

# Prince of Wales Island Corridor Partnership Plan



Photo courtesy of Eric Henning



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## **Vision Statement**

The Prince of Wales Island Corridor demonstrates the diversity of the island's economic, cultural, and natural resources. The Byway offers a unique productive landscape supporting industries, communities, and arts, as well as the customary gathering of fish, game, and other foods and resources. The Byway corridor allows travelers to see a wide range of public and private land management techniques that meet the needs of the residents and visitors of Prince of Wales Island, the largest island in Southeast Alaska and third largest in the U.S.

## **Mission Statement**

Through cooperative planning and continued sustainable development, the Prince of Wales Island Byway Partnership is dedicated to maintaining the scenic qualities of the corridor and respecting the land by providing a safe, comfortable, and educational adventure to be enjoyed by every traveler. We further contribute to the communities and places of interest along the corridor by promoting tourism, supporting the local culture, and enhancing the economic base of Southeast Alaska.



## Introduction

Prince of Wales Island is the accessible composite of Alaska: a little of everything that people love about the Great Land.

We have fishing and whales and mountains and a magnificent forest. We have friendly small towns and trails that take you to solitude. Craig's ocean front yard offers optimal fishing, crabbing and whale-watching. The town's back yard has one of the best hikes on the island, leading to a 3,000 foot vantage over the community and miles and miles of islands.

Klawock is a bike ride or a short walk from a river that spawns four species of salmon and a lake with some of the island's biggest trout. Thorne Bay's roots as a logging town are proudly visible and the community and its residents provide a worthy travel destination. Fishing is great on its namesake river and the town is close to fun and relaxation at Sandy Beach.

The island's more than 2,000 miles of roads provide unmatched daily itineraries among these towns and others such as Coffman Cove, Hydaburg and Naukati Bay. Every town will show you their own take on what it means to be an Alaskan community. Two hundred and sixty miles of this road system is designated as a State Scenic Byway.

Nowhere else in the 49<sup>th</sup> State is there such easy access to a concentration of rich culture and history as well as adventure. Prince of Wales is a do-what-you-feel-like island. Nature and the people who live here have created what you might call a theme park for the outdoors lover.

A little planning eases your adventure in our mix of mild and wild country. Be sure your spare tire is in good shape. Bring a few basic automotive tools. Watch the gas gauge and mile markers; fuel is available in Craig, Klawock, Naukati Bay, Thorne Bay, Coffman Cove, Kasaan and Whale Pass. Adjust speed to road surfaces and weather, particularly on roads north of Naukati Bay where the road lanes are about one and a half lanes wide. Turnouts are provided for passing vehicles. RV drivers are advised to drive cautiously up north. However, you can drive a standard car the entire distance.



Photo courtesy of Henry Williamson





# Byway Background



## *National Scenic Byways Program*

The United States Congress created the National Scenic Byways Program in 1991. Under this program, the United States Secretary of Transportation recognizes certain outstanding roads as National Scenic Byways or All-American Roads. Designation as a National Scenic Byway indicates that the route possesses distinctive recreation, historic, natural, cultural, scenic, or archaeological qualities that are unique to the region. Designation as an All-American Road, the higher designation of the two, indicates that the route has not only regional significance, but also national significance.<sup>1</sup>

Participation in the National Scenic Byways Program is voluntary and involves recognition, not regulation. It promotes tourism and economic development in byway communities and educates the traveling public about the local environment, history, and culture. One of the key benefits of national byway recognition is the added economic opportunities provided to communities, tribes and private landowners along the designated route. Promotion of the byway through national and international marketing conducted by the program can generate economic growth and increase community recognition. Other potential benefits include eligibility for federal grant funds for infrastructure improvements, development and implementation of marketing and interpretive plans, and access to resources to help byway organizations manage and market the byway corridor.<sup>2</sup>

<sup>1</sup> Federal Highway Administration National Scenic Byways Program. 1999. *Byway Beginnings: Understanding, Inventorying, and Evaluating a Byway's Intrinsic Qualities*. Washington D.C.: Whiteman & Taintor with the National Park Service Rivers, Trails, and Conservation Assistance Program.

<sup>2</sup> Federal Highway Administration National Scenic Byways Program. 2005. *Community Guide to Planning & Managing a Scenic Byway*



***Alaska Scenic Byways Program***

In 1993, the State of Alaska established a scenic byways program to recognize and celebrate the state's most scenic travel corridors. Administered by the Alaska Department of Transportation and Public Facilities (ADOT&PF), this program also recognizes routes that provide access to the state's significant natural, recreation, cultural, and historic resources.

A grassroots citizen's group initiates an Alaska state byway designation. Once state designation is granted, the route becomes eligible for grant funding to develop a Corridor Partnership Plan. Once the plan is completed, the byway is eligible to receive National Scenic Byway grant funding to implement qualified projects identified in the Corridor Partnership Plan. If there is broad local support, the corridor also becomes eligible to apply for national byway designation under the National Scenic Byways Program.

### *The Corridor Partnership Plan*

A Corridor Partnership Plan is required for state scenic byways seeking byway implementation grants or designation as a National Scenic Byway or an All-American Road. Its purpose is to assess the key resources along the route and identify methods to maintain, enhance, and promote those resources over time. It describes how byway stakeholders will assume responsibility for the long-term management and promotion of the byway's resources. Besides increasing funding possibilities, preparation of a Corridor Partnership Plan has many other benefits. The process creates opportunities for communities, tribes and private land owners along the byway to work together to accomplish common goals. It supports a realization of community visions, tourism promotions, stewardship efforts, natural resource management, and projects such as visitor facilities and wayside improvements.

### *Achieving National Byway Status*

National designation requires submittal of an application that must include a Corridor Partnership Plan that meets the Federal Highway Administration (FHWA) requirements and demonstrates that the byway possesses one or more intrinsic qualities that are significant on a multi-state or national level. The FHWA solicits nominations every three to five years. Nominations are reviewed and approved by the ADOT&PF before they are submitted to the FHWA for national review. At the national level, a selection committee comprised of tourism, highway, and other professionals from around the nation convene to identify which nominated corridors are deserving of the National Scenic Byway or All-American Road award. The committee's recommendations are forwarded to the United States Secretary of Transportation for a final decision.



## Planning Process and Public Involvement

This planning process brought communities, businesses, Alaska Native Corporations, Tribal Governments, non-profit organizations, landowners, and tourism and natural resource interests together across the Island to identify a common vision and goal for the byway.

Public roads on Prince of Wales Island cross lands owned by Alaska Native Corporations as authorized by the Alaska Native Claims Settlement Act (ANCSA) as amended. ANCSA is the largest land settlement with aboriginal peoples in the history of the United States. The four federally recognized Tribes on Prince of Wales Island have participated in the preparation of this corridor management plan to share information about these lands to make the traveling public's experience varied and pleasurable. Alaska Native Corporations have partnered with local Tribes to share Tlingit and Haida traditional homeland heritage, culture and ancestral ties to all of Prince of Wales Island with all who come here.

In the initial outreach and education efforts, the Organized Village of Kasaan Transportation Director took the lead and attended city council meetings and other venues around the Island seeking support for the designation. During this time period there were several concerns regarding what the true meaning of a Scenic Byway Designation was and what it meant to private land owners, local governments and other stakeholders. After numerous outreach and educational efforts the communities, local landowners, local governments, local tribes and other stakeholders saw the short and long term benefits to not only the Island as a whole but at each community as a destination along this corridor.

Letters of support and resolutions were solicited and collected from Alaska Native Brotherhood, City of Coffman Cove, City of Craig, Craig Tribal Association, Hollis Community Council, Hydaburg Cooperative Association, City of Kasaan, Organized Village of Kasaan, Klawock Camp #9, Klawock Cooperative Association, Naukati Bay, Inc., SEACC, City of Thorne Bay, and the U.S.D.A. Forest Service, Tongass National Forest.



Photo courtesy of Marcheta Moulton

The Scenic Byways Coordinator met with both U.S.D.A. Forest Service Thorne Bay and Craig Ranger Districts, Sealaska Corporation and Prince of Wales Chamber of Commerce (POWCAC).

Public meetings were held in the communities of Craig, Hydaburg and Coffman Cove.

Fliers and advertisements were submitted to the local paper, *Island News*, and *Ketchikan Daily News*.

A 30 day public comment period was also held.



# Intrinsic Quality Assessment

## Introduction

The Alaska and National Scenic Byways Program identifies six intrinsic qualities that serve to capture the spirit of adventure and sense of magic found on American roads: natural, recreational, scenic, historical, cultural, and archaeological. **A corridor resource inventory of these qualities can be found in Appendix A.**

## Natural Qualities

*Natural quality applies to those features in the visual environment that are in a relatively undisturbed state. These features predate the arrival of human populations and may include geological formations, fossils, landform, water bodies, vegetation, and wildlife. There may be evidence of human activity, but the natural features reveal minimal disturbances (FHWA Policy 5.18.95).*

The Prince of Wales Island (POW) Corridor provides access to a unique set of natural features unparalleled in America or the world. Cool, clear waters; snow-capped mountains; gorgeous valleys; unspoiled beaches; hundreds of islands, large and small; vast managed and natural forests; some of the largest cave systems in North America; deer, bear, wolves, eagles, otters, beavers and small animals; marine mammals from seals to humpback whales; and some of the world's last remaining wild salmon runs. These are a few of the natural qualities that make POW a paradise for those who appreciate the beauty of the natural world.

**Salmon:** Salmon are the natural treasure of POW, and its true renewable resource. All five major species of salmon run near or on the island and are the resource that ties all of our communities together. Our wild salmon runs provide an annual spectacle and tie the present to the past, and our current diverse fishing culture to the living Native culture. We share a salmon culture, building our lives around fishing and the seasonal influx of fish, visitors, and workers that the salmon bring. The byway connects the Native cultural sites that celebrate the salmon in totem parks and active traditional fisheries to the spawning streams and lakes to the forests that are enriched by the bodies of the fish. The corridor connects fish ladders and hatcheries, natural streams and modern processing plants, traditional fishing villages and modern luxury lodges, all of which celebrate the salmon. Salmon are an important chapter for the story of POW, and the corridor illustrates that story well.



Photo courtesy of Henry Williamson

**Lakes:** Klawock Lake is one of the largest lakes in Southeast Alaska. Surrounded by mountains, the lake is deep and cold, supporting trout and salmon habitat and providing one of the best water and mountain views along the corridor. Neck Lake near Whale Pass is on the corridor, and its' beautiful small islands make it a destination for visitors and locals alike. Luck Lake near Coffman Cove provides excellent fishing year round. Countless smaller lakes

throughout the island not only support fish, animals and birds, but are undeveloped and notable for their solitude. The ability to take a small boat and paddle or fish a pristine lake as if you were the first person to visit it is common on POW all along the corridor.

**Rivers and Streams:** POW is laced by rivers and streams of all sizes that serve as conduits for fish and other nutrient sources from the forest into the ocean and from the ocean into the forest. The Harris River valley running from the center part of the island through Hollis serves as a major fish producing stream, and a major draw for fishermen and others. The Klawock River is the wellspring of the community of Klawock and offers daily opportunities for sport fishing as well as supporting a traditional fishery, commercial fisheries and an active hatchery. The Thorne River is internationally known as a destination for sportsmen, and is part of one of the best known wilderness canoe routes in Alaska. Many streams along the corridor are major subsistence<sup>1</sup> streams, and many also support year round sport fishing and wildlife viewing. A growing biological consensus supports the idea that these streams are vital for the health of not only the wild fish, but the forest itself. For more information here is the link to Alaska Fish and Game: <http://www.adfg.alaska.gov/index.cfm?adfg=home.main>



Photo courtesy of Carolyn Chapman

1. \*Subsistence - means of support or livelihood; often, specifically the barest means in terms of food, clothing, and shelter needed to sustain life.



