboats, two small boat harbors with 498 slips, a boat launch, and rentals for kayaks and canoes.

Services

Wrangell has major visitor amenities and services. Accommodations range from hotels and bed and breakfasts to Forest Service cabins. Cafes, eateries and grocery stores are also available as are outdoor equipment rentals including kayaks, canoes, and bicycles. Wrangell has its own hospital and clinic facilities.

SEAtrails

Rainbow Falls Trail (0.8 miles one-way, 500 feet elevation gain, boardwalk can be slippery, steep sections, some steps). This short walking/hiking trail runs along Institute Creek through lush temperate rain forest. The trail provides access to a scenic waterfall and limited vistas of Zimovia Strait. The trailhead is at 4.5 mile Zimovia Highway (approximately 4.5 miles from downtown area; add 1/2 mile if coming from airport of ferry terminal). You can walk, bike or take a cab to the trailhead.

Mt. Dewey Trail (0.25 miles one-way, 300 feet elevation gain) This short hiking trail climbs to the top of a small mountain in the center of Wrangell, offering views of the city and surrounding landscape. To access, bike, walk or take a cab from downtown Wrangell and the ferry (one mile out and back on pavement). You may also begin or end at the airport. Once downtown, go up to Third Street, behind the high school, or up McKinnon Street to the set of stairs leading up to Reid Street, bear left and follow the residential street until it becomes a narrow dirt road. A sign points the way to the Municipal trail.

Nemo Loop Road Bike Route (13 miles one-way, 200-500 feet in elevation gain, first and last 5 miles are on crushed gravel, middle section is un-crushed gravel suitable for mountain biking, some potholes) This bike loop offers camping, scenic views, and petroglyphs. To start, bike from downtown Wrangell and the ferry to connect up with Nemo Loop Road (6267). You may also begin or end at the airport by taking the Zimovia Highway 13.4 miles to the fork in the roads at 6267 and 6265. Go either direction and you will end up back at the Zimovia Highway. Starting from the airport would make this bike ride 26.4 miles long.

High Country Trail (2.3 miles one-way, 1100 feet elevation gain, stairs, weather, steep) Traversing the high country near Wrangell, this trail has several shelters for camping. To access, take a cab or bike to the trailhead located at the large bridge on the Institute Creek Trail, approximately 2.2 miles from Zimovia Highway and the Rainbow Falls trailhead.

Nemo Pt. Saltwater Trail (0.5 miles one-way, 1-2 hours, 300 feet elevation gain). A boardwalk, this trail travels through forest (cedar, spruce-hemlock) and muskeg and ends at a beach with beautiful views. To access from Wrangell drive 13.4 miles to Nemo Loop Road (6267). Follow this road 5.2 miles to the trailhead at a small parking area on the right.

Stikine River Paddle Route (approximately 27-36 miles depending on route, small elevation gain, water-related obstacles (cold/silt-laden water, log jams, sweepers, free-floating logs, tidal currents). The Stikine River offers paddlers a variety of waterways to explore where birds and wildlife abound. To access, you can kayak or canoe from Wrangell across Eastern Passage. Jet boat transportation can be arranged for hire with drop-offs up-river for this trip. Due to swift currents up-river paddling is quite strenuous and recommended only for very strong paddlers. It is also possible to leave from Mitkof Island; 35.5 miles from Petersburg (old boat ramp off Mitkof Highway) and cross Dry Straight.

Wrangell Island Paddling Circuit (~60 miles, no elevation gain, weather/tide issues including a 13-15 feet tide change, for more info on hazards contact the Wrangell Ranger District and obtain the "Wrangell Island Tongass National Forest Map"). Leave Wrangell at Wrangell Harbor or at the City Boat Ramp down Zimovia Highway about 2 miles. Head along the coast of Wrangell Island east into Zimovia Straight. A good place to stop in this area is Turn Island Beach Campsite. From there a good stop for camping could be Southeast cove (about 8 miles from Turn Island). From there you can go north up Fools Inlet, but beware of bears. You can cross Ernest Sound a little past the Fools Inlet mouth and get out at the Anan Bay Cabin located in the Anan Wildlife Observatory. This requires a long open water crossing with consideration given to windy conditions. Cross back over toward Wrangell

Island and head into the Blake Channel. Heading straight north, you'll run into Neptune Island. Behind Neptune Island is Berg Bay and there is the Berg Bay cabin available. After exiting Berg Bay, head east through the Narrows into the Easter Passage. Just as you exit the Narrows, you can land at the Earl West Cove Campsite and Landing. From there it is about a 15 mile paddle back to the Wrangell Boat Harbor.

Petersburg

Petersburg has a population of 3,224 people and is located on the northwest end of Mitkof Island, where the Wrangell Narrows meets Frederick Sound, lying midway between Juneau and Ketchikan, approximately 120 miles from either community.

Transportation

The community of Petersburg is accessible by Alaska's Marine Highway. The terminal is accessible by a dock 1 mile west of the downtown. AMHS has at least one arrival and departure daily throughout the summer months. Major commercial air carriers have daily flights from Anchorage and most of the major cities in Southeast Alaska. Flexible air transportation to and from Petersburg is also available from private charter companies based out of Petersburg.

Services

Petersburg is a full service SEAtrails community with many options for lodging (bed and breakfasts, motels, lodges, RV parks, and campgrounds), full medical services including ambulance service and a hospital. Car rentals, groceries, cafes, and restaurants are also available.

SEAtrails

Leconte Glacier Kayak Route (25 miles, 4-5 days) The trail begins at Petersburg, crosses Frederick Sound and passes by the Stikine River delta, an area known for its excellent birding opportunities. It takes 1.5 days to reach the fjord, which is 12 miles long. The water is full of ice in this area, sometimes blocking passage, but the glacier is often approachable. Sheer fjord walls, harbor seals and waterfalls add to the beauty and interest of the area. Launching can take place at the Petersburg boat ramp downtown, in Dry Strait at the end of Mitkof Island, or at the boat ramp at Sandy Beach.

Mitkof Highway Recreation Corridor (33.5 miles, 200 feet elevation gain, 1-2 days) The Mitkof Highway is a major recreation corridor for Petersburg with many biking, camping and interpretive opportunities. The road currently has a limited road shoulder. Construction of the South Mitkof Ferry Terminal is in the works and may include improvements and a pathway to mile 27. The highway is accessible from downtown Petersburg and is the road on which the ferry terminal is located.

Three Lakes Trail (4.5 miles, 3-4 hours, easy) The Three Lakes Trail is an easy trail that has three trailheads connected in a figure eight with one shelter available at Shelter Lake. Winding through muskeg and forest, the trail passes four lakes, three of which have public use rowboats and all of which offer trout fishing. The boardwalk trail is mostly flat with a few short, steep sections. Beaver, deer, bear and eagles are abundant and sand hill cranes are often seen; wildflowers and berries abound along the way. To get there, drive south from Petersburg on the Mitkof Highway. The Three Lakes Loop Road meets the highway at miles 10 and 20 from Petersburg and the three trailheads are approximately 15 miles from the north end of the Loop Road and 6 miles from the south end. The trail can also be accessed by hiking the Ideal Cove Trail from Frederick Sound.

Kake

Kake is located on the northwest coast of Kupreanof Island along Keku Strait, 38 air miles northwest of Petersburg, and 95 air miles southwest of Juneau. It is a Tlingit village with a fishing, logging and subsistence lifestyle that is home to about 682 residents.

Transportation

Alaska's Marine Highway Service leaves Kake two times per week; one Southbound and one Northbound. There is no ferry terminal building, only a covered shed at the terminal location. Charter Boat service is provided by a few individual residents.

Scheduled float plane and air taxi flights are available from Juneau 4 times per day. Charter planes out of Sitka, Petersburg, and Ketchikan are also available. Kake has a State-owned lighted paved runway west of town, and a seaplane base at the City dock. There are 120 miles of logging roads in the Kake area, but no connections to other Kupreanof Island communities.

Services

Accommodations are available at several lodges and inns in Kake which also serve food. Kayak rentals are available through a local guiding service but other services such as banking are non-existent. Fishing and hunting licenses and car rentals are available from a local lodge and bed and breakfast.

SEAtrails

Big John Bay Trail (1.75 miles one-way, 500 feet elevation gain, more difficult). Logging roads from Kake lead to several recreation access trails such as this one that leads to the USFS Big John Bay cabin. The trail is marked in blue diamonds and pink flagging. Big John Bay offers excellent waterfowl, grouse, and black bear hunting. Contact the Petersburg Ranger District for cabin permit applications. To access, take road #6314 from Kake 16 miles to the trailhead.

Goose Lake Trail (0.75 miles one-way, 50 feet elevation gain, easy). This trail gives access to Goose Lake from Kake where trout fishing, waterfowl hunting, and cross-country skiing are popular activities. A small boat is provided for fishing and rowing on the lake. No other facilities exist. Short parts of the trail are boardwalk. To access from Kake drive 10 miles from Kake on Road #6314 then 1 mile on Road #6030 to the trailhead.

Cathedral Falls Trail (0.25 miles one-way, 100 feet elevation gain, more difficult). This recreation access trail leads to the falls on Cathedral Falls Creek. The trail first passes through a small area thick with berries, then descends steeply to the creek. Cathedral Falls is a popular spot for trout and salmon fishing. No facilities are provided. To access from Kake, drive 8 miles on Road #6314, turn right onto Road #6312 (somewhat overgrown and narrow). The trailhead is at the end of Road #6312, about 1 mile from the turnoff.

