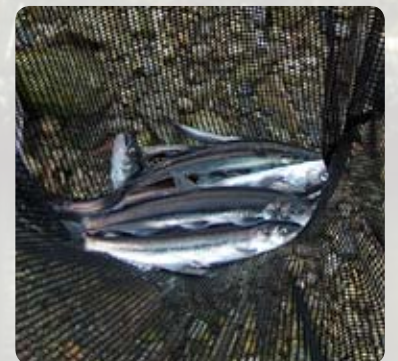
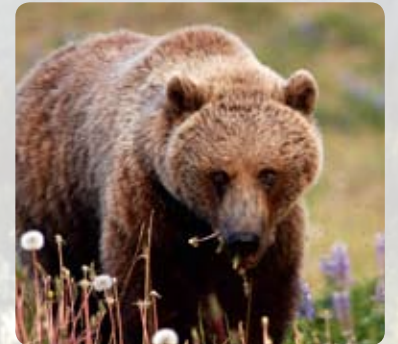
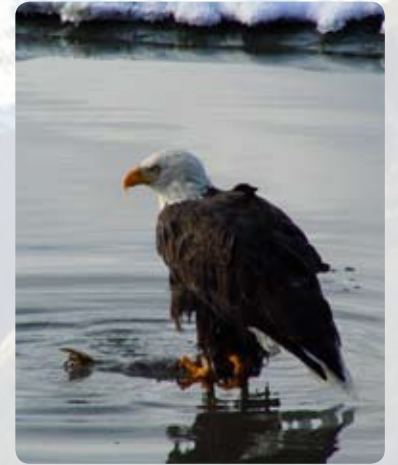


HAINES HIGHWAY CORRIDOR PARTNERSHIP PLAN



Prepared For:

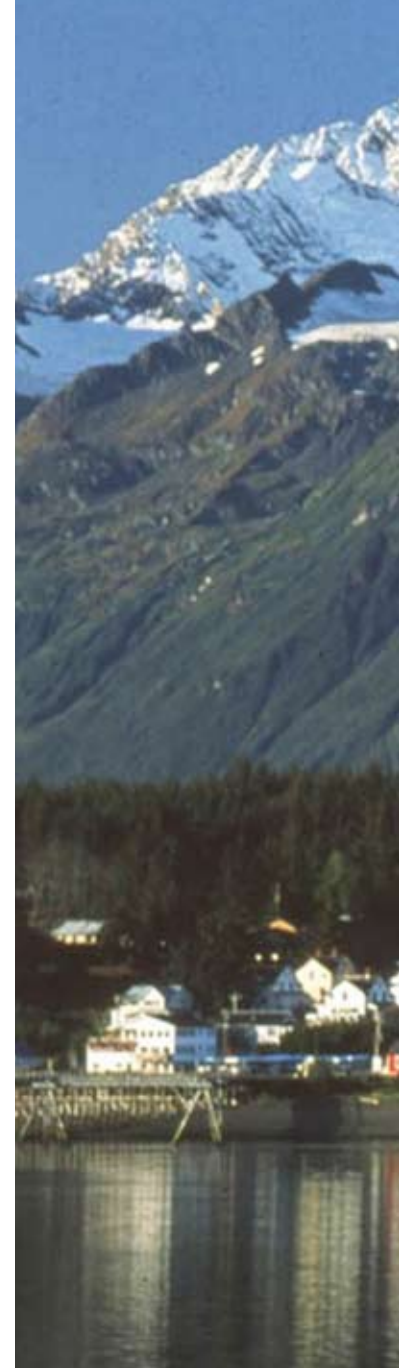
The Haines Borough, as well as the village of Klukwan, and the many agencies, organizations, businesses, and citizens served by the Haines Highway. This document was prepared for local byway planning purposes and as part of the submission materials required for the National Scenic Byway designation under the National Scenic Byway Program of the Federal Highway Administration.

Prepared By: Jensen Yorba Lott, Inc. Juneau, Alaska August 2007
With: Whiteman Consulting, Ltd Boulder, Colorado

Cover: Haines, Alaska and the snow peaked Takhinska Mountains that rise over 6,000' above the community

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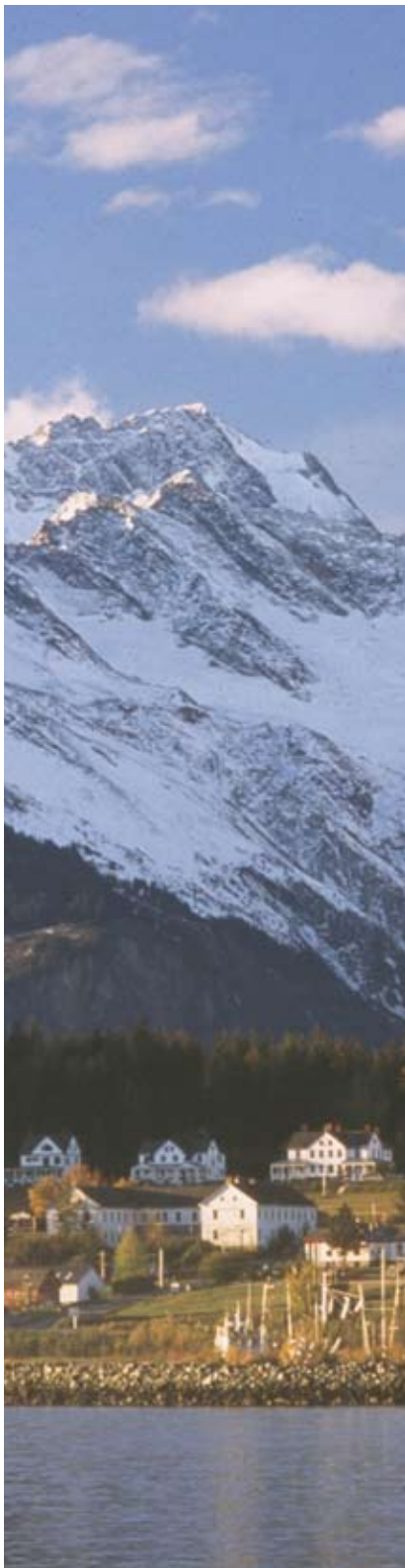


INTRODUCTION

1



Chilkat River Valley
"Valley of the Eagles"

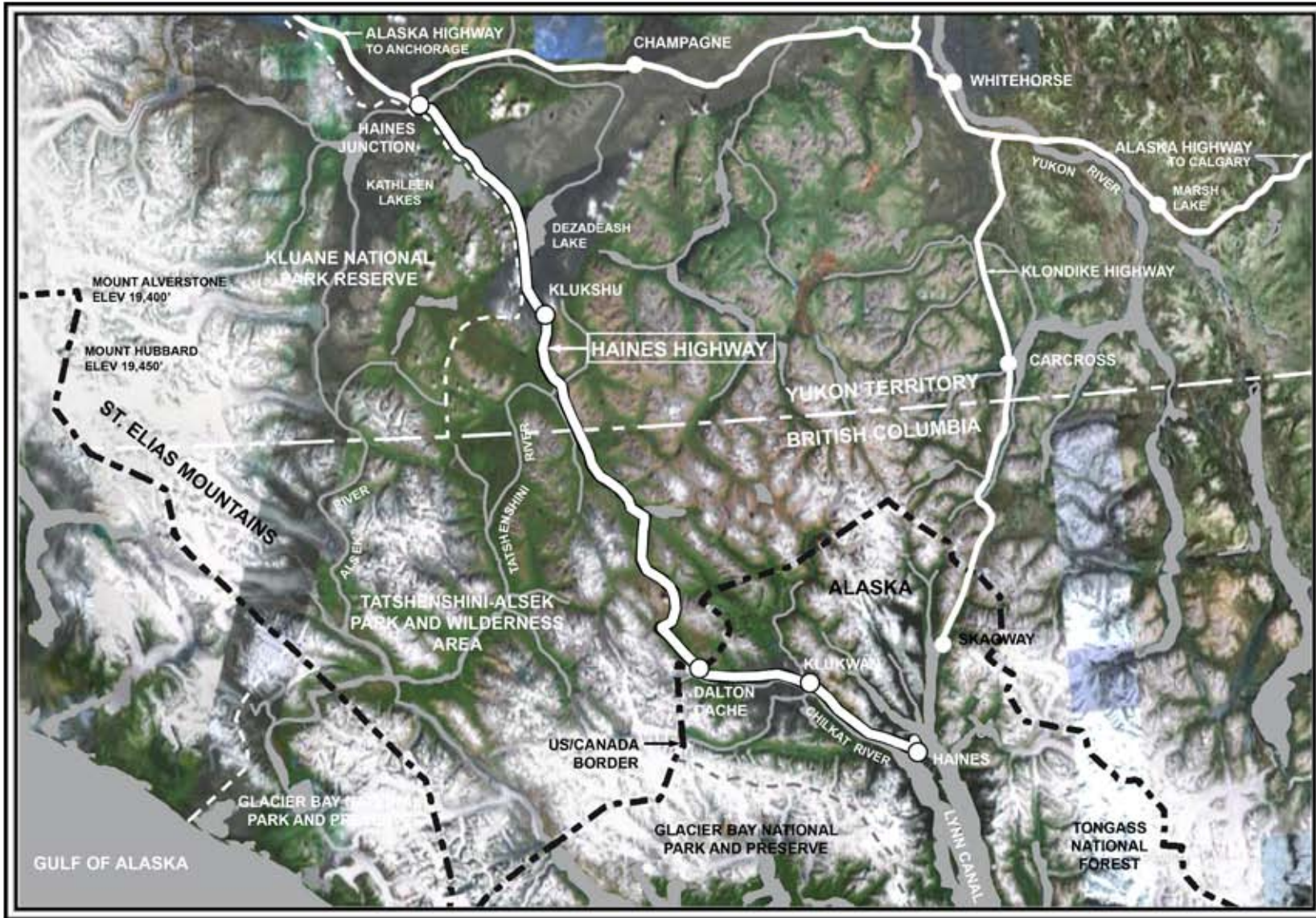


The Haines Highway runs from the community of Haines, Alaska to the Canadian-U.S. border station at Dalton Cache, Alaska. At the half way point the highway passes the Indian Village of Klukwan. The total highway distance within Alaska is approximately 44 miles, however the Haines Highway continues another 106 miles through British Columbia and the Yukon Territory. The Canadian segment of the Haines Highway ends in Haines Junction, Yukon at the intersection with the famous Alaska Highway.

The Alaska portion of the Haines Highway received State recognition as an Alaska State Scenic Byway in 1998 and the goal is to obtain national designation through the National Scenic Byway for this portion of the highway. There is also the desire to celebrate the entire Haines Highway as an international byway with Canada. Currently Canada does not have an equivalent to the National Scenic Byway Program and the program only has jurisdiction in the United States. Therefore this document will focus on obtaining and meeting the requirements for obtaining national byway status for the National Scenic Byway program for the Alaska portion of the Haines Highway. As a result, this document will concentrate mostly on the American portion of the highway but will also give a general overview of the Canadian portion of the highway. Many of the goals, objectives and implementation tasks indicated in this document can be applied to the entire highway and through partnerships with Canadian agencies and organizations in affect create an international

byway. Obtaining national designation for the American portion of the Haines highway should be seen as the first step in the development of an international byway. Despite the lack of a byway program in Canada this should not prevent the celebration and marketing of the entire Haines Highway as an international byway.

The American portion of this State Scenic Byway starts in the community of Haines on the shores of Lynn Canal in Southeast Alaska. Surrounded by steep fjords, glaciers, and snow capped mountains the highway travels inland along the Chilkat and Klehini Rivers before climbing into the mountain passes and the Canadian border. These river valleys are unique ecosystems with an abundance of natural resources, with a vibrant Native culture, and a rich history. One of the most significant resources along the Haines Highway is the opportunity to see at any time a significant bald eagle population year round within the *Alaska Chilkat Bald Eagle Preserve*. During the fall and winter months, the Haines Highway provides convenient roadside access to viewing the *world's* largest congregation of bald eagles in one location. It is estimated that 3,500 to 4,000 bald eagles can be found within the Preserve between the months of October and February when the last salmon run in Alaska occurs. The major eagle roosting sites are along the Haines Highway which traverses the *Chilkat River* and is appropriately named '*The Valley of the Eagles.*' In addition, this area offers visitors exceptional education, cultural and



	
PREPARED FOR  HAINES BOROUGH	PREPARED BY Jensen Yorba Lott 
<h1>HAINES STATE HIGHWAY</h1> <h2>"VALLEY OF THE EAGLES BYWAY"</h2> <p>HAINES BYWAY MAP CANADA AND ALASKA</p>	
	
SCALE: 1" = 15 MILES (NEXT)	
<h1>MAP B</h1>	

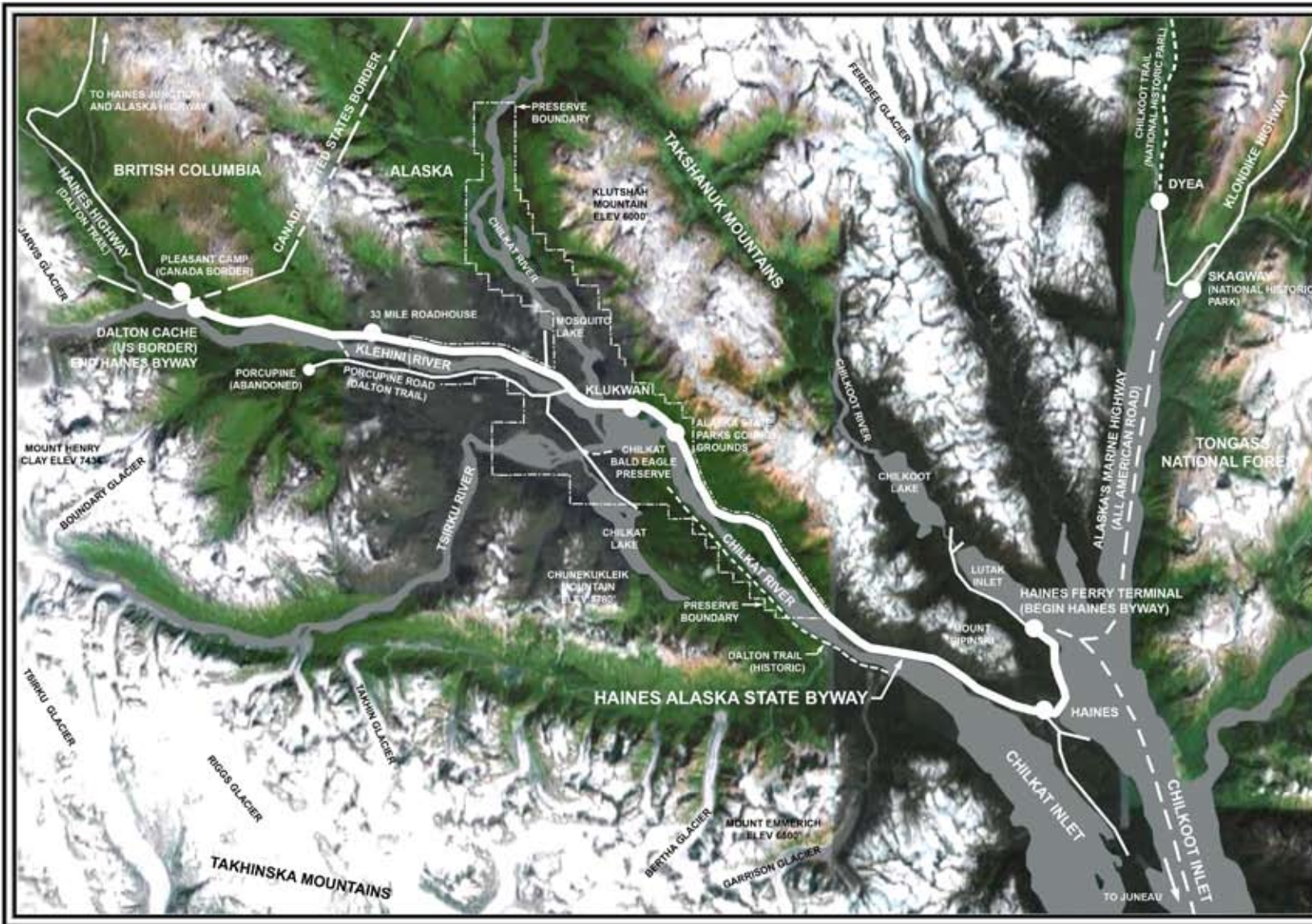
**A Nationally
Significant Resource**

The Alaska Chilkat Bald Eagle Preserve and its amazing year round resident population of 400 bald eagles and its autumn/ winter congregation of over 3,500 eagles is clearly a natural quality of both regional and national significance.

While there are other qualities that make the Haines Highway an appealing destination, this resource alone qualifies the Haines Highway for national scenic byway status.

heritage experiences related to the Native Tlingit people, the Yukon Gold Rush, settlement history, and an exceptionally well-preserved early 20th century military fort in Haines. The Haines Highway also provides access to exceptional recreation including hunting and fishing found in the unusual and abundant resources of the Chilkat River Valley, and the Lynn Canal fjord. All these resources and opportunities provide a perspective on *the real* Alaska and an outstanding travel destination.





	
PREPARED FOR  HAINES BOROUGH	PREPARED BY Jensen Yocha Lott Inc.
<h1>HAINES STATE HIGHWAY "VALLEY OF THE EAGLES BYWAY"</h1> <h2>HAINES BYWAY MAP</h2>	
	MAP C
SCALE 1" = 3 MILES (X12)	

BACKGROUND ON BYWAYS

2



Pullout and river access along Haines Highway





What are Byways? ¹

A byway is more than just a strip of pavement connecting two places. Traveling along a byway provides an experience. Whether that experience is tremendous scenery, the opportunity to see and visit historic villages, or to learn about the natural or cultural history of the surrounding landscape, a byway is more than just a transportation route. Certainly, the road itself and the transportation that it allows is the core reason why the road exists, but there are many stories and opportunities beyond the pavement that may be of interest to travelers. Whether the stories have historic significance, or the road provides access to outstanding recreation opportunities, a byway conveys something about the personality of America through the experience of traveling that route.

Byways are special roads that have outstanding qualities or provide access to unique sites or locations that are of state or national significance. These qualities typically include recreation, history, natural, archeology, scenery, and cultural significant areas. Roads may be designated as either state or national byways if they possess these qualities and have strong local support for the highway and making improvements to the highway and the resources along it. Local people form groups to support their road and they seek state or national designation in order to make more people aware

¹ Please note: This chapter was recently written by this plan's consulting authors for the Sterling Highway in Alaska. This chapter struck such a responsive chord along the Sterling Highway that we included it here to provide clear explanations of key concepts for the Haines Highway plan.

of the road and to obtain state or federal funding to help them with the investments that they wish to make. Economic diversification is often the key reason why groups form byways. But, in all cases, byway groups work to pass on to future generations a driving and travel experience that can convey some of the special qualities about the community or region through which that road passes, and help tell a story about America.

What is a Corridor Partnership Plan?

This document is a Corridor Partnership Plan (CPP). What does that mean? The National Scenic Byway program, when Congress created it in 1991, called for each potential national byway to prepare a plan that would indicate the important intrinsic qualities along the byway (i.e., the qualities of the route that illustrated something regionally or nationally significant). The idea of the plan was to require local groups to demonstrate that there was something important about their road that would merit its inclusion in the 'best of the best' byway designations. Those byways that were successful in demonstrating their national significance received national designation under the Federal Highways Administration's National Scenic Byway Program.

There are other reasons for preparing a plan that should be cited: a Corridor Partnership Plan (CPP) will enable the state byway to apply for and receive grants to implement that plan and, by defining the goals for the byway, the CPP can guide local

decisions about allocating scarce financial and volunteer resources for the byway.

There are 14 elements that must be addressed in the plan. Please refer to the end of this chapter for a review of these requirements and the location of each of those elements within this plan.

One of the most often asked questions is, *What does the corridor plan mean for me as a property owner?* The answer is that the plan is an advisory document, not a regulatory document. Therefore, the approval of the plan by the local byway committee does not carry with it any regulations or obligations. These plans will often point out actions that the local byway groups think should be pursued by local government, but it cannot mandate any of those actions. Any such actions require the use of the usual, locally-controlled procedures for making capital improvements, passing regulations or allocating funds. The best way to think of the corridor partnership plan is that it is a guide to help the community move toward the outcomes they wish to achieve as defined during the planning process. If the community wishes to avoid regulation, then the plan will not promote or recommend regulation. The document is an expression of local desires, not a document that somehow allows federal or state agencies to tell local people what to do.

What Might National Designation Mean for the Haines Highway?

National Scenic Byway designation falls into one of two categories. The first is National Scenic Byway status and the second is the highest level of designation, All-American Road. The most common is the former; there are now 99 National Scenic Byways, and 27 All-American Roads.

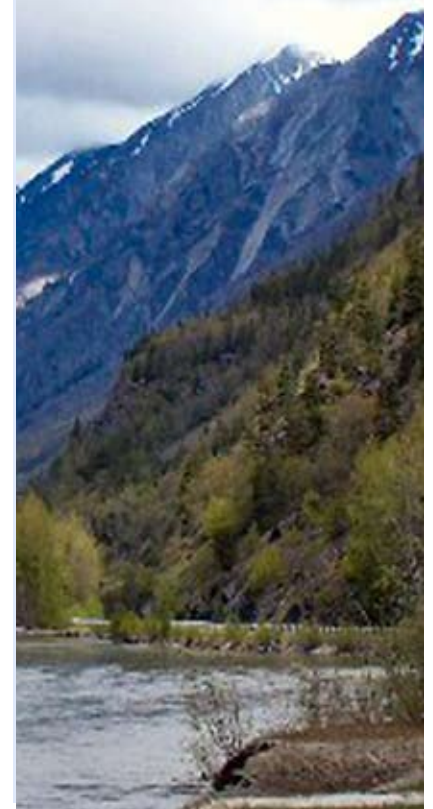
A National Scenic Byway (the basic designation) must demonstrate that it has resources and experiences along the route that are of regional or national significance under at least one of the following categories: natural, recreational, cultural, historic, scenic or archeological. An All-American Road must demonstrate significance under two or more categories and be *a destination unto itself*. By that, the highway must be a place that is so spectacular, that people make trips just to drive the road.

Designation requires submittal of an application during the periodic application rounds that occur every two to three years. The application requires the submittal of a CPP and the completion of a range of questions regarding the byway and its attractions in order to demonstrate that the byway has national significance. The decision of which byways to include in the program lies with a selection committee composed of tourism, highway, design, heritage management and other professionals from around the nation. If chosen by the committee, the Secretary of Transportation

An Exceptional Environment

The Chilkat River is a unique resource in Alaska. For thousands of years, eagles have congregated in this valley due to the late-run salmon. This occurrence flows from the special geology, hydrology and landscape of the river and valley.

An appealing aspect to this place is the Chilkat River offers such a broad valley running to the fjord lined ocean. As such, a drive up the Haines Highway allows one to meander along the river valley that is surrounding by very high mountains, glaciers, and gorgeous scenery.





then reviews the application and makes a final decision on inclusion as an America's Byways.

Once included in the program, nationally designated byways have a slight advantage for funding under the national byways grant program. Byways can also apply for larger amounts for other grant-allowable categories like marketing, pull-outs, signage, trails, visitor facilities, and other projects. The National Scenic Byway Program has made over \$229,811,000 available since the start of the program in 1991 for funding on a wide array of state and national byway projects.

In summary, the state and national byways programs offer opportunities for local communities that lie on or adjacent to special road corridors to work together to identify actions that can be taken at the local level. With support from state and federal government, the program looks to enhance local economies and to help tell the stories of America that these roads and communities offer the traveler.

The Haines Highway is now pursuing those same opportunities and wishes to obtain National Scenic Byway status.

The 14 Requirements

As noted, there are 14 components that are required in a plan in order to apply for national designation. Briefly, these components are as follows and can be found in the indicated chapters of this corridor plan.

Location

1. Corridor Map (Ch. 1)

Physical Description

2. General Review of Road (Safety Narrative) (Ch. 4)
3. Highway Design & Maintenance Standards (Ch. 4)

Intrinsic Qualities

4. Intrinsic Quality Assessment (Ch. 3)
5. Intrinsic Quality Management Strategy (Ch. 7)
6. Interpretation Plan (Ch. 6)

Visitor Needs & Expectations

7. Visitor Experience Plan (Ch. 5)
8. Development Plan (Ch. 5)
9. Commerce Plan (Ch. 5)
10. Sign Plan (Ch. 4)
11. Outdoor Advertising Control Compliance (Ch. 2)

Marketing & Promotion

12. Marketing Narrative (Ch. 5 & 7)

People's Involvement & Responsibility

13. Public Participation Plan (Ch. 7)
14. Responsibility Schedule (Ch. 7)

INTRINSIC QUALITY REVIEW



Historic Fort Seward in Haines



Chapter Three Intrinsic Quality Review

Intrinsic qualities are the people, cultures, places, buildings, natural resources, landscapes and other qualities surrounding a byway that give it special meaning to residents and visitors. The National Scenic Byway program asks proponents to review the byway's natural, cultural, scenic, recreational, historical and archeological resources in a byway plan (CPP).

Natural Intrinsic Qualities

The most significant *natural* intrinsic resource along the Haines Highway is the *Chilkat River* and the *Alaska Chilkat Bald Eagle Preserve* (Preserve). This Preserve and its ecosystem are of national (and even world) significance due to hosting the world's largest congregation of bald eagles in one location. This American symbolism is obviously significant at the national level. This designated area is managed by the State of Alaska through its State Parks program. During the months from October to February, over 3,500 bald eagles will congregate within this 48,000 acre preserve to feed on the late spawning salmon run coming up the Chilkat River and its tributaries. The byway runs through the Alaska Chilkat Bald Eagle Preserve along the Chilkat River and through the prime eagle roosting and feeding grounds. The Chilkat River has the last salmon run in Southeast Alaska, and therefore as the bald eagles follow the spawning salmon throughout the region their final destination is this area, the '*Valley of the Eagles*'. The eagles

fly from over 100 miles, as far away as the Yukon to gather at the Preserve. Once the eagles reach the Chilkat River, they will gorge themselves on the salmon over the course of four months.

The Chilkat River is a very unique body of water within the State of Alaska. Most rivers in Southeast Alaska fall from very high mountain elevations rapidly down to the sea and have a very short length. The Chilkat River is a long and wide meandering river with a length of over 40 miles descending from the Alaska Range to the Pacific Ocean. While this may be a typical river in other parts of Alaska, what makes it unique is the river remains warm and ice free throughout the year. As the river descends through the Chilkat Valley it meanders across a broad and extensive gravel-bottomed alluvial plain comprised of eroded material deposited from the surrounding mountains and glaciers. This massive deposit of eroded rock and gravel creates a sink hole with an enormous water holding capacity and collects warm summer runoff and stores it below the river bed. This stored water creates natural aquifers that continually feed water upward from the groundwater table into the river. During the autumn and winter when temperatures drop and the river flow decreases the warm water stored in the gravel aquifer below the river seeps into the Chilkat River. Throughout the year, this water enters the Chilkat River at a temperature of approximately 48°F. The volume of water stored in the aquifers is so massive that it is able to maintain significant river flow even



in the coldest months. The combination of slow meandering river currents, gravel aquifers and consistent water temperature create a most unusual and exceptional environment for spawning fish and their eggs. While other Alaskan rivers are locked in icy winter, the Chilkat River remains warm and ice free year round creating a unique environment not found elsewhere in the region. The result is the last salmon run in Alaska with millions of fish over a long spawning period during a time of otherwise scarce food during late autumn and winter. The Chilkat people named the river *Chilkat* for this very reason. The name *Chilkat* means 'winter storage container for salmon.' All species of Alaskan salmon spawn in the Chilkat River and its tributaries. This offers a massive volume of food for a wide variety of creatures, most notably bald eagles, black bear and brown bear. Obviously, this also means that fishing opportunities for human anglers are also excellent. The long salmon runs give anglers the chance to catch king, coho, sockeye, pink, and chum salmon. Steelhead, rainbow and Dolly Varden trout all thrive in the salmon egg and fry-rich waters. Eulachon is another fish that spawns annually in the Chilkat River. This smelt like fish spawns in the millions every spring and is extremely high in oil content. This unique ecosystem and its hydrology and geology create a fascinating story to tell visitors.

