

Haines Highway

Scenic Byway

MASTER INTERPRETIVE PLAN





Prepared for: Alaska Department of Transportation and Public Facilities, State Scenic Byways Program

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Apple tree at Charles
Anway's Cabin

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INTRODUCTION

The Haines Highway Scenic Byway stretches for approximately 44 miles, connecting the Alaska Marine Highway ferry terminal to the US-Canada border. A traveler driving the length of the byway begins at the shores of Lynn Canal and continues through the “Valley of the Eagles” as the road climbs in elevation and approaches Chilkat Pass. One may enjoy the scenic and natural beauty along the road while also experiencing Native culture, learning a few history lessons, and taking part in numerous recreational opportunities. The highway continues into British Columbia and the Yukon Territory until it intersects with the Alaska Highway at Haines Junction.

WHAT IS A NATIONAL SCENIC BYWAY?

The National Scenic Byways Program is administered by the Federal Highway Administration, but it is a voluntary grassroots program led by the communities along each individual byway. The program recognizes roads throughout the United States as a National Scenic Byway based on natural, scenic, historic, cultural, recreational, and archaeological qualities—known as intrinsic qualities. In order for a road to be designated as a National Scenic Byway, it must significantly possess at least one of these intrinsic qualities. The Haines Highway is recognized for these qualities: scenic, natural, historic, and recreational.¹

PURPOSE AND NEED

Although the entire corridor from the Haines Ferry Terminal to Haines Junction in the Yukon encompasses spectacular natural scenery and endless recreational opportunities, the National Scenic Byways program only has jurisdiction in the United States; therefore, this interpretive plan primarily focuses on the 44-mile stretch of road in the United States.



Ferry dock, Haines, Alaska



Border Station entering into Canada

¹ America's Byways, U.S. Department of Transportation, Federal Highway Administration, <http://byways.org/>.

This interpretive plan uses public and multi-agency input to:

- Determine the types of stories that should be told along the Haines Highway corridor.
- Identify interpretive themes that should guide new interpretation along the byway.
- Evaluate existing interpretation for effectiveness.
- Determine appropriate locations for new interpretation.
- Develop a flexible, yet cohesive design for new interpretation along the byway.

Effective interpretation provides opportunities for visitors to explore how a resource or concept is meaningful to them. Freeman Tilden, a legend in the field of interpretation, summed up the importance of interpretation when he quoted a National Park Service administrative manual in his book, *Interpreting Our Heritage*. It stated, "Through interpretation, understanding; through understanding, appreciation; through appreciation, protection."²

PLANNING PROCESS

On November 7, 2012, a public open house was held from 6-7 p.m. in the Assembly Chambers in Haines, Alaska. The purpose of the open house was to announce the scope of the *Haines Highway Scenic Byway Master Interpretive Plan* and to invite the public to comment on the direction of the plan. The meeting provided an opportunity for the public to ask questions, discuss concerns, provide input, and join the planning team that would evaluate drafts of the plan. Participants had two ways to provide comments. First, they were presented with draft interpretive themes on large sheets of paper and were asked to write meanings and concepts associated with the themes. The second opportunity was in the form of a worksheet. Responses to this worksheet were accepted until December 7, 2012, and a summary of comments is included in Appendix A. The following four questions were presented:

- What topics and stories would you share about the Haines Highway with a visitor?
- What do you like most about the Haines Highway Scenic Byway?
- What, if anything, would you change about the Haines Highway to benefit visitors and Alaska residents?
- What effects do you foresee interpretation and roadside improvements having on the byway and your community?

² Quoted in Freeman Tilden, *Interpreting Our Heritage* (Chapel Hill: University of North Carolina Press, 1977), 38.



Freeman Tilden

*"Through interpretation, understanding;
through understanding, appreciation;
through appreciation, protection."*

—Quoted by Freeman Tilden



Public meeting, held in Haines on November 7, 2012



GOALS AND OBJECTIVES

This interpretive plan establishes a set of goals and objectives that are specific to interpretation and complement and support the *Haines Highway Scenic Byway Corridor Partnership Plan* goals. The following goals for interpretive media are general statements about what the plan hopes to accomplish through interpretation. The corresponding actions are specific ways to measure whether the goal has or has not been met.



1. **Welcome and orient** visitors to the Haines Highway Scenic Byway and surrounding communities in a comfortable setting.
 - After traveling the byway, visitors will be able to confirm that they received adequate interpretive opportunities and orientation to major points of interest.
 - Visitors will be able to easily locate and use amenities such as restrooms, benches, picnic tables, and recreational access points.
 - Visitors will be able to recognize Haines Highway Scenic Byway interpretive displays by their unified appearance.
 - After viewing interpretive media, a majority of travelers will express an interest in visiting one of the key stopping points in the byway corridor.

2. **Instill stewardship and inspire visitors** to learn about the natural and cultural diversity of the byway corridor and the potential experiences awaiting those just beginning their journey.
 - The majority of visitors will be inspired by the interpretive media to personally relate to the interpreted resource after traveling the byway.
 - Immediately after viewing interpretive media, visitors will be able to paraphrase the interpretive theme used in the displays.
 - After viewing interpretive media, the majority of travelers will have a positive response toward efforts to protect the interpreted resources for future use.

3. **Enhance** the Haines Highway Scenic Byway corridor through a consistent and meaningful design for wayfinding, marketing, and interpretive signs and displays.
 - New interpretive media will have a low-profile design where necessary to avoid obstructing views.

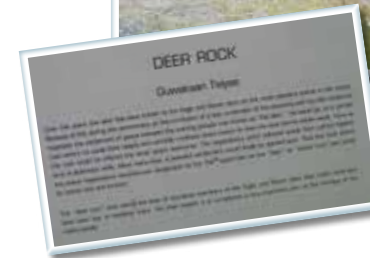
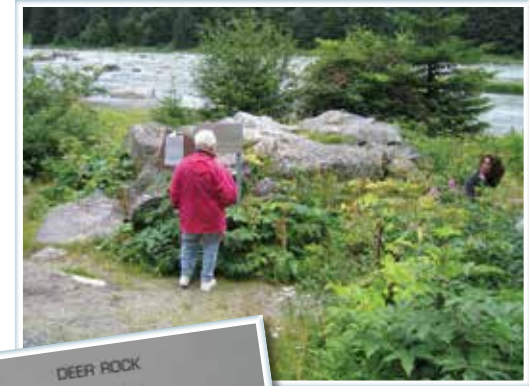
- When implementing recommendations from this plan, consider using Tlingit and English place names.
- The majority of travelers will be able to recognize a unified appearance of interpretive displays along the Haines Highway.
- As new signs are produced and existing ones are updated, the State Scenic Byways logo will be included on them.

4. **Promote** safe and responsible travel on the byway.

- Travelers and recreationalists will be able to confirm that they were provided adequate year-round safe traveling tips and emergency contact information in brochures, rack cards, newsletters, websites, and other media.
- Encourage agency and community partnerships to assist with maintenance of trash receptacles and toilets.
- Collaborate with local communities and organizations to determine where waysides need improvement and ensure that pullouts are enhanced to include toilets, bear-resistant trash receptacles, and picnic tables where appropriate.
- To reduce impacts to natural and cultural resources, incorporate outdoor ethics and stewardship principles into interpretive materials.
- After viewing interpretive media, the majority of travelers will feel that the resources of the Haines Highway deserve respect and stewardship.

5. **Increase awareness** about recreational opportunities in the Haines Highway corridor.

- Include recreational opportunities and clearly identify ADA accessible trails in new and updated brochures, websites, and other media used by visitors for travel planning.
- Provide appropriate signage, maps, and travel information for recreational sites on public and private lands.



Making recreational opportunities accessible for all increases site visitation and encourages stewardship.