Hamilton Creek (1 mile one-way, 50 feet elevation gain, easy). The trail leads from the road to Hamilton Creek. There are tidal flats west of Hamilton Bay. The trail continues southeast, meandering upstream along the banks of the creek and leading to many fishing sites. Trout, char, and salmon inhabit the creek and black bears frequently fish there during the summer and fall. No facilities are provided. To access from Kake, drive 13 miles on Road #6314 to the trailhead.

Portage Bay Trail (1 mile one-way, 10 feet elevation gain, some obstacles) This is a great beach walk to view black bear, eagles, salmon, trout, and a variety of plants. It is also a good salmon fishing and berry picking area. The trailhead is 1.2 miles east of town. From Kake take Keku Road south, pass the Kake Portage Boat Harbor then take a right along the intertidal area of Portage Bay and along the beach road that leads to Kake Tribal Logging Log Transfer Site and then walk along the intertidal trail (vehicles may be left parked along the road). Contact: Organized Village of Kake, 907-785-6471.

Sitka

Sitka is located on the west coast of Baranof Island fronting the Pacific Ocean, on Sitka Sound. Mount Edgecumbe, a dormant volcano on Kruzof Island, rises 3200' above the community.

Transportation

Sitka enjoys daily jet service from hubs such as Anchorage, Ketchikan, Juneau (96 miles away) and Seattle. Alaska's Marine Highway System provides regular year-round ferry service for passengers and vehicles. Sitka is a hub for single and dual-engine aircraft service to other nearby communities. Sitka is also a popular port of call for many cruise lines that sail the Inside Passage. Flexible transportation options include charters (both air and water) and taxis (both land and water).

Services

Sitka is a full service SEAtrails community with choices in accommodations, camping, outdoor gear rentals, charter fishing and wildlife tours, food and amenities, and local transportation.

SEAtrails

Estuary Life Trail: (0.25 miles one-way, easy) Closely accessible from the Alaska Ferry terminal, this scenic ADA accessible boardwalk trail can easily be hiked in about 15 minutes ending at a river viewing deck on Nelson Logging Road. The trail is part of the Starrigavan Recreation Area, managed jointly by the USDA Forest Service and Alaska State Parks. Interpretive stations with benches and a covered bird viewing deck highlight this trail. A self-guided trail brochure in an easy-to-read format and interpretive map kiosk is also available at the trailhead. The trail follows the forest edge as it meets the estuary, weaving in and out of tree clusters and crossing small streams.

Forest & Muskeg Trail: (.5 miles one way, easy-moderate) Closely accessible from the Alaska Ferry terminal, this short walk is barrier-free and provides interpretation about the area's human and natural history with a self-guiding brochure and interpretive stations.

Mosquito Cove Trail: (1.5 mile loop, 100 feet elevation gain, easy-moderate) Located at the north end of Halibut Point Road, within the Forest Service Picnic Area, this gravel and boardwalk trail includes both shoreline and forest ecosystems. The trail features several

gentle climbs as well as beach-walking opportunities. Marine mammals are often spotted from the trail and brown bears are not uncommon. The Mosquito Cove Trail is part of the Starrigavan Recreation Area, managed jointly by the USDA Forest Service and Alaska State Parks.

Magic Island Underwater Area: Located just below the south end parking area of Halibut Pt. State Park and connected to the beach at low tide, Magic Island is small enough to circumnavigate on one tank of air. Divers usually start on the north side and emerge on the south side. The outside of the island drops in a wall 40-60 feet deep and the south end has a long reef line and a variety of swim-throughs. Rockfish, octopus and a variety of kelp are a few of the organisms typically encountered on this dive.

Sitka Cross Trail: (2.5 miles one way, 1-2 hours, easy) This pleasant trail, directly accessible from downtown Sitka, parallels town as it passes upland through new and old growth forests and muskeg. Hikers, dog-walkers and cross-country skiers are avid users of the trail. Considerable trail extensions are planned for the near future.

Sitka National Historical Park Trails: (1. 5 mile loop, easy) This visitor center and its associated trails are closely accessible from downtown Sitka, at the end of Lincoln Street. Two loop trails pass through this park and are used by walkers, runners, skiers and others (no bikes allowed); Tlingit history, Native totems and interpretation add to the peaceful natural scenery. This is the site of the 1804 battle that marked the last major Tlingit Indian resistance to Russian colonization. From mid-summer to late fall, Indian River, within the confines of the park, is teeming with spawning salmon.

Beaver Lake: (2.5 mile loop trail, 300 feet elevation gain, moderate) This scenic trail provides access to and around Beaver Lake, passing through forest, muskeg and streams; joggers, walkers, hikers and fishermen enjoy this trail. The trail crosses Sawmill Creek at the trailhead and then rises steeply for the first quarter mile. In the late spring, arctic grayling spawn in Beaver Creek. A Forest Service skiff with oars is generally available for public use on Beaver Lake. The trail circumnavigates Beaver Lake through old-growth forest with beautiful views of Bear Mountain and other majestic mountains of Baranof Island.

Sea Lion Cove Trail: (2.5 miles one way, 500 feet elevation gain, moderate) Remotely located, approximately 1 ½ hours by boat north of town the trail begins on the shoreline of Kalinin Bay. Hikers enter the forest, break out into muskegs and pass by a lake before re-

entering beautiful old-growth forest. The trail then emerges onto a two-mile-wide white sand beach in Sea Lion Cove, at the edge of the open ocean. Sea Lion Cove Trail is maintained by Alaska State Parks.

Angoon

This Tlingit community is the only permanent settlement on Admiralty Island and is home to about 570 residents. It is located on the southwest coast at Kootznahoo Inlet, about 55 miles southwest of Juneau and 41 miles northeast of Sitka.

Transportation

Angoon can be reached using Alaska's Marine Highway System (AMHS). Ferry service is available almost daily in the summer, and several times a week in the winter. It arrives at a dock located about 3 miles from town. Although there is not a shuttle or cab, local residents might offer visitors a ride into town if they look like they are in need.

Scheduled float plane services are also available, with flights arriving into the state-owned seaplane base on Kootznahoo Inlet a quarter mile from town. Angoon's waterfront facilities include a deep draft dock, and a small boat harbor with 45 berths.

Services

Angoon's services are limited to a general store, several lodges, and a few bed and breakfasts. Most summer seasons there is limited kayak and canoe rental on the island, and the few local lodges may be employed to help with storage of backpacks and equipment while visitors go exploring. There are no restaurants and are few amenities for visitors, although more than a dozen U.S. Forest Service cabins are available across the island. Wilderness camping is an option, however visitors must pack out all garbage and take precautions given the density of brown bears.

SEAtrails

Danger Point Trail (2.25 miles round-trip, no elevation gain, easy) This trail is on the lush coast of Danger Point in Angoon and has a great viewing area for the Chatham Strait and Humpbacks gathering in late August. As the trail does run through the cemetery, there is a lot of history of immediate or extended families in this area. The trailhead is on side the Chatham Straits side (west) of the peninsula. Park in town and follow Aanya Street or Kootznahoo Road north or take a cab to the trailhead. Contact: City of Angoon at (907) 788-3653.

Cross Admiralty Canoe/Kayak Route (25 miles, 300 feet elevation gain, moderate-difficult) This canoe/kayak route crosses the center of Admiralty Island National Monument Kootznoowoo Wilderness. The National Monument encompasses approximately 955,747 acres, of which 937,396 are designated as Wilderness. Paddlers with intermediate to advanced skills can traverse the island through a unique series of inland lakes and saltwater channels, and more experienced paddlers can include a side trip on a white water river. Enjoy abundant trout, deer, and bears and secluded campsites. There are several Forest Service cabins that can be reserved for a fee (up to 180 days before you leave) but beware that they book quickly (contact the Juneau Forest Service Information Center). Start in Angoon via ferry, charter a float plane, or start paddling in Juneau. The Juneau Forest Service Information Center has a list of charter companies that work out of Juneau. There detailed information/maps on this route published by the Forest Service. There are several Forest Service cabins that can be reserved for a fee (up to 180 days before you leave) but beware that they book quickly (contact the Juneau Forest Service Information Center). Contact: Admiralty Island National Monument, 907-586-8790

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Regional Transportation

Juneau, Alaska's capital, is the third largest city in the state and the major transportation and service hub for all of Southeast Alaska. All of AMHS's vessels and routes in the region stop at Juneau's ferry terminal, located 14 miles from downtown. Juneau is also an air hub, with commercial jet service from Anchorage or Seattle. Smaller communities (Pelican and Gustavus) connect to Juneau via commuter carriers or water taxis.

Haines and Skagway also are key transportation hubs that link AMHS travelers with road networks extending into Alaska, Canada, and the lower 48. Haines connects to the Alaska Highway at Haines Junction (155 miles) in the Yukon Territory and Skagway connects via the South Klondike Highway (110 miles).