This rich environment is home to a wide variety of creatures beyond the aforementioned fish and eagles. A visit to Haines and the surround

area will offer changes to see many mammals and birds including moose, wolf, coyotes, sea otters, mountain goats, lynx, beavers, sea lions, humpback whales and orca whales. Over 120 species of birds have been sighted in this valley, including trumpeter swans and arctic terns. The ability to view wildlife during a time of year that typically has limited viewing opportunities creates a wonderful opportunity.

Several opportunities exist to learn about the natural qualities of the Haines corridor. These include the *Alaska Bald Eagle Foundation* and the *Sheldon Museum* in Haines. The *Alaska State Parks Council Grounds* within the Preserve provides interpretation opportunities as does several pullouts along the highway. The village of Klukwan is securing funding for a new Heritage Center and Bald Eagle Observatory along the Haines Highway. There is the desire to open a *Chilkat Raptor Center* within the Preserve to aid in the recovery of injured eagles and provide the opportunity to interact with the birds.

Another noteworthy feature is the nearby 21 million acre UNESCO Natural World Heritage Site that includes Canada's *Kluane National Park and Reserve*, and the *Tatshenshini-Alsek Provincial Park* (both on the Haines Highway) and extends to the west incorporating *Glacier Bay* and *Wrangell-St. Elias National Parks in Alaska*. The *Tatshenshini-Alsek Wild and Scenic River* also runs from the Haines Highway into the Wrangell-St. Elias National



Moose and other wildlife can be viewed from the highway

TLINGIT VILLAGES

The Tlingit call the Chilkat River - Jilkáat Heeni meaning “the basket for storing winter salmon.”

The Tlingit ancestors chose the banks of the Chilkat River for the Village of Klukwan, because of the abundance of fish and game, berries and plants, of which most can be found throughout the year in the area.

During the 1880’s five Tlingit villages could be found along the present Alaskan portion of the Haines Highway, including; Klukwan, Kluckquaq, Katwaltu, Yeindust’akyé and Jilkoot.

The Tlingit call the Chilkoot River - Jilkoot Heeni meaning “the basket for storing large salmon.”

Park. This designated land is the largest protected area in the world. It is designated for its distinctly wild, remote and well-preserved ecosystem within this region. The region has an unusual collection of glaciers and mountains and contains the largest non-polar ice field in the world. These sites are a short distance across the Canadian border and are accessed by the Canadian segment of the Haines Highway. This makes the Haines Highway the obvious gateway to this amazing natural resource from the United States.

As will be discussed later in this document, it is hoped that the Haines National Scenic Byway designation can be continued beyond the Canada/ US border to the community of Haines Junction 106 miles to the north. The highway travels along the Tatshenshini-Alsek Park, through a portion of British Columbia, and along the Kluane National Park and Reserve in the Yukon before ending in Haines Junction at the intersection of the Alaska Highway. As will be discussed later in this document, although Canada does not currently have a comparable program, it is hoped that the Haines Highway designation can extend beyond its US/Canadian border to Haines Junction and include the UNESCO World Heritage area at some point in the future. An international byway would give visitors to this area a taste of the full range of amazing resources along this highway.

Cultural Intrinsic Qualities

The most significant cultural story along the Haines Highway is that of the Tlingit people, specifically those of the *Klukwan* village. The village lays approximately half-way along the Alaskan portion of the highway and is home to the *Chilkat* people. This permanent village offers a view into one of the very few river-based (rather than ocean-based) Tlingit villages in Alaska. The Chilkat River has supported Tlingit people for centuries, as verified by numerous archeological studies and vast resources found along the entire river. Throughout that time, the people of this village have maintained an important cultural relationship with the bald eagle, whose populations have always been particularly high in this special place, the Valley of the Eagles. Like the eagle, the Tlingit have lived from the riches of the Chilkat River and their stories and cultures are interwoven.

At the outskirts of the village, the tribe has begun building the *Jilkaat Kwaan Cultural Heritage Center and Bald Eagle Observatory*. This multi-faceted cultural facility will include a traditional long house for hosting dances, stories, and ceremonies, an exhibit hall to display artifacts and interpretive opportunities, including live demonstrations of traditional skills including carving, processing fish, and other cultural celebrations. The Heritage Center includes the Klukwan traditional knowledge camp where visitors can watch local youth learn the skills of their ancestors. In addition, there will be significant interpretation and information regarding

the bald eagles that populate the Valley and their importance with the Native culture. The project is intended as – and is proving to be - both a cultural renewal project and an economic development project. During 2007, the tribe will start trial runs of their facility by bringing visitors to the traditional knowledge camp which was completed in 2006. They are partnering with a local tour operator for this beginning. It is hoped the final phase of the multi-phased heritage center will be opened in 2010.

From the perspective of the visitor, learning about the Tlingit culture will offer important lessons in both the traditions of a long-living subsistence culture and lessons regarding how people can maintain and reshape their culture in the face of change. The Klukwan Tlingit have faced their share of challenges relative to acculturating to changes during the 20th century. But in the face of that change, the Tlingit are finding new ways to maintain and strengthen their identity, new ways to mesh with the surrounding society, and new ways to transfer ancient traditions from one generation to the next. The Heritage Center will explore all three aspects.

Another important Tlingit cultural story found along the Haines Highway is those of the *Chilkoot* people. Unlike the Chilkat, this Tlingit tribe based their lifestyle on the ocean along Lynn Canal and Lutak Inlet with their villages at Tanani and Chilkoot Lake. Although no community or one specific area

Klukwan: A Significant Cultural Resource

Most healthy, traditional Native cultures in Alaska lie at the end of a boat ride or plane ride. Klukwan is unique in that it lies right on a road. This accessibility gives both the villagers and the traveling public an unusual opportunity to interact.

From the tribe's perspective, this accessibility gives it the opportunity to both educate the traveling public and to gain economic impacts from those travelers.

From the traveler's perspective, the easy access offered to Klukwan from the Haines Highway means that the cultural heritage center, in its natural location in the Valley of the Eagles, offers an easy-to-get-to, and easy-to-return-to experience. Both of these qualities improve the experience and help with word of mouth marketing.



The Klukwan Longhouse cedar screen



remains as the cultural center of the Chilkoot people, their people and heritage are woven into the community of Haines and the Haines Highway. Both the Chilkat and Chilkoot people were skilled traders each with their own routes over the mountains and into the interior.

Additionally visitors can observe *fish wheels* in use along the Chilkat River. These large devices use the river current to catch salmon and were developed by the Tlingit people to gather large volumes of fish running up the river. Modern fish wheels using new materials are now in place but the mechanics and design remain virtually unchanged for millennia. During the summer, autumn and early winter, salmon running up the river rounds out the diet of eagles. Like the eagles, the Tlingit people also subsisted off the rich year round fish runs found in the Chilkat River. It is the Tlingit people that gave the area the name the '*Valley of the Eagles*' for its high year round eagle population. The prominence of eagles in the area has played a key role in their culture and this continues today.

Every spring the Native community harvests hundreds of thousands of *eulachon* from the river using nets. These small fish have a long history with the Tlingit people and the Haines Highway. The fish are rendered to extract their rich oils for eating and burning and were the key trading item that were carried by the Chilkat people along the Grease Trail for commerce with Interior tribes. Eulachon shacks and processing areas dot the

river and the village of Klukwan. Eulachon are also a key spring season food source for a wide array of birds, fish, and mammals.

The Canadian segment of the Haines Highway transects Champagne, Aishihik, and Southern Tutchone First Nations traditional land. Numerous fishing villages were located along the Tatshenshini, Alsek Rivers and their tributaries, although today only *Klukshu*, Yukon is still occupied. Klukshu is located 0.5 miles off the Highway and is a traditional fish camp/village on the shores of the Klukshu River. The community becomes very active each autumn with the return of salmon and the processing of fish. Klukshu is a small community that includes traditional fish traps and a museum with First Nations artifacts and information and cultural items for sale.

Historic Intrinsic Qualities

The historic story for the Haines Highway begins with that of a trail that first served the Tlingit and then prospectors during the early days of the Yukon Gold Rush. For many centuries, a well-established trail -- *The Grease Trail* -- ran from the Chilkat River Valley over the Chilkat Pass into the interior of present day British Columbia and Yukon and ended at Fort Selkirk on the Yukon River. This 250 mile long travel route was controlled by the Tlingit people and allowed them to trade with the Athabaskan people. One of the primary trading resources was fish oil (grease) from the eulachon.

Oil from the fish was extracted each spring and could be stored for long periods of time and provided a winter food source and could also be burned. The Tlingit traveled the month long journey on the *Grease Trail* to trade oil with the Athabascans in exchange for copper, furs, and other goods. The area now referred to as the village of Haines was known previously as *Deishu* by the Tlingits. Deishu means 'End of the Trail.'

In the early 1890's a settler-entrepreneur named Jack Dalton expanded the trail and then controlled the route and finally turned it into a walking and horseback toll road, later called the *Dalton Trail* in 1895. From 1895 to 1899, this was the main route from the Pacific coast to the interior Yukon gold fields. In 1899, a new route (the Chilkoot Trail) from Dyea near Skagway, Alaska to the Yukon interior was developed and became the preferred route. The Skagway route was the trade route for the Chilkoot Tlingit to gain access to the interior. A few years later the White Pass & Yukon Route Railroad was completed to move prospectors and goods into the Yukon. These alternate routes significantly diminished the value of the Dalton Trail to the Yukon goldfields, but gold and copper discoveries along the Chilkat, Klehini, and nearby rivers kept the lower Dalton Trail active for another 20 years.

Today, the story of the Dalton Trail is told at a limited number of sites, one of which is the *Sheldon Museum*. The Sheldon Museum in

Haines is named after an early settler and artifact collector, Steve Sheldon, who was instrumental in the establishment of the community. The museum reviews the history of the town and surrounding area. Despite its location in a very small community, this is a professional, high quality facility. Beyond that, there are a limited number of interpretive signs about the gold rush history along the Haines Highway. The topic is covered briefly at the Council Grounds and North Council Grounds in the Preserve, near Steel Bridge on Porcupine Road, and at the Dalton Cache historic site at the Canadian-U.S. border. Interpretation should be expanded including the opportunity to recreate on the Trail.

The next historic story is *Fort William H. Seward*. Started in 1903, prompted by a border dispute with Canada at the end of the Klondike Gold Rush, this fort was the Army's first permanent military installation in Alaska. It remained the Army's main facility for over 20 years.

This multi-structure National Register of Historic Places Site is located on a sloping field with a beautiful view of Haines Harbor. It consists of Victorian-style army officer houses, troop barracks buildings, and ancillary structures surrounding a large grassed parade ground. At one time, it housed 400 men.

In 1947, the post was decommissioned and purchased by a group of veterans. Since that time



Interpretive and Recreation Opportunities For the Dalton Trail

The Grease Trail, later known as the Dalton Trail, has the potential to offer visitors both an educational and a recreational experience. A well-planned interpretive route can trace the path of the trail and explore both the Tlingit and gold rush uses of the trail.

In addition to learning about the trail, there is an effort underway in Haines to clearly identify the historic route of the Dalton Trail and to open the trail for recreation use, to the extent possible. Recently, local entrepreneurs began offering gold panning tours and experiences on the creeks and river that abut the old Dalton Trail.



a variety of uses and development ideas have maintained most of the site in good condition. Current uses include the Hotel Halsingland, gift shops, private housing, the Fort Seward Lodge, the Chilkat Dancers Storytelling Theater Show, Alaska Indian Arts Inc., the Totem Village, a bakery, coffee company, various artists and craftspeople, and other restaurants and small businesses. In addition, the main Borough Dock is located at the foot of the hill below Fort Seward and serves both cruise ships and a private ferry service for the community.

Despite this high level of reuse, there are buildings (a large troop barracks building, in particular) that require major renovation in order to ensure their survival. In addition, new ideas for reuse are needed in order to make the fort economically sustainable.

Several other buildings along the Haines Highway are listed on the National Registry of Historic Places. Most notably is the *Charles Anway Homestead* that was built in 1903 on the outskirts of Haines. A 1947 Seattle Post Intelligencer article calls the cabin the “most picturesque home in Haines.” Efforts have been underway by the Chilkat Valley Historical Society to restore and open the property to the public to learn about the pioneer period and the history of Haines, view the buildings and artifacts, and walk through Anway’s gardens and orchards. Although opened to the public in 2006, much more

could be done to enhance this historic facility.

Recreational Intrinsic Qualities

In August 2004, *Outside Magazine* recognized Haines as one of its Top 20 Dream Towns for outdoor recreation. In April 2006, *Men’s Magazine* cited Haines as one of the Top 50 Outdoor Recreation Communities in the nation – *a perfect small town adrenaline headquarters*. The *New York Times*, *The National Geographic Adventure Magazine* and many, many other publications have explored and enthusiastically reported on the wonderful outdoor recreation opportunities of Haines, most of which lie either along or close to the Haines Highway.

Hiking and Trails

The Haines Highway corridor offers a number of trails and recreation opportunities. The *Mt. Ripinsky Trail* is both the most popular and most challenging. The trailhead on the Haines Highway is at milepost 6.9. Parking and signing are inadequate and investment is needed for this site. The trail then ascends to almost 4000 feet over the course of the five mile hike. Part of the hike is along the *Skyline Trail*, a stretch of trail that extends between the north and south peaks. Grand Alaskan views can be seen from these

heights.

In addition to this trail, other popular trails include the following:

- *Battery Point Trail* is just 1.5 miles from the town section of the Haines Highway. This trail is beach-oriented and an easy hike.
- *Mount Riley Trails* begins about 3 miles from the Highway and is a 2.8 mile hike to the summit of Mt. Riley (1760 feet.) Alternate routes to the summit can be found via Lily Lake and from Portage Cove. Both are within two miles of the Haines Highway.
- *Seduction Point*: This mixed beach and mountain trail begins in Chilkat State Park. (approximately 8 miles from the Highway)
- In addition, to these public trails, visitors can take private ATV Mules tours on routes such as the *Takshanuk Mountain Trail*.

If more trails are developed along the Haines Highway the local economy will likely be strengthened and provide more recreation opportunities for residents. Additional trail development would likely lengthen visiting time of tourists who come for the recreation. One significant project that is underway is to establish a public right of way and make improvements along

some or all of the historic *Grease Trail/Dalton Trail*. This will be a vast undertaking however the benefits would be substantial. It is likely that this project will need to be completed in phases and the most likely section to be developed first would be from 33 mile Haines Highway to the Canada/US border. Once completed, the multi-day route up the river valley would be historic, offer wildlife watching opportunities, and pass by old and active gold panning areas. Partnerships with Canadian agencies and organizations could allow the reestablishment of the historic trail beyond the Canada/US border to Fort Selkirk. Coupled with interpretive stations, camp sites, and trailheads along the Haines Highway (that parallels the trail) creates the opportunity to select a variety of access points and hiking lengths that will make the Trail an extremely popular destination. With the right investments the Dalton Trail could rival the historic Chilkoot Trail in Skagway for the creation of a world class historic and recreation trail.

Along the northern portion of the Haines Highway in Canada, much of the surrounding landscape is comprised of provincial and national park land. All parks have a wide array of recreation facilities including camping, fishing and hiking trails. Numerous trails exist along this portion of the byway with a variety of hiking conditions. The most significant areas are the 5.5 million acre *Kluane National Park and Reserve* and the 2.3 million acre *Tatshenshini-Alsek Provincial Park*. These parks are home to dozens of trails ranging from



Overlooking Haines and Lynn Canal from Mount Ripinsky trail



15 minute interpretive walks to 5 day backcountry wilderness hikes. Various trails are also open to 4 wheel drive vehicles, mountain bikes, skiing, and snow machines. The Parks Canada Kluane Headquarters and Visitor Centre are located in Haines Junction.

Fishing

In the community of Haines, one of the main recreational opportunities is salt water fishing. Charters are available to take visitors out to catch a number of species including halibut and salmon. As discussed the Chilkat, Klehini, and adjacent tributaries provide exceptional freshwater fishing almost year round. Fly fishing has become very popular on the rivers and this can be done from shore, boat or with a guide. Several outfitters and guides serving the outdoor recreationist are located in downtown Haines.

The northern Canadian segment of the highway has outstanding lake, stream and river fishing in the many parks with outfitters and guides located in Haines Junction.

Rafting

Rafting outfitters take visitors up the Chilkat River to raft down this scenic stretch of water that runs through the Eagle Preserve. The trip is not focused on white water, but instead on wildlife viewing for bears, eagles, and exceptional scenery.

Opportunities also exist to raft the Tatshenshini and

Alsek Wild and Scenic Rivers through the Yukon, British Columbia, and down to Yakutat, Alaska on the Pacific coast. This week long wilderness excursion is closely regulated and permits are limited. Guides are available in Haines Junction and access points are from the Haines Highway at the Blanchard River (flows into the Tatshenshini River) and Dalton Post (Shawshe). Canoeing, motor boating and kayaking are also popular on the numerous lakes and rivers along the highway.

Cycling

As one proceeds along the Haines highway, bicycling is a common recreational activity. Each year the world-acclaimed *Kluane International Bike Relay* occurs. This 240 km (150 mi) race from Haines Junction, Yukon to Haines brings in hundreds of cyclists from all around the world. Throughout the year, cyclists also ride this route recreationally as it has been cited in cycling literature as one of the most beautiful cycling routes in America. Additionally, the Highway is traveled by hundreds of recreation cyclists who follow the *Golden Circle Route*. This route starts or ends in Haines and follows the Haines Highway over the Chilkat Pass and into the Yukon and Kluane Park. The route then follows the Alaska Highway starting in Haines Junction to Whitehorse. Cyclists then travel from Whitehorse to the Klondike Highway south over the White Pass and down into Skagway. This 4 to 7 day tour takes cyclists over three mountain passes and along outstanding unspoiled scenery. Despite the mountain climbs and long distances,

hundreds of cyclists from around the world ride this exception route each year.

Wildlife Viewing

As noted, the Haines Highway provides access to prime bald eagle habitat and roosting areas along the Chilkat River and within the Preserve. Abundant wildlife can be found along the entire highway but most notably along the Chilkat River especially during spawning periods. The many hiking trails also provide viewing opportunities. Bears are prevalent along the corridor and care must be taken to avoid conflicts. Wildlife excursions provide outstanding guided opportunities by boat (on salt water) or raft (on the river). The Council Grounds Chilkat Bald Eagle Preserve provides the best facilities along the highway to view wildlife with shelters, spotting scopes, trails, and interpretive panels.

Abundant wildlife viewing occurs along the Canadian portion of the highway. The highway passes through three diverse ecosystems each with their own wildlife. The Klukshu River is notable during spawning periods.

Camping

Alaska State Parks provides the majority of public camping facilities along or near the Haines Highway. Parks include Chilkat State Park, Chilkoot Lake, Mosquito Lake, and Portage Cove Recreation Sites. All sites offer a variety of camping and many include hiking trails and access to lakes and rivers.

Several private RV parks can be found in Haines.

Several campgrounds are located along the northern portion of the Haines Highway in the Yukon. These include Million Dollar Falls, Dezadeash Lake, and Kathleen Lake. Private campgrounds and RV parks are found in Haines Junction.

Heli-skiing, Snow-cat Skiing, and Backcountry Snow Machining

The 33 Mile Roadhouse lies at the edge of the mountainous region of the highway that abuts the Coastal Range just before the US/Canada border. The Roadhouse provides a restaurant, cabins, backcountry guides and heli-pad that have become the access point to extreme skiing and snow machining in the surrounding mountains. The popularity of this area and winter activities is quickly growing and has been published in numerous skiing magazines and videos. Other recreational activities include cross-country skiing, hunting and fishing.

Similar winter activities along the Canadian segment of the byway are also becoming very popular in Kluane National Park and Reserve and along the 'Pass'. Excursions and guide services



Snowmobiling at "the pass" in the Yukon portion of the highway



are available in Haines Junction and access to prime locations are directly from the highway.

Scenic Intrinsic Qualities

The overall trip from Haines to the Canadian border is a classic Alaskan landscape experience. The highway first travels alongside the Pacific Ocean and the *Inside Passage* surrounded by steep fjords before turning inland. Mountains rise to over 6,500 feet cloaked with glaciers on both sides of the highway. A lush coniferous forest rises from the valley floor and half way up the mountains before giving way to the massive rocky peaks covered by snow and ice. The broad valley of the Chilkat River extends to the west side of the highway, offering broad, panoramic views of the distant mountain ranges. One of the notable aspects of this highway is the breadth of the Chilkat and Klehini Rivers. The highway follows these river valleys much of the distance. These valleys have an unusual geologic structure which created the broad valley and which supports the extensive wildlife of the region. The highway turns north and climbs out of the valley through the lush forest and towards the Canada/US border and Chilkat Pass at 4,300 feet.

This route however is most famous from a scenic perspective for its annual congregation of eagles in the Alaska Chilkat Bald Eagle Preserve. In the autumn to mid winter of each year, over 3,500 eagles will gather in the Chilkat River Valley. Eagles are sitting in most every tree along the river with many trees serving as a roosting area for as

many as a dozen birds at once. As a visitor travels up the Haines Highway they are passing the most densely populated eagle areas in the Preserve along the river. Surrounded by steep mountains, glaciers and the Chilkat River Valley, no other road in America offer such as sight or instills as much pride or symbolism for America.

The scenery along the Canadian portion of the highway is noticeable different. Once reaching Chilkat Pass the landscape becomes a high plateau with open views and 6,500 foot high mountains. Much of the landscape is barren with only scrub vegetation dotted with lakes and rivers. The highway slowly descends following river valleys and lake edges lined with tall peaks in the distance and the return of a coniferous forest. Just prior to reaching Haines Junction a series of 7,000 jagged peaks line the highway and mark Kluane National Park and Reserve. This entire highway corridor is extremely scenic.

Archeological Intrinsic Resources

The areas along the Alaska portion of the highway corridor have long been traditional lands belonging to the Chilkat and Chilkoot tribes of the Tlingit people. Their traditional lifestyles included permanent villages, fish camps, and seasonal communities. Additionally some villages have been abandoned due to landslides, changes in the river course and due to the influx of settlers.

A vibrant Native culture still exists along several portions of the highway including several traditional villages most notably Klukwan Village and the use of the entire Chilkat River Valley for subsistence use. This long standing use of the entire area has resulted in numerous archeological resources being found along the entire corridor. While some of these locations such as Klukwan continues to practice their cultural lifestyle and can be viewed by the public, other sites are sacred and should not be disturbed. Needless to say the entire area is rich in archeological resources; however respect and special consideration must include the Native community in making any of these places known to or open to the public.

Several locations along the highway could provide outstanding interpretative opportunities such as the old abandoned villages of Yendustuky, Kluktoo, and at Chilkoot Lake. An interpretive panel about Yendustuky can be found along Airport Road off of the Haines Highway however there are no highway signs marking its location. This facility could be expanded or a newer one developed on the Haines Highway. Cultural resources can be found along the entire Haines Highway corridor. These archeological sites provide the opportunity for cultural interpretation and have fascinating stories to tell.

The Chilkat and Chilkoot Tribes must have significant oversight and final determination to

what, if any, sites become public. Work must also include Alaska State Parks, Alaska Department of Transportation and Public Facilities, and other agencies to understand and protect these sites.

The northern portion of the Haines Highway are the traditional lands of the Canadian First Nations people with numerous archeological sites located along this segment of the highway. Respect must also be granted to these sites and the First Nations people for making any of these areas known to the public, or developed.

TLINGIT TRANSLATION

River : Nadaayi Heen

Chilkat River:
Jilkáat Heeni

Mountain: Shaa

Raven: Yéil

Eagle: Ch'áak'

Moose: Dzisk'w

Brown Bear: Xoots

Black Bear: S'eeek

King Salmon: T'á

Sockeye Salmon: Gaat

Coho Salmon: L'ook

Chum Salmon: T'éel'

Pink Salmon: Cháas'

Halibut: Cháatl

Trout: X'wát'

ROAD & TRANSPORTATION SYSTEM



Haines Airport with Takhinsha Mountains in the background



Chapter Four Road and Transportation System

The Haines Highway (part of Alaska Route 7) extends for just over 44 miles from the Alaska's Marine Highway terminal on Lutak Inlet to the British Columbia/U.S. border at Dalton Cache. The Haines Highway continues to Canada through a 42 mile section of British Columbia (BC Highway 4) and then enters the Yukon Territory for a distance of just over 64 miles (Yukon Highway 3) until it reaches Haines Junction in the Yukon Territory. For the purposes of this plan, the U.S. portion is the most relevant for the National Scenic Byway Program, but there is hope in both Haines and Haines Junction that one day the entire road can be designated an international byway.

The entire Alaskan segment is a two-lane road with paved shoulders (varying widths) along the route. The road was initially constructed in 1943 and several segments have been upgraded over the decades.

In 2005, the Alaska Department of Transportation improved the highway from milepost 25.3 to the Canada border. Road work included realigning the roadway to eliminate dangerous curves, widening the roadway and installing paved shoulders. A standard highway design speed of 55 mph was used. Several paved pullouts were constructed and a roadside recreation area installed that included a picnic shelter, spotting scopes and interpretation.

The Alaska Department of Transportation is currently in the design/engineering phase for making improvements to 21 miles of highway starting at the Haines Airport at mile 3.5 to the limits of the 2005 road improvements. Work will be similar to the 2005 highway improvements to include centerline realignments and designing to a 55 mph design standard. With the project in the early stages of design/engineering provides an outstanding opportunity to partner byway improvements in this document with highway construction. It is hoped that the road improvements can incorporate some for the visitor facilities recommended in this plan into the design such as scenic lookouts, installation of interpretive opportunities along the highway, bicycle and pedestrian amenities, trailheads, and improved signage. Old roadbeds could be converted into non motorized transportation routes however partnerships would need to be established for the maintenance of these facilities. Partnering could also assist the Department of Transportation by obtaining byway funds to make these improvements while road construction would be underway. By the end of construction, this entire highway will be a modern National Highway System route and will offer a safe, efficient, scenic, educational and multi-user-friendly experience for its entire length.

Improvements for the highway from the Haines ferry terminal to the Haines airport are planned and needed. Design and engineering is underway for this segment of the highway.



The highway provides access to year round fishing.

The Canada-US Shakwak Agreement allows American funds to pay for improvements along the Canadian sections of the Haines Highway and the Alaska Highway as they connect Alaska with the Lower 48. The Canadian portion of the Haines Highway was upgraded in the 1980's as part of the Shakwak Agreement.