Chilkoote Lake



Haines Highway Corridor



OVERVIEW OF RESOURCES

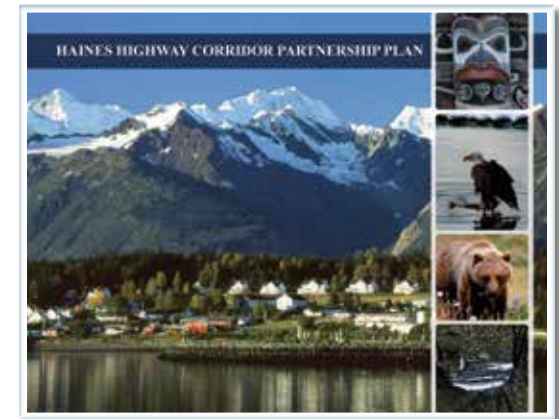
The Alaska and National Scenic Byways programs identify six intrinsic qualities that serve to capture the spirit of adventure and sense of magic found on American roads: natural, recreational, scenic, historical, cultural, and archaeological. Although the road presents visitors with all six intrinsic qualities, the Haines Highway was given National Scenic Byway status in 2009 due to its natural, scenic, historic, and recreational qualities. The intrinsic qualities are covered in detail in the *Haines Highway Corridor Partnership Plan*.³

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 natural qualities of the Haines Highway Scenic Byway corridor are strikingly obvious at any time of the year. The byway begins on the shores of Upper Lynn Canal, the deepest fjord in North America. It then winds its way alongside the Chilkat and Klehini rivers with glaciers and the rugged Takhishna and Takshanuk mountains flanking either side of the byway.

Arguably the most significant natural resources of the corridor are encompassed by the Alaska Chilkat Bald Eagle Preserve and the Haines State Forest. This area protects the world's largest concentration of bald eagles and their habitat. Approximately three to five miles of the Chilkat River remain ice-free year round. The natural phenomenon that causes this and allows for the latest significant salmon spawning in North America is called an alluvial fan reservoir. The Tsirku River has deposited glacial sediments at its confluence with the Chilkat River long enough to create a large alluvial fan. Water continuously flows into the fan creating an underground reservoir insulated by the river's gravel bed. During early winter, warmer



³ Jensa Yorba Lott, Inc., "Intrinsic Quality Review," in *Haines Highway Corridor Partnership Plan* (Juneau, AK: August 2007), 15-27.

water from the alluvial fan reservoir percolates through the gravel bed to the Chilkat River, maintaining an ice-free area that is prime habitat for a late run of spawning chum salmon and therefore, a massive concentration of bald eagles.⁴ It is no wonder that this corridor is often called the “Valley of the Eagles.”

Although bald eagles often take center stage, a variety of wildlife can be seen from the byway’s corridor. Other birds frequent the area such as dabbling and diving ducks, gulls, willow ptarmigan, ravens, crows, magpies, and a large variety of passerines and raptors. Brown and black bears are common at numerous locations, especially at Chilkoot Lake State Recreation Site and along the Chilkat River. Moose can be seen in late autumn and early spring. You can fish for cutthroat and steelhead trout, Dolly Varden char, eulachon, and most importantly, all five species of Pacific salmon.⁵

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 Haines Highway Scenic Byway may be relatively short, but in just 44 miles, travelers are treated to undeniably breathtaking scenery during every season of the year. If the traveler begins the byway at the ferry terminal, it is a short, five-mile detour to Chilkoot Lake State Recreation Site where bears, eagles, and humans gather along the water with a common goal—salmon fishing. As the byway winds its way alongside the Lynn Canal, visitors are treated to spectacular views of mountains rising out of the water. A gravel pullout known as Picture Point provides the first views of the picturesque community of Haines and the historic Fort William H. Seward. The highway acts as a gateway to multiple scenic detours from Haines such as Mud Bay Road leading to Chilkat State Park for spectacular views of mountains, ocean, and glaciers.

Travelers on the Haines Highway Scenic Byway are treated to top-notch scenic views of the Chilkat and Klehini River valleys. The towering Takhinsha Mountains on the west side of the corridor and the Takshanuk Mountains on the east side frame the byway. While driving on the road, it is a safe bet that views of the fjords, mountains, and lakes will only be enhanced by glimpses of glaciers hanging from the tops of mountains and tucked into the valleys.



Tsirksu River carries glacial sediment and gravel as it flows toward the Chilkat River. Water seeps into this fan creating an underground reservoir insulated from the elements and stays above freezing. This allows late runs of salmon to spawn attracting hoards of bald eagles.



Brown bear and cubs along the Chilkoot River

The word Chilkat in the Tlingit language means “storage container for salmon.”

⁴ Alaska Division of Parks and Outdoor Recreation, “Alaska Chilkat Bald Eagle Preserve,” <http://dnr.alaska.gov/parks/units/eagleprv.htm> (accessed December 26, 2012).

⁵ Alaska Department of Fish and Game, “Chilkat River Critical Habitat Area,” <http://www.adfg.alaska.gov/index.cfm?adfg=chilkatriver.permits> (accessed December 27, 2012).

HISTORIC 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).

As one travels along the Haines Highway, one drives through a corridor rich with the history of Native peoples, early Euroamerican exploration and settlement, miners, trappers, homesteaders, World War II developments, and more.

The history of the use of the corridor begins centuries ago when the Chilkat Valley and Chilkat Pass were used as a Tlingit trading route often called the “Grease Trail.” This corridor connected the resources of the coast to the resources of the interior, so it thrived and now holds a significant place in the early history of the current road. In the early 1890s, an entrepreneur named Jack Dalton capitalized on parts of the existing route by making improvements to the trail system that became known as the Dalton Trail. Dalton and other traders established some trading posts along the route, breaking the Tlingit monopoly. By the end of the 19th century, numerous gold-seekers took advantage of the “Dalton Trail” either headed to the Klondike or the nearby Porcupine Mining District, now accessed near milepost 26. Little by little, the trail developed into a wagon road. Meanwhile, in the early 1910s, a survey for a railroad that never came to fruition, further developed the corridor for a future thoroughfare.

New “highways” were built across Alaska and the Yukon during World War II in a somewhat hasty attempt to connect these places to the rest of the United States. The Haines Highway was constructed as an alternative to the White Pass and Yukon Route Railroad that connected the port in nearby Skagway to the Alaska Highway. The Haines Road, or Haines Cut-Off, as it was called during World War II, was a rough route to say the least. It wasn’t until the 1960s that vehicles could drive it year-round.

The Haines area also has some roots in military history. The picture-perfect view of the town as travelers drive from the ferry terminal includes a distant glimpse of the historic Fort William H. Seward, later renamed Chilkoot Barracks. The community of Haines used to be considered separate from the military community, yet their stories are interconnected. The fort was established in 1901 and remained operational until the end of World War II. In the 1920s, at least 250 enlisted and commissioned men lived and work at the fort.⁶



Jack Dalton



Fort Seward

⁶ Sheldon Museum and Cultural Center, <http://www.sheldonmuseum.org/> (accessed January 13, 2014).

RECREATIONAL QUALITIES

Recreational quality involves outdoor recreational activities directly associated with and dependent upon the 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).

In addition to the seemingly endless list of recreational possibilities within the corridor, driving the Haines Highway Scenic Byway is a recreational experience all on its own. The road is part of the Golden Circle Route that is a popular and unparalleled road trip. Travelers may begin the route at Haines and drive north to Haines Junction and east on the Alaska Highway to Whitehorse. From there, the route follows the South Klondike Highway to Skagway. To complete the circle, the Alaska Marine Highway connects Skagway to Haines. The Golden Circle Route passes through small towns along the coast and in the interior and it climbs two alpine mountain passes. It is becoming increasingly popular for long-distance bicyclists to ride the corridor.

The United States portion of the Haines Highway provides access to numerous public lands and it acts as a gateway to an outdoor enthusiast's dream come true. In fact, the community of Haines markets itself as the "Adventure Capital of Alaska." Public lands include state and federal sites such as the Haines State Forest, Alaska Chilkat Bald Eagle Preserve, Chilkoot Lake State Recreation Site, Portage Cove State Recreation Site, Chilkat State Park, Mosquito Lake State Recreation Site, and the nearby Chilkat Islands State Marine Park, and Sullivan Island State Marine Park.

As travelers continue into Canada, massive tracts of land are available for recreation. In British Columbia and the Yukon, the road parallels Tatshenshini-Alsek Park and Kluane National Park. These parks are adjacent to Glacier Bay National Park and Preserve and Wrangell-St. Elias National Park and Preserve in Alaska. Combined with other protected tracts, this forms millions of acres of contiguous public lands that was designated a UNESCO World Heritage Site due to its "impressive complex glaciers and high peaks on both sides of the border...The site contains the largest non-polar icefield in the world."⁷

Haines and the Haines Highway corridor host multiple annual events that draw many tourists and nearby locals to the byway. Events include the Alcan 200 International Snowmachine Race, the Alaska Craft Beer and Homebrew Festival, the Haines King Salmon Derby Memorial Day weekend, the Kluane to Chilkat Bike Relay, a Summer Solstice celebration, Fourth of July celebrations, the Southeast Alaska State Fair, and the Alaska Bald Eagle Festival.⁸



*Biking, Camping, Cross Country
Skiing, Fishing, Flightseeing,
Golfing, Heli-Skiing,
Hiking, Hunting, Paddling,
Photography, Rafting,
Sightseeing, Snowmachining,
Snowshoeing...*

⁷ UNESCO, "Kluane/Wrangell-St. Elias/Glacier Bay/Tatshenshini-Alsek," <http://whc.unesco.org/en/list/72> (accessed December 27, 2012).