Regional Services

Juneau (population 31,283) is the largest SEAtrails community and has full services including skiffs and kayaks that can be rented for regional use. Juneau also has Southeast's most complete medical and emergency services, and is the coordination center for the Coast Guard's marine search and rescue operations in Alaska, and has one of two heavy weather rescue boats in Southeast. Haines (1,715) and Skagway (860) are also full service communities while Gustavus (438) and Pelican (113) provide lodging, food, charters, and limited medical services.

Major Attractions

Glacier Bay National Park- Biosphere Reserve and World Heritage Site
Glacier Bay National Park and Preserve was designated a national monument in 1925. It's purpose was to preserve the glacial environment for public enjoyment, scientific study, and historic interest. Expanded several times, Glacier Bay was re-designated a national park and preserve in 1980. In 1986 the park was named a Biosphere Reserve by

UNESCO. In 1992 it was nominated as World Heritage Site, the principal international recognition given to natural and cultural areas of universal significance. Gustavus is considered the gateway to Glacier Bay National Park and Preserve.

Tracy Arm-Fjords Wilderness

This area, popular with sea kayakers is located 50 miles southeast of Juneau, and consists of long, deep, narrow fjords that extend more than 30 miles into the glaciated Coast Mountain Range.

Chichagof and Yakobi Island Wilderness Area

This wilderness opens up on the west to the Pacific Ocean, with miles of dramatic wave-pounded cliffs, and many sheltered bays and islands that offer safe harbor.

Chilkoot Trail, Gold Rush National Historic Park

This park celebrates the Klondike Gold Rush of 1897-98 and encompasses 15 restored buildings within the Skagway Historic District. The National Park Service also administers the Chilkoot Trail and a portion of the White Pass Trail. Included in the park is a portion of the Dyea Townsite at the foot of the Chilkoot Trail.

Sub-Regional Contacts

Agencies: AMHS; Tongass National Forest; Glacier Bay National Park; and Admiralty Island National Monument.

Regional: Southeast Conference (Juneau), Southeast Alaska Tourism Council; Central Council of the Tlingit and Haida Indian Tribes; of Alaska; Sea Alaska Corporation; and Southeast Alaska Tourism Council.

Local: City of Gustavus; Gustavus Community Association; Gustavus Visitors Association; Haines Chamber of Commerce; Chilkoot Indian Association of Haines; Haines Borough; Haines Visitors Bureau; Juneau Chamber of Commerce; City & Borough of Juneau; Juneau Trail Mix; City of Pelican; Pelican Traditional Council; Pelican Visitors Association; and City of Skagway.

Pelican

Pelican has 165 residents and is located on the northwest coast of Chichagof Island on Lisianski Inlet. Most of the community is built on pilings over the tidelands. Commercial fishing and tourism are the primary economic activities.

Pelican is nestled by a 22-mile fjord with 3,000-foot mountains bordering Lisianski Inlet. It is a community with its road system being primarily a ten-foot wide boardwalk stretching along the inlet for more than a mile. There are homes and businesses on both sides of the boardwalks built on pilings.

Transportation

Pelican can be reached by ferry through Alaska's Marine Highway System on a limited basis. The ferry provides two monthly departures on Sundays during the summer and one monthly departure during winter. There are scheduled daily flights and air taxi services from Juneau (70 miles to the west) and Sitka (80 miles to the north).

Services

Pelican has a number of lodging options, a grocery store and restaurants, but has few other services. Choices for food, groceries and local transportation are very limited.

SEAtrails

Takanis Lakes Trail: (4 miles one way, 500 feet elevation gain) This primitive trail climbs through forest and muskeg and a historic mining area before reaching two lakes and descending back to sea level. This trail goes around Takanis Lake for two miles before entering the West Chichagof-Yakobi Wilderness Area and dropping down another mile to Takanis Bay, completing a short cross-island traverse. This trail climbs through forest and muskeg and a historic mining area before reaching two lakes and descending back to sea level. To get to Takanis Lakes Trail, start at Lisianski Straits - Bohemia Basin trail and

follow the first two miles through a rough gravel road that passes through muskeg meadows along Bohemia Creek and continue south to an old mining area. As the old "road" turns south, the primitive trail continues east over a low divide to Upper Takanis Lake. The trail continues another mile to Takanis Lake. The trailhead is located approximately 15 water miles north of Pelican at the Bohemia Basin Public Dock.

Tsunami Trail: (0.5 mile one way, 300 feet elevation gain, very strenuous) The Tsunami Trail is the initial component of a longer proposed four-mile route around town. This trail gains approximately 300 feet in elevation (from sea level) to a series of fen or wet meadows. The trail also provides the only emergency evacuation route for the school and residents in the southern portion of town in the event of a tsunami warning. Access is from the southern end of Pelican, just past the end of the boardwalk and school, 0.25 miles south of the ferry terminal.

Gustavus

Gustavus lies on the north shore of Icy Passage at the mouth of the Salmon River, 48 air miles northwest of Juneau in the St. Elias Mountains. It is surrounded by Glacier Bay National Park and Preserve on three sides and the waters of Icy Passage on the south. Glacier Bay Park is 3.3 million acres, and offers 16 tidewater glaciers. Gustavus is a community with a number of seasonal-use homes for Juneau residents. The nearby Glacier Bay Park is a major recreation and tourist attraction in Southeast. Many of the residents who have relocated here chose Gustavus for the lifestyle, the nearness to natural resources, the beauty of the area, and for the subsistence activities available.

Transportation

Located 37 miles west of Juneau, the community of Gustavus is accessible by a water taxi or a shortflight and is the entry point for Glacier Bay National Park and Preserve. Daily jet service is available in the summer and there are many small planes, corporate jets and several air taxi services that use the airport. Float planes land at nearby Bartlett Cove. Air

traffic is relatively high during peak summer months, and cruise ships include the Bay in their itinerary.

There is a 10-mile local road connecting Bartlett Cove, the park entrance, with the airport. Small boats and small ferry boats regularly use the Gustavus Dock in the summer. Regulations limit the number of boats entering Glacier Bay, to protect the humpback whale habitat. Permits are required for boaters between June 1 and August 31, and may be obtained from the National Park Service (907-697-2268). Tours are available from Bartlett Cove, Gustavus and Juneau. Gustavus does not have AMHS service or inter-island ferry service.

Services

The community of Gustavus has lodges, inns, bed and breakfasts, cabins and lodges limited grocery service, and taxis to serve visitors. Car, kayak and bike rentals are available.

SEAtrails

Forest Loop Trail (1 mile loop, 100 feet elevation gain, easy) This trail takes you through temperate rainforest and along the beach of Bartlett Cove. Begin your walk either in front of the Glacier Bay Lodge (just off the parking lot) or south of the boat ramp between the docks. The trail surface varies between dirt, gravel, and boardwalk. Two benches and viewing platforms along the way beg you to pause and take in the sights and sounds of the spruce/hemlock forest. Rangers lead guided walks along this trail every afternoon at 2:30 p.m. Meet near the lodge front desk. Contact: Glacier Bay National Park, 907-697-2620.

Beach Walk (0.5-2 miles, no elevation gain, easy) The long stretch of shoreline south of the docks is a pleasant walk and terrific place to see land, shore and sea birds. Low tide reveals a myriad of intertidal life (please walk carefully!). Free tide tables are available at the NPS Information Desk in the lodge and at the Visitor Information Station near the public-use dock. Park at the Dock or at the Glacier Bay Lodge to access trail. Contact: Glacier Bay National Park, 907-697-2620.

Bartlett River Trail (4 miles roundtrip, 100 feet elevation gain, moderate) This trail meanders along an intertidal lagoon and through the spruce/hemlock forest before emerging

and ending at the Bartlett estuary. Watch for coyotes, moose, bear, and river otter along the beach. Ducks, geese and other water birds concentrate in the intertidal area during migrations and molting. Salmon run up the river in the latter part of the summer, which attracts hungry harbor seals. Park at the Glacier Bay Lodge/Visitor Center and walk up the road ½ mile to trailhead. Contact: Glacier Bay National Park, 907-697-2620

Bartlett Lake Trail (8 miles roundtrip, 100 feet elevation gain, moderate) The chatter of red squirrels will accompany you as you wind your way over and around moss-covered boulders and lichen-covered trees before reaching the shores of Bartlett Lake. During this full-day journey, you may be richly rewarded in solitude and perhaps even the call of loons. Park at the Glacier Bay Lodge/Visitor Center and walk up the road ½ mile to the Bartlett River trailhead. Begin walking on the Bartlett River Trail and you will reach a signpost about ¾ mile down the trail. Branch off and begin to climb the moraine. This trail is less maintained so use caution to not lose the route. Bring water, lunch and rain gear. Contact: Glacier Bay National Park, 907-697-2620

Kayaking Glacier Bay (Up to 100 miles roundtrip) Sea kayaking is a popular way to experience the wilderness of Glacier Bay. This is a wonderful place to experience marine wildlife and view glaciers. Kayak trips can originate from Bartlett Cove, or the daily tour boat can transport kayakers via the camper drop-off service. Making reservations for a rental kayak and the daily tour boat is recommended well in advance. If you prefer, guided day and overnight kayak trips are available. Launch at the Public Dock. All campers/kayakers are required to attend camper orientation (daily at the Bartlett Cove Visitor Information Center), need to be aware of the vessel regulations, should have a current tide table, read up on water safety in the bay, and to be familiar with the Basic Park Regulations. Contact: Glacier Bay National Park, 907-697-2620

Juneau

Located on the mainland of Southeast Alaska, opposite Douglas Island, Juneau was built at the heart of the Inside Passage along the Gastineau Channel. Juneau lies 900 air miles northwest of Seattle and 577 air miles southeast of Anchorage. Juneau is Alaska's State Capital and is located within the Tongass Rainforest climate which provides Juneau with lush

vegetation and colorful wildflowers. The Tlingit and Haida Indians were the first to settle in the area and Native Alaskan influence is still prominent today.