Description of Travel Experience

The Haines Highway begins at the Alaska's Marine Highway Haines ferry terminal, 3.5 miles north of the town center. Locals call this segment of the highway Lutak Road and it offers spectacular views of the fjord lined Lynn Canal. The Highway continues into downtown Haines before turning northwest toward the Canada border. Haines is a community of 2,800 people and offers a vibrant downtown, cultural institutions, the historic Fort William Seward and an active fishing fleet all set in a very scenic location at the end of the Lynn Canal.

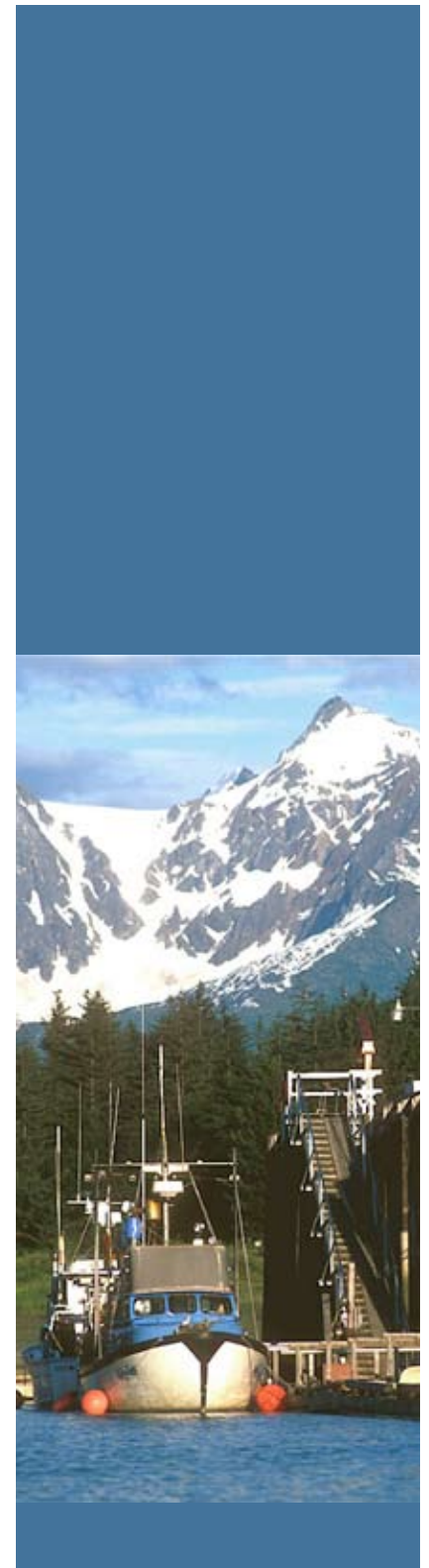
The road from the ferry terminal to downtown has limited paved shoulders and is somewhat curving, though not dangerously so. Planned highway improvements will remove the minor sight distance problems and improve the limited paved shoulders. Mile posting of this segment of the road does not include it in the entire mile posting of the Haines Highway. Milepost 0.0 is signed at the old City Dock (Port Chilkoot Dock) in downtown Haines and follows the old Haines Highway before it connects to the Haines Highway at the edge of town and

therefore does not reflect the actual distance of the highway.

Within the downtown area of Haines, the highway is wide and offers on street parking along much of its route. Signage needs to be improved, especially in terms of directing new visitors to the downtown commercial area, destinations within the community including historic Fort William H. Seward and to public parking lots. Pedestrian amenities are adequate however basic aesthetic improvements and streetscape improvements will go a long way to help beautify and identify the downtown core.

Moving northwest, the Haines Highway leaves the downtown core and follows Chilkat Inlet a short distance before reaching the Haines airport and the Chilkat River. The airport serves small local propeller air services to surrounding communities and is an important transportation facility. Public transportation is not provided for those arriving by ferry or by airplane, although many local businesses and lodging providers offer excellent shuttle services for their customers.

From the airport, the road parallels the Chilkat River and winds its way along the 'Valley of the Eagles'. The scenic quality of this roadway is very high due to the width of the river valley, the variety of long views afforded by the valley's width and the number of viewing opportunities along the highway. The nearby presence of the river offers



Drift Gillnet Boats docked in Letnikof Harbor



drivers many views to the west across the Chilkat River to the 6,000 foot high Takhinsha Mountains and numerous glaciers. To the east, lie the 4,500 foot Takshanuk Mountains including Mt. Ripinsky. These ranges rise on either side of the road and provide dramatic views of jagged peaks, lush green valleys, rock slides, and blue glaciers along much of the route adjacent to the glacial waters of the Chilkat River. These tallest mountain peaks represent the cultural boundary of the Chilkat Tlingit people and have become the modern day international boundary between Canada and the United States.

At mile point 6.9 is the trailhead for the Mt. Ripinsky Trail. Parking and signing are inadequate.

Along the way, there are a number of interpretive signs, of varying age and quality ranging from recent and good quality to quite old and ineffective. (See inventory below).

The traveler enters the Alaska Chilkat Bald Eagle Preserve at mile point 9.4. Better gateway signing will be important, for both entrances to the Preserve. More information is needed to emphasize to drivers that they need not pull over at the first eagle sighting; there are many more eagles that can be safely viewed from designated parking/viewing areas. Developing a stand alone visitor center at each end of the Preserve will be an asset to help visitors understand what is within the Preserve and where to see it.

All along the route, there are both formal and informal river access points. Many of these access points are comprised of unorganized gravel lots with river access for boat launching and fishing. Tour operators also use these facilities for rafting and these sites need significant improvements including basic recreation and comfort amenities. These access areas need to be consolidated and improved to provide safe and efficient river and fishing access as well as initiating measures to limit bank erosion from unorganized use. These are discussed in depth in the inventory below. Some of the most heavily used river access points are at mile points 13.9 and 17.3 as these sites are also used by commercial rafting operators. These areas do not have any formal visitor services and the nearest facilities are found at the Alaska Bald Eagle Preserve Council Grounds Recreation Area at mile point 19.3. The recreation area is managed by the Alaska State Parks Department. The site offers restrooms, picnicking, interpretive signage, trails, limited river access, and spotting scopes. Popular river access sites with adequate developable land should be considered for comparable improvements.

Approximately one-half a mile north from the Council Grounds is the North Council Grounds facility. This site has many of the same amenities as the Council Grounds Recreation Area but at a smaller scale. This site is linked to the Council Grounds Recreation Area by a one-half mile

accessible interpretive trail that meanders along the river. It is hoped to connect this trail to the Klukwan Cultural Heritage Center in the future but the unstable river bank in the area and private property holdings between these two points create some challenges.

The next stop along the Highway (MP 21.5) is the access road to Klukwan Village. Currently, there are no facilities for visitors at the village, although the soon-to-open Jilkaat Kwaan Heritage Cultural Center and Bald Eagle Observatory will be a major visitor destination. Generally speaking, village residents wish to direct visitors to the Cultural Heritage Center and to discourage them from driving through or wandering around the village. This center will be constructed in phases as funding becomes available. Basic services and facilities are in place to begin tours in 2007 and it is hoped the next phase of the new center will be completed in 2010.

At mile point 23.8, the traveler crosses the Chilkat River at the Wells Bridge. This was the provisional border between Canada and the US in 1899. The highway now follows the Klehini River northwestward. A few miles later, one has the ability to leave the Haines Highway and cross the Klehini River at the Porcupine Crossing Bridge (Steel Bridge). This road provides access to the historic Dalton Trail, the abandoned gold community of Porcupine, and historic gold mines, some that continue to operate as small family operations. The road also

provides access to Chilkat Lake Road with several recreation trails and opportunities and a scattered residential neighborhood.

A major landscape transition occurs at this point as the traveler shifts from the wide, open Chilkat River Valley, to the more closed and mountainous area of the Klehini River. The shift provides a nice variation in the scenic experience. Unlike the Chilkat River, much of the Klehini is lined with large boulders rather than a sandy/silt bottom. From mile point 25.3 to the Canadian/U.S. border, the highway has been recently reconstructed and includes a consistent 6' paved shoulder and several scenic/interpretive pullouts.

At mile point 26.7 a new pullout was recently added offering parking, picnic shelter, spotting scopes and interpretation. This is a great facility that should be duplicated at other appropriate locations.

Mile point 27 provides access to Mosquito Lake Road and the small community of Mosquito Lake. It is primarily a residential area with limited visitor services including a laundromat and supplies at Moose Valley Mercantile. The Mosquito Lake State Recreation Area is located further down the road and offers camping facilities.



The famous 33 Mile Roadhouse



At mile point 31, there is a scenic rest area sign, but no facilities other than a parking area. Mile point 31 is the north end of the Eagle Preserve and should be considered as the northern gateway to the Preserve.

At mile point 33, the long established 33 Mile Roadhouse offers food, gas, limited lodging and generally serves as a base camp for heli-skiing and other outdoor recreation at the northern end of the byway.

The U.S.-Canadian border is located at mile point 40.4. This area is known as Dalton Cache. There is a historic log cabin that served as a toll booth for the Dalton Trail and later a Customs station at the crossing that through a brief sign provides some background on the structure. The structure is not open to the public. It is controlled by the Bureau of Land Management, but there is no staff to manage the structure. The structure is also awkwardly sited for most visitors and is thus difficult to access. You must clear US Customs before visiting the site (if coming from Canada) or notify them of your intent to go to the site (if coming from the Alaska). The area also has a commemorative boundary marker. The border station provides very limited information for travelers about the Haines Highway and destinations along it. US Customs agents are very friendly and helpful but cannot provide information once the border becomes busy. There is potential to create an outstanding historic destination/gateway at this area however any work needs to

be coordinated with US Customs to ensure border security.

A major issue is the number of informal pullouts that have been created by visitors over the years. Typically, visiting motorists enter the valley and the Bald Eagle Preserve see their first eagle and pull over to look at it. Local residents also develop these informal pullouts to gain access to the river and fishing holes. These informal stops create many undesirable traffic situations including highway safety issues and deterioration of the natural environment. It will be important to clearly plan and design these viewing areas and to properly sign them from the highway.

Detailed Road Inventory

The following table provides a more detailed breakdown of the resources, pullouts and other facilities along the Haines Highway.

HAINES STATE SCENIC BYWAY CORRIDOR INVENTORY

This inventory lists road conditions, visitor services, attractions, opportunities, and public facilities found along the Haines State Scenic Byway. There are dozens of private facilities, businesses, and attractions along the byway. These are not listed to maintain a clear and simplistic understanding of the qualities and opportunities along the byway.

This inventory makes basic recommendations for enhancements and these only represent a partial list. Additional recommendations can be found throughout the Corridor Plan.

LEGEND

ADF&G	Alaska Department of Fish and Game
ARCH	Archeological Site
CULT	Cultural Site
DNR	Alaska Department of Natural Resources
INTRP	Interpretation Facility
NMTF	Non Motorized Transportation Facilities
P	Parking
POI	Point of Interest
REC	Recreation Opportunity
RV	Recreation Vehicle Facilities
SV	Scenic Viewing
TOWN	Town/City Limits
VC	Visitor Center
VS	Visitor Services
NB	North Bound
SB	South Bound
BS	Both Sides
OFF (0.0)	Opportunity off the Haines Highway and distance from highway

Mile Post	Site ID#	Intrinsic Quality	North or South Bound	Description
0.0		INTRP	BD	Alaska's Marine Highway Haines Ferry Terminal. Milepost 0.0 of the Haines Highway. Highway has 14' travel lanes with 3' paved shoulders both sides.
0.0		REC	OFF (5.0)	Chilkoot Lake State Recreation Area via Chilkoot River Road. 32 site campground, boat launch and picnic shelter. Fishing.
2.0	160			2.0 mile marker
2.7	161	SV	SB	1st view of Haines and Fort Seward from Highway, large unorganized gravel parking area, popular for RV use, can accommodate 10 RVs or 12 cars.
2.9	162	HIST	SB	Cutoff and directional sign for Fort Seward
2.9		HIST	OFF (0.5)	Fort Seward. Alaska's first Army base. Historic architecture and parade grounds. Now an important community focal point/gathering area with restaurants, art galleries, shops, and businesses. Restoration continues on some historic buildings. Limited interpretation.
		REC	OFF (1.0)	Portage Cove State Recreation Area. Small walk-in or cycling campground with restrooms and undesignated camping on the water's edge near downtown.
2.9		REC	OFF (7.0)	Chilkat State Park via Mud Bay Road. Recreation area with visitor center, 32 camp sites, restrooms, boat launch, trails and picnic area.
3.3	163	TOWN	BD	Beginning of Haines commercial area
3.4			NB	Haines truck route (bypass)
3.6		INTRP	OFF (0.1)	Sheldon Museum and Cultural Center. Outstanding local Museum looking at life along the Chilkat River with emphasis on Native culture, the pioneering history of Haines, and the military history of Fort Seward.
3.6		INTRP	OFF (0.2)	American Bald Eagle Foundation. Natural history museum of wildlife in the Chilkat Valley and Lynn Canal. Includes guided tours of dioramas of over one hundred full sized wildlife specimens, and natural history lectures.
3.7		INTRP	NB	Hammer Museum. A collection of over 1000 hammers dating back to colonial times.
4.2	164	CULT	BD	Dalton City fairgrounds
	165		SB	Junction of Old Haines Highway and Haines Highway (Main Street). Welcome to Haines sign.
4.8	166			Beginning/end Haines commercial area. Many signs including distance signs, 411, mile marker, Alaska Scenic Byway sign, and Canadian Customs hours of operations. Highway becomes rural residential with 5' wide paved shoulder both sides
2.0	167		NB	2 mile marker, northbound
3.4		CULT	NB	Historic cemetery, overgrown, no interpretation, clearly visible from road. Last noticeable remains of Tlingit village in area.
3.6	170	INTRP	OFF (0.2)	Haines airport. No services beyond ticketing. Native interp facility next to airport but not signed from highway.
4.0	171	NMTF		Paved shoulder reduces to 2' northbound, 1' southbound. Spectacular views of Chilkat River and Takhishna Mountains (elev 6,000).

4.3	172	CULT/INTRP/ REC/SV		Large unorganized pull out with eulachon interpretation sign. This is an important cultural location for harvesting eulachon in the spring and sportfishing for chum and Coho in the autumn. River access and short term unorganized camping during fish harvesting. No signage from road. Parking for 12 cars or 6 RVs. Bald eagles also found here and is first location to see them along river. Very scenic.
4.4		CULT		Collection of shacks along river used for processing and rendering eulachon oil.
6.2	173	P		Small gravel lot. This site functions as an informal parking/camping area. There may be some sport fishing for salmon. Eagle viewing.
7.0	174	REC	NB	Ripinski Ridge Trailhead.
7.2	175	P	SB	Large undefined parking area that is used for informal camping, eagle viewing, and sportfishing. Large area with trees and river access creates recreation area potential.
7.8	176	P		Small unorganized parking area with river access. Boat launch facilities can only be used during high tide. Little potential.
8.1	177	P	SB	Small unorganized parking area to accommodate 4 RVs or 6 vehicles. Fishing area.
8.3	178	P	SB	Large unorganized boat launch and parking area with trees. Used by sport fishers, moose hunters access Kicking Horse River area, and ADF&G accessing the fish wheels. Eagle viewing also occurs.
9.1	179	P	SB	Mile marker 9.0. No mile markers since 2.0. Small unorganized pullout area used for eagle viewing and possible fishing
9.4	180	POI	NB	State Park Chilkat Bald Eagle Preserve boundary. Entering Preserve sign.
9.8		CULT/INTRP		Fish wheels in river. Wheels managed by ADF&G. Location changes seasonally with changes in river. Exceptional interpretive opportunity and focal point along Highway. Travelers stop to look at them.
10.0	181	CULT/INTRP	SB	Large unorganized parking area and boat launch area used for winter storage site of fish wheels. Many travelers stop to see wheels out of water. Boat launch used by sport fishers, moose hunters and ADF&G and is in poor condition.
10.2		HIST	NB	Large yellow signs to the east of the Highway with large painted numbers. These signs indicate the mileage on the US Army oil pipeline that ran from Haines to Haines Junction during the Cold War and paralleled much of the Haines Highway. Signs are found along much of the Highway. The pipeline has been abandoned.
		P		Small unorganized pullout near forest edge with a small berm. Area used for dumping trash.
		P/REC		Access from highway to small loop road that encircles a small pond. Much of road is overgrown and not useable. Pond is used in winter for ice skating.
		P		Small unorganized pullout with seldom used river access by fishers and hunters.
		P/REC		A very steep and unsafe pullout that leads to a small road providing river access. There is some boat launching that occurs in this area, but the recent river alignment changes have made this more difficult. Sport fishers utilize this area. There is some garbage dumping that occurs in the area.

		P/REC		Unorganized mid sized parking area with river access. High use fishing area.
		P/REC		Small unorganized pullout and poor condition boat launch with sporadic use. DNR has closed launch to commercial operators. Area is used by fisherman.
13.9	183	P/REC	SB	Large unorganized pullout and parking with river access used by buses and vehicles with trailers. This is a heavily utilized site by the commercial rafting operations running float trips through the Eagle Preserve. This is usually the end of the raft trip, so passengers are offloaded here and the rafts removed from the water. Due to heavy use the river bank is being eroded. Parking area is too small for amount of use and access from highway is unsafe.
14.3	184	P	SB	Large semi organized pullout and parking with log roll stops. Does not provide river access and dumping trash is an issue. Area is used for parties and has little attraction for motorists traveling the Highway. Area can flood and is surrounded by wetlands that are being damaged by vehicles and trash.
			ARCH	Old slide area and site of ancient Native community that was destroyed by landslide. Native land. Access to slide area required by Department of Transportation for maintenance of area and has resulted in a large unorganized parking area. Has become popular eagle viewing area and eagle release site.
17.0			NB	Mile marker 17
		P/REC		Unorganized small parking area with river access. Area is used by commercial rafting tours through the Preserve as a launch site.
18.4	185	INTRP POI	NB	Watchable Wildlife Sign along highway. Chilkat Bald Eagle Preserve sign.
18.7	186	P	SB	Large pullout to accommodate 6 RVs plus 12 cars with a steep boat launch to river. Pullout is used for eagle viewing. A salmon subsistence site is downstream of launch and the area is also used for sport fishing.
19.1		INTRP	NB	Highway offers large open view of valley and river. First long view of Preserve, river and eagles.
19.1		INTRP	SB	Highway enters forested ecosystem with filtered views of Chilkat River.
19.3	187	INTRP/REC	SB	Council Grounds Chilkat Bald Eagle Preserve, Alaska State Park. The major destination and viewing area for the Preserve. Facilities include restrooms, sidewalks, pavilion covered viewing area, benches, interpretive signage, drinking fountain. Also has 2 interpretive trails, 1/4 mile and 1/2 mile accessible trails with interpretive stations. Paved parking area. Facility has a caretaker to monitor site.
19.7	188	INTRP/REC	SB	Mid sized paved pullout area for Council Grounds providing parking for up to 6 RVs along road and providing access to Council Grounds trail. Pullout is adjacent to river and surrounded by trees making it a popular eagle viewing area.
		INTRP/REC	SB	Mid sized paved parking area for Council Grounds Preserve with sidewalks and links to trail system. Popular eagle viewing area along river with trees. No interpretation.

20.7	190	INTRP/REC	SB	Large paved parking area for Council Grounds. Popular area that can accommodate 15 cars, and 8 RVs. Area has sidewalk that links to the end of the 1/2 mile trail as well as a viewing shelter, interpretive signage, accessible parking and viewing, and a seasonal outhouse. Northern limits of the Council Grounds. River access is used for sport fishing.
21.1		P/REC		Large unorganized pullout within the Village of Klukwan heavily used for subsistence fishing from the village. Also used for sport fishing and eagle viewing.
21.5	191	TOWN	SB	Village of Klukwan turn off. Community is 0.2 miles off highway. Highway sign with community name only. Currently, no visitor services. Traditional Tlingit Village with largely a subsistence lifestyle on the river. Some historic buildings but limited public display of cultural objects. Community is hesitant to invite travelers into village but accepting of those who come on their own.
21.5	SB	CULT/INTRP	OFF (0.1)	Jilkat Kwaan Cultural Heritage Center (under construction). The Village is in the process of building a multi phased, \$10 million cultural heritage center on the outskirts of town on the Chilkat River. This would be a state of the art visitor center with full services including restrooms, dining, interpretation and tours. The center would highlight the Tlingit culture, their subsistence lifestyle, art, language, dance and history. The first phase is expected to be in operation in 2010 and would be a world class facility that would become a major destination on the Haines Highway and Alaska.
22.1	192	TOWN	SB	Village of Klukwan turn off. Community is 0.1 miles off highway.
23.1	193	INTRP		Large open and cleared area on both sides of Highway. Area is within a landslide area and area cleared after 2005 slide.
23.8	194	POI		Chilkat River Bridge. Road crosses Chilkat River and follows Klehini River northbound. Small collection of residential dwellings along river. Area used for sport fishing.
24.0				mile marker 24
24.1		ARCH	NB	Old collapsed wooden structure alongside highway was once the Canada/US border station. The border has since been moved to Dalton Cache. Old Tlingit story states this was established as the border when a young Tlingit was asked to carry a stone and where he dropped it was to be the border.
24.8	195	REC	SB	Large open gravel parking area off of road. Unorganized parking used for winter recreation staging including snowmobiling, cross country skiing and dog mushing.
26.0		NMTF	NB	Begin 5' paved shoulders on both sides. Highway was recently reconstructed. Mile markers are in place from 26 to border.
26.3	196	POI/HIST/ REC	SB	Porcupine Crossing Road. Road and steel bridge over Klehini River to historic Porcupine gold mines and Dalton Historic Trail. First opportunity to travel west side of river valley and Dalton Trail. Large interpretive sign on other side of bridge talks about Dalton Trail and gold discoveries in area. Sign gives more facts and little information on where destinations are.

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27.1		REC	OFF (2.4)	Mosquito Lake State Recreation Area via access Mosquito Lake Road. Recreation area with day use facility, 13 camp sites, and restrooms. Scenic location.
30.5		POI/HIST	NB	Haines Highway begins to climb out of river valley and into forested mountains. Rock cut for Dalton Trail is visible on other side of valley.
31.0	199	P	SD	Paved parking area signed as scenic area from the north and parking from the south. No scenic qualities or interpretation.
31.1	200	POI	SB	State Park Chilkat Bald Eagle Preserve boundary. Entering Preserve sign (south bound).
33.1	202	VS		33 Mile Roadhouse. Historic roadhouse with basic visitor services including lodging, food, gas and recreation tours.
33.7		HIST	BD	Road crosses Big Boulder Creek with views of Dalton Trail across river valley.
34.5			NB	Highway enters river flood plain, broad expanse, view of Saksai Glacier and mountains. Jarvis Creek/Upper Klehini River bed is boulder strewn and different from lower Klehini and Chilkat Rivers.
34.5			SB	Highway climbs in elevation and enters a forested ecosystem with a mix of cottonwood and spruce.
35.5	203	INTRP	NB	Paved scenic pullout for 8 cars with interpretation on wetlands and salmon streams.
35.7	204	INTRP	SB	Paved scenic pullout for 8 cars with interpretation on Tlingit trail and newcomers and lust for dust gold mining.
37.7		POI	NB	Highway enters new ecosystem with coniferous trees and mountainous landscape.
		INTRP	SB	Highway enters river flood plain, broad expanse, view of Saksai Glacier and mountains. Jarvis Creek/Upper Klehini River bed is boulder strewn and different from lower Klehini and Chilkat Rivers.
40.0				Milepost 40. Last northbound mile post. All mileposts in place from mile 26 to mile 40. Some mileage oddities due to reconstruction for this highway segment and eliminating curves and thereby reducing road length.
40.1	208	POI/NMTF	SB	Welcome to Alaska sign. Scenic Byway sign. Begin 5' paved shoulders both sides. Avalanche gate.
40.3	206	POI	SB	US Border and Customs at Dalton Cache. Restrooms and basic visitor information.
40.4		CULT/HIST	SB	International boundary marker and commemorative plaque. Historic Dalton Cache cabin once served as a trading post and border station. Now stands empty and closed to public. Interpretive panel about Dalton Cache and Trail. First location the Dalton Historic Trail meets the Highway. Trail clearing is visible from Dalton Cache.
40.6	207	POI	NB	Canadian Customs at Pleasant Camp. No facilities. Canadian border open between 8 am and midnight (AST).
			NB	The Haines Highway continues 106 miles to the north traveling through British Columbia and the Yukon Territory. The Haines Highway ends at Haines Junction in Kluane National Park Reserve at the Alaska Highway. The Highway continues to have high recreation, historic and scenic quality through Canada with numerous facilities.

Traffic Volumes

Average daily traffic volumes on the Haines Highway are relatively low. Table 3.1 presents traffic volume estimates for the Haines Highway and nearby roads from the year 2004. It demonstrates that the highest average daily traffic levels (i.e., ADT) are 2742 at the intersection with Lutak Road near downtown Haines. As the road proceeds northwest average volume levels drop to between 180 trips per day and 600 trips per day.