Photo courtesy of Libby Sterling

**Caves and Karst:** POW has one of the most extensive networks of karst, or porous limestone, landscapes and cave networks in the world. In addition to being tourist draws, these cave and karst networks filter and condition water, changing its acidity to the benefit of the trees and other plants that grow nearby. The clear, cool water that is the product of this filtering is essential to fish habitat and provides our communities with some of the best drinking water in the world. The cave networks on POW are some of the longest and deepest in North America, and have provided invaluable scientific data, some of which has changed the way that we understand the peopling of the Americas and the history of the last glaciations. This cave system remains largely unexplored, and future generations of explorers and scientists may discover even more illuminating facets of the karst and cave network. For more information here is the link to El Cap Caves: <http://www.fs.fed.us/r10/tongass/districts/pow/recreation/rogs/elcap.shtml>

**Oceans and Bays:** The Pacific Ocean along the corridor is warmed by the Japanese current which provides an unusual degree of nutrients attracting all varieties of marine life as well as moderating the terrestrial climate. Local towns and villages look outward, seeing the ocean as a major source of food, economic activity, and entertainment. Every route along the corridor parallels or terminates near salt water, and the views of the Pacific, the small islands, the fishing fleets, the sport boats, and the birds and wildlife. Parts of the corridor between Coffman Cove and Thorne Bay have sweeping views of Clarence Strait and the mainland, while parts near Naukati Bay overlook the islands of Sea Otter Sound. This corridor provides access to the oceans and bays on all sides of the island, and serves as a gateway for the sport fishing fleet, one of the prime economic drivers of the Prince of Wales Island economy.



**Forests:** POW island features a variety of forest types from well managed young growth to old growth stands. The spruce/hemlock/cedar mixed forest produce some of the largest and most majestic trees in the world. Naturalists believe that some of these individual trees are the first of their species since the last glacial period, and that the unique climactic and geologic circumstances that led to their tremendous growth cannot be replicated. The largest trees in the Tongass, and therefore in all of Alaska, are accessible from the roads of the corridor. These multi-species, multi-age forests serve as refuges for species unique to the area and as valuable winter habitat for all kinds of animals. Locals and visitors alike stand in awe of the moss and fern covered understory between the large trees. The corridor is one of the places on Earth that one can step a few paces off the road into a magical wilderness environment. Southeast Alaska Prince of Wales Island coastal temperate rainforests lend themselves well to modern forest management. Our forests naturally regenerate themselves after harvest. We can regrow our harvested forests to meet a variety of landowner objectives, which provide the traveler with a diverse variety of forest management activities to meet the differing objectives.

**Wildlife:** Sitka black-tailed deer are the most commonly sighted animals along the corridor, and the draw for many visitors. POW is home to black bear, often visible from the byway. There are other species, such as the Alexander Archipelago wolf and flying squirrels, which are more difficult to see on a casual trip, but always provide a thrill when they do make themselves seen or heard. The island has beavers, and their activity building dams and changing waterways is visible from the byway in several locations. Otters, mink, and marten are often seen along the road hunting or playing.

**Marine Mammals:** There are numerous places along the corridor that overlook the ocean or estuaries which serve as habitat for marine mammals. Humpback whales and orcas are commonly seen. Seals inhabit the bays and inlets, and stellar sea lions pass through open channels following fish in season. This Corridor is one of the few in America where one can drive and see a pod of orcas, smell the spray of a breath from a humpback whale, or hear the bellowing of sea lions as they search for herring.

**Birds:** The Bald Eagle is the most charismatic of the common birds on POW, and is present year-round. Visitors and locals take great pleasure in observing and photographing the large numbers of our national symbol from almost everywhere along the corridor. Ravens and crows are also common and make their presence known through their intelligent scavenging. The nocturnal owls are most often heard though rarely seen. Swans are a frequent sight from the corridor in both salt and fresh water. Seabirds of all kinds frequent POW, with cormorants and gulls being common all along the routes, king fishers are dotted along the shores, blue herons can also be seen wading through the estuaries and puffins and other open ocean birds seen occasionally. Migrating birds such as geese, ducks, hummingbirds, and warblers make the change of the season's special for visitors and residents alike.

**Mountains and Alpines:** The Corridor winds between several mountain ranges that are the product of POW's unique geologic history. The contrast between limestone outcroppings, granite faces, and glacier carved valleys add interest to the casual observer or expert geologist. Innumerable routes and paths up into the mountains lead to alpine muskegs and meadows, treasured by visitors and residents almost as much as by the wildlife. Mountains, like Sunnahae Mountain above Craig, are frequently used by day hikers, while others like Mount Calder attract mountaineers to their sheer rock faces. The Klawock Range, noted for its hydropower source, provides glorious vistas of snow covered peaks and untouched valleys from multiple places along the corridor.

## Natural Quality Challenges and Opportunities

One factor making the corridor such an extraordinarily scenic and pleasurable drive is the lack of overall to very little development. The corridor's natural qualities and the fact that it winds through and around the third largest island in America and the second largest in Alaska, sustainable development and conservation of the natural qualities make this corridor so remarkable and are of high importance.

The majority of the undeveloped Tongass National Forest land surrounding the corridor falls under the jurisdiction of the U.S. Forest Service, an agency that actively manages these lands in the public's best interest. Other land managers include Alaska Mental Health Trust lands, Sealaska Corporation, State of Alaska, regional, local tribe's and village Corporations. There are current and pending development guidelines and land-use designations in place to ensure that natural resources and private properties are not compromised during future development.



Photo courtesy of Richard Erickson

## Recreational Qualities

*Recreational quality involves outdoor recreational activities directly associated with and dependent upon natural and cultural elements of the corridor's landscape. The recreational activities provide opportunities for active and passive recreational experiences. They include, but are not limited to, downhill skiing, rafting, boating, fishing, and hiking. Driving the road itself may qualify as a pleasurable recreational experience. The recreational activities may be seasonal, but the quality and importance of the recreational activities as seasonal operations must be well recognized (FHWA Policy 5.18.95).*

The Corridor is an outdoor recreational paradise, a magnet for visitors and one of the reasons people choose to live on the island. POW offers traditional Alaskan outdoor activities such as wildlife viewing, camping, hiking, boating, hunting, and fishing, as well as newer pastimes such as biking and all terrain vehicle use. Local communities, the Forest Service, and the State of Alaska have invested in providing recreational infrastructure throughout the island to take advantage of these opportunities. The corridor connects many of these sites and provides easy access for all residents and visitors.

**Hiking and Trails:** Seatrails, a regional community based organization, supports economic development through the expansion of recreational opportunities, particularly land and water trails and routes for the independent traveler. Seatrails information kiosks are located in several of the communities and designated Seatrails routes exist throughout the island.

There are countless places throughout the corridor for people to simply hike off the road system, using one of the pullouts or old logging spurs as a starting point. There are also developed trails, with more planned in the future that serve as attractions for the day hiker.

A sampling of the many trails along the corridor include:

### **20 Mile Spur Trail, Hollis**

This route runs along a decommissioned logging road into the headwaters of the Harris River, offering views of the Klawock Range, active beaver ponds, and chances for wildlife viewing.

### **One Duck Trail, Hydaburg**

The newly rebuilt trail offers a developed route from the road up a steep mountain to alpine meadows and commanding views of the south-central part of POW, with a three sided shelter near the summit as a resting spot.

### **Sunnahae Trail, Craig**

The trailhead just blocks from the downtown center of Craig leads to a steep trail that ascends to a boardwalk through muskegs at the top of the mountain. The trail offers views of Craig and the surrounding islands--a destination hike for many visitors. The US Forest Service is currently reconstructing the trail.

**Balls Lake/Eagle’s Nest Trail, Thorne Bay**

The trail, partially undeveloped and partially boardwalk, circumnavigates a small lake and crosses salmon streams on both the inlet and outlet of the lake, providing excellent wildflower and wildlife viewing opportunities.

**Harris River Interpretive Trail and Harris River Access Trail, Hollis**

The trails provide access to the Harris River and its tributaries. The small interpretive loop provides information about the Harris River restoration project and the associated young growth thinning research project.

**Coffman Cove Flats Trail, Coffman Cove**

The trail departs from the edge of Coffman Cove and provides a great day hike opportunity to view the salt marsh environment.

**The Beaver Falls Karst Interpretative Trail, Whale Pass**

The boardwalk, handicapped accessible trail features visible karst features such as sinkholes, cave entrances, and a waterfall supported by interpretative signs explaining the geology of the region.

**Whale House Trail, Kasaan**

A twenty minute walk along a forest trail from Kasaan leads to *Naay I'iwaans* (Nye EE'wannz, The Great House) Chief Son-i-Hat Whale House. Continue another few minutes to Kasaan Cemetery, where Chief Son-i-Hat is buried. From the beach in front of *Naay I'iwaans* and/or the Cemetery, catch glimpses of mink, seals, sea lions, whales, and other wild animals/birds. In the fall, witness salmon swim up Son-i-Hat Creek to spawn.

**Hollis Harris River Trail, Hollis**

Beginning at the Hollis community Picnic site, the trail parallels the Harris River for ½ mile. Winding through a mossy forest, the trail leads to numerous fishing sites. The site is also the trailhead for the 5 mile Hollis to Harris Trail, which the U.S. Forest Service is in the initial stages of constructing.



Photo courtesy of Julie Yates

**Fishing:** POW is a world class sport fishing destination. People travel from around the world to fish in the open ocean adjacent to the island or the highly productive streams, rivers and lakes that dot the island. Salmon provide the bulk of the recreational fishing interest for residents and visitors. Trout and steelhead provide freshwater excitement and ocean dwellers like halibut and rockfish offer an excellent saltwater fishing experience. Recreational fishing has been a mainstay of the POW economy for many years. Uncrowded year round fishing experiences are available in many places along the corridor. The Klawock River, the Thorne River, Maybeso Creek, the Sarkar River, Harris River and the Neck Lake outlet near Whale Pass are famous for their freshwater sport fishing, while many other streams are similarly productive.



Photo courtesy of Jeannie McFarland



Photo courtesy of Steven Peavey



Photo courtesy of Maeve Taylor

**Camping:** There are several commercial campgrounds located in major communities, and most communities offer private cabin rentals. There are also opportunities for primitive camping. The Forest Service maintains an extensive system of cabins and campgrounds, many of which are accessible from the road system and available for reservation with a nominal fee. LINK: [http://www.fs.fed.us/r10/tongass/cabins/cabin\\_info.shtml](http://www.fs.fed.us/r10/tongass/cabins/cabin_info.shtml)

The two major campgrounds on the island are the Harris River Campground near Hollis and the Eagle's Nest Campground near Thorne Bay. The cabins closest to the road system include the Staney Creek Cabin, the Red Bay Lake Cabin, the 12-mile Cabin, Sweetwater Lake Cabin, Sarkar Lake Cabin and the Control Lake Cabin. The USFS is planning a new cabin at Sal Creek on Sandy Beach Road. These are public use cabins available with a reservation, and offer a comfortable alternative to tent camping in our wet environment. The USFS is also placing camping shelters throughout the corridor.

**Boating:** POW offers endless opportunities for the boater. The power boater has harbor facilities and launch ramps available in most communities. Many people concentrate their boating activities around fishing, but wildlife viewing, beachcombing, and sailing are also popular activities. Some brave souls have even been known to water-ski on nice summer days.

