

City of Skagway Comprehensive Trails Plan



CITY OF SKAGWAY
GATEWAY TO THE GOLD RUSH OF "98"
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SKAGWAY AREA COMPREHENSIVE TRAILS PLANNING PROJECT DRAFT WORK PLAN

Principal Project Partners: City of Skagway, Skagway Alpine Club, and National Park Service Rivers, Trails and Conservation Assistance Program (also includes USFS, SAGA, and AP&T)

Time Frame: Two years, beginning April 2002 ending April 2004.

Three Major Phases:

1. Trails assessment and project scoping
2. Draft Trail Plan Proposals
3. Final Plan

1) Project Scoping and Trails Assessment

- Inventory existing and potential trails on local, state, and federal lands.
- Inventory based on factors included on NPS-RTCA *Trails Sustainability Checklist* (attached).
- Trails to provide diversified trail opportunities for residents and tourists, including summer and winter foot, ski, **ATV**, and mountain bike trails
- Inventory developed in full consultation with the public
- To be completed by January/February 2003.

Partner Roles:

National Park Service agrees to:

- Develop, with help from other partners, the format for the trail assessment
- Participate in one to two partner meetings to review assessment information
- Assist partners with public scoping of the project and assessment
- Collect and compile that information into publishable documents (draft trails plan) that will be available for additional public review

City of Skagway agrees to:

- Assist in the information collection on Skagway area trails and to provide it to the National Park Service
- Assist in the setting up of and participation in the cooperative agency and public scoping meetings
- Review the assessment information
- Review the final document

2) Draft Trails Plan Proposals

- Include options identified through public meetings and partners

- Plan consists of field-verified project proposals that outline conceptual trail designs and cost estimates for high priority trails identified during inventory phase
- To be completed and ready for public comments by September/October 2003.

National Park Service agrees to:

- Cooperatively develop a draft trails plan with partner input that will be used to assess public support for various trail actions
- Participate in presenting the draft plan at two public meetings in Skagway
- Participate in partner meetings and conference calls to review and analyze the results of these public meetings
- Complete a summary of the partner and public meetings

City of Skagway agrees to:

- Assist in setting up and participating in public and partner meetings
- Write and print the draft plan
- Participate in presenting the draft plan to the public
- Review the summary of results

3) Final Trails Plan

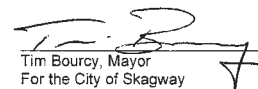
- Will be based on revisions of draft plan priority list following public review and partner comments
- Final plan to include a prioritized list of projects, costs, entity/entities responsible for implementation, funding sources, and timing
- Final plan intended for a 10-year implementation and maintenance schedule
- To be completed by April 2004

National Park Service agrees to:

- Facilitate partners meetings and conference calls to review the draft plan
- Incorporate public and agency comments
- Revise the draft plan as necessary into a publishable final document
- Seek cooperative funding to publish the final plan

City of Skagway agrees to:

- Assist in setting up partner meetings and conference calls
- Participate in review of final plan
- Seek cooperative funding to publish the final plan


Tim Bourcy, Mayor
For the City of Skagway

Date 3-1-03


Bruce Noble, Superintendent
National Park Service

Date 3/5/03

ATTEST:

Marjorie D. Harris, CMC, City Clerk
(SEAL)



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Preface

The City of Skagway has a trail system that is as varied in difficulty as it is in experience. These trails allow residents and visitors access to pristine and undisturbed areas within a variety of natural environments. Near town trails provide accessible opportunities for residents to exercise, walk their dogs and escape the hustle and bustle of Skagway's busy downtown. This proximity to town allows visitors the opportunity to experience the spectacular scenery around Skagway no matter whether they arrived by vehicle, ferry, cruise ship or other means. These local trails provide a range of walks from gentle shoreline strolls, strenuous alpine hikes, mountain peaks, lakes, and alpine environments.

The areas trails outside of the immediate downtown area can be accessed by vehicle, train and in some cases kayaks and canoes. These trails and routes, again provide for a variety of experience from beginner to those who demand more challenging hikes and floats. Several of the trails within this system are multi-purpose and provide for a variety of users.

These trails are utilized for snow machine, ATV, horse back riding, bicycling, skiing, and snowshoeing. The tradition of respecting the right of each group's use of these trails and common courtesy make for a friendly outdoor experience.

The purpose of this document is to record in some detail each of these trails and routes, and to develop a management plan to ensure the basic trail infrastructure is safe, usable and the best it can be. These priorities have been based on public comment and the overall concern for safe outdoor experience. Many proposed trails have been identified, as well as the desire to resurrect historic trails. This plan identifies these and provides for the opportunity to explore developing these trails in the future.





City of Skagway Comprehensive Trails Plan

General Description of Natural Environment

Geology

Southeast Alaska sits on the boundary of 2 major tectonic plates: the Pacific plate in the West and the North American Plate in the East. The collision of these two plates has caused the uplift of the Coastal Mountain Range which runs the length of Southeast Alaska. Skagway sits nestled among glacially carved valleys and fjords at the northern end of the Lynn Canal, a 90-mile fjord that slices deep into the heart of the Coast Mountains. The community is surrounded by mountains rising up to 6,000 feet in altitude and filled with glaciers and ice fields. Geologically, the area is extremely active; current processes affecting the region include glacial outburst flooding, glacial erosion and deposition, earthquakes, avalanches, and tsunamis.

Ecology

There are two major river systems, the Taiya and Skagway; these valleys provide short routes to glacier-free mountain passes, which link the coast to the interior. Thus, this is the northern-most and interior-most conduit for ecological exchange between the temperate rainforest and interior continental ecosystems. It has been an important avenue for plant and animal expansions in the past, and continues to be the site of species interchange today.

Climatology

As a consequence of Skagway's location deep within the coast mountain range, the area is influenced both by the rainforest climate of Southeast Alaska and the continental climate typical of interior Alaska and Canada. As a result, Skagway is much drier than the rest of Southeast Alaska with an average of 29 inches of precipitation.

Flora and Fauna

As a result, Skagway hosts unique communities of flora and fauna. In close proximity to Skagway are a surprising variety of habitat zones. By exploring our local trails one may experience tidal zones with some of the largest fluxes in the world, coastal rainforest, alpine tundra, and boreal forest in quick succession. Skagway also enjoys a diverse faunal community. Some species uncommon in other parts of Southeast Alaska are found in the Skagway region, including the arctic ground squirrel and the pika. Other wildlife that may be seen throughout the area include bears, eagles, whales, salmon, mountain goat, lynx, and river otter.





Description of Historical and Cultural Aspects

Pre-Gold Rush

Long before the search for gold lured Euro-Americans to Dyea and Skagway, the Tlingit of Southeast Alaska flourished in this area of rich natural resources. The mild climate, protected harbors, and an abundance of fish and wildlife fostered a rich native culture lasting for thousands of years. This wealth enabled the Tlingit to maintain a strong cultural foundation and to dominate their trading partners.

The Tlingit exercised control over several different trade routes through the coastal range of mountains into the interior of Alaska and Canada. Two of these routes were at the head of the Lynn Canal and both led to the headwaters of the Yukon River. The White Pass route, although known, was seldom used. The other route, which had been used for generations, followed the Taiya River Valley. This latter route was the Chilkoot Trail.

The Chilkoot Trail was a vital trade artery for the Tlingit; but served the Athapaskan peoples of the interior as well. The Tlingit bartered precious eulachon oil, dried fish, and other commodities in exchange for valuable fur pelts and animal hides.

Following a series of political events, the Tlingit opened the Chilkoot trail to Euro-American prospectors in 1880. As time went by, gold discoveries in the Yukon and the interior of Alaska rapidly brought an end to the Tlingit

monopoly of trade routes through Alaska's coastal range.

Gold Rush 1897-1900

The discovery of gold in the Yukon brought major changes to the Taiya and Skagway valleys. With the sudden influx of thousands of stampedeers, Dyea soon became a major port as people made preparations to make their way up the 33-mile Chilkoot Trail into Canada and on to the goldfields. To make transportation easier, a 7.5 mile long wagon road was constructed to Canyon City, and there were as many as three different tramway companies hauling supplies up certain sections of the trail.



A similar situation was occurring in the Skagway Valley. It exploded into a metropolis of thousands as people began making their way up the 45-mile White Pass Trail into Canada and the goldfields. A wagon road was constructed by George Brackett from Skagway to White Pass City. From there a sled route led to the summit itself.

During the time of the gold rush, it was possible not only to walk from Skagway to Dyea, but to telephone as well. To facilitate communication between the two cities, a trail and telephone line was established.

Other construction occurred above Skagway and around Lower Dewey Lake. A reservoir was built to provide the city with water, and extensive woodcutting supplied the town with fuel. A trail network was put in place to accomplish these tasks.



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Construction of the White Pass & Yukon Route Railway (WP&YR) began in Skagway in 1898. A little over two years later trains were running the line's full length from Skagway to Whitehorse, Yukon Territory. Access through the coastal mountains into the interior was now easy and relatively inexpensive.

Post Gold Rush

With the completion of the WP&YR railway, the Chilkoot Trail became obsolete and the town of Dyea began to fade. A decade after the gold rush, only a handful of people were living in Dyea and both the Chilkoot and the Skagway/Dyea Telephone trails fell into disrepair.

The population of Skagway also declined after the gold rush, but with its deep-water port and the WP&YR transportation link to the Yukon, the town survived. With the construction of the railroad the White Pass Trail soon fell by the wayside while the Brackett Wagon Road was bought out by WP&YR. Remnants of these routes can still be seen today further up the Skagway River valley.

Although the population of Skagway dwindled, its needs as a modern city were growing. The first two decades of the twentieth century saw more water and hydroelectric power work occur on Dewey Mountain. During this period, the facilities at the Lower Dewey Lake and Reservoir were improved, and the Upper Dewey lake Dam, Reid Falls dam and pipeline, and the Icy Lake dam and pipeline were built. The Upper Reid Falls trail and many of the Dewey Lake trails are an outgrowth of this early industrial activity. At the same time, woodcutters like Garland Sturgill were continuing to cut trees for fuel in the Lower Dewey Lake area. The Sturgill's Landing trail is an extension of this activity.

More development occurred on Dewey Mountain in 1908 when Peter Kern erected a lodging house for tourists. The house, called "Kern's Castle", was built between Lower and Upper Dewey Lakes close to Dewey Falls. During the Castle's construction, a new trail to the structure was built and work on an aerial tramway was begun.

The post gold rush period saw the creation of new trails largely for recreation purposes. During Skagway's early years, such attractions as the Lower and Upper Dewey Lakes, Burro Creek, Smuggler's Cove and Denver Glacier were popular spots for outings.

Early Trail Development & Management

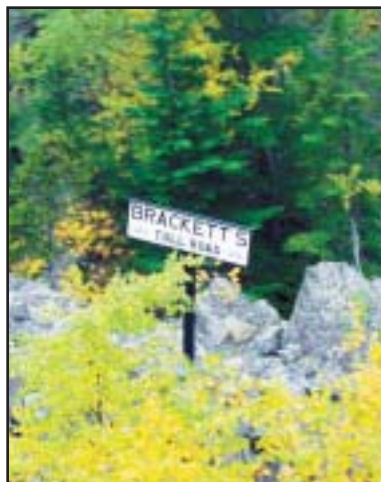
During the 1910's the Skagway Alpine Club was formed. Its function was to build and maintain trails not only for local residents, but to attract tourists to the area as well. During the 1920's, the group was largely responsible for the development of the Smuggler's Cove/Yakutania Point, AB Mountain, and Lower Reid Falls trails and most likely the Laughton Glacier trail. During the same period the old trapper's trails at Lost Lake and West Creek, in Dyea, were also developed. These trails received more recreational use after the road from Skagway to Dyea was completed in the 1940's.

As time went by, the Chilkoot Trail itself began to experience a rebirth. Interest in the trail revived during the early 1960's, and work was done by the State of Alaska to survey and clear the trail. In 1976, the Klondike Gold Rush National Historical Park was established and the National Park Service was given authority to manage the Chilkoot Trail, White Pass City, and a portion of the White Pass Trail.



Statement of Need for Trail Plan

The present trail and recreation system receives a tremendous amount of use. Although Skagway is a small community of 862 year round residents, the annual number of people visiting is now over 1.3 million. Most of these are from the 400+ cruise ship dockings in Skagway during the May – September visitor season. Many of these people are utilizing the trails and recreational facilities in and around town, placing immense pressure on the system. As a result, several trails and City recreation areas have been significantly impacted and are in dire need of maintenance. The City Public works department is extremely busy and unable to maintain our present system and will not be in a position to do so in the foreseeable future. The issues of increased visitation and deferred maintenance need to be addressed in order to minimize the impacts of both in the future.



A part of this plan is the need for a unified policy regarding the public use of trails and City recreational areas. This policy should address issues such as commercial use, fee schedules for commercial use of City property, and the use of such fees to maintain and enhance the property used.

The Skagway City Council has already taken appropriate steps to limit commercial activity on the City's trails and property. Ordinance 02-17 was passed 15 August 2002, its

intent to disallow all commercial activity on the City's trail system. It was adopted to ensure adequate recreational use for residents and visitors alike. At present the greatest threat to the recreational value of the Dewey Lakes trail system is the possibility of the Alaska Department of Transport and Public Facilities moving forward with construction of a road to Juneau along the western shore of Lower Dewey Lake.

This area is prized by residents, seasonal workers, and visitors to Skagway as a near town wilderness and outdoor recreation experience. For many years this has been the major outdoor recreational area within the Skagway valley. This importance can be seen in the following excerpt from the Skagway Comprehensive Plan (October 1999):

"...Recreational uses predominate in the eastern part of town, particularly around the Sturgill's Creek, Lower and Upper Dewey Lakes, Twin Dewey Peaks area, and the Denver and Laughton Glaciers. These primarily publicly owned areas are designated on the Future Growth Plan maps for either Recreation/Open Space or Recreation Reserve use to encourage recreation use and related development. A clear majority of Skagway residents (70%) fee newly acquired City land around Dewey Lakes and east of town should be used solely for recreation and open space (1998 Community Opinion Survey). Residents have expressed interest in creating new hiking trails in this area, including the Brackett Wagon Road, the old CCC Road, a Denver/Laughton Glaciers connection and a Devil's Punchbowl/Paradise [Valley]/Sturgill's loop."



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Based on the community's wishes to preserve this area as open space for recreational uses, the City of Skagway is currently working on officially designating the City's property in this area a recreational park in order to preserve the natural integrity of the area. Resolution 04-07R names this area as a Special Management Area until the appointed committee determines the regulations governing this area. At that point the area will be declared a park or recreation area. This designation will move this area out of the City's Residential Conservation Zone into a specially designated area. This protection is needed because of the pressure on the City to open much needed land for housing and other development purposes.

The City's goals for the Dyea Flats (1996 Dyea Flats Land Management Plan) are to maintain the area as an important public recreation area, maintain its scenic qualities, protect historical artifacts, allow continued use of resources like fishing, hunting, seaweed gathering, improve public access, and designate areas for motorized and non-motorized use. To this end the Council has passed Resolutions 01-10R (7 June, 2001) and 03-09R (1 May, 2003) both of which limit commercial activity and impose fees on the commercial use of the Dyea Flats.

The City's parks and recreation system is large and has seen substantial growth through the Council's continued support of the system. Capital projects alone have seen a total investment value of close to \$500,000 in the years FY02-FY04. This

investment has precipitated a significant change in the way residents, seasonal employees and visitors recreate in Skagway. Much of this money has been spent developing the Skagway Community Recreation, Health and Fitness Center. This center contains a climbing wall, weight room, cardiovascular room, yoga/dance studio as well as equipment and programs usually seen in larger urban areas. Other areas

where capital funds have been spent include the construction of two new baseball fields, soccer field, BMX track, small skate park, and children's playground with some funds being directed to trail maintenance. Although this capital expenditure demonstrates the importance of recreation to the community, only \$30,000 in the same period has been spent on the maintenance of the trail system. One of the aims of this comprehensive plan is to address this disparity in funding for the trail system and to explore further funding sources.



Uses of the trail system have diversified over the last 100 years of urbanization. The trails are used by the Skagway Volunteer Fire Department (SVFD) for Search and Rescue, and Wilderness Emergency Medical training. The school and the daycare centers have used the trail system not only for recreational purposes but primarily for its inherent educational value. The Skagway Bird Club has conducted the Audubon Christmas Bird Count for several years. This has led to the development of an inventory of avian species in the Skagway area. The Bird Club is planning on developing bird guides for the area and these will likely be based around the trail system and the areas it accesses.



Although the City's trail system is closed to commercial uses, there is one unofficial event that occurs each year. The "Dumber than a Box of Rocks" race is a self-timed event that takes competitors from the Lower Dewey Lake trailhead to the Upper Dewey Lake cabin. At the end of the race competitors are flown back to Skagway by helicopter. Race organizers have endeavored to keep participation low and have scheduled the event at a time when many people are no longer in town.

As a result of the dramatic increase in the use of the area's trails, the City is obligated to effectively and efficiently manage this system. The City's Public Works personnel are limited in number and must be used in the most efficient manner. What is the best way to structure this management program? With limitations on personnel use, the obvious solution is to pursue partnerships with organizations and volunteers from within the community and from without. What form does this take? Who is to lead these partnerships to ensure effective management of the City's trails and recreation facilities? These are questions which must be addressed for the system to operate at its optimal level.