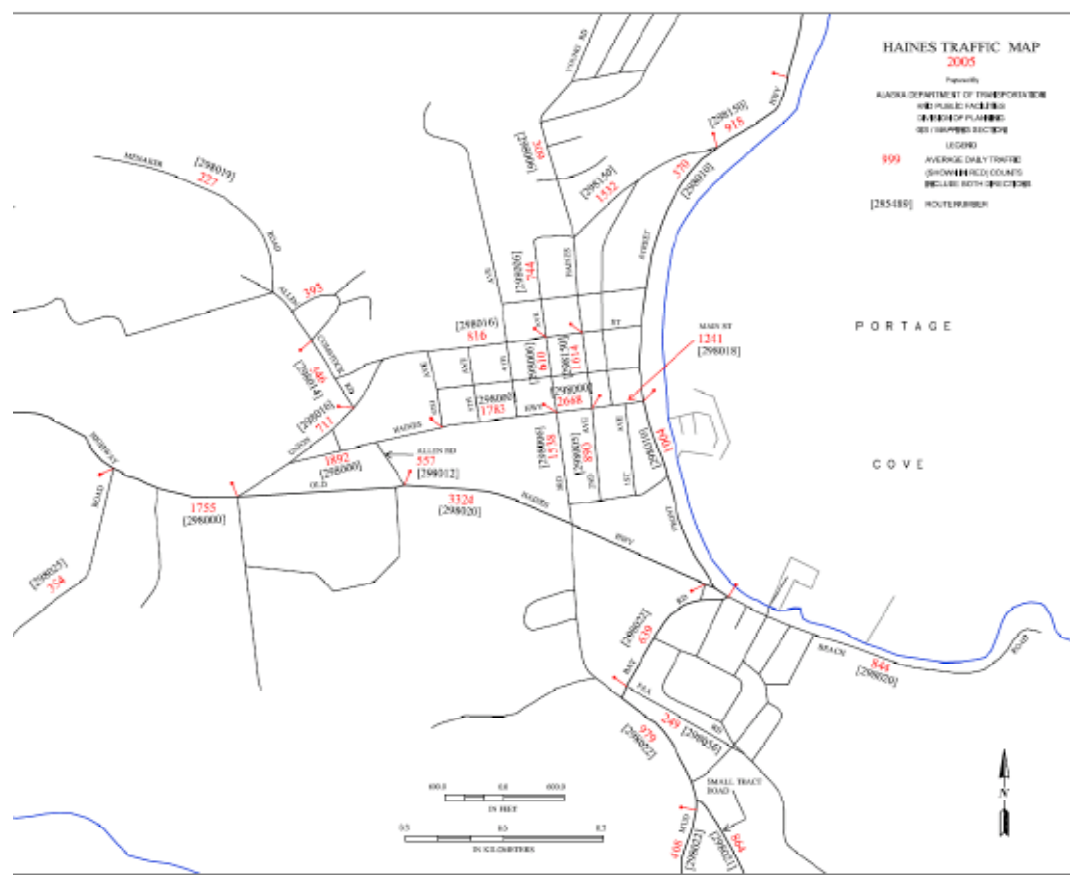
Table 3.1: Traffic Volumes on and near the Haines Highway, 2004

ROUTE NAME	MI. PT.	FEATURE	ADT	LENGTH
HAINES HIGHWAY * HAINES	0	BEGINING OF ROUTE	2411	0.074
HAINES HIGHWAY * HAINES	0.074	JCT WITH 3RD AVENUE * HAINES	1881	0.21
HAINES HIGHWAY * HAINES	0.284	JCT WITH 6TH AVENUE * HAINES	1491	0.413
HAINES HIGHWAY * HAINES	0.697	JCT WITH OLD HAINES HIGHWAY/BEACH ROAD	1742	0.241
HAINES HIGHWAY * HAINES	0.938	JCT WITH SAWMILL ROAD * HAINES	948	2.114
HAINES HIGHWAY * HAINES	3.052	JCT WITH AIRPORT ROAD * HAINES	615	9.113
HAINES HIGHWAY * HAINES	12.165	MILEPOST 13	603	8.027
HAINES HIGHWAY * HAINES	20.192	MILEPOST 21	607	6.488
HAINES HIGHWAY * HAINES	26.68	JCT WITH MOSQUITO LAKE ROAD * HAINES	213	4.308
HAINES HIGHWAY * HAINES	30.988	LITTLE BOULDER CREEK	180	8.715
PIEDAD ROAD * HAINES	0	BEGINING OF ROUTE	250	0.381
FAA ROAD * HAINES	0	BEGINING OF ROUTE	247	0.993
MOSQUITO LAKE ROAD * HAINES	0	BEGINING OF ROUTE	152	2.258
MOSQUITO LAKE ROAD * HAINES	2.258	JCT WITH KELSALL ROAD * HAINES	53	0.825
KLUKWAN ROAD * HAINES	0	BEGINING OF ROUTE	96	0.884
PORCUPINE ROAD * HAINES	0	BEGINING OF ROUTE	153	4.519
LUTAK ROAD * HAINES	0	BEGINING OF ROUTE	296	1.141
LUTAK ROAD * HAINES	0		267	3.609
LUTAK ROAD * HAINES	4.75	JCT WITH CHILKOOT LAKE ROAD * HAINES	51	0.718
HAINES HWY/LUTAK ROAD * HAINES	1.141	BEGINING OF ROUTE	2742	0.147
HAINES HWY/LUTAK ROAD * HAINES	0.147	JCT WITH UNION STREET * HAINES	1451	0.535
HAINES HWY/LUTAK ROAD * HAINES	0.682	JCT WITH FRONT STREET * HAINES	1030	3.654

Source: Alaska Department of Transportation, 2004. Alaska Highway Data section of ADOT&PF website. Downloaded August 28, 2006 from: http://www.dot.state.ak.us/stwdplng/highwaydata/traffic.shtml#traffic_data

In the downtown Haines area in 2005 Figure 3.A indicates average volumes are 3324 trips per day (near Borough and police offices, school and major intersections). As one heads northwest from town, the average daily volume drops to 1755.

Figure 3.A : Haines Traffic Map 2005



Source: Alaska Department of Transportation and Public Facilities. 2005. Downloaded on August 28, 2006 from website: http://www.dot.state.ak.us/stdwplng/highwaydata/pub/traffic/2005_maps/sou05AADT_maps/haines05.pdf

In 2005 Yukon Tourism and Culture reported that over 42,600 people crossed the Canadian Border at Pleasant Camp. There were 42,051 passengers in private vehicles and 626 in motor coaches. About 28,000 people were US citizens, 9,208 were Yukoners, 2,433 were non-Yukon Canadian citizens and 3,078 were from other places. The daily totals range from a low of 29 in November to a high of 302 in July.

As indicated by this data, the Haines Highway is a rural highway that has a high volume capacity and currently has a low usage level. There is more than sufficient capacity to handle future traffic increases associated with national byway designation.

Accident and Safety Review

The safety of the Haines Highway is quite high and safety will only improve as modifications are made to problem areas. While there are a few curves that require realignment on the lower half of the highway, the upcoming modifications will address these problems. The presence of a high number of bicyclists and cycling road races speaks to the degree to that the highway needs to accommodate cyclists.

The most recent published data for vehicle crashes on Alaskan roads is available in the publication, *2002 Alaska Traffic Collisions* (ADOTPF, 2004).

In 2002, the entire Haines Borough saw just 25 vehicle accidents, or less than 1% of all the accidents in the state during that year.

Pedestrian Facilities

Pedestrian facilities along the highway are paved shoulders with the exception of sidewalks along Main Street in downtown Haines. The paved shoulders range from 2 to 6 feet and are in a variety of conditions. Pedestrians and cyclists share these facilities. Given the high posted speed of the highway (55 mph) and volumes of pedestrian and cycling traffic along portions of the highway, portions of the Haines highway is not conducive to non-motorized users. The northern portion of the Highway upgraded in 2004 includes 6 foot paved shoulders, the standard for future Haines Highway improvements. This standard should be

the minimum for the entire highway and goes a long way to improving safety and comfort of users. The southern portion of the highway from Haines to the ferry terminal is the area of greatest concern with poor condition shoulders of 2 feet.

Sidewalks in downtown Haines are typically 6 foot wide and constructed of concrete. Many of these are aging and do not meet current accessibility standards and should be replaced and in some cases widened. Many of the streets which intersect the Haines Highway (Main Street) in the downtown core do not have sidewalks and are gravel shoulders along the road. Sidewalk facilities need to be expanded throughout downtown from Main Street to populated areas and those with community destinations in the downtown area.

Cycling

As noted before, the Haines to Haines Junction to Whitehorse to Skagway route is popular with bicyclists from around the world. The route is also the basis for the Kluane International Bike Relay from Haines Junction to Haines. Given these events and that this route is well publicized, the Highway sees a high volume of cyclists. Cyclists share the paved shoulders indicated above and again ranging from less than 2 feet to 6 feet exist along the highway and are in a variety of conditions. No separated non-motorized facilities exist along the Haines Highway.



The Kluane International Bike Relay held annually on the Haines Highway

Highway Signs

The Haines Highway has undergone several phases of improvements with the most recent in 2001. As segments of the highway gets improved, new signs are installed including milepost markers, distance sign, and highway signs to local attractions. Due to the phased approach of improvements, the Haines Highway has a variety of sign environments with several sections needing sign enhancements. A major concern is a lack of highway signs directing visitors to pullouts and visitor areas within the Eagle Preserve. Coordination is required between the Department of Transportation and State Parks. Other areas also requiring attention include river access points, recreation opportunities such as trailheads, and other major destinations such as Fort Seward.

Another area of concern is the previous mile post assignments that still remain despite highway improvements and realignments. Mile post 0 starts at the old City Dock (Port Chilkoot Dock) in downtown Haines however, for travelers using

the ferry the trip begins or ends at the Alaska's Marine Highway Terminal approximately 4 miles beyond mile post 0. The modern routing of the Haines Highway no longer passes by the historic 0 milepost yet is still measured from this point. This creates a discrepancy and confusion for locating destinations. Recent highway improvements have included road realignments and reduced the overall length of the highway. Additional road realignments are also planned for future Haines Highway improvement projects. Once all of the improvements have been completed for the highway, mile post 0 needs to be established at the ferry terminal and mile markers resigned along the entire route. A historical marker can be placed at the City Dock to indicate it was once the starting point of the Haines Highway.



Road Maintenance

As indicated, the Haines Highway follows the river valley, reaching the mountains and Canada/US border. Once crossing the border the highway enters the 3,493 foot Chilkat Pass and can be occasionally closed for a short duration in the winter due to hazardous conditions. Despite limited funding, winter maintenance of the highway by both the American and Canadian highway crews is exceptional given the often harsh winter conditions. An area of concern is the winter maintenance of visitor areas within the Eagle Preserve. Prime eagle viewing is from October to February and many pullouts, parking areas and trails are not plowed regularly. These areas need more maintenance funding and redesigned driveways and parking lots to allow easier access by snow removal equipment. Winter maintenance funding for both ADOT&PF and State Parks is essential to meet the needs of visitors and improve highway safety by eliminating vehicles that are parked on the side of the highway due to parking areas and pullouts being inaccessible in the winter. The same issue is also true for key river access points and any recreation areas along the highway that might be developed or improved in the future.

Summary

The Haines Highway has the capacity to handle additional vehicular traffic and therefore more visitors to the area. The entire highway provides year round access for both passenger and commercial vehicles. The highway layout and the nature of existing traffic along the road can accommodate additional tourism and commercial use of the road with little impact. Recent modifications to the northern segment of the highway (25.3 mile to the border) has greatly improved safety and capacity of the road, as well as facilities for cyclists. The same will likely also be true for the southern portion of the Haines Highway from 3.5 mile to 25.3 mile once the proposed improvements to this highway segment are made. Improvements to the highway from the ferry terminal to Haines should also be a priority for enhancements. Sign enhancements will need to be made to direct travelers to destinations and attractions.



Haines Highway along the Chilkat River



Eagle release at the Chilkat Bald Eagle Preserve





Chapter Five

Tourism and Byway Visitation

The Haines Borough and all of the Haines Highway experience a solid level of tourism during the summer months with moderate visitation in the fall and lower visitation in the winter and spring. Haines is a two or four-hour ferry ride from Juneau (depending on the ship), and is a popular destination for many Alaska's Marine Highway users. Perhaps most importantly from a byway perspective, many travelers who desire to travel the world famous Alaska Highway use Haines and the Haines Highway to gain access to the Alaska Highway. Travelers can take the All-American Alaska's Marine Highway from Bellingham, Washington or Prince Rupert, British Columbia and disembark in Haines to begin their driving experience. The Haines Highway can be the first or last section of Alaskan highway traveled by those who make the Alaska Highway their destination.

As noted before, the major attractions along the Haines Highway are the community of *Haines* and its downtown, *Fort William H. Seward* and its various institutions and activities, the *Alaska Chilkat Bald Eagle Preserve*, the soon-to-be constructed *Jilkaat Kwaan Cultural Heritage Center and Eagle Observatory*, and the overall scenic and recreational resources along the corridor and in close proximity to Haines (e.g., Lynn Canal, Chilkat Lake State Park, Glacier Bay National Park, deep sea fishing, and other activities). Once one

crosses the Canadian border, the route also offers access to the *Kluane National Park and Reserve*, and *Tatshenshini and Alsek Provincial Park* as well as the headwaters of the *Tatshenshini and Alsek* rivers which run through the Wrangell St. Elias National Park to the ocean. The entire Canadian portion of the corridor runs through protected public parkland. Overall, there is a significant amount of cultural, natural and recreational resources in this corridor.

Visitors traveling Southeast Alaska via the Alaska's Marine Highway and wishing to access the Alaska mainland and the Alaska Highway can disembark in either Skagway or Haines. Skagway is a National Park and is a very popular destination for cruiseships visiting Alaska. Haines on the other side receives only a limited number of cruise ship dockings and remains an authentic Alaskan community. This is a quality with high appeal for independent travelers.

Another aspect of Haines and its relationship to the Marine Highway and road system is that it is sufficiently close to Juneau that a visitor can fly into Juneau, take the Alaska's Marine Highway to Haines, then drive the *Golden Circle Route* that includes Haines and the Haines Highway to Haines Junction, then the Alaska Highway to Whitehorse, Yukon and then down the Klondike Highway to Skagway. Travelers then return from Skagway and back to Juneau via the ferry or plane. This is a comfortable four day trip with an

appealing variety of travel experiences. This loop route is very attractive to those seeking a relatively brief Alaskan travel experience.

The following material reviews the community's tourism resources and its tourism management plan and offers directions for how the Haines Borough and Klukwan can use the byway program to support community-based tourism.

Tourism Attractions

For readers unfamiliar with the Haines Highway, the following is a concise inventory of the major tourism attractions that engage visitors during a stay to the Haines Highway.

American Bald Eagle Foundation: An exceptional facility located in downtown Haines. This facility offers a quality natural history museum and excellent interpretive presentations on bald eagles and the hundreds of other species found within the Chilkat Valley and around Haines. Public lectures on the Preserve and the natural environment are provided during the summer.

Fort William H. Seward National Historic Landmark: This early 1900's wood-structure fort consists of military housing, barracks, military ancillary buildings and parade grounds. Today, the facility is a mixture of private housing, shops, restaurants, workshops, artisan facilities, and lodging. Plans are underway to complete the preservation and restoration of buildings that have

not yet been occupied. The fort is located within walking distance of downtown (approximately 5-10 minute walk) and is an outstanding destination.

Alaska Indian Arts: This is a nonprofit corporation dedicated to the preservation and continuation of traditional Native craft and culture. Located in Fort Seward the organization provides workshop space for totem pole carving, Native sculpture, painting and jewelry and is open to the public. The organization also sponsors Chilkat Dancer performances that perform in the traditional long house on the Fort's parade grounds.

Sheldon Museum and Cultural Center: This is a high quality community museum in downtown Haines that covers the history of the area from Tlingit culture, to early gold mining and fishing settlement to recent years and development. The museum includes numerous artifacts and cultural items. The museum presents a complete understanding of the Haines Highway corridor.

Tsirku Canning Company: This facility provides tours of their salmon canning operation. Located in downtown Haines, the cannery allows visitors to learn about the history of the salmon industry that shaped Southeast Alaska.



The Alaskan Indian Arts Building at Fort Seward



Haines Hammer Museum: This small museum in downtown Haines contains over 1000 hammers collected from around the world. The collection covers uses from ordinary nail pounding, to performance applause hammers, to an ancient Tlingit killing hammer.

Anway Homestead: This homestead was built in 1903 and is undergoing restoration so it can be opened to the public. This facility provides the opportunity to explore early pioneer culture through exploring the various buildings and artifacts. Additional work is planned including the restoration of Anway's gardens and orchard that produced many famous Alaskan varieties of strawberries and apples.

Downtown Haines: Downtown Haines is a very walkable, pleasant downtown. In terms of visitor appeal, the downtown currently offers an experience that mixes a traditional, fishing-oriented Alaskan town with a tourism destination. There is a mixture of year-round 'regular folk' stores, with no franchise operations, combined with outdoor equipment, gift and arts stores and a few small cafes. A walk to Fort William Seward significantly expands the pedestrian retail experience. The result is a place that offers shopping and cultural interest to the visitor through both the retail experiences and the museums, combined with a place that is a year-round, 'real Alaska' town. While this combination may not maximize visitor expenditures in the way

that Skagway or Ketchikan downtown might, it provides something that most visitors to the state are seeking: a chance to feel what 'the real Alaska' is like. This should not be ignored or damaged.

Alaska Chilkat Bald Eagle Preserve: This is a state-managed facility of 48,000 acres. It comprises about 50% of the immediate byway corridor. The Preserve hosts 400 bald eagles year round and over 3,500 eagles during the fall/winter congregation with the premier viewing sites along the highway. Two high quality interpretive sites called the Council Grounds are located within the Preserve and are linked by an interpretive trail along the Chilkat River.

Jilkaat Kwaan Cultural Heritage Center and Bald Eagle Observatory: This facility is located in the Klukwan tribal village 21 miles up the Haines Highway. The Cultural Learning Camp is now constructed and includes a tribal long house, carving shed, and smokehouse and allows the exhibition and performance of many cultural opportunities. The proposed world class heritage center will build upon the learning camp and include an exhibit hall with static and interactive cultural interpretation opportunities, a restaurant, bald eagle viewing and interpretation and access to recreation trails along the Chilkat River. This next phase of this multi-media center will open in 2007 with the final phase anticipated to be open to the public in 2010. Visitation to the site began in 2007. This facility will become the major cultural

destination between Haines and the Canada border and is likely to be Alaska's premier Cultural Heritage Center.

Alaska State Park Sites: In addition to the Preserve and Council Ground sites, Alaska State Parks manages several recreation areas in the vicinity of Haines and along the highway. These sites offer a variety of camping, boating, hiking, and fishing experiences in areas of exceptional beauty.

Glacier Bay National Park and Preserve: Haines provides convenient access to Glacier Bay Park. The Park is comprised of a series of deep fjords with dozens of active tide water glaciers and snow capped mountains is a premier Alaskan destination. Air tours leave from Haines.

Kluane National Park and Reserve and Tatshenshini-Asek Provincial Park (Canada): These two parks are adjacent to the entire Haines Highway from the Canadian border to the top of the Haines Highway in the Yukon. It is the desire by the corridor stakeholders on both sides of the border to create an international byway for the entire length of the Haines Highway. These parks are part of the world's largest area of designated wilderness (also includes Wrangell-St. Elias National Park and Glacier Bay.)

Eagles and Wildlife Viewing: The Haines area and Chilkat River Valley are ideal for wildlife

viewing. Bald eagles are the prominent species that people come to see, but there are many bears, moose, other large mammals and over 100 species of birds. The moderate temperatures of the area make it very accommodating to visitors interested in this activity throughout the year.

Tours: A variety of outfitters offer fishing trips, river float trips, plane tours, gold panning excursions, cycling, kayak tours, ATV, and walking tours of the area. Popular activities on tours are wildlife viewing, sightseeing, and fishing.

Fishing: River, lake and saltwater fishing are all available in Haines. As noted in previous chapters, the long and late salmon runs account for high quality fishing for both humans and eagles along the Chilkat River and its tributaries.

Cycling: The Haines Highway is a very popular cycling route. The Kluane International Bike Relay draws hundreds of cyclists each summer from both sides of the border and many more cyclists from around the world ride the Golden Circle Route.

Hiking: The Haines Highway provides access to numerous recreation trails from lush meadows to rugged mountain peaks. The desire to develop new trails along the entire corridor and the reestablishment of a portion or all of the Dalton Trail will significantly increase hiking opportunities.



The Great Alaska Craft Beer Festival, an annual celebration in Haines



Winter Sports: Heli-skiing, snow-cat skiing, snow machining, snow shoeing and cross-country skiing are all becoming very popular activities along the northern end of the US portion of the Haines Highway as well as the Canadian segment. These areas offer outstanding winter sports and the word is just starting to get out, and therefore is not overcrowded, except at Easter break and the hosting of the Alcan 200 International Snowmachine Race. The Tatshenshini-Asek Park contains two large management zones for snowmobile use.

Special Events: Local annual events include the Bald Eagle Festival, the Alcan International Snow Machine Race, the Great Alaska Craft Beer Festival, the Summer Solstice Festival, the Southeast Alaska State Fair and Bald Eagle Music Festival, the Haines King Salmon Derby, the Kluane International Bike Relay, the Fourth of July celebration, and Labor Day Mardi Gras celebration. Each event draws in visitors from throughout the state and internationally due to its local 'character' and true Alaskan flavor.

Attraction Summary: The Haines Highway offers a well-developed and evolving set of tourism attractions and activities year round. The outstanding natural environment and spectacular scenery surround the corridor offers a wide variety of activities. The area's interest and commitment to its culture has produced some exceptional cultural and art-related facilities. With the introduction of the Jilkaat Kwaan Cultural Heritage Center and the

desire to expand recreation opportunities including portions of the Dalton Trail will further transform the corridor into a world class destination. Vibrant culture, nature and being a year-round, down-to-earth real Alaskan small town are Haines' central drawing cards.

The Haines Tourism Management Plan

In 2002, the McDowell Group consulting firm, with funding from the Alaska Coastal Management Program, prepared a highly detailed tourism management plan for Haines entitled the *Haines Tourism Management Plan*. This document goes into great depth on how Haines should develop, market and manage its tourism resources. The major findings from that plan relevant to this byway partnership plan are summarized below.

- In the year 2001, the visitor industry accounted for approximately 300 jobs in Haines.
- This level of activity accounted for approximately \$6.5 million in income.
- Haines has a spectacular environment that is easily accessible for tours, independent activities and viewing opportunities.
- Haines is centrally located to world-class to wilderness areas including the Eagle Preserve, Glacier Bay National Park, Kluane National Park and Preserve and

the Tatshenshini-Alsek Provincial Park.

- Overnight lodging facilities tend to be smaller and some lack higher-end options. The absence of these amenities limits Haines' ability to tap some markets.
- Haines is also somewhat limited by a need for downtown improvements including better signage, improved sidewalks, landscaping and parking to draw visitors to and keep them in the downtown.
- The plan cites the lack of higher-end restaurants and amenities as limiting the community's ability to grow some visitor markets.
- Haines key transportation asset is its location at the terminus of the Alaska Marine Highway and the Haines Highway. For those traveling by road through the Yukon Territory and into Alaska, the road connection from Haines Junction to Haines is a common route. Once in Haines, visitors with vehicles will often take the Alaska Marine Highway system to travel to other parts of the state. Haines is also connected to the town of Skagway via a ferry that runs frequently and in 2002 carried approximately 50,000 people back and forth between the two communities. The 1.5 hour trip routinely carries

travelers back and forth between the two communities. Skagway is best known for being the site of a National Historic Park and is a popular cruiseship destination.

- In addition, Haines has frequent air service to Juneau. The small size of the aircrafts does limit the total number of visitors able to fly into the community. In addition, there is within the overall flying population a smaller segment of visitors who are comfortable traveling in small aircraft. Together these factors limit the total number of visitors who either can or are willing to arrive into Haines via aircraft.
- Haines has four deep-water docks that can hold cruiseships. Cruiseship visitation dropped significantly in the last several years due to opposition within the community and associated cruise line scheduling changes. In addition, Haines is a secondary port of call and thus has never been able to obtain firm year to year commitments on the schedule or number of cruiseships that will visit its port. In 2002, total cruise ship visitation totaled approximately 80,000 down from 187,388 in 2000. Large cruise line visitation has continued to drop from that point.



A winter visitor from the Lower 48 came just to photograph the eagles



- The tourism plan also notes that in 2002, the community's marketing and advertising budget was too small to effectively reach the best markets. It also stated that the marketing slogan of 'Valley of the Eagles' is most appropriate for the fall, not year-round. Another concept, 'The Alaska of Your Dreams' was not consistently used in advertising and materials. Today, both slogans are used. This makes sense given that eagles are Haines claim to fame and its chance to rise above general advertising clutter. The overarching 'Alaska of Your Dreams' slogan is a solid, but generic message (for Alaska) that presents a good image and provides lots of room for addressing the particular needs and desires of various markets (i.e., different people will have different dreams and Haines can likely address a range of dreams.)
- Haines' tourism plan describes other visitor markets including independent travelers, small high end cruiseships, regional visitors, special events, meetings, adventure travelers, package travelers, and off-peak-season visitors. The tourism management plan's estimates of number of visitors, economic impact and growth potential are summarized below in Table 4.1.

As of the year 2002, when the figures were compiled, Haines had a total visitation level of approximately 140,000 tourists with an economic impact of about \$9.5 million. This equates to an average visitor expenditure of \$68. This is well within the bounds of typical tourism expenditures and can be considered a reasonable, if perhaps somewhat low figure.

Table 4.1: Summary of Haines Visitor Markets

Market	# Visitors	\$ Impact	Growth potential	Notes
Independent travelers	50,000	\$3,000,000	Low to Mod	Ferry and highway travel trends pose challenges
Regional visitors	unknown	unknown	Moderate	70,000 potential visitors
Skagway cruises	50,000	4,000,000	Moderate	Need to expand tour offerings
Small cruise ships	7000	\$400,000	Favorable	Small market=low impact
Large cruise ships	20,000	\$1,000,000	Low to Mod	Even a small increase will have relatively large impacts
Special events	6,000	\$500,000	Mod to High	Depends on local creativity and will
Adventure travelers	3,000	\$250,000	Moderate	Need for more trails, more campsites
Fall/Winter/Spring visitors	2,000	\$150,000	Low to Mod	Ferry and air service off season is a challenge
Package travelers	2,000	100,000	Moderate	Motorcoach market has potential
Meetings and Conferences	150	40,000	Low	Accommodation, facility and transportation challenges
Totals	140,150	9,440,000		

Source: Haines Tourism Management Plan, 2002. The McDowell Group.

Of Haines’ visitor markets, the two with the potential for high or favorable growth are ‘small cruise ships’ and ‘special events’. As noted in the plan, the small cruise market is small to begin with and even high growth will not create large impacts for the community. More special events can raise visitation during the periods of the events, but this will have only a slight lasting impact on visitation between special events. Even if special events activity were doubled, it would equate to an increase of just 4% in visitation and thus in economic impact. The above comments are not intended to discourage more special event planning and execution, but rather to point out that this is not a market segment with significant economic impact potential on its own.

The markets with moderate growth potential are regional visitors, Skagway cruises, adventure and package travelers. Independent travelers were scored as having a low to moderate growth potential. From a byway perspective, regional,

package, and independent travelers are the most likely users of byway amenities. General improvements to the recreational resources along the byway will help with adventure travelers. More tour packages will help with the Skagway cruise market. A 10% growth in these markets (note: it is assumed that 7,000 regional visitors are included in this estimate), would equate to approximately 18,000 more visitors with an approximate direct economic impact of \$1.2 million.

Another aspect of the tourism plan was to assess existing or potential impacts from tourism in various locations in the community. The assessment of the Haines Highway found that 57% of residents would like to see the level of tourism activity increased along the Highway. There is some concern with heli-skiing noise. Recent and upcoming highway improvements are addressing concerns from 2002 regarding shoulders, pullouts and overall traffic management. Attendees at byway workshops



The Council Grounds is located in prime eagle roosting habitat



expressed concern over riverbank damage from poorly designed pullouts and informal boat launching areas. Care must also be taken to ensure that native sites (e.g., cemeteries and archeological sites) are not damaged or over-visited by tourists and remain in the control of the appropriate tribe.

Finally, the tourism management plan included a survey of local residents. The majority of respondents (68%) support further growth in tourism, but they want it to be diversified tourism growth (i.e., growth should not be focused on just one segment of the tourism economy). A variety of community projects were offered to respondents (e.g., walkways, parks, fish processing facility, cargo handling, pipeline, etc.). Waterfront walkways and parks rated #1 for respondents with 74% citing these improvements as 'very important' or 'important'.

Respondents also commented on which tourism markets to grow. All markets should be increased, according to respondents. The markets most favored for growth were the fall/winter market (84% increase support), the ferry/highway market (82% felt it should be increased), the Haines small ship market (78% support) and the meeting/conference market (77% support). At the nearby, but other end of the spectrum, even cruiseship visitation growth was supported by 63% of respondents.

Tourism Challenges

Based on the above information, the following tourism challenges appear to be most critical for the Haines Byway.

1. The *Haines Tourism Plan* cited inadequate marketing funds as one of the most critical challenges facing the community. With state and regional marketing dollars reduced, Haines is faced with a 'go it on your own' situation. Yet, national advertising and marketing is expensive. A real benefit to be gained from national scenic byway designation would be the marketing leverage. The national program actively seeks marketing partnerships and travel media coverage. The objective is to make America's Byways a well-known and desired travel product brand. The program appears to be succeeding based on increasing levels of awareness.
2. The tourism plan stated that the best target market prospects for the community were increased tour packages, more adventure travelers, more regional travelers and more independent travelers. Each of these markets connects with the byway and can be supported through byway investments. The question to be addressed in this plan's actions is, 'What types of byway investments can encourage more travel from these markets?'