Transportation

Alaska's Marine Highway System offers regular ferry service to Juneau from many points, including Bellingham, Washington, and Prince Rupert, British Columbia. There is also daily service between Haines, Skagway, and Juneau from May through September. AMHS offers an affordable alternate to air travel for passengers who are traveling on foot, and want to enjoy and explore the Southeast Passage.

Juneau is accessible by air from Anchorage or Seattle with service provided by Alaska Airlines. Alaska Airlines partners with other major commercial U.S. carriers making connections from other points in the United States and abroad convenient for travelers wanting to visit Juneau. Smaller communities within Alaska can connect to Juneau via commuter carriers such as Air North. The airport is located 9 miles from downtown and the ferry terminal is located 14 miles from downtown Juneau.

In town, taxis offer city rate fares while many hotels provide free airport and ferry terminal shuttles. Rental cars are available at the airport. The local public transit system is useful and widely accessible.

Services

Juneau is the largest SEAtrails community and has full services for accommodations and food. It has the largest range of outdoor equipment rental and purchase options (e.g. skiffs, kayaks, scuba, and bikes). Juneau also has camping, laundry, showers, medical and emergency services.

SEAtrails

Perseverance Trail: **(3.5 miles one-way, 1000 feet elevation gain, some exposed areas with steep slopes). Considered by some to be the first road in Alaska, this trail**

was originally constructed in 1889 as a road to Last Chance Basin and eventually Silverbow Basin; it was known as the "Gold Canyon Trail." Today, the broad trail is very popular with locals and visitors who can walk side-by-side up through a narrow valley with rugged mountains on both sides. Along the way, many relics of the gold mining era can be seen ranging from broken bottles, to tools and water wheels, to foundations, old mill sites and glory holes. These relics are intermixed with a diversity of vegetation, waterfalls, snow slide gulches, majestic views, wildflowers and bird watching opportunities. Highlights include passing Snowslide Gulch over look, Ebner Falls, old growth rainforest, subalpine, Gold Creek and Granite Creek before you get to the Big Glory Hole, a 700-1000' vertical drop. Perseverance Trail starts on Basin Road near the Last Chance Mining Museum, and the trail is the main access to destinations including Mt. Juneau, Red Mill, Granite Creek, Glory Hole and Mine Camp Ruins. Walk or drive from downtown Juneau to the end of Basin Road where the trailhead and museum access trails are located. The Perseverance Trail Guide is available at the City Museum for a nominal fee. The 19-page booklet gives a history of the mining in the area along with photos, a map and information on birds and wildflowers that can be seen along the trail. The Perseverance Trail is jointly managed by Alaska State Parks and The City and Borough of Juneau Parks and Recreations Department with help from the nonprofit organization Trail Mix, Inc. and many volunteers.

Rainforest Trail: (1 mile loop, 100 feet drop, narrow trail with good tread). This trail traverses a forest of moderate old growth spruce and hemlock forest to the northern point of Douglas Island where Fritz Cove and Auke Bay join Stephen's Passage. From the beach hikers can look across to Admiralty Island and the Chilkat Range; sea ducks over winter in this area and whales can sometimes be viewed from shore in the summer. One can return via the loop or walk about 100 yards farther westward, (to the left), along the beach and take the Outer Point loop trail back to North Douglas Highway (mp 12), walking

back along the edge of the road to the Rainforest Trail trailhead. The trailhead is located at Mile 11.5 of the North Douglas Highway.

Indian Point - Auke Bay Trail: This short, easy loop trail is close to the Auke Bay AMHS ferry terminal and easily accessible by walkers or hikers; the trail passes through forest and beach ecosystems. From the ferry terminal, begin by hiking north along the beach and around Auke Nu Cove. From Indian Point Road there is a small trailhead with minimal parking at National Park Service Road.

Auke Recreation Area: (40 acres, down to 90' but mostly shallow, gravel shallows and sandy bottom). This area provides numerous picnic shelters, trails, camping, beach access and diving. This is a favorite spot for night diving and large dive parties. Don't be surprised if you see other divers in the area. Any skill level will have a great time at Auke Rec. Look for tiny hermit crabs and inch-long halibut when you are in the shallows. Dungeness crabs like to hide in the eel grass and in the sandy slope area. Off-road parking is limited during sunny days. Use extreme caution exiting and entering the road, as this is a high-accident, multi-use area. The large shelter requires reservations during the summer months, but the small shelter is on a first-come basis. Drive north (away from town) on Veterans Memorial Highway. Turn left at the sign "Auke Village Recreation Area", 14.5 miles from town and ½ mile west of AMHS terminal. The park is located off shore from the large picnic shelter and is marked with buoys.

Ann Coleman Wall Underwater Trail: (1.6 miles, down to 80 feet, sand shallows and rocky entry). This accessible dive site includes deep, sheer walls with crevasses and good fish and invertebrate encounters. This trail is accessible by car and is located at the end of Ann Coleman road, (a left turn off Fritz Cove Road) in Juneau. A sign marks the trailhead and access to the beach.

Sunshine Cove Underwater Trail: (down to 90 feet, watch for tide changes and swift currents further out). Though some distance north of downtown and the ferry terminal, Sunshine Cove provides easy access to an interesting dive site with a variety of wildlife. Divers of any skill level will enjoy the diversity of diving here. The reefs are loaded with

nudibranches and crab hunting is great. Benjamin Island (a major sealion haulout) is the next island away, so don't be surprised if you're visited during your dive. This is a beautiful cove surrounded by high, rocky cliffs and is also a popular camping spot. Access is by a steep trail, so be prepared for a bit of a hike. There is a grassy area above the beach for dressing out. Since this is a remote area, double check your gear and supplies and plan to spend the day. Drive over 30 miles north of Juneau, just past the end of pavement and winter road maintenance; no trailhead marker. Park just beyond that in a long turn-out along the waterside of the highway and a steep slope to the beach on the other side of a guard rail. It is a wide cove with a small island at the edge of it.

Channel Islands Paddle Route: (up to 10 miles, no elevation gain, watch tides/coastline (general water safety). This one-way or loop water trail can be used as a day paddle or a multi-day camping trip through the Channel Islands; scenic views and wildlife encounters are frequent along this moderately difficult route. This paddle allows for much flexibility. Within the ten mile stretch from Amalga Harbor or Eagle Beach to Auke Bay there are opportunities to get on and off the "trail." People can choose to explore the whole trail or one or more portions of it in two to three mile increments. This trail includes a variety of island ecosystems, camping opportunities, cultural experiences and areas to take out and put in. There are distant views of the Chilkat Range and Herbert and Eagle Glaciers. Begin at Alaska Marine Highway System Auke Bay ferry terminal or Auke Bay and paddle north. Alternatively, transport kayaks to Eagle Beach and paddle south.

Haines

Located on the pristine shores of America's longest fjord, the community of Haines has 2400 year-round residents. In 1972, the post was designated a national historic site and the name, Fort William H. Seward, was restored. Established as the first permanent army post in Alaska, Fort William H. Seward is a distinctive landmark in Haines and now boasts being a unique arts and culture district.

The Haines area was called "Dei-Shu" by the Tlingit, meaning "end of the trail." There is a Tlingit Indian village in the Haines area called Klukwan, which means "Mother Village." A tour of the village can be arranged with a local guide. In 1970, the City of Port Chilkoot (formed in 1956) merged with Haines into one municipality. In 2002, the City was consolidated with the Haines Borough.

Transportation

Haines is located between the Chilkoot and Chilkat Rivers on the western shore of the longest fjord in America, the Lynn Canal.

By Air – Located 80 miles north of the state capital; Juneau – 30 minutes, Skagway – 10 minutes. After arriving in Juneau on Alaska Airlines, daily scheduled flights to Haines are provided by several carriers.

By Sea – Alaska's Marine Highway - 2 ½ to 4 ½ hours depending on which ferry vessel is scheduled. Skagway is approximately one hour by State Ferry and 35 minutes by Chilkat Cruises, a local ferry transportation during the summer for passengers only (no vehicles).

By Road – Haines connects with the Alaska Highway in Haines Junction via the 155 mile Haines Highway. Allow 3-1/2 hours driving time for the Haines Highway. Driving distances: Anchorage - 775 miles, Fairbanks – 660 miles, Whitehorse – 250 miles.

Haines shares a border with 20 million acres of protected wilderness. The heart of Alaska's Glacier Bay National Park is approximately a 15 minute flight from Haines. Canada's Kluane National Park and Tatshenshini-Alsek Provincial Park are just up the road.

Services

Haines is a full service community with grocery stores, automobile service, photography supplies, gift stores, gas stations, RV parks, camping facilities, State ferry terminal, a State-owned seaplane base, two small boat harbors with a total of 240 moorage slips and a cruise ship dock. There is an array of accommodations available including bed and breakfasts, hotels, motels, cabins and hostels.