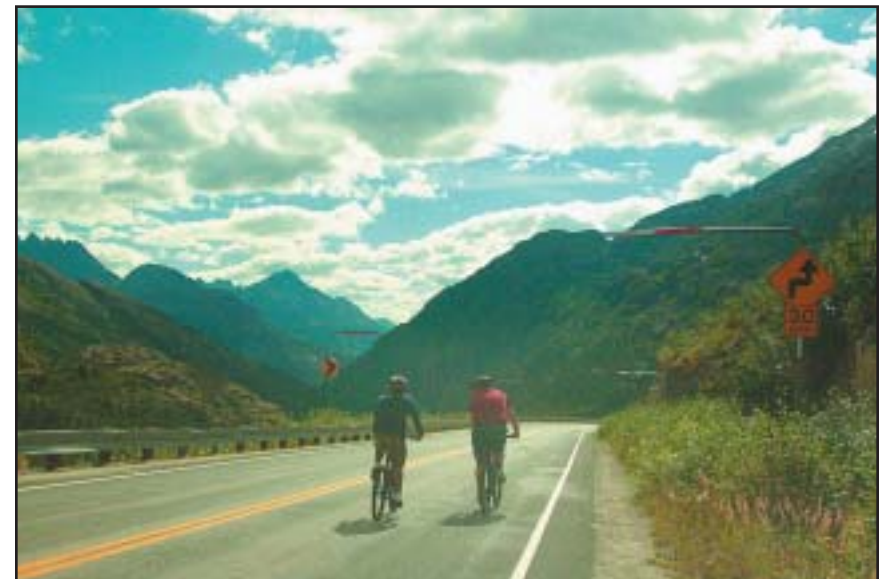


These are questions which must be addressed for the system to operate at its optimal level.

Funding Opportunities

One of the limiting factors to any plan such as this is the question of funding. It is important therefore to be able to identify sources of funding outside of the City's Sales Tax and General Fund. The funding will primarily be for capital improvements to the system such as trail maintenance projects as well as new trail development. Other grant funding will be used for trail enhancements such as signs, information kiosks, out-houses etc. Some of these sources have been identified below:

- State Grants
- Foundation Grants
- Regular City Appropriations
- Federal Highway Funds
- Public/ Private Fundraising
- Cruise Lines





City of Skagway Comprehensive Trails Plan

Trail Partnerships

It is imperative that the community take ownership of the trails and play a significant role in their upkeep and general cleanliness. Examples of this include the development of this plan. Although directed by the City of Skagway much of the information gathering, map designing, formatting, reviewing and editing has been done by volunteer community members. This plan has cost the City zero dollars in its production other than the cost of the final formatting and printing.

Another example of community involvement is the success of the inaugural Skagway Trails Clean Up day held on 16 October 2004. This was requested by a member of the community and in partnership with the City's Parks & Recreation Committee (P&RC) a list of items that needed to be addressed was created, local restaurants donated food for the picnic, and equipment was donated by the National Park Service and AP&T. On the day 33 people participated and completed over 22 tasks assigned to them. Bridges were fixed, corduroy replaced and extended, signs moved, trash picked up, and side trails closed off.



It is through this kind of community involvement and commitment that this plan will become a reality. Below is a list of partners that have already helped in making this plan a reality.

- Skagway Alpine Club
- SEATrails
- National Park Service

- Alaska Power & Telephone (AP&T)
- Packer Expeditions
- Skagway Bird Club
- US Forest Service
- Southeast Alaska Guidance Association (SAGA)
- Taiya Inlet Watershed Council
- Skagway Development Corporation

Purpose of this Comprehensive Plan

The purpose for developing a comprehensive trail plan for the City of Skagway is to create a system that incorporates policy development, management, trail maintenance, funding strategies, and the enhancement of the system as a whole. This plan is being developed as a multiple use document that will incorporate all user groups in the planning and implementation phases. Community input and involvement is crucial in creating an effective system which is available to all sectors of the community. This document will guide the City of Skagway and all user groups over the next ten years as the Skagway Trail System is developed, enhanced, and expanded.

Management Oversight of the Trail Plan

The Parks & Recreation Committee (P&RC) of the Skagway City Council shall be the governing body overseeing implementation of the comprehensive plan.

The P&RC shall hold meetings biannually in April and October with representatives from the partner organizations and the public. The purpose of these meetings shall



be to review the progress made over the previous 6-month period and to adapt the plan in any way deemed necessary to suit the community's needs over the pending 6 months.

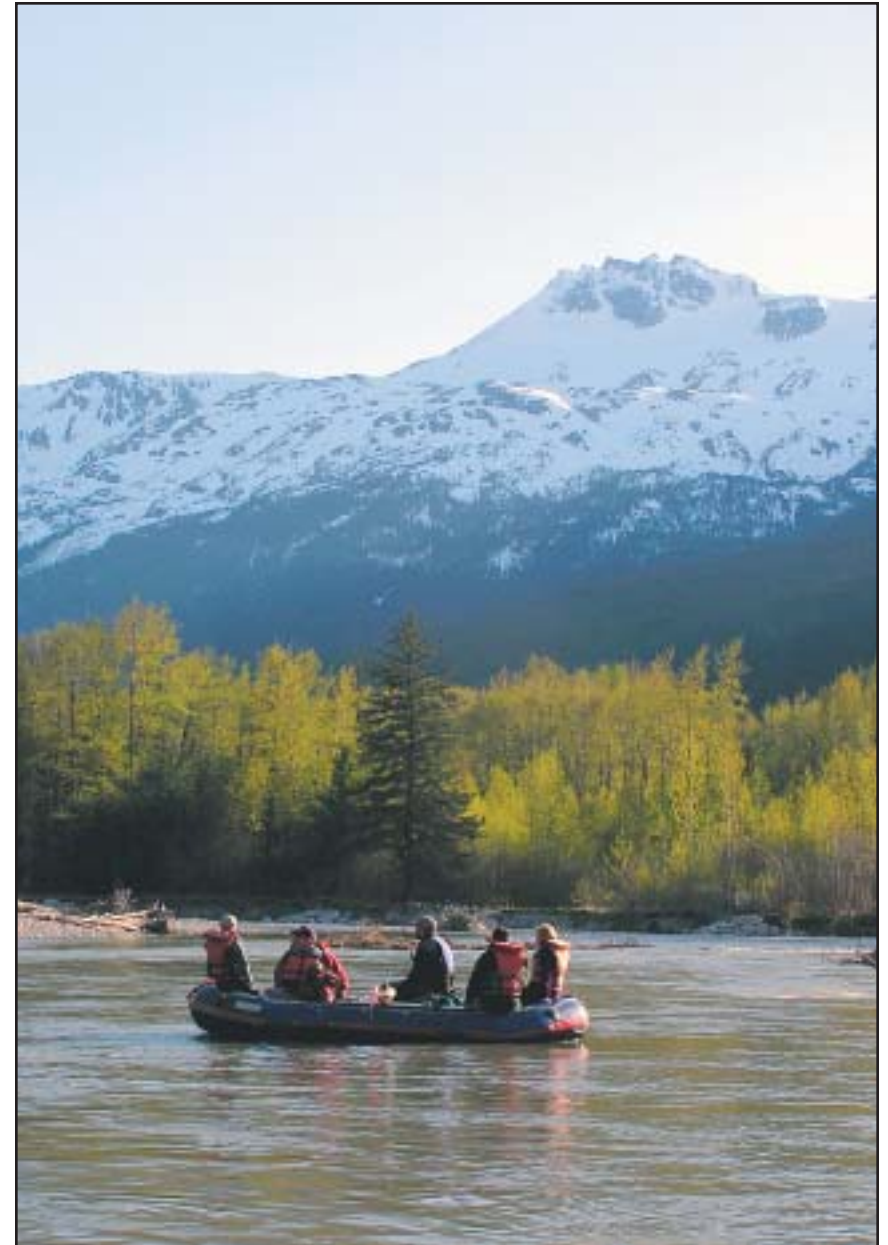
Partner organization shall come to these biannual meetings with their action plans and any proposed changes to the comprehensive plan. These plans and proposals must be approved by the P&RC based on the criteria for project prioritization set forth in this plan.

Criteria for Prioritization of Projects

Prioritization of the goals and timelines of events drafted in this comprehensive plan was based on consideration of the following variables, listed in descending order of importance:

- Frequency of Trail Use
- Availability of Trail for Multiple Use
- Proximity to Town
- Ease of Project Completion
- Expense/Availability of funds

Any consideration of proposed changes or adaptations to the comprehensive plan shall also be weighed according to the same variables.





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Comprehensive Trail Plan Development Timeline

May 2001

City of Skagway Parks & Recreation Committee chair Tim Bourcy contacts Cassie Thomas (National Park Service – Rivers, Trails, and Conservation Assistance Program) about a technical assistance grant to develop the plan.

June 2001

City of Skagway applies for NPS-RTCA help and sends letters of support from local, state, and commercial interests.

August 2001

Cassie Thomas from NPS-RTCA visits Skagway to meet with the Parks & Recreation Committee and the Recreation Board about the scope of work for the Comprehensive Trails Plan and the NPS-RTCA role.

October 2001

NPS-RTCA accepts Skagway's Trail project.

March 2002

City of Skagway Recreation Board and the NPS-RTCA start on a draft work plan which will guide the process to develop a Comprehensive Trail Plan.

Organizations are identified that will directly or indirectly be involved in the development process. These organizations include: Klondike Gold Rush National Historic Park, US Forest Service, White Pass & Yukon Route Railroad, Southeast Alaska Guidance Association (SAGA), Skagway Alpine Club, TEMSCO Helicopters, Alaska Power & Telephone Company, and the State of Alaska Dept. of Transportation.

April 2002

The City of Skagway Parks & Recreation Committee takes the lead role in developing the trail plan allowing the Recreation Board to concentrate on the Skagway Recreation Center. Cassie Thomas (NPS-RTCA) visits to give guidance on the information that will need to be collected for the plan.

June 2002

Odin Brudie and Jack Mosby from SEATrails visit and help inventory the Lower Dewey Lake Trail System. All of the trails in Skagway are inventoried using the SEATrails assessment form and those assessments are used in developing the Comprehensive Trails Plan.

August 2002

The Skagway City Council passes Ordinance 2002-17, banning the commercial use of Skagway's trails. Exemptions include: interpretive programs offered by local, state or federal land management agencies; non-profit youth organizations; training sponsored by or subscribed to by local emergency response agencies; or recreational events with a permit.

September 2002

Skagway Parks & Recreation Committee and the Skagway Alpine Club continue work on the trails checklist, trails assessment, accessibility conflicts, and sustainability checklist.

March 2003

The Draft Work Plan is signed by the City and NPS-Skagway.



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April 2003

The Parks & Recreation Committee and the Alpine Club begin formulating a first draft of the plan.

June 2003

Cassie Thomas visits for the Dewey Lakes Hydro FERC re-licensing project. This information is incorporated into the trails plan.

September 2003

NPS-RTCA staff visits from Anchorage to participate in a trail hardening demonstration project on the Icy Lake Trail. This project site was identified by the Parks & Recreation Committee as a problem area that would be an excellent choice for this type of project. The City of Skagway, NPS, AP&T, and TEMSCO Helicopters all contribute to the project. This project involves placing Geoblock in an area that is constantly muddy thereby creating a new permeable surface for vegetation to grow through and stabilize the tread. NPS-RTCA staff reviews the draft trail plan using the Sitka Trail Plan as a model.

October 2003 – April 2004

Skagway Parks & Recreation Committee with help from a lot of different volunteers, including Skagway Alpine Club, Taiya Inlet Watershed Council, Skagway Development Corporation, continues to develop the plan with the end of April as a goal for completion.

March 2004

Skagway City Council passes Resolution 04-04 recognizing the

recreational significance of the Dewey Lakes Trail system, and recommending its designation as a special management area.

May 2004

The final draft of the plan is reviewed by NPS-RTCA staff in Anchorage.

Mayor appoints five residents to the Dewey Lakes Special Management Area Committee.

September 2004

A public meeting was held with Cassie Thomas to look at the final draft and collect the final public comments. The plan is lacking in a lot of detail, missing several maps, timelines and appendices.

October – November 2004

The Skagway City Council passes Ordinance 04-18, establishing the Dewey Lakes Special Management Area.

The missing information and maps were collected and incorporated in the plan. An initial copy is formatted by PR Services in Whitehorse. After the review of the initial copy many gaps were found and the plan was again updated.

January 2005

PR Services re-formatted the plan and created an excellent final draft. Changes had to be made again to the plan, but they were minor. January sees the final version of the plan.

February 2005

The Comprehensive Trails Plan is adopted by the Skagway City Council.



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Trails Wish List

Introduction

The Skagway Trail System is an historical resource dating back to the days of the Klondike Gold Rush of 1898. Most of the existing trails were used by the stamperders to make their way to the gold fields or for the building of Skagway and Dyea. The most famous is the Chilkoot Trail, which is currently under the jurisdiction of the National Park Service.

Of these gold rush trails the Brackett Wagon Road, Dyea Telegraph Trail and the White Pass Trail are no longer in use. The historical and cultural significance of these trails has rekindled interest in re-opening them to the hiking public.

There is also a great desire in the community to invest in developing trails either previously existing or new trails.

Historic Trails

- ❖ Brackett Wagon Road/White Pass Trail (Hiking) – This could start at the parking lot at AP&T’s Goat Lake Hydro Project. The hiker would cross the river by bridge and access the trail below the tracks. The trail would head north to the boundary with the NPS White Pass Unit and from there it could be diverted to the Klondike Highway with a short access trail (25).
- ❖ Skagway-Dyea Telegraph Trail (Hiking/Biking) (26) This was the trail that originally connected Skagway to Dyea. This trail is barely visible any more and will

be difficult to determine its exact route. The other hurdle will be routing this trail around private property that now exists along the route.

- ❖ Alaska Road Commission Road to Denver Glacier trail-head (Multi-use) – This trail has a high priority for completion because of safety and access issues as it runs alongside the railroad tracks and often on the tracks themselves. The trail is often used to access Denver Glacier by means other than train, and because of this it has been included in the current plan. This is particularly evident in the summer when many people not aware of the dangers of travel along the railroad tracks are using this trail. Much of the trail already exists and major projects associated with completing the trail are clearing the existing road, grading the White Pass access road and widening the shoulder in those places where the rail bed is not wide enough to accommodate a train and an ATV at the same time. This construction and restoration should be completed as soon as is possible.



- ❖ Dyea-Klondike Transportation Wagon Road in Dyea (Multi-use) – This trail along the west side of Taiya Inlet from the Dyea Flats to the Rapuzzi cabin. The route is located within private property and municipal selection land. Right of way access from Dyea Flats through private lands must be secured for this trail to be viable. It is a trail that will provide an excellent opportunity to explore the coastline and view marine mammals and birds. This trail may be a multi-use trail and is already in reasonable condition.

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New Trails

- ❖ Goat Lake (Hiking) – This will require an agreement with AP&T for public access to the hydro pipeline along Pitchfork Falls. (24)
- ❖ Black Lake Climbing Routes (Climbing)
- ❖ Nourse River Valley Trail – It is anticipated that this will be a multi-use trail running up the west side of the Taiya River Valley to the Nourse Valley and Glacier. Opportunities for motorized and non-motorized activities including hunting, berry picking, wildlife viewing, snow-machining etc. (23)
- ❖ Sturgill's Landing to Kasidaya Creek (Paradise Valley) (Hiking) –The "Roadless Rule" at present prevents any further trails in the Tongass National Forest. (21)
- ❖ Kasidaya Creek (Paradise Valley) to the Katzehin River (Hiking) -The "Roadless Rule" at present prevents any further trails in the Tongass National Forest. (22)
- ❖ S Glacier extension from Denver Glacier (Multi-use) (17)
- ❖ Laughton Glacier to Warm Pass (Multi-use) (19)
- ❖ Additional ATV trails and legal access to these trails.



- ❖ Extend the AB Mountain hiking trail to International Falls. (20)
- ❖ Extending the Upper Dewey Lake Trail to access Denver Glacier. In the short term this could be implemented with cairns but would require a little trail development in the future.

These trails may require a Comprehensive Trail Development Plan of their own. This separate plan would be drafted after this comprehensive plan has been adopted and ratified.

Goals and Objectives

At present there is no plan, be it short term or long, to guide the trail maintenance and development program. This plan was developed to create a mechanism to rectify this problem. Below are listed some important goals that need to be addressed over the life of this plan.

Complete the trails plan within the 10 year period:

1. Use this plan as the basis for managing the maintenance and construction of the trail system;
2. Carry out the plan's objectives based on the priorities identified for each trail.

Establish a trails use policy:

1. Through public forums with the different user groups, we will establish trail use designations for each trail;
2. Identify those trails which already have an established use and codify them;
3. Identify those trails which currently have use issues



City of Skagway Comprehensive Trails Plan

and develop a mechanism to manage them, e.g. motorized and non-motorized allocations.

Develop and execute a strategy for funding:

1. Prepare a funding strategy using City appropriations and grant funding to execute this plan based on a prioritization of needs;
2. Use this plan to identify projects that will be eligible for grant funding;
3. Identify potential funding sources and ensure that these sources are utilized.