The Honker Divide Canoe Route and the Sarkar Lake Canoe Route are multi-day mapped trips for the paddler. There are innumerable other places to put in a kayak or canoe, from developed sites like Sweetwater Lake near Coffman Cove or Balls Lake near Thorne Bay, to more primitive sites like the Big Salt Lake near Klawock or the Klawock Lake itself. The ocean on both sides of the island provides ample opportunity to kayak from municipal parks in Craig, Klawock, Thorne Bay, Whale Pass, or Coffman Cove. Some people think there is no better way to view wildlife or observe the natural world than from a small boat, and Sea Otter Sound near Naukati Bay is a prime example of that, with a series of small islands frequented by seals, sea lions, otters, and whales easily accessed from Naukati Bay or Winter Harbor.

Link: <http://www.seatrails.org/>



Photo courtesy of Sheila Beardsley

**Wilderness Areas:** The corridor provides access for the adventure traveler to the Karta River, South Prince of Wales, Warren Island, Coronation Island, and Maurelle Islands Wilderness Areas.

**Hunting:** Hunting is second only to fishing as a draw for recreational users. People come to POW and use the corridor to get to hunting areas for Sitka black-tailed deer and black bear. Many residents and visitors use the corridor heavily in the late summer and fall as they hunt for deer while enjoying the natural beauty of the island.



Photo courtesy of Henry Williamson

**Wildlife viewing:** The corridor is an excellent place to view wildlife for visitors and residents alike. Sitka black-tailed deer and black bear are the most commonly seen animals, and bald eagles and ravens are the most commonly seen birds. There are other, more rarely seen creatures, from shrews and wolves to owls and flying squirrels that enliven a wildlife watcher's day. Salmon running through the streams are an unforgettable experience for visitors used to an urban environment.

The corridor's proximity to the ocean provides an unparalleled opportunity to view marine mammals from the roadside. It is common to see humpback whales, orcas, stellar sea lions, seals, and otters from the corridor. Photographers and wildlife viewers have a chance to go on motor safari, driving slowly and looking for wildlife opportunities almost anywhere along the route. Some people brag of seeing more than 100 deer or eagles in a single drive.

**Motorized sports:** The corridor has become an attraction for motorcyclists and other motoring enthusiasts interested in the hundreds of miles of good pavement and phenomenal scenery. Off-highway vehicle users take advantage of the nearby semi-improved roads open to OHV use and a specially designated OHV play area near Coffman Cove. The POW off-road club is partnering with the USFS to increase Off highway Vehicles (OHV) riding trails and stewardship for the land. Snow machining is becoming more popular as people discover the high alpine valleys in winter. The Naukati Bay Mud Bogg Races the largest 4-wheel drive race in Alaska, is an internationally recognized event held in Naukati Bay.

**Bicycling:** There are many multi-use roads and trails near the corridor open to bicycle use, and many people take advantage of these opportunities for fitness, sightseeing, hunting, fishing, or wildlife viewing. The road system itself is being developed and promoted as a long distance bicycle route, connecting the developed campgrounds and small communities.

**Picnic Areas:** There are any number of picnic and day use areas along the corridor including totem parks, city parks, and Forest Service facilities, like the Gravelly Creek picnic area on the Thorne River, the Sandy Beach picnic area near Thorne Bay, Memorial Beach at the far north end of the island, the Balls Lake picnic area, and the Harris River picnic area. Any of these sites makes for a perfect destination for people enjoying the corridor and looking for a place to relax before continuing.



Photo courtesy of Marcheta Moulton

**Caves, karst, and climbing:** The unique cave and karst topography of the island make it a destination for technical cave explorers looking for new challenges. The Forest Service provides interpretive tours at El Capitan Cave, the longest mapped cave in Alaska. These tours are a way for non-technical cavers to enjoy the cave in a safe way. Visitors can also hike the Beaver Falls Karst Interpretive trail to view the epikarst. This trail provides a way to see and learn about caves from the outside.

The mountain ranges are also challenging for expert climbers, but attractive because they are rarely climbed, and it is possible to pioneer new routes. Link: <http://www.fs.fed.us/r10/tongass/districts/pow/recreation/rogs/elcap.shtml>

### Recreational Quality Challenges and Opportunities

The scope and scale of the recreational opportunities on POW are attractive to visitors and appreciated by residents, but the coordination of resources between agencies and planning bodies could be improved to make a more coherent system. An example of the positive cooperation is the planned SEATrails bike route along the byway that includes Forest Service, State of Alaska, and municipal facilities. Another challenge is to adequately fund the facilities that exist, to ensure they are useful for years to come.



Photo courtesy of Sheila Beardsley



Photo courtesy of Henry Williamson



Photo courtesy of Jeff Lund



Photo courtesy of Bob Claus



Photo courtesy of Dennis Coats



Photo courtesy of Jeannie McFarland

## Scenic Qualities

*Scenic quality is the heightened visual experience derived from the view of natural and manmade elements of the visual environment of the scenic byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual experience. All elements of the landscape—landform, water, vegetation, and manmade development—contribute to the quality of the corridor’s visual environment. Everything present is in harmony and shares in the intrinsic qualities (FHWA Policy 5.18.95).*

The corridor shares with travelers some of the most memorable scenery in the Southeast Region of the state. As visitors travel from one end of the island to the other, the landscape provides some of the most breathtaking vistas, mountain tops and sweeping valleys that seem to go on forever.. Encounters with the natural world and human history never become routine here. Rocky shorelines touched by clean, green depths, teeming ocean shallows and mountainsides that nurture deer and wildflowers show that nature has put a lot of work into Prince of Wales Island’s scenic views. Icy alpine summit and berry-sweetened hillsides adorn a magnificent land. Visit the historic Kasaan Whale House hidden among the trees or the timber industry’s massive, left behind machinery such as “The Claw” in Thorne Bay or the “Steam Donkey “ located in Naukati Bay. Hiking trails along the corridor provide views of small islands dotting the horizon, secret mossy glades, and fish-filled rippling creeks.

The corridor offers a unique opportunity to explore the country’s largest temperate rainforest, the Tongass National Forest. The giant old growth and younger managed trees that best represent this forest are dependent upon water: water pouring down from the sky; sweeping along in rivers; crashing in waves against fossil filled beaches; and seeping slowly from bogs down through the cave-filled karst. On a sunny day, all this water sparkles – displaying Prince of Wales Island as a true emerald jewel with its shades of green in the cedars, spruce, hemlock, pine and layers of moss. On this island, you are an explorer discovering a new land.



## Scenic Quality Challenges and Opportunities

The scenic qualities of the Prince of Wales Island Byway are magnificent. The virtually undeveloped, rolling landscape makes driving the byway a pleasure. Whenever possible, care should be taken to ensure that the scenic qualities of the corridor can continue to coexist with respect to private landowners and without limiting the course of development on private lands to create jobs and promote local economies.

There are disturbed area species such as Alder that have grown to block views at many viewpoints. Frequent clearing of the overgrown brush at established viewing areas would improve the scenic viewing experience on the corridor.

People should be encouraged to participate in recycling programs that are available across the island, such as Adopt-a-Highway or highway cleanup program. Currently the Control Lake to Thorne Bay segment, has a cleanup program through the Thorne Bay Visitors Association.

Adopt-a-Highway Link: <http://www.dot.alaska.gov/stwdmno/aah/>



Photo courtesy of Mark McCreedy

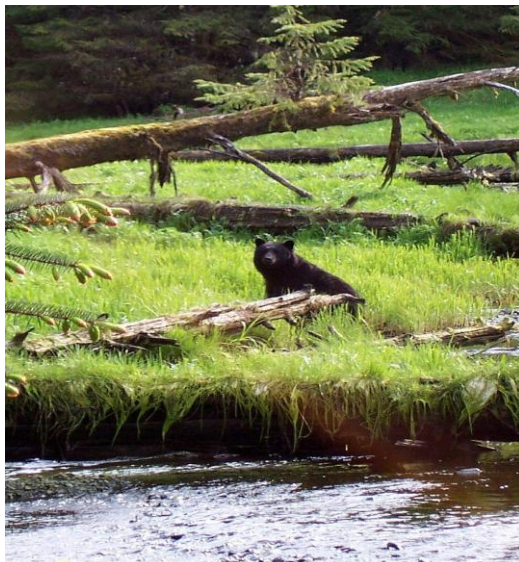


Photo courtesy of Bailey Watson



Photo courtesy of Tamara Buoy

## Historical Qualities

*Historic quality encompasses legacies of the past distinctly associated with physical elements of the landscape, whether natural or manmade, that are of such historic significance that they educate the viewer and stir an appreciation for the past. The historic elements reflect the actions of people and may include buildings, settlement patterns, and other examples of human activity. Historic features can be inventoried, mapped, and interpreted. They possess integrity of location, design, setting, material, workmanship, feeling, and association (FHWA Policy 5.18.95).*

The Corridor passes along some of the most historically interesting and varied lands in all of Southeast Alaska. Based on archaeological discoveries and radiocarbon data the island has been inhabited for over 10,000 calendar years and the corridor travels through the center of those lands. The first Europeans to visit Prince of Wales Island were the Spanish who landed in Bucareli Bay on the west side of Prince of Wales Island in 1775. While seeking the Northwest Passage in 1778 Captain Cook explored the Alaskan coast and named the island after the King of England's eldest son. Both the Tlingit and Haida people occupied Prince of Wales Island at the time of European contact.

### **Fish Canneries**

After European contact, fish canneries, timber harvest and mining became important industries. The first fish cannery in Alaska was established in Klawock in 1878, a historic town found along the corridor. By the beginning of the 20<sup>th</sup> century the expansion of the fishing industry led to the establishment of more salmon canneries. Eventually canneries were located at other towns on the corridor like Craig, Hydaburg, Kasaan, and Thorne Bay. Fishing techniques changed from traditional methods to include purse seining, beach seining, trolling, gill netting, pile-driven traps, and floating traps. Improved packing technology and the establishment of the salmon canneries caused the development of seasonal communities around those canneries. These canneries included Euro-American fishermen, Asian and Alaska Native cannery crews.

### **Timber Industry**

The earliest logging and milling operations on Prince of Wales Island were connected with salteries and canneries. By 1889 both steam and water sawmills were reported in Klawock and timber was produced for docks and buildings, plus lumber for boats, barrels and boxes. In the early 20<sup>th</sup> century on Prince of Wales Island, timber was used by the mine and quarry operators for buildings and railroads and by the fishing industry for their wharves, buildings and netting construction. The Tongass National Forest was established in 1907 as a component of the U.S. Forest Service, Department of Agriculture.



Photo courtesy of Mark McCready

From the 1920's-40's timber sales flourished partly due to Civilian Conservation Corps (CCC) work projects and later, World War II (WWII). After WWII, large scale pulp production occurred on the island and increased timber sales and production. Timber harvest for sale outside of Prince of Wales Island did not become a practical market until WWII. At this time the Alaska Spruce Log Program was initiated, as clear spruce was needed for airplane construction. In the 1950's, the U.S. Forest Service signed several long term contracts for cutting timber on Alaska National Forest Lands. Logging camps in Hollis, Thorne Bay, Coffman Cove, Naukati Bay, and Whale Pass were the foundations for today's communities. Logging roads from this era serve as a beginning to this scenic corridor. Timber harvest and forest management continues to be an important industry for Prince of Wales Island on the Tongass National Forest, Native Corporations and State Lands.



Photo courtesy of Bob Andrews

### **Mining:**

Prehistorically, Alaska Natives have harvested minerals such as chert and obsidian on the island for thousands of years. Historic mining started on Prince of Wales in 1867 when the Copper Queen claim was staked near Kasaan by Charles Baranovich and was the first lode claim staked in Alaska. Prince of Wales Island is found within the Ketchikan Mining District which contains over 40 different mines. Historically gold, silver, copper, lead, zinc, platinum group metals, uranium oxide, ornamental marble, and cement-grade limestone have been mined in the district. One of the best publically accessible mining sites on the island is a short drive off the corridor – the Salt Chuck mine. The Kasaan Peninsula was one of the major lode mining areas in the district into the 1940's and can be accessed using the corridor.