SEAtrails

Lynn Canal Marine Route (100 miles one-way, no elevation gain, weather exposure). The waters of Lynn Canal between Haines and Juneau are rich in scenery and wildlife; well-prepared kayakers can travel this route. The trail begins in either Haines or Juneau, and there are a number of possible places to put in that are accessible by charter vehicle, car, public bus, van, or near the AMHS docks.

Haines Highway Trail (10 miles, 800 feet elevation gain, no obstacles). This scenic road passes through the Chilkat Bald Eagle Preserve; provides bikers access to Canada and the interior. This trail is located three miles from the airport, five miles from the ferry terminal on the Haines Highway and can be reached by car, bike, public bus, or walking.

Porcupine Road/Sunshine Mountain Trail (13 miles, 900 feet elevation gain, moderate). A variety of users from bikers to hikers to snowmobilers access this one-way trail to the old townsite. The trailhead is on the south side of the Haines Highway at mile 26 near the steel bridge.

Mount Ripinsky Trail (3.6 miles, 4700 feet elevation gain, avalanches in winter, bears in summer). This system of hiking trails passes through rainforest and into alpine ecosystem, providing spectacular views of the area. The main trailhead is 1.25 miles from downtown at the 500' contour of Mt. Ripinsky. Go uphill on 2nd Ave. to Young Road, then to Skyline Dr. to the parking area at the end. Trail starts just prior to Old Pipeline Road at a gate. The "Seven Mile Saddle" trailhead provides access at a boardwalk 200 yards from 7 mile milepost. It is three miles from the ferry terminal and three miles from the airport.

Seduction Point Trail (7 miles, 50 feet elevation gain, beach pebbles may be difficult to walk on). Hikers and paddlers enjoy this one-way trail along the forests and beaches of the Chilkat Peninsula; it provides wildlife viewing opportunities and scenery. The trailhead is seven miles south of downtown Haines on the Mud Bay Road or 10 miles from the ferry terminal and airport; it is located just inside the Chilkat State Park. The parking area is at the bottom of steep S curve. If hikers prefer a beach walk, they can continue driving to the beach and start there.

Mount Riley Trail (2.8 or 4 miles one-way, 1760 feet elevation gain, moderate). This trio of hiking trails is moderate and scenically rich; they pass through forest and muskeg before meeting near the summit with views of the waterways in all directions. There are three trailheads. Mud Bay is the steepest and most direct route. Turn south along 3rd Avenue, behind Fort Seward and follow Mud Bay Road for almost three miles. Parking and the trailhead are prominently marked, although there is limited parking on the right (west) side of the road. The path starts on top of a bank across from the parking area.

Via Lily Lake (Mt. Riley Alternative #1) Take the FAA Road behind "Officers Row" in Fort Seward and follow it to its end, about 1 mile. Turn right shortly before the city dump is reached and walk along the City water supply access route. A short 5-minute spur trail

branching off to the right a few yards before reaching Lily Lake connects with the direct route from Mud Bay Road.

From Portage Cove (Mt. Riley Alternative #2) Follow Beach Road east around Portage Cove and turn right up a hill to the end of the road .7 miles from the cove, 1.5 miles from the City Dock. Follow the Battery Point trail for about 1 mile until a fork is reached shortly before the trail emerges into open meadow and beach. The trail to the right climbs Mount Riley.

Battery Point Trail (1.9 miles one-way, no elevation gain, easy). The short trail follows the shoreline to a pleasant beach and provides access to Mt. Riley. Follow Beach Road east around Portage Cove and turn right up a hill to the end of the road (.7 miles from the cove, 1.5 miles from the City Dock). Keep on the left of a fork approximately one mile into the trail.

Skagway

With a population of 860, Skagway is a popular summer destination with historic Tlingit influences and a rich and famous gold mining history. Downtown buildings have been colorfully restored to reflect the history of the gold rush through the Chilkoot Pass. "Skagua" was the Tlingit name, which means "the place where the north wind blows." Captain William Moore and Skookum Jim, a Tlingit from the Carcross-Tagish area of the Yukon Territory, made popular the White Pass route into Interior Canada in June 1887.

Transportation

Skagway is located 90 miles northeast of Juneau at the northernmost end of Lynn Canal, at the head of Taiya Inlet. It lies 108 road miles south of Whitehorse, just west of the Canadian border at British Columbia. Skagway is accessible via ferry, automobile or plane. If driving, the Alaska Highway connects to the Klondike Highway. To arrive by

water, Alaska's Marine Highway services the Skagway area. Juneau is the primary domestic air entry point for Southeast Alaska and travelers on the Inside Passage and is a 45-minute commuter flight from Skagway. Skagway is also accessible from Haines or Juneau via the Haines-Skagway Water Taxi.

Services

Skagway is a full service SEAtrails community with a range of accommodations, eateries, rental facilities for both vehicles and outdoor equipment, and medical and emergency facilities.

SEAtrails

Chilkoot Trail: (33 miles one way, 3500 feet elevation gain, steep, strenuous): Leading into Canada, this historic, scenic and wildlife rich route passes from coastal rainforest to alpine; This rugged trail is appropriate for hikers and athletes and is the first international SEAtrail. The trailhead is nine miles from Skagway; accessible by motor vehicle, shuttle service, biking or walking. Follow the Klondike Highway two miles to Dyea Road, turn left and follow the road 7 miles to the trailhead. A permit is required for overnight hikes, phone 907-983-2921 for information.

Yakutania Point/Smuggler's Cove Trail: (2.5 miles loop, 50 feet elevation gain, icy in winter). This trail affords scenic and wildlife viewing opportunities along the shoreline and interior; hikers and bikers use it as a day trail and exercise route. A portion is ADA accessible. From the ferry terminal, go west on First for two blocks, turn (south) on Main, take Main to the airport terminal, cross the steel footbridge. At exercise station #4, a dirt road leads off the main path to Smugglers Cove.

Lower Dewey Lake Trail System: (5 mile loop, 200 feet elevation gain, icy in winter). This trail begins near the downtown area and rapidly passes through a variety of wildlife habitats and past cultural artifacts; hikers, runners, bikers and campers enjoy this trail as a

loop or one-way. From the ferry terminal take Broadway North to 2nd Ave; go east to the railway tracks; go north 150 meters to trailhead on the right.

Upper Dewey Lake and Devil's Punch Bowl Trails: (6 to 8 miles round-trip, 3100 to 3600 feet elevation gain, steep with switchbacks and rocky). This trail passes from coastal to alpine environments in a short distance; campers, hikers, fishermen, and snowshoers use this steep and difficult trail. From the ferry terminal take Broadway North to 2nd Ave; go east to the railroad tracks; north 150 meters to the trailhead on the right.

Denver Glacier Trail: (5 miles one-way, 400 feet elevation gain, rocks and roots, moderately difficult). Day hikers and ice climbers enjoy this trail that climbs along the Sawtooth Range to an alpine glacier. From Skagway hike the White Pass & Yukon Route tracks from the Gold Rush Cemetery for 3.5 miles or take the train to the Denver whistle stop (summer only).

Skyline Trail to AB Mountain: (10 miles round-trip, 5000 feet elevation gain, snowy summit 9 months of the year, weather/water issues). This trail climbs from sea level through forests to sub-alpine vegetation; it appeals to hikers, para-gliders, snowshoers and mountain bikers and provides scenic views and access to Canada. 4.5 miles on Dyea Road, about 1 mile by trail from town.

Skagway to Haines Kayak Route: (14 miles one way, difficult/advanced kayak experience). This route along northern Lynn Canal offers experienced paddlers with views of hanging glaciers, waterfalls, 6,000 foot mountains and wildlife including abundant waterfowl and porpoise in the summer. Starting at the docks, the trail follows the east side of the Taiya Inlet to Sawmill Creek before crossing the Canal to Taiya Point and then across Lutak Inlet and ends at the Haines Small Boat Harbor. There are six safe anchorages along the east side and three along the west side. There is good camping at Taiyasanka Harbor at the mouth of the Ferebee Valley. This water route is notoriously windy and choppy and the weather can change quickly and without warning. It is very important to check the weather conditions, get charts, and be prepared for foul weather before heading off.

C. System Gaps

The Need to Package and Brand SEAtrails as a "System"

With few exceptions, visitors worldwide are trying to stretch their travel dollars and get as much out of their allotted time as possible. As a result tourism is one of the most competitive industries in the world. To compete with all the experiences available, SEAtrails has to be more than a collection of great local trails and attractions; it has to offer a unified, competitively priced experience that anticipates and meets recreational traveler's expectations as a group.

Cruises are popular because the typical cruise passenger has a cohesive, simplified experience mostly on-board one ship, with closely-timed itineraries and local excursion options that are updated based on passenger feedback. The economy of scale keeps prices affordable, and the cruise companies make a profit based on the volume.

The adventure traveler in Southeast, on the other hand, has to make sense of a broad array of options and deal with many unknowns. They do not benefit from any economy of scale price breaks, or find transportation schedules carefully timed to meet their needs. Although numerous supports are in place to help—local chamber of commerce web pages, AMHS reservation line staff, guide books, and regional maps—it takes extra up-front planning and research to develop an action-packed, cohesive, and widely-affordable itinerary.