Improve the overall condition of the trail system:

1. Using the priorities identified in this plan -improve the trails to a prime condition;
2. Establish a maintenance program that will most efficiently use the City's personnel and funds;
3. Develop and complete a unified signage design, and replace all signs within the system.

Promote Skagway as an outdoor activity destination:

1. Partner with the Convention & Visitors Bureau (CVB) to promote the area's outdoor recreational value to attract more independent visitors to Skagway;
2. Redesign and print new City trail maps with more detailed descriptions, and more accurate map details.

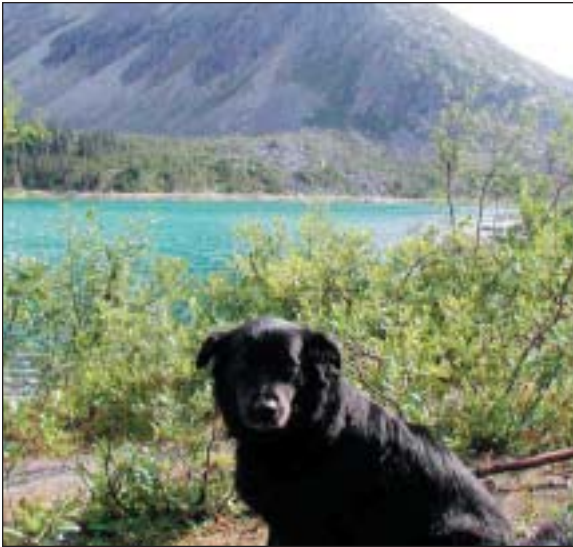
Promote the benefits of outdoor recreation:

1. In partnership with the Skagway Recreation Center (SRC), Dahl Memorial Health Clinic, Ski Club, and the Skagway School District a program should be developed that promotes outdoor activity as a means of reducing the incidence of certain diseases and obesity;

2. In partnership between the City of Skagway, Chamber of Commerce, and the Skagway Development Corporation (SDC) promote the trails system as a means of population retention, population growth, and as a recruitment tool to attract businesses and families to Skagway. The desire for increased quality of life is now a significant reason for businesses and families wanting to relocate;
3. Partner with the SRC in developing a program that will assist the business community to understand that a healthy lifestyle reduces health care costs and that a healthy workforce promotes economic growth and prosperity.



City of Skagway Comprehensive Trails Plan

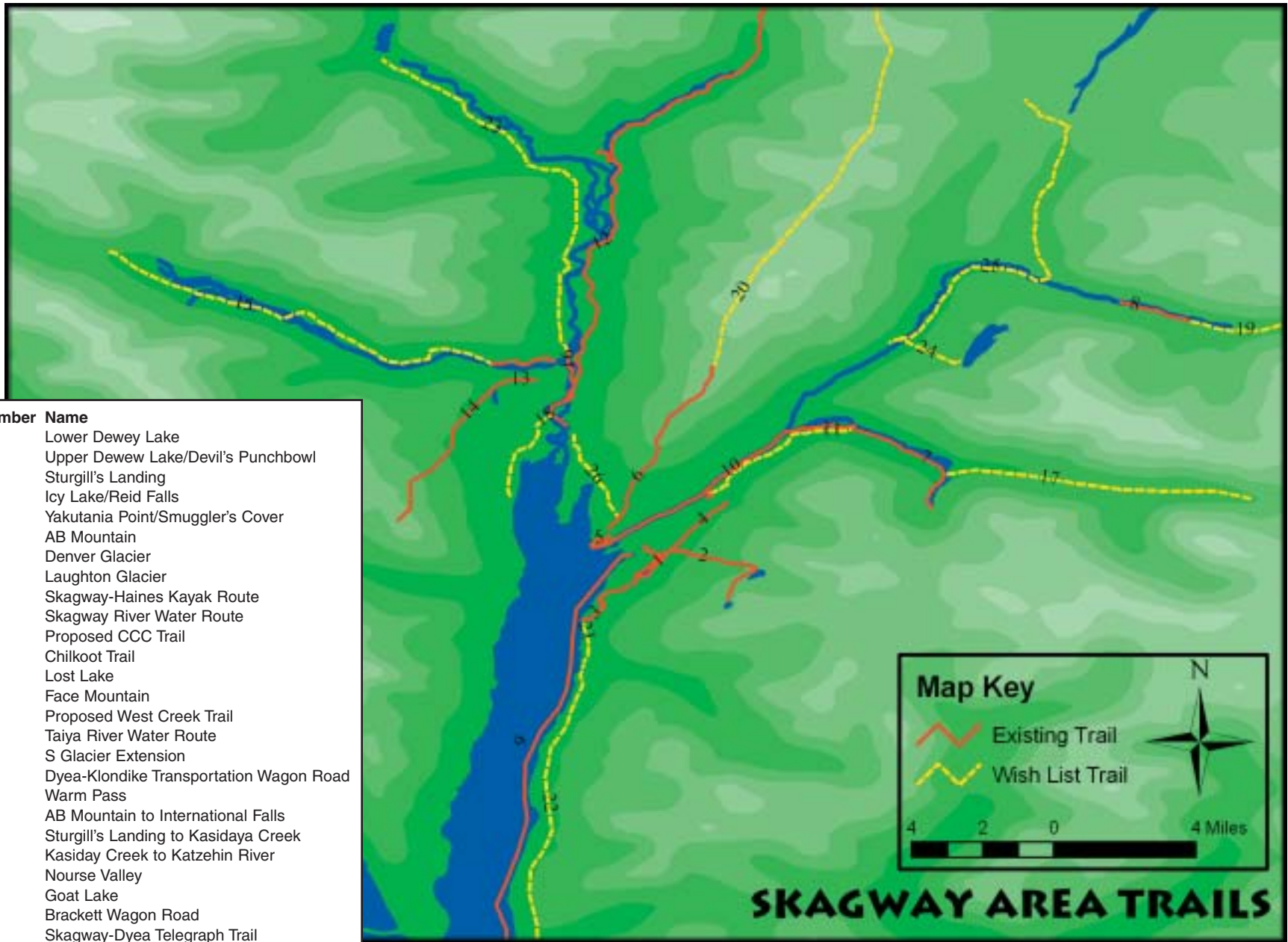




City of Skagway Comprehensive Trails Plan

TRAIL #	TRAIL PROJECT	PAGE #	CATEGORY	LENGTH (MILES)	LEAD AGENCY
	City Walking Tour	20	Cultural	2.5	City of Skagway
1	Lower Dewey Lake	22	Dewey Lakes Trail System	2.7	City of Skagway
4	Sturgill's Landing	24	Dewey Lakes Trail System	3.5	City of Skagway
5	Icy Lake/Upper Reid Falls	26	Dewey Lakes Trail System	3.0	City of Skagway
2	Upper Dewey Lake / Devil's Punchbowl	28	Dewey Lakes Trail System	3.0 – 3.7	City of Skagway
	Lower Reid Falls	30	Near Town	0.25	City of Skagway
7	Yakutania Point/ Smuggler's Cove	32	Near Town	1.5	City of Skagway
8	AB Mountain	34	Near Town	5.0	City of Skagway
18	AK Road Commission Road	36	Near Town	4.3	City of Skagway
10	Lost Lake	38	Dyea Trails	2.0	City of Skagway
9	Face Mountain Route	40	Dyea Trails	4.5	City of Skagway
11	West Creek	42	Dyea Trails	5.0	City of Skagway
12	Chilkoot Trail	44	Dyea Trails	33.0	NPS
13	Denver Glacier	46	USFS Trail System	4-6	USFS
14	Laughton Glacier	48	USFS Trail System	3-5	USFS
15	Skagway- Haines Kayak Route	50	Water Route	15.0	City of Skagway
17	Skagway River Kayak Route	52	Water Route	2.3	City of Skagway
16	Taiya River Raft Route	54	Water Route	4.0	City of Skagway

City of Skagway Comprehensive Trails Plan



Number	Name
1	Lower Dewey Lake
2	Upper Dewey Lake/Devil's Punchbowl
3	Sturgill's Landing
4	Icy Lake/Reid Falls
5	Yakutania Point/Smuggler's Cover
6	AB Mountain
7	Denver Glacier
8	Laughton Glacier
9	Skagway-Haines Kayak Route
10	Skagway River Water Route
11	Proposed CCC Trail
12	Chilkoot Trail
13	Lost Lake
14	Face Mountain
15	Proposed West Creek Trail
16	Taiya River Water Route
17	S Glacier Extension
18	Dyea-Klondike Transportation Wagon Road
19	Warm Pass
20	AB Mountain to International Falls
21	Sturgill's Landing to Kasidaya Creek
22	Kasidaya Creek to Katzeihin River
23	Nourse Valley
24	Goat Lake
25	Brackett Wagon Road
26	Skagway-Dyea Telegraph Trail



City of Skagway Comprehensive Trails Plan

Comprehensive Trail Plan Timelines

Dewey Lakes Trail System

Trail #	TRAILS	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
	Lower Lake Loop			█	█	█	█	█	█	█	█
	Sturgill's Landing			█	█	█	█	█	█	█	█
	Icy Lake/Upper Reid Falls						█	█	█		
	Upper Lake/Devil's Punchbowl	█	█	█	█	█	█	█			

Near Town Trails

Trail #	TRAILS	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
	Skagway Walking Tour			█			█	█	█	█	█
	Lower Reid Falls	█	█			█				█	
	Yakutania Point/Smuggler's Cove								█	█	█
	AB Mountain			█	█	█	█	█	█	█	
	AKRC Denver Road				█	█	█	█	█	█	█



Comprehensive Trail Plan Timelines

Dyea Trail System

Trail #	TRAILS	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
	Lost Lake							█	█	█	█
	Face Mountain						█	█	█	█	█
	West Creek			█	█	█	█	█	█	█	█

Water Trail System

Trail #	TRAILS	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
	Skagway/Haines Kayak			█	█	█					
	Skagway River Kayak							█	█	█	█
	Taiya River Raft Route		█	█	█						



City of Skagway Comprehensive Trails Plan

CITY WALKING TRAIL

SKAGWAY SELF-GUIDED WALKING TOUR

Total Length: 2.5 Miles
 Elevation Gain (Feet): 0
 Difficulty Level: ◆
 Trail Surface: Sidewalks
 Associated Facilities: Downtown Skagway
 Regular Uses: Summer self-guided historical tours

Trail Description

This trail winds its way around the historical district and cultural highlights of Skagway. The entire trail is level and

wheelchair accessible.

The self-walking tour brochure can be picked up at the Skagway Visitors & Information Bureau in the AB Hall and at the National Park Service Visitor Center.

Priority Projects

- Keep brochure up to date
- Ensure the walking tour itself is up to date.

Wish List

- Interpretive signs along the trail

Project Partners

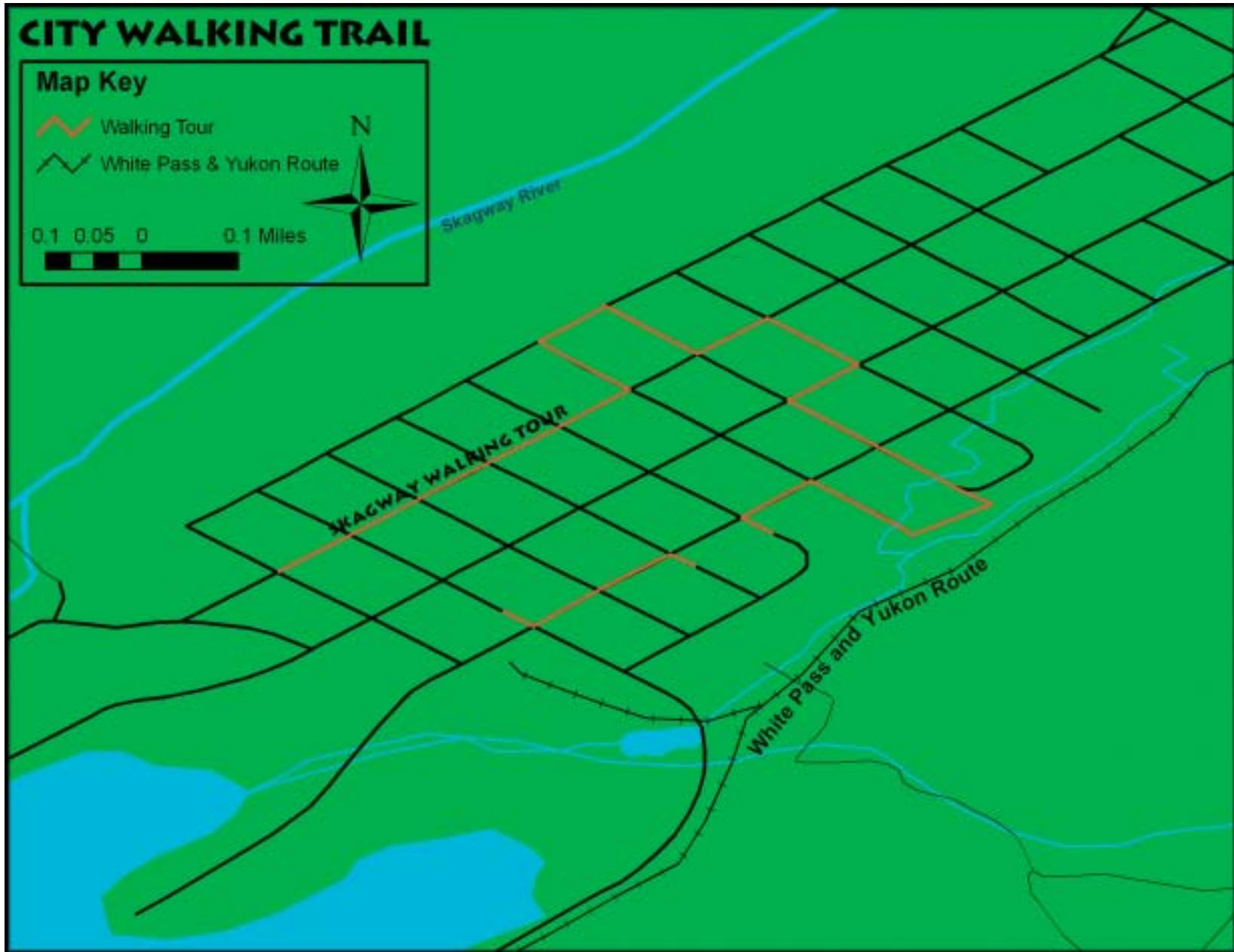
City of Skagway
 Convention and Visitors Bureau
 National Park Service

Maintenance Timeline

		FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15
City Walking Trail	S:	Reassess current brochure			Assess type & location for interpretive signs						
	A:			Reprint brochure if necessary			Develop and manufacture interpretive signs				

S = Strategic Goals **A** = Action Plans

City of Skagway Comprehensive Trails Plan





City of Skagway Comprehensive Trails Plan

DEWEY LAKES SYSTEM

LOWER DEWEY LAKE LOOP

Total Length: 2.7 Miles

Elevation Gain (Feet): 500

Difficulty Level: ◆◆◆

Trail Surface: Native Soil/Rock

Associated Facilities: Picnic Tables, Fire Rings

Regular Uses: Year round Hiking, Swimming, Fishing
Camping, Ice Skating, Skiing, Bicycling

Trail Description

The Lower Dewey Lake Loop ("Lower Lake") is easily accessible from downtown and is a favorite amongst locals who find its proximity, level of difficulty and quietness a well-deserved break from the hustle and bustle of busy downtown.

The trail rises very steeply for the first 3/4 mile to reach a level bench that includes the lake and a reservoir. The trail around the lake itself is level and very easy walking, although it is slightly more difficult on the east side of the lake.

There is a rock outcropping 200 yards from the trailhead that has a good low-level view of the downtown area. Another several hundred yards further along the trail and there is a stone seat (2nd bench) that has wonderful views of the downtown area and especially the waterfront and Taiya Inlet.