## Historical Quality Challenges and Opportunities

Some of Southeast Alaska's richest and most interesting history can be found in stories associated with communities on or along the Prince of Wales Island Byway. From rich pre-history of Alaskan Natives to historic structures these stories, sites, and buildings are being preserved and enhanced through consultation and planning with byway communities and the appropriate agencies. Developing an interpretive plan would promote the area's history, highlight historic events along the corridor, and aid in development of interpretive media.

An inventory and preservation plan could be developed for the historic structures and sites along the byway corridor, such as the last standing Haida long house. This plan could be used to apply for funding to restore and renovate important historic structures along the route and to list these special places on national and/or state historic registers.



Photo courtesy of Marcheta Moulton



Photo courtesy of Marcheta Moulton

## Cultural Qualities

*Cultural quality is evidence and expressions of the customs or traditions of a distinct group of people. Cultural features include, but are not limited to, crafts, music, dance, rituals, festivals, speech, food, special events, vernacular, architecture, etc. The cultural qualities of the corridor could highlight one or more significant communities and/or ethnic traditions (FHWA Policy 5.18.95).*

There are several Totem Parks on the island. The Kasaan totems are placed around or near the Haida Longhouse. The Hydaburg Totem Park was established in 1934 by the CCC. The poles that you see today are replicas of originals from three Haida villages Howkan, Hlingkwaan and Sukkwaan. At several of these parks restoration of the totems is on-going. There is also a totem park and carving shed in Klawock. The Healing heart totem is located in Craig.



Photo courtesy of Mark McCready



Photo courtesy of Rebecca Chester



Photo courtesy of Carolyn Chapman



Photo courtesy of Mark McCready



Photo courtesy of Marcheta Moulton



Photo courtesy of Rebecca Wegemann

Kasaan has the only remaining Haida longhouse in the United States. Originally built around 1880, *Naay I'waans* (Nye EE'wanz, The Great House), Chief Son-i-Hat Whale House, stands as an example of traditional Haida post and beam, tongue and groove construction. The house posts inside are original. Son-i-Hat brought the center post from his uncle's house in Old Kasaan therefore making it difficult to date.

"The house with no nails" was restored in the late 1930's as part of the Civilian Conservation Corps (CCC) program, which also created the nearby Totems Historic District. The remote, peaceful setting offers visitors a unique experience of Haida culture. Both the long house and totem park were registered as historical places in 2002.



Photo courtesy of Marcheta Moulton

### Cultural Quality Challenges and Opportunities

There are relatively untapped opportunities for cultural history interpretations, particularly about Alaska Natives and pioneer culture. An interpretive plan could serve to highlight the uniqueness of byway communities through recommendations to share local stories in informational, educational, and interpretive media. Interpreting heritage activities that highlight local traditions would serve to communicate with visitors the self-sufficiency and ingenuity of area residents. An interpretive plan would serve to capture these cultural themes and stories and recommend the best way to share cultural qualities with byway travelers. Today totem restoration, replication and creation in Hydaburg, Kasaan, Klawock and Craig plays an important role in the preservation of our rich Tlinget/Haida heritage and culture.

## Archaeological Qualities

*Archaeological quality involves those characteristics of the scenic byways corridor that are physical evidence of historic or prehistoric human life or activities that are visible and capable of being inventoried and interpreted. The scenic byway corridor's archaeological interest, as identified through ruins, artifacts, structural remains, and other physical evidence have scientific significance that educate the viewer and stir an appreciation for the past (FHWA Policy 5.18.95).*

People have occupied the Island for a very long time. Evidence for this occupation can be found at such well known sites as *Shuuka` Kaa* (once known as On Your Knees Cave) which dates to over 10,000 calendar years ago and at Thorne Bay Basket site where the remains of a basket dating to 5,500 years old were found.

There are archaeological sites accessible from the Corridor, like Salt Chuck Mine. The trail head to the Salt Chuck Mine is only 4.5 miles off the corridor and the ruins of the mine site are still impressive. The mine started in 1901 and continued until 1941 and 360,000 tons of ore were removed. Another site that can be visited off the Corridor is El Capitan Cave, where obsidian projectile points and charcoal indicate the native people visited the site about 3,400 years ago. El Capitan Cave is the largest known cave in Alaska, and is also the first cave in Southeast Alaska where fossil bones were discovered. The cave contains more than 13,000 feet of passageways and it is one of the longest mapped caves in America. The cave can be accessed using the northern section of the corridor.

Coffman Cove lies on the northeast end of Prince of Wales Island. The Tlingit people have utilized Coffman Cove for its abundant resources since before European contact. The Tlingit people call this understanding and relationship to the land "*Haa Aani*." An ancient example of "*Haa Aani*" is the Ferry Terminal archaeological site. This site hold remains of a prehistoric subsistence camp where people stocked up on fish, and other resources, to use throughout the winter. The Tlingit people used materials available from the local environment for most of their tools. Small bone barbs for fishhooks were one of the most common artifacts at this site. Barbs were used in a variety of ways. For example, they were attached to a v-shaped piece of wood to make a halibut hook, or to a line with other barbs, or to a long piece of wood to make a fish spear.

Due to the sensitivity of archaeological sites, specific site locations, and details will not be used to promote the corridor.

**It is illegal to pick up, remove, damage or destroy artifacts and archaeological sites on federal or state land.**



Photo courtesy of Amy Marshall





## Transportation and Safety

The corridor is composed of essentially thirteen geographical areas. These segments, defined by landscape and use, not by ownership and political jurisdiction, provide an alternative strategy to viewing the route and its needs. Appendix B shows the overall designated corridor and each segment.

The segments are identified as:

- 1). Craig to Klawock Highway
- 2). Klawock to Hollis Highway
- 3). Hydaburg Access Road
- 4). Port Saint Nicholas Road
- 5). Klawock to Control Lake Junction
- 6). Control Lake Junction to Thorne Bay
- 7). Kasaan Access Road
- 8). Sandy Beach/Coffman Cove
- 9). Control Lake Junction to Coffman Cove Junction
- 10). Coffman Cove Access Road
- 11). Coffman Cove Junction to Whale Pass Loop
- 12). Whale Pass Loop
- 13.) Whale Pass Loop to Memorial Beach



Photo courtesy of Marcheta Moulton

The Corridor provides a safe, aesthetic world-class driving experience. The corridor is already recognized as one of the great driving experiences in the world, recognized by U.S. Forest Service, and Alaska Scenic Byway designations. This corridor management plan and the countless visitors who drive the corridor each year testify to the corridors remarkable appeal to attract visitors. Maintaining the highway as a world-class driving experience while maintaining safety and efficiency is one of the great challenges of this plan.

Safety, beauty, and efficiency need not be mutually exclusive. The great beauty of the corridor should assist and guide management decisions regarding the road and views. Safety improvements should be undertaken not only with an understanding of reduced accident statistics, but also with an understanding of any impacts they may have on the aesthetic quality of the corridor. This is not to suggest that safety take a “back seat” to scenic views, but rather to suggest that the POW Scenic Byway warrants additional consideration due to its breathtaking scenic qualities. This plan simply seeks the acknowledgement of these

additional considerations during the planning phase of future projects. If for example, lighting is needed at an intersection for increased safety, this plan encourages the further question: What type of lighting will provide the desired safety effect and have the least visual intrusion on the natural landscape.

The Corridor's intensive use by visitors, residents, and commercial traffic has already demonstrated conflicts among user groups. The fundamental conflict is between commercial and through traffic that generally prefers higher speeds and tourist traffic that generally prefers a more leisurely speed to allow for unexpected stops and viewing. As traffic volumes increase, such conflicts and potential safety issues are likely to increase. A holistic view of the road recognizing its special user groups, in particular the conflict inherent between local users familiar with the road and first time users is essential. While it is impossible to address potential conflicts along the entire corridor, it is possible to identify areas where conflicts between leisure travelers and local travelers are most likely to occur. These are areas of significant vistas, wildlife viewing, and service areas. As state and local tourism increases and the populations of Ketchikan, Wrangell, Petersburg, and POW grow, this conflict is most likely to increase.

Numerous parkways and scenic roads in the United States have consistently shown themselves to be safer than the standard roadways. This is no doubt due to the high level of cooperation, coordination, and planning such roads regularly receive. Managing the traveler's aesthetic experience along the corridor as one of high quality should also ensure a high safety component. Clearly ordered roads with a strong design theme, guide and direct those unfamiliar with the route. Ongoing and planned projects and current construction in rebuilding the highways, provides many of the modern safety features recommended by the American Association of State Highway and Traffic Officials (AASHTO).

### **Design Integration:**

In planning, establish a greater role for landscape architects early in the design process for the corridor, for ADOT&PF to address design issues in the most efficient, safe, and cost-effective manner, such professional representation is essential. The advice of a landscape architect can assist in selecting appropriate road side details, locations of pullouts, clear zone and view shed management. Additionally such an individual can make recommendations regarding the sensitive alignment of the roadway within the landscape. The ADOT&PF commitment to landscape architecture and coordination with landscape architects at DNR, USDA Forest Service, Western Federal Lands, Federal Highways Administration, and other stakeholders early in the design and decision making is essential. The process could effectively avoid many of the "sensitivity" problems that inevitably arise in a public works project by both addressing issues before public presentation and instilling public confidence in the agency with a trained and licensed designer on staff. A Memorandum of Understanding (MOU) between ADOT&PF and other stakeholders can serve as a model for design quality.

**Clear Zones:**

Minimal AASHTO (American Association of State Highway and Transportation Officials) recommended clear zones (an area kept free of vegetation parallel to the highway) should be utilized along the corridor in order to allow the traveler the opportunity to experience the landscape. In areas where guardrails occur within the clear zone area vegetation beyond the guardrail should be preserved. Guardrails and other barriers should be considered in significant vegetated areas as an alternative to clear zone development. In developed areas in lower speeds, the clear zone should be reduced as recommended by AASHTO. Planting in clear zones should be of natural vegetation to discourage wildlife from grazing along the corridor.

**View Management:**

*View Shed: When you stop your car and look at a distant mountain or a nearby sparkling lake, you are experiencing a view. The area between the object of admiration and your eye is a view. A view shed is, in theory, everything your eye can take in at a given point in space.*

It cannot be denied, or stressed enough, that the corridor offers one stunning view after another. The corridor is a unique natural scenic resource-views and view sheds that are critical to the success of this POW Corridor Partnership Plan. Visual access to scenery makes the corridor a unique driving resource and offers the corridor its most valuable edge for creating economic development.

**Pullouts:**

Pullouts should be clearly differentiated between those intended for slow traffic turnouts and those intended for viewing dramatic landscapes or wildlife. For the construction of new pullouts for motor coaches or motor homes, it is recommended that the partnership team investigate a cost-sharing program with other interest groups who would most benefit from such facilities. New safety pullouts will be constructed on the Craig to Klawock and Klawock to Hollis highways to increase safety for the Annual Prince of Wales International Marathon held on the Saturday of Memorial Day weekend. Coordination with the local Marathon planning committee on the location of these pullouts would ensure a safer event for participants, volunteers, support members and the many spectators who enjoy this annual event.

Pullouts intended solely for slow vehicle passing should ideally be located in areas not offering spectacular views and should not offer any pedestrian or traveler amenities such as interpretations or walks.

**Highway Signage:**

Participants within this plan had many comments expressing concern over too many signs along the corridor and the visual clutter such signage creates. Additionally, there is a general inconsistency in the nature of signage, in particular at pullouts where some are identified as scenic viewing areas where others, similarly scenic, were labeled as passing turnouts or other recreation usages.