Southeast's independent trails, communities, services, and attractions, as described in the preceding inventory, need to be packaged in order for adventure travelers and locals to perceive SEAtrails as a system. Packaging involves creating a cohesive story, detailed high-quality information, and "one stop shopping" outlets to disseminate information about recreational travel in Southeast.

As high quality information about the "system" becomes available, a greater volume of users will be encouraged to visit the region. If their trip meets and exceeds expectations, positive feedback loops will begin to work for the SEAtrails system, and more tailored options, services and infrastructure will develop in Southeast to serve the recreational traveler.

As locals and visitors begin to perceive SEAtrails as a system, and as this is supported by targeted marketing, signage, wayfinding and infrastructure improvements, "branding" will occur and put this diverse set of experiences and adventures in people's minds as an attraction to visit again and again over one's lifetime, like with the Appalachian Trail.

Beyond the Marketing and Information Gap

Visitors and locals can begin to experience and perceive SEAtrails as a system if they see new signs, printed materials, maps, and great information on the web. However, the system will only work as a system—and survive as a system,—if fundamental transportation/ logistical, and service gaps are overcome to allow the system to function as such.

For example, if visitors cannot rent a kayak in Hydaburg or the cost and logistics of bringing a kayak is too much, the Goat and Sukkwan Islands Paddling Trail and Hetta Inlet Paddle cannot function as part of the SEAtrails system. Or if visitors want to experience several SEAtrails, but the marine highway system discourages them because of punitive ticket pricing for multiple one way tickets (instead of giving incentives like the Euro-rail system) then SEAtrails will remain individual attractions that function as a system in name only.

Because fundamental transportation, logistics and service gaps are "fatal flaws" that will keep SEAtrails from functioning as a system, Section 3 provides recommendations and a comprehensive Capital Improvement Plan to address priority needs over time.

Forgivable Gaps

The timing of recommendations following in Section 3 recognizes that a number of transportation and service gaps are economy of scale issues, like Hydaburg's ability to support a kayak rental business. In the short term, visitors will be forgiving if they do not find every service in every community, especially if travelers know what to expect. For example, SEAtrails visitors traveling to Angoon need to know there is no taxi service from the marine highway terminal to town and that they may have to befriend a local for a ride.

SEAtrails should simply help visitors prepare themselves to "mind the gap" so they know what to expect at a reasonable level. Many visitors are hoping to escape from places in the world dominated by roads, businesses, and the hustle and bustle of modern life. Southeast is an attraction for these visitors because of the small population, widely scattered along forested coasts, and the region's abundant wildlife and scenic beauty. For them, the lack of cab service in Angoon can even adds to the adventure, and help them connect with the community and vice versa.

Into the near future, SEAtrails and the visitors it attracts need to overlook a number of transportation and service gaps; many of these are economy of scale issues that only will shift in response to significantly increased recreational activity.

Unforgivable Gaps

Other gaps—information and trail related—are not so forgivable to a tourist who is investing a lot of money and all their vacation time to explore the SEAtrails system. Visitors arriving to hike Sitka's Cross Trail, for example, with incomplete information and no clear trailhead access could easily get frustrated wandering in the vicinity of the school until they find the access point.

The gaps that will discourage SEAtrails visitors are those that interfere with, or inhibit, visitors' ability to do what they came to Southeast to do—hike, bike, kayak, scuba, or explore culture and nature. Hikers want to be able to get out on the trail, know where they are, and explore safely. Kayakers and canoers want an easy launch so they can get out on the water, with a restroom and an ample supply of toilet paper nearby. Later they want a safe place to store their canoes while they visit town, buy groceries or do laundry.

The only way to anticipate the "unforgivable gaps" is to consider everything (at a basic level) that hikers, bikers, kayakers, scuba divers, and recreation-oriented tourists need in terms of information, wayfinding, and direct access to make SEAtrails easy to identify and use, and enjoy. Section 3 recommendations try to anticipate these needs and help SEAtrails strategize on filling the most important gaps first. Yet, as there is no substitute for firsthand user knowledge, it is highly recommended that SEAtrails get direct feedback from a wide cross section of users on an ongoing basis to help identify what works and does not.

User surveys can be very valuable, especially if they capture honest information. A less structured one-on-one approach aimed at getting direct and honest anecdotal feedback could be a phone call or email to visitors when they arrive back home using contact information they gave in exchange for a free SEAtrails map, or a coupon to a local sponsors shop. Additionally, onboard the AMHS vessels would be a good place to try to survey users.

At any rate, as visitors have complaints about gaps and problems, SEAtrails needs to know about the shortcomings and address what it can, possibly using SEAtrails community grants for problems on the ground, and through dedicated funding sources for revisiting web and map information to ensure accuracy. As the saying goes, "A visitor who leaves happy may encourage one person to visit, but someone who leaves unhappy will discourage 10 people". Word of mouth is a powerful advertisement, and SEAtrails needs to work with communities, businesses and on-the-ground organizations to keep in touch

with the users who made the choice to spend their often limited time and money, and to keep them happy.

Opportunity Gaps

One important kind of gap in the SEAtrails system that has not yet been addressed, are untapped opportunities. These include new hiking, biking, paddling and scuba trails that logically should be part of the SEAtrails system.

Although SEAtrails is in its infancy now, and the next generation of SEAtrails designations may be a few years away, following are some key opportunity gaps identified:

Paddling SEAtrails Opportunities

1. A Petersburg to Juneau paddle route

2. A Juneau to Skagway kayak trip supported by a hut to hut system

3. A Skagway to Haines paddle route

4. A Ketchikan to Revillagigedo Island link with a new cabin to add to the four existing, and thus creating a continuous experience

5. Sitka ABC Islands paddle route

6. Misty Fiords paddle route

7. Prince of Wales Island circumnavigation route, possibly developed in cooperation with the Craig Ranger District of the USFS

8. Marine Hut to Hut opportunities, such as a marine route, with huts, around Douglas Island near Juneau.

8. A "grand kayak adventure" route through all of Southeast. The Alaska Geographic 2002 issue, *Boating Alaska* (Alaska Geographic Society, Anchorage) describes a veteran kayaker, Audrey Sutherland of Hawaii who has paddled solo 7,000 miles of different kayak routes through the Inside Passage. Obviously there are many opportunities, and perhaps a committee of business owners and paddlers could begin

to explore. A Recreation Shoreline Survey that was done for Southeast recently could potentially be used to help in this area as well.

Biking SEAtrails Opportunities

There are not very many biking SEAtrails that have been nominated to date, even though Southeast's logging roads, communities, the ferries, and many trails are bike friendly. A few specific ideas for new routes are provided here, but more exploration should be done to take advantage of this obvious opportunity.

1. A Kake to Petersburg bike (and hike) route

2. A Coffman Cove to Thorne Bay bike (and hike) opportunity

3. Hollis to Craig bike (and hike) opportunity, although thorny land issues will have to be resolved first

4. The Golden Circle bicycle route through Whitehorse, Yukon Territory.

Hiking SEAtrails Opportunities

Hiking is the best-represented activity in the current SEAtrails mix, and there is a good mix of short and easy to long and challenging options traveling from the coastline up to the mountaintops and in between. The one thing that is clearly missing is the "long trail", or more continuous hike, possibly between communities connected by land. Land ownership issues, and the fact that many of these trails are just ideas, and expensive to put in the ground may make this a long-term endeavor. However, in the short term here are some ideas:

1. A Kake to Petersburg hike (and bike) route

2. A Coffman Cove to Thorne Bay hike (and bike) opportunity

3. Hollis to Craig hike (and bike) opportunity, although thorny land issues will have to be resolved first

4. Sitka's Coastal Hut to Hut Trail

5. Baranof Island Trail of Refuge

6. Special events along these potential SEAtrails routes or in the communities, aimed at highlighting SEAtrails, could help build relationships and the support for more interconnected trails.

Scuba SEAtrails Opportunities

Scuba is so dependent on local service providers that this activity will probably be the most under-represented system-wide into the future. It would however be valuable to keep in contact with all scuba businesses in the region and get a sense of where the new opportunities may be. Juneau for example, has more than its share of scuba trails, but also has several businesses that help support the sport.

Local businesses also have experienced difficulties with opening up and providing interpretation in new areas where SEAtrails may be able to help. For example, Island Fever Diving and Adventures in Sitka lead an effort to provide underwater trail markers and interpretation for a local trail but hit red tape with agencies in completing permit applications and dealing with complex regulations. This set back may be a common issue that a committee of agency and scuba business providers could work together to resolve.

Cultural & Historical SEAtrails Opportunities

There are many opportunities for tapping into Southeast's rich mix of cultural and historical resources using SEAtrails. To designate more of this type of trail, SEAtrails should work with the communities and regional historians to identify appropriate trails and themes. For example, a theme could span from the age of petroglyphs up to modern times using trails from Wrangell to Juneau. Once themes and trails are identified, sample itineraries and interpretive materials can be developed. For example Russian explorers could be a theme, with an itinerary that integrates stops at SEAtrails, museums, restaurants, and shops that all round out the theme.