⁸ www.alcan200.org; <http://www.seakfair.org/beer-fest/>; www.kcibr.org; www.baldeaglefestival.org; www.seakfair.org (accessed December 27, 2012).



CULTURAL AND ARCHAEOLOGICAL 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).

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).

Although the Haines Highway is recognized by the National Scenic Byways program for its significant natural, scenic, historic, and recreational qualities, it also possesses cultural and archaeological qualities. The Haines Highway Scenic Byway is home to the Tlingit people. Within the community of Haines, the Chilkoot Indian Association is a Native Sovereign Nation that integrates "Chilkoot culture, values, and beliefs into daily life and work[s] to improve the quality of life" for members and the community.⁹

Approximately 21 miles from Haines, a turnoff leads to Klukwan, the home of the Chilkat Tlingits. Here, visitors may experience the Chilkat culture first hand at the Jilkaat Kwaan Cultural Heritage Center. The center currently has a Traditional Knowledge Camp with a smoke house, fish drying shed, carving shelter and canoe storage, and a clan house. Other attractions will include accessible eagle viewing within the Council Grounds of the Alaska Chilkat Bald Eagle Preserve, and displays about Tlingit culture, art, and weaving.

Alaska Indian Arts in Haines is a non-profit corporation housed in one of the historic structures associated with Fort William H. Seward. It demonstrates, exhibits, and sells prints and metal and wood carvings, and hosts workshops and other programs to promote the art of the Northwest Coast Native tribes.

As travelers approach the international border, they may visit the Dalton Circle Cache site. A log cabin next to the U.S. Customs building has some interpretive displays related to mining history and Euroamerican/ Native relations.

Visitors and residents who cross the international border enter the traditional lands of Canada's First Nations, including the Southern Tutchone and Tagish. For example, one may visit the Da Kų Cultural Centre in Haines Junction that is managed by the Champagne and Aishihik First Nations.

Dei Shú is the Tlingit name for Haines, meaning "end of the trail."



The Hammer Museum



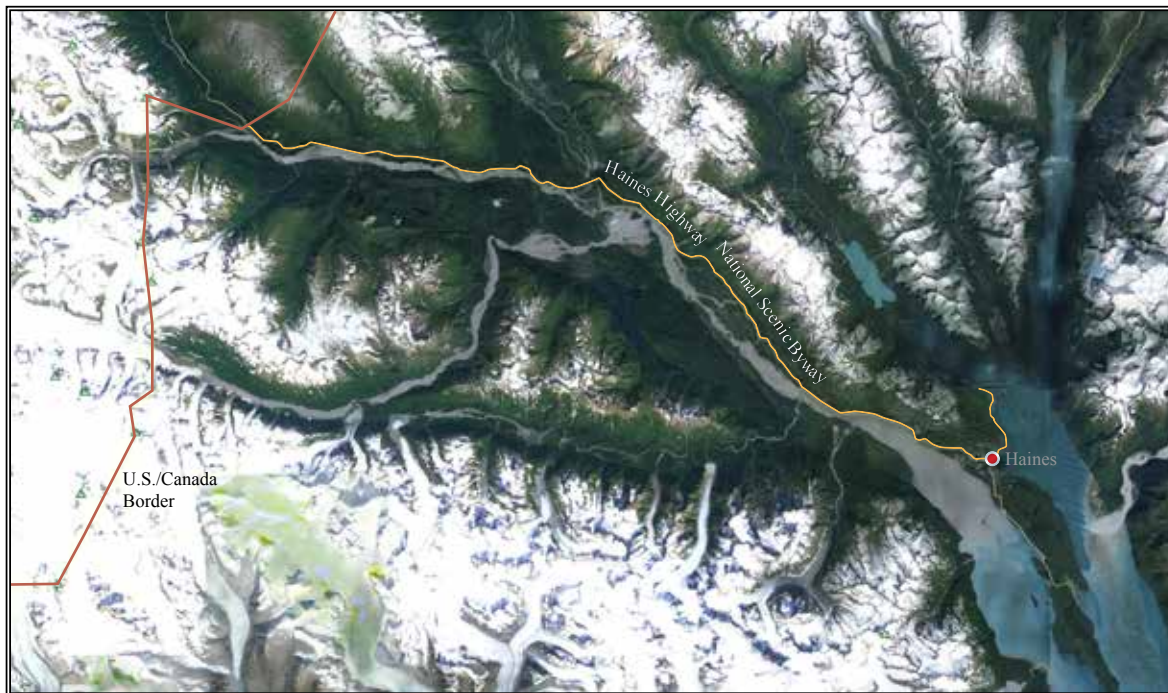
Chilkoot Corridor

⁹ Chilkoot Indian Association, www.chilkoot-nsn.gov (accessed May 14, 2013).

You can immerse yourself in the culture and history of the Haines Highway corridor at various museums and historic sites. The Sheldon Museum and Cultural Center in downtown Haines showcases permanent exhibits about Native and non-Native stories, including Tlingit culture, a Presbyterian mission, Fort William H. Seward, Eldred Rock Lighthouse, the Dalton Trail, gold rush history, and many other temporary special exhibits. Take the time to pick up a walking tour brochure of Fort William H. Seward and learn about frontier military history in Alaska. If you're interested in visiting one-of-a-kind exhibits, the Hammer Museum in Haines is just the place for you. You're likely to learn more about man's first tool than you ever thought possible. You can even go visit some businesses at "Dalton City" at the Southeast Alaska Fairgrounds that are based out of the buildings used for the *White Fang* movie set.¹⁰



Photo courtesy of America's Byways
<http://www.fhwa.dot.gov/bvways/bvways/1229c/photos/a/>



Map courtesy of Goggle Earth



Dalton City and former movie set for *White Fang*



Fort Seward with newly restored Fire Hall
 © John L. Dengler/DenglerImages.com

¹⁰ <http://www.sheldonmuseum.org/index.htm>; <http://www.hammermuseum.org/>, (accessed December 27, 2012).



Barrow's Goldeneye in Lutak Inlet



AUDIENCE ANALYSIS

Knowing your audience is an important aspect to consider when developing new interpretation. The type of audience dictates design elements such as topics, font size, and color schemes. The Haines Visitor Center conducted a 20-question survey between May and November 2012 to identify their audience.¹¹ They collected 434 surveys during this period from travelers at the Visitor Center, Captain's Choice Motel, Hotel Halsingland, and the American Bald Eagle Foundation.

The survey revealed that the top ten places that make up almost 50% of where visitors were traveling from were:

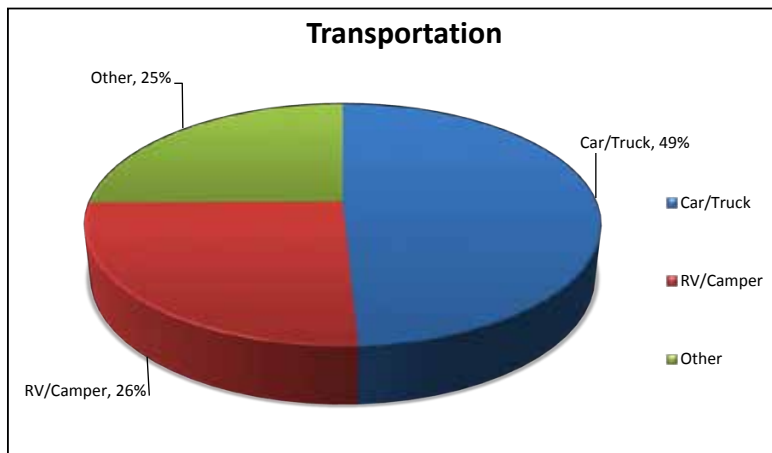
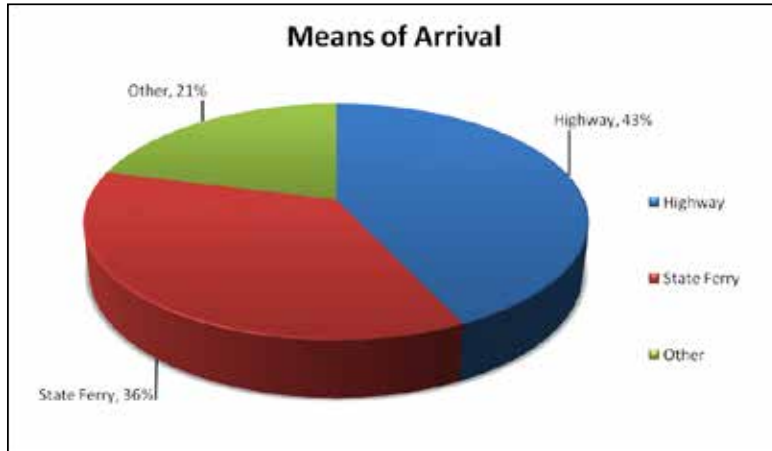
6. California (11%)
7. Alaska (9%)
8. Australia (7%)
9. Yukon Territory (4%)
10. Washington (4%)
11. Alberta (3%)
12. British Columbia (3%)
13. Ontario (3%)
14. Oregon (3%)
15. Texas (3%)



Chilkoot Corridor

¹¹ Tanya Carlson, Haines Convention and Visitors Bureau, Haines Borough, DRAFT 2012 Haines Visitor Survey.