**Easements and Right-of-Way** can be found at ADOT&PF website at: <http://www.dot.state.ak.us/stwddes/dcsaboutus/>

**Crash Data:**

Crash Data for the corridor can be found at ADOT&PF website at:

<http://www.dot.alaska.gov/stwdplng/transdata/crash.shtml>

## **Tourism and Marketing**

This chapter presents an overview of the tourism environment and how the POW Island Corridor fits into this environment. One of the primary goals of this plan is to enhance the economic vitality of local communities along the corridor through a more developed visitor strategy. Ten communities can be accessed from the corridor. Visitors come to Prince of Wales Island for the spectacular scenery, abundant wildlife, natural attributes, and rich history and culture and the friendly residents. More specifically, the visitor can take part in fishing, sightseeing, independent travel and adventures, bird watching, hunting, camping, hiking, wildlife viewing, and photography. They will see and experience firsthand Native communities and cultural experiences, caves and karst landscapes, and the diverse communities that have fish, minerals, and timber as the basis of their beginnings. More specifically they can take part in the Annual International Marathon.

More than 2,000 miles of roads traverse Prince of Wales Island from Hydaburg at the southern end to Labouchere Bay at the Northern end. Many gravel logging roads also crisscross the island. 260 miles of the total Island road system is now designated as a Corridor and most of those miles are now paved. Virtually all of these roads were built by Alaska's forest industry when forest management began in the 1950's. These roads have over time been improved and upgraded so a standard car can travel the entire road. More than 150 miles of improved gravel roads extend along shorelines and into the mountains.

### Background

Most of the communities along the corridor have developed from different industries and cultures and are just, over the last few years, turning to tourism as a major economic benefit. Some of the tourism effort that we see today was started around 25 years ago when local residents began seeking alternative incomes to the industry that had brought them here. The Forest Service Long Term Timber Sale brought many loggers, road builders and their families to the Island giving some of the communities a huge history as "logging camps." Other communities were originally established by Alaska's first peoples, the Tlingit and Haidas, miners and commercial fishermen. Even today, many of the visitor businesses on the island are small "family run" businesses that are still operated by the folks that originally started them. Until a few years ago, these individual businesses have done all their own marketing and advertising and many still do.

The Prince of Wales Island Chamber of Commerce has established an Island Wide Visitor committee that is well attended by representatives of most communities, Alaska Native Corporations, and Tribes on the Island. They are working together to design a visitor program for the island that attracts new and returning people to the island without overloading the resources and changing the local life style. Given that visitor numbers in Alaska are climbing, opportunities exist for the corridor communities to attract additional visitors through expansion of marketing and new promotional activities. One option for expanding capacity, and potentially the benefits of tourism, is to increase tourism beyond the months of May thru September. The Island Wide Visitor committee is continually brainstorming a variety of events that might strengthen this “shoulder season” for Island communities.



Photo courtesy of Jim McFarland

### Tourism and Marketing Challenges and Opportunities

Interpretive and travel publications and electronic media will represent the crux of the marketing strategy for the POW Island Corridor. The Island Wide Visitors Committee is producing a DVD about the Island that will be shown on the Inter-Island Ferry, distributed through marketing in the *Prince of Wales Island Guide*, as well as various lodges and businesses. The Prince of Wales Island Chamber of Commerce produces the annual Island guide and distributes 20,000 copies throughout the U.S. and Alaska. The Tongass National Forest also publishes a visitor guide most years. The Southeast Recreation Guide produced by the Local Paper in Ketchikan distributes 10,000 copies. Plus the many publications and magazines that are published monthly (such as Alaska Magazine) help advertise the events, businesses, and adventures to be had on Prince of Wales Island. The Corridor committee will use the resources of these and other organizations to promote and publicize the byway, both locally and nationally.

The corridor is fortunate to have many active players interested in its success. We will ensure a consistent message and provide an integrated island wide marketing strategy by coordinated planning efforts with both public and private entities through the proposed visitor/cultural center and community kiosks.

## **Interpretation**

The purpose of interpretation in terms of the corridor is to inform and interest byway users and to engender a sense of stewardship for the places, wildlife, history and traditions interpreted. Interpretation is a multi-sensory tool used to convey information to the greatest audience.

This plan identifies several interpretive subjects for the corridor. All interpretive materials and programs will be designed and developed to reflect one or more of these subjects and they will be placed or performed at interpretive sites along the corridor. Interpretive sites will concentrate on the subject(s) that best suit the location, but strung together along the Corridor, these interpretive materials and programs will ultimately present a complete picture of the island. The following list of interpretation subjects have been established for the Prince of Wales Corridor broken into road segments.

### **Natural Resources**

The interpretive subject “natural resources” refers to any materials dealing with wildlife, forests, forest ecosystems, climate, coastal areas and geology. Many of the sites on Forest Service System Lands would concentrate on natural resources.

### **History**

This subject would include the island’s archeological resources from 10,000 year old civilizations to 50 year old logging camps.

### **Resource Use**

The resource use interpretation subject which deals with fishing, logging, mining and any other extractive activities is important to include because it helps to explain the development of the island communities and the extensive road system.

### **Land Management**

POW has multiple land managers and owners, so this subject will include how the land is managed across all land parcels from forest and timber management to stream restoration to wilderness management.

### **Cultural**

The cultural interpretation subject would describe traditions and practices of the Haida and Tlingit people.

### **Recreational Opportunities**

The subject of recreational opportunities would provide information about the multiple recreation sites, facilities and programs available to visitors and residents to the island.

## **Conservation and Land Stewardship**

Likely there will be a bit of this subject mixed through all of the others. This subject would focus on the ways that individuals can influence and change the environment in order to use, conserve and protect the natural resources, people, traditions and recreation opportunities that depend on it.

## **Interpretive Sites**

This plan identifies all of the existing interpretive sites located along the recently designated Corridor. These sites are considered interpretive sites because they contain any one or a combination of the following materials or programs: interpretive signs/panels, information kiosk, interpretive guide program, receptionist/information provider, brochures, pamphlets, and website information, including existing SEATrails.

An overview map of the designated byway and each segment of the corridor is located in Appendix B.

### ***All Segments of the Corridor:***

- **Visitor Centers:** In communities on the corridor City Halls, Alaska Native Brotherhood (ANB) halls, libraries, and harbor offices are used as visitor centers. There are four federally recognized Tribes on the island, Craig Tribal Association, Klawock Cooperative Association, Hydaburg Cooperative Association and the Organized Village of Kasaan, their offices are also used as visitor centers.
- **Airports:** Mostly seaplanes fly to the island, but Prince of Wales Island has an airstrip three miles out of Klawock. Seaplane pilots will find aircraft docks at Craig, Klawock, Thorne Bay, Hydaburg, Coffman Cove, Kasaan, Naukati Bay, Whale Pass and Clark Bay Hollis. Most are maintained by the state. There are also four heliports located in Thorne Bay, Hollis, Hydaburg and Craig.
- **20 Public Reservation Cabins:** Cabins are scattered across the island; some are located on the road system while others are on remote islands. Each cabin contains a folder with information about the cabin and surrounding area. The Forest Service Tongass website and [www.recreation.gov](http://www.recreation.gov) also provide information about these cabins. Corridor information could be included at the cabins.
- **Totem Parks-** There are four parks located on Prince of Wales Island in Kasaan, Hydaburg, Klawock and Craig.



## EXISTING Experiences

### *Segment 1 Craig to Klawock*

- **Forest Service Front Desks and AK Geographic Stores**—Each Ranger District front desk is staffed by a knowledgeable receptionist, who is capable of providing information about the Corridor.
- **Healing Heart Totem Park**-Pocket Park with Totem.
- **Sunnahae Trail**—This 2-mile trail offers views of Craig and the surrounding bays and islands. It has a 2500 foot gain in elevation.
- **Scenic Overlook** – Existing pull out with a view of Wadleigh Island.
- **Klawock Totem Carving Shed/Long House**
- **Klawock Totem Park** – located .25 miles off of Bay view Road.

### *Segment 2 Klawock to Hollis Highway*

- **Prince of Wales Hatchery** – The Klawock River Hatchery is a State of Alaska salmon enhancement facility, operated by the Prince of Wales Hatchery Association. The hatchery is open to the public, and tours are available year round. A Visitor Center, gift shop, and restroom facilities make this a popular stop for summer visitors. Anglers are encouraged to park their vehicles at the facility for access to Klawock River fishing holes. The walking trail linking Klawock Lake with the Klawock River estuary is well used. A wheelchair-accessible boardwalk, located near the fish fence, with wildlife viewing platforms and interpretive signs, is a proposed project for the site. The viewing platforms will allow the public to look straight down into the river to experience Alaskan salmon returning to their spawning grounds. Another very common sight near the fish fence, particularly in the summer and fall, are eagles, otters, seals, and black bears. Visitors can tour the facility and, depending on the season, participate as volunteers with fish culture events and projects. The local school districts can experience “hands-on” fish culture education opportunities throughout the school year. Access to Klawock Lake, for fishing and/or sightseeing, is available for non-motorized watercraft, such as canoes and kayaks.
- **Hollis Harris River Picnic & Recreation Site** – A three sided shelter with a rock fireplace, picnic tables, large iron-ring open fire pit overlooking the Harris River. There is also a covered pedestal barbeque grill, restroom, horse shoe pit and parking for 15 cars.
- **Hollis Recreation Trail** – Beginning at the Hollis Community Picnic Site, the trails parallels the Harris River for a ½ mile. Winding through a mossy forest, the trail leads to numerous fishing sites. The site is also the trailhead for the 5 mile Hollis to Harris Trail, which the U.S. Forest Service in the initial stages of constructing.
- **Harris River Interpretive Trail**—This area features two trails: A ¼ mile interpretive trail that winds throughout a young growth of forest restoration area with signs teaching about forest and stream restoration; and a 1/3 mile hiking trail that parallels the Harris River. The hiking trail

offers numerous fishing and picnic spots, culminating at the mainstem of the river. The river can be forded to reach another 1 mile hiking trail to the Hydaburg Access Road. .

- **Hollis Ferry Terminal**—Maps, digital information station, and brochures are available at the ferry terminal. There is room for expanded interpretive signage at the terminal. There is an existing interpretation site at the top of the hill.
- **Inter Island Ferry**—The ferry ride from Ketchikan to Prince of Wales Island is three hours long and a great opportunity to provide interpretive information to locals and visitors about the Corridor. On board the ferry there is space for brochures, rack cards, maps and live interpretation.

### ***Segment 3 Hydaburg Access Road***

- **Harris River Trail**— This 1 mile trail traverses an old logging road and provides bridge across small streams to reach the mainstream of the Harris River. The river can be forded to reach another 1.3 mile hiking trail that connects to the Harris River Interpretive Area.
- **One Duck Trail** – Offers excellent views from the newly renovated 1.25 mile trail with a 1100 foot elevation gain. A three sided shelter is available at the top, first come- first served. **Cable Creek Viewing Area**—A 300 foot boardwalk that leads to a pretty waterfall and fish pass.
- **Tracadaro Trail**-This 1 mile trail crosses small streams by bridge and leads through wetlands on boardwalk to reach Snipe Creek. Snipe Creek can be forded and an unmaintained path leads to Trocadero Bay estuary.
- **Dog Salmon Wildlife Viewing**— A fish ladder in Dog Salmon Creek allows passage for salmon and is a big attraction to hungry black bears. Visitors, including guided trips flown from Ketchikan, watch bears and salmon from a viewing platform. The U.S. Forest Service provides an Interpretive Guide mid July through early September. The Forest Service is planning renovation of the site, including an expanded platform, parking and restrooms. **Totem Park – One of four Totem Parks on the island.**
- **Totem Carving Shed** –Where artists carve totems and other native artwork.