3. Although Haines is a walkable community (many destinations and attractions within easy walking distance) downtown needs some investment in beautification and pedestrian infrastructure. These would include sidewalk improvements, better signage and amenities to encourage visitors to linger (e.g., parks, landscaping, benches, etc.)
4. The image of Haines appears to be a mixture of the eagle theme, the outdoor recreation theme, and the real-Alaskan town theme. The reality of Haines is that it is all three of these concepts. Therefore, it appears that Haines' marketing image correctly portrays the community. The challenge is that of differentiating the community from other Alaskan destinations.
5. The Jilkaat Kwaan Cultural Heritage Center has the potential to be a major new draw for the Haines area and specifically for the Haines Highway. It will also offer new tour package options. The challenge lies in finding funding to complete the multi-phased construction. National Byway funding may be of assistance.
6. The Haines Highway has a spectacular natural environment, but given the overall size, there are relatively few trails and campgrounds in the area. This should be

a focus for investment and improvement. Although a huge undertaking, reestablishing all or a portion of the Dalton Trail could rival the Chilkoot Trail as a destination. People need well-defined ways to get out into nature.

7. The bald eagle and its relationship with the area's culture and character is significant. The eagle will always be a creature that is appealing to people and has national significance for its symbolism for America. A challenge lies in finding new ways to make the Haines corridor a more well-recognized center for learning about the eagle.
8. Fort Seward is an exceptional resource—scenic, historical, architectural and cultural. The local byway program should support continued efforts to renovate and reuse the yet-to-be-restored buildings on the site and to offer more compelling interpretive experiences.



A Tlingit Totem Pole that overlooks the harbor at the "Pavilion"



The Steel Bridge over the Klehini River



Chapter Six

Interpretation

Interpretation is the use of people, signs, audio tours and other methods to tell a story about a place, people or subject. An interpretive planning process for the Haines Highway will define the important interpretive themes. These themes can be illustrated by the stories told in pamphlets, videos and on interpretive signs located at roadside pullouts and destinations.

Interpretation, or story and information telling, is one of the biggest opportunities along the Haines Highway. While there are interpretive experiences and facilities along the highway today, there are many opportunities to improve and expand these concepts and offer a world-class interpretive experience.

Please note that the intent of this chapter is not to suggest that every site and experience must be tied to one interpretive theme for the byway. Consideration should be given to what message(s) the community and corridor wish to convey to visitors and how best to package those messages in ways that make a visitor's trip on the Haines Byway a memorable one.

Meaning is often the key to our most memorable travel experiences. Trips that offer us meaning are those that we most highly recommend; we want

to return to those places. A strong interpretive program can provide some of that meaning.

The following is a summary of the existing and potential interpretation opportunities along the Haines Highway. Improving and expanding these opportunities will provide the visitor and resident with a world class interpretive experience.

Existing Interpretive Experience

Alaska's Marine Highway

For visitors that arrive via the ferry system, the first interpretation that they will encounter will be onboard the ship. The ships offer wallboard interpretation about Southeast Alaska and its communities. On-board USDA Forest Service interpreters talk about the culture and natural history of Southeast Alaska. There is a need for either more on-board information specific to Haines and the highway or for high impact interpretive material that reaches visitors who are disembarking at Haines. Information on local Native culture and destinations related to that topic are missing.

The Haines terminal does offer some good panels on the community. This information tends to reach those who are in the process of *leaving* Haines. A point mentioned over and over again by public workshop attendees is that better, timelier information must be provided to ferry passengers who disembark at the Haines terminal with their vehicle and who then face the decision of whether



to travel up the Highway to the Canada border in winter. Up-to-the-minute border conditions and closures should be advertised prominently at the ferry terminal parking lot so that visitors know that under certain conditions, a night in Haines is their best travel decision. Another desire by the public is to better inform travelers of the great opportunities that await them in Haines and along the Highway. Far too often, travelers headed to the Alaska Highway ignore Haines and the attractions along the highway and want to get to the Alaska Highway as quickly as possible. Interpretation is needed to let travelers realize that spending time in Haines and the attractions along the corridor is worthwhile.

Downtown Haines – First Impact

As people drive from the ferry terminal or enter Haines from the north, they experience their first taste of downtown. There is a need for better signs and information on the location of the downtown, where to park and what to do. The gateways to the downtown need to be better defined so that travelers know they have officially entered the center of the community and that they should slow down and look around. Whatever interpretive theme or themes the community might choose, the downtown will be a good place to introduce those themes and orient visitors to the experiences offered along the byway.

Haines Visitors Center

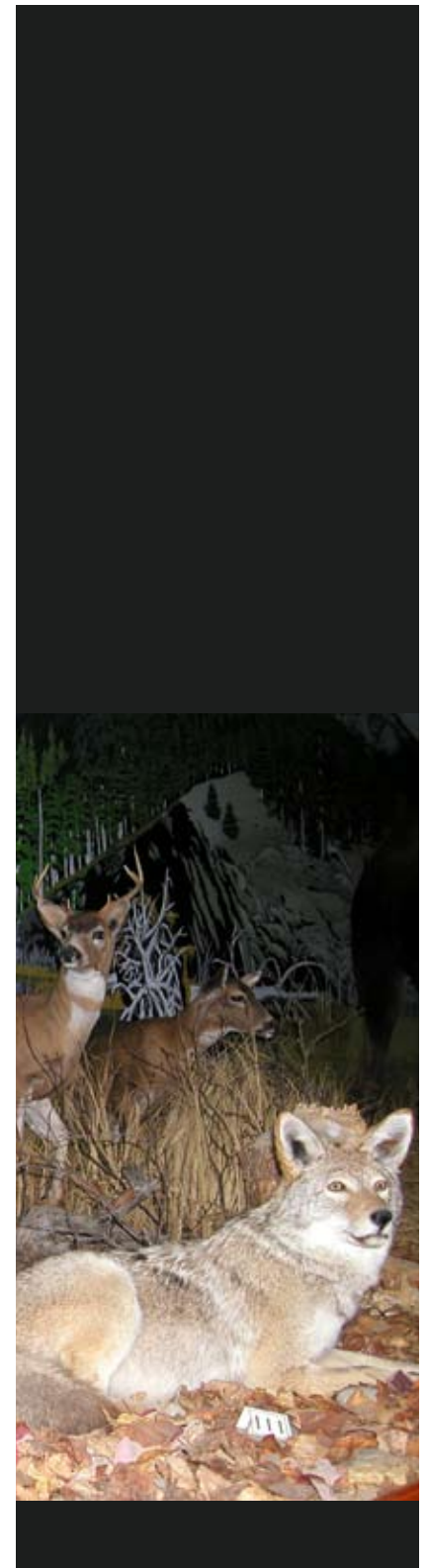
The first in-person experience with Haines for many travelers is the Visitors Center in downtown Haines. This facility is well-located and well-staffed. It provides the orientation information that a visitor needs. The Visitors Center should not become a major interpretive stop, but it can orient the traveler to the interpretive experience offered on the byway. Better signage is needed to direct travelers to the center.

Sheldon Museum and Cultural Center

This well-designed community museum reviews the history of Haines from its Tlingit heritage to its more recent residents. Major topics in the exhibits are early Tlingit culture, the arrival of gold seekers/traders/pioneers, the establishment of the Grease and Dalton Trail, Fort Seward, the early days of the community of Haines, interesting facts and items about the community (e.g., airplane propellers, old photographs, etc.) and current day Haines' personality. Most of the exhibits are static (i.e., they do not use video or audio) and could be updated. Tours are available by appointment. Better signage is needed to direct travelers to the museum.

American Bald Eagle Foundation

This fine facility is a quality natural history center. Its focus is on the bald eagle, but it covers well the full range of natural history topics of the area. Regular,



The diorama of Haines' wildlife at the American Bald Eagle Foundation

daily talks are engaging and professional. Exhibits are static, but of high quality. The diorama of the nearby ecosystems and hundreds of creatures found within the Chilkat Valley is well done.

Hammer Museum

This museum features over 1000 hammers from around the world. The topic is covered enthusiastically and offers interesting insights in the cultures that produced the various hammers. Funding could expand the existing museum displays.

Anway Homestead

This early pioneer homestead is under restoration and will be opened to the public to provide insight into early pioneer culture and Haines history. The facility requires funds to further restore the structures and gardens, and enhance the displays.

Fort William Seward

This historic site and its structures is an exceptional resource for Haines and for visitors. Founded in 1904 as Alaska's first Army Camp, the original site consisted of 4,000 acres of forest land and was designed to train and house 400 soldiers. Over the years of its active duty, the Fort's mission ranged from initially subduing the Tlingit people to providing military services primarily during World War I and in a minor fashion during World War II. The facility was decommissioned in 1947 and purchased by a private group of veterans. The fort is a classic

example of facilities during the horse-drawn, pre-heavy-armor period of the military. The facility is located on an exceptional site overlooking the harbor and its planned order around the central parade grounds offers a very pleasant visual and walking experience.

Today, the site of Fort Seward is a cultural and historic center that mixes public and private uses. Some of the officer's housing is now privately owned homes and visitor lodging. Other structures hold restaurants, gift shops, the Alaska Indian Arts organization with its cultural and arts center as well as the Chilkat Dancers group, artisans galleries and other businesses.

Interpretation takes two forms at the Fort. The first is the experience and information offered by Alaska Indian Arts, its dancers, totem carving exhibits and other activities. This interpretation involves first-person interpretation (i.e., live people telling the stories or performing the art) as well as retail shopping and interaction with staff. The second interpretation consists of a few signs and a walking tour of the site. This interpretation is minimal and has no interactive quality and could be improved.

Mile Point 3.6: Haines Airport

There is a large interpretive sign about local Tlingit culture adjacent to the airport. It covers the relationship of the Tlingit to the eagle and the raven. There is no sign from the highway to alert travelers to the sign. Parking is adequate. This



Haines Hammer Museum

facility could be expanded to include interpretation about the adjacent abandoned Yeindust'akyé Chilkat Tlingit village.

Mile Point 4.3: Eulachon Interpretive Sign

This large pullout and river recreation site has a sign about the eulachon fish and its role in local Native culture. More interpretation could be done at this site and the site will become more popular with the addition of recreation facilities. This would also be the first historic connection with the Dalton/Grease Trail.

Mile Point 9.4: Alaska Chilkat Bald Eagle Preserve

This mile point is the southern boundary of the Preserve. A more formal gateway entrance is needed using either signage or signage combined with audio/low power radio information. It is critical at both the north and south gateways to send the message that visitors should only use formal pullouts and to ensure first-timers that, *You will see lots of eagles. Please use designated parking areas.* The gateway also needs to inform visitors what attractions are available within the Preserve and where they are located. A consistent highway signage system is needed to indicate where designated eagle viewing areas and pullouts are located along the highway. These sites also require interpretive information for visitors who stop at these locations.

Mile Point 9 and 10: Fish Wheels

At mile point 9 several fish wheels (devices used to catch salmon) can be found in the River and are stored during the winter along the highway at mile post 10. Interpretive information on the wheels is needed at both locations.

Mile Point 18.7: Kluktoo Landslide

This site was once the home of the Tlingit village of Kluktoo. The village shaman had a vision that the village would be destroyed and relocated it to present day Klukwan. A short time later a large landslide destroyed the old village site. This site provides an opportunity for cultural interpretation.

Mile Point 18.4: Alaska Department of Fish and Game Watchable Wildlife Sign

This lone 'binocular' sign alerts drivers that there may be wildlife within the Preserve, but it gives no indication where the driver should stop to see the wildlife or what they will be viewing. This is a good example of how the entire byway needs a well-thought-out signage system.

Mile Point 19.3: Council Grounds Visitor Area

This facility offers parking, restrooms, picnic shelter, RV parking, water, river access, trails and interpretation. The interpretive signs at Council Grounds cover the eagle population and the overall ecosystem of the river as it relates to the river.



A fish wheel in "dry-dock" along the highway



Mile Point 20.7: North Council Grounds

This facility has similar amenities to the Council Grounds site. Both sites are managed by the State Parks department and are in excellent condition.

The Council Grounds River Trail connects the Council Grounds to the North Council Grounds and extends somewhat to the north toward the village of Klukwan. Much of the trail is accessible for the disabled and has interpretive panels along it and is a great facility. The village of Klukwan would very much like to extend this trail all the way to their new cultural center and they are working now on the engineering plans to build the extension. There are challenges present in the topography of the river bank that will make this difficult, but it appears to be feasible.

There is also discussion to establish a Raptor Center on or adjacent to the Preserve near the Council Grounds. This facility would assist in the recovery of injured raptors (eagles) and allow for additional eagle interpretation and public interaction. Support for this facility will further add to making the Haines Highway a destination and provide another opportunity to interact and learn about eagles.

Mile Point 21.5: Jilkaat Kwaan Cultural Heritage Center and Bald Eagle Observatory

This in-the-works \$10 million facility is intended to be both an economic development project for the village and to be a cultural renewal project. The

Center today consists of a traditional long house or community center, a smoke/drying house for fish, and carving shed (for preparing wood for construction, building canoes, carving totem poles, etc.) In the future, there will also be a museum, cafe, artifacts storage unit and performance/presentation area. Within the next two years, the center will offer various workshops, courses and presentations to visitors and school groups on traditional Tlingit life. The tribal government is almost ready to open the basic cultural center to the public, but still needs to make more improvements to the site and to solidify its programming.

Mile Point 23.1: Landslide Area

This area recently experienced a landslide that deposited debris that covered the highway. This event deposited a wide array of rocks and boulders from the surrounding mountains and offers a potential site for geology interpretive signing.

Mile Point 26.3: Steel Bridge and the Dalton Trail/ Grease Trail

This intersection offers access across the river to the Porcupine Road which runs along the opposite side of the Klehini River and along much of the historic Dalton Trail. Local entrepreneurs now offer gold panning at sites near here at the old community of Porcupine. This is the second site along the byway with a historic connection to the Dalton/Grease Trail. There is a large historic interpretive sign on the west side of the river

but it is not signed from the highway. Additional interpretation could greatly enhance the area and offers potential to expand on the Dalton and Grease Trail story.

Mile Point 26.7: Klehini River Scenic Viewing Area

This site was developed by ADOT&PF during the reconstruction of the northern end of the Haines Highway. It consists of interpretive signage covering the local ecosystems, and the Dalton/Grease Trails. There are picnic tables, viewing scopes and small covered shelter. This is a good site needing little improvements.

Mile Point 31.0: Paved Pullout at Boundary of Eagle Preserve

This site lies at the northern Eagle Preserve boundary and should be developed as a gateway facility for the Preserve similar to mile point 9.4.

Mile Point 33.0: Mile 33 Roadhouse

While there is no formal interpretation at this site, this long-standing cabin-styled restaurant is an institution along the Haines Highway. Work with the owner to identify potential interpretive opportunities.

Mile Point 40.3: Dalton Cache/U.S.-Canada Border

The Bureau of Land Management maintains the Dalton Cache, an unstaffed historic cabin that is not open to the public on the Canada/US border.

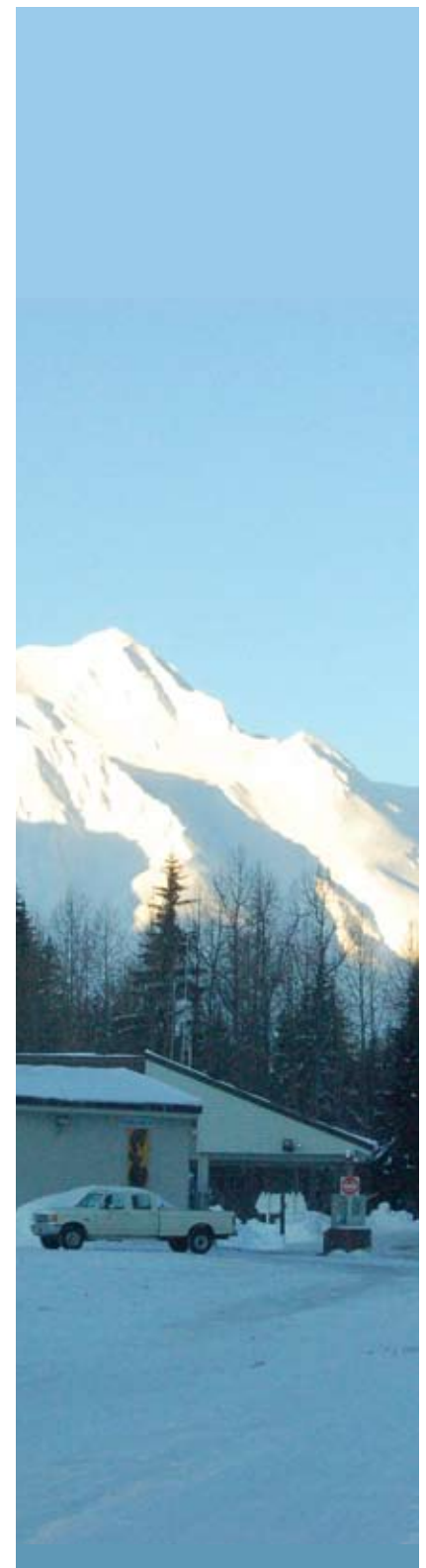
This site has several interpretive and celebratory signs indicating that the Cache has served as a toll house for the Dalton Trail, a roadhouse, and Customs office. The now boarded up facility is not visible to drivers and the access is inconvenient. There is no signage alerting travelers to the site. Its existence in its current location is bothersome to U.S. Customs. Efforts should be made to work with US Customs to improve this area while maintaining security of the area. Provide a gateway/interpretation for travelers heading south on the highway to inform them of the attractions on the US portion of the Haines Highway.

Mile Point 40.5: Camp Pleasant/Canada Customs:

This entry point to Canada has no interpretation about the northern segment of the Haines Highway traveling through Canada to Haines Junction. Work with Canada Customs to provide a gateway/interpretation for travelers heading north on the Canadian portion of the Haines Highway.

Canadian Segment:

The Yukon has established an Alaska Highway West and Haines Highway Interpretive Plan that includes both the Canadian and American portion of the Haines Highway. Much of the program is directed towards those traveling through the Yukon and includes interpretive signs, pullouts, and long term planning for the Canadian portion of the highway. Several signs and highway improvements have been installed along the Canadian segment.



The U.S. Customs and Immigration station at Dalton Cache



Summary

Overall, there are many existing interpretive experiences along the byway. In general, they consist of static signage and no interaction with living interpreters (exceptions are the Bald Eagle Foundation, some parts of Fort Seward and the proposed Jilkaat Kwaan Cultural Heritage Center in Klukwan). A variety of opportunities exist to enhance this experience and to generate longer visitor stays or increased expenditures. These opportunities are reviewed below.

Potential Themes

An interpretive theme for the whole highway and sub-themes for each section of the highway is needed. Coordination is required with the Yukon Territory to ensure that highway themes along both the American and Canadian segments of the highway creates a seamless experience for the traveler along the entire corridor. A signage theme/graphic should be selected for the entire route to create a unified highway rather than two highways divided at the border. Potential themes for the Haines Highway might include the following:

1. *Sustainability and Resiliency* – cultural, natural and community. Interpretation could explore the conditions that promote and/or discourage the ability to sustain one's culture, habitat or community. What conditions allow individuals, communities or ecosystems to be resilient in the face of change? This can be applied to

both Tlingit culture (now in the stage of rebounding to cultural and economic change) and Canadian First Nations.

2. *The Bald Eagle* – an interpretive program could be built around the bald eagle. This program could include the facts about the eagle and its role in the environment. It could include the meaning and symbolism offered by this bird to people. How has and how will this bird impact people?
3. *A Unique Environment* – the Chilkat River Valley and surrounding areas are unusual environments – alluvial fan, long broad valley, high mountains, large aquifers, constant warm groundwater temperatures, mild air temperatures, rich ecosystems, Lynn Canal fjord, nearby national parks, and sea-side location. Interpretation could focus on the nature of this environment and its impact on people. Interpretation could be oriented toward the *Alaska of Your Dreams* marketing slogan (i.e., tell stories of how this area offers an exceptional quality of life to humans and other creatures).
4. *Landscape in Motion* – focused on the ever changing landscape of mountains, rivers, and glaciers found along the entire route. Highlight the numerous ecosystems traversed by the highway including the 21 million acre UNESCO Natural World Heritage Site.

5. *Route over the Top* – the Haines Highway follows the cultural and historic route (Grease/Dalton Trail) that leads from the coastal rainforest over the glacier covered mountain pass and into the interior of Yukon.

Interpretive Opportunities

Generally speaking, given the existing facilities and the current absence of any overarching themes, there are a number of opportunities for the Haines Highway to consider.

- Prepare a clear signage program that includes a comprehensive system of wayfinding signs (e.g., the route needs its own *eagle viewing site* signs.), interpretive signs and orientation signs (i.e., occasional larger signs that orient the visitor to where they are on the byway and what there is to do nearby. These provide a ‘bird’s eye view’ of the byway experience and encourage people to explore.)
- Adopt an interpretive theme(s) for the byway. This is needed to organize the information along the route, avoid redundancy and to push the traveler toward the experiences that the byway offers.

- Develop a series of audio tours and low power radio transmissions to take interpretation out of the ‘sign-only- mode and introduce voices, sounds and music to enliven the interpretive process.
- Identify sites that should become interpretive pullouts or gateways. Seek funding to develop these sites.
- Work with ADOT&PF to maximize opportunities for new interpretation during the reconstruction project of the middle and lower portions of the Haines Highway.
- Work with the Yukon to create a unified interpretive and signage program for the entire corridor. Avoid the appearance of two highways divided by the border and repeating interpretation along both segments.
- Seek byway funding to support the upgrading of existing interpretive sites and facilities along the corridor.



Signs marking the boundary to the Chilkat Eagle Preserve

PURPOSE, VISION, GOALS & OBJECTIVES



Tlingit artifacts at the Sheldon Museum





Chapter Seven

Purpose, Vision, Goals and Objectives

Plan Purpose

The purpose of this Haines Highway Corridor Partnership Plan is two-fold. The first purpose is the help attain national byway designation (and international recognition) by the National Scenic Byway Program; a corridor plan is a requirement for that designation.

The second purpose of the plan is to define an integrated tourism product that uses the Haines Highway as its backbone. By *integrated*, we mean that all the existing resources and activities along the Haines Highway can be packaged together into a corridor experience that will hold more weight in the visitor's mind. In other words, visitors will see the Haines Highway and all of its component parts as a destination, rather than just a road along which there might be one or two things that the visitor wishes to see. This approach should lengthen stay, increase and distribute visitation to more of the area's destinations, and improve the economic impact of tourism. Designation as a national byway will also place the Haines Highway on the list of America's most special roadways, a branding that can only help to make the Highway and the communities and attractions along it a more well-known destination.

Vision:

A Description of the Haines National Byway in the Year 2015

Today in the year 2015, due to the designation of the Haines Highway as an a National Scenic Byway and then subsequently as an international byway, combined with the creative action and investment of local residents, this area has become one of Alaska's top small-town destinations and one of the premier eco-travel destinations in North America. The byway effort became the platform around which the core attractions and qualities of the Haines corridor were consolidated in the minds of travelers. The byway also provided a plan for prudent investments in the tourism sector and brought the Haines Borough into the top levels of outdoor recreation destinations.

When the Haines Highway adopted the byway program in 2007, the area was characterized by the following conditions:

- A well-known, but relatively under-visited eagle preserve with various associated activities related to the eagle population.
- An emerging cultural destination at the Tlingit Village of Klukwan.
- A relatively well-preserved historic and architectural resource at Seward in need of investment to prevent deterioration and to take the facility to the next level of economic self-sufficiency.

- The highly-used Chilkat River accessed by many informal points along the Haines Highway.
- The valley surrounding the Chilkat River was lightly used recreationally due to the low number of trails, parking and promotion.
- A small sector of avid cyclist using the Haines Highway as part of the Gold Circle Route but with few services which made it sometimes inconvenient.
- A historic trail (Dalton Trail) that could rival the Historic Chilkoot Trail but was unusable due to being abandoned in the early 1900's but had great recreation and historic potential.
- A healthy, but emerging eco-travel sector.
- A highway with two well-designed and maintained stopping points (Council Grounds and North Council Grounds), but the potential for more pullouts and visitor services.
- An internationally significant eco-resource lying along the highway in Canada: the Kluane National Park and Reserve, and the Tatshenshini-Alsek Provincial Park.

Today (in 2015), the Haines Highway America's Byway is one of Alaska's most popular destinations for those seeking birding, wildlife viewing, America's premier native culture heritage experience, a variety of backcountry and cycling adventures, or a better

understanding of Alaskan history.

Today (2007), outstanding aspects of this byway and destination are the following:

- The Haines Highway has become a destination unto itself due to the carefully designed, rich experiences offered along the byway. During the course of a several day stay in the area, visitors can find exceptional lodging along the byway and nearby which provides them with easy access to seeing Alaska's animal and bird population. Visitors come just to 'roost with the eagles' at some of the eco-lodges in the Chilkat River Valley.
- Canada develops a national byway program comparable to the American program for its outstanding highways. The Haines Highway becomes the first recognized international byway between the two countries. The inclusion of the Canadian segment of corridor and its attractions only enhanced the prestige of the road and Nation designation for both countries.
- The Jilkaat Kwaan Cultural Heritage Center and Eagle Observatory has been recognized as one of the world's most engaging and successful Native people travel destinations. The tribe gradually, but assertively built their heritage program so that today over 100,000 visitors travel



The Highway near Klukwan

to the heritage site each year, participate in tribal-run tours or stay at tribal-owned eco-lodges in the Valley of Eagles. Despite the seemingly high visitation number compared with 10 years ago, the tribe carefully manages visitation so that the number of visitors does not erode the quality of life for tribal members and does not erode the environmental health of the valley.

This visitation level averages approximately 400 visitors per day to tribal owned and operated businesses associated with the Heritage Center and Bald Eagle Observatory. Last year (2014), the heritage center brought in over \$7.5 million to the tribal economy. This business success has helped the overall Haines Borough economy as well as helping the cultural revitalization of the Tlingit people.

- The idea of how to adapt and thrive in a changing world while at the same time maintaining one's identity is central to the tribe's message to visitors and to the overall interpretive program for the Haines Highway as an America's Byway. An integrated interpretive program of signage, audio tours, video and in-person teaching helps visitors to look at the Chilkat Valley from a very long term perspective and to better understand the ways that plants, animals and humans have adapted to change in order to survive and thrive. This message has its

connections to the larger environmental and political winds of the planet, but also to the day-to-day lives of visitors. Everyone faces changes in life. Accepting change, adapting to change, holding on to core values and identity – these are attitudes and skills that serve everyone well.

- A trail system runs the entire length of the Haines Highway. Using portions of the old highway bed, well-designed trails that run adjacent to the highway, boardwalks that hug the river bank and portions of the historic Grease or Dalton Trail, residents and visitors can walk or bike from Haines all the way to the Canadian border. This has become one of the most popular walking and cycling destinations in North America. Where else can one walk or cycle for 40 miles amidst a river teeming with salmon, surrounded by bald eagles, with the opportunity to learn first-hand about the region's history from its peoples to the gold rush to settlement to modern-day Alaska?
- Haines has become a niche destination for small-group travel. There is a variety of outfitters in the community who provide year-round eco-experiences to visitors from all around the world. During the last decade, as China's population began to explore the world through tourism, Haines became Alaska's most welcoming community to the Chinese, Indian and other



Asian travelers seeking uncrowded outdoor experiences. A central part of that success was the multi-lingual marketing, signage and interpretive program adopted by the community. Local outfitters established connections in Asia and brought native-speakers to work in Haines.