Winter SEAtrails Opportunities

Southeast businesses (who are not boarded up through the winter) would love to see more visitors in the off-season filling hotel beds and restaurants. Although this is probably a niche market, there could be a more careful evaluation of the existing SEAtrails to see which can be best promoted for winter use given the limited snowfall and off-season services. Winter use could also be promoted less for skiing, and more as a good time to visit wildlife and cultural attractions, like Haines' winter eagle populations.

Stronger SEAtrails Communities

SEAtrails communities are the backbone of the trail system. A majority of Southeast's communities are participating in SEAtrails, but there is a final opportunity to expand the system into new communities, or to expand communities' roles in working with SEAtrails.

Currently Juneau, Sitka and Ketchikan have very strong, stable trail organizations and as a result, they have created some of Southeast's most loved, best maintained trails. Although not all communities have enough residents or a resource base to support a trail organization, even the smallest communities could realize more benefit from SEAtrails by putting in local effort to match the regional efforts. The synergy of local and regional cooperation, together with a track record of positive visitor experiences, will make SEAtrails a vital system that brings people back again and again.

Section 3. Strategic Action Plan

This final section of the TTMP provides recommendations and specific actions for SEAtrails to implement in the next one to three years. It then provides a prioritized Capital Improvement Plan and suggestions for meeting the gaps and opportunities identified in Section 2, and criteria for allocating resources system-wide over the longer term. Finally, it outlines a funding path of possible allies, partners, resources and strategies for leveraging resources to best serve the entire system.

A. Recommendations

The recommendations that follow are aimed at helping SEAtrails become a well-branded, cohesive system of trails and attractions that creates a positive economic impact in Southeast's communities over time. Recommendations are broken into three categories, and are to be implemented by SEAtrails board members, communities, agencies, trail managers, tourism organizations, and businesses working together:

- **General Recommendations** (right). These three recommendations outline bold steps SEAtrails needs to take now to leverage its human and capital resources and build a strong future.

- **Strategic Actions** (pages 84-85). These are actions that the SEAtrails board can take in the next one to three years to generate concrete results at the strategic level.

- **Capital Improvement Plan** (pages 88-95). This details needed infrastructure and services at the community and trail level, and describes SEAtrails funding priorities.

1. Institute Corrective Feedback Loops

Feedback systems need to be institutionalized so that any errors or additions to community or trail write-ups and maps are regularly updated. SEAtrails is all about information; if the information is poor or out of date, it will degrade users' and communities' trust. On the other hand, consistently good information will build trust and brand SEAtrails as a useful source.

2. Build SEAtrails Organizational Capacity

Implementing this TTMP will require that SEAtrails' organizational capacity be significantly bolstered. First steps include Board training and careful member selection. Next, the board needs to bring communities, organizations, landowners, agencies, volunteers, and (if possible) staff, members and underwriters into the mix and move SEAtrails into an active stance. SEAtrails' legitimacy is tied to: 1) whether as an organization it can act effectively; 2) whether it can nurture and maintain successful working relationships, and 3) whether or not it can create a sustainable funding base. Now is the time to build these capacities.

3. Implement a Targeted Marketing Plan

SEAtrails' future depends on generating visitor interest sufficient to justify and support the investments recommended in this TTMP. SEAtrails needs to develop a highly targeted marketing program that helps the region maximize its limited advertising dollars, and raise SEAtrails' prominence internationally.

Generate Economic Development

Strategic Actions

1.1 The SEAtrails Board is to develop a policy with respect to endorsement or listing of vendors on SEAtrails website and materials as a way of helping to stimulate tourism-related businesses (Summer 2005)

1.2 The SEAtrails Board will establish a relationship via memorandums of understanding or other mechanisms to formalize relationships with allied groups. (Long range)

1.3 Allied organizations with whom SEAtrails establishes relationships will be listed on the website. (Summer 2005)

1.4 Set up the web-page to allow a future count of the number of times that visitors use SEAtrails website to access vendors. (Summer 2006)

1.5 The SEAtrails Board will review the diversity of the board and identify individuals that provide increased diversity of interests and skills. (Summer 2005 and ongoing)

Improve Transportation & Information

Strategic Actions

2.1 **Construct a list of organizations that certify vendors and determine their criteria (Summer 2005)**

2.2 **The SEAtrails Board is to develop an MOU with IFA, AMHS, and Alaska Airlines for the provision of kiosks at key departure/entry points. (January 2006)**

2.3 **The SEAtrails Board is to develop an ongoing relationship with travel providers—Alaska Airlines, Allen Marine, Wings, etc.—to provide better service to the public and better visibility for the service providers. (January 2006)**

2.4 **The SEAtrails Board will collect information concerning TSA and upcoming AMHS improvement and determine how this might affect the SEAtrails program. (Immediate/ongoing)**

2.5 **Launch SEAtrails website (Summer 2005)**

2.6 **The SEAtrails Board will develop information about a pass for the AMHS system similar to a Euro rail Pass. (January 2006)**

Enhance the Region's Quality of Life

Strategic Actions

3.1 **Develop prioritized list of projects in the Trails and Transportation Master Plan that includes consideration of the contribution that an individual trail would have on quality of life, providing exercise and educational benefits. (Summer 2005)**

3.2 **SEAtrails will schedule an event/exposition every 3-5 years to bring together many of the local, regional, and national interests that may benefit through association with SEAtrails. The first such opportunity is the 2006 IFA ferry launching at Coffman Cove. (2006)**

3.3 LDN and Board Members will draft funding criteria to include information and education as criteria for project construction (Summer 2005).

Create a Memorable

Experience

Strategic Actions

4.1 **Create a "comment" feature on the web site which would allow individuals to report their experiences. (Summer 2006)**

4.2 **From the web site place a hot link to an E-mail address where individuals could report their experiences and satisfaction/dissatisfaction with vendors or locations, or other feedback. (Summer 2006)**

4.3 **The SEAtrails Board will prepare a survey of system users and will have a survey completed by AMHS users. (The autumn following the next EXPO)**

4.4 The SEAtrails Board will form a community advisory board of key interested parties and will have a meeting once per year. This could be by telephone conference. (January 2006)

SEAtrails is Local

Strategic Actions

5.1 The SEAtrails Board is to maintain formal contact with SEAtrails communities and receive once a year evaluations. (Summer 2005 and ongoing)

Note: The SEAtrails Board of Directors at a June 2004 meeting discussed the need to ensure that communities are included in all decision-making regarding SEAtrails and that there is a way to determine how communities feel the program is working. SEAtrails should be a positive benefit to communities and not jeopardize subsistence resources or small community lifestyles.

SEAtrails is a System

Strategic Actions

6.1 The SEAtrails Board is to hire a staff person to identify revenue sources and oversee the overall SEAtrails administration. (2005)

6.2 **The SEAtrails Board is to identify a regional event (EXPO) to promote SEAtrails. (Summer 2005)**

6.3 The SEAtrails Board is to investigate the creation of a technical committee to provide rating standards for trails. (January 2006)

B. SEAtrails Capital Improvement Plan

As discussed at the end of Section 2, larger market forces are mainly responsible for transportation and visitor service gaps in Southeast. Although SEAtrails cannot change economy of scale issues, it can help fill local recreational infrastructure and information gaps, and create a user-oriented, functional system that is easily identified by locals and visitors.

The following Capital Improvement Plan (CIP) provides SEAtrails with a strategy for making the region user-friendly for hikers, kayakers, bikers, divers and other recreation-oriented users. It lists the basic trail and community level information, equipment, and service gaps that SEAtrails can fill.

Full implementation of the CIP is intended to take a number of years, so the table is organized to rank projects for phased implementation based on priority rankings:

- **high priority** (implement as soon as possible; work actively on developing partnerships and funding),

- **medium priority** (2-5 years); or

- **long-term priority** (wait until the infrastructure is in demand).

In addition to the projects listed in the CIP, SEAtrails will have other pressing priorities for funding that cannot be easily mapped out in this document. For example, all the infrastructure outlined in the CIP is only well-worth the capital investment if visitors are coming, and if SEAtrails' organization is afloat. Thus, marketing and administrative funding are essential, especially up-front, to start building increasing returns in visitor demand and organizational capacity.

Additionally, the CIP is not able to identify some critical on the ground needs (e.g., rebuild a portion of broken boardwalk, or create a trail link from the AMHS dock to a SEAtrail). Ideally, a sizable portion of SEAtrails funding should be dedicated to meeting flexible trail and visitor related needs at the SEAtrails community level, most likely through a grant program.

It will be up to the SEAtrails board to plan for these flexible needs and balance what percentage of resources to dedicate to them and to CIP items.

SEAtrails System
Funding Priorities

Capital Improvement Plan (CIP) Projects

Community Level Infrastructure

• SEAtrails Kiosk (at the local AMHS/IFA terminals, or CVB/ visitors center)

• SEAtrails Welcome Sign with map and local service listing

• Backpack Storage

• Bike Storage

• Kayak / Canoe Storage

Trail Level Infrastructure

• Trailhead Kiosk or Launch access

• Trailhead Interpretive Info

• SEAtrails Trailhead Info – Placard

• Trail Mile / Directional Markers

• Trailside SEAtrails Placards

Flexible Expenditures

- **SEAtrails outreach and organizational capacity development**

- **One-of-a-kind capital improvement projects needed at the trail and community level**

- **Targeted marketing, info, maps and branding (web site, media, events, etc.)**

- **Marine Highway on-board information (maps, kiosks, computers, etc.)**

- **Information updates, production, and distribution (e.g., website, new SEAtrail maps and new SEAtrail community assessments)**

- **Funding and support base development (membership, underwriters, grants, events, partnerships, etc.)**

C. Project Funding Criteria

SEAtrails will need an equitable and balanced system to identify priorities and allocate funds it passes on to communities and organizations, or uses to implement this TTMP.