### ***Segment 4 Port Saint Nicholas Road***

- **62 Pit Picnic area, Interpretive panels** – A favorite picnic and swimming beach. Small picnic shelters provided.
- **Port St Nicholas Hatchery** – Fish Hatchery

### ***Segment 5 Klawock to Control Lake***

- **Prince of Wales Chamber of Commerce**—The Chamber of Commerce is located in Klawock and contains maps, brochures, DVD's, Island guides and publications about the island. Its staff can provide information about the island businesses and the Corridor.

- **Boat Launch** – Existing boat launch
- **Black Bear Lake Pullout**- Pullout and rest stop with self-guided kiosk to explain modern forestry management on Prince of Wales Island and hydroelectric power generation.
- **Sealaska Silviculture Area and Trail** – Forest regrowth area and interpretive trail.
- **Control Lake Cabin** – One of a few Forest Service cabins that is accessible from the road via a short row (boat provided at dock.) the cabin is available for rental through a national website. Link: <http://www.fs.usda.gov/activity/tongass/recreation/camping-cabins/?recid=78613&actid=101>

### **Segment 6 Control Lake to Thorne Bay**

- **Welcome Plaza** – existing pullout and welcome sign.
- **Forest Service Front Desks and AK Geographic Stores**—Each Ranger District front desk is staffed by a knowledgeable receptionist, who is capable of providing information about the Corridor.
- **Gravelly Creek Picnic Area** – A short ADA accessible trail leads from paved parking to picnic sites along the Thorne River. Site include outhouses, a large picnic shelter, fire rings, and excellent fishing opportunities..
- **Goose Creek Pullout and Kasaan Access Road** – existing pullout and access to Kasaan Road.
- **Balls Lake Picnic Area and Trailhead** – A large picnic shelter and fire ring offers a pretty lake view. This 2.3 mile hiking trail starts at a paved parking area with an outhouse, and leads by boardwalk through wetlands and old growth forest to Eagles Nest Campground..
- **Eagle’s Nest Campground**—This 12-site campground has a 400-foot interpretive trail through old growth spruce along a sockeye salmon stream. It is also connected to the 2.3-mile Balls Lake Trail.

### **Segment 7 Kasaan Access Road**

- **Salt Mine Chuck** – The trail is accessed 5 miles from the Kasaan Road and Goose Creek turnoff. This ½ mile trail leads to a historic mine site on the edge of an estuary. The U.S. Forest Service is developing the area as an interpretive site, with signage to teach people about the history of the site. Many historical pieces of mining equipment remain at the site.**Davidson Landing Boat Launch** – Boat launch.
- **Tolstoi Bay Pullout** – Interpretive site and scenic view.
- **Kasaan Whale House and Totem Park** – Totem park and the last standing Haida Long House.

### **Segment 8 Sandy Beach/Coffman Cove Junction**

- **Luck Lake access** – Day use area with parking, picnic area and scenic viewing
- **Ratz Harbor Pullout** – Scenic view

- **Big Lake Fish Pass** – A short trail leads to a fish pass where salmon migrate upstream.
- **Sandy Beach Picnic Area** – This popular day use area offers outhouses, picnic shelters, and a big sandy beach perfect for swimming and beach combing. Camping is allowed in designated sites.
- **Boy Scout Off Highway Vehicle (OHV) Loop** – This OHV trail offers opportunities for all terrain vehicles to ride a scenic 18 mile trail.

### ***Segment 9 Control Lake Junction to Coffman Cove Junction***

- **Intersection pullout** – parking area.

### ***Segment 10 Coffman Cove Access Road***

- **Ferry Terminal** – Visitor Information
- **Sea Side Picnic Area** – This new picnic site adjacent to the community of Coffman Cove offers a large picnic shelter, fire rings, additional picnic tables, an informational kiosk, a viewing scope and beach access.
- **Sweetwater Lake Cabin** – This U.S. Forest Service cabin can be rented through a national website. The cabin is accessible via road and a ½ mile row (boat provided. Link: <http://www.fs.usda.gov/activity/tongass/recreation/camping-cabins/?recid=78613&actid=101>)
- **Hatchery Falls Creek Trail** – This 1 mile trail leads by boardwalk through wetlands and forest to a scenic waterfall and fish ladder.
- **Honker Divide Canoe Trail** – This 35 mile canoe route offers a challenging paddle for people experienced in backcountry adventures. Boaters must portage in multiple sections. Public use cabin available through the reservation system at one section. Many opportunities for wildlife viewing.
- **OHV Riding Trail** – Off road vehicle recreational trail

### ***Segment 11 Coffman Cove Junction to Whale Pass Loop***

- **Sarkar Day Use Area** – Features parking, outhouses, a wildlife viewing shelter and access via boat to the Sarkar U.S. Forest Service cabin.
- **Sarkar Canoe Trail** – this 18 mile canoe route offers a scenic paddle with multiple portages.
- **Deweyville Trail** – This .7 mile hiking trail leads on natural tead through old growth forest to access Sarkar Cove.

### ***Segment 12 Whale Pass Loop***

- **Neck Lake Hatchery** – Fish Hatchery
- **Whale Pass** – Community
- **Cavern Lake Trail** – this short trail offers views of a unique cave with a salmon-spawning stream that flows out of its mouth over a series of small waterfalls.

- **Beaver Falls Interpretive Trail**--This ½-mile in and ½ mile out trail traverses a muskeg area that transitions into a karst landscape with epikarst formations and sinkholes. Interpretive signs along the trail describe the landscape transition's, there are also two large kiosks and restrooms which are handicap accessible.

### **Segment 13 *Whale Pass Loop to Memorial Beach***

- **El Capitan Cave Interpretive Area**—El Capitan Cave is the longest mapped cave in Alaska and the only cave that offers guided tours (through the U.S. Forest Service) to the general public. A 600 foot trail up a steep stairway provides access to the cave. A dock located in El Capitan Passage allows access for visitors from boats and floatplanes. The site has been identified as a location for potential development of a campground and/or interpretive facility.
- **Public Dock** – Dock for public use.
- **Red Bay Cabin** – This U.S. Forest Service cabin is available through reservation on a national web site. The cabin is accessed by road, a 1 mile trail, and a 1.5 mile row across Red Bay Lake, or float plane.
- **Red Bay Lake Trail** – This 1 mile boardwalk hiking trail leads through scenic old growth forest to the edge of Red Bay Lake.
- **Memorial Beach** – This site offers an outhouse, hardened camping sites, and a three sided camping shelter with spectacular views and beach combing.

## **PROPOSED SITES**

Below is a list of potential future interpretive opportunities and interpretive sites. Some of these sites already have facilities and infrastructure, while others are conceptual. Each of the following opportunities will increase the island's ability to inform and educate the public about the subjects specified above, subjects indicative and emphatic of the area itself.

### ***All segments of the Corridor***

- **Planned Visitor Center**—The Island communities see value in having a shared Visitor Center somewhere centrally located, most likely in Klawock. This center would be both a cultural center and a center for interpretive programs, exhibits and information.
- **Planned Cultural Centers** in all Island Communities—Each community desires a satellite cultural center in their community to specifically describe their community, culture and area.
- **Planned Historical Sites Interpretation**—Several historic areas have been identified as prime locations for interpretation such as old canneries, mine sites, logging sites, etc.
- **3 sided shelters** are available for use in 3 locations, Memorial Beach, Winter Harbor and south of Craig.
- **At road intersections** – Transit centers and Kiosks

### ***Segment 1 Craig to Klawock***

- **Sunnahae Trail** – Trail improvements and interpretation.
- **Scenic Overlook** - Improve parking, add interpretation and picnic area.

### ***Segment 2 Klawock to Hollis Highway***

- **Prince of Wales Hatchery** – Improve viewing platforms ,restrooms and parking
- **Visitor Center** – proposed new construction of visitor center to include interpretation, wayfinding, restrooms and cultural events.

### ***Segment 3 Hydaburg Access Road***

- **Natzuhini Camp at milepost 6.7**—logging camp has potential to explain modern forestry management techniques and perhaps a cultural opportunity (research with community of Hydaburg.)

#### ***Segment 4 Port Saint Nicholas Road***

- 62 pit picnic area – Improve interpretive panels, restrooms, parking and picnic sites.

#### ***Segment 5 Klawock to Control Lake Junction***

#### ***Segment 6 Control Lake Junction to Thorne Bay***

- **Balls Lake Picnic Area**—Public restrooms, picnic access and a small kiosk with space for interpretive materials exists.
- **Gravelly Creek Picnic Area**—Gravelly Creek Picnic area contains no interpretive materials, but is a popular location with ample information to interpret. It is handicap accessible and has a public restroom. .
- **Proposed parking lot** at Rio Roberts and other pullouts along this segment of the corridor.

#### ***Segment 7 Kasaan Access Road***

- **Kasaan Whale House**— The Kasaan Whale House is an existing structure that requires substantial renovations to be used for cultural and interpretive programs. Funds are being raised for this renovation.
- **Salt Chuck Mine**—This historic mine site currently contains a minimal amount of interpretation but plans for expansion are underway
- **Tolstoi Bay** – Improve pull out to parking area with interpretation.

#### ***Segment 8 Sandy Beach/Coffman Cove***

- **Luck Lake Access** – Improve restrooms and parking.
- **Sandy Beach Picnic Site**—A popular site, this beautiful beach provides opportunities to interpret the impressive Prince of Wales Island shoreline and coastal zone.
- **ATV Loop** –Improve trails.

#### ***Segment 9 Control Lake to Coffman Cove Junction***

- **Intersection Parking area** – upgrade area to pullout with restrooms, and interpretive kiosks. Improve parking area.

#### ***Segment 10 Coffman Cove Access Road***

- **Coffman Cove Ferry Terminal and Archeological Site**—Excavation work for the ferry terminal exposed interesting archeological information, which the community of Coffman Cove, in partnership Tlingit (Wrangell people), are working to interpret.

### ***Segment 11 Coffman Cove Junction to Whale Pass Loop***

- **Cavern Lake Trail**—Cavern Lake observation platform shows the outlet of a cave. This is a great interpretive opportunity to show the outflow of a karst system, especially when combined with Beaver Falls Trail and El Capitan Cave, nearby.

### ***Segment 12 Whale Pass Loop***

### ***Segment 13 Whale Pass Loop to Memorial Beach***

- **Memorial Beach Picnic Area**—This popular site has tent platforms and would provide interpretive information at the very north end of the island

## **Interpretation Opportunities**

### **Annual Events**

- Eco Van-The Southeast Island School District runs a traveling interpretive program that brings environmental education to schools around the island.
- Campground programs-The U.S. Forest Service conducts occasional interpretive programs at Harris River and Eagle's Nest campgrounds for campers and the public.
- School programs-Many organizations and agencies on the Island work with the local schools to provide programs about a myriad of local topics.
- Natural Resource Class provided by POW Naturalist Program.
- Klawock Vocational Center career programs- In 2010 Alaska voters approved funding to initiate the design and construction of a vocational school in Klawock. This school will offer youth and adults training in a variety of vocations to promote the future economy of the Island and State.
- Public informational programs-Many agencies and organizations provide informational programs about a variety of local topics to the public.
- Career Days-Agencies, organizations, and businesses work together with schools to provide information about a variety of vocations to Island youth.
- Youth Academy (coordinated with Youth Conservation Corps)-The Organized Village of Kasaan and the U.S. Forest Service work together to conduct the Kasaan Youth Academy for Island teens and young adults. This program provides vocational training in natural resource management, job skills and environmental education all in a paid work program.
- Kids Fishing Day (1 day event) The U.S. Forest Service hosts this event for children and families to learn about fish, ecology, and other environmental education.
- Earth Day (1 day event) The POW Tribal Environmental Coalition works with Island partners to host this event in Craig at the Craig Tribal Association hall to celebrate Earth Day and teach all youth on the Island about the environment. This event will be hosted by other communities on POW.