- Downtown Haines a healthy small town. It has faced its own growing pains as the area became more popular and as the baby boomer population found Haines to be a desirable location for a second home. But, relative to most places, growth has been manageable. It has brought its own set of benefits to the community. For one, there are more jobs for residents. The tax base is more stable. There is a sufficient year-round population plus visitors to support more locally-owned businesses. The community continues to debate how much more cruise ship visitation to allow, but everyone involved can see that Haines can stand well on its own without relying on the cruise industry. Nonetheless, people also see that cruise visitation provides an important benefit to the economy. One of the sectors to benefit most from growth is the artistic and environmental sectors. Haines artistic, historical and environmental organizations are healthy and provide a critical cultural backbone to the small town/outdoor recreation experience that is Haines.

- Looking down the road, residents are positive about the economic and cultural prospects for their community. Residents also enjoy using the many new facilities along the Haines Highway.



Cruiseships are important to the tourism industry in Haines



Goals for 2007

Turning back from the vision of what this byway might one day achieve, the stakeholders along the Haines Highway identifies the following goals to pursue today.

1. Pursue and attain National Scenic Byway status.
2. Work with partners in Canada to achieve an international byway designation/ recognition and develop partnerships to market the corridor together.
3. Invest in a strong, multi-modal interpretive program for the corridor.
4. Increase visitor awareness and appreciation for the cultural and natural systems of the area, including the Tlingit people, the 19th and 20th century settlement history and the overall ecosystem along the byway.
5. Work to expand the trail system and other recreational opportunities along the corridor.
6. Support Klukwan Village efforts to develop their Cultural Heritage Center and Bald Eagle Observatory.
7. Draw more visitors to the Haines area, especially in the spring, fall and winter months.

8. Encourage visitors to the Haines area to stay longer.
9. Support all efforts to maintain and enhance the economic and cultural viability of downtown Haines.

General Actions for the Haines Highway by Goal

GOAL 1: Pursue and attain National Scenic Byway.

1. **Action:** Seek National Scenic Byway designation during the next nomination round. The two ingredients necessary for an application are a completed corridor partnership plan and the completion of the application paperwork. Both can be accomplished by the Haines byway in time for either a 2007 or 2008 nomination round.

GOAL 2. Work with partners in Canada to achieve an international byway designation

1. **Action:** Seek recognition for the Haines Highway as an international byway from Haines, AK to Haines Junction, YK. Currently, there is no Canadian equivalent to the National Byways Program in the U.S., but this does not preclude Haines and its Canadian neighbors from marketing the entire corridor as a travel

experience. To the degree feasible, the Haines Byway group should encourage Canada to adopt a program similar to the U.S. byways effort.

Specific actions that the US and Canadian byway partners (i.e., Haines Borough, Klukwan, Alaska State Parks, Canada Parks, and Haines Junction) could take are the following:

- a. Form a working group to cooperatively promote the Haines Highway from Haines to Haines Junction. This will be a continuation of the good working relationship that Haines Junction and Haines Borough have had in the past.
- b. On the U.S. side, seek national byway designation and funding for the Haines National Scenic Byway. With this funding, as noted throughout this plan, sponsor signage, interpretation and other improvements. Do all of this under the name of the 'Haines Highway'.
- c. Seek provincial and territorial funding from the Ministries of Transportation from both British Columbia and the Yukon Territory for similar improvements, again under the name 'The Haines Highway'.
- d. Adopt the same or very similar graphics standards for the full length of the highway. This should apply to all interpretive projects, wayfinding signs and informational signs and materials.
- e. Following on efforts already pursued in the past wherein Haines Borough and Haines Junction have worked together, jointly promote the full Haines Highway in all marketing materials and marketing efforts. On the National Scenic Byways website (i.e., www.byways.org) indicate the Canadian portion as an extension of the U.S. byway. As long as the map does not suggest that the road has US designation, this will be allowable. (See the Selkirk International Loop in Idaho.) Promote the full experience on the byway website's text.
- f. At the gateways, at each end of the full byway, promote the road as an 'International Natural and Cultural Highway'.
- g. Find a slogan that captures the full extent of the driving, cultural and recreational experience offered by this highway.

KLUKWAN AND THE GREASE TRAIL

Klukwan was founded by the Gaanaxteidi clan. They brought their Kaagwaantaan wives with them. Later the Shungukeidi migrated to this valley through the mountains that are across from Klukwan. The Shungukeidi maintained the Grease Trail, however, the trading parties consisted of all the clans in the valley. Therefore all clans, known as the Chilkats, were the original owners of the Grease Trail.

The 300 mile trip from Deishu (Haines) to Fort Selkirk in the Yukon took trading parties one month to travel.

GOAL 3: Invest in a strong, multi-modal interpretive program for the corridor.

1. **Action:** Partner with various agencies/businesses to develop an interpretive program for vehicle users, hikers, cyclists and rafters and seek funding.

GOAL 4: Increase visitor awareness and appreciation for the cultural and natural systems of the area, including the Tlingit people, the 19th and 20th century settlement history and the overall ecosystem along the byway.

1. **Action:** Seek funding from the national byways program for an interpretive plan and funding for interpretive installations along the highway.

Based on the work performed for this project, strong interpretive themes to be considered for this byway might be the following:

Sustainability and Resilience - what conditions allow for people, animals, plants, businesses, or communities to be healthy for a very long time? How can individuals or communities adapt to change?

Examples of stories that could tell this

theme are:

- i. What were the critical resources used by the Tlingit people to survive so well for so many hundreds of years?
- ii. What aspects of Euro-American and Tlingit culture threatened the Tlingit? Along with warfare and associated deaths, what threatened the sustainability of Tlingit culture? For example, examine the external role of illnesses and diseases new to the Tlingit, the role of changing economics, limited access to land or resources, restrictions on traditions and language, and other challenges. Also examine internal tribal attitudes or events that made it either more difficult or more possible for the Tlingit to either integrate with the dominant culture or to preserve their culture in some manner.
- iii. What aspects of pioneer settlement culture remain in Haines today? How has Haines been able to adapt to changes in the fishing and mining industries? What are likely changes that the people of this community will face in the future?
- iv. Cultural renewal: How are the Tlingit renewing their culture and their economic strength today? Explore the impetus for the Jilkaat Kwaan



Heritage Center, the challenges, the vision and the difficult steps needed to make it happen. Explore the impact on local pride and culture from this and other efforts (e.g., native language courses, traditional arts courses, seeking higher education.) What are the prospects for the future of Tlingit culture?

- v. Natural resource resiliency: What is so special about the Chilkat River Valley that it supports the fish-eagle populations so well? Explore geology, hydrology, intertidal ecosystems, fish habitats, and predator resource requirements.

2. **Action:** Create a broad interpretive planning group that includes tribal and non-tribal members. Involve groups interested in all the various facets of the Highway corridor culture and history.
3. **Action:** Define an economic behavior strategy for the Haines Highway and link that to interpretive and service investments. In other words, think through how most visitors will approach and experience the Haines Highway. Where do they get their first information?

If they start to drive up the highway, are there restrooms in convenient locations? When stopped at a restroom, is there information that encourages the visitor to explore nearby businesses or experiences? Where can the visitor eat along the highway? Can more services be offered? How can the area offer more up-scale lodging opportunities that stand out (e.g., tree-level eco-lodges similar to those in use on the island of St. Johns or in Costa Rica. These equate to novel but luxurious lodging opportunities that will draw attention to the area.)

4. **Action:** Invest in gateway signs and audio transmission products (e.g., low power radio or similar technology) for the Chilkat Bald Eagle Preserve, and Klukwan Village. Provide visitors with deeper and better information on both the place and how to behave in the place.
5. **Action:** Work with ADOT&PF on the Haines Highway improvement project from mile 3.5 to 25.3 and downtown Haines to the ferry terminal. Seek creative opportunities to build interpretive kiosks, visitor services, and experiences along the way.





GOAL 5: Work to expand the trail system and other recreational opportunities along the corridor.

1. **Action:** Gradually and continually work to create a Valley-long trail system that connects Haines with Dalton Cache. Work to develop new recreation routes out of the valley and into the surrounding mountains and to surrounding areas of interest. (See Haines Area Trail Plan and other related studies).
2. **Action:** Work carefully with ADOT&PF to find trail and/or separated path opportunities during the highway improvement project in the lower portion of the Valley and to the ferry terminal. Include a minimum paved shoulder width of six feet on both sides of the highway for all improvement areas.
3. **Action:** Work with groups seeking to reestablish the historic Dalton Trail route up the Valley.
4. **Action:** Support Klukwan Village efforts to create a connecting trail from the Heritage Center to the North Council Grounds visitor stop.
5. **Action:** Make parking and trailhead improvements at Mt. Ripinsky and other recreation routes accessed from the highway.
6. **Action:** Establish facilities such as campgrounds, rest stops, and scenic areas for cyclists and hikers who use the trail systems in the Valley.
7. **Action:** Work with State Parks and other agencies to improve river access points, organize parking, develop recreation facilities at popular locations, and close unsafe river access points and pullouts along the highway.
8. **Action:** Work with local outfitters and guides to define other recreation investment opportunities that avoid significant negative impact on the environment but will provide more recreation opportunities for visitors and for residents.

GOAL 6: Support Klukwan Village efforts to develop the Cultural Heritage Center and Bald Eagle Observatory.

1. **Action:** Seek national byway funding to help build this facility. Use national byway marketing to promote the facility. There are a limited Native American destinations in the byway system; this could be a premier destination.

GOAL 7: Draw more visitors to the Haines area, especially in the spring, fall and winter months.

1. **Action:** Secure funding to further promote and market existing activities during non-peak travel periods. Develop new activities and expand existing ones to appeal to both locals and visitors.

GOAL 8: Encourage visitors to the Haines area to stay longer.

1. **Action:** Secure funding to promote activities and destination along the highway and target travelers heading to or from the Alaska Highway. Develop new exciting opportunities and the necessary lodging and dining to support longer visitation for all visitors

GOAL 9: Support all efforts to maintain and enhance the economic and cultural viability of downtown Haines.

1. **Action:** Seek byway designation and annual funding to assist with byway staffing and marketing. This was identified as one of the critical needs in the community's tourism management plan.
2. **Action:** Seek funding for downtown improvements, specifically, sidewalk upgrades, orientation and wayfinding signs and the creation of a clear gathering place/plaza area in the downtown. Improvements should include landscaping, banners, benches, and the creation of parks. Use above to make a stronger connection between the downtown and Fort Seward.
3. **Action:** Use byway investments to help develop more tour packages along the byway and the corridor.

WORLD TRADERS?

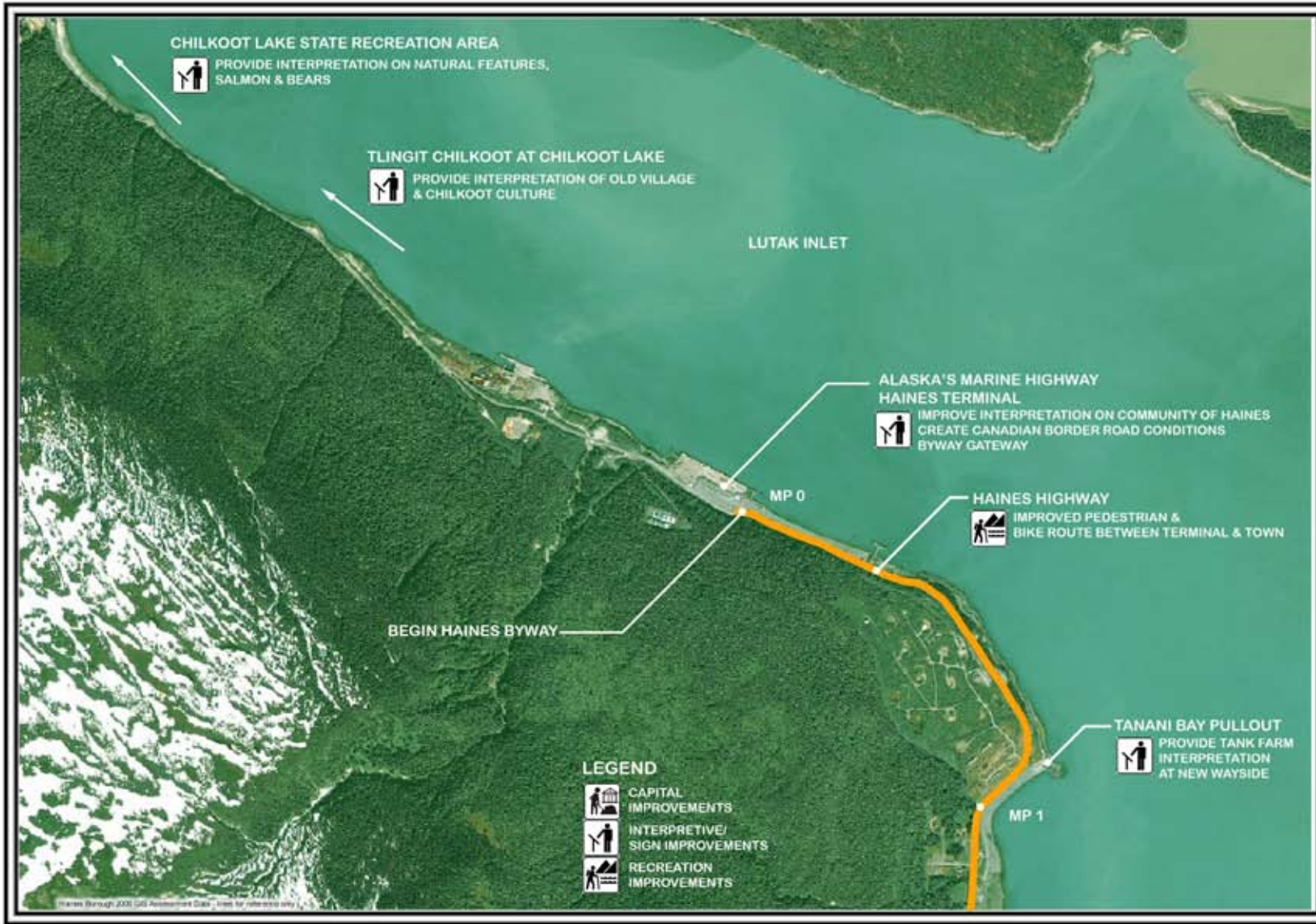
The people of Klukwan have been gardening for generations. The Tlingit have been growing a unique form of potato that is rare and not found commercially. Recently, the University of Alaska obtained a sample from Klukwan and carried out a DNA study of the potato. The University found that the Tlingit potato did not match any varieties found in North America. They enlarged their study area and found that the potato matched a variety found in Chile.

Site-Specific Actions for the Haines Highway, as Illustrated in the Corridor Improvements Maps 1 through 18 (see attached)

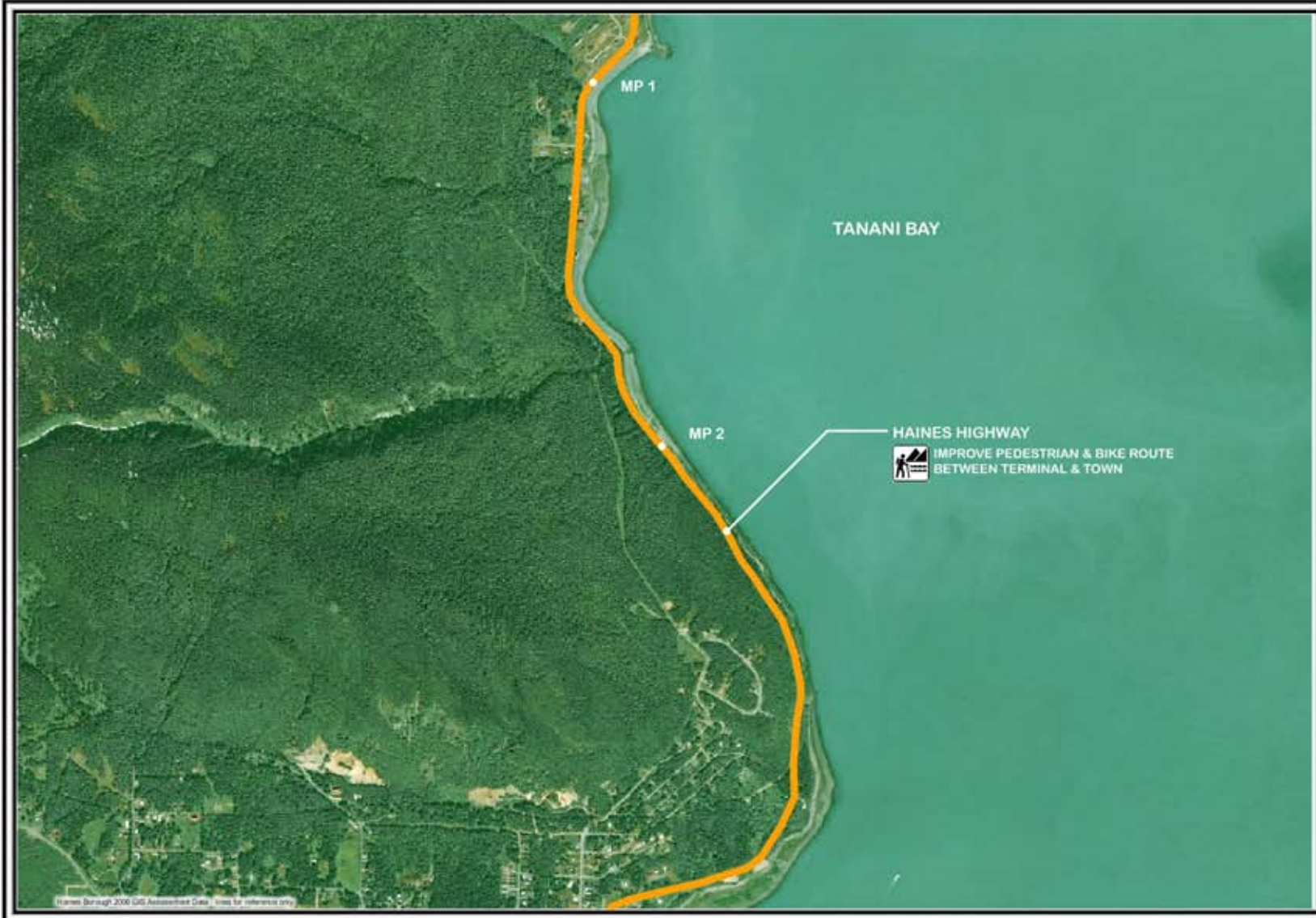
Segment One: Ferry Terminal to Downtown to Eagle Preserve (Maps 1 to 5)

1. Install Haines Highway to Canadian border road conditions signage. (Map 1)
2. Create Highway gateway at ferry terminal. (Map 1)
3. Complete pedestrian and bike pathway improvements between terminal and town. (Map 1 and Map 2)
4. Organize parking and develop scenic area at Milepoint 2.7 (Map 3)
5. Hammer Museum – upgrade displays (Map 3)
6. Install wayfinding signage to attractions and destinations in downtown (Map 3)
7. Pursue funding for downtown beautification projects, signage and pedestrian amenities (Map 3)
8. Improve historic resource and cultural signage at Fort William Seward (Map 3)
9. Continue to pursue funding for building renovation and restoration at Fort. (Map 3)
10. Obtain funding for display updating in Sheldon Museum. (Map 3)
11. Improve facilities at the Anway Homestead. (Map 3)
12. Reorganize highway signs to emphasize Canada customs sign. (Map 4)
13. Provide highway signage at Yendustuky site to augment existing interpretive signs. Work with native community to develop cultural interpretation of area including old village site and cemeteries, if desired. (Map 4)
14. Milepoint 4.3 pull out: Expand eulachon interpretation and improve sign visibility from highway. Improve river access and parking. Provide recreation facilities. (Map 4)
15. Provide pedestrian and bike route along the entire highway. (Map 4)
16. Ripinsky Ridge Trail: provide trailed and safe parking sign from highway. (Map 5)
17. Milepoint 7.2 pullout: Provide river access parking and recreational facilities. (Map 5)





	
PREPARED FOR  HAINES BOROUGH	PREPARED BY Jensen Yeeba Lott 
HAINES STATE HIGHWAY "VALLEY OF THE EAGLES BYWAY" CORRIDOR IMPROVEMENTS MILEPOST: 0 TO 1	
	
SCALE: 1" = 1 MILE (DIST)	MAP 1



PREPARED FOR

 HAINES BOROUGH

PREPARED BY
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 Yorba
 Lott
 Inc.

HAINES STATE HIGHWAY
 'VALLEY OF THE EAGLES BYWAY'
 CORRIDOR IMPROVEMENTS
 MILEPOST: 1.0 TO 2.6


 SCALE:
 1" = 1 MILE
 (NXT)

MAP
 2



CHARLES ANWAY HOUSE
UPGRADE FACILITIES

HAMMER MUSEUM
UPGRADE DISPLAYS

MP 1

HAINES Y

IMPROVE SIGNAGE
TO DESTINATIONS

SHELDON MUSEUM
UPDATE EXHIBITS

CHILKAT INLET

MP 3

PORTAGE COVE

HISTORIC MP 0
OF HAINES HIGHWAY

2.7 MILE PULLOUT
ORGANIZE PARKING & DEVELOP
SCENIC VIEWING AREA

DOWNTOWN HAINES
PROVIDE SIGNS FOR ATTRACTIONS
& DESTINATIONS
IMPROVE DOWNTOWN BEAUTIFICATION &
MAKE PEDESTRIAN IMPROVEMENTS

FORT SEWARD
IMPROVE INTERPRETATION FOR
HISTORY & CULTURE OF FORT
CONTINUE HISTORIC BUILDING RESTORATION



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HAINES STATE HIGHWAY
'VALLEY OF THE EAGLES BYWAY'
CORRIDOR IMPROVEMENTS
MILEPOST: 2.6 TO 1.6

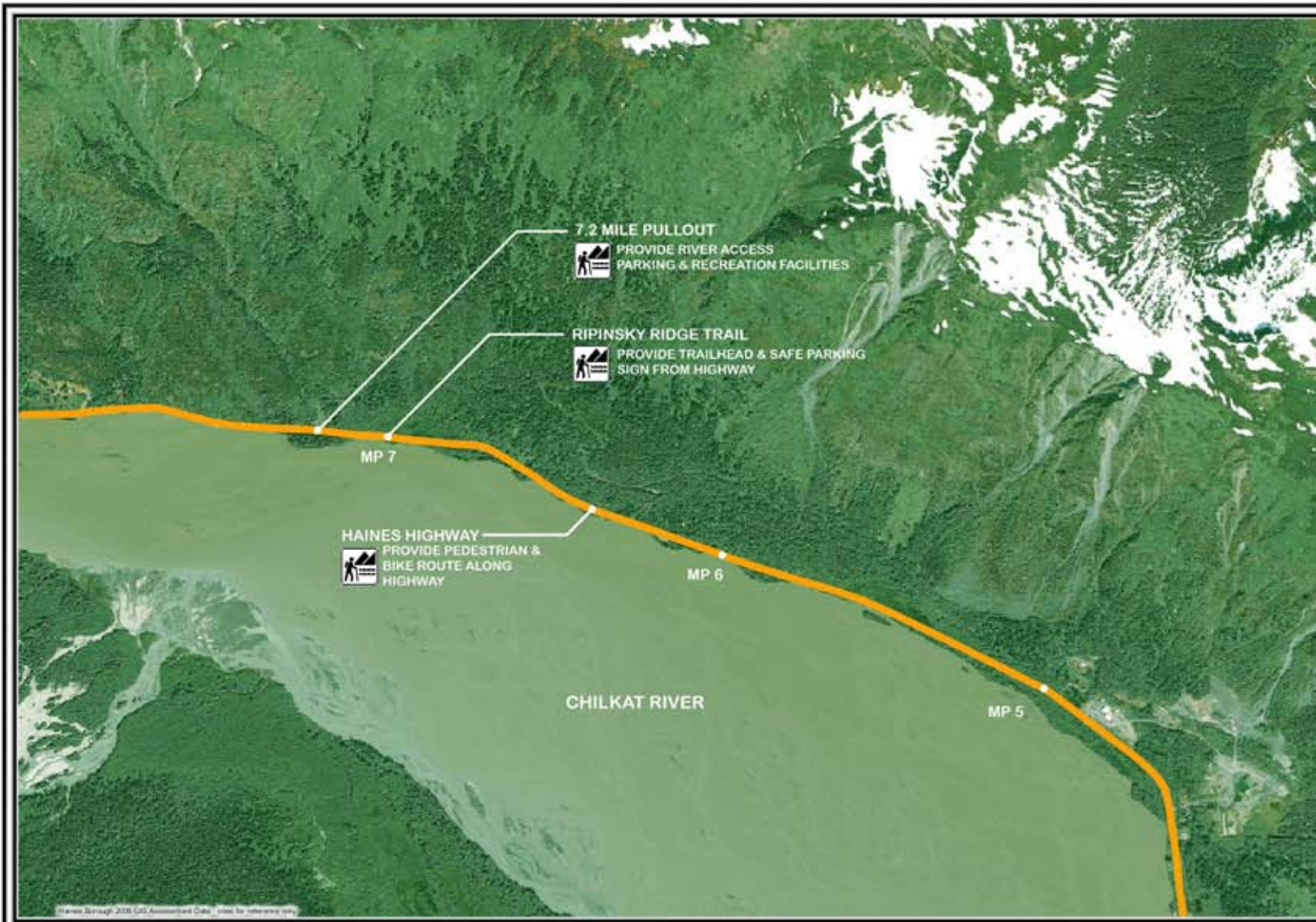


SCALE
1" = 1 MILE
(NHTS)

MAP
3

Haines Borough 2006 GIS Assessment Data - Used for reference only





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HAINES STATE HIGHWAY
"VALLEY OF THE EAGLES BYWAY"

CORRIDOR IMPROVEMENTS
MILEPOST 5.0 TO 7.7




 SCALE:
 4" = 1 MILE
 (1:25,000)