Most of the visitors who responded arrived on the highway (43%) or state ferry (36%). It can be assumed that the bulk of these visitors experienced part or all of the Haines Highway Scenic Byway. While in Haines, most people's means of transportation was by car/truck (49%) and RV/camper (25.6%). Visitors participated in many activities, including wildlife viewing (21.4%), visiting the American Bald Eagle Foundation (15%), hiking (14.7%), walking (14.5%), general sightseeing (13.2%), shopping (13.2%), and visiting museums (11.1%).





INTERPRETIVE THEMES

Interpretation enhances a visitor's experience by revealing what makes the sites and resources of the Haines Highway Scenic Byway significant. It is a valuable tool because it "forges emotional and intellectual connections between the interests of the audience and meanings inherent in the resource."¹² Effective interpretation prompts an appreciation of resources that fosters stewardship. Interpretation along the Haines Highway Scenic Byway will not only tell visitors what is significant about the corridor's resources, but it will also aim to help visitors understand the values of each site.

Interpretive themes and subthemes are the central messages visitors should understand about a particular interpretive site or presentation associated with the Scenic Byway. Themes foster a sense of continuity and assist planners when organizing the content for interpretive materials. Each interpretive product developed will support the primary interpretive theme and one of the subthemes.



Alaska Chilkat Bald Eagle Preserve

¹² National Association for Interpretation, "Definitions Project," <http://www.definitionsproject.com/definitions/index.cfm> (accessed December 28, 2012).

PRIMARY INTERPRETIVE THEME

Connections: The Haines Highway Scenic Byway is a vital corridor that provides an array of connections. It connects the coast to the interior, communities to natural resources, recreationalists to the outdoors, travelers to unparalleled scenic beauty, and people to historic treasures.

INTERPRETIVE SUBTHEMES

Valley of the Eagles: What does the eagle mean to you? From your perspective, it could be a symbol of your culture, your livelihood, a new season, or an environmental indicator.

Trail to Highway: Whether you call it the Grease Trail, Dalton Trail, or the Haines Highway, this corridor connected the coast to the interior and is still an important route.

The Natural Theater: The Haines Highway corridor acts as a complex setting where nature takes the center stage.

Resourceful and Resilient: Cultures and communities that have prospered along the corridor have displayed resourcefulness and resiliency.

Recreation: Experience Alaska's wilderness up close and personal in the Chilkat Valley on roads, trails, marine waters, rivers, lakes, and glaciers.



Chilkoot Corridor



Chilkat River



EXISTING INTERPRETATION AND INFORMATION

There are several information and cultural centers along and adjacent to the Haines Highway Scenic Byway corridor. Visitors and residents may gather information about the Haines Highway and the surrounding communities and parks at locations that are detailed in the following table.

INFORMATION AND CULTURAL CENTERS

(All mileposts are approximate)

Site	Location
Ferry Terminal	2112 Lutak Road, Haines, AK
Chilkat State Park Visitor Center (seasonal)	Seven miles south of Haines on Mud Bay Road
Fort William H. Seward	Fort Seward Drive, Haines, AK
Alaska Indian Arts	Fort Seward Drive; Haines, AK
Hammer Museum	108 Main Street, Haines, AK
Sheldon Museum and Cultural Center	11 Main Street; Haines, AK
American Bald Eagle Foundation	113 Haines Highway, Haines, AK
Haines Convention and Visitors Bureau	122 Second Ave; Haines, AK
Haines Borough Public Library	111 3rd Ave S., Haines, AK
Dalton City/Southeast Alaska State Fairgrounds	Fair Drive, Haines, AK
Jilkaat Kwaan Cultural Heritage Center	Klukwan, AK (Turnoff to Klukwan is Haines Highway milepost 21.5)
Dalton Cache U.S. Customs and Border Protection	Milepost 40



Alaska Chilkat Bald Eagle Preserve

GUIDED INTERPRETIVE PROGRAMS

Visitors can experience the byway's intrinsic qualities in many ways through guided interpretive programs that take place in the cultural and natural sites in the byway corridor. Examples of programs that have taken place in the past are mostly implemented by commercial enterprises and include bus, bicycle, kayaking and rafting, fishing, hunting, flightseeing, and hiking tours.



Chilkat River

INTERPRETIVE WAYSIDES

Existing interpretation is scattered along the Haines Highway Scenic Byway corridor. The following table shows the existing interpretive waysides organized from south to north with a general description.

EXISTING WAYSIDES

(All mileposts are approximate)

MP	Site Name	Site Description
At the end of Chilkoot Lake Road via Lutak Road, 10 miles north of Haines	Chilkoot River Corridor	The Chilkoot River Corridor contains naturally and culturally significant resources. There are four distinct interpretive panels, one of which is duplicated. There is also a sign that tells the story of "Deer Rock."
4.3	Wayside	Large unorganized pullout with an interpretive panel about eulachon fishing and very scenic views of the river.
19.3	Council Grounds South	This wayside is the major destination and viewing area for the Chilkat Bald Eagle Preserve with a covered pavilion and 16 interpretive panels. Other facilities include restrooms, benches, and trails.
Between MP 19.3 and 20.6	Council Grounds Trail	An interpretive trail connects Council Grounds North and Council Grounds South with thirteen interpretive panels along the trail. There is a boardwalk with a viewing platform and telescope along the trail.
20.6	Council Grounds North	This wayside is the northern limits of the Council Grounds area and includes four interpretive panels.
26.2	Porcupine Crossing	There is a large hand-painted sign on private property that describes the Dalton Trail and Gold Rush Era. There is some concern about inaccurate content in the sign.
26.7	Klehini River Scenic View	This wayside is a paved parking area with a covered picnic shelter with four interpretive panels and a viewing scope.
35.6	Saksaia Glacier View	This is a wayside with one interpretative panel about gold seekers and the Tlingit people.
40.2	Old Dalton Cache	Three interpretive panels, an informational sign, and a plaque, managed by the Bureau of Land Management, describe this historic site also known as Pleasant Camp, built circa 1896 by Jack Dalton. The site was historically used variously as a supply cache, trading post, a bar, and a station for Canadian Mounties.





RECOMMENDATIONS*

Recommendations for new interpretive experiences along the byway take many things into consideration. Most importantly, the type of **audience**, the **resource** being interpreted, and **appropriate** techniques should be considered in order to create an effective interpretive opportunity.

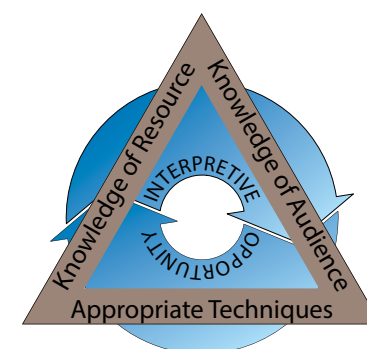
There are two types of interpretation, personal and non-personal, that are commonly used by professionals to effectively interpret a resource such as the Haines Highway Scenic Byway or an individual site along the byway.

Personal Interpretation occurs when one person delivers an interpretive program to another person or a group of people. This type of interpretation is interactive and allows visitors to discuss the resource with the interpreter and ask questions. It is flexible to meet the audience’s specific needs, and it has the ability to generate publicity and a source of income for an individual site.