- Deer Celebration (2 day event) The Craig Tribal Association works with Island partners to host this event in Craig to celebrate cultural and traditional hunting and gathering skills.
- Culture Camps (week long events) The communities of Hydaburg and Klawock, work with Island partners to provide an educational week for youth and adults to learn about the Haida and Tlingit cultures and the environment.
- Totem Raisings (2 to 3 day events) Communities invite the public to celebrate the raising of new (locally carved) totem poles.
- Summer Arts Festival (2 to 3 day event) the Sunnahae Arts Council works with Island partners to host an arts festival and educational event, including workshops, booths, games, and performances.
- Prince of Wales Island Marathon (2 to 3 day event) The Prince of Wales Runners Club and Island partners host a 26-mile race (running or walking) from Hollis to Craig. Also associated with these events are booths and information. This event draws international visitors.
- POW Farmers Market Hosted by various communities on POW during the summer months.
- Kasaan Crab Celebration
- Salmon Derby's
- Klawock Founders Day/Sockeye Festival
- Hydaburg Haida Festival, this event coincides with the Culture Camp
- Elizabeth Petrovich Day
- Coffman Cove SeaFest

### **Opportunities for Interpretive Signs**

Improved signage at all interpretive sites mentioned above, Educational signs at pull out stops along the road system; Updated recreational site signs for Forest Service offices, Informational signs in every community including maps, service listings, and recreational opportunities, Interpretive signs at key management or natural resource sites, Interpretive signs at key archeological and historical sites, and Interpretive signs at each intersection of the corridor

### **Marketing and Interpretive Materials**

POW Visitor Guide, POW DVD, Brochures and rack cards, Driving Tour CD (or mp3 player), Books (guides and informational) Websites, Newspaper and magazine articles, Seatrails Bike/Kayak Maps, POW Passports, POW Corridor Map and ATV map.



## **Vision, Goals and Objectives**

The Prince of Wales Scenic Byways Corridor strengthens our island communities by tying our diverse people together, celebrating our heritage and history, sharing our island-wide sense of community with visitors. Appreciating the natural wonders accessible along the corridor, and educating local residents and visitors about the nature, industry, and people of our special place.

### ***Goal 1: Inform the residents and visitors to Prince of Wales Island of the multiple benefits of a working forest.***

#### *Objective:*

- Explain sustainability as the balance between development of natural resources and conservation of the environment.
- Explain the range of forest landowner objectives, the concepts of even age (clear cutting) forest management and uneven age management (selective harvest), silviculture treatments to achieve the various land owner objectives.
- Address the economic benefits of the forest industry to Prince of Wales today.
- Address socio-cultural needs and the necessity to respect heritage and tradition.
- Inform the visitors and residents on Prince of Wales Island of the ongoing scientific research efforts.

### ***Goal 2: Increase collaboration between communities***

#### *Objective:*

- Enhance coordinated efforts to present Prince of Wales as a unified entity.

### ***Goal 3: Celebrate our heritage and history***

#### *Objective:*

- Promote understanding of Tlingit and Haida cultures and their relationship to places on Prince of Wales Island
- Recognize recent industrial activity in a historical perspective (mining, logging, fishing, fish processing)
- Consider Island-wide museum and cultural center

***Goal 4: Enhance our island-wide sense of community with visitors***

Objective:

- Develop visitor support materials-maps, brochures, videos-targeting independent travelers and support small local businesses
- Enhance training programs for the local visitor industry, emphasizing the corridor's attractions and benefits

***Goal 5: Appreciate the natural wonders accessible by the corridor***

Objective:

- Coordinate with local governments, US Forest Service, native organizations, and private landowners to develop existing and new recreational facilities
- Develop/expand series of scenic overlooks, pullouts, rest areas, parking areas along the corridor
- Enhance safety

***Goal 6: Educate visitors and residents about the nature, industry, people of our island.***

Objective:

- Ongoing development series of interpretative materials.
- Coordinate with USFS and private landowners to develop programs explaining forestry and silviculture principles .
- Develop training programs for youth/schools emphasizing local traditions and places
- Develop training programs for visitor education and outreach

## Conclusion

There is no doubt Prince of Wales Byway is a world treasure unlike any other byway in the nation. You have your pick of unique outdoor recreational activities – from adventure sports like ATVing to a world class hiking adventures to more relaxed activities like berry picking or enjoying a sunset from a mountain view. The Prince of Wales 260 mile Byway of wild and scenic views, multi-use outdoor recreation opportunities, and unique culture and history place it among the greatest driving experiences in the United States. The Prince of Wales Byway provides tremendous opportunities for Alaskan residents and visitors to experience the spirit, grandeur, wildness and abundance of Alaska.

This Corridor Partnership Plan represents a strategy acknowledging this world-class resource, while recognizing a coordinated implementation between partners is essential for the preservation and enhancement of the corridor's resources. Change is coming to the region, as the Island of Prince of Wales appears to be on the brink of growth, these efforts will help to maintain current facilities, plan new facilities accordingly, improve the visitor experience, safety, as well as preserve the area's natural, scenic, and cultural character.

The intrinsic qualities of the Prince of Wales Byway make traversing it an experience to treasure. It is the hope of the individuals who participated in this plan that this cooperative effort maintains the unique character of an exceptional byway.



Photo courtesy of Marcheta Moulton



Photo courtesy of Larry Taylor Jr.



Photo courtesy of Marcheta Moulton



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## Appendix A Prince of Wales Scenic Byway Corridor Resource Inventory

Symbol guide: E = Existing, P = Proposed

### Segment 1 Craig to Klawock

| MP  | RESOURCE                     | INTRINSIC QUALITY    | Restrooms | Parking | Interpretive Sites | Picnic Areas | Scenic Viewing | Trailheads | Camping | Comments  |
|-----|------------------------------|----------------------|-----------|---------|--------------------|--------------|----------------|------------|---------|---|
| 0   | Informational KIOSK          |                      |           |         | P                  |              |                |            |         | An interpretive panel providing the history of Craig and the old cannery site                 |
| .25 | Craig Forest Service Station |                      | E         | E       | E                  | E            | E              | E          |         | Visitor information, Cabin Rental   |
| .75 | Healing Heart Totem Pole     | Scenic, Cultural     |           | E       | E                  | E            |                |            |         | Small park with Totem   |
| 1.0 | Sunnahae Trail               | Scenic, Recreational |           | E       | P                  |              | E              | E,P        |         | Strenuous, Steep stairs, 2,500 foot gain in elevation, improve trail, add interpretive panels |
| 2.0 | Craig/Klawock Bike Path      | Scenic, Recreational |           | P       | P                  |              | E              | P          |         | This is a proposed bike and ped path that would connect the communities                       |

|      |                                  |                               |  |      |   |   |   |   |  |  |
|------|----------------------------------|-------------------------------|--|------|---|---|---|---|--|--|
|      |                                  |                               |  |      |   |   |   |   |  | of Craig and Klawock, providing a safe off highway path.         |
| 4.0  | Overlook                         | Scenic                        |  | E, P | P | P | E |   |  | View of Wadleigh Island, add Interpretive KIOSK, improve pullout |
| 7.0  | Klawock Totem Park               | Scenic, Cultural, Historic    |  | E    | E |   |   |   |  | Located .25 mile from road off Bayview                           |
| 7.25 | Klawock Carving Shed, Long House | Cultural, Natural, Historical |  | E    | E |   |   | E |  |  |

## Segment 2 Klawock to Hollis

| MP   | RESOURCE                                  | INTRINSIC QUALITY             | Restrooms | Parking | Interpretive Sites | Picnic Areas | Scenic Viewing | Trailheads | Camping | Comments   |
|------|---|-------------------------------|-----------|---------|--------------------|--------------|----------------|------------|---------|--|
| 31   | Ferry Terminal                            | Scenic, Recreational          | E         | E       | E                  |              | E              |            |         | Visitor Information,   |
| 26.5 | Hollis Picnic and Scenic view             | Scenic, Natural               |           | E       | E                  |              | E              |            |         | Pull out with interpretive panel, Update interpretive KIOSK, improve to wayside rest |
| 26   | Hollis/Harris River Picnic and Trail Area | Scenic, Natural, Recreational |           | E       | P                  | E            | E              | E          |         | Day use, 5 mile connector trail from Hollis U.S. Forest                              |

|      |                                     |   |   |   |      |   |      |   |   |   |
|------|-------------------------------------|---|---|---|------|---|------|---|---|---|
|      |                                     |   |   |   |      |   |      |   |   | Service Harris River Trail is in the initial stages of construction |
| 22.5 | Harris River Interpretive Area      | Scenic, Recreational, Cultural, Natural |   | E | E    |   | E    | E |   | Interpretive trail about forest and stream restoration              |
| 20   | 20 Mile Spur Trail                  | Scenic, Natural                         |   | E |      |   | E    | E |   |   |
| 18.5 | Harris River Campground             | Scenic, Recreational, Cultural, Natural | E | E | E    | E | E    | E | E | Forest Service Campground   |
| 16   | Boat Launch                         | Recreational                            |   | E |      |   | E    |   |   |   |
| 14   | Prince of Wales Hatchery            | Scenic, Natural, Cultural, Recreational | E | E | E, P |   | E, P | E |   | Plans to improve viewing platform, restrooms and parking            |
| 8    | Prince of Wales Chamber of Commerce |   | E | E |      |   |      |   |   | Visitor Information   |
| 8    | Visitor Center                      | Cultural, Recreational                  | P | P | P    | P |      |   |   | Proposed Islandwide Visitor Center                                  |

### Segment 3 Hydaburg Access Road

| MP | RESOURCE           | INTRINSIC QUALITY             | Restrooms | Parking | Interpretive Sites | Picnic Areas | Scenic Viewing | Trailheads | Camping | Comments                                |
|----|--------------------|-------------------------------|-----------|---------|--------------------|--------------|----------------|------------|---------|---|
| 21 | Harris River Trail | Natural, Scenic, Recreational |           | E       |                    |              | E              | E          |         | A 1 mile trail that connects to another |

|    |                             |   |   |   |   |   |   |   |   |  |
|----|-----------------------------|---|---|---|---|---|---|---|---|--|
|    |                             |   |   |   |   |   |   |   |   | 1.3 mile trail that leads to the Harris River Interpretive Area                                    |
| 19 | One Duck Trail              | Natural, Scenic, Recreational           |   | E |   |   | E | E | E | Three sided shelter, 1,400 foot gain in elevation in 1.25 miles                                    |
| 14 | Cable Creek Viewing Area    | Scenic, Recreational, Cultural, Natural |   | E | E |   | E | E |   | Wildlife viewing, Trailhead  |
| 13 | Trocadero Trail             | Scenic, Natural                         |   | E |   |   |   | E |   | This trail leads to Snipe Creek, beyond that an unmaintained trail leads to Trocadero Bay Estuary. |
| 8  | Dog Salmon Wildlife Viewing | Scenic, Recreational, Cultural, Natural | P | E | E |   | E |   |   | Wildlife viewing, Fish ladder, Boat launch, Access to 12 mile cabin, add restrooms                 |
| 1  | Totem Park                  | Cultural                                |   | E |   | E | E |   |   | Hiada Totem Park   |
| 1  | Carving Shed                | Cultural                                |   | E |   |   | E |   |   | Totem Carving Shed   |