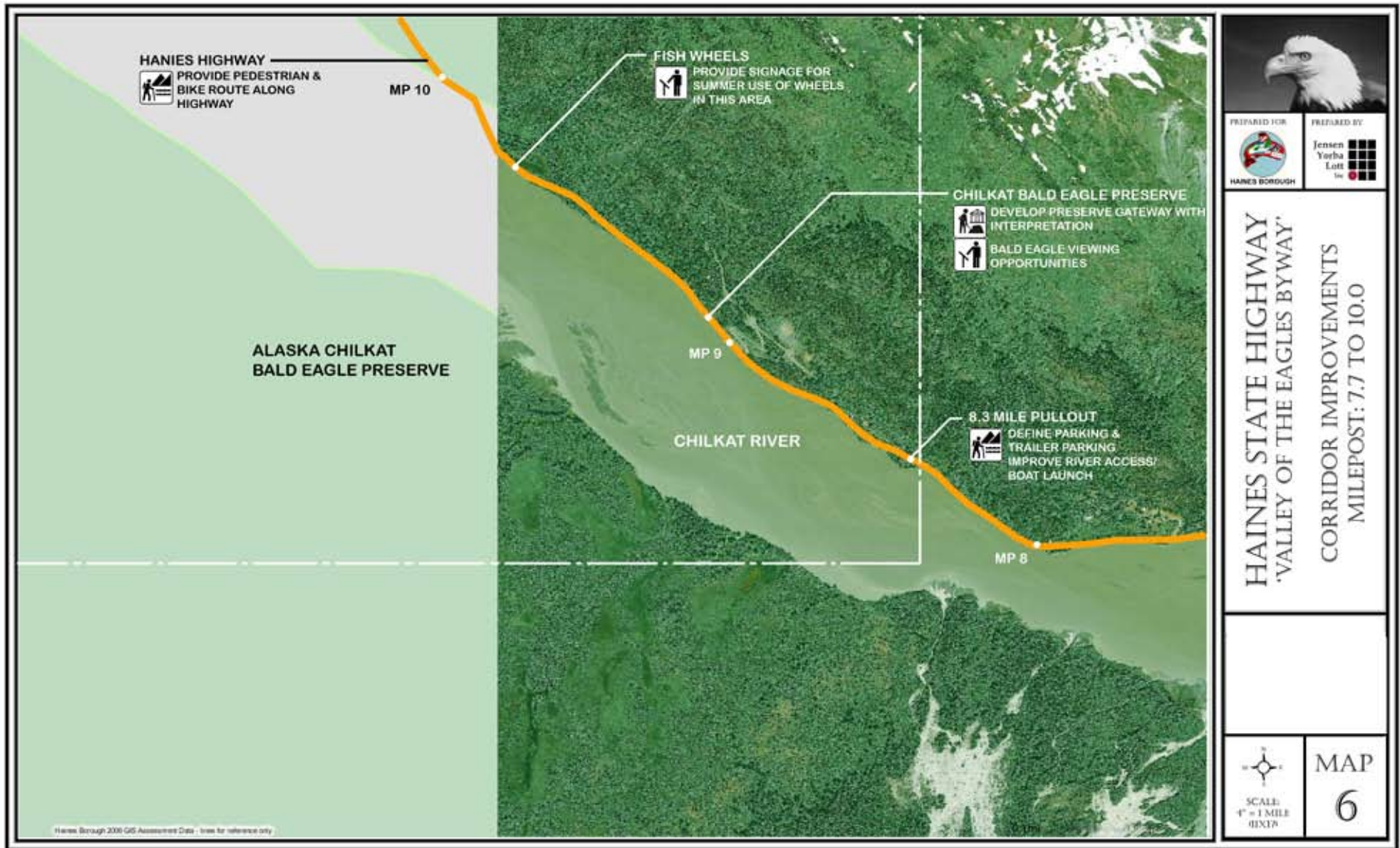
MAP
5

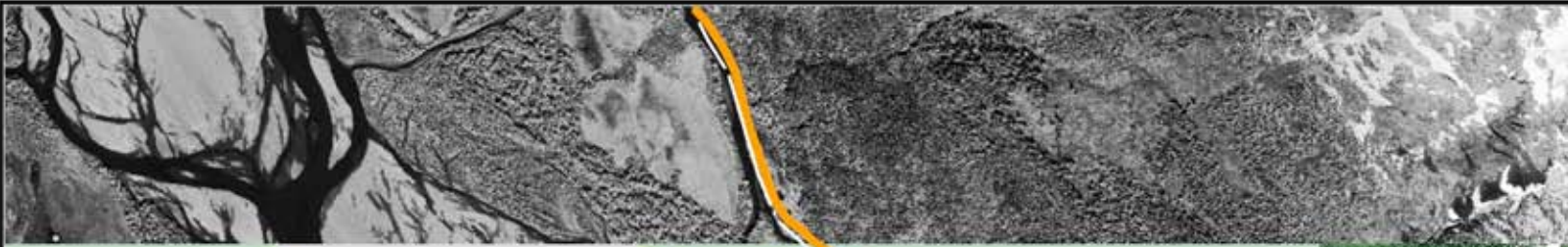


Segment Two: Alaska Chilkat Bald Eagle Preserve (Maps 6 to 15)

18. Milepoint 8.3 pullout: Define parking and trailer parking areas. Improve river access and boat launch. (Map 6)
19. Chilkat Bald Eagle Preserve: Develop gateway facility with signage, landscape improvements and interpretation. (Map 6)
20. Improve information on bald eagle viewing opportunities and etiquette using low power radio. (Map 6)
21. Provide signage for summer use of fish wheels. (Map 6)
22. Milepoint 10: Provide fish wheel interpretation during winter storage. (Map 7)
23. Install interpretive sign on US Army pipeline. (Map 7)
24. Milepoint 13.9 pullout: Provide improved river access and parking for rafting. Provide restrooms and basic recreation facilities. Stabilize bank erosion. (Map 8)
25. Provide cycling/pedestrian route along entire highway. (Map 4-14)
26. Kluktoo: Interpret old Tlingit village site. (Map 10)
27. Alaska State Park Council Grounds Visitors Area (south end): Expand facilities and adjust driveway. (Map 11)
28. Council Grounds pullout: expand pullout and improve highway sign. (Map 11)
29. Council Grounds Visitors Area (north end): Expand parking and facilities.
30. Council Grounds interpretive trail: extend trail to cultural center. (Map 12)
31. Develop Raptor Center adjacent to the Council Grounds. (Map 12)
32. Jilkaat Kwaan Heritage Center: Support development and funding of Heritage Center. (Map 12)
33. Milepoint 23: Interpret geology of debris deposition. (Map 12)
34. Wells Bridge: Develop recreation area with river access, restrooms, trail system and fishing area. (Map 12)
35. Wells Bridge: Install signage on historic US/Canada border near this location. (Map 12)
36. Klehini River Winter Recreation Access: Improve trailhead facilities and provide summer facilities. Improve trail markings and interpretation. (Map 13)
37. Steel Bridge and Historic Community of Porcupine: Provide highway signs to existing interpretation. Expand interpretation. (Map 13)
38. Mosquito Lake: Improve signs from highway to attractions. (Map 13)
39. Dalton Trail: Fund and improve the trail route and its interpretation. Provide trail head facilities near the Steel Bridge and camp sites where needed. (Map 13 and Map 14)

40. Develop gateway signs and landscape improvements at gateway of Chilkat Eagle Preserve. Improve eagle viewing opportunities.
41. Dalton Trail: Fund and improve the trail route and its interpretation. Provide trail head facilities near the Steel Bridge and camp sites where needed. (Map 15)





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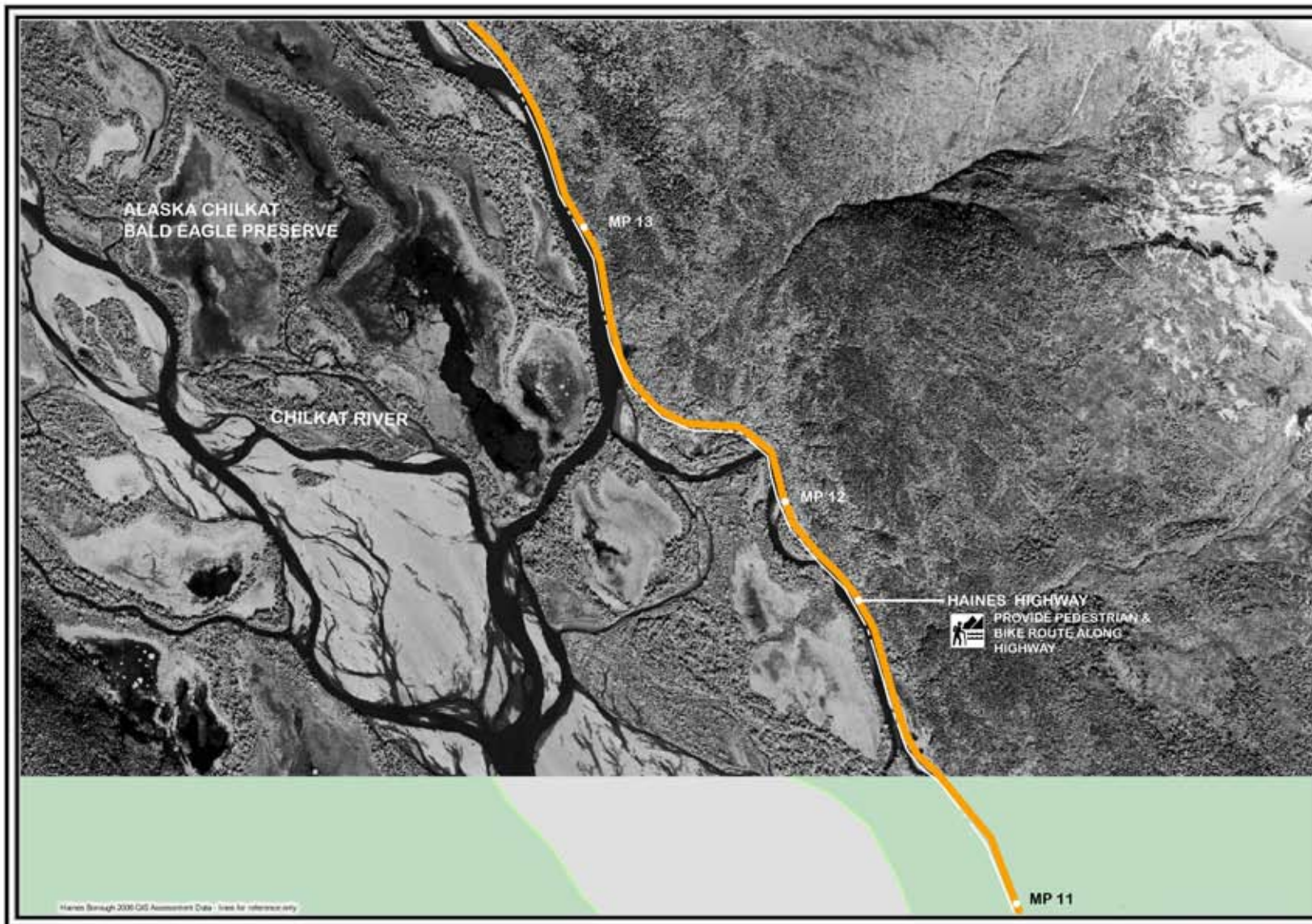
HAINES STATE HIGHWAY
 'VALLEY OF THE EAGLES BYWAY'
 CORRIDOR IMPROVEMENTS
 MILEPOST: 10.0 TO 11.5

- LEGEND**
-  CAPITAL IMPROVEMENTS
 -  INTERPRETIVE/SIGN IMPROVEMENTS
 -  RECREATION IMPROVEMENTS


 SCALE:
 1" = 1 MILE
 (1:12,500)

MAP
7

Haines Borough 2008 GIS Assessment Data - used for reference only

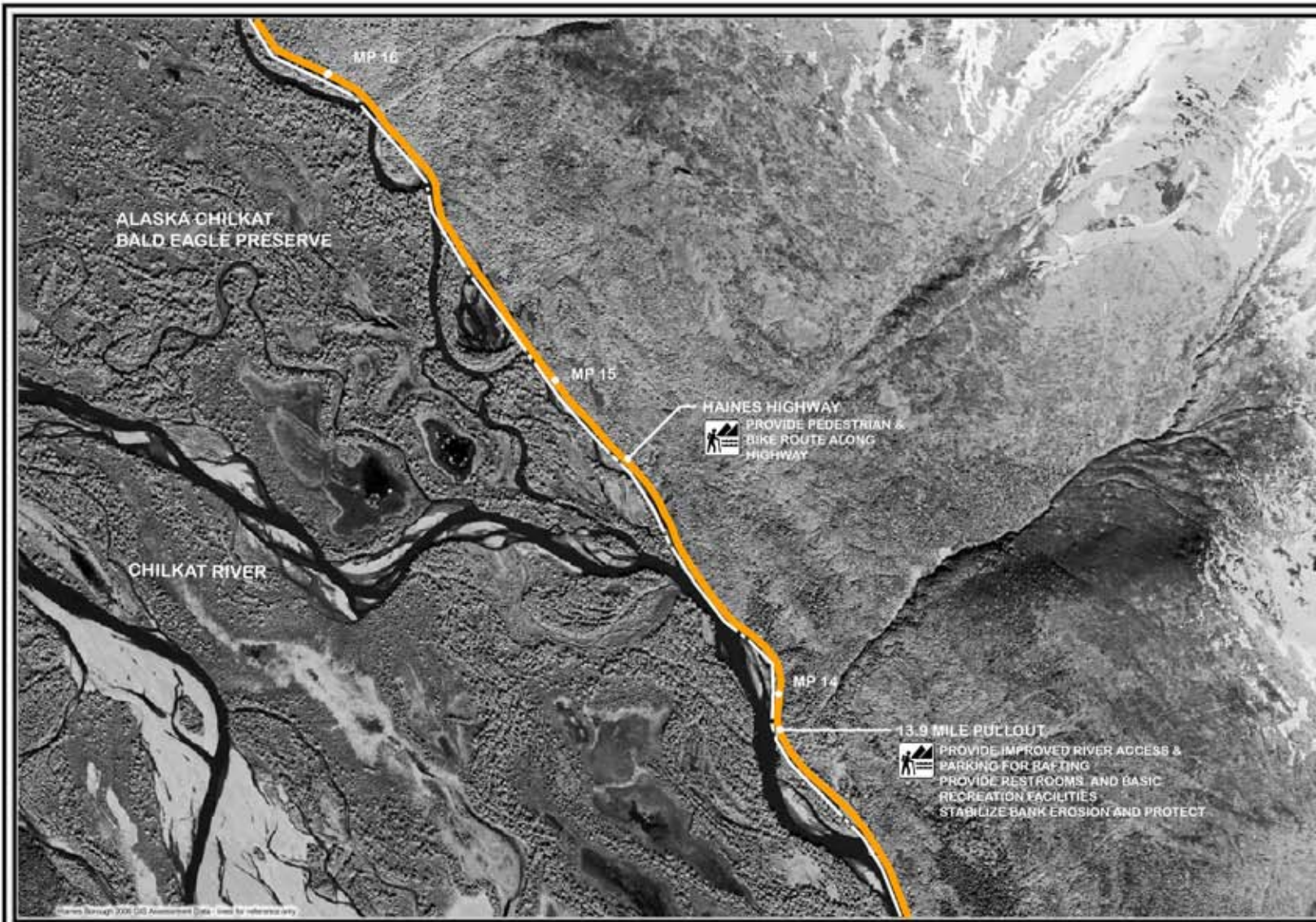


Haines Borough 2009 GIS Assessment Data - Used for reference only

	
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HAINES STATE HIGHWAY "VALLEY OF THE EAGLES BYWAY" CORRIDOR IMPROVEMENTS MILEPOST: 11.5 TO 13.5	
 SCALE: 4" = 1 MILE (1:25,280)	
MAP 8	



	
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HAINES STATE HIGHWAY 'VALLEY OF THE EAGLES BYWAY' CORRIDOR IMPROVEMENTS MILEPOST: 11.5 TO 13.5	
 SCALE: 4" = 1 MILE (1:31,680)	
MAP 8	



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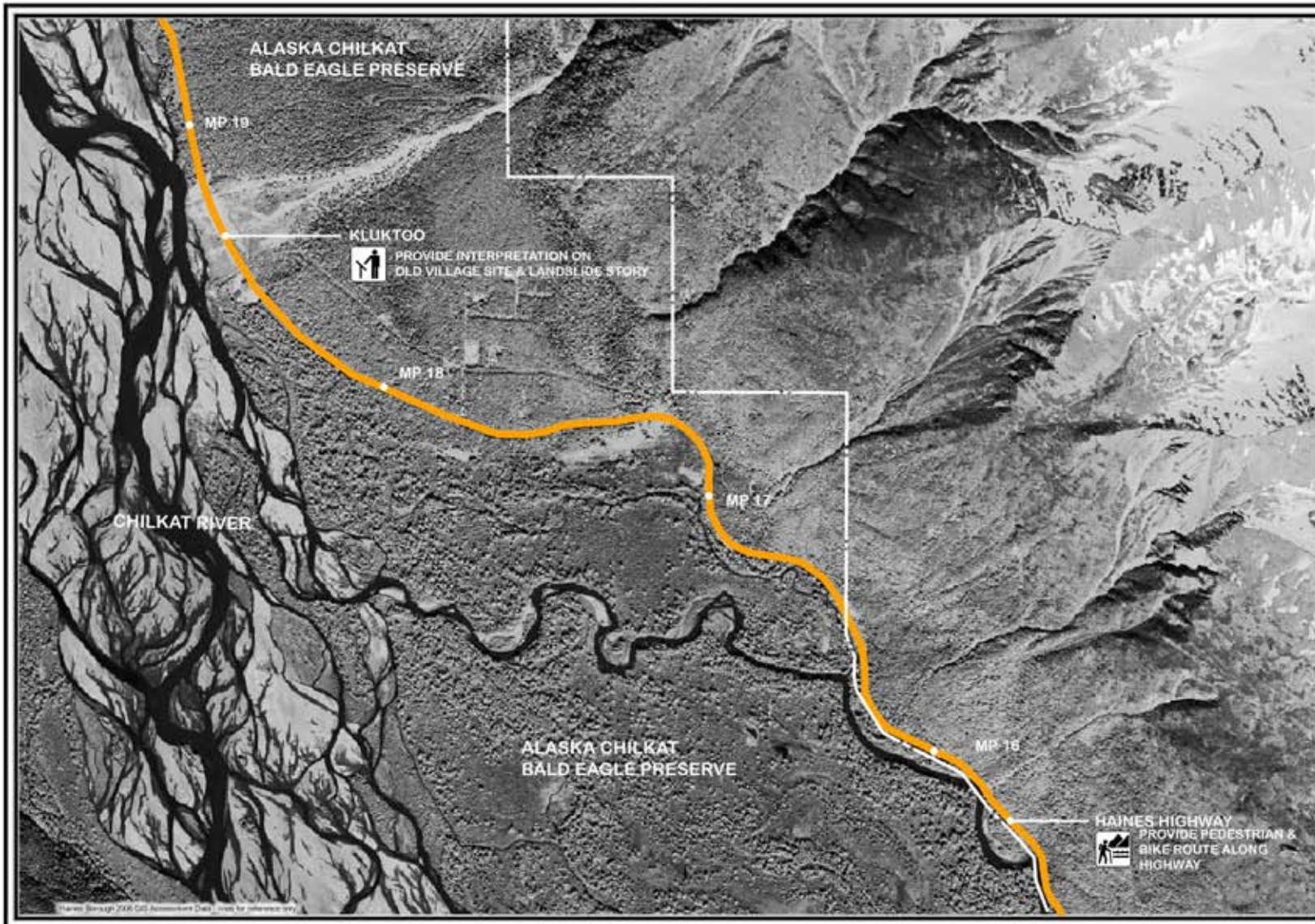
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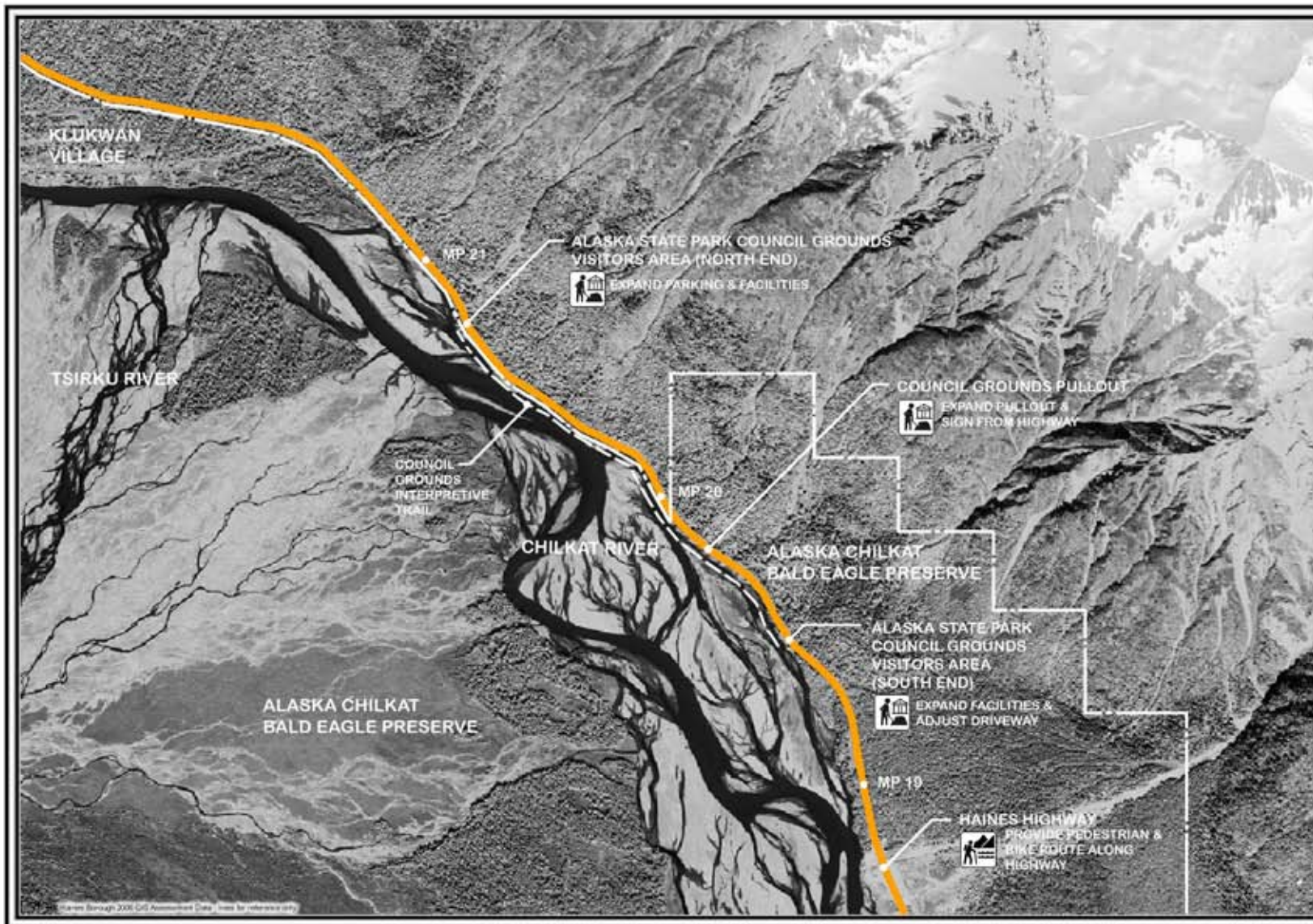
HAINES STATE HIGHWAY
"VALLEY OF THE EAGLES BYWAY"
 CORRIDOR IMPROVEMENTS
 MILEPOST: 13.5 TO 15.8

SCALE:
 1" = 1 MILE
 (N17)

MAP
 9



	
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HAINES STATE HIGHWAY "VALLEY OF THE EAGLES BYWAY" CORRIDOR IMPROVEMENTS MILEPOST: 15.8 TO 18.7	
 SCALE: 1" = 1 MILE (NEXT)	MAP 10



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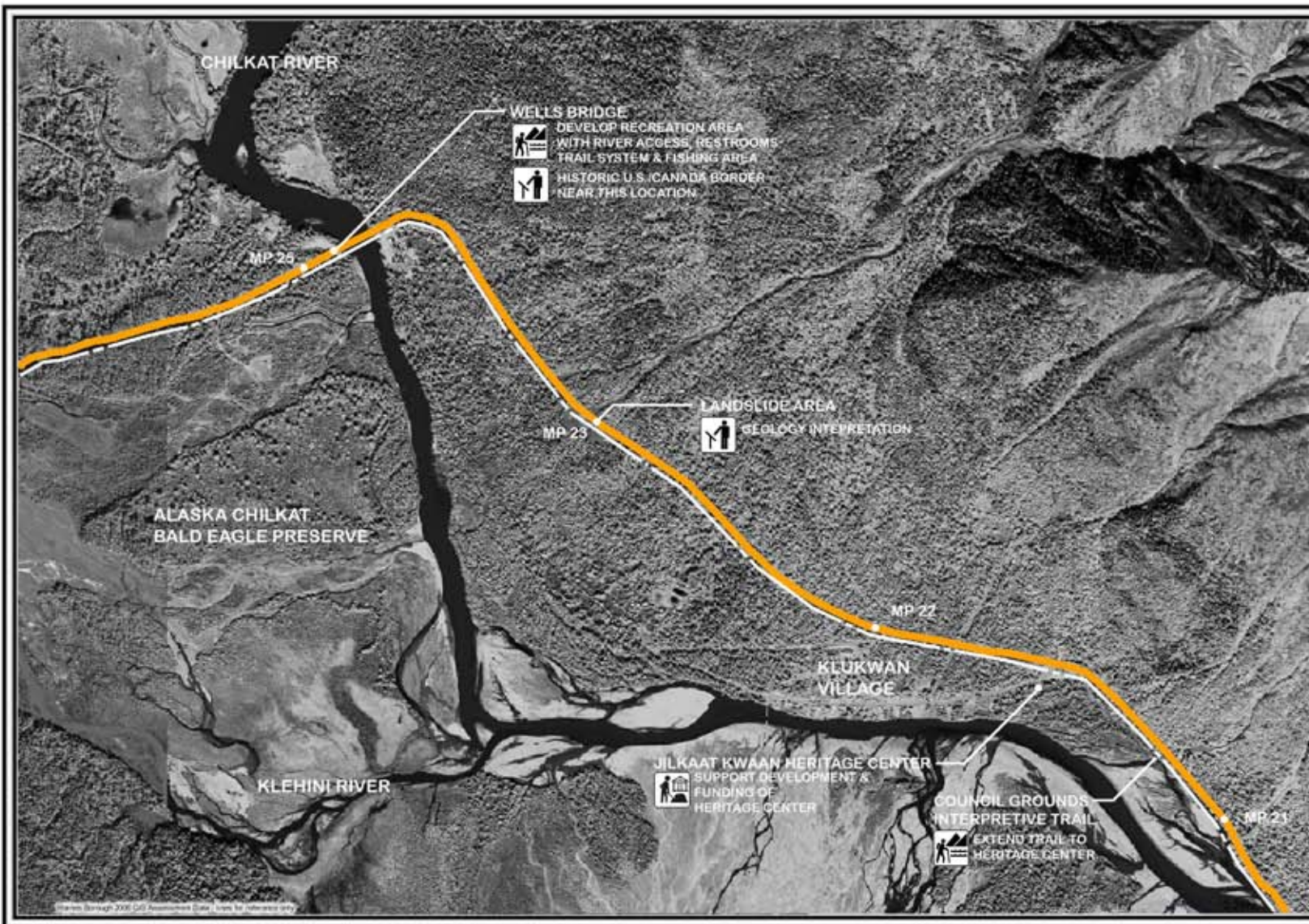
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HAINES STATE HIGHWAY
"VALLEY OF THE EAGLES BYWAY"
CORRIDOR IMPROVEMENTS
MILEPOST: 18.7 TO 21.5

SCALE:
 4" = 1 MILE
 (1:25,120)