Non-Personal Interpretation occurs when the interpreter is replaced with a type of media such as a wayside, sign, brochure, website, or an exhibit. This type of interpretation does not require the presence of an interpreter; therefore, it is cost-effective. Non-personal interpretive media are not subject to the personality or mood of an interpreter and they provide consistent information over time that can reach large audiences during extended hours of the day.

Offering a mixture of personal and non-personal interpretive media provides a greater chance to reach a wider audience. Some visitors prefer attending guided walks or presentations and feel that reading panels or brochures is cumbersome or difficult. Others prefer to read interpretation at their own pace and may feel that guided walks and presentations are intimidating. The following recommendations suggest a variety of personal and non-personal interpretive media that have the potential to enhance the experience for a diverse audience traveling on the Haines Highway Scenic Byway.

* Recommendations are directly related to interpretation; however, upgrades to the highway between milepost 3.5 and 25.3 are currently being reviewed by the Alaska Department of Transportation and Public Facilities. The number and location of waysides, speed limit, and realignment may be addressed in these upgrades.



Chilkoot Corridor

PERSONAL INTERPRETATION

Businesses, agencies, and individuals conducting guided interpretive programs in the byway corridor should utilize the interpretive themes outlined in this plan to ensure that travelers are receiving consistent interpretive messages based on the community's input during this planning process.

Educational Programs: Visiting local interpretive centers and museums, or conducting environmental education programs at local parks and interpretive waysides can make classroom studies more meaningful. Visits to historically significant sites can help bring history to life for students and might help educators meet the Alaska History Performance Standards for the Alaska history high school credit requirement. Environmental and heritage education programs outside the classroom enrich a student's curriculum through interactive learning that is personally relevant.

Guided Interpretive Programs: Numerous businesses along the byway offer guided activities. Often, guides present formal and informal interpretation during the programs. This provides opportunities for visitors to receive answers to questions that reveal personal connections to the resource being interpreted. Interpretive training opportunities that could be provided to businesses conducting guided programs should be encouraged to strengthen the cohesive interpretive messages outlined in this plan.

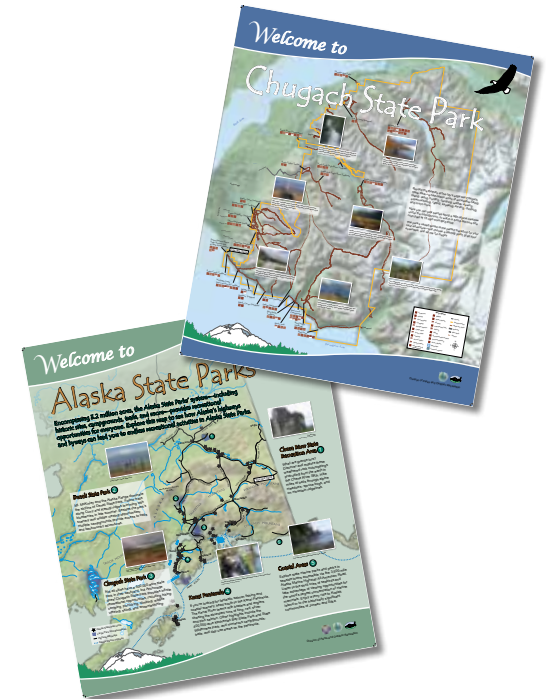
The Chilkat Indian Village is planning and completing the new Jilkaat Kwaan Cultural Heritage Center and Bald Eagle Observatory along the Chilkat River near Klukwan. This museum will house and display artifacts and artwork, and it will provide a workshop for local Native artists. The Chilkat Indian Village has recently expressed an interest in a partnership with the Division of Parks and Outdoor Recreation to staff an interpreter at this new facility. It would be beneficial to form such a partnership that can provide the visiting public with a professional interpretive program that enhances the cultural experience for visitors to the byway.

NON-PERSONAL INTERPRETATION

Byway Welcome Panels

There are many locations where visitors access the Haines Highway Scenic Byway. Visitors who are new to the area would benefit tremendously from an introduction to the byway corridor that allows them to choose their stops based on their interests and needs. The ferry terminal and the U.S./Canada border are the official termini for the byway, but visitors might not begin their journey at these endpoints. Because one could begin their journey from different locations, a welcome panel could be developed for several sites, but with a different "You Are Here" on each one. Places where visitors should be welcomed to the byway include:

- Ferry terminal
- U.S./Canada border
- The airport
- The Haines Convention and Visitors Bureau



- A wayside locally known as “Picture Point” near milepost 3 (plans are currently in progress for a developed wayside)
- The first large pullout north of Haines between milepost 4 and 5

The content of a welcome panel focuses on the overall byway experience and could include the following:

- Map including:
 - ◊ a clearly labeled “you are here”
 - ◊ a compass rose
 - ◊ sites and services such as river access points, toilets, trails, scenic views, parks and recreation areas, waysides with interpretive opportunities and orientation maps, picnic areas, parking, fishing, and so forth
 - ◊ clearly labeled map legend
- Minimal text, approximately 100-150 words, highlighting, exceptional visitor opportunities, a brief overview of the area represented, and relevant safety information
- Chapter 7 includes recommendations for design guidelines for all interpretive panels and signs

Site Orientation Panels

Once visitors arrive at a site or a junction, they may want more information specific to the site or they may be curious about what opportunities await them beyond an intersection. Orientation panels that have a map as a dominant graphic element and text that highlights activities and uses is an effective way to alleviate curiosity. An orientation panel differs slightly from a welcome panel. The difference is welcome panels cover the broad overview of the byway, whereas, the orientation panels have a narrower focus on a specific site in the byway corridor. Content is similar to that of a welcome panel, but more site driven.

Locations for orientation panels could include:

- **Chilkoot Lake State Recreation Site:** This site is accessed via Lutak Road and Chilkoot Lake Road approximately 10 miles north of Haines. An orientation panel for this site could include a map of the river corridor and the campground. Text should briefly highlight various popular activities and safety information about bears.
- **Picture Point:** Picture Point is an ideal location for a wayside between milepost two and three. It should have a welcome panel that orients visitors to the entire byway, as discussed in the previous section, and an orientation panel that introduces visitors



specifically to the interpretive, educational, and recreational opportunities in and around Haines. A conceptual site plan for this wayside in development.

- **Dalton City:** Dalton City was the set of *White Fang*, a movie released in 1991. Today, small businesses make use of the buildings at this picturesque site associated with the Southeast Alaska State Fairgrounds. An orientation panel for this site should include a map of the property and could briefly highlight the site's story.
- **Fort William H. Seward:** A number of original buildings still stand within this historic fort, the last of 11 military posts established in Alaska between 1897 and 1904 and the only active military post in Alaska between 1925 and 1940. An orientation panel would help visitors identify the historic buildings of the fort and orient them to the site. It should include a map and would reinforce and work with the existing walking tour brochure available at the visitor information center in Haines. The panel support structure could include a covered slot for holding the walking tour brochure. The parade grounds would be an ideal location for this panel.
- **Chilkat State Park:** This park offers camping, beach access, a boat launch, and hiking trails. At this site, an orientation panel would greatly enhance the visitor experience by providing a map showing where the parks' main attractions and amenities are and highlighting the recreational opportunities.
- **Haines State Forest:** At any of the main access points such as at the border and approximately milepost 7, an orientation panel could raise awareness about the Haines State Forest. The panel should include a map that introduces visitors to the approximately 286,000 acres managed as the Haines State Forest. The forest provides access for a large variety of activities and commercial tours that should be highlighted in the text on the panel.
- **Alaska Chilkat Bald Eagle Preserve:** The preserve is a major attraction for visitors to the byway corridor, especially between October and February. Main access points are at milepost 19 and 21. There are many interpretive panels already in the preserve, but adding an orientation panel would greatly benefit visitors and park managers with a map of the site, relevant safety information, and activity highlights.



Dalton City and former movie set for "White Fang"



Fort Seward



Alaska Chilkat Bald Eagle Preserve

- **Klukwan:** Klukwan is a Tlingit village that is accessed by a side road between mileposts 21 and 22. An orientation panel could provide the information that visitors need to decide whether or not they want to visit the community. It should also have a map that highlights any services in Klukwan.
- **Porcupine Mining District:** Between mileposts 26 and 27, travelers may take the Porcupine Crossing Road into the mining district. An orientation panel at the intersection with the Haines Highway could shed some light on where the road goes with a map of the district and its significance in the area’s history.
- **Mosquito Lake:** An access road at approximately milepost 27 leads travelers to the Mosquito Lake State Recreation Site. An orientation panel at the intersection with the Haines Highway and at the campground could assist visitors by providing a map of the site and information about the popular activities associated with Mosquito Lake.
- **Dalton Cache:** The Dalton Cache, located on the US-Canada border, was used variously as a supply cache, trading post, bar, and a station for the Canadian Mounties. An orientation panel that introduces the site to byway visitors would help enhance the visitor experience by giving travelers a snapshot of what the site offers. This orientation panel should prominently feature a map showing it in relation to the historic Dalton Trail.