### Segment 4 Port Saint Nicholas Road

| MP | RESOURCE | INTRINSIC QUALITY | Restrooms | Parking | Interpretive Sites | Picnic Areas | Scenic Viewing | Trailheads | Camping | Comments |
|----|----------|-------------------|-----------|---------|--------------------|--------------|----------------|------------|---------|----------|
|----|----------|-------------------|-----------|---------|--------------------|--------------|----------------|------------|---------|----------|

|      |                                |                               |   |      |      |      |   |  |  |   |
|------|--------------------------------|-------------------------------|---|------|------|------|---|--|--|---|
| 1    | 62 Pit Beach                   | Recreational, Scenic, Natural | P | E, P | E, P | E, P | E |  |  | Upgrade site to include restrooms, parking, interpretive, picnic areas and scenic viewing |
| 4    | Port St Nicholas Hatchery      | Natural                       |   | E    |      |      |   |  |  | Fish Hatchery   |
| 5.5  | Scenic Overlook                | Scenic                        |   | P    | P    |      |   |  |  | Improve pull out with interpretation  |
| 8.1  | Port St. Nicholas River Access | Scenic, Natural, Recreational |   | P    | P    | P    | P |  |  | Proposed improvement to pull out  |
| 12.2 | Sugar Beach                    | Recreational, Natural         |   | E    | P    | E    | E |  |  | Popular Beach, proposed interpretive panel  |

### Segment 5 Klawock to Control Lake

| MP  | RESOURCE                            | INTRINSIC QUALITY         | Restrooms | Parking | Interpretive Sites | Picnic Areas | Scenic Viewing | Trailheads | Camping | Comments                 |
|-----|-------------------------------------|---------------------------|-----------|---------|--------------------|--------------|----------------|------------|---------|--------------------------|
| 8   | Prince of Wales Chamber of Commerce | Cultural, Historic        | E         | E       |                    |              |                |            |         | Visitor Information      |
| 9   | Boat Launch                         | Recreational              |           | E       |                    |              |                |            |         |                          |
| 9.3 | Black Bear Lake Pullout             | Scenic, Natural           | E         | E       | E                  |              | E              |            |         | Self Guided trial, kiosk |
| 10  | Sealaska Silviculture Area          | Cultural, Natural, Scenic |           | E       | E                  |              | E              |            |         | Forest regrowth area     |
| 12  | Sealaska Interpretive Trail         | Scenic, Natural, Cultrual |           | E       | E                  |              |                |            |         | Forest regrowth and      |

|    |                    |                       |  |   |  |   |   |   |   |                      |
|----|--------------------|-----------------------|--|---|--|---|---|---|---|----------------------|
|    |                    |                       |  |   |  |   |   |   |   | interpretive trail.  |
| 16 | Control Lake Cabin | Recreational, Natural |  | E |  | E | E | E | E | Forest Service Cabin |

### Segment 6 Control Lake to Thorne Bay

| MP | RESOURCE                              | INTRINSIC QUALITY             | Restrooms | Parking | Interpretive Sites | Picnic Areas | Scenic Viewing | Trailheads | Camping | Comments  |
|----|---------------------------------------|-------------------------------|-----------|---------|--------------------|--------------|----------------|------------|---------|---|
| 0  | Welcome Sign Plaza                    | Scenic, Cultural, Historical  |           | E       | E                  |              | E              |            |         | Pullout welcome sign  |
| 0  | Thorne Bay Ranger Station             |                               | E         | E       | E                  |              |                |            |         | Visitor Information, Cabin rentals  |
| 4  | Gravelly Creek Picnic Area            | Scenic, Natural, Recreational | E         | E       |                    | E            | E              |            |         | Handicap Accessible   |
| 6  | Goose Creek Pullout, Access to Kasaan | Scenic, Recreational          |           | E       |                    |              | E              |            |         | Pullout, Access to Kasaan Road  |
| 14 | Balls Lake Picnic Area, Trailhead     | Scenic, Natural, Recreational | E         | E       | E, P               | E            | E              | E          |         | Picnic areas, hiking trails, Trail to camping Eagles nest campground, kiosk, Improve interpretive |
| 14 | Balls Lake Trail                      | Scenic, Natural, Recreational | E         | E       | E                  | E            | E              | E          |         | Trail around lake and connects with Eagles Nest Campground  |
| 17 | Eagles Nest Campground                | Recreational, Natural,        | E         | E       | E, P               | E            | E              | E          | E       | Campground and  |

|         |          |                      |  |   |   |   |   |  |  |  |
|---------|----------|----------------------|--|---|---|---|---|--|--|--|
|         |          | Scenic               |  |   |   |   |   |  |  | Interpretive Trail, improve interpretive material                              |
| Various | Pullouts | Recreational, Scenic |  | P | P | P | P |  |  | Improve existing pullouts to wayside rests, wayfinding and interpretive KIOSKS |

### Segment 7 Kasaan Access Road

| MP           | RESOURCE                     | INTRINSIC QUALITY           | Restrooms | Parking | Interpretive Sites | Picnic Areas | Scenic Viewing | Trailheads | Camping | Comments   |
|--------------|------------------------------|-----------------------------|-----------|---------|--------------------|--------------|----------------|------------|---------|--|
| Intersection | Existing pull out            | Scenic, Natural             |           | E, P    | P                  |              | E              | E          |         | Existing pullout used for car pooling, fishing and hiking proposed interpretation signs. |
| 2            | Salt Chuck Mine              | Scenic, Natural, Historical | P         | E, P    | P                  | P            | E              | E          |         | Plans for expansion underway   |
| 6            | Davidson Landing Boat Launch | Scenic, Recreational        |           | E       |                    |              | E              |            | E       |  |
| 12           | Tolstoi Bay Pullout          | Scenic                      |           | P       | E, P               |              | E              |            |         | Plans to improve road, parking and interpretive and install                              |

|    |                                   |                              |  |      |   |     |     |     |  |  |
|----|-----------------------------------|------------------------------|--|------|---|-----|-----|-----|--|--|
|    |                                   |                              |  |      |   |     |     |     |  | boat launch  |
| 17 | Kasaan Whale House and Totem Park | Cultural, Historical, Scenic |  | E, P | P | E,P | E,P | E,P |  | Funds are being raised for Whale house restoration |

### Segment 8 Sandy Beach Road/Coffman Cove Junction

| MP | RESOURCE                | INTRINSIC QUALITY             | Restrooms | Parking | Interpretive Sites | Picnic Areas | Scenic Viewing | Trailheads | Camping | Comments                                     |
|----|-------------------------|-------------------------------|-----------|---------|--------------------|--------------|----------------|------------|---------|--|
| 2  | Luck Lake Access        | Scenic, Natural, Recreational | P         | E, P    |                    | E            | E              |            |         | Day Use Area, improve restrooms, and parking |
|    | Ratz Harbor Scenic View | Scenic                        |           | E       |                    |              |                |            |         | Scenic View                                  |
|    | Big Lake Fish Pass      | Scenic, Cultural, Natural     |           |         |                    |              |                |            |         | A short trail that leads to a fish pass.     |
|    | Sandy Beach Picnic Area | Scenic, Natural, Recreational | E         | E       | P                  | E            | E              |            | E       | Popular Picnic Site, Improve interpretation  |
|    | Boy Scout OHV Loop      | Recreational, Natural         |           | E       |                    |              |                | E, P       |         | Improve trails                               |

### Segment 9 Control Lake Junction to Coffman Cove Junction

| MP | RESOURCE     | INTRINSIC QUALITY | Restrooms | Parking | Interpretive Sites | Picnic Areas | Scenic Viewing | Trailheads | Camping | Comments                      |
|----|--------------|-------------------|-----------|---------|--------------------|--------------|----------------|------------|---------|-------------------------------|
| 18 | Intersection |                   | P         | E       | P                  |              |                |            |         | Plans for informational KIOSK |

### Segment 10 Coffman Cove Access Road

| MP | RESOURCE | INTRINSIC QUALITY | Restrooms | Parking | Interpretive | Picnic Areas | Scenic | Trailheads | Camping | Comments |
|----|----------|-------------------|-----------|---------|--------------|--------------|--------|------------|---------|----------|
|----|----------|-------------------|-----------|---------|--------------|--------------|--------|------------|---------|----------|



|     |                            | QUALITY                       |   |   | Sites |   | Viewing |   |   |  |
|-----|----------------------------|-------------------------------|---|---|-------|---|---------|---|---|--|
| 0   | Ferry Terminal             | Scenic                        | E | E |       |   | E       |   |   | Visitor Information  |
| .10 | SeaSide Picnic Area        | Scenic, Natural, Recreational |   | E |       | E | E       |   |   | Picnic site with large shelter, fire rings, Kiosk, viewing scope and beach access. |
| 22  | Sweetwater Lake Cabin      | Scenic, Natural, Recreational |   | E |       |   | E       | E | E | Forest Service Cabin   |
| 31  | Hatchery Falls Creek Trail | Scenic, Natural, Recreational |   | E |       |   | E       | E |   | Fish Ladder with viewing platforms   |
| 32  | Honker Divide Canoe Trail  | Scenic, Natural, Recreational |   | E |       |   | E       | E |   | Canoe Trail  |
|     | OHV Riding Park            | Recreational                  |   | E |       |   | E       | E |   | Off Highway Vehicle trail.   |

### Segment 11 Coffman Cove Junction to Whale Pass Loop

| MP | RESOURCE            | INTRINSIC QUALITY             | Restrooms | Parking | Interpretive Sites | Picnic Areas | Scenic Viewing | Trailheads | Camping | Comments  |
|----|---------------------|-------------------------------|-----------|---------|--------------------|--------------|----------------|------------|---------|---|
|    | Sarkar Day Use Area | Scenic, Natural, Recreational | E         | E       | E                  | E            | E              | E          | E       | Day use area with access to a Forest Service cabin via rowboat. |
|    | Deweyville Trail    | Scenic, Natural, Recreational |           | E       |                    |              | E              | E          |         | .7 mile hiking trail that leads to Sarkar Cove                  |

### Segment 12 Whale Pass Loop

| MP | RESOURCE                       | INTRINSIC QUALITY                         | Restrooms | Parking | Interpretive Sites | Picnic Areas | Scenic Viewing | Trailheads | Camping | Comments  |
|----|--------------------------------|---|-----------|---------|--------------------|--------------|----------------|------------|---------|---|
| 3  | Neck Lake Hatchery             | Scenic, Natural                           |           | E       |                    |              |                |            |         | Active fish Hatchery  |
| 20 | Whale Pass                     |   | E         | E       | E                  | E            | E              | E          |         | Community   |
| 40 | Cavern lake Trail              | Scenic, Natural, Recreational             |           | E       | E                  | E            | E              | E          |         | Offers views of unique cave and a series of small waterfalls. |
| 45 | Beaver Falls Interpretive Area | Recreational, Natural, Scenic, Historical | E         | E       | E                  |              | E              | E          |         | Interpretive Boardwalk through muskegs, forests, and karsts.  |

### Segment 13: Whale Pass Loop to Memorial Beach

|    |                                   |   |   |   |   |   |   |   |   |   |
|----|-----------------------------------|---|---|---|---|---|---|---|---|---|
| 50 | El Capitan Cave Interpretive Area | Recreational, Natural, Historic, Cultural | E | E | E | E | E | E |   | Guided tours through longest mapped cave in Alaska, Public Dock |
| 50 | Public Dock                       | Recreational                              |   | E |   |   |   |   |   | Public Dock   |
| 53 | Red Bay Cabin                     | Recreational, Natural                     |   | E | E |   | E | E | E | Forest Service Cabin  |
| 55 | Red Bay Lake Trail                | Recreational, Natural, Scenic             |   | E | E |   | E | E |   | A 1 mile boardwalk trail that leads to Red Bay Lake.            |
| 60 | Memorial Beach                    | Recreational, Scenic, Natural             | E | E | E | E | E | E | E | 3 sided shelter and Tent sites                                  |

Appendix B  
Map overview and corridor segments