MAP
11

Haines Borough 2020 GIS Assessment Data from GISdata.org




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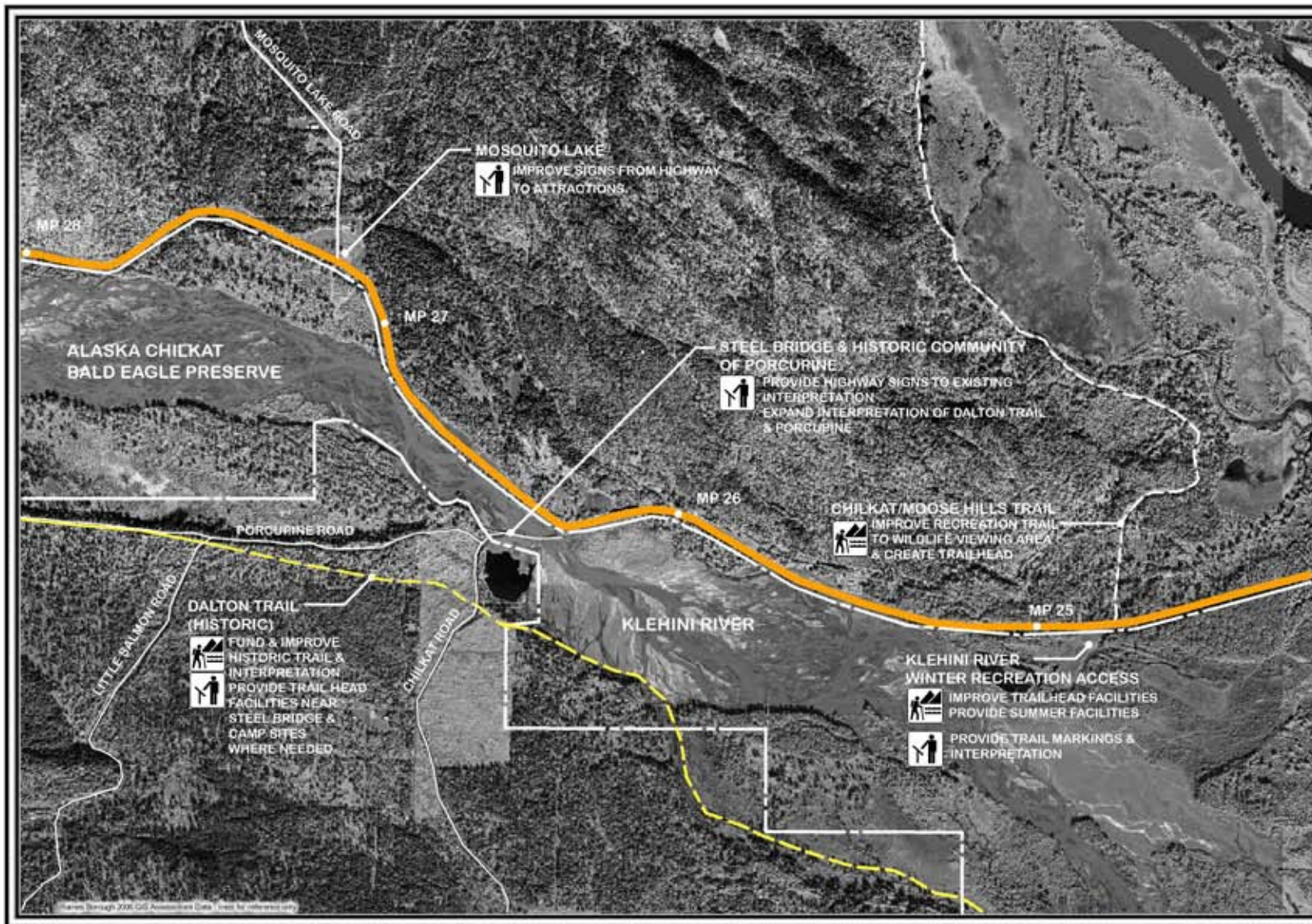
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HAINES STATE HIGHWAY
 "VALLEY OF THE EAGLES BYWAY"
 CORRIDOR IMPROVEMENTS
 MILEPOST: 21.5 TO 25.3




 SCALE:
 1" = 1 MILE
 (1:12500)

**MAP
12**



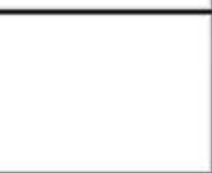
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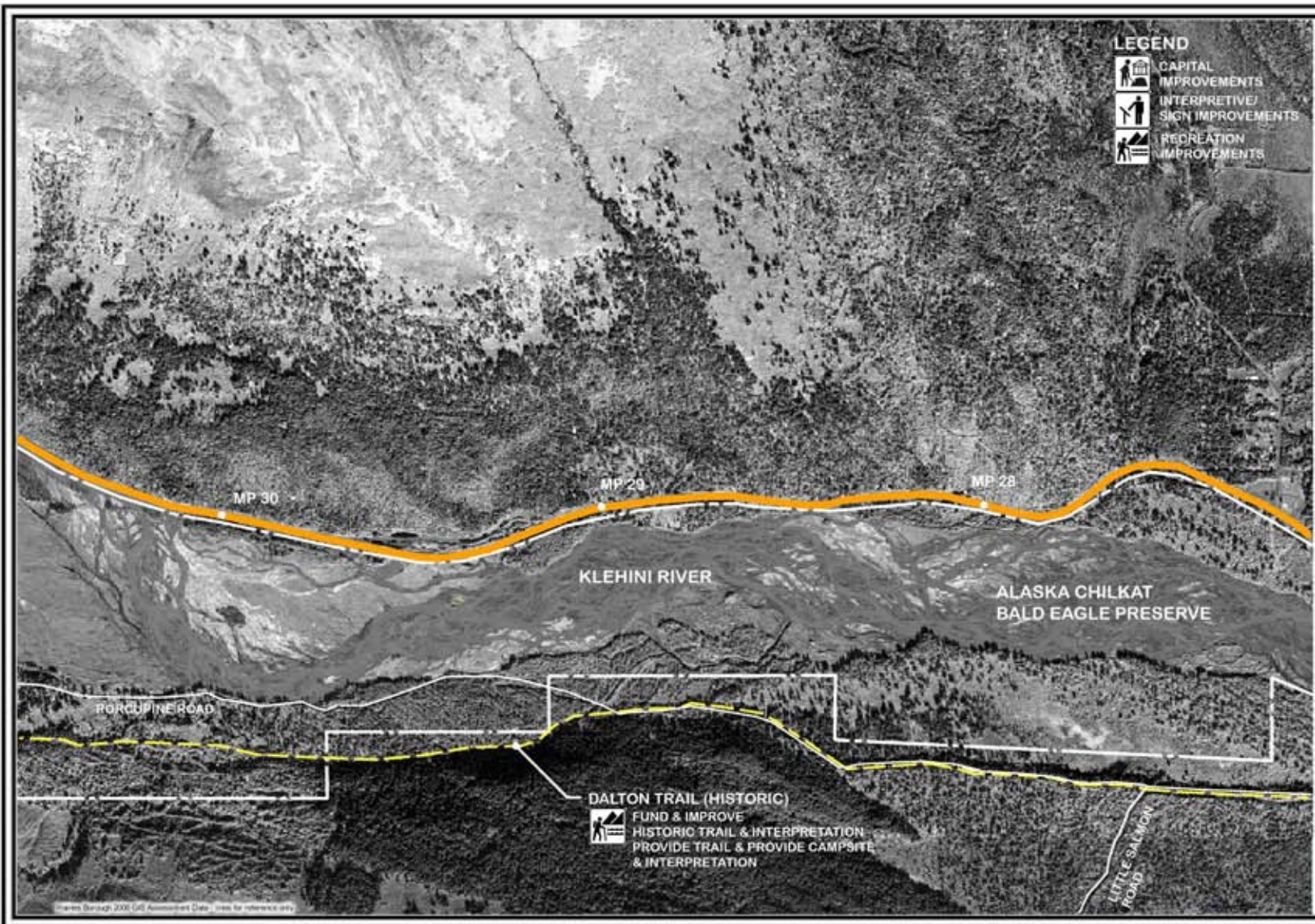
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HAINES STATE HIGHWAY
 "VALLEY OF THE EAGLES BYWAY"
 CORRIDOR IMPROVEMENTS
 MILEPOST: 25.3 TO 27.5




 SCALE:
 1" = 1 MILE
 (N17)

MAP
13



- LEGEND**
- CAPITAL IMPROVEMENTS
 - INTERPRETIVE/SIGN IMPROVEMENTS
 - RECREATION IMPROVEMENTS



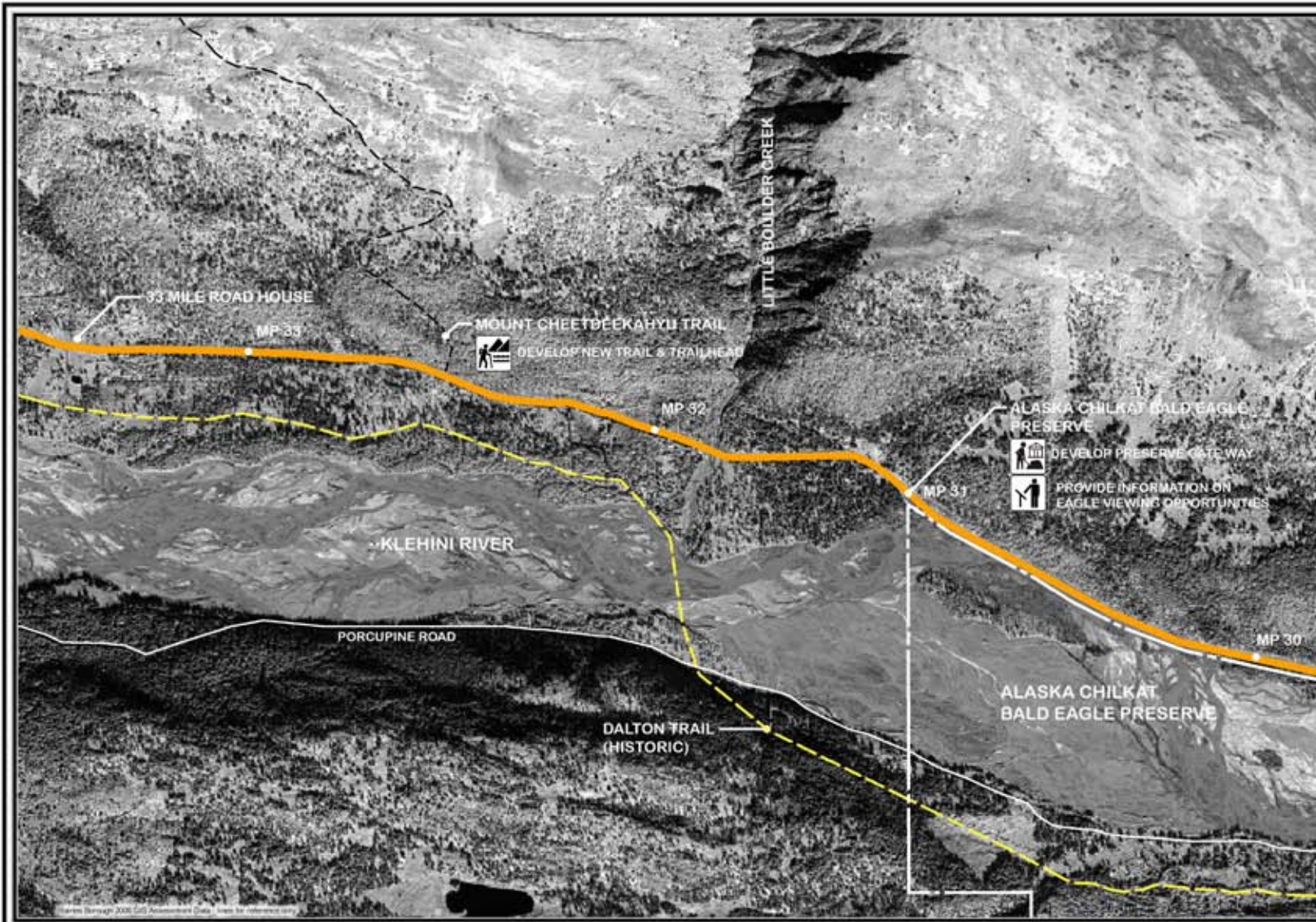
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HAINES STATE HIGHWAY
 'VALLEY OF THE EAGLES BYWAY'
 CORRIDOR IMPROVEMENTS
 MILEPOST: 27.5 TO 29.7




 SCALE:
 1" = 1 MILE
 (6X12)
MAP 14




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HAINES STATE HIGHWAY
 "VALLEY OF THE EAGLES BYWAY"

CORRIDOR IMPROVEMENTS
 MILEPOST: 29.7 TO 33.5

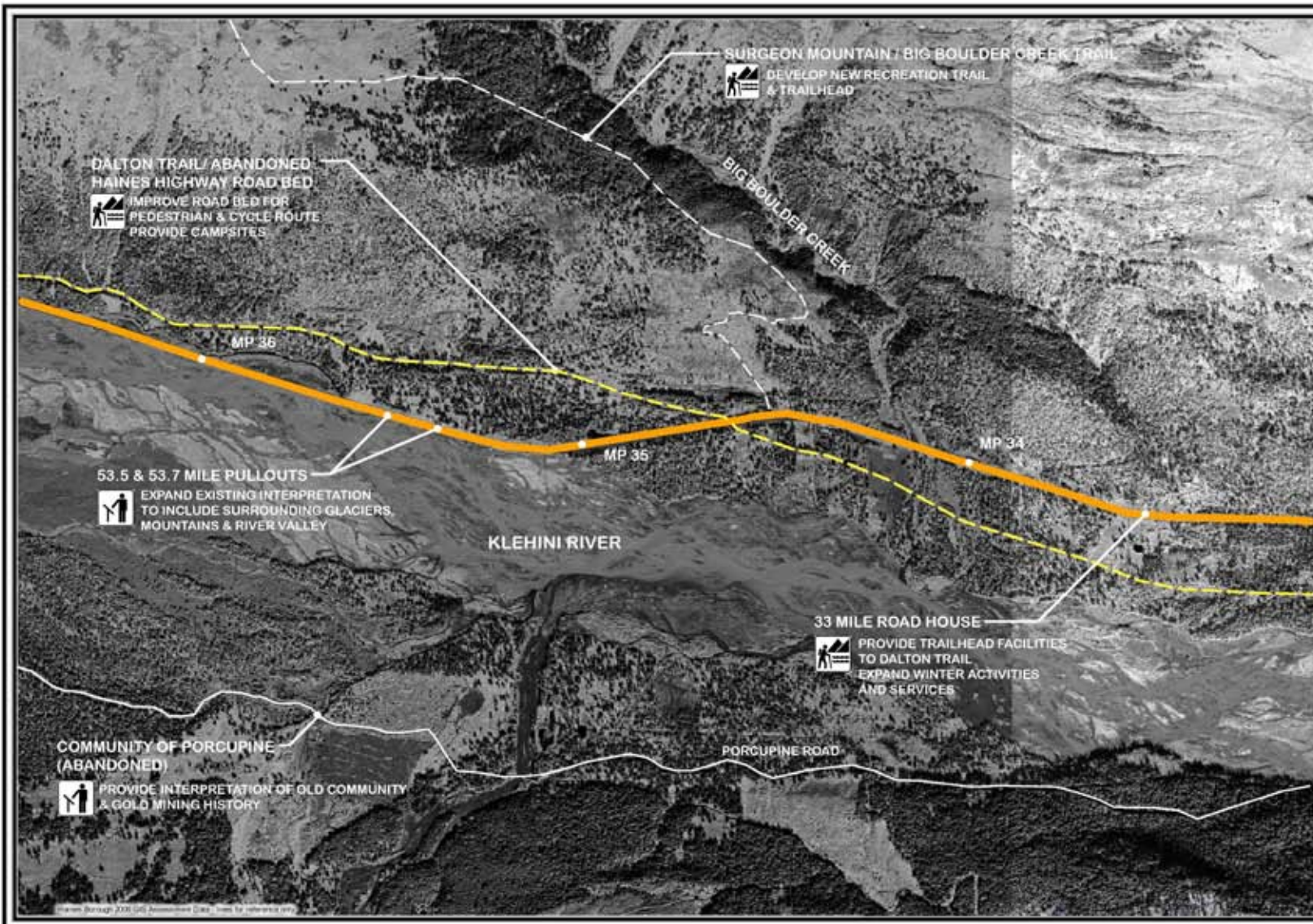
MAP
15

SCALE:
 1" = 1 MILE
 (N17)



Segment Three: Northwestern Border of Eagle Preserve to Canada Border (Maps 16 to 18)

42. 33 Mile Roadhouse: Provide trailhead facilities to Dalton Trail. Expand winter activities and services. Dalton Trail: Fund and improve the trail route and its interpretation. Provide trail head facilities near the Steel Bridge and camp sites where needed. (Map 16)
43. Abandoned Community of Porcupine: Provide interpretation of old community and gold mining history. (Map 16)
44. Milepoints 53.7 and 53.7 pullouts: Expand existing interpretation to include surrounding blaciers, mountains and river valley. (Map 16)
45. Dalton Trail and Abandoned Haines Highway Roadbed: Improve road bed for pedestrian and cycle route. Provide campsites. (Map 16 and 17)
46. Dalton Trail: Fund and improve historic Dalton Trail. Provide Trailhead facilities. (Map 17)
47. Dalton Cache (US Customs): Work with US Customs to allow better interpretation of area. Allow historic trailhead for Dalton Trail. Develop Haines Highway gateway for US portion of highway. (Map 18)
48. Pleasant Camp (Canada Customs): Work with Canada Customs to develop gateway for highway and interpretation of facilities along Canadian portion of highway. (Map 18)
49. Jarvis Creek: Develop trail along creek to Jarvis Glacier. (Map 18)





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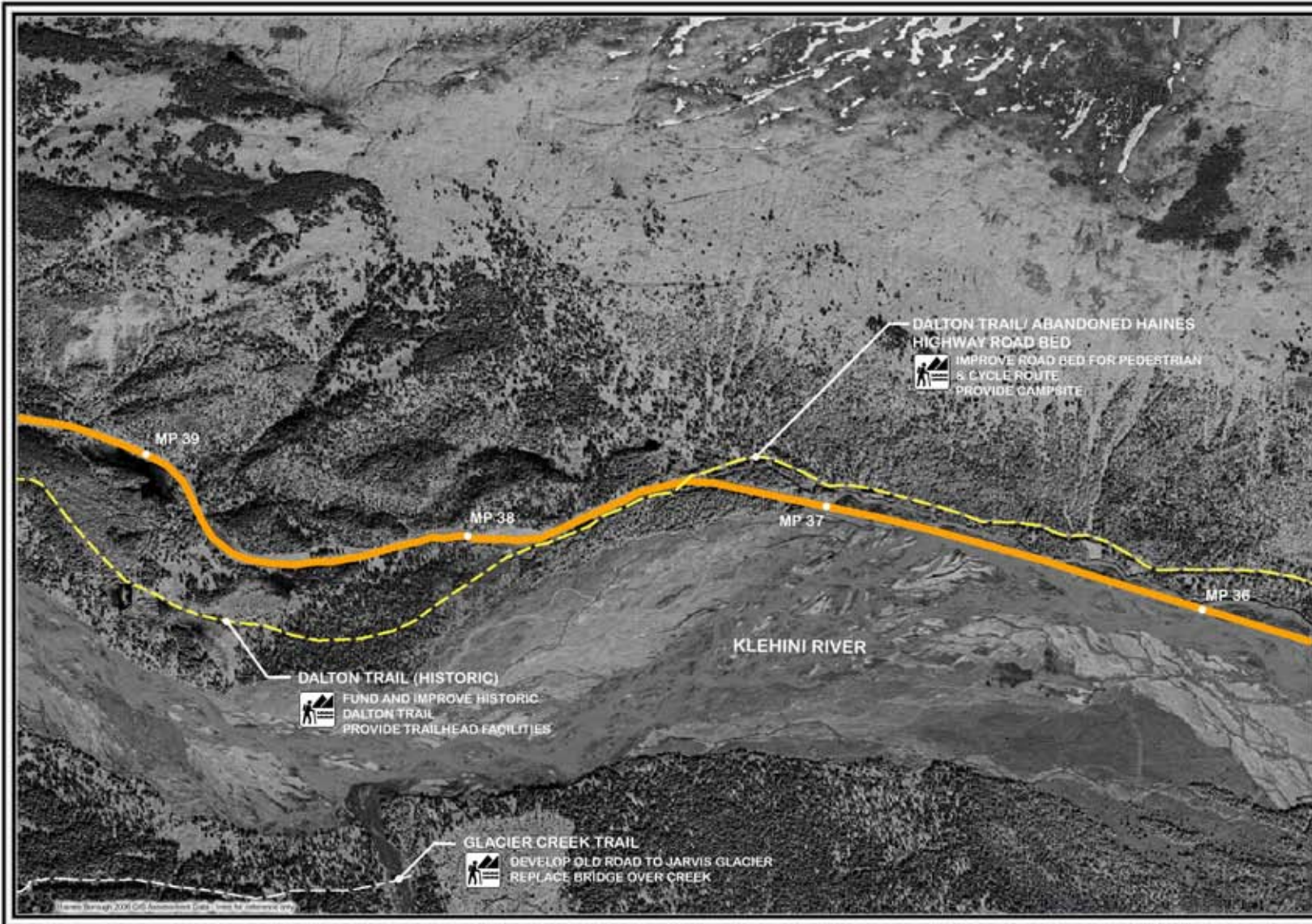
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HAINES STATE HIGHWAY
 "VALLEY OF THE EAGLES BYWAY"

CORRIDOR IMPROVEMENTS
 MILEPOST: 33.5 TO 36.1

 SCALE: 1" = 1 MILE (BEST)

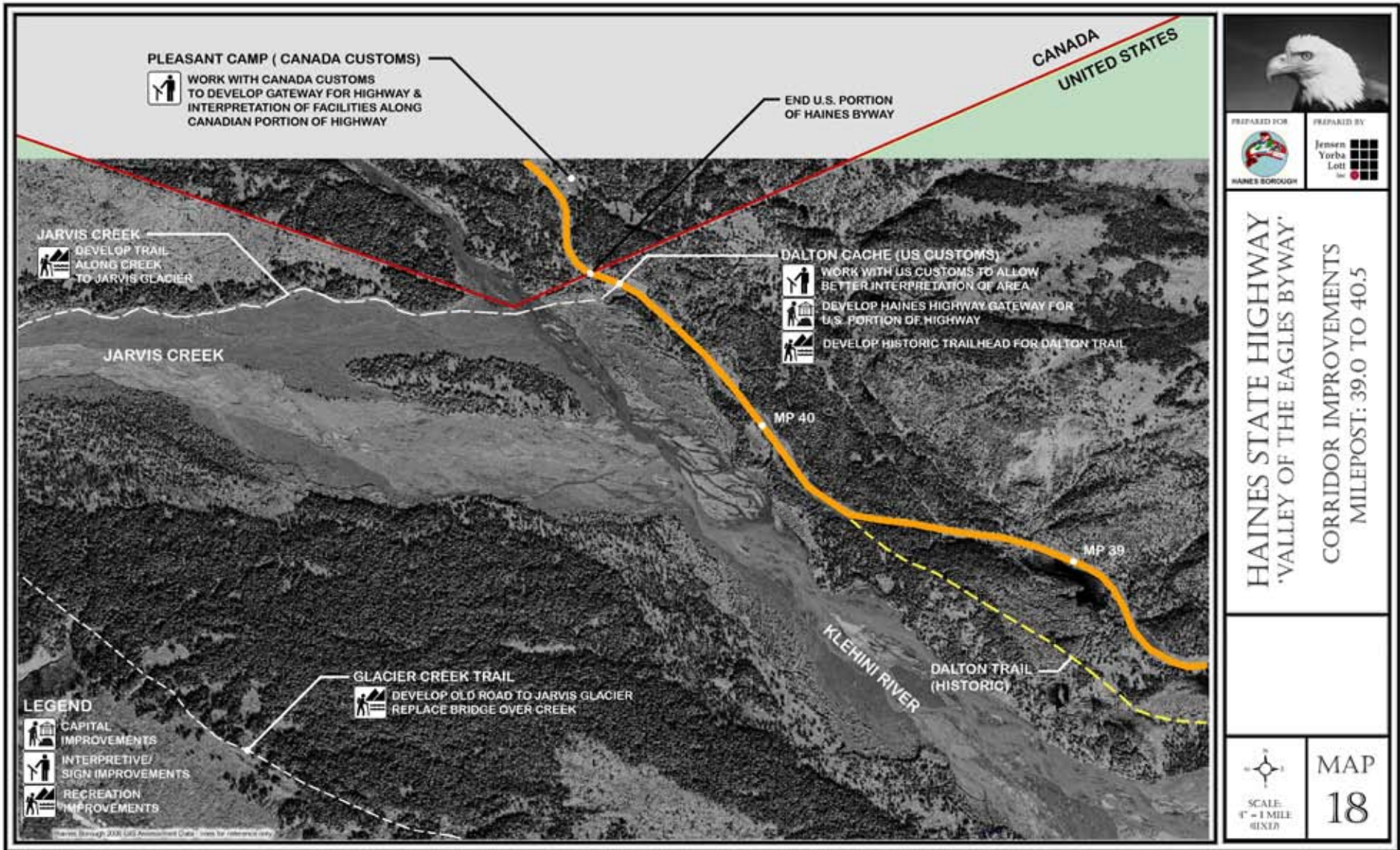
MAP 16



HAINES STATE HIGHWAY
'VALLEY OF THE EAGLES BYWAY'
CORRIDOR IMPROVEMENTS
MILEPOST: 36.1 TO 39.0

MAP 17

SCALE: 4" = 1 MILE (1:25,000)



APPENDIX



Chilkat Dancers in ceremonial Tlingit dress



Public Involvement

Up to the time of publication, there have been eight public meetings and workshops held to generate this Haines Highway Corridor Partnership Plan. Meetings were held in Haines, Klukwan, at the 33 Mile Roadhouse, and in Haines Junction, Yukon. Meetings included an introduction to byways, generating goals and objectives, determining priorities and action items for the byway, and verifying the contents of this plan.

Stakeholders involved in this planning effort have included local citizens and businesses as well as but not limited to the following: Alaska Department of Transportation and Public Facilities, Haines Borough, Village of Klukwan, Village of Haines Junction, Chilkat Indian Tribe, Chilkoot Indian Association, Haines Chamber of Commerce, Haines Junction Chamber of Commerce, Alaska State Parks, US Customs and Immigration, Chilkat Valley Historical Society, Sheldon Museum and Cultural Center, Haines Convention and Visitors Bureau, American Bald Eagle Foundation, 33 Mile Roadhouse, Alaska Department of Fish and Game, and Yukon Tourism and Culture.

In April of 2007 the Haines Borough Assembly passed a resolution supporting this document and the recommendations found within.

Haines Byway Working Group

The Haines Byway Working Group is comprised of a wide cross section of community members along the entire length of the highway. All members have been involved with the byway planning process and will continue to shepherd the goals, objectives, and priorities found within this corridor partnership plan.

Joel Telford: Ranger, Haines District, Alaska State Parks, Haines

Jerrie Clark: Director, Sheldon Museum and Cultural Center, Haines

Pete Lapham: Assemblyman, Haines Borough, Small business owner, Haines

Jerry Lapp: Deputy Mayor, Haines Borough; Owner, 33 Mile Roadhouse, 33 Mile

Jim Strong: Special Projects Coordinator, Chilkat Indian Village, Klukwan

Chris Schelb: Director, Natural Resources, Chilkoot Indian Association, Haines

Wade Istchenko: Haines Junction Chamber of Commerce, Haines Junction, Yukon

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John Hyde: Cover

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A Tlingit carving

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