

# CONCLUSION



5



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This plan for the *Prince William Sound and the Kenai Peninsula* segment of Alaska's Marine Highway provides a short-term guide for those working on the byway. It establishes the priorities that working byway communities should pursue. It is also designed to support and mesh with the full byway's Corridor Partnership Plan.

This document is meant to be a living document that is regularly updated and modified based on input and priorities generated from the communities, committees, and Alaska's Marine Highway.

The *Prince William Sound and the Kenai Peninsula* segment of the Alaska's Marine Highway is well poised to offer a set of appealing and unique experiences to visitors as a major travel destination. This is a result of the launching of the fast ferry *M/V Chenega* in the summer of 2005 and providing daily service between Cordova, Whittier and Valdez. The existence of the Alaska Railroad providing access from Anchorage, Denali and Fairbanks to Seward and Whittier makes access to this area appealing for out-of-state visitors. Additionally, this segment has the most port communities in the entire system that is linked by state roads and makes access by Alaskan residents convenient and cost effective. All these access points and daily service by the *M/V Chenega* creates a multitude of possibilities for loop travel that includes the Marine Highway to complete the loop. The area's proximity to Anchorage and the fact that Prince William Sound and the Kenai Peninsula are already marketed and known Alaskan destinations will make this segment successful. Combined with good regular Marine Highway service, new terminals, the *M/V Chenega*, and the existing outstanding on-board interpretive program, this area stands to see an increase in both short and long haul passengers on this portion of the byway with only modest improvements and effort.