Tlingit Place Names

The Haines Highway Scenic Byway has well-signed mileposts and waysides and there are interpretive panels that tell numerous stories associated with the corridor’s prehistory, history, and natural features. These signs and panels are in English, and though many of them interpret Tlingit culture, visitors and residents could grasp the Tlingit culture better through the use of Tlingit words and translations.

There are Tlingit place names for many of the natural features seen along the byway, but they are not widely known nor are they used in signage. Visitors and residents could benefit from plaques or signs that have a consistent appearance and include the Tlingit word, English equivalent, and literal translation. For example, the town known as Haines today, was called Dei Shú by the Tlingit and it literally means, “end of the trail.”



Tlingit place names could be displayed on signs with a shape evocative of a Chilkat blanket. Black and red common colors associated with Tlingit, but color could be used to brighten the signs.



RECOMMENDED NEW INTERPRETIVE WAYSIDES

Using the interpretive themes outlined in Chapter 4 of this plan, interpretive waysides have the potential to reach a diverse audience and are cost effective. They can interpret the many outstanding features associated with the byway and can persuade travelers to explore a community or attraction. All new and updated interpretive waysides should be consistent in design and relate to this plan’s interpretive themes.

Decisions regarding the order and placement of recommended interpretive wayside projects along the Haines Highway Scenic Byway were made in reference to public comments, site conditions, distance from one site to the next, audience analysis, land ownership, and professional guidance. New interpretation is recommended so as to ensure that interpretive waysides along the byway are as evenly spaced as possible.

The following table lists this plan’s recommendations for new interpretive waysides. It is organized from south to north and not in order of priority. Projects may be completed one at a time or in multiple-project groupings as opportunity and funding allows.

(All mileposts are approximate)

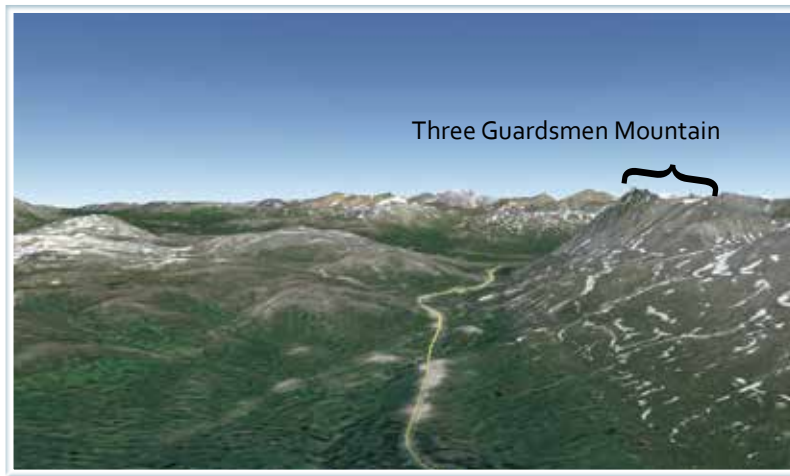
MP	Site Name	Site Description	Relevant Topics
2.7	Picture Point Wayside	Large unorganized gravel parking area that provides the first view of Haines and Fort Seward and can accommodate several vehicles.	Welcome to the byway; Fort William H. Seward; Native culture; Haines
1.5	Charlie Anway Homestead Cabin	Charlie Anway was a homesteader at the turn of the 20th century and became well-known for his fruit crops. The Chilkat Valley Historical Society currently owns the property and is in the process of restoring it. A separate interpretive plan has been written, but not yet implemented for the site.	Charlie Anway; homesteading
10	Wayside (fish wheels)	Large unorganized pullout with a boat launch and parking. Used for sport fishing and accessing the fish wheel.	Subsistence fishing; fish wheels
13.9	Wayside	Large pullout often used by commercial rafting tours for river access. Visitors often wait here while rafts are loaded and unloaded.	River ecosystem
23	Wayside	This wayside was cleared after the 2005 landslide as it is in a landslide area. It is also near the Chilkat River Bridge.	Landslides; avalanches; highway construction; bridge crossings
26.3	Porcupine Crossing Road	Road and steel bridge over Klehini River to historic Porcupine Mining District and the historic Dalton Trail. Across the bridge, there is an old “homemade” painted, wooden sign about the historic Dalton Trail.	Gold mining; Trade routes
30.5	Wayside	This pullout is located between milepost 30 and 31. The rock cut for the Dalton Trail is visible on the opposite side of the valley.	Dalton Trail; natural features

THREE GUARDSMEN MOUNTAIN TOTEM POLES

Much of the Haines Highway has been built over the traditional trade routes of the Chilkat people. Traditional Tlingit territory covers much of Southeast Alaska and also includes land in Canada. For instance, Three Guardsmen Mountain, which overlooks Stonehouse Creek, is the northern boundary of the Chilkat people and is in Canada. At key points along the highway, interpretive signage highlighting Chilkat traditional territory and trade routes would be appropriate and show respect to the Native groups of the area and the traditions rooted in thousands of years of history.

While this plan cannot make recommendations for developing interpretive sites in Canada, two highly important spots to interpret along the byway are Three Guardsmen Mountain and Stonehouse Creek. Chilkat ancestors used to say that their ancestral boundaries extended from Stonehouse Creek to Berner's Bay and from mountain top to mountain top on the Takshanuk and Chilkat mountain ranges. They said the mountain peaks served as Chilkat "fence posts."

If an agreement can be reached with the appropriate Canadian officials and stakeholders, an interpretive site near Three Guardsmen Mountain honoring the Chilkat people's history in the area would be appropriate and fitting. It could include a set of three totem poles created by Chilkat carvers that would depict the three sentinels in varying positions—one standing upright looking north, one facing west in a semi-crouch position with one knee forward, and the third sitting on a rock or stump with one hand shading his eyes looking southeast.



Glave Peak is the tallest of the three peaks of the Three Guardsmen Mountain.



DESIGN GUIDELINES

This chapter provides design guidelines for new interpretation along the Haines Highway Scenic Byway. Interpretive sites and materials should use a cohesive design to give the byway a distinctive appearance and help travelers recognize a visual consistency along the byway. Some existing sites already adhere to their agency design standards, such as those located in state park units. The byway committee should take these into consideration when applying the guidelines in this plan to designs for new sites. To best meet the following guidelines, the byway committee should work with professional interpreters.

Sites that receive updated or new interpretation should use a high quality, professional standard for interpretive panels, parking facilities, structures, kiosks, and restrooms. New interpretive panels should use materials that are both low maintenance and vandal resistant. New facilities should be carefully designed so that they are ADA accessible.

The following section outlines the basic elements of design for interpretive panels. They are intended to guide the byway committee as they update and develop new interpretation for the byway.

Old panels can be updated with the fresh, new look, serving to unify and consolidate the themes and units into a cohesive whole, while highlighting the Haines Highway Scenic Byway.



PANEL DESIGN

A standard interpretive panel at a wayside will be approximately 36.5 x 30.5 inches, horizontal or vertical, but smaller panels may be used for trailside interpretation. The content of an interpretive panel, including theme and topic, should determine the types of graphics used. Graphics or a font style that works beautifully in one panel may not be appropriate for others.

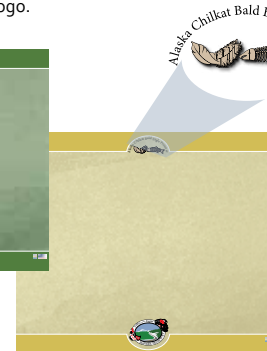
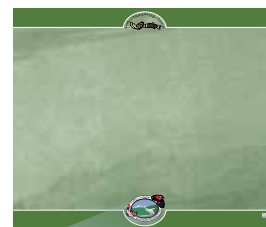
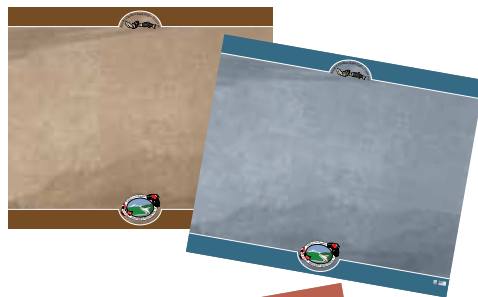
This plan recommends that a serif font such as Minion Pro, Goudy, or Garamond is used for titles and headings. A sans-serif font such as Corbel, Calibri, or Segoe should be used for body text. Although these are general rules to follow when developing written interpretation, they are not mandates; the contracted interpretive specialist and byway committee will decide what is appropriate for each panel. Sometimes, typographical techniques can allow the title and headings to work as graphic elements.