Priority Projects

- Reconstruct and stabilize switchbacks, rebuild the stone retaining walls and log crib, and construct steps where needed to rectify the safety hazards.
- Review and define motorized policy.
- Identify and improve drainage problem areas.
- Review Outhouse policy and identify locations for additional outhouses

Wish List

- New kiosk at trailhead
- Define fire designated areas
- Interpretive, directional and safety signs

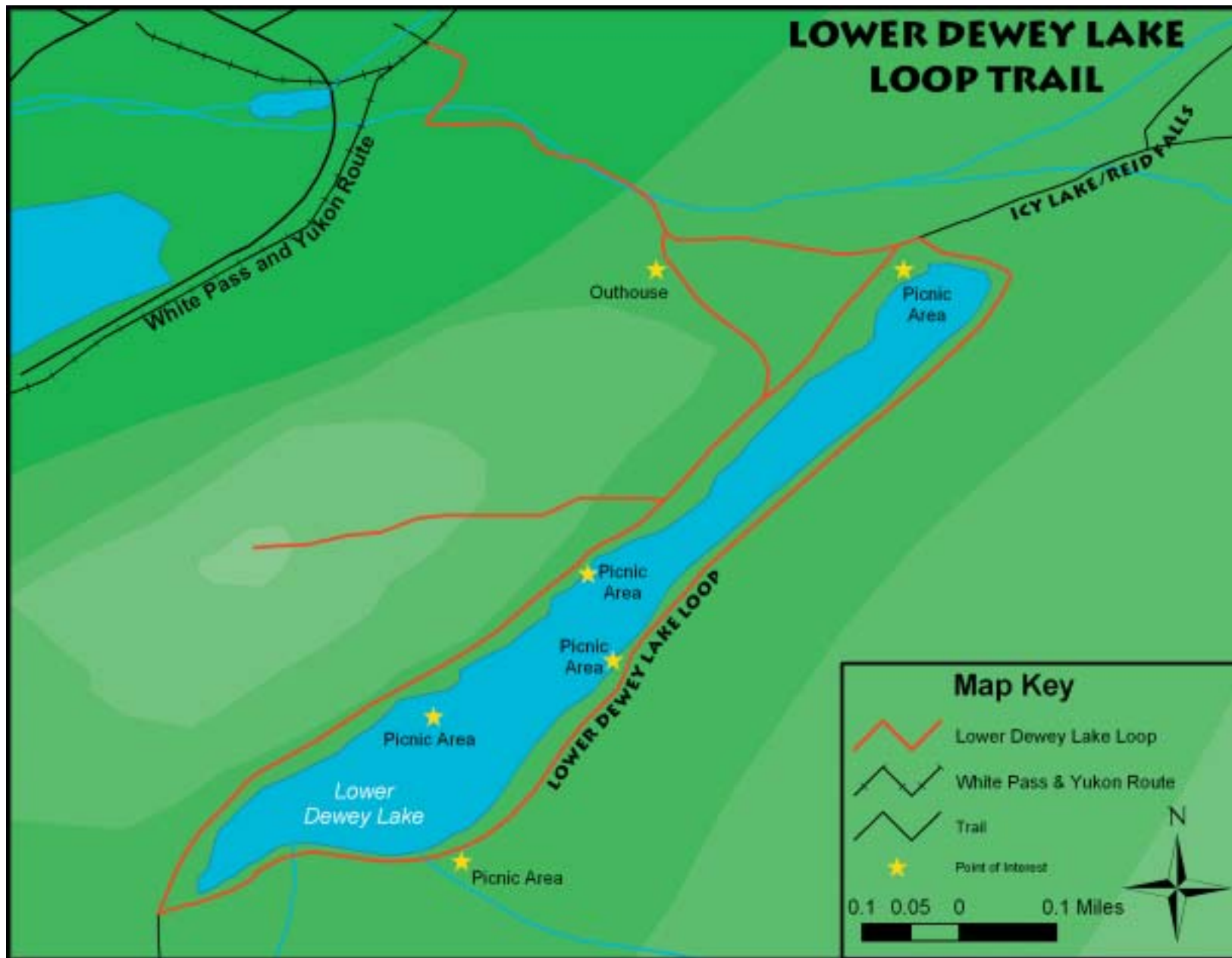
Project Partners

City of Skagway
Skagway Alpine Club
Southeast Alaska Guidance Association (SAGA)

Maintenance Timeline

		FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15
Lower Dewey Lake Loop	S:	Identify trail as Evacuation Route, develop motorized policy		Identify drainage needs							
	A:			Reconstruct, stabilize switchbacks	Rectify drainage issues						

City of Skagway Comprehensive Trails Plan





City of Skagway Comprehensive Trails Plan

DEWEY LAKES SYSTEM

STURGILL'S LANDING

Total Length: 3.5 Miles

Elevation Gain (Feet): -500

Difficulty Level: ◆◆◆

Trail Surface: Native Soil/Rock

Associated Facilities: Picnic Tables, Fire Rings, Outhouse

Regular Uses: Year Round Hiking, Camping, Biking

Trail Description

The trail is relatively level until the last quarter mile where a steep and somewhat dangerous descent to the beach must be negotiated. The Sturgill's Landing Trail is accessible from the south end of Lower Dewey Lake. This trail is a wonderful walk through enchanted forestscapes and on to a beach on the Lynn Canal with excellent marine wildlife viewing opportunities.

Priority Projects

- Re-route the trail around the muskeg bog.
- Construct a helipad for emergency access about half way between the south end of Lower Lake and Sturgill's Landing.
- Complete the re-route around the slide area as it descends to the beach.

Wish List

- New interpretive signs: traditional use and historic.
- Develop viewing turnouts
- New outhouse

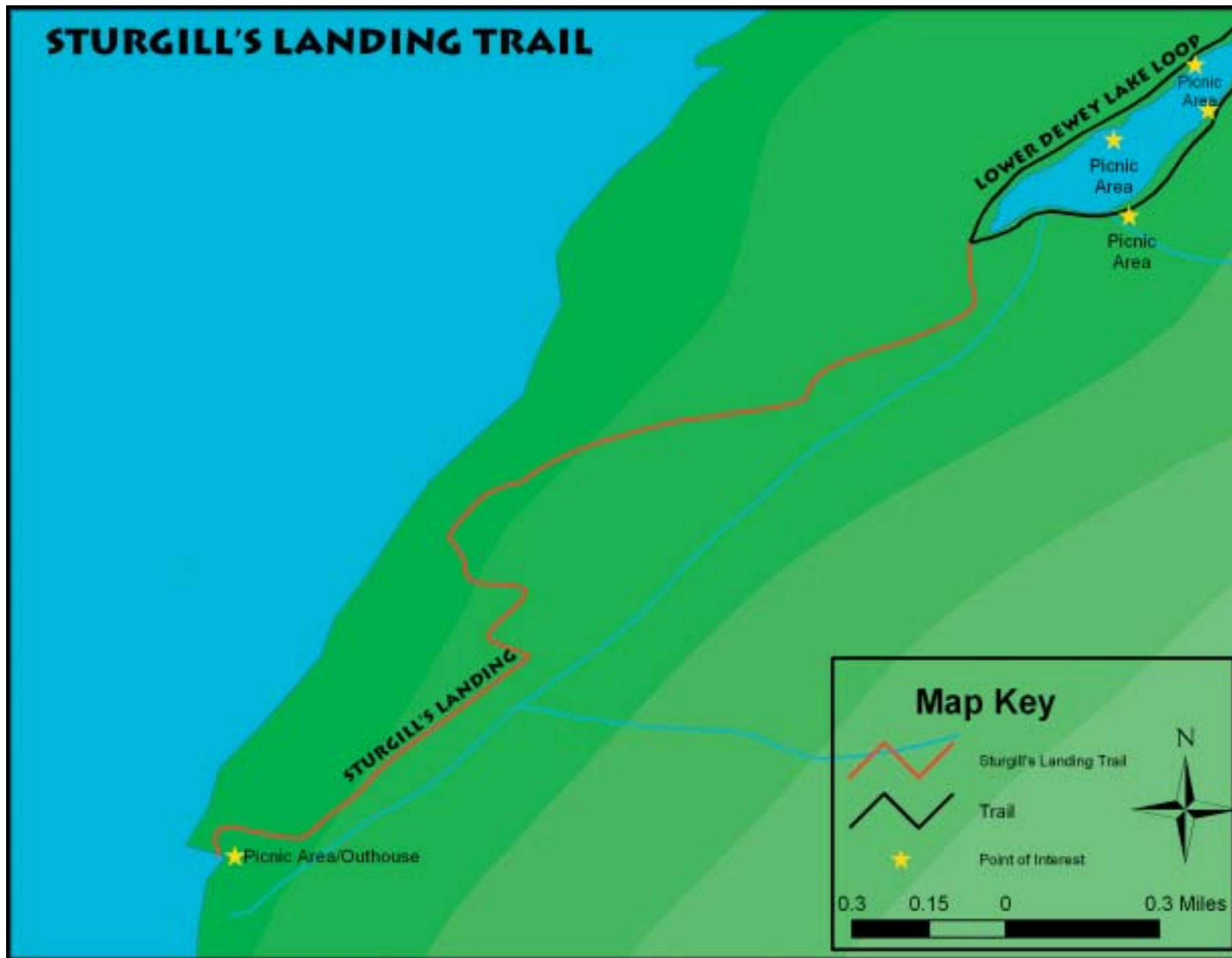
Project Partners

City of Skagway
 Skagway Alpine Club
 SAGA
 SEAtails

Maintenance Timeline

		FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15
Sturgills Landing	S:			Plan bog reroute	Locate Helipad		Locate viewing turnouts				
	A:	Complete re-route around the slide area		Reroute around slide	Bog Reroute	Construct Helipad	Develop viewing turnouts				

City of Skagway Comprehensive Trails Plan





City of Skagway Comprehensive Trails Plan

DEWEY LAKES SYSTEM

ICY LAKE - UPPER REID FALLS

Total Length: 3.0 Miles

Elevation Gain (Feet): 850

Difficulty Level: ◆◆◆

Trail Surface: Native Soil/Rock, Mud

Associated Facilities:

Regular Uses: Year Round Hiking, Biking, Running and ATVs

Trail Description

The trail is relatively level and easy going to the lake. It continues as such to Upper Reid Falls but requires negotiating a pipeline that parallels the trail.

The trail is accessed from the Reservoir and can be hiked as a loop by coming back in to town via the access road. Icy Lake itself is small and sometimes much of its sandy bottom can be walked on.

The Upper Reid Falls are approximately 15 minutes further along the trail. The falls are quite spectacular and can be viewed from a rock outcropping facing the falls. This should be done with care, as there are no safety railings at this location.

Maintenance Timeline

		FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15
Icy Lake / Upper Reid Falls	S:								Assess possibilities for viewing platforms, monitor Geo-block		
	A:	Monitor Geo-Block progress					Stabilize, retread and properly drain boggy areas				

Priority Projects

- Stabilize and re-tread the boggy areas, possibly using materials such as Geo-Block
- Monitor sections where Geo-Block has been used
- Ensure proper and sufficient drainage in the boggy areas so that these drainage issues do not recur
- New signage along trail

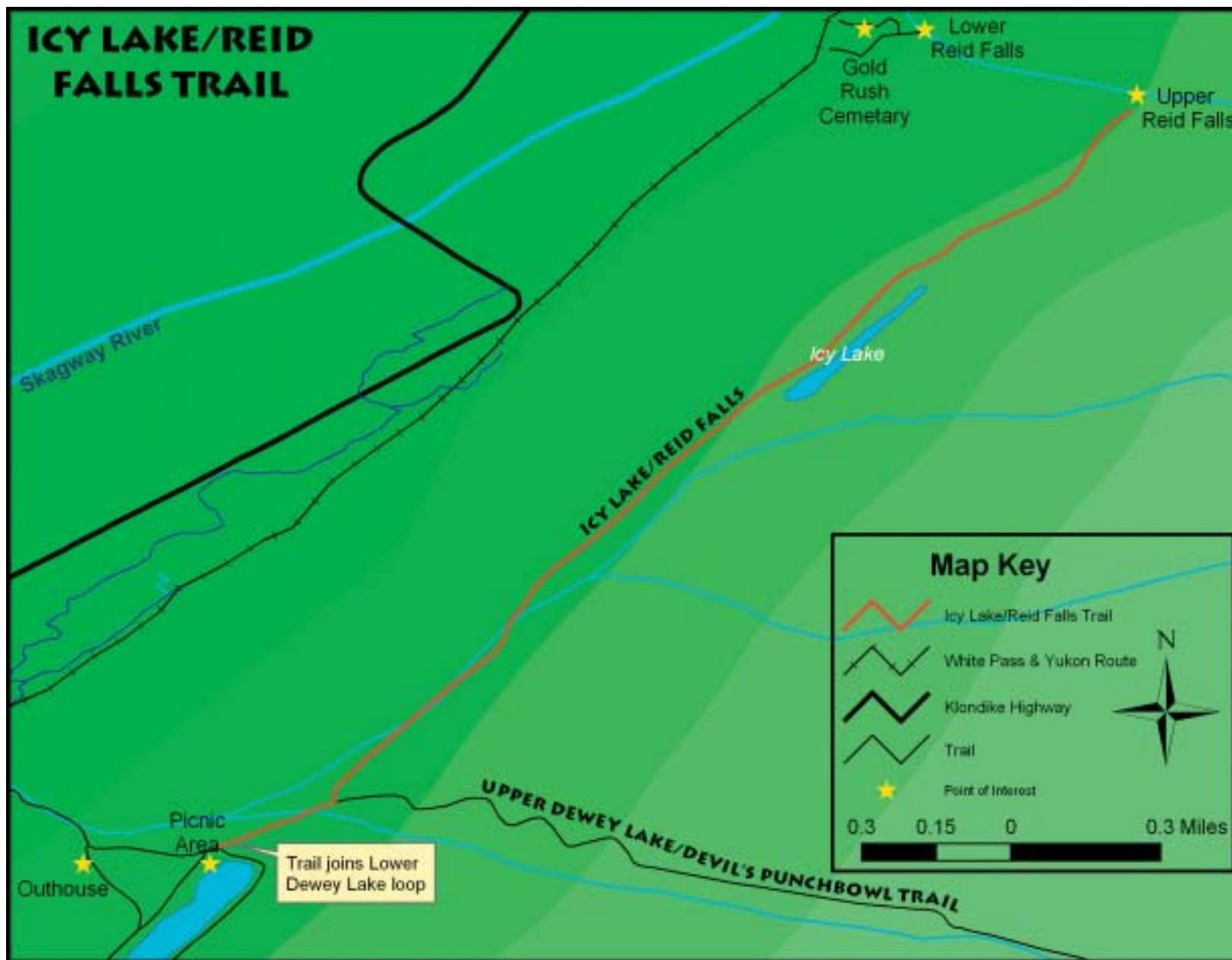
Wish List

- Discuss a viewing platform at the falls including discussion on insurance, liability, maintenance, safety issues, and an assessment of the potential for massive collapse of this outcrop
- Develop Hydro Project interpretive signs

Project Partners

City of Skagway
 Alaska Power & Telephone
 NPS – Rivers & Trails Conservation Assistance Program
 SAGA
 Mental Health Land Trust

City of Skagway Comprehensive Trails Plan





City of Skagway Comprehensive Trails Plan

DEWEY LAKES SYSTEM

UPPER DEWEY LAKE AND DEVIL'S PUNCHBOWL

Total Length: 3.0 – 3.7 Miles

Elevation Gain (Feet): 3100/3600

Difficulty Level: ◆◆◆◆

Trail Surface: Native Soil/Rock, Meadow/Bog

Associated Facilities: Picnic Tables, Fire Rings, 2 cabins

Regular Uses: Hiking, Camping, Fishing, Hunting, Paragliding, Running

Trail Description

The Upper Dewey Lake Trail ("Upper Lake") is accessible from the Lower Lake Loop Trail. The trail rises very steeply for 3.0 miles until reaching the cabins at the lake. The trail then climbs another 500' in elevation to the Devil's Punchbowl. This trail is a beautiful but difficult trail that takes the hiker beyond tree line and into an alpine environment. The 360° views from the lake are spectacular, with views of the Twin Dewey Peaks, Skagway and the Lynn Canal.