SEAtrails should adopt flexible, simple, and fair processes to distribute funding based a range of considerations presented on the following two pages. These considerations should be developed into a workable set of criteria that could be formally adopted after a period of testing, narrowing down and refining.

Even when criteria are adopted, however, SEAtrails needs to retain some flexibility for several reasons:

- **The TTMP provides a framework for systematic improvements to the SEAtrails system. As projects come up that are compatible with the TTMP, SEAtrails Board needs some latitude in deciding at any given time where the needs and demands are greatest, and how to best leverage resources;**

- **Once SEAtrails are designated, somewhat like a National Scenic Byway, there is a level of trust and mutual knowledge. Existing relationships, back and forth communication, and local input can and should play a role in helping guide**

decisions in a friendly, open, and less competitive approach. For example, SEAtrails' stakeholders in an area could work together to prioritize projects in a manner like the Prince of Wales Regional Advisory Council does with road projects; and

- The SEAtrails Board needs to remember that hours devoted to applying for grants are generally hours taken away from building and maintaining trails or other efforts beneficial to SEAtrails. Application processes should be simple, quick, and clear about priorities to minimize any undue effort.

Overall, allocating funds will be an important responsibility because project outcomes, and funding decisions based in policy will help SEAtrails as it seeks future funding and establishes an organizational track record.

Generate Economic Development

Considerations:

- **Economic Benefits (local)**
- **Ability for private enterprise to indirectly benefit (e.g., kayak take-out shuttle)**
- **Project does not take on something that the private sector wants to provide (e.g., kayak rental)**
- **Local hire potential, local materials purchase**

Improve Transportation & Information

Considerations:

- **Helps provide a range of modes (bike, dive, hike, kayak, etc.)**
- **Links with the Marine Highway or IFA**
- **Helps serve or connects with a range of modes (bike, dive, hike, other)**
- Is accessible to a range of users (is it ADA accessible, easy, moderate, or difficult?)

Enhance the Region's Quality of Life

Considerations:

- **Provides a healthful recreation opportunity for locals**

- **Enhances the local community**

- **Reflects local culture, unique local identity**

- **Responds to community needs (e.g., access trail from downtown to the marine terminal, or to the SEAtrails trail)**

- **Does not compete with or compromise local use (e.g., subsistence)**

- **Does not degrade subsistence resources, the environment, or cultural artifacts**

- **The trail provides a safe, local recreational opportunity**

- **Facilitates funding for public health and fitness**

Create a Memorable

Experience

Considerations:

- Provides a consistent user experience (e.g., signage, marine terminal kiosk, kayak storage, interpretive materials)

- Accesses a range of landscapes and experiences

- Provides a range of recreation and visitor options (bike, dive, hike, historical and cultural sites, other)

- Suggested time on trail (short day hike, multi day kayak, etc.)

- SEAtrails' intrinsic qualities promoted by the project: scenic, historic, cultural, natural, archaeological, recreational.

SEAtrails is Local

Considerations:

- Level of community support (is there a resolution of support from the community (e.g., governing body, local trail organization?)

- If not in a community, is there any reason this project should not be considered?

- Project is tied to an annual recreational, educational or tourism event or activity

- Is the project in a planning document adopted by a local government, state or federal agency?

- Relationship of the project to other existing trails, roads, landmarks, access points, and the nearest community(ies).

SEAtrails is a System

Considerations:

- Helps improve links in the system (connections to connect existing trails or closed loop links (e.g. to enhance a ferry stop)

- SEAtrails communities, trails and projects should receive funding preference

- Geographic distribution is important.

- Projects that add to the mix of types or provide for experiences that are under-represented in the system (e.g., canoe kayaking)

- Project category (trail improvement, cultural itinerary, maps & information)

- Environmental and Design "readiness"

- Project Cost, "bang for the buck", matching funds

- Mix of design and planning vs. construction

- Maintenance costs and requirements

- User cost

D. Implementation: Partnerships and Funding

This final portion of the report lists SEAtrails' possible allies and potential funding sources that can help SEAtrails, develop the system and its identity so that:

"You won't be able to talk about travel in Southeast in five years without SEAtrails coming up."

SEAtrails Board Member, June 2003 meeting

Partnerships

SEAtrails' organizational history and work to date indicate the importance of the partnerships in making this regional effort work. Major partners, or allies, that have a strong potential to collaborate with SEAtrails include:

- **The USFS and Tongass National Forest have a mandate under their multiple-use policy to work with local communities and to improve recreational opportunities. Supporting SEAtrails helps USFS land managers implement their goals, draw attention to trails and resources that are already available, and help them find funding partners for projects that help serve their facilities. Contacts: Forrest Cole/Eric Ouderkirk**

- **Alaska's Department of Transportation and Public Facilities (ADOT/PF), the AMHS, and the independent Inter-Island Ferry Authority are tasked with helping Southeast move goods and residents. Supporting SEAtrails helps these entities:**
  - **Try to redress the recent decline in ridership on the Alaska Marine Highway System;**
  - **Create demand for the new Inter-Island Ferry Authority service;**
  - **Provide better information to independent travelers and targeted marketing;**
  - **Identify facility needs (both for residents' and visitors' use); and**
  - **Find funding partners to help share capital and maintenance costs; Contacts: AMHS, Sharon Gateman; IFA, Stu Vincent; ADOT/PF, Aneta Synan.**

- **The Alaska Department of Commerce, Community, and Economic Development (DCCED) seeks to help communities use their natural and human resources to their best advantage and to spur economic development statewide. DCCED's support of SEAtrails can help multiple communities and federal and state land managers to capture more benefit from the tourism sector of the economy by**

helping to target independent tourists (who typically spend more money and time) SEAtrails can create more income without creating the need for significant state capital investments. Contact: Odin Brudie

• SEAtrails communities including their city officials and staff, trail organizers and advocates, tourism planners and organizations, and visitor-oriented businesses are critical to helping to make SEAtrails a wonderful experience for visitors (and local residents, too!). In return, these groups will get exposure on the SEAtrails website, on maps and posters, at expos and events, and as SEAtrails grows, they will benefit from regional branding of Southeast and increased visitor traffic. Contacts: See Appendix A.

Other potential allies, that can offer support in the future include:

Alaska Department of Fish and Game (ADF&G), Watchable Wildlife Program - Karla Hart, Kristen Romanoff

National Park Service, Rivers Trails and Conservation Assistance Program-Lisa Holzapfel

Southeast Conference-Rollo Pool, Rob Allen

Western Federal Lands Highways Division - Pete Field

University of Alaska Land Management - Mary Montgomery

Alaska State Mental Health Trust - Steve Planchion

Foraker Group

Small Business Administration

AIDEA

Alaska Travel Industry Association

Potential Funding / Revenue Sources

During its start-up, SEAtrails will need grant support, appropriations, and/or donations to sustain its activities. Once established, SEAtrails hopes to provide administrative, marketing, and small project grants to communities based on the following sources of revenue:[1]

- Endowment income**: SEAtrails has set up a target for $5 million endowment for long term sustainability of the organization. This endowment could be established**

from a combination of grants, personal memberships / donations, and income (see below).

- Events: **Fund-raising events can get people together regionally, but also bring funding, sponsors and attention to SEAtrails. These could include competitive events, expos featuring local businesses, festivals, excursions, and music and cultural venues. Ideally they should feature the unusual mix activities (e.g. kayak, scuba, hike triathlon) and bring as much attention to as many SEAtrails communities as possible.**

- Business underwriters / Web "advertising"**: SEAtrails is exploring how, as a non-profit 501c3, it can get financial support from the businesses in SEAtrails communities as a way to help visitors support local businesses and as a sustainable revenue stream (like NPR radio approach).**

- Membership: **Well-known trail systems often have many individuals who have traveled them and enjoy supporting them as members. As an example the Appalachian Trail Conference brings individuals, corporations and local organizations together to "coordinate all the work that goes into ensuring a superlative hiking experience", and has fun programs like special recognition for "2,000 milers" who have completed the entire trail end to end".[2]**

During the start-up phase, and later in support of special projects, a number of potential funders have been identified for SEAtrails to initiate discussions with:

Rasmusson Foundation - Helen Howarth

Alaska Conservation Foundation - Julie Jessen

Vulcan (Paul Allen Charitable Giving Foundation)

USDA Rural Development-Keith Perkins (likes regional focus) or Dean Stuart (Palmer)

Homeland Security

National Parks Conservation Foundation-Jim Stratton

USDOT Scenic Byway

Murdoch Foundation

Alaska Department of Health and Human Services - Russ Stevens

Alaska Funding Exchange - Mary Miller

BIA for Native communities via USDOT

ASLA CIP

Senator Stevens-Matt Paxton

Ted Stevens Foundation

Section 3 Sources:

[1] SEAtrails Board Meeting input, June 2004.

[2] <http://www.appalachiantrail.org/> 5 August 2004.