Logo

The State Scenic Byways logo should be included on new and updated interpretive panels. Logos for funding sources should also be included, but having too many logos can clutter a panel and potentially confuse visitors. One option for replacing multiple logos is to create a funding line on the interpretive panel that is written out. Font size and style should be similar to photo captions. One way to create a unified appearance for all interpretation and orientation along the Haines Byway is to use a uniform logo throughout the corridor.

QR Code

QR (Quick Response) codes are increasingly popular in media. They can lead visitors to additional interpretive content by using an application on a smart phone, but there may be limitations depending on cell phone reception. Include some foreshadowing to entice visitors to scan the QR code. It is also helpful to include a full web address for those who do not have access to a smart phone. Agencies can also add mini panels to existing displays to elaborate on a topic or advertise hours for a visitor center.



An identifying element is the top and bottom bar, similar the one shown in the *Alaska Highway West and Haines Road Interpretive Plan*.

In conjunction with the cut-out, color-coded bar, the name of the unit and an icon, could be on top, further supporting the theme or unit. The feather/fish bone icon shown here is currently used at the Alaska Chilkat Bald Eagle Preserve.

Themes and units can be further supported and identified by color coding. Shown are examples with the proposed color palette and logo.



The QR code below leads to a bear safety website that has been translated to a number of foreign languages.



For more on bear safety, in English and other languages, visit: www.bearsafety.adfg.alaska.gov.

In an effort to reduce the proliferation of icons, and yet create a cohesive identity, this logo uses elements from the logos created for the *Alaska Highway West and Haines Road Interpretive Plan*, which was developed by the Yukon Department of Tourism Heritage Branch. Therefore, if the main logo has similar elements the audience will intuitively understand that the panels are part of the cohesive whole.

Additionally, it is recommended that the Native art elements be created by artists from the local community.



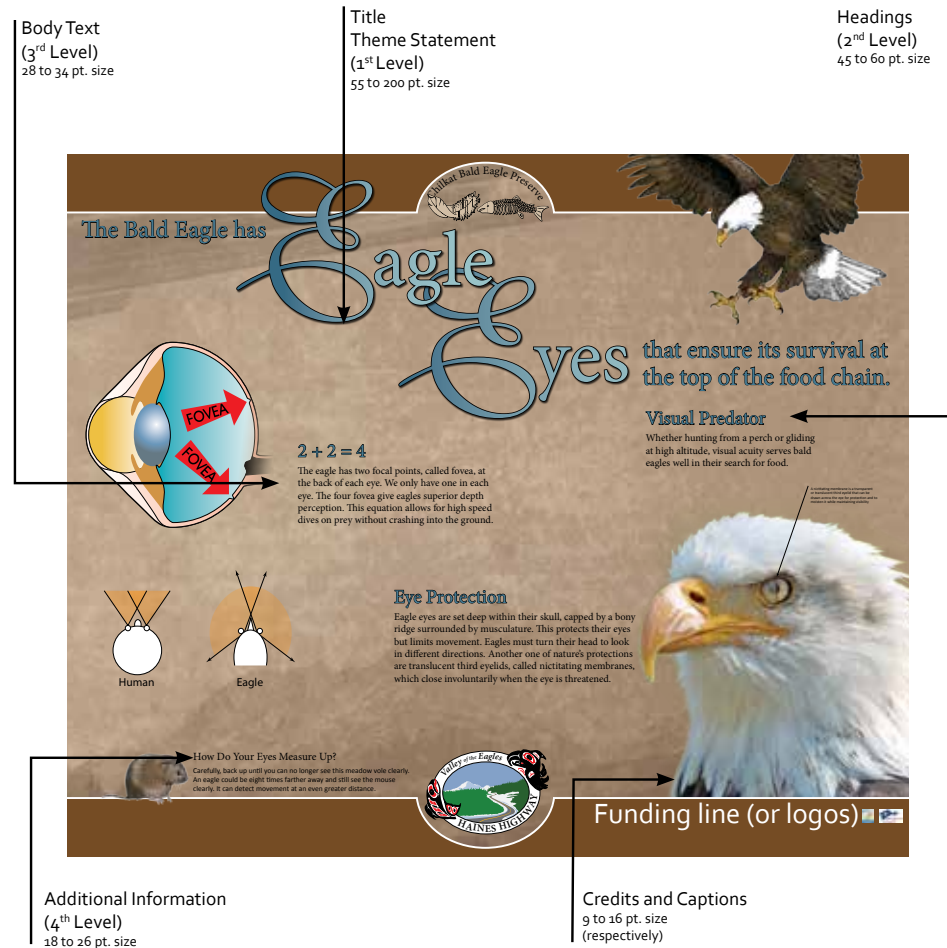
Use logos for funding source, or for a cleaner look, include a funding line such as:
 "Panels developed by: _____
 _____ and funded
 by: _____."

Design

Panels along the Haines Highway Scenic Byway should follow a recognizable template, but the format may be slightly altered to better represent the panel theme or to accommodate agency-adopted standards that are not flexible.

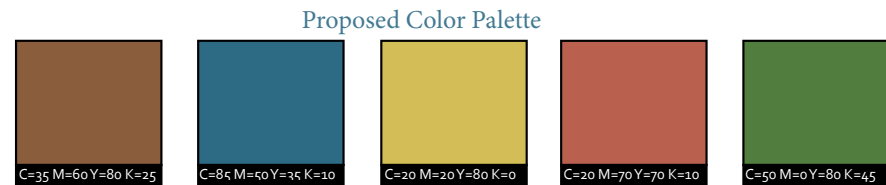
The textual components of a typical panel are as follows:

- **Title:** The title tells visitors what the panel is about and should intrigue them to continue reading.
- **Theme Statement (1st Level):** The theme statement presents the overall theme of the panel and provokes the audience to read further. If this statement is the only thing the visitor reads, he or she should still grasp the main message of the panel.
- **Headings (2nd Level):** The headings introduce readers to the body text. Typically, the theme statement and headings should have the same font type and size.
- **Body Text (3rd Level):** The main body of the text supports the theme statement and should relate the resource being interpreted to the audience and reveal something meaningful about the resource.
- **Additional Information (4th Level):** This part of the panel reveals interesting information not included in the body text; it can be a quote or poem, or it can be a statement that further describes a process, person, event, or photograph.
- **Photo Captions:** Captions should describe the photograph and the photographer should be credited.



Color Palette

Due to the long length of the Haines Highway Scenic Byway, it would be difficult to restrict all panels to a particular color palette; however, interpretive displays within individual waysides and pullouts should have a consistent color scheme. There needs to be flexibility to ensure that the color palette of individual panels complements the chosen topic and theme as well as the graphics and surrounding landscape.





EVALUATING INTERPRETATION

Creating guidelines for evaluating the effectiveness of interpretive sites and materials is an essential part of the planning process. The purpose of evaluations is to help the byway committee measure whether the plan's goals and objectives are being met. The intent of evaluations is to collect information to make improvements and decisions about future planning.

There are many appropriate methods for evaluating interpretation. A combination of methods will produce the best results. Media, especially interpretive panels, should be evaluated at least every ten years for both content and graphics. If panels are left too long, the message and graphics can become dated and unappealing to visitors. Using peer reviews, oral interviews, exit questionnaires, observation, and suggestion boxes would all be effective methods for evaluating the byway's sites and services.

- **Peer Reviews:** Professional interpreters developing media for the byway should allow for a peer review process that includes members of the byway committee. A group of people with varying interests will provide valuable input in the developing stages of interpretation and the product will greatly benefit from this process.
- **Oral Interviews:** Visitors could be approached for a short interview about interpretation along the byway. Interviews can provide the byway committee with a person's impressions and allows for follow-up questions to learn more about someone's opinions.
- **Questionnaires:** Visitors could be given a questionnaire with pointed questions to determine whether the interpretative media's objectives were met and the themes communicated. The questionnaire should also solicit ideas for improvement. Volunteers, Byway committee members, or site staff could hand questionnaires to visitors during peak hours at identified points of contact.
- **Observation:** Indirect observation—having someone observe how visitors react to interpretive exhibits—is a good method for evaluating the effectiveness of each display, including its ability to attract and hold a visitor's attention.
- **Suggestion Box:** Suggestion boxes or guest books could be placed in areas of high visitation to provide travelers a place to share their thoughts, suggestions, and ideas. A system should be established whereby the comments are regularly retrieved. Paper and pencils would need to be supplied and restocked. A digital "suggestion box" on the Internet could also yield helpful post-trip insights.



ACKNOWLEDGEMENTS



Public meeting introducing the scope of this plan

Preparation of this interpretive plan included the input of many individuals and residents of the communities along the Haines Highway Scenic Byway. Many people volunteered their time by reviewing drafts and providing suggestions that made this document a possibility.

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Darsie Culbeck, Haines Borough

Mark Earnest, Haines Borough

Thom Ely, Sockeye Cycle Co.

Scott Hansen, Chilkoot Indian Association

Lee Heinmiller, Vice Chair, Borough Planning Commission

Judy Heinmiller Clark, Tourism Advisory Board

Lani Hotch, Chilkat Indian Village

Norman Hughes, Takshanuk Watershed Council

Ron Jackson, Borough Parks and Recreation Advisory Committee

Preston Kroes, Alaska State Parks

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Phyllis Sage, Alaska Guardhouse

Stephanie Scott, Haines Borough

Jim Scholl, DOT&PF SE Region, Environmental Impact Analyst

Anastasia Wiley, Scientific Resource Surveys

Bald Eagle Advisory Council



. APPENDIX A:



SUMMARY OF PUBLIC COMMENTS

In the following detailed analysis of the survey (open to the public from November 7, 2012 to December 7, 2012), respondents' answers are verbatim.

1. What topics and stories would you share about the Haines Highway with a visitor?
 - History of the corridor before it was a road
 - Administrative history of the creation of the Alaska Chilkat Bald Eagle Preserve emphasizing the birth of the twins: The Alaska Chilkat Bald Eagle Preserve and the Haines State Forest as an example of landmark collaboration of all the land owners; and the creation of a delicate but workable balance to preserve the habitat for the Bald Eagle as well as the preservation of traditional uses; and the provision for commercial use
 - Impacts of road on habitat and the strategies and examples of efforts to mitigate
 - Outlining the nature of the Critical Habitat portion of the by-way so that this stretch is more highly protected perhaps with speed restriction
 - I would share the cultural history of the Tlingits in this, their valley for centuries. The many places that they lived and subsisted and thrived in, how they did it, (hooligan, oil processing, trade with interior tribes, etc.) Their connection to the land by the clan names that relate to plants and animals of the area is important too. The scenic beauty is obvious, and I would want to interpret it as the backdrop

for the human presence. I think the dominant theme should be the Tlingits and how they thrived in this valley and weave in other cultures as part of a transition to today.

- The purpose of the following comments are to express requests by several Native residents at a powerpoint presentation by Anastasia Wiley on Nov. 16 at the American Bald Eagle Foundation Haines, Alaska. The talk was "Viewing Cultural Landscape through Placenames, An Example from Chilkoot Village Site." The Native residents asked if DOT/Haines Byway would consider erecting plaques at areas which have Tlingit placenames. These have been researched for the area by Anastasia Wiley through SRScorp in Haines and includes Traditional Stories for many of the names.
 - I would like to see something about the Haines State Forest. We focus on the Chilkat Bald Eagle Preserve but the creation of the Haines State Forest occurred at the same time as a result of the logging that was occurring in the valley at the time. The resulting legislation creating both was landmark legislation that involved a compromise of all interests. This was the first State Forest in Alaska and is important to Haines and the State.
 - Glaciation and the formation of the topography, and emerging ecosystems. Glacial silt; the early people of the area; transportation history (eg. grease trail) to the present; info about salmon species, tree die-off in the interior, hiking trails.
 - Coho salmon life cycle: Spawning, hatching, rearing in Chilkat River, smolt emigration from the Chilkat, fishing on the adult return to the Chilkat.
2. What do you like most about the Haines Highway Scenic Byway?
- That we have access by road to other regions of the state and even to the Lower 48; it can be a safety valve should we need to move people, goods, and services even though faster access routes (water and air) may be disrupted
 - It is absolutely beautiful
 - It is curvy
 - I like the peaceful, scenic qualities of this rural road nestled in a valley alongside the Chilkat river. It is a pleasure to drive and there is always something different to see. Sometimes is trumpeter swans nesting, sometimes moose, sometimes eagles dominate. It also gives us access to the pass, where there are great hiking opportunities in the vast openness above treeline
 - The Byway allows for the opportunity to integrate Traditional Tlingit thought with historic and modern area uses. SHPO and DOT are only aware of recorded villages and campsites and historic structural remains. Every elusive are placenames not recorded in public records.



Apple Tree at Anway's Cabin



Lutak Road

- I love the scenery and that it exhibits a range of diverse ecosystems including but not limited to interior and tundra to coastal. I love that you see mountains poling above vast glaciated areas toward Mt. Fairweather.
 - Many access points to coho salmon fishing in the Chilkat River.
 - What, if anything, would you change about the Haines Highway to benefit visitors and Alaska residents?
 - Additional pull-outs to view wildlife
 - I would construct good pullouts at key places, not just to interpret the area but to provide access to popular recreational areas. Pullouts should also have hiking/ biking trails at them so that visitors can not only look at an area more closely, but experience the location. There are several items located in our comprehensive plan that are related to the Haines Byway and this would be a good opportunity to implement them. I would also create the opportunity for people to pull off at informal places and traditional places that are used by locals. This road has many scenic places and photographic opportunities and if too much of the road is bounded by guardrails it precludes the informal use areas. There may be safety issues with this, but I think it can be done.
 - The Highway is delineated by numeric mileposts which have replaced many Tlingit placenames. Visitors and non-native residents will benefit by learning interesting Tlingit stories attached to places they now think of as only a milepost. These are frequently natural landforms or sites only visible through archaeology.
 - 1. Improve the road segment from Haines to the recently completed segment. 2. Improve local scenic by leaving no timber harvest buffer zones 200+ feet along the highway and require DOT to leave no more than a 12" stump when doing roadside brushing. 3. Have litter barrels for visitors.
 - Provide outhouses and trash collection at popular fishing access points.
3. What effects do you foresee interpretation and roadside improvements having on the Byway and your community?
- Concern that improvements that involve making the highway a higher-speed corridor may result in more collisions with eagles and wildlife (moose); these occur now and residents have sustained critical life-changing injuries
 - Possible conflict between the scenic quality of the highway and the development of the highway as a transportation corridor for trucks from the mines developing to the north
 - I think creating improved pullouts and interpreting the highway will make it more enjoyable for visitors and locals also. The visitor experience will likely be enhanced. I think my biggest concern over this whole project is the prospect of



Barrow's Goldeneye in Chilkoot Lake



View along Haines Highway

the road being transformed into an industrial highway, and overbuilt to meet that need. It then will become more of a road to quickly get through the valley than a recreational and scenic experience. Designing it to accommodate large ore trucks automatically changes the alignment, curvature, curve width and travel speed of traffic. Even though it might be designed for 55mph, the bigger, wider, straighter road will invite going faster. Law enforcement up here is very minimal. The challenge will be to choose the minimum road needed for the most reasonable traffic assumptions for the future. Encourage curvature where it can be built in because long tangents are unattractive and boring plus they promote speed. In the area of the Council Grounds, consider imposing a reduced speed limit, such as 45mph, since there are many periods of time where there is a lot of traffic and people right adjacent to the road.

- Improvements always affect the safety of the residents. A Placename Plaque Program would also enhance the interest and knowledge of the visitors and residents.
- I would like to see the interpretive signs at least note the State Forest and its multiple use aspects for timber, water, wildlife, minerals, and recreation.
- Within the Bald Eagle Preserve, incorporate more roadside parking to facilitate more visitors. Trash (if no litter barrels are present). May need another restroom closer to the border.
- Cleaner roadsides and surrounding wooded areas.
- Happier anglers that spend more money in Haines.



Alaska Chilkat Bald Eagle Preserve



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Chilkat River at M.P. 4.3 Wayside

Thank you for traveling the
Haines Highway Scenic Byway



Council Grounds at
the Chilkoot Eagle Preserve



Fort Seward



SAFETY FILM



Picture Point Wayside

Brown bear and cubs
Chilkoot Lake



PLUS X PAN FILM



Arroway Cabin