Priority Projects

- Construct bridge over the dyke to improve access between the old cabin and the new cabin
- Develop a plan to protect the boggy meadow at the top of the trail e.g. reroute or walkway
- Interpretive signage
- Establish a helispot outside of the meadow area to minimize the impacts on it

Wish List

- Address the adequacy of the outhouses at the lake.
- New trail from Devil's Punchbowl to Sturgill's Landing Trail
- Extend trail to Denver Glacier with cairns
- Establish camping area on eastside of lake

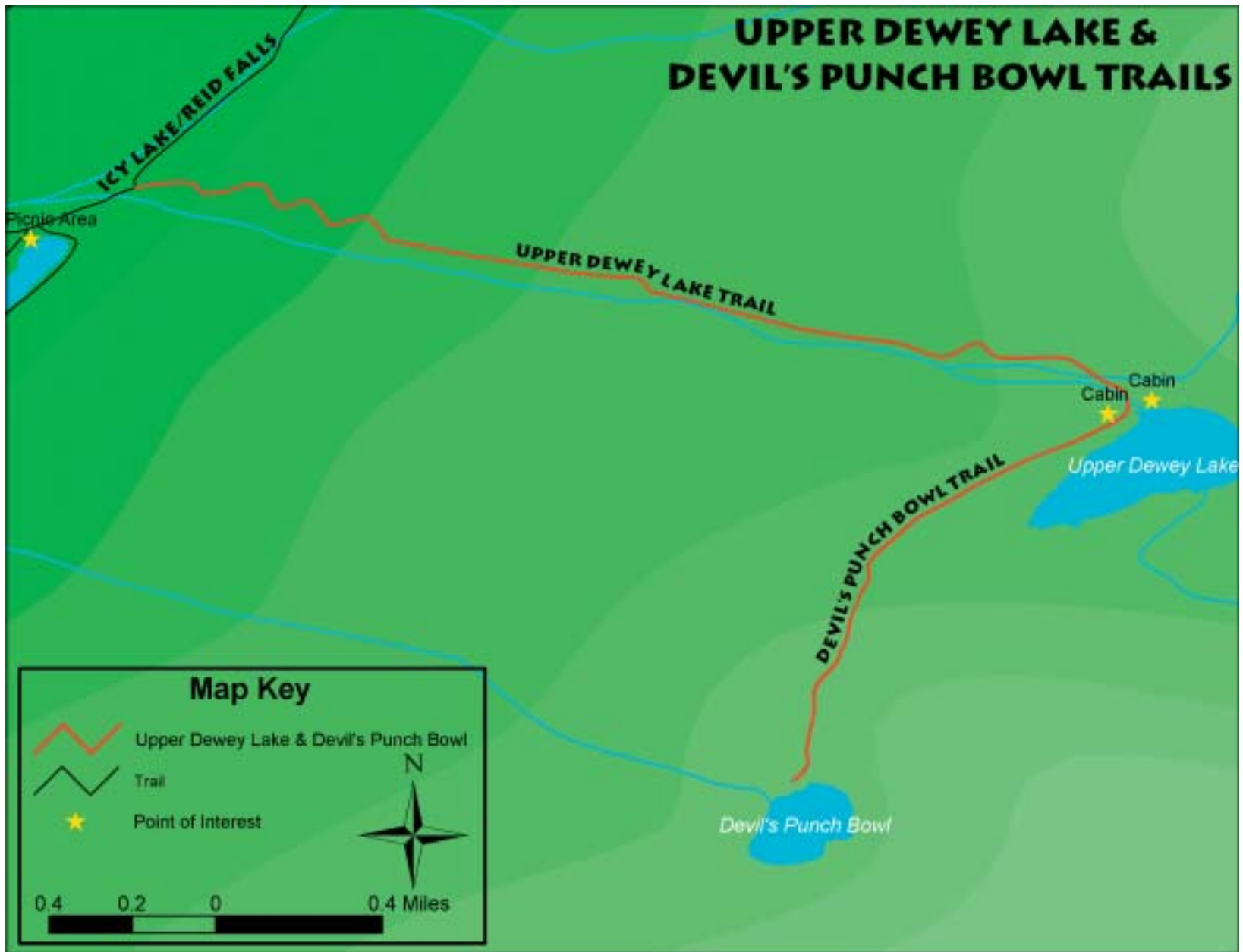
Project Partners

City of Skagway
 Skagway Alpine Club
 TEMSCO

Maintenance Timeline

		FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15
Upper Lake / Devil's Punchbowl	S:			Prioritize tread issues	Locate Helispot	Develop plan to skirt meadow			Locate trail to Denver Valley		
	A:	Complete Dike Bridge		Develop Camping area		Clear Helispot	Route trail around meadow		Continue trail with cairns to Denver Glacier trail		
						Tread Work					

City of Skagway Comprehensive Trails Plan





City of Skagway Comprehensive Trails Plan

NEAR TOWN TRAILS

LOWER REID FALLS

Total Length: 0.25 Miles

Elevation Gain (Feet): 50

Difficulty Level: ◆

Trail Surface: Native Soil/Rock, Gravel

Associated Facilities: Cemetery, Bench, Outhouse

Regular Uses: Summer commercial and non-commercial historical tours and viewing, Ice climbing

Trail Description

The trail rises gently through the Gold Rush Cemetery (1.5 miles from downtown), to a bench at the base of the falls. The trail has been graveled and provides easy access.

This is a short and easy trail, which meanders through a gold rush cemetery and ends at the base of a glacier-fed waterfall. It is heavily used during the summer tourist season. Tens of thousands use the trail, as it is part of a popular tour of the Gold Rush Cemetery.

Priority Projects

- Complete the tread work and rock stairs to maintain easy access to the falls on a year round basis

Wish List

- New interpretive signs

Project Partners

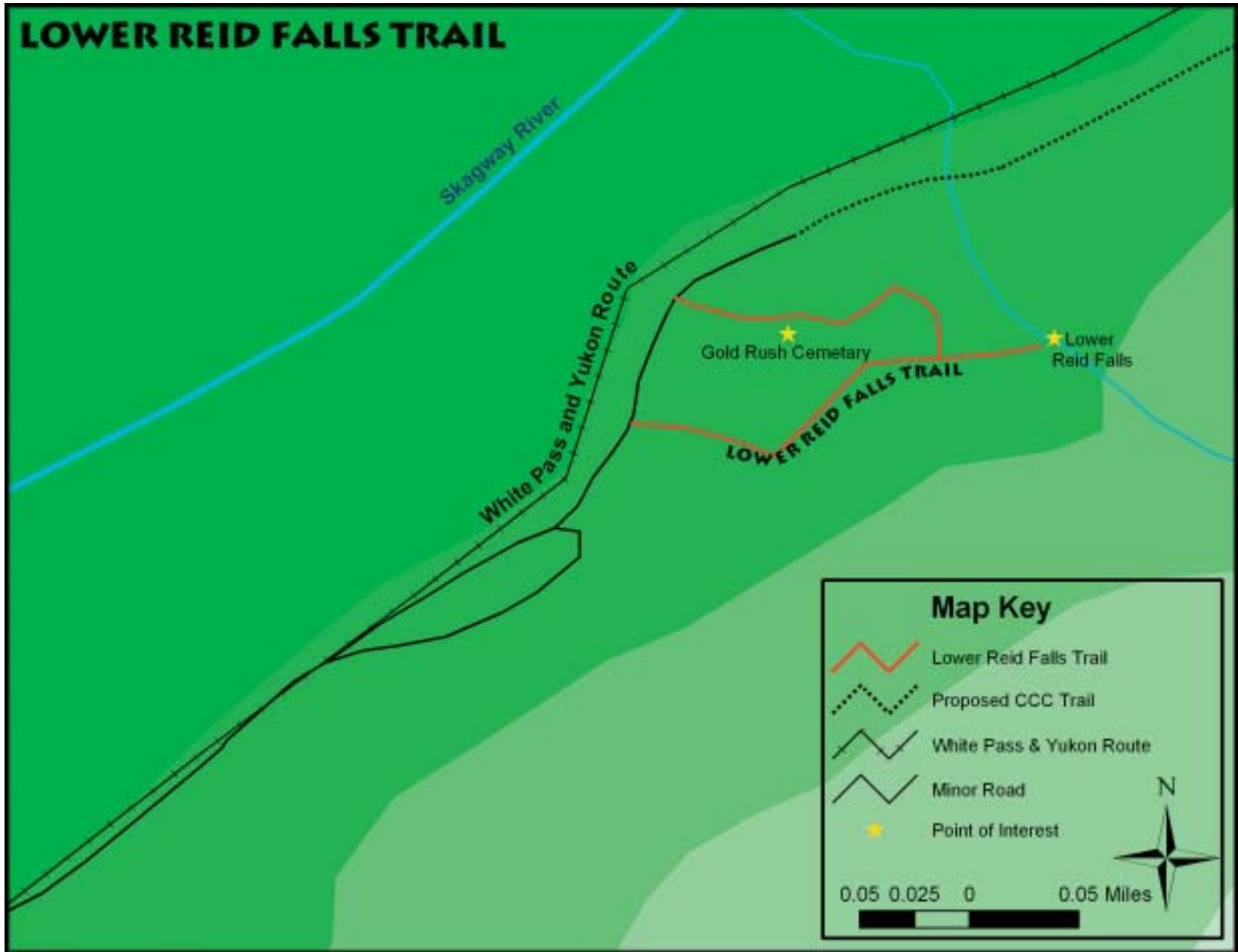
City of Skagway

Skagway Street Car Company

SAGA

Maintenance Timeline

		FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15
Lower Reid Falls	S:										
	A:	Complete Tread Work				Routine Maintenance				Routine Maintenance	





City of Skagway Comprehensive Trails Plan

NEAR TOWN TRAILS

YAKUTANIA POINT/SMUGGLER'S COVE

Total Length: 1.25 Miles

Elevation Gain (Feet): 50

Difficulty Level: ◆

Trail Surface: Native Soil/Rock, Gravel

Associated Facilities: Benches, Outhouse, Picnic/Barbeque Facilities

Regular Uses: Year round hiking, Running

Trail Description

This is level, easy walk passes through forests of coastal vegetation while offering spectacular views of Taiya Inlet. Marine wildlife and bird viewing opportunities, picnic locations and ease of access make this a year round favorite for both locals and visitors.

Priority Projects

- Complete the tread work to maintain easy access to Smuggler's Cove on a year round basis

Wish List

- New interpretive signs
- New outhouse at Yakutania Point
- Extend the trail to include the area east of Rabbit Cove and then continue to the Pet Cemetery trail, effectively extending the loop

Maintenance/Construction Issues

The extension of the loop should be completed within 10 years, assuming that property boundary issues can be resolved. If not, it is still possible to complete a loop using trails that currently exist.

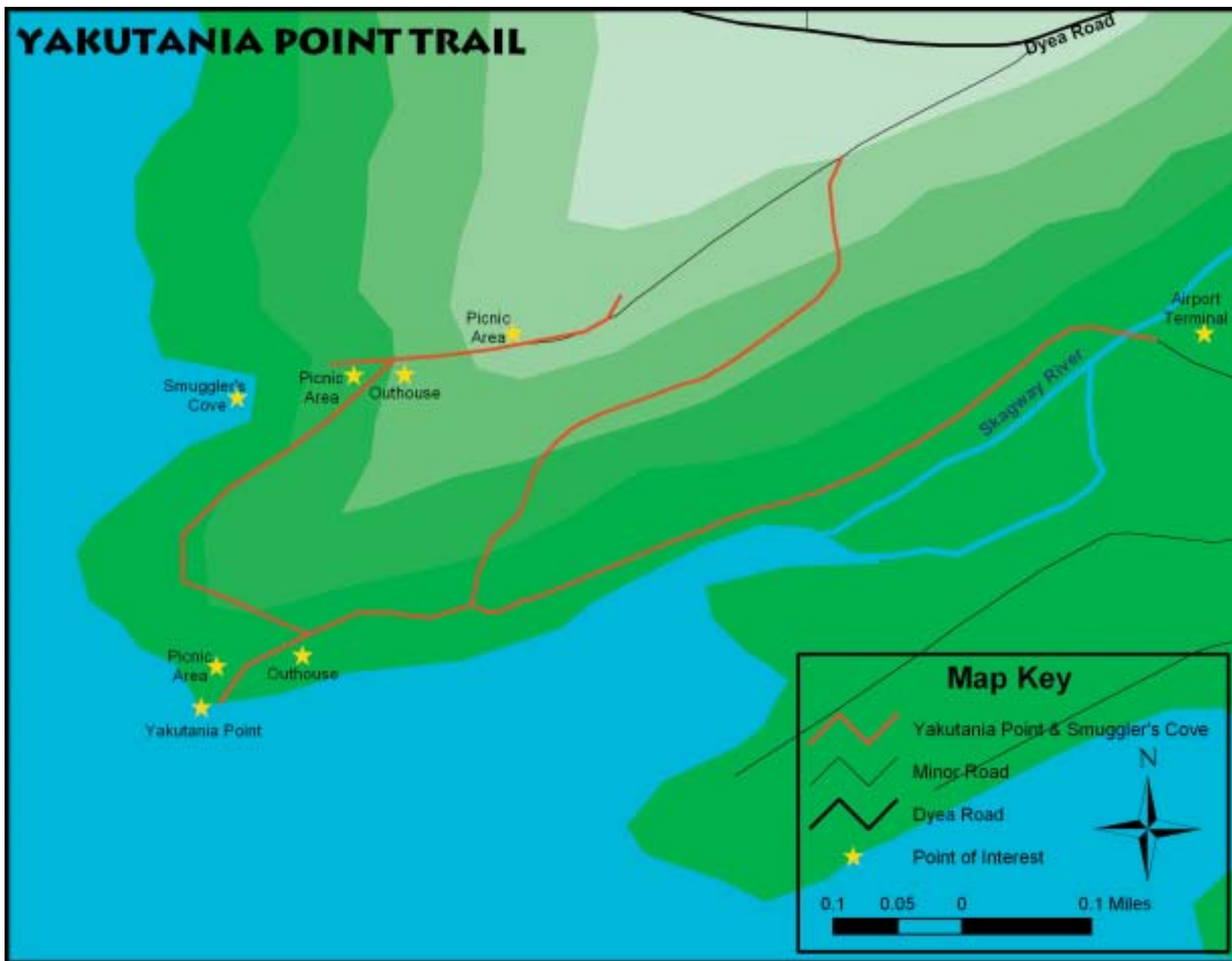
Project Partners

City of Skagway
Skagway Alpine Club

Maintenance Timeline

		FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15
Yakutania Point / Smuggler's	S:								Plot new Smuggler's Loop		
	A:								New outhouse	Develop new Smuggler's Loop	

City of Skagway Comprehensive Trails Plan





City of Skagway Comprehensive Trails Plan

NEAR TOWN TRAILS

AB MOUNTAIN (SKYLINE) TRAIL

Total Length: 5.0 Miles

Elevation Gain (feet): 4,720

Difficulty Level: ◆◆◆◆

Trail Surface: Native Soil, Rock

Associated Facilities: N/A

Regular Uses: Summer Hiking, Running

Trail Description

The trail rises gradually for 2.5 miles and then ascends steeply up a rocky unmarked trail.

The AB Trail is accessible from 4.5 Mile on the Dyea Road. This trail affords some of the best views of the Taiya Inlet from Dyea to the Chilkat Range.

Priority Projects

- Define and mark a route on the upper section of the trail
- Construct a bridge over the sinkhole
- Develop a Right of Way along trail that will be acceptable to both the City and Mental Health Trust

Wish List

- New kiosk at trailhead
- Develop scenic overlooks
- Continue the trail north to International Falls
- A cabin north of the summit

Maintenance Issues

The future location of the trail in respect to the proposed subdivision development the City and Mental Health Trust are planning will need to be determined as will mitigation efforts.

Project Partners

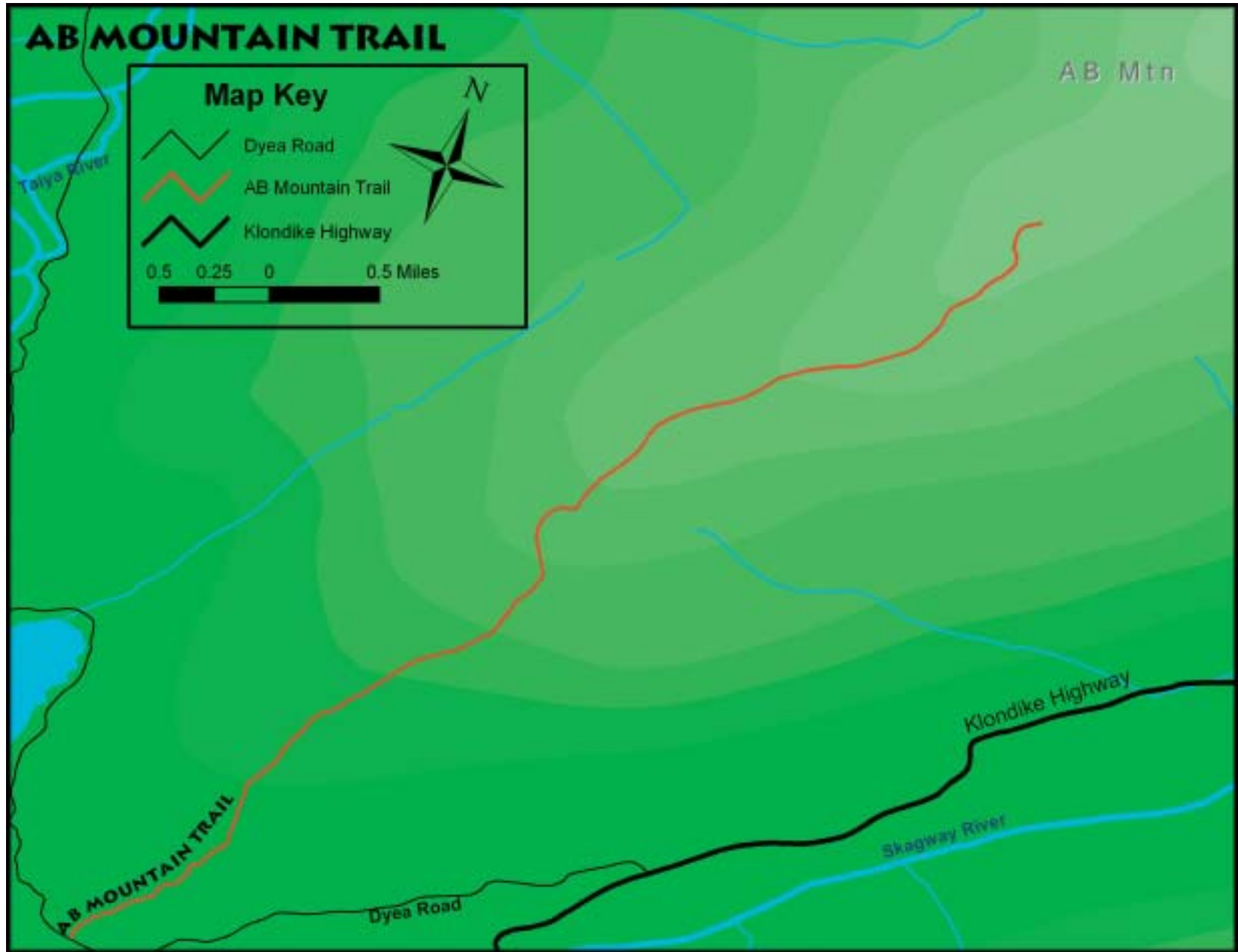
- City of Skagway
- Skagway Alpine Club
- SAGA
- Mental Health Land Trust

Maintenance Timeline

		FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15
AB Skyline Trail	S:			Clear up ROW issues				Locate possible overlooks			Locate Possible cabin site, extend trail to Int'l falls
	A:			Define tread issues	Define Trail Reroute						
				Continuing tread work							
				Bridge Sinkhole	Continue trail to summit with cairns	Reroute Trail					

NEAR TOWN TRAILS

City of Skagway Comprehensive Trails Plan





City of Skagway Comprehensive Trails Plan

NEAR TOWN TRAILS

ALASKA ROAD COMMISSION ROAD TRAIL

Total Length: 4.0 Miles
 Elevation Gain (feet): 200
 Difficulty Level: ◆
 Trail Surface: Native Soil, Rock
 Associated Facilities: N/A
 Regular Uses: Multi-Use Trail

Trail Description

The trail will begin at the Gold Rush Cemetery and run between the railroad and the Skagway River for some distance before moving on to the old road itself. Many people are currently accessing the Denver Glacier trail by using the railroad tracks themselves. Liability and safety concerns have arisen because of the increasing use of the tracks by trains and by hikers and motorized users.

The trail will be level and easily utilized by any form of transport from walking to ATVs. This parallel trail will allow access to the Denver Glacier and Skagway River Kayak Trailheads and reduce safety concerns.

Maintenance Timeline

		FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15
Alaska Road Commission Trail	S:	Clear Up ROW Issues		Identify and Apply for Funding to Restore the Rock Retaining Walls of the Old Road				Develop a Maintenance Agreement Between all of the Project Partners			
		Define Trail Route									
	A:			Clear Trees on Old Road		Rock Wall Restoration		Complete Development of Trail from the Cemetery to the Old Road Section			

Priority Projects

- Define the trail's route along the railroad tracks
- Create a trail development agreement between the City and WP&YR
- Create a trail right-of-way along the railroad tracks that will be acceptable to both the City and WP&YR
- Clear the old road of trees and shrubs
- Restoration of the old rock retaining walls.

Wish List

- Create a trailhead kiosk – Gold Rush Cemetery

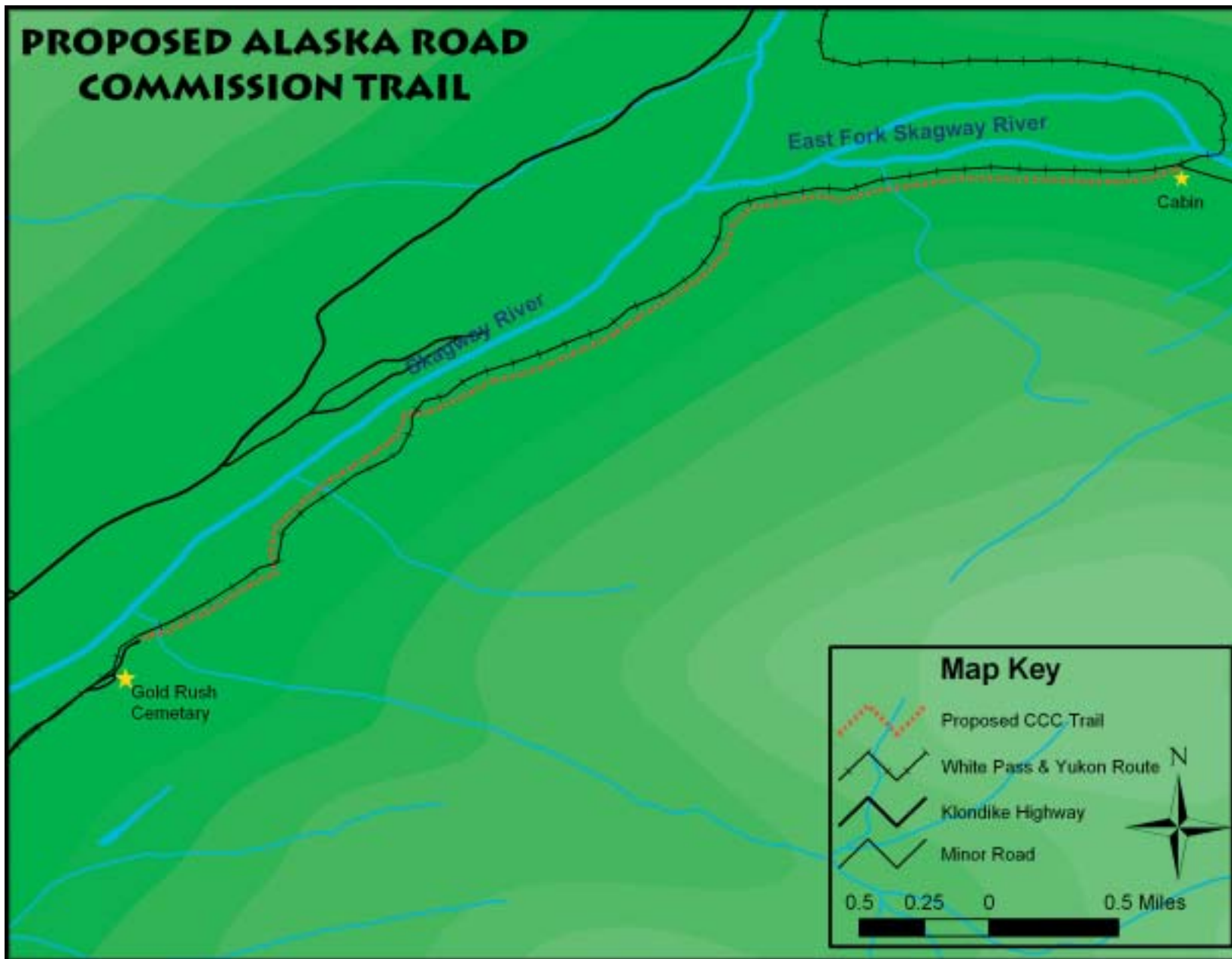
Maintenance Issues

When the trail is completed much of it will lie in the railroad right-of-way and therefore an agreement will need to be developed to clearly outline the maintenance responsibilities of different sections of the trail.

Project Partners

City of Skagway
 Skagway Alpine Club
 WP&YR Railroad
 US Forest Service

City of Skagway Comprehensive Trails Plan





City of Skagway Comprehensive Trails Plan

DYEA TRAIL SYSTEM

LOST LAKE TRAIL

Total Length: 2.0 Miles
 Elevation Gain (Feet): 1500
 Difficulty Level: ◆◆◆◆
 Trail Surface: Native Soil/Rock
 Associated Facilities: Car park
 Regular Uses: Summer hiking, Blueberry picking

Trail Description

The Lost Lake Trail can be accessed from the Slide Cemetery in Dyea, 10 miles from Skagway. It is a favorite amongst locals for its prolific blueberries in the late summer.

The trail rises very steeply for 1.2 mile from the trailhead to reach a level bench that includes the lake. The trail runs along the east side of the lake and is level with easy walking. A trail from the lake provides access to the Face Mountain route.

Priority Projects

- Signage improvements.
- The trailhead at the Slide Cemetery needs to be developed with more parking spaces and a larger turnaround.
- Switchbacks need to be constructed in areas where erosion is high. Some re-routing may be required.

Wish List

- New kiosk at trailhead.
- The trail between the cemetery and the trail itself needs to be reduced in size and redeveloped as a multi-use trail, but inaccessible to larger vehicles.
- Establish right of way for access to trail with NPS.

Maintenance Issues

The access road to the trailhead is a priority as it is in poor condition and should be completed as soon as is possible. A right of way needs to be established with NPS to ensure continued access to the trailhead

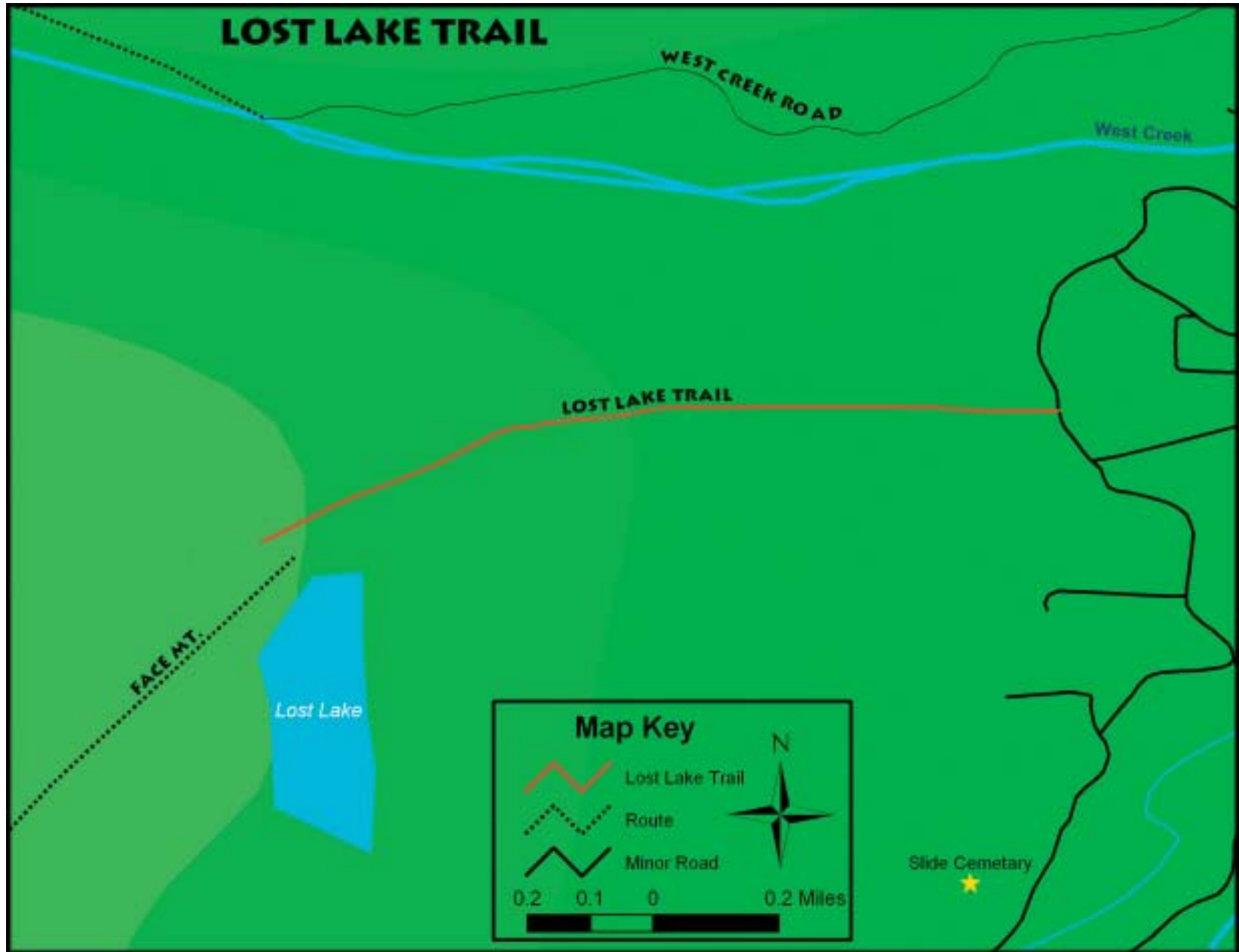
Project Partners

City of Skagway
 Skagway Alpine Club
 National Park Service

Maintenance Timeline

		FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	
Lost Lake Trail	S:	Note :implementation of signage plan should be withheld until project is near completion				Establish ROW w/ NPS						
						Plan reroutes / tread work						
	A:								Develop Reroutes, tread work			
										Develop parking, access		

City of Skagway Comprehensive Trails Plan





City of Skagway Comprehensive Trails Plan

DYEA TRAIL SYSTEM

FACE MOUNTAIN ROUTE

Total Length: 4.5 Miles approximately

Elevation Gain (Feet): 6000 approx.

Difficulty Level: ◆◆◆◆◆

Trail Surface: Native Soil/Rock

Associated Facilities:

Regular Uses: Summer hiking

Route Description

Face Mountain provides one of the few challenging semi-established hikes around Skagway. This lightly marked route is accessed from Lost Lake, from which it soon climbs to above tree line and passes through many sub-alpine gulleys before reaching the peak. Access to the peak itself is difficult and dangerous and should be attempted by experienced hikers only. Only a handful of people hike this trail every year so solitude and a challenge are the main ingredients. The views along the way are stunning and not to be missed.

Priority Projects

- The trail needs to be marked by cairns above the tree line.
- The bridging trail needs to be completed between Lost Lake and the beginning of the ascent up to the summit.
- Signage is needed.
- The trailhead at the Slide Cemetery needs to be developed to include additional parking.
- The trail between the cemetery and the trail itself needs to be reduced in size and re-developed as a foot trail.
- Construct a kiosk at the trailhead
- This trail needs to be included in the new trails brochure.

Wish List

- Extension of the trail into the Burro Creek and Ferebee Valleys.

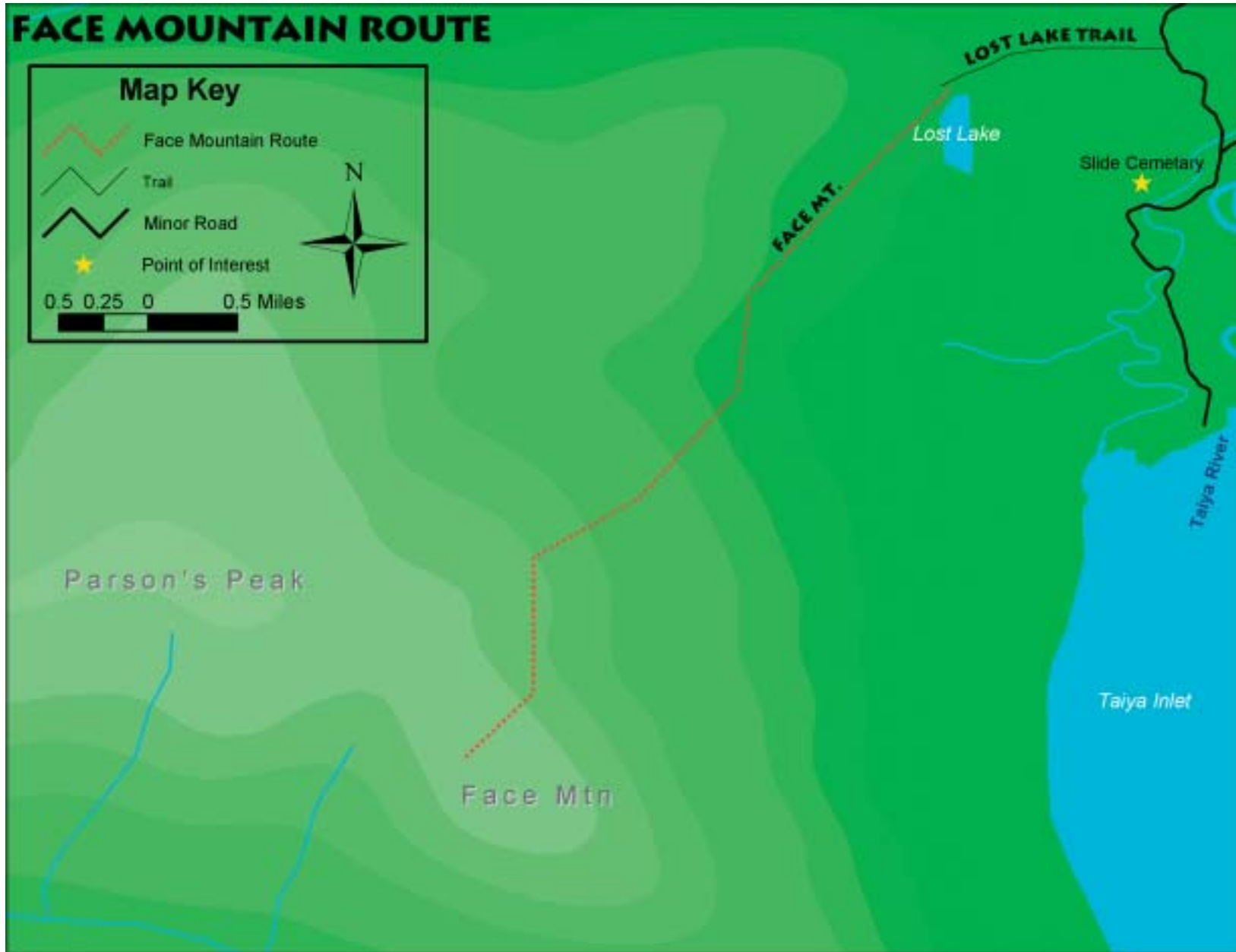
Project Partners

City of Skagway
Skagway Alpine Club

Maintenance Timeline

		FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15	
Face Mountain Route	S:								Plan Face Mountain route			
	A:						Remark Face route w/ cairns			Lost Lake / Face Bridge Trail		

City of Skagway Comprehensive Trails Plan





City of Skagway Comprehensive Trails Plan

DYEA TRAIL SYSTEM

WEST CREEK ROAD/TRAIL

Total Length: 5.0 Miles

Elevation Gain (Feet): 1500

Difficulty Level: ◆

Trail Surface: Native Soil/Rock

Associated Facilities: Car park

Regular Uses: Summer: hiking, biking, ATV, hunting, horse riding;

Winter: snow-machining, snowshoeing, sledding, skiing

Trail Description

The West Creek Road can be accessed from the West Creek Bridge in Dyea, 10 miles from Skagway. This access road is a favorite amongst locals for easy access into the backcountry of the West Creek Valley.

Priority Projects

- Signage needs to be better for this road.
- The road requires extensive tread work as well as a major re-route.

Wish List

- New kiosk at the parking lot by the bridge to ensure that relevant information about the road is accessible.
- Develop a route/trail to the glacier from the road terminus.
- Develop a proposal for a cabin.

Maintenance Issues

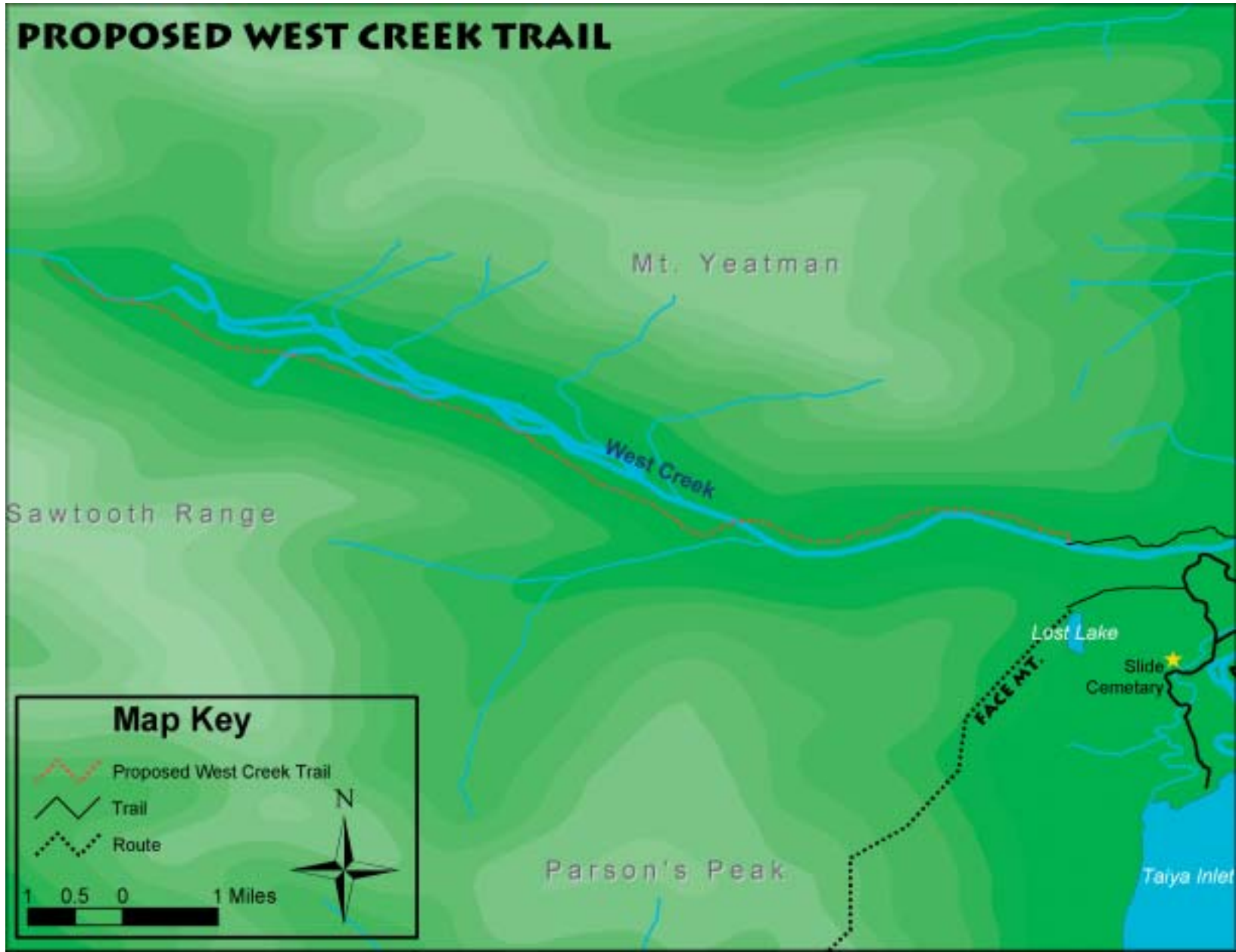
This access road has been neglected for a considerable time and additionally, suffered extensive damage during the 2002 flood episode of West Creek.

Project Partners

City of Skagway
Bureau of Land Management

Maintenance Timeline

		FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15
WEST CREEK ROAD	S:	Define Trail Route						Develop Proposal for Cabin			
	A:	Complete Road Work		Clear Route			Continue Tread Development and Signage				





City of Skagway Comprehensive Trails Plan

DYEA TRAIL SYSTEM

CHILKOOT TRAIL

Total Length: 33 Miles

Elevation Gain (Feet): 3739

Difficulty Level: ◆◆◆

Trail Surface: Native Soil/Rock

Associated Facilities: Campgrounds, warming huts, out-houses, patrolled by NPS Rangers and Parks Canada Wardens.

Regular Uses: Summer commercial and non-commercial hiking and rafting. Winter snow-shoeing.

Trail Description

The trailhead is accessed from the Taiya River Bridge at 8 Mile on the Dyea road (10 miles from downtown Skagway). There is a NPS campground at the trailhead and there are shuttles to Dyea. The US side of the trail is 16.5 miles long and ends at the border, which is situated at the top of the Golden Staircase.

Maintenance Timeline

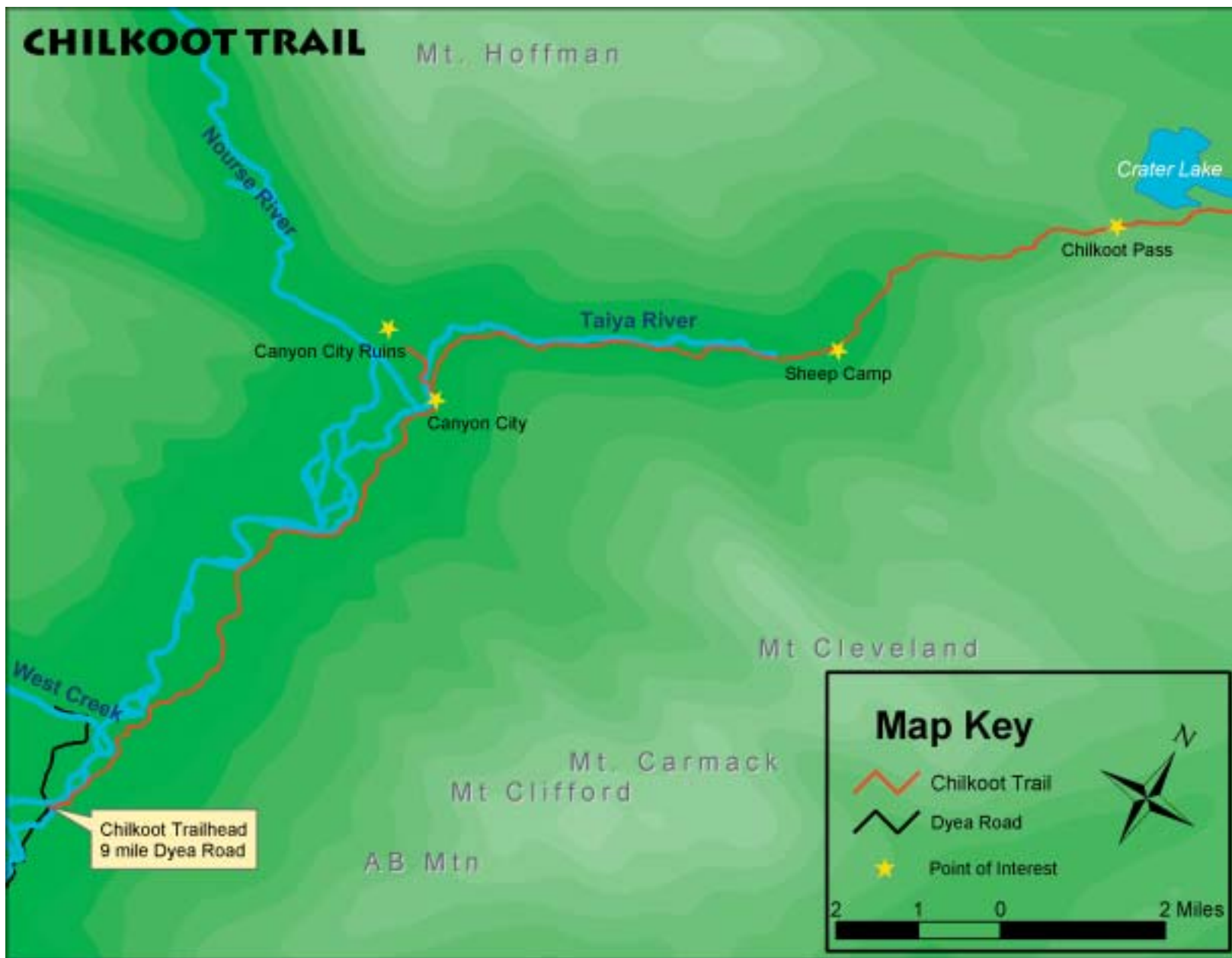
The National Park Service trail crew engages in an ongoing summer program of trail maintenance and improvements.

Project Partners

National Park Service

Alaska Dept. of Natural Resources

City of Skagway Comprehensive Trails Plan





City of Skagway Comprehensive Trails Plan

US FOREST SERVICE TRAIL SYSTEM

DENVER GLACIER TRAIL

Total Length: 4-6 Miles

Elevation Gain (Feet): 1200

Difficulty Level: ◆◆

Trail Surface: Native soil, corduroy, and boardwalk.

Associated Facilities: USFS cabin, train stop

Regular Uses: Summer commercial and non-commercial hiking

Trail Description

The trail is a moderately easy hike accessible from Skagway at Mile 6 of the WP&YR Railroad. The train makes scheduled flagstops at the trailhead with prior arrangement. The trailhead is only accessible by train during the summer tourist season (May -September).

Priority Projects

- Continued tread work
- This trail will need to be bridged with the restoration of the Alaska Roads Commission road from the Gold Rush Cemetery to the caboose. It is essential that this project be completed as soon as possible.

Wish List

- New Kiosk at trailhead.
- Interpretive sign at the glacier.
- Survey and redevelop old trail to S Glacier

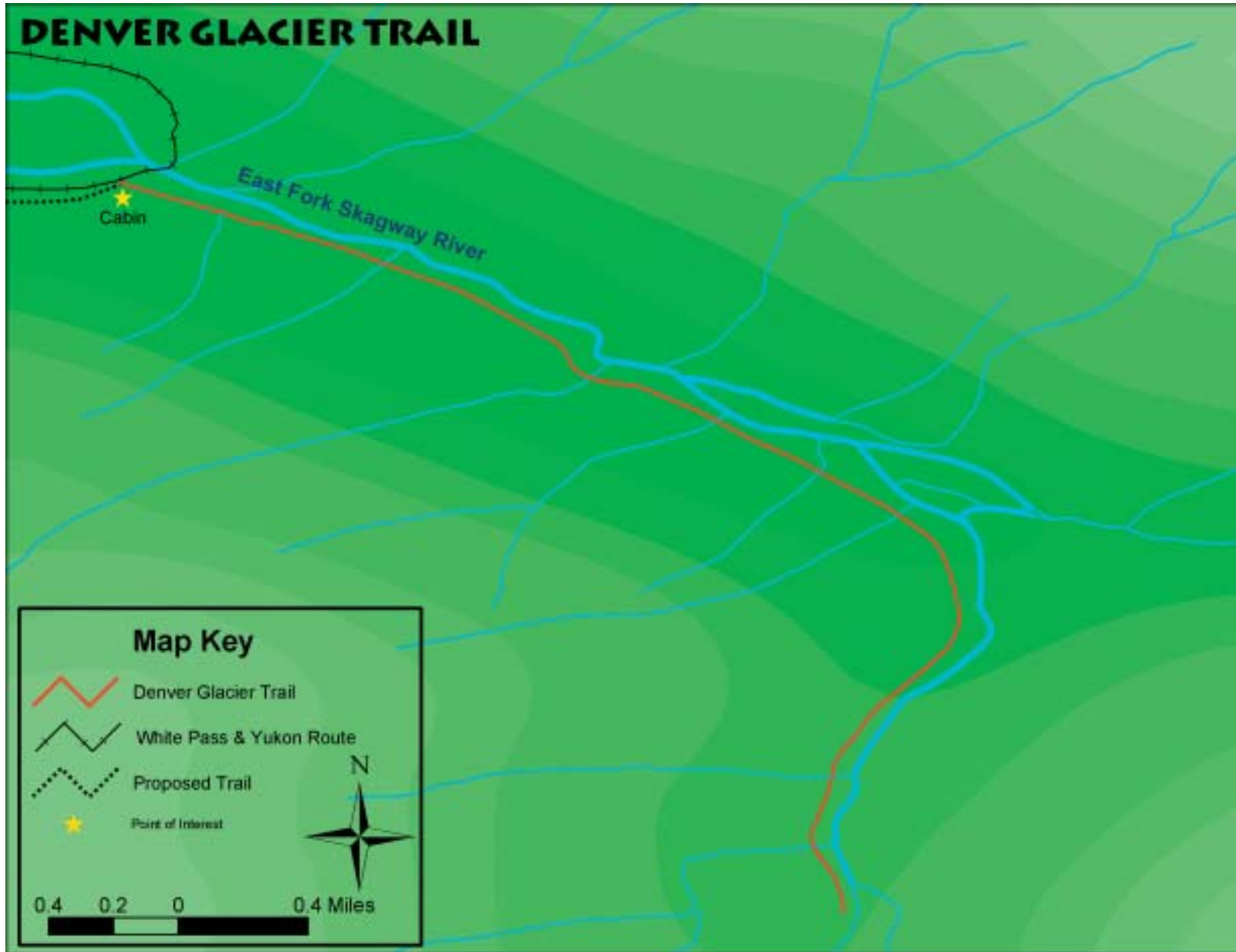
Maintenance Timeline

The anticipated maintenance schedule includes tread work to be continued on an ongoing basis. Additional work and construction on associated facilities will be completed as required.

Project Partners

US Forest Service
White Pass & Yukon Route Railroad
Packer Expeditions

City of Skagway Comprehensive Trails Plan





US FOREST SERVICE TRAIL SYSTEM

LAUGHTON GLACIER TRAIL

Total Length: 3-5 Miles

Elevation Gain (Feet): 200-600

Difficulty Level: ◆◆

Trail Surface: Native soil

Associated Facilities: USFS cabin, train stop

Regular Uses: Summer commercial and non-commercial hiking.

Trail Description

The trail is a moderately easy hike from the railroad tracks, accessible from Skagway via the WP&YR Railroad at Glacier Station (11.5 miles from the Gold Rush cemetery). The train makes scheduled flagstops at the trailhead with prior arrangement. The trailhead is only accessible by train during the summer tourist season (May - September).

Priority Projects

- Continued tread work.

Wish List

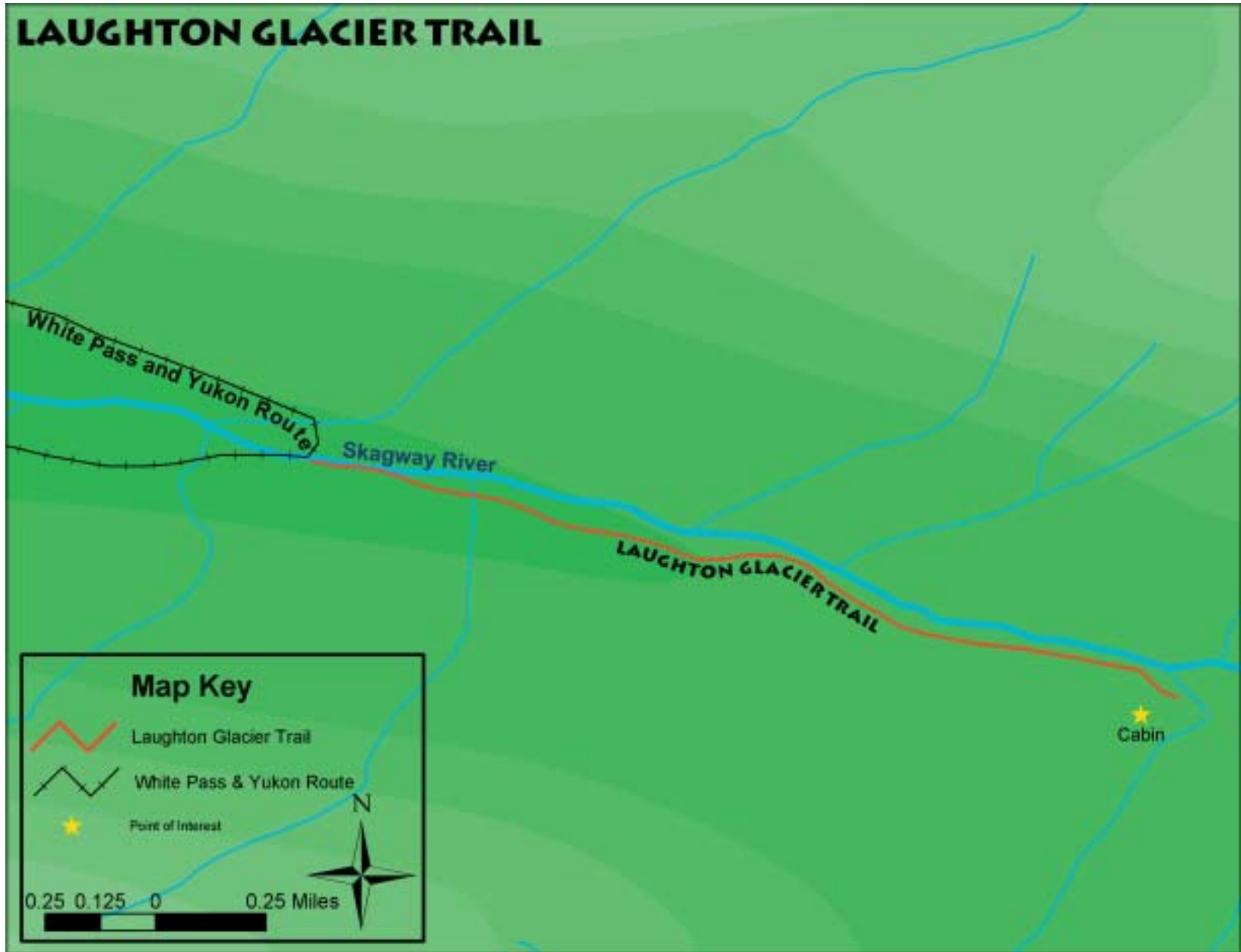
- New Kiosk at trailhead.
- Interpretive sign at the glacier.
- Continue trail to Warm Pass.

Maintenance Timeline

The anticipated maintenance schedule includes tread work to be continued on an ongoing basis. Additional work and construction on associated facilities will be completed as required.

Project Partners

US Forest Service
Packer Expeditions
Skagway Alpine Club





City of Skagway Comprehensive Trails Plan

WATER ROUTE SYSTEM

SKAGWAY - HAINES KAYAK ROUTE

Total Length: 15.0 Miles

Elevation Gain (Feet): 0

Difficulty Level: ◆◆◆◆

Trail Surface: Marine with rocky anchorages.

Associated Facilities: Picnic Tables, Fire Rings, Safe Anchorages

Regular Uses: Summer Kayaking, Fishing, Wildlife Viewing.

Trail Description

The 15-mile trail begins at the Skagway Small Boat Harbor and ends at the Haines Small Boat Harbor.

The trail follows the east side of the Lynn Canal to Sawmill Creek before crossing the Canal to Taiya Point and then across Lutak Inlet to Haines. There are six safe anchorages along the east side and three along the west side. There is good camping at Taiyasanka Harbor at the mouth of the Ferebee Valley. This stretch of water is notoriously windy and choppy and the weather can change quickly and without warning. It is very important to check the weather conditions and be prepared for foul weather before heading off. The marine wildlife opportunities are tremendous especially in the summer. Whales, seals, sea lions, bald eagles and nests, waterfowl and porpoise are common sights along the way.

Priority Projects

- The signage at the boat harbors and at all of the anchorages needs to be designed and implemented.
- A brochure of the route including a map and descriptions of the route and locations of the safe anchorages.

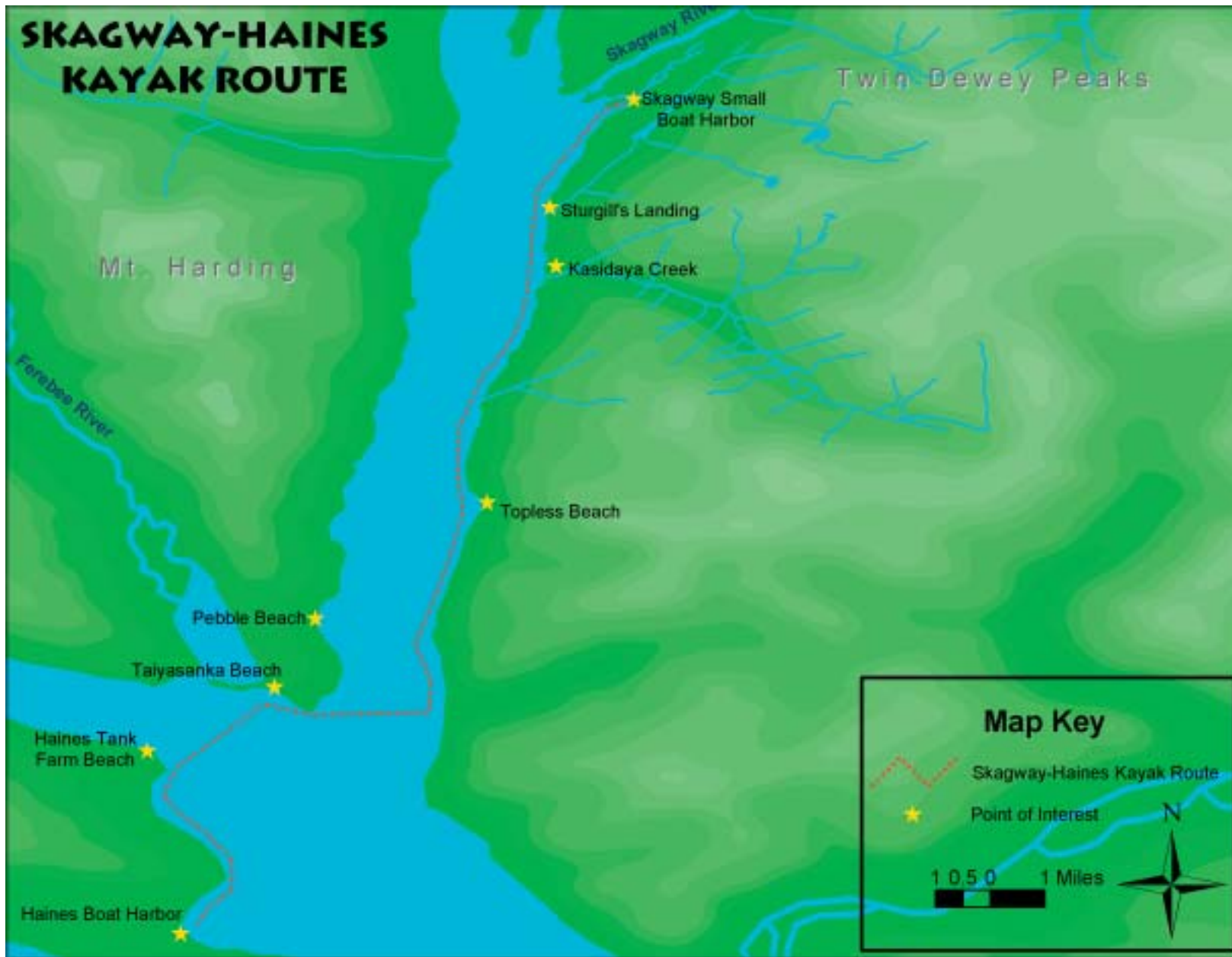
Project Partners

City of Skagway
Haines Borough
SEAtails

Maintenance Timeline

		FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15
Skagway - Haines Kayak Trail	S:			Plan and develop brochures							
	A:				Install Takeout Signs						

City of Skagway Comprehensive Trails Plan





City of Skagway Comprehensive Trails Plan

WATER ROUTE SYSTEM

SKAGWAY RIVER KAYAK ROUTE

Total Length 2.3 Miles
 Elevation Gain (Feet): -100
 Difficulty Level: ◆◆◆◆ Class 2-3
 Trail Surface: Glacial fed river, very rocky.
 Associated Facilities: Put in is at Liarsville
 Regular Uses: Summer Kayaking

Trail Description

The 2.3 mile paddle begins in Liarsville, 2.3 miles north of Skagway off the Klondike Highway. The take out is south of the bridge to Yakutania Point on the east bank. This stretch of the river is treacherous and should not to be taken lightly. It is very rocky with debris in the river from the railroad so caution is to be exercised.

Priority Projects

- Signage at the put in and at the take out needs to be established.
- A right of way needs to be researched and established for the put in.
- A brochure of the route including a map and descriptions of the route and locations of safe pullouts.

Wish List

- River should be surveyed to possibly create a put-in higher up at the Denver Bridge.

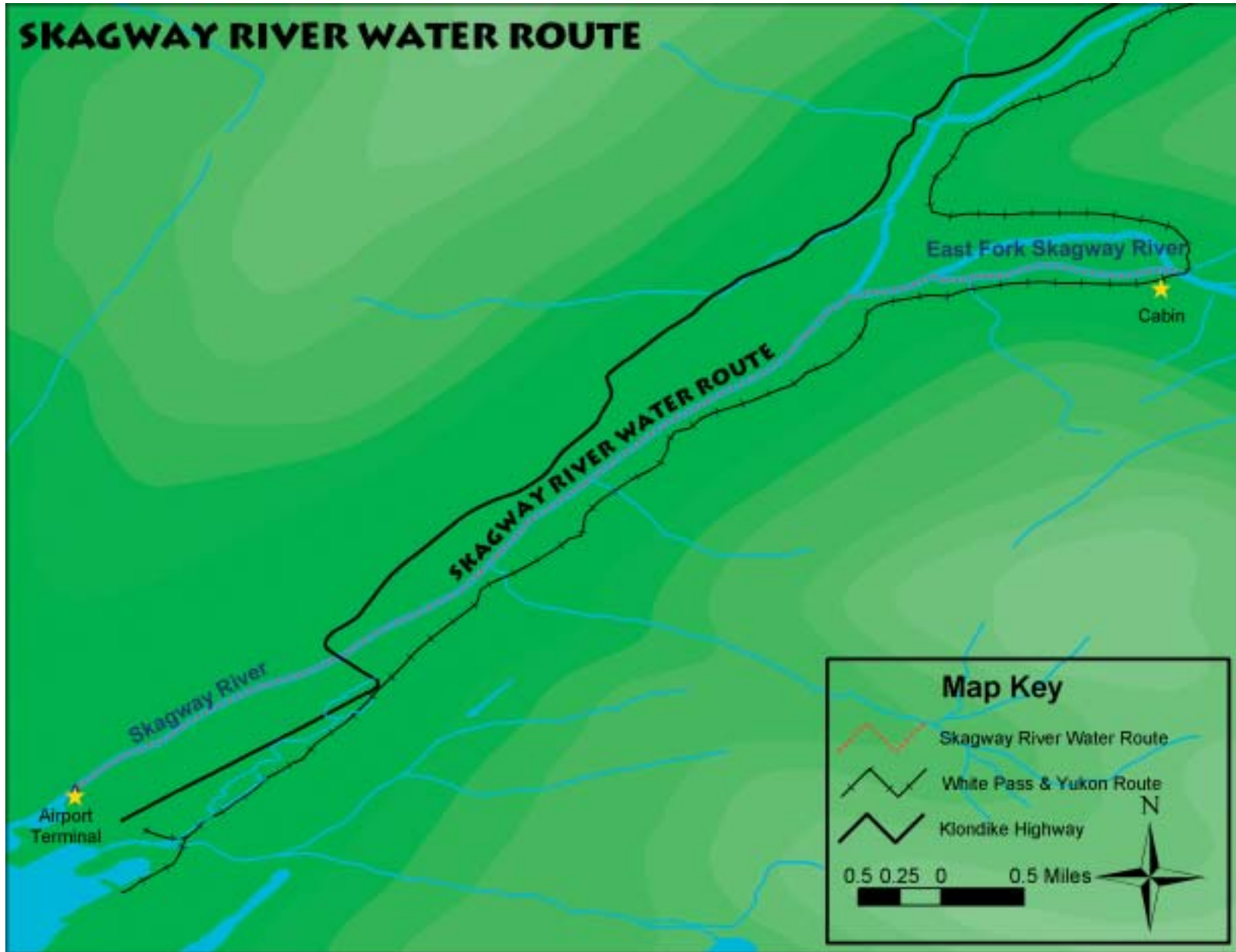
Project Partners

City of Skagway
 Skagway Alpine Club

Maintenance Timeline

		FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15
Skagway River Kayak Trail	S:						Research ROW			<i>Extend trail to put-in at Denver caboose</i>	
	A:						Plan and develop brochures				
									Install put-in / takeout signage		

City of Skagway Comprehensive Trails Plan





City of Skagway Comprehensive Trails Plan

WATER ROUTE SYSTEM

TAIYA RIVER RAFT ROUTE

Total Length: 4.0 Miles

Elevation Gain (Feet): -85

Difficulty Level: ♦♦ Class 1-2

Trail Surface: Glacial fed river

Associated Facilities: Picnic Tables, Fire Rings, Safe pull outs

Regular Uses: Summer Rafting and Canoeing, Wildlife Viewing.

Trail Description

The 4-mile float begins on the Taiya River north of the West Creek Bridge. The route ends at the Dyea Road pull out just south of the NPS Dyea campground.

The Taiya River flows south along the Chilkoot Trail and is a beautiful alternative look at the area. The river is slow flowing most of the year and provides a lazy float with the opportunity to view wildlife such as bald eagles, bears, birds and other small mammals.

Priority Projects

- Identify and sign the put in.
- Put outhouse on the east bank where the tourists get into the rafts.
- Enlarge and enhance the parking and turn around area at the put-in.

Wish List

- A brochure of the route including a map and descriptions of the route and locations of the safe pull outs.

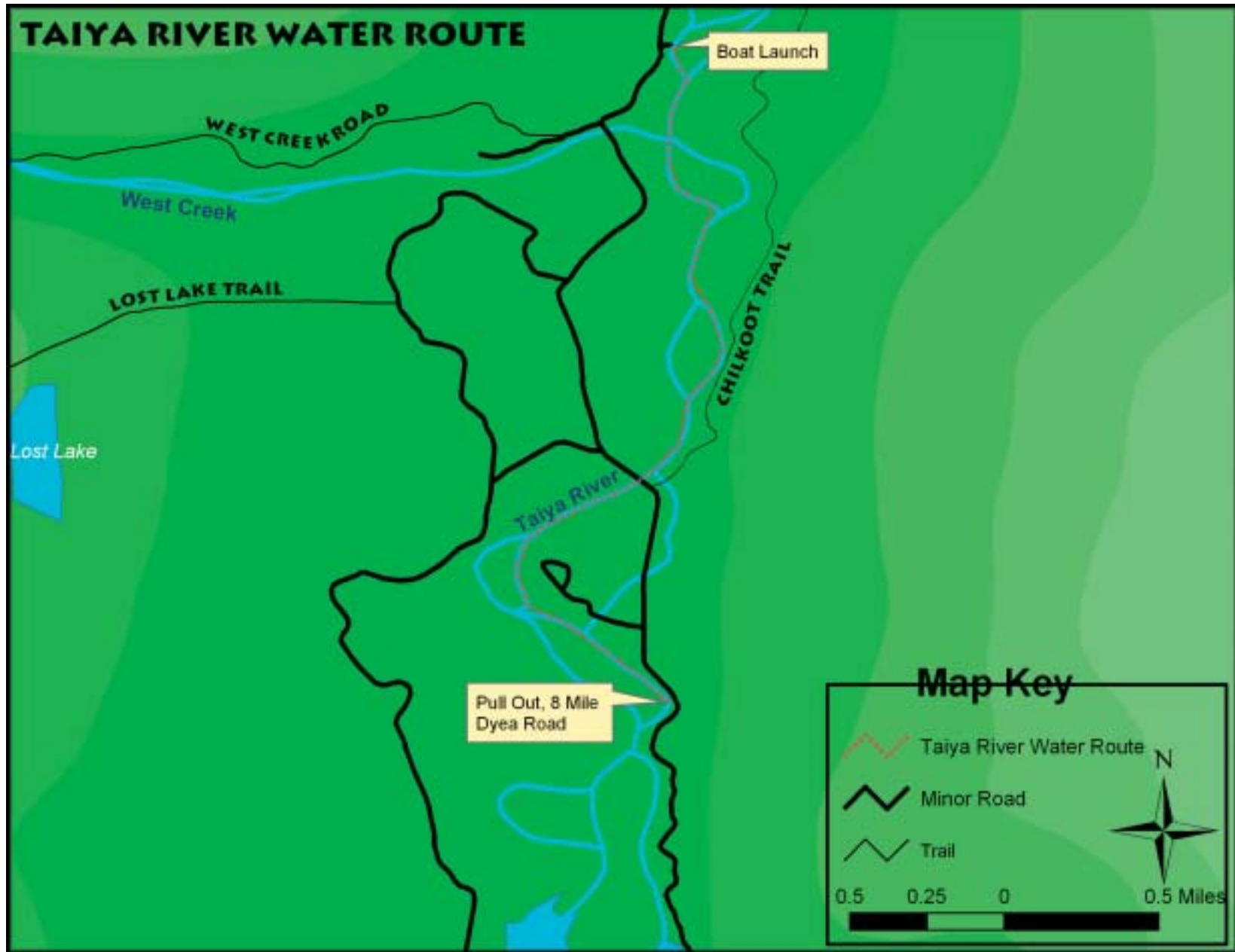
Project Partners

City of Skagway
 Chilkat Guides
 Skagway Float Tours
 National Park Service

Maintenance Timeline

		FY06	FY07	FY08	FY09	FY10	FY11	FY12	FY13	FY14	FY15
Taiya River Rafting Trail	S:			Plan and develop brochures							
	A:		Build Outhouse	Enlarge Parking							

City of Skagway Comprehensive Trails Plan





City of Skagway Comprehensive Trails Plan

Contributors to Comprehensive Trails Plan